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This statement is the result of an interview with Lieutenant Commander D. A. Hurt, USN, Commanding Officer, U.S.S. PERCH (SS 176) by Captain William H. Brockman, jr., USN, Commander Submarine Division One Hundred Three.

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OPNAV INT. INSP. SS10.1
DATED 18 JUN 88

By SCV Date 8/5/88

ENCLOSURE (5)

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About the 25th of February 1942, while patrolling off the southern exits of KENDARI, and while engaged in making a night surface attack on a Japanese supply ship, he opened fire and one shell hit the conning tower fairwater and exploded inside the doghouse, rupturing the main antenna trunk, severing several electrical leads, and rupturing the air line to the whistle. The standard compass was flooded. We were subsequently able to make temporary repairs to the radio trunk and were able to transmit a message to ComSubs telling him that radio reception was all right, but transmission doubtful. The following night our patrol station was shifted successively to the westward into the Java Sea. A large Japanese convoy of troopships had been sighted in the Western part of the Java Sea whose purpose was to land on the island of Java. They cruised around for two or three days to the south of BAWEAN ISLAND. Their proposed landing point was not definitely known. The last station assignment I was given was received in orders on the night of February 28, 1942. By this time the landing point of the convoy had been announced and orders were given to disregard all assigned zones and lane boundaries and proceed to attack the convoy at the landing point. About an hour and a half after surfacing on the night of March 1, 1942, two Japanese destroyers were sighted. We dived, the Japanese destroyers passing us well out of range and after going on by for a distance of about four or five miles, turned and came back in our direction, one of them coming close to my position. I prepared to attack with torpedoes. One destroyer was on such a course as to pass just across my stern and I had prepared for stern tube shots. There was a full moon and I was able to take periodic periscope observations. On taking my last look when the destroyer was at a range of 800 to 1000 yards I noticed that he had changed course sharply to the right and was speeding up heading directly for me. Thinking I was in about 200 feet of water I ordered 180 feet depth. Upon reaching a depth of around 90 to 100 feet the destroyer crossed over me dropping a string of depth charges. Shortly after this I hit bottom at 147 feet. The second string of charges was dropped, believed by the second destroyer. I got clear from the bottom and started evasion tactics. After about two hours I was able to shake the destroyers. During these depth charge attacks power was lost on the port shaft. Before surfacing we noticed that the pressure hull in the after battery compartment on the starboard side forward, and the port side aft had been appreciably distorted and the conning tower showed definite distortion in two or three places. Upon surfacing no enemy was in sight. We continued charging batteries and air banks and proceeded in the direction of the Japanese landing. About two hours before sunrise the following morning, March 2, 1942, two Japanese destroyers were again sighted. We dived. I felt my best plan of evasion was to lie on the bottom so that I could stop all machinery. Particularly because I had to use the trim pump almost constantly. We landed on the bottom in 200 feet of water. The Japanese destroyers had either sighted us before we dived, or else located us with their sound gear, and came straight for us dropping depth charges. I tried to move from the bottom to evade but was unsuccessful. They apparently decided to postpone depth charge attacks until daylight, in the meanwhile maintaining sound contact constantly. At what we thought was about sunrise they made three more attacks, running straight over us from a constant bearing, and then stopped attacking. During one of these attacks our depth gauge suddenly changed from 200 to 228 to 230 feet. There were no further attacks and we laid on the bottom until sunset on the evening of March 2, 1942, and then tried to surface. After about one hour we were able, after closing emergency vents, to break loose from the bottom. Upon surfacing no enemy was in sight. After successively trying all four engines we finally got one engine on the line and got underway at a speed of about five knots and we got auxiliary engine started charging. (Note: Reduction gears, grounds, broken jars, engine room hatch leaked badly and he had made arrangements to scuttle). All gyro

