Our Search for Jim

The Strange Loss and Discovery of the USS Grunion

by his sons

Bruce, Brad & John Abele

Our Search for Jim

A True Story

by Jim's Sons

Bruce, Brad & John Abele

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Preface

In July 2012 a book was published about our search for our dad.

Jim, as he was called, had commanded the submarine USS Grunion. In July 1942 the sub mysteriously disappeared and in spite of intensive efforts to determine what happened nothing was found. It has been carried on Navy records for over 65 years as “missing, cause unknown.” Our search was a life altering experience that included:

- A stream of improbable events, similar in some respects to winning the lottery ten times in a row.
- The critical contributions of a Japanese naval architect, “Sunday historian” and humanitarian.
- The compelling power of collaboration along with the fundamentals that made it possible.
- The discovery of the Aquila, a 1972 crab boat and its remarkable crew, a husband, wife and two home-schooled youngsters.
- An unconventional way of dealing with conflicting evidence.
- The unpredictable path of the story, in other words who knew what when.
- The discovery of our counterpart, a Japanese family that suffered a loss similar to our own.
- The location of relatives for every one of the crew.

Unfortunately that book did not come close to accurately describing the story. A revised edition was scheduled for September 2013 but for reasons too complicated to describe here that revision never occurred.

In the meantime, until something better comes out, the purpose of this book is to accurately describe this extraordinary sequence of events with the use of annotated photographs of the people, the places and the technological aspects of that search. That effort led us to places and things that few have ever seen including the only part of continental United States occupied by enemy forces during World War II, the deep water resting place of the Grunion and a very rare view of an imploded submarine.

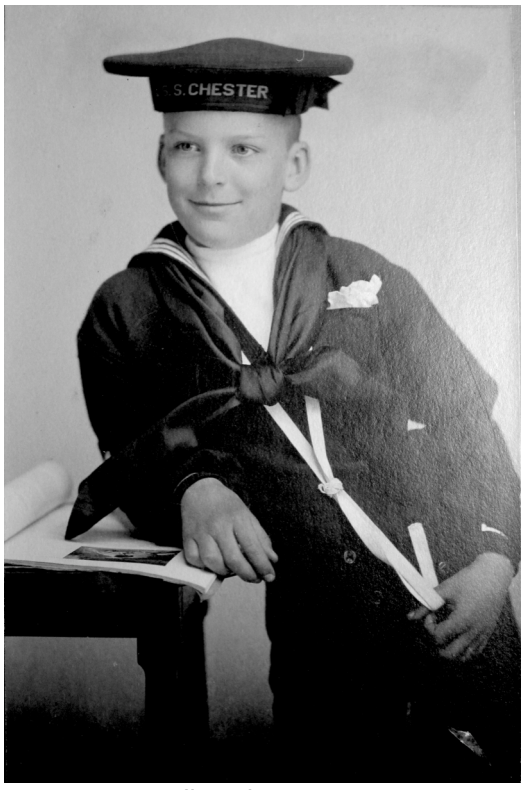
It should be noted that there is frequent reference to July 30 or July 31. The loss of the Grunion occurred close to the international date line, meaning in Japan it was referred to as the 31st and in the states as the 30th. Both dates refer to the same day.

Jim

While my father's official name was Mannert Lincoln Abele, all the family including his three sons called him "Jim" rather than "Dad" or "Daddy".

I don't remember when this started – we just always did as far back as I can remember. His brother, Trescott, related to us that while "Mannert" was still a small boy, he decided that he liked the name "Jim" better than the one given him by his parents and this was the name he used for the rest of his life.

Brad Abele
from the "Jim Book"
1995



Jim, about 10

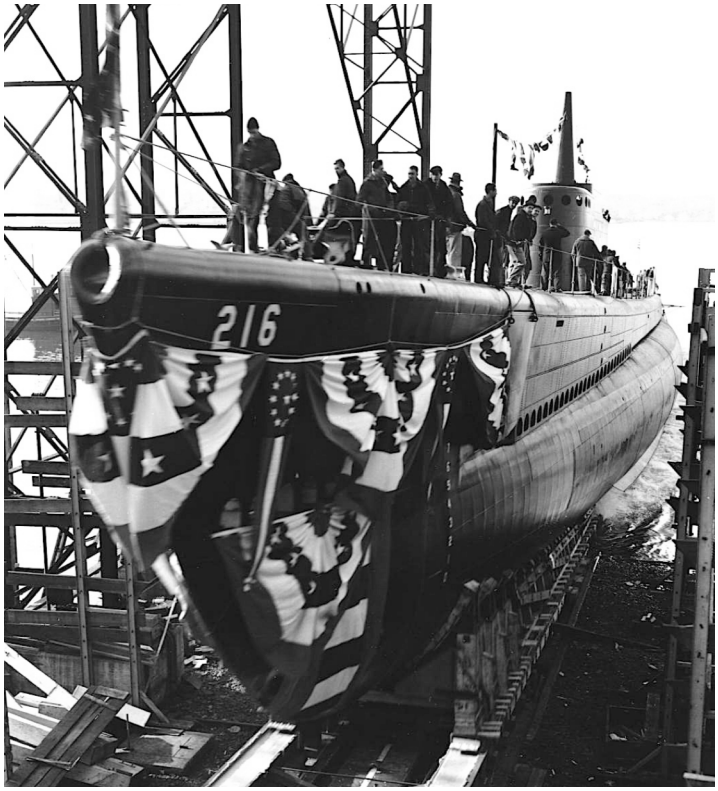
Captain Arthur Abele with his nephew Jim (on right) at Annapolis.

From an early age, due in large part to Jim's Uncle Arthur, Jim wanted Navy. Uncle Arthur was a legendary Navy hero, having played a major part in sinking the Spanish fleet in the Spanish American war.

as Dad

Brad, Jim, John in lap, and Bruce - about 1939

as Skipper of the *USS Grunion*



Dec 22, 1941 Courtesy of St Mary's Museum

The Grunion, built by Electric Boat in Groton, CT was one of the new Gato class of submarines, the fastest, most modern at the time.

Lieutenant Commander Jim Abele

Heading out to sea on May 24, Courtesy St Mary's Museum

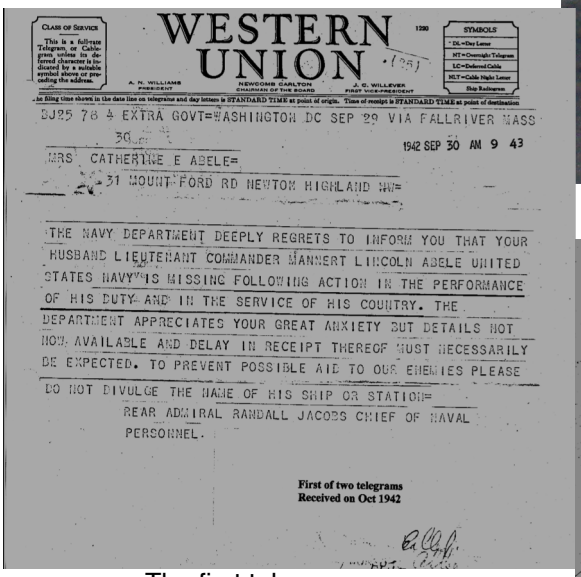
The *USS Grunion* was launched just two weeks after Pearl Harbor. Four months later, the ship departed on its first war patrol for duty off the Aleutian Islands in Alaska. On July 30, 1942 the submarine was ordered to return to Dutch Harbor. It was never heard from after that date.

September 30,1942

A telegram

Our Mother Kay Abele

Our home in Newton Highlands, Massachusetts



WESTERN UNION

BJ25 78 A EXTRA GOVT=WASHINGTON DC SEP 29 VIA FALLRIVER MASS

1942 SEP 30 AM 9 43

MRS CATHERINE E ABELE=

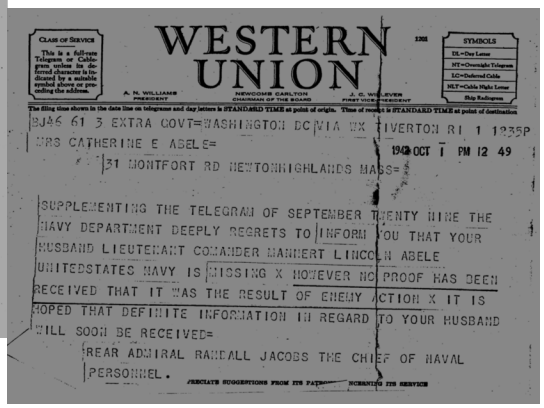
31 MOUNT FORD RD NEWTON HIGHLAND MA=

THE NAVY DEPARTMENT DEEPLY REGRETS TO INFORM YOU THAT YOUR HUSBAND LIEUTENANT COMMANDER MANNERT LINCOLN ABELE UNITED STATES NAVY IS MISSING FOLLOWING ACTION IN THE PERFORMANCE OF HIS DUTY AND IN THE SERVICE OF HIS COUNTRY. THE DEPARTMENT APPRECIATES YOUR GREAT ANXIETY BUT DETAILS NOT NOW AVAILABLE AND DELAY IN RECEIPT THEREOF MUST NECESSARILY BE EXPECTED. TO PREVENT POSSIBLE AID TO OUR ENEMIES PLEASE DO NOT DIVULGE THE NAME OF HIS SHIP OR STATION=

REAR ADMIRAL RANDALL JACOBS CHIEF OF NAVAL PERSONNEL.

First of two telegrams
Received on Oct 1942

The first telegram



WESTERN UNION

BJA6 61 3 EXTRA GOVT=WASHINGTON DC VIA WX RIVERTON RI 1 1235P

MRS CATHERINE E ABELE=

1942 OCT 1 PM 12 49

31 MONTFORT RD NEWTONHIGHLANDS MASS=

SUPPLEMENTING THE TELEGRAM OF SEPTEMBER TWENTY NINE THE NAVY DEPARTMENT DEEPLY REGRETS TO INFORM YOU THAT YOUR HUSBAND LIEUTENANT COMMANDER MANNERT LINCOLN ABELE UNITEDSTATES NAVY IS MISSING X HOWEVER NO PROOF HAS BEEN RECEIVED THAT IT WAS THE RESULT OF ENEMY ACTION X IT IS HOPED THAT DEFINITE INFORMATION IN REGARD TO YOUR HUSBAND WILL SOON BE RECEIVED=

REAR ADMIRAL RANDALL JACOBS THE CHIEF OF NAVAL PERSONNEL.

The second telegram. It stated that there was no **proof** of enemy action

We had been tossing a football on the street in front of our house. Our mother called us in to show us a Western Union telegram that in essence said that the submarine commanded by our dad had not been heard from and was considered *missing, cause unknown*.

1942-43, After the Telegram

Correspondence

Three loose leaf notebooks organized by crew

Our mother Kay

Our mother felt that as the wife of the commander she had a responsibility, an obligation, to watch over the next of kin of 69 families. The Navy would not provide her the addresses but she found them anyway. First she wrote a condolence note. When Jim got the Navy Cross she felt that every one of the crew deserved that honor and wrote a second letter to each family.

A lot of correspondence ensued, much looking for answers.

Kay's Navy Cross Note

An interesting part of that note

I have also received another letter which I would like to share with you - this from a stranger.

"Brooklyn, New York

My dear Mrs. Abele,

In the early summer, I was on a ship in the Carribean when we were torpedoed by a German submarine. We were twenty-three men on a life raft and a very leaky life boat. Sixteen of us were in the life boat and seven on the raft. After the first night adrift we became separated. We were in the lifeboat from Wednesday until Sunday afternoon - five and a half days. I was the first engineer on the ship and on watch when the torpedo struck. I had a severe cut in the head and a bad gash on the chin with no first aid of any kind until I was taken aboard the Grunion by Capt. Abele. I have spent quite a few years at sea and I have never seen such wonderful seamanship as he executed when he rescued us from the life boat as there was a very heavy sea running and it was raining at the time. He was cruising on the surface at the time and he saw the life boat long before we saw him. Needless to say the men on the Grunion all had on oilskins, and we thought he was the German sub who sunk us. We tried to throw everything that wasn't made fast in the boat at him and the names we called him and his men wouldn't be fit to write in this letter. But when he got up alongside of our life boat he ordered the good old Stars and Stripes hauled up to let us know he was an American ship.

I am sure had it not been for the care Capt. Abele and his pharmacist mate, Mr. Paul Sullivan gave us, quite a few of us would not have survived. You see quite a few of the boys had severe sun burn and salt water poison and had bruises that had become infected. He couldn't possibly have done any more for us while we were on board the Grunion. He and all his men took up a collection for us when he put us ashore at ------. You see we had lost all of our earthly belongings and had nothing in the world except what he and his officers and men gave us. Out of a crew of nearly seventy men only twenty-three of us were saved. When we left him at -----,we all wished him Godspeed and God bless him and his crew for saving us from a leaky life boat and almost certain death.

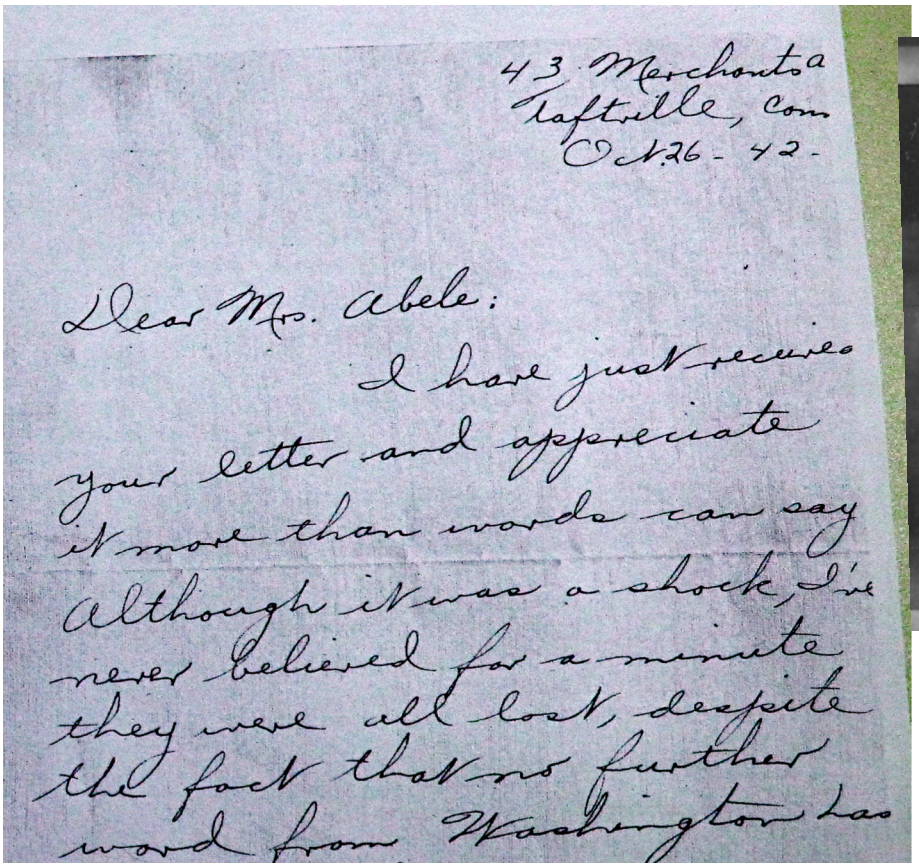
Mrs. Abele, I don't know how to say what I really want to but here goes for a try. I can never stop singing the praises of Capt. Abele and his men and I never had such a blow as I did the night I came home from work and Mrs. Drew showed me the saddest news I ever had to face in the "New York Sun". I also heard over the radio where the GRUNION was reported missing somewhere in the Pacific. I have been hoping and praying every day for some kind of word from the Navy saying she had been found and that everything was all right. I will not bore you any longer with such a long letter only I wanted to let you know, that in our humble way, Mrs. Drew ans I want to convey to you and your family our very deepest sympathy and I still trust that in some way, God will bring the captain and his boys back safe and healthy.

Yours truly,

George F. Drew"

After the Notes to Next of Kin

Correspondence



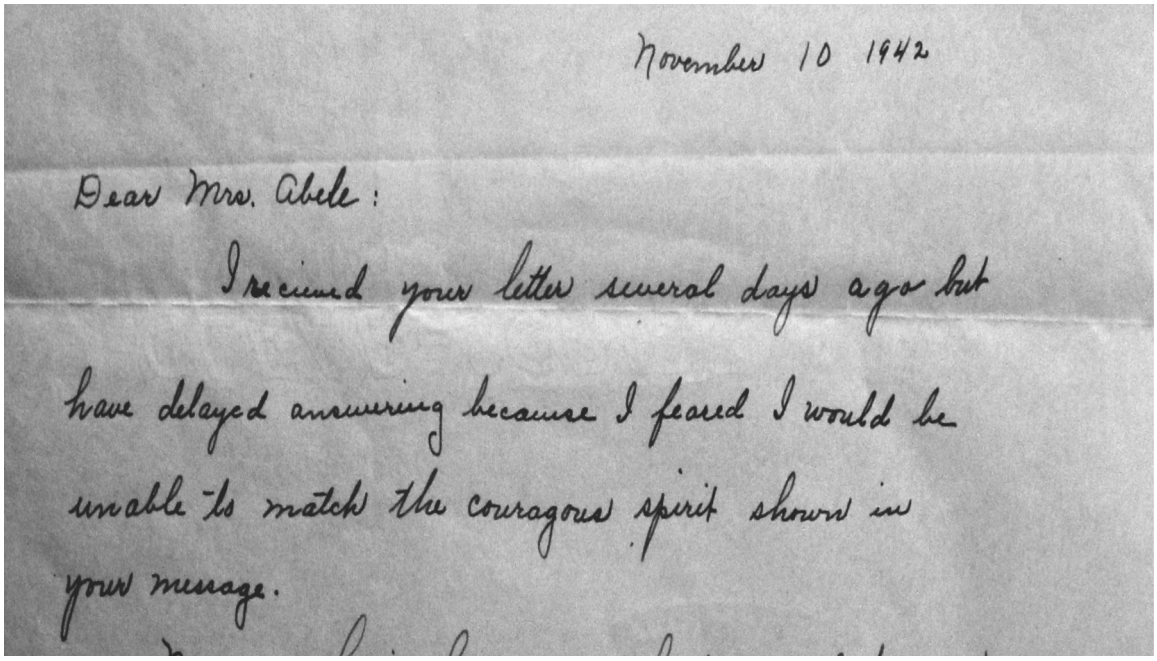
43 Merchants
Taftville, Conn
Oct 26 - 42 -

Dear Mrs. Abele:

I have just received your letter and appreciate it more than words can say although it was a shock, I've never believed for a minute they were all lost, despite the fact that no further word from Washington has

Sample letter

Kay Abele



November 10 1942

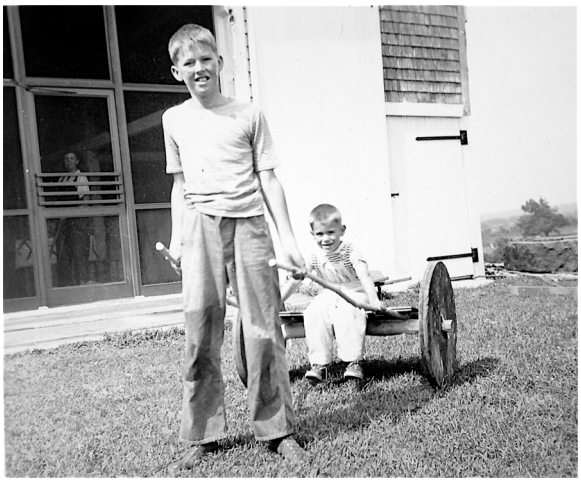
Dear Mrs. Abele:

I received your letter several days ago but have delayed answering because I feared I would be unable to match the courageous spirit shown in your message.