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repeaters were out and we had to steer by coaching the steersman with one man watching the master gyro compass. Then the problem came up of whether we could dive on the morning of March 3, 1942. The decision was made to try to make a running dive. About an hour and a half before sunrise on March 3, 1942, an attempt was made to make a running dive. Water poured in from the conning tower hatch, from the engine room hatch and the flange between the three inch circulating water line and the pressure hull was leaking badly. This was helped somewhat by tightening up on the flange. The boat took a big up angle. I thought that as we would get deeper in the water the conning tower and engine room hatch would seal but this was not the case. At around 75 feet with no signs of incoming water decreasing I started blowing. (Had only one full air bank). After getting to the surface we inspected the conning tower hatch, and between the hatch and the hatch coaming was an opening of about 3/8 of an inch which could not be closed. We removed and adjusted the dogs on the hatch and tried to close it again but there was still approximately the same opening. We again removed the dogs and were attempting further adjustments when the officer of the deck reported three Japanese destroyers in sight. They opened fire on us, five or six shots landing in the water nearby. The gun could not be trained or elevated and also the torpedoes could not be fired. (Had previously had two hot runs in the forward room and one was suspected in the after room). At this time it was decided to abandon and scuttle ship. All of the crew were gotten into the water safely and the boat went down very quickly with the conning tower hatch open. The destroyers picked up the entire crew about 9 o'clock in the morning. I and my navigating officer, Lieutenant Van Buskrk, were transferred to a heavy cruiser, the ASHIGARI, flagship of the Japanese Third Fleet.

By interrogating Lieutenant Commander Hurt, it was found that no attempt was made to destroy confidential publications, or the TDC and other confidential and secret equipment.

He is certain that the spot in which the ship was scuttled was not marked, and inasmuch as it was scuttled during darkness, I am of the opinion, as well as he, that an attempted salvage would have been impossible. So far as he knows the entire crew was picked up by destroyers on March 3, 1942.

FF12-10(A)/A16-2

COMMANDER SUBMARINE FORCE
UNITED STATES PACIFIC FLEET
ADMINISTRATION

17/gn

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Serial: 3599

Care of Fleet Post Office,
San Francisco, California,

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12 OCT 1945

From: The Commander Submarine Force, Pacific Fleet, Administration.
To : The Secretary of the Navy.

Subject: Statements of Submarine Recovered Allied
Military Personnel Concerning Loss of U.S.
Submarines.

Enclosures: ✓ (A) U.S.S. PERCH (SS 176) - Statement of CRIST,
Daniel, RM3c, USN. 4 APR 42
✓ (B) U.S.S. PERCH (SS 176) - Statement of ARNETTE,
E. H., Plc, USN.

1. Subject statements are forwarded herewith as Enclosures
(A) and (B).

G. C. CRAWFORD.

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U.S.S. PERCH - Statement of CRIST, Daniel, EM3c, USN.

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ENCLOSURE (A)

Sept. 30, 1945

At 0200 March 2, 1942 we were forced to submerge, approaching us were several Jap men of war. Immediately they started depth charging us, at first they were a short distance away when we started to move they found us again and were getting direct hits. All the lights were put out by the first direct hits, all the motors were stopped as there were many shorts in the electrical gear. After a short time we managed to get the lights on again, the depth charging continued until 1500. There were many indentations in the hull but none were broken through. Two main motors were out of commission and three main engines. The motors were disconnected leaving us two on the starboard side, some motors were broken, the holding down bolts on main engines and generators were broken, hatches were sprung, fuel tanks lub oil tanks, and two air banks were broken, some torpedoes ran in the tubes, torpedo tube doors were jammed, periscopes and many batteries were broken.

At 2030 we tried to surface but were stuck in mud, the third attempt we broke loose and surfaced, on top-side were many pieces of depth charge the gun would not train. We ran on the surface all night on one main engine and charging batteries with aux.

At 0500 tried to dive, were down forty feet when the stern started dropping fast. Hatches were leaking very badly, by blowing all balast and full power we managed to surface.

When we broke surface there were three Jap destroyers and two cruisers. Immediately they started firing but no hits, the Captain gave the order to abandon and scuttle ship. They fired at us while we were in the water, destroyers came over where the ship went down and dropped more depth charges.

When we were spotted in the water two boats were lowered from one destroyer and sent out to pick us up. We were searched and roped off, they gave us tea, hardtack, and cigarettes. The Captain and ex were taken to a cruiser for questioning.

We were transferred to a Dutch Hospital ship somewhere in the Southeastern Borneo at 0220 March 4, we arrived in Makasser on March 9 the next day were taken to the prison camp.

The food was very bad, we only ate two times a day for several weeks. Many men were beaten for not understanding, after a few days we were made to work cleaning up the city. Three men tried to escape but were captured, the Japs read the sentence to all hands, the three men would be shot they were taken out of camp and never returned.

After about two years we were transferred to a new camp which the Americans built. The buildings were made of bamboo with brick decks, the camp was in a restricted area, during rainy season water covered half the camp and ran through the buildings. We were given very little clothes.

Medical supplies were only brought in every three months, there wasn't enough to last a week.

The punishment was very hard, one American was beaten 78 times with a club larger than a baseball bat, the food was getting less, the work was getting harder, longer hours from 0700 to 1900 with one hour off for dinner if you were lucky.

Many of the men were forced to work making war weapons, hand grenades, trench mortars, and others.

Five men from the Perch died while in prison:

| | |
|---------|-------|
| Edwards | CEM |
| Newsome | GMM |
| Deves | CPM |
| Wilson | FC1/c |
| Brown | MM2/c |

Daniel Chist EM3/c USN.

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U.S.S. PERCH - Statement of ARNETTE, E. H., Flc.

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ENCLOSURE (8)

Sept. 30, 1945

2 A.M. on the morning of March 2nd. We contacted the enemy. We submerged to approximately 150 feet. Japanese destroyers picked us up by sound gear. Immediately we were heavily depth charged. This never ceased until the latter part of the afternoon approximately 5 P.M. Some of the Lub. Oil tanks with bad leaks, others busted completely gave vent to much lub oil rising to the surface. Seeing so much oil (fuel oil and lub) the Japs thought we were finished and immediately left the vicinity. With sound gear unoperable and periscope finished, we had no way of knowing if the enemy had left or not.

From ceaseless depth charging the boat was driven completely in the mud. And at approximately 8:30 P.M. March 2nd we made an attempt to surface the boat. On the last air bank it managed to lift from the mud. No ships in sight.

We got underway on No. 3 main engine. No. 1, 2, and 4 beyond repair. Managed to charge batteries on 1 and 2 auxiliaries. All engines were damaged badly. From holding down bolts, to the lub oil supply. Many electrical motors were out of commission. There was hardly any part of the boat that had not in some way been damaged. At about 5 A.M. we tested the boat for dive. The stern went first. Hatches in control room and Engine room wouldn't seal due to being warped out of shape by depth charge. After going down to 40 ft. stern first. With boat flooding from both hatches. It was immediately decided to bring up to surface. After reaching surface we sighted 3 destroyers and 2 cruisers on horizon. Impossible to submerge and operate. We tried the 3 in. to engage the enemy. 3 in. wouldn't train out. It also was out of commission. Captain ordered All Hands top-side. The enemy fired 3 salvos but missed us completely. We flooded the boat and as it slowly went under, the officers from the bridge sunk all papers that were of military value. Then it went under. Most of the men were still standing on topside when the boat left us. Colors were flying till the last. This was slightly after day-break, March 3rd, 1942. Japs made 2 runs, passed men in water, they layed off, and sent rescue boats out to pick us up. We were in the water approx. 45 minutes. After stripping men of life jacket and lungs and most all articles that were personal (money, pictures, etc.) they put us on Stbd.-side, aft. Under way all day March 3rd and was transferred March 4th 2 A.M. to captured Hospital ship taken from the Dutch. Very little food. This was on the Southeastern Coast of Borneo. We were then taken on same ship to Makassar Celebes and were prisoners there until the end of the war.

Hard labor and poor conditions followed. Many died from lack of proper food and medical attention. Of the Perch crew that died were-(1) A.K. Newsome, GMM; (2) Edwards, CEM; (3) Brown, MM2c; (4) Wilson, MM1c; (5) Dewes, CPHM-All from malnutrition indirectly. Some of the Perch crew were transferred to Japan, left the Celebes Sept. 16, 1942. In the months of Jan., Feb., March and April many men died. Over 300 English, 32 Americans and many Dutch and Dutch Malaysians died this year. Results from overwork, poor food and practically no medicine.

American prisoners of war in Celebes were allowed no mail, no Red Cross from the time captured until day of release.

E.E. Arnette

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PERCH (SS 176)

Having been serviced at Port Darwin, Australia, PERCH (Lt. Cdr. D. A. Hurt) departed on 3 February 1942 for her second patrol, in the Java Sea. At this time the Japanese campaign to secure the Netherlands East Indies was at its height. The Philippines had been effectively neutralized by them, and their fall was only a matter of time. The Japanese were forcing their way down the Strait of Makassar, and an invasion of Borneo or Java was imminent.

From 8 February to 23 February PERCH was sent several reports concerning enemy concentrations near her area, and was directed to patrol or perform reconnaissance in various positions near the islands of the Java Sea. On 25 February she was directed to go through Salajar Strait and patrol along the 100 fathom curve northeast of the Kangean Islands as part of the force then attempting to defend Java.