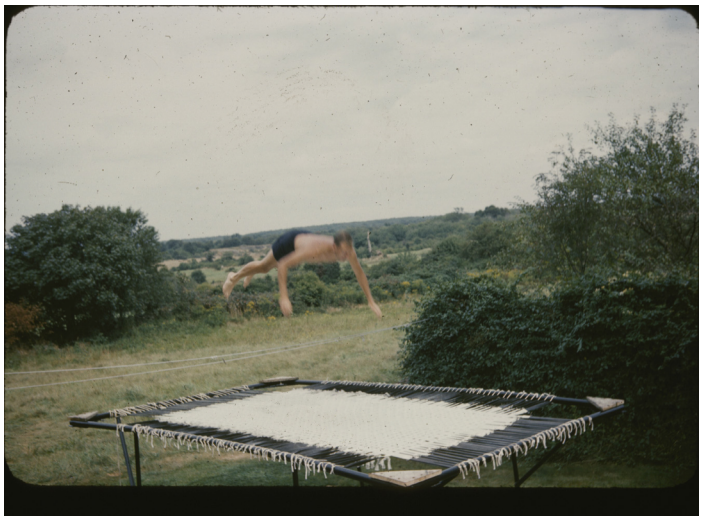
Sample letter

Life Without Jim

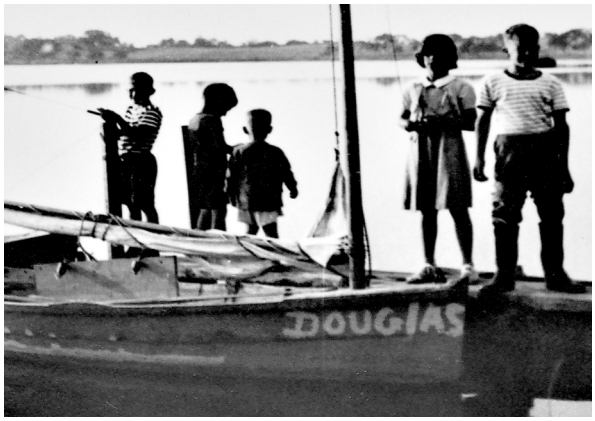
We made things, repaired stuff others threw away and invented things, well, sort of.



Solution to transportation: the axle from a tree, the wheels from telephone cable reels

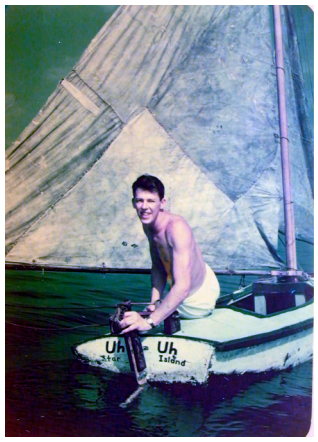


Inner tube trampoline. The inner tube elastics would break from exposure to the sun



Early sailboat

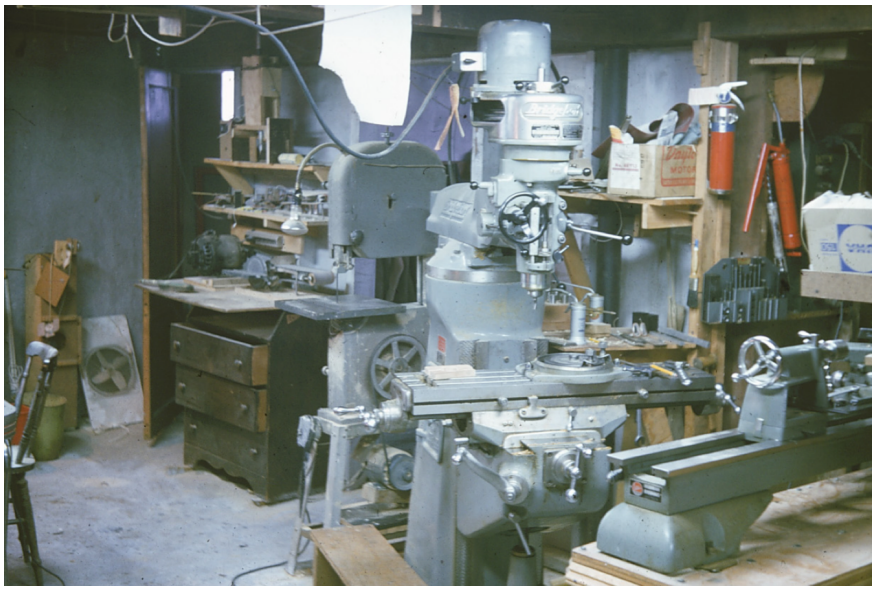
Surfboard?



Newer version with sails from old sheets

Life Without Jim

As time went on we became a little more sophisticated



Basement work shop

A gift to a niece. Depending upon which switches were turned on, the gadget would blink out her name, buzz, or a monkey would jump out. Made from junk.

Trying to "walk on water"

Super strong pneumatic spear gun

About 1995

Brad writes the Jim Book

Brad Abele

Starting about 1992, Brad researched everything possible in an attempt to determine what happened to the Grunion. He put together what we now call the *Jim Book*. It is a summary of what we knew at that time along with a description of what life was like growing up without Jim.

Sept 2001

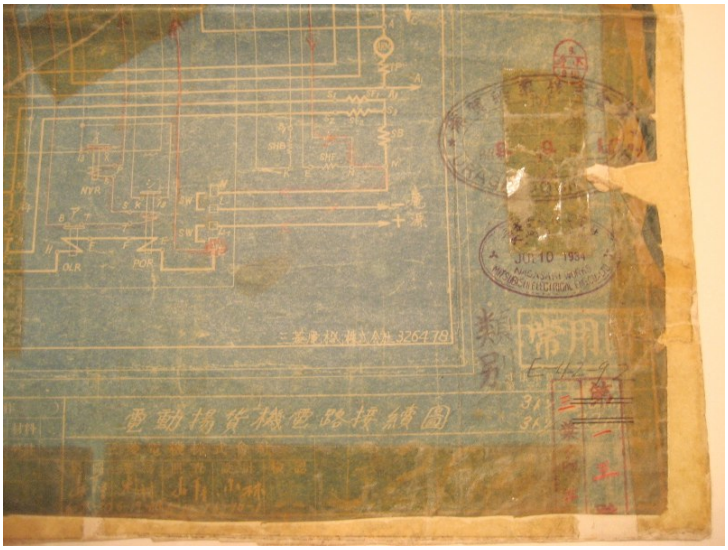
The First Clue, a Winch Wiring Diagram

Lt Col Richard Lane

In 1994 for one dollar, Lt Col Richard Lane purchased from a Colorado Springs antique store a Japanese ship winch wiring diagram. About seven years later, September, 2001, thinking it might have antique value, he posted a note on J-Aircraft.com asking if anybody could determine if it came from the *Kano Maru*, the name on the document.

The next day on J-Aircraft he found a response from a Yutaka Iwasaki saying that the diagram was authentic and supplying some information about the Grunion.

Yutaka provided a description of a confrontation that took place July 31st, 1942 between the *Kano Maru*, the ship from which the documents came, and at that time an unknown submarine.



The wiring diagram

Courtesy Richard Lane

Consignment Of Collectables & Antiques, Colorado Springs, Colorado, the store where the one dollar purchase was made

Sept 2001

Yutaka Iwasaki's involvement

Yutaka's early interest

Yutaka had found Lane's documents particularly interesting because in Japan most originals were microfilmed then destroyed. In addition he was curious how they ended up in Colorado far from the ocean. So he put in considerable time researching its source

As a naval architect he has had a long-term interest in the loss of Japanese merchant ships in WWII and was well aware of the Kano Maru confrontation. He also knew that the Grunion was carried on American records as *missing, cause unknown*. He assumed that because American records were far superior to Japanese ones that the Kano Maru confrontation was not credible.

Nevertheless he thought it would be advisable to mention the confrontation to Lane, thinking it might increase the value of Lane's documents a few dollars. Little did he suspect the incredible impact it would have.

Sept 26, 2001

Lt Col Lane felt that Yutaka's information might be of value to the families of the Grunion crew and sent the following note to Public Affairs, COMSUBPAC

Subj: **Information on Loss of USS Grunnion (SS-216)**
Date: 9/26/2001 7:27:20 PM Central Daylight Time
From: CARR LANE
To: n00p1@csp.navy.mil
CC: navy_yard-iwa@mbj.sphere.ne.jp

File: kano1.ZIP (127230 bytes)
DL Time (48000 bps): < 1 minute

Dear COMSUBPAC Public Affairs,

I saw your posting on the USS Grunion on your website and would like to share some information posted by Yutaka Iwasaki on a website on Japanese Navy Ships. First some background information....

I had been trying to research a wiring diagram from the Kano Maru. The wiring diagram had been in my collection for many years but I was unable to find any information about the Kano Maru. The back of the wiring diagram stated "wiring diagram of deck winches on Kano Maru. I checked out to see if we could use-okay but salvage later abandoned-I fell heir to diagrams". I knew the Kano Maru was sunk at Kiska but there was little other information available.

I posted some images of the Kano Maru's wiring diagram on a website on Japanese ships and Yutaka Iwasaki kindly provided some very interesting information about the ship's history and the USS Grunion. Here is the information he provided on the history of the ship in connection to the loss of the Grunion (publications S.Komamiya's Wartime ship history (1991 private issue) and JIRO Kimata's Submarine attack" (2000 Kojin-Sya)):

Kano Maru
30 July, 1942
08:00 Arrived at 36km north of Kiska. Heavy fog prevented approach, lost contact with the escort, forced drifting. Getting location by astronomical, she restarted approach to Kiska with 15kt.
31 July, 1942
05:47 Torpedoed by Submarine Grunion (SS-216). One hit at machinery room starboard, main engine and generator stopped. No more escape nor radio.
05:57 Second torpedo came, but passed below the ship. Kano Maru pretended to launch seaplane without pilot, failed to start propeller.
06:07 Third and fourth torpedo came, hit fore bridge and amidships on the port but both dud. The Grunion intended to surface and sink by gunfire, ripples was seen 400m distance from her. Kano Maru had two old 8cm guns on forecastle and stern. Stern's one malfunction by the torpedo shock, but forecastle gun fired to the periscope. 13mm machine guns on bridge fired as well. Before the sub appear the whole, fourth shot from Kano Maru hit the conning tower of the sub. It is thought the last of Grunion. The attack had ceased. Later rescue came from Kiska, three seaplanes, cable layer Ukishima, and sub chaser No. 26.

I have attached three JPG's showing the mentioned wiring diagram from the Kano Maru. I think the information provided by Yutaka Iwasaki may be important to solve the mysterious loss of the Grunion. I am sure he would be able to provide more information on the Japanese publications that reference this sequence of events.

Regards,

RICHARD A. LANE
Major, USAF
719-554-3478 (DSN 692-3478)

Note: There was some editing of the content of Yutaka's note. The name of the sub was not determined for 27 years. Also more precise translations state that the 84th round hit not the conning tower but the "washing wave" created when it appeared that the sub was surfacing.

Sept 28, 2001

Darrell Ames takes action

Courtesy Darrell Ames

Darrell Ames, Senior Chief Public Affairs COMSUBPAC, recognized the importance of Yutaka's message about the loss of the Grunion and acted accordingly.

Subj: **RE: Information on Loss of USS Grunnion (SS-216)**
Date: 9/28/2001 1:55:02 PM Central Daylight Time
From: AmesDD@csp.navy.mil (Ames, Darrell D JOCS (CSP N00P1))
To: CARRLANE@aol.com ('CARRLANE@aol.com')

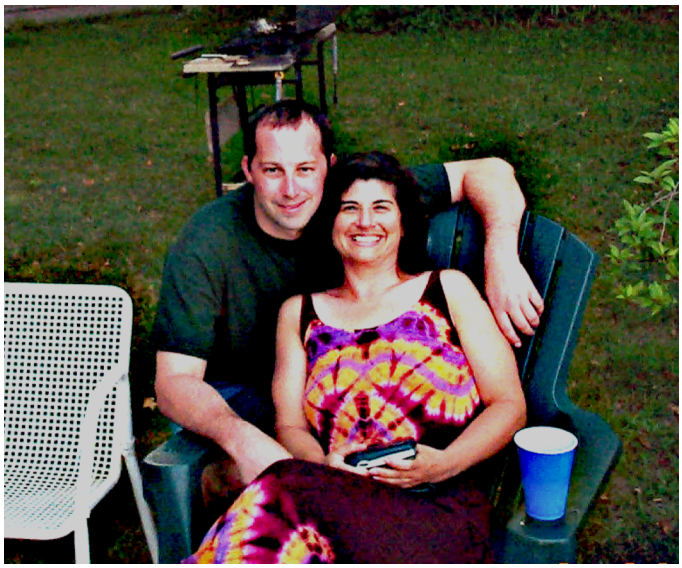
Sir, mind if I include some of this information on our Grunnion page as a "possible" scenario to her loss?
Thanks
r/ Senior Chief

Darrell Ames, Senior Chief Public Affairs COMSUBPAC, response to Lt Col Richard Lane

That recognition was not universal. At a later date Bruce contacted COMSUBPAC to see if they would post Aiura's complete description of the event and was told that they do not post unofficial information.

March 2002

Abeles discover Yutaka post



Bruce's son Kurt and Alicia Abele

Ron Vartanyan

A few months later Alicia Hale, who was soon to be part of the Abele family, showed it to Ronald Vartanyan, her boss at Qwest. Ronald, a history buff, passed on the URLs of a number of Grunion websites to Bruce. One contained the Yutaka post.

That event changed the course of our lives.

March 2002

First contact with Yutaka

An intensive search ensued to find Yutaka's contact information .

After following a lengthy 72-long thread on J-aircraft.com John found an email address for a Yutaka Iwasaki. He sent the following note:

From: Abele, John
Sent: Saturday, March 16, 2002 5:05 PM
To: 'Yutaka Iwasaki'
Subject: U.S.S.Grunion

To: 'Yutaka Iwasaki'
Subject: U.S.S. Grunion

Dear Yutaka Iwasaki,

I found your web address in an e-mail discussion about building models of WW II Japanese Cruisers and hope that you are the same Yutaka Iwasaki that translated the documents referred to below.

My name is John Abele, and I am a son of Mannert L. Abele, the commander of the submarine U.S.S. Grunion which was reported lost off Kiska in 1942. My brothers and I have been attempting to discover the fate of the Grunion for many years and the posting of your name and translation of documents from someone on the Kano Maru to the U.S. Navy files as an “Update” was very exciting for us. We would like to know more information, if that is possible, in order to try and confirm what actually happened.

The data you provided is quite extraordinary in its detail and candor. We have a number of questions about this document:

1) Who was the author? Was this from the captains logbook? Was it from a crew members diary. Is there any possibility that this person is still alive? He would have to be in his 80s. Could he be traced?

2) How did they know it was the Grunion? Was this based on postwar records? Was it confirmed in any way?

March 2002

Contact with Yutaka (2)

3) Is it possible to sink a submarine with an 8.5 cm shell to the conning tower? Were there bubbles or oil to suggest that it had broken up?

4) Was the position of the sinking logged?

5) I don't quite understand how the launching of an unmanned seaplane would deter the submarine. Was this a tactic that had ever been done before?

I realize these questions may be difficult or impossible to answer, but we are grateful for your willingness to provide the information you already have and would be extremely thankful for any additional details you might be able to add.

With respect and appreciation,

John E. Abele

Founder Chairman

Boston Scientific Corporation

One Boston Scientific Place

Natick, MA 02160, USA

March 2002

Next day response from Yutaka

From: Y.Iwasaki [mailto:navy_yard-iwa@mbj.sphere.ne.jp]
Sent: Sunday, March 17, 2002 1:56 PM
To: Abele, John
Subject: Re: U.S.S.Grunion

Dear Mr. Abele

It's me.
Sincerely I pray for the repose of your father's soul.

I have translated my posted information from these two books.

1. Shinshichiro Komamiya "Wartime ship history (SENJI SENPAKU-SHI)" private issue 1991
This book has the fate of 2,623 Japanese merchant ships in WWII.

2. Jiro Kimata "Submarine attack (SENSUIKAN KOGEKI)" KOJIN-SYA co. 2000

Later in last July, I found an article on a magazine issue ("MARU extra July 2000" by USHIO-SHOBO co.. This magazine is a kind of military hobby
magazine.) written by a KANO MARU's supervisor that first published in Mar. 1963.
Both S.Komamiya and J.Kimata seemed to quote this article for their writings. This article is by SEIICHI AIURA who was navy captain and KANO MARU's supervisor.

Sincerely Yutaka Iwasaki(I will e-mail next week)

2005

Robert Ballard gets involved

Dr. Robert Ballard, known for the discovery of the *Titanic*

January 2005 three years after the response from Yutaka at a medical meeting in Florida John met Robert Ballard of *Titanic* fame who was providing the entertainment. John and Robert discussed the process of finding the Grunion and came to the conclusion that it might be possible. John asked his brothers and others their thoughts as to the advisability of such an effort and got mixed responses.

An October meeting was set up at John's company, Boston Scientific, with Ballard to discuss details.

Fall 2005

An Alaskan Crab Fisherman Gets Involved

Pete Lowney, Alaskan Crab Fisherman

In the fall of 2005 Pete Lowney, whose home is in Valdez, Alaska, just happened to be visiting his parents in Newton, Massachusetts. He had heard about the possibility of a search for the Grunion and thought he could contribute.

Pete had spent 12 years fishing for Alaskan crab so he was familiar with the area.

October 2005

Ballard Meeting

Pete Lowney Bruce Abele Dr. Robert Ballard

Dr. Robert Ballard explained the fundamentals of finding an underwater wreck. You start by using side scan sonar which covers a very large area and then confirm any discoveries with a remote operated vehicle (ROV). He also pointed out that the search area would be about 200 square miles and suggested that with decent weather conditions, that area could be completely searched in about two weeks. It was also learned that his involvement would be minimal as he was committed for a project on the Black Sea for the summer of 2006.

2006 Expedition

The *Aquila* and the Garcia family

The *Aquila*, originally a 1972 oil rig supply boat converted for crab fishing.

The Garcia family, owners and crew of the *Aquila*

A major difficulty in implementing a search was finding the correct platform, a ship that could handle a side scan operation given the challenging weather conditions of the Bering Sea. Pete Lowney suggested the use of the *Aquila*, a crab boat run by the Kale Garcia family. Bruce contacted Kale who not only expressed interest but offered to take on the project for a cost significantly less than the market rate. This was important to us because it indicated a collaborative interest, in contrast to a business one.

Kale also suggested the use of a side scan sonar outfit in Anchorage, but they were not able to handle depths over 1000 feet (Grunion was down about 3000). They in turn suggested Williamson Associates a firm with a proven and spectacular record of success. Bruce contacted project leader Art Wright, and after lengthy review of the effort he provided a proposal. It was accepted.

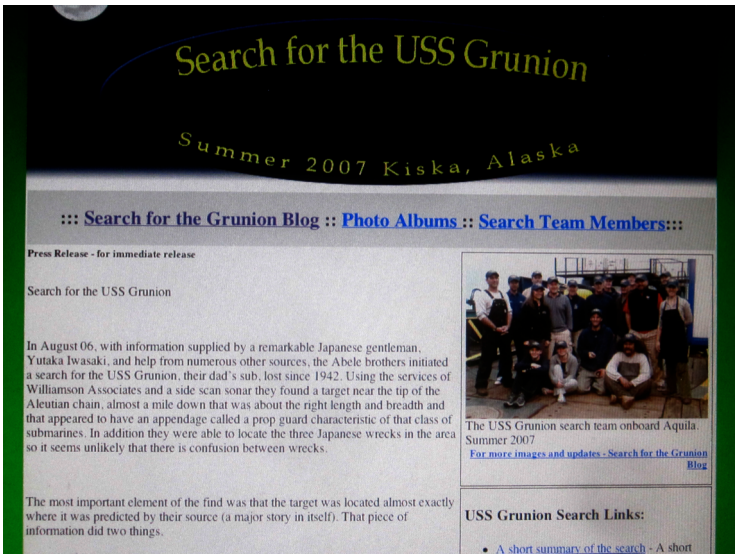
Pete was hired to video the effort and to act as an Abele representative.