On 25 February she reported two previous attacks with negative results, and stated that she had received a shell hit in her conning tower, which, damaging the antenna trunk, made transmissions uncertain, but she could receive. On 27 February, she sent a contact report on two cruisers and three destroyers at 6°-08'S, 116°-34'E. No further reports were received from her and she failed to arrive in Fremantle where she had been ordered by dispatch.

The following account of what happened to PERCH is taken from a statement made by her surviving Commanding Officer, who was repatriated at the end of hostilities, having been held by the enemy. The last station assignment was given PERCH on 28 February 1942, in the Java Sea. A large enemy convoy had been cruising about for several days, waiting to land on Java; now the objective had been discovered and submarines were to disregard their areas and attack at the landing point.

Shortly after surfacing on the night of 1 March, PERCH sighted two destroyers, and dove. After the destroyers had passed well clear, they came back, one near PERCH. Hurt prepared to attack with torpedoes, but at 800 to 1000 yards the destroyer turned straight toward him. The Commanding Officer ordered 180 feet. At 90 to 100 feet, the destroyer passed over and dropped a string of depth charges; shortly thereafter PERCH hit bottom at 147 feet.

During the depth charge attacks which followed, the ship lost power on her port screw, but she managed to pull clear of the bottom and surface when depth charging had ceased. Shortly before dawn two Japanese destroyers again were sighted, and once more PERCH went to the bottom, this time at 200 feet. Efforts to move from the bottom were unsuccessful, and the attackers continued depth charging until after daylight.

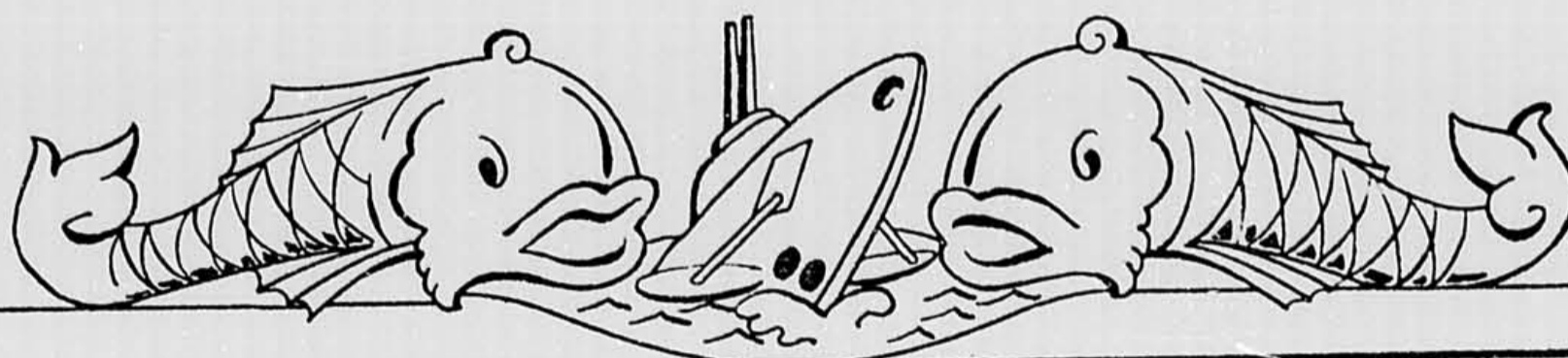
At dusk on 2 March PERCH again surfaced, after an hour of effort. There was no enemy in sight. Reduction gears were in bad shape, there were serious electrical grounds and broken battery jars, and the engine room hatch leaked badly, so arrangements were made to scuttle if necessary.



D. A. Hurt

On trying to dive before sunrise 3 March 1942, it was found that, due to the severe depth charge attacks she had been through, water poured in from conning tower and engine room hatches, the three-inch circulating water line and leaks in the hull. Nothing the crew did seemed to help the leakage and while further attempts were being made to repair the ship, three enemy destroyers came in sight and opened fire. The submarine's gun was inoperative and torpedoes could not be fired. Enemy depth charges had caused three of PERCH's torpedoes to run in their tubes, and the heat, exhaust gases and mounting nervous tension aggravated already extremely difficult conditions. The decision was made to abandon and scuttle her. The entire crew got into the water safely, and all were picked up by Japanese ships. The significant statement of Japanese antisubmarine capabilities is made by Lt. K. G. Schacht, a survivor of PERCH, that "loss of air and oil during attacks caused both previous enemy groups to believe their target had been destroyed".

Personnel of PERCH were taken to the illegal questioning camp at Ofuna, Japan, and then to the Ashio mines, where they were forced to work until the close of the war. Fifty-three of their number have been received from the Japanese since the war's end. PERCH was credited with sinking a 5000-ton enemy freighter on her first patrol, conducted west of the Philippines.