Winter 2005/2006: ussgrunion.com

Newman Lanier the webmaster
Far more than computer expert, Newman made a website that was pivotal to the collaborative effort that made the project successful

Pete Lowney also contacted friend Newman Lanier to set up the website ussgrunion.com.

It is difficult to overstate the importance of collaboration in the success of this project. It was made possible not only by the website but also because we were able to take advantage of other expanded communication abilities, the Internet, e-mail, and the ability to take digital photos or video and transmit them electronically. In addition there was the ability to inexpensively call any place in the country.



the website ussgrunion.com

Kiska, Alaska

Where is Kiska?

Courtesy National Geographic

The journey from Anchorage to Kiska is 1,465 miles, about the same as from Boston to Oklahoma City

Kiska, Alaska

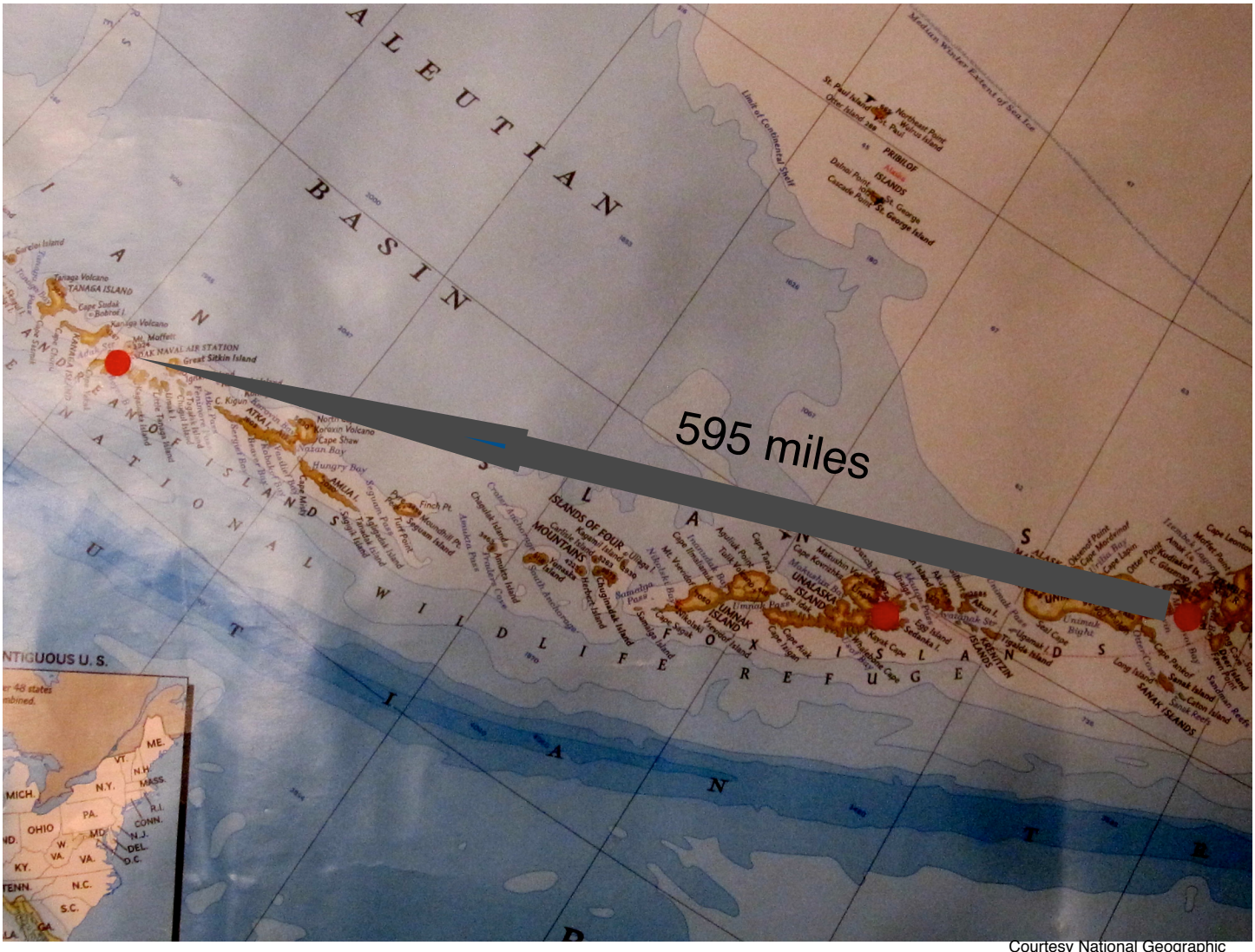
First step, Anchorage to Cold Bay

Courtesy National Geographic

Anchorage to Cold Bay: 630 miles

Kiska, Alaska

Second step, Cold Bay to Adak



Courtesy National Geographic

Cold Bay to Adak: 595 miles

Kiska, Alaska

Final step, Adak to Kiska

Courtesy National Geographic

Adak to Kiska: 240 miles

2006 Expedition

Williamson Associates and some of the Aquila crew

Art Wright: Project leader, Gromyko Lekka: deckhand, Kale Garcia: skipper

Bill Heather and Richard Graham

Kevin Beck, does everything

Jay Larsen, controlled the depth of the sonar, a difficult operation

2006 Expedition

Dutch Harbor. Mobilization for side scan sonar

The harbor

Landscape, no trees

2006 Expedition

Mobilization

Unloading one of the two winches

Barge arriving at Dutch Harbor

Lots of welding

The Aquila deck undergoing change

2006 Expedition

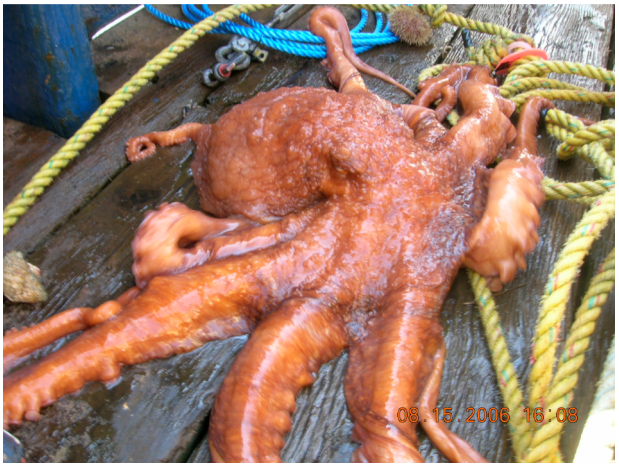
Sea life on trip to Kiska

Sea urchins

Bald eagle

King Crab

Ducks

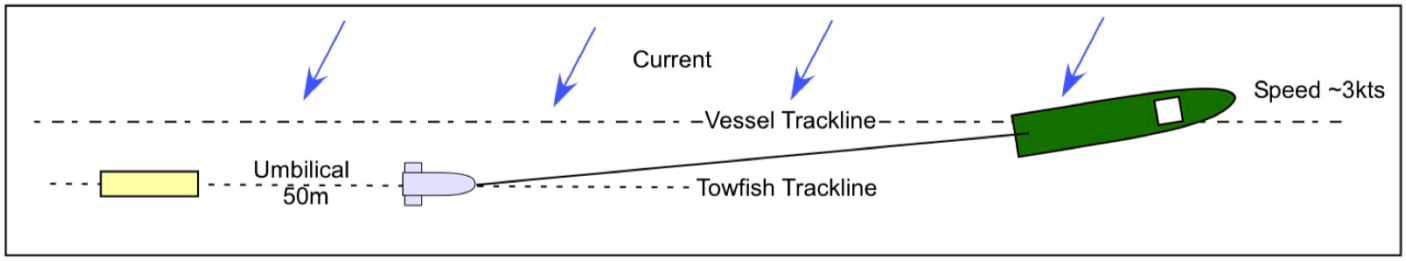


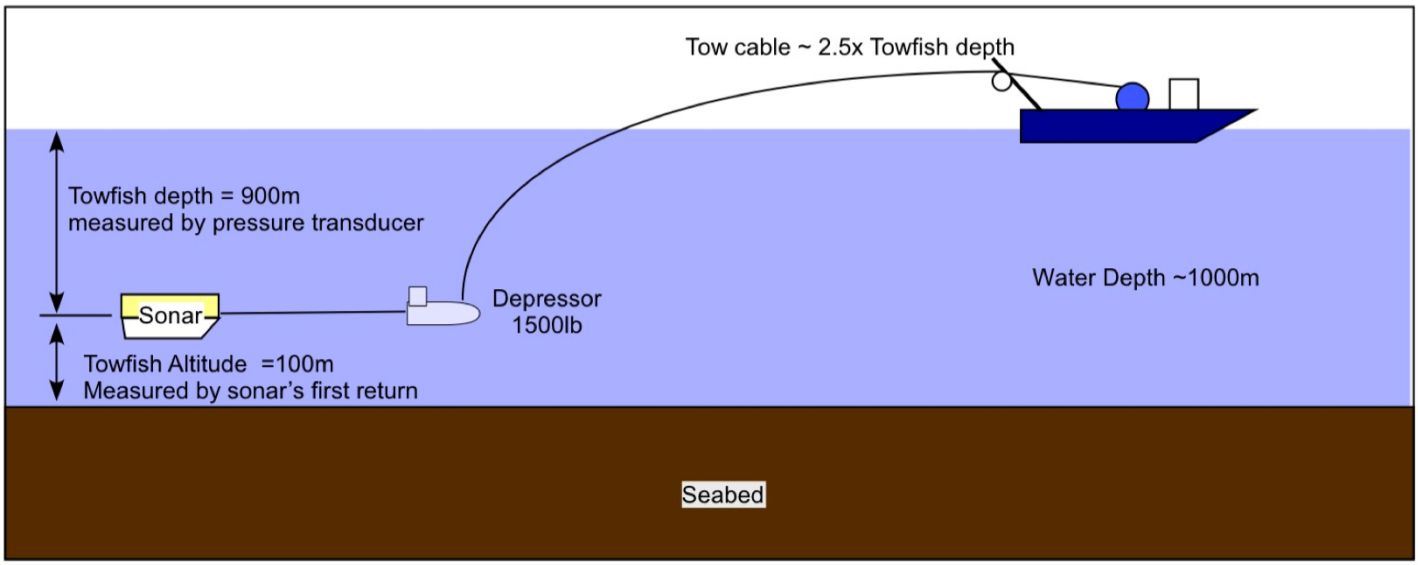
Octopus

Whales

2006 Expedition

Mechanics of side scan sonar



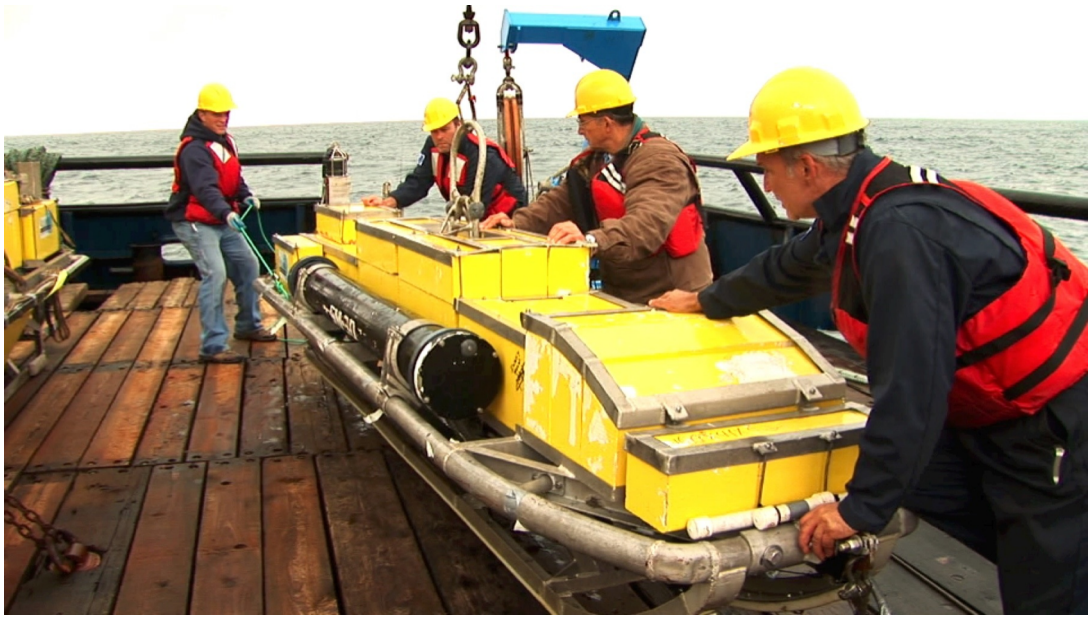


Courtesy Richard Graham

The towfish sends out sound pings to the left and right. If they hit a solid object such as a wreck or a geological formation they bounce back, are captured electronically, and show up on a monitor as difficult-to-understand splotches.

2006 Expedition

Side scan equipment



SE-30 wide swath side scan sonar or towfish

SE-60 high resolution towfish

1500 lb. depressor that holds towfish down and helps keep towfish movement steady

Winch level winder

J crane for launching depressor

2006 Expedition

Side scan operations

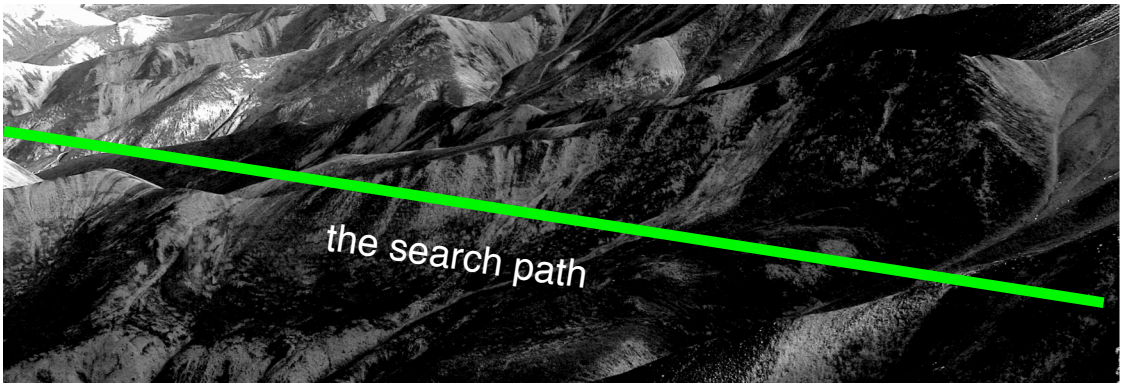
Control shack

A winch operator

Navigator Richard Graham

2006 Expedition

The difficulties of this side scan sonar operation



An approximation of the underwater topography. Hills were several hundred feet high.

What made the search difficult is that the towfish had to be lowered into the underwater valleys, held steady while it passed a target, then pulled up very rapidly so it would not hit the slope on the other side. The slopes were often large enough to block any detection of targets in a neighboring valley meaning that each valley had to be searched separately. In addition the hills and valleys were not visible, the only indication coming from the depth finder on the ship about a mile and half ahead.

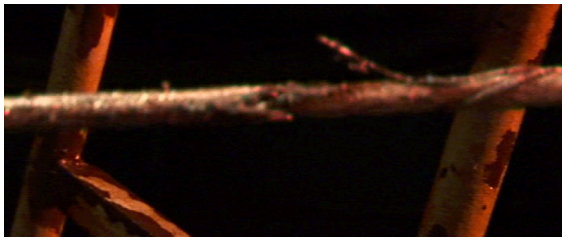
The sub was in a notch about 2/3 mile down on the side of one of those valleys.

2006 Expedition

A serious problem: a jammed cable

This mechanism moves back and forth making the cable lie level. It failed and cable spilled off the spool and jammed. It was late at night and it meant that the towfish could not be pulled in, a very serious situation

The jam



Damage, the cable was lost. Luckily there was a back up cable

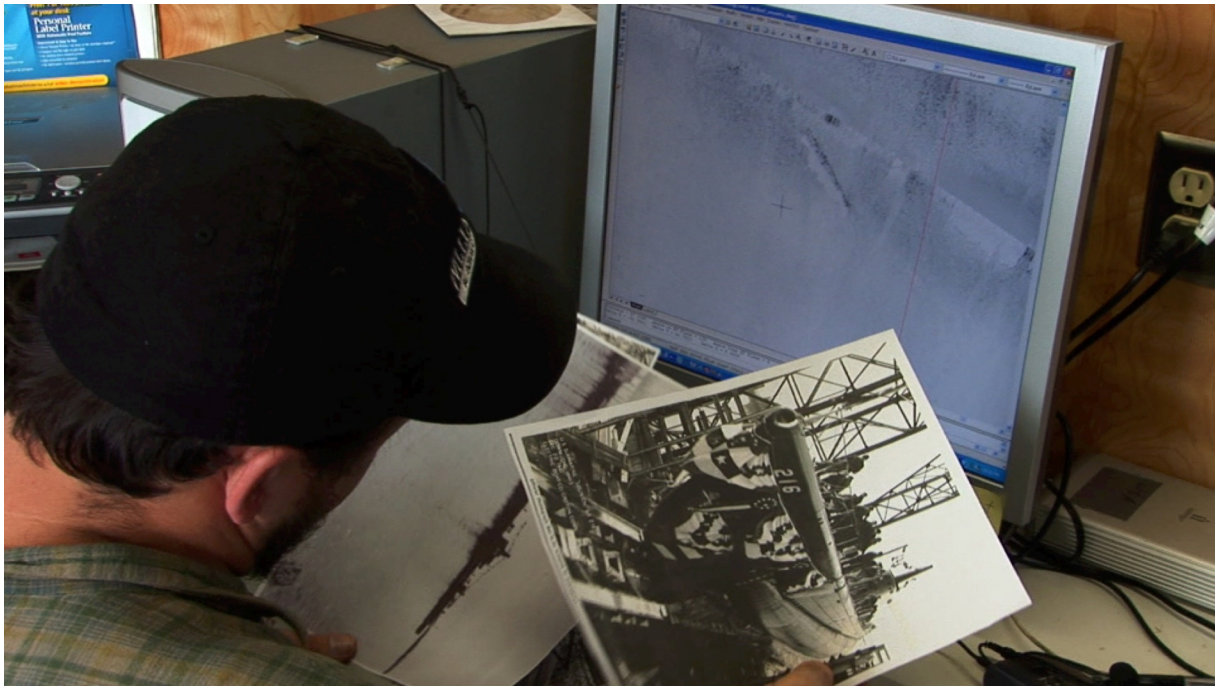
Hand winches were used to lessen the pull from the towfish which made it possible to get the cable back on the reel