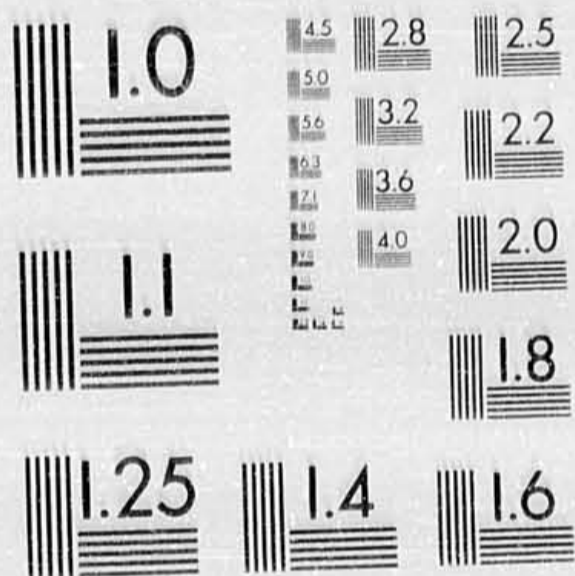
U. S. S. PERCH (SS-176)

| Name | Rate | Name | Rate |
|------------------------|----------|----------------------------|--------|
| ALBONEY, Francis | TM3 | MONROE, Elmo P. | EM2 |
| ARNETTE, Elbert H | F1 | MOORE, Thomas | TM3 |
| †ATKEISON, Warren I. | TM2 | †NEWSOME, Albert K. | CMM |
| BERRIDGE, Robert C. | RM2 | NORMAND, Joseph R | RM2 |
| BOERSMA, Sidney H | CQM | ORLYK, Stephen M | MM1 |
| BOLDEN, Sidney | SC3 | †OSBORNE, Robert W | S1 |
| BOLTON, Vernon | SC2 | PEDERSEN, Victor S | CEM |
| †BROWN, Charles N. | MM1 | PETERS, Orvel V. | F1 |
| BYRNES, Thomas F., Jr. | MM1 | PLANTZ, Ernest V. | EM3 |
| CLEVINGER, Gordon B | Cox | REH, Theodore J | RM1 |
| CRIST, Daniel | EM2 | RICHTER, Paul R., Jr | EM2 |
| CROSS, Charles L., Jr | CTM | ROBISON, Jesse H | EM2 |
| DAGUE, Lawrence W. | MM2 | ROTH, E. J. | MoMM2 |
| DELEMAN, Bernard | MM2 | RYDER, John F | LT |
| †DEWES, Philip J | PHARM | SARMIENTO, Macario | OC2 |
| EARLYWINE, Roland I | CY | SCHACHT, Kenneth G | LT |
| EARLYWINE, Virgil E | GM1 | SCHAEFER, Gilbert E. | S1 |
| †EDWARDS, Houston E. | CEM | SIMPSON, Samuel F | TM1 |
| EVANS, Roger W. | TM3 | STAFFORD, Frankland F., Jr | SM2 |
| FAJOTINA, Alejo | OC3 | TAYLOR, Glenn E. | CTM |
| FOLEY, Joseph A | MM1 | TURNER, Marion M | EM2 |
| GILL, Benjamin S | EM3 | VAN BUSKIRK, Beverly R | LT--XO |
| GOODWINE, Calvin E | MM1 | VAN HORN, Edward | EM1 |
| †GRECO, John | TM1 | VANDERGRIFT, Jacob J. | LTJG |
| HARPER, Earl R. | S1 | WALTON, Felix B. | MM2 |
| HENDERSON, Henry C | MM1 | WEBB, James F | QM1 |
| HURT, David A. | LCDR--CO | WELCH, Freeman | TM3 |
| KERICH, Thomas L. | F3 | WILCOX, Myron O | Y1 |
| KLECKY, Rudolph | MM2 | †WILSON, Robert A | FC1 |
| LENTS, Robert W. | TM3 | WINGER, Ancil W. | EM2 |
| McCRAV, James G | CMM | WRIGHT, Ray N | S1 |
| †McCREARY, Frank E. | MM1 | YATES, Henry S | CMM |

† Died as Prisoner of War.

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AR-63-80



OPERATOR M. Monroe

DATE May 16, 1980

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PERCH (SS-176 AND SS-313)

WORLD WAR II

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J.A. KOONTZ