Recovery still required a manual effort

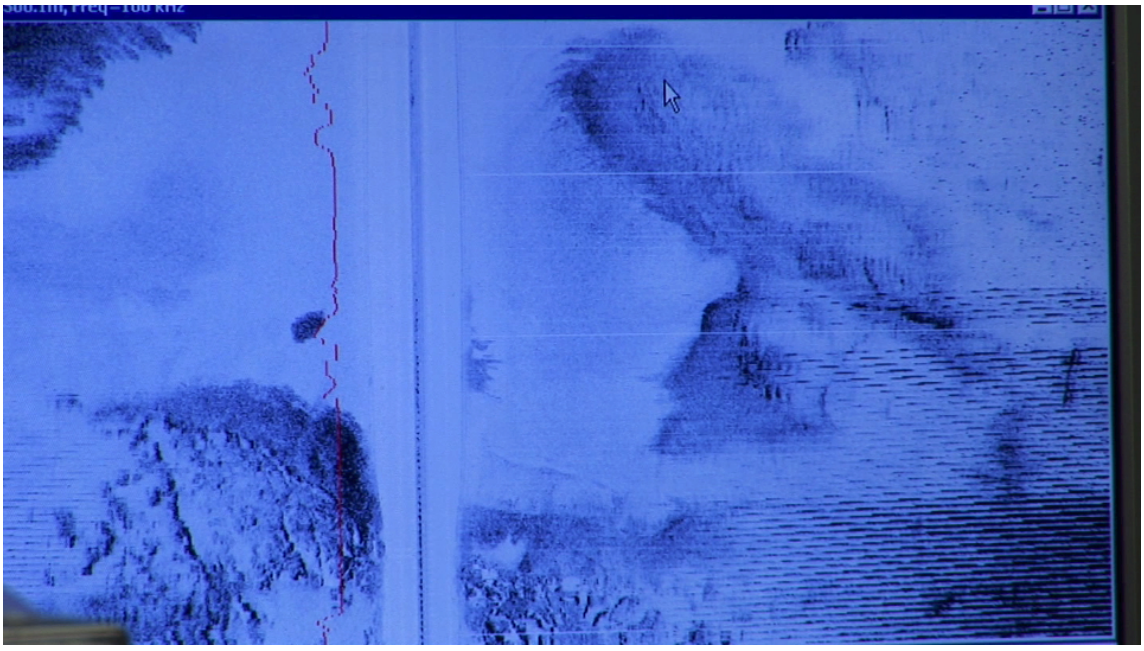
Hooking onto the towfish

2006 Expedition

Side scan target analysis



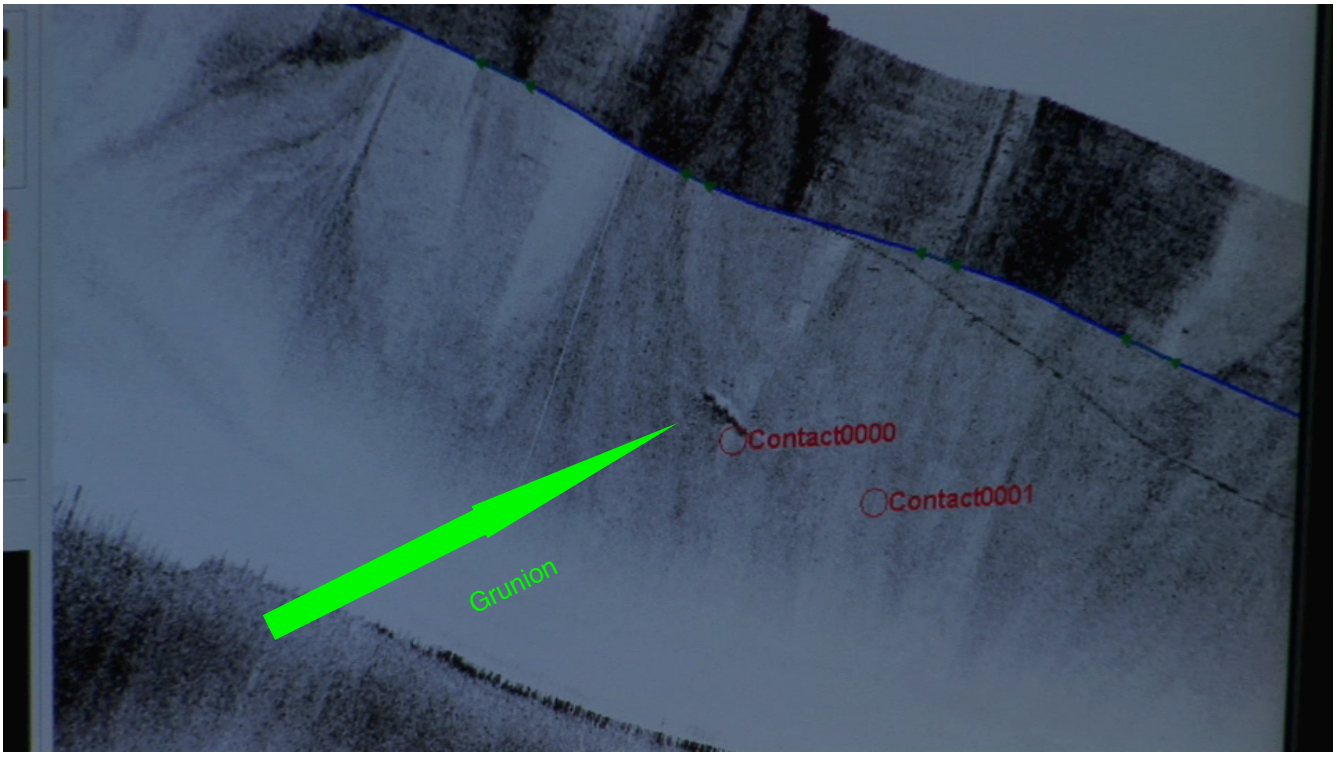
Mike Kelly, target analysis



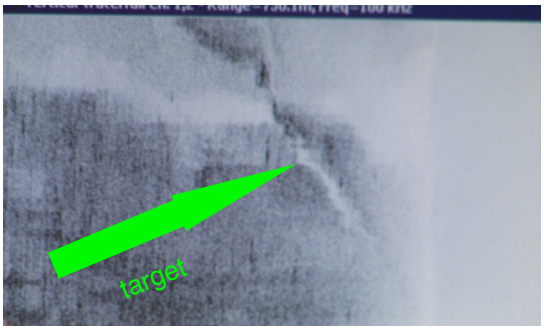
The waterfall effect. Images move down with the forward movement of the towfish. Right side of vertical line from right side of towfish, left side from left side of towfish.

2006 Expedition

Side scan results

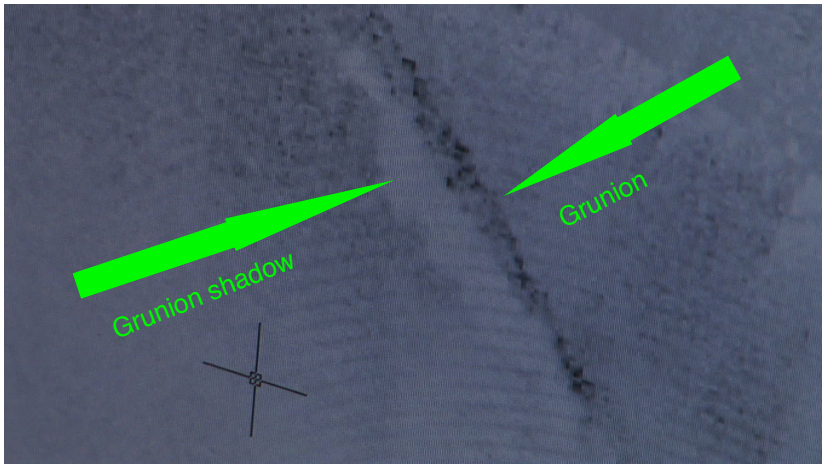


Low resolution view



Even close the images are not clear

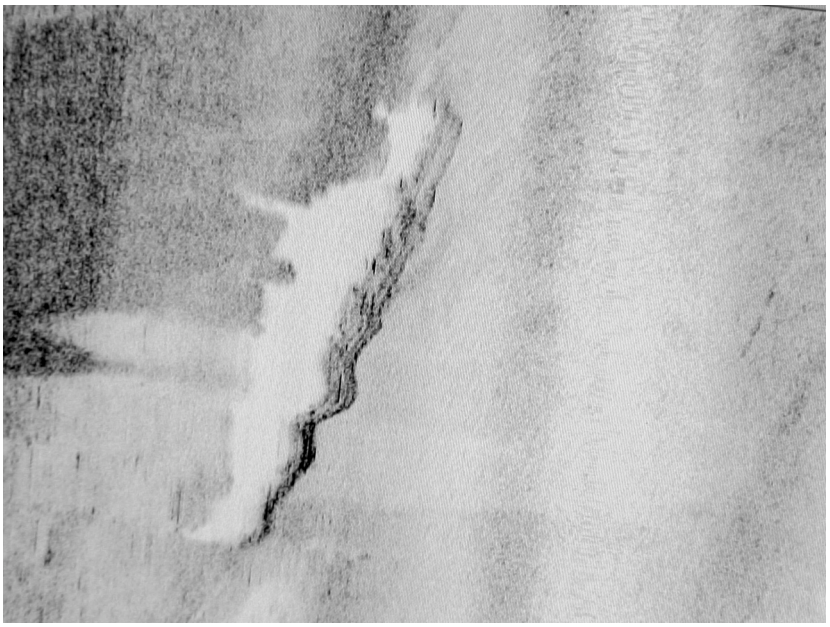
What is significant is that sonar does not provide a photographic quality image. It takes a lot of skill to "read" an image.



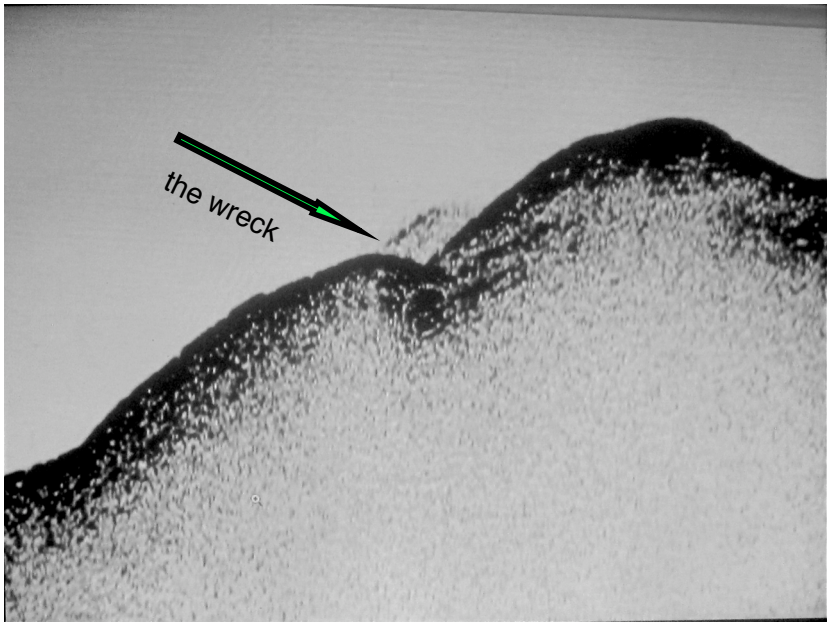
Close view. White is shadow

2006 Expedition

More sonar views



High resolution view of the target. The white is shadow. This image was the basis for much discussion.



This is a cross section of the extinct underwater volcano and the notch that stopped the sub's slide.

2006 Expedition

Kiska, occupied 1942-43 by Japanese forces

1943 WWII Allied Dock

Typical fog

Kiska wildflowers

View from the sea

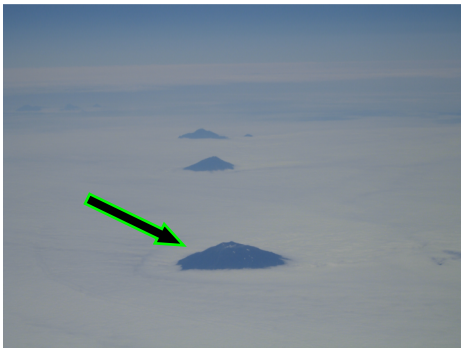
Japanese grave?

2006 Expedition

Kiska (2)

Stove

Mini sub



Kiska from the air

Anti aircraft gun

Out house

2006 Expedition

Kiska (3)

Anti aircraft gun

Nazima Maru

Landscape

2006 Expedition: Cold Bay

Sunday, August 20, 2006

Mary Martin's Cold Bay Lodge

A delicious stew

Frosty Fuel and deserted airport

After the probable discovery of the wreck we wanted to review the results and attempted to fly to Adak. Because of low fog cover we couldn't land on Adak. Unless we were able to find an alternative it meant flying 1225 miles back to Anchorage. Six hundred miles away, Cold Bay seemed to be a viable alternative.The problem was if we attempted a landing and discovered it was socked in there would not have been enough fuel to make it to Anchorage. When the smell of smoke was detected in the cabin the decision was easy.

2006 Expedition: Adak

Monday, August 21, 2006

Free transportation including gas

An abandoned Navy base. Where we met with the Williamson crew to review results.

Free houses, just pay for insurance

2006 Expedition: Adak

August 21, 2006: Reviewing results

Art Wright explaining results of search

John's pilots Chuck Shackett and Mike Madden

John's son Chris, John, Brad and Art Wright

Kensie Garcia tying up

2006 Expedition: Adak

August 21, 2006: Reviewing results (2)

Bruce

Brad

Brad, in pain from PSP John

2006-07 Between Searches

There was a second search for relatives of the crew by several women (and others) called sub-ladies. That started late August 2006

Our mother, who created the database of 1940 correspondence that provided a foundation for the search.

Rhonda Ray, the first sub lady

Dick and Mary Bentz
Analysis and persistence. Also responsible for getting articles published in local papers and posting the full crew bios to the website at:
http://ussgrunion.com/blog/category/crewbios/

Bruce's wife Susan who organized the original correspondence

Vickie Rodgers
technical expertise

Charles Hinman, responsible for the "*On Eternal Patrol*" website, and providing early contact information for some relatives

As a result of an extraordinary combination of persistence and innovation the sub ladies found relatives for 100% of the crew.

2007 Expedition

Getting the equipment to Seattle on time

Bob Crider (on truck) loading winch in Falmouth, MA

Courtesy DSSI Oceaneering

Loading the *Aquila*

Getting 31,000 lbs of equipment (a remote operated vehicle (ROV), a winch, and other supplies) from Falmouth, Massachusetts to the *Aquila* docked at Seattle, by August 1st, 2007 was critical to the success of the effort.

2007 Expedition

Early August: Mobilization

Chris Nicholson checking monitors in the control shack, a truck trailer container installed on the *Aquila*

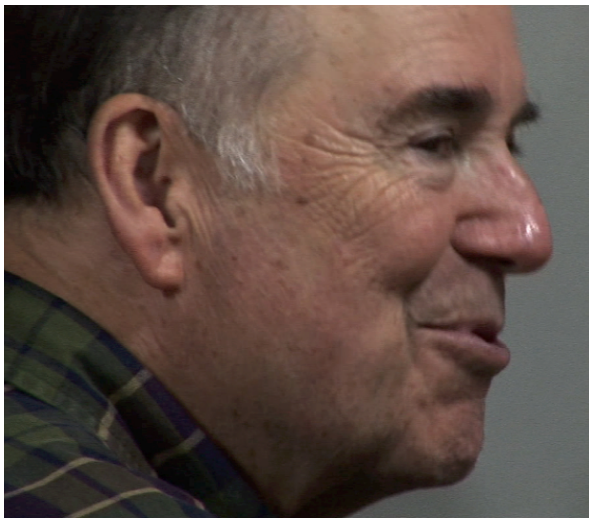
Chris checking electronics on clump

Deck activity

Chris Nicholson, president of DSSI, is to ROVs as Bill Gates is to computers.

2007 Expedition

Participants



John Abele

Toshi Mikagawa

Joe Caba, ROV operator

Richard Graham, navigator

Mike Nicholson, winch operator

Donovan, reporter

Rich Abele, recorded everything

Anji and Kensie Garcia

Dave Gallo

2007 Expedition

Participants (2)

John describing plan

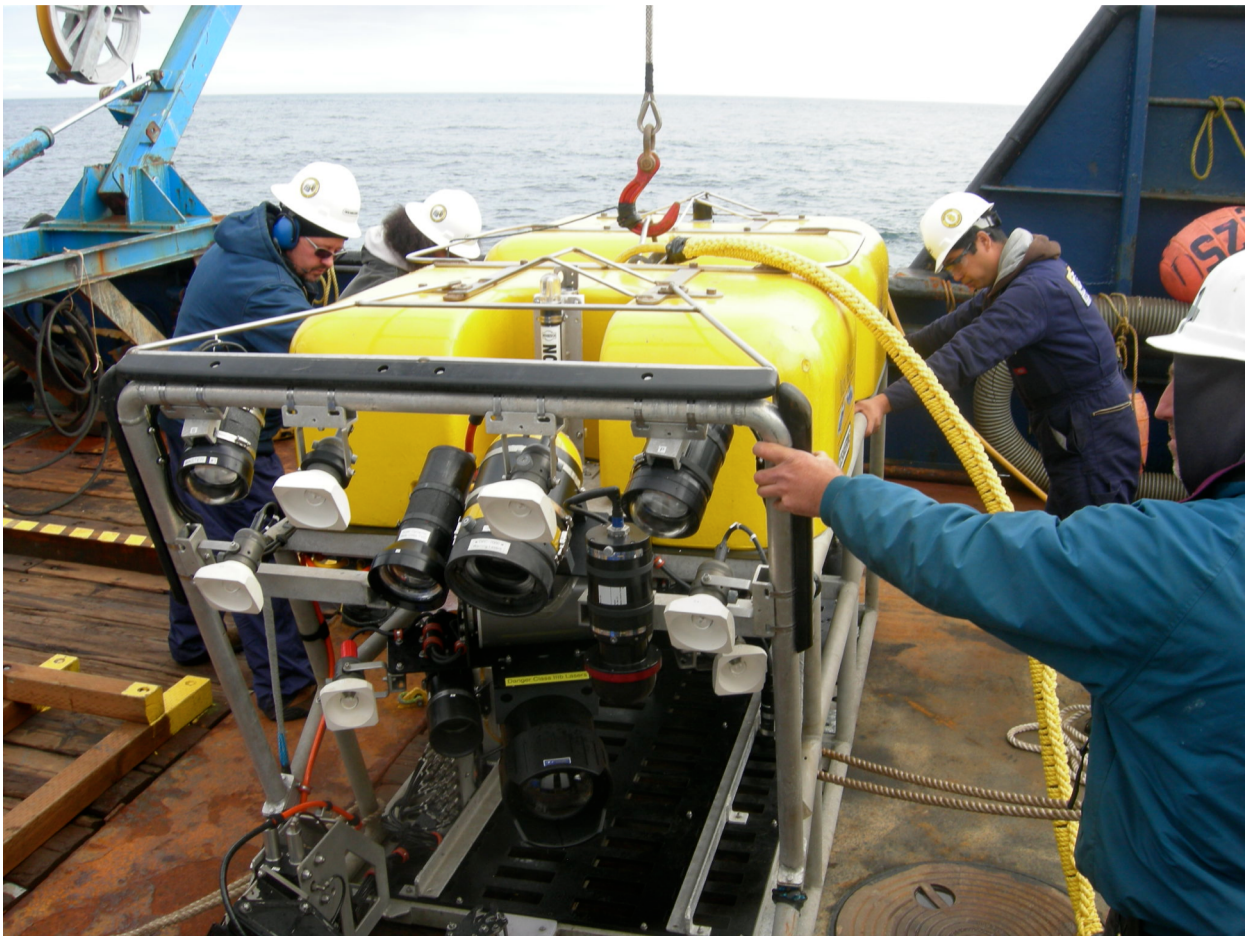
Courtesy Rich Abele

Courtesy Rich Abele

Tanner Garcia, Toshi Mikagawa

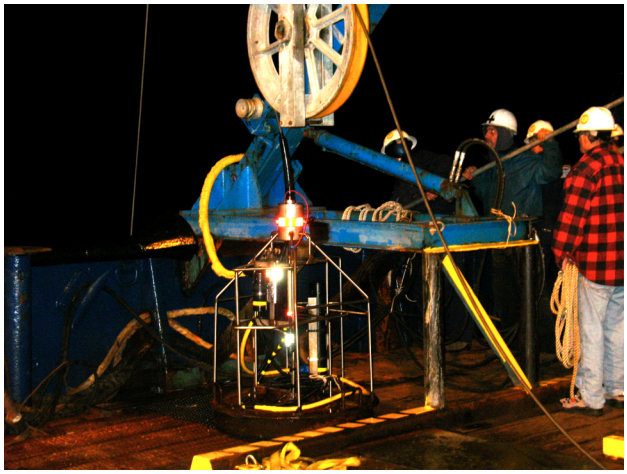
2007 Expedition

Equipment



DSSI's Max Rover, a Remote Operated Vehicle (ROV)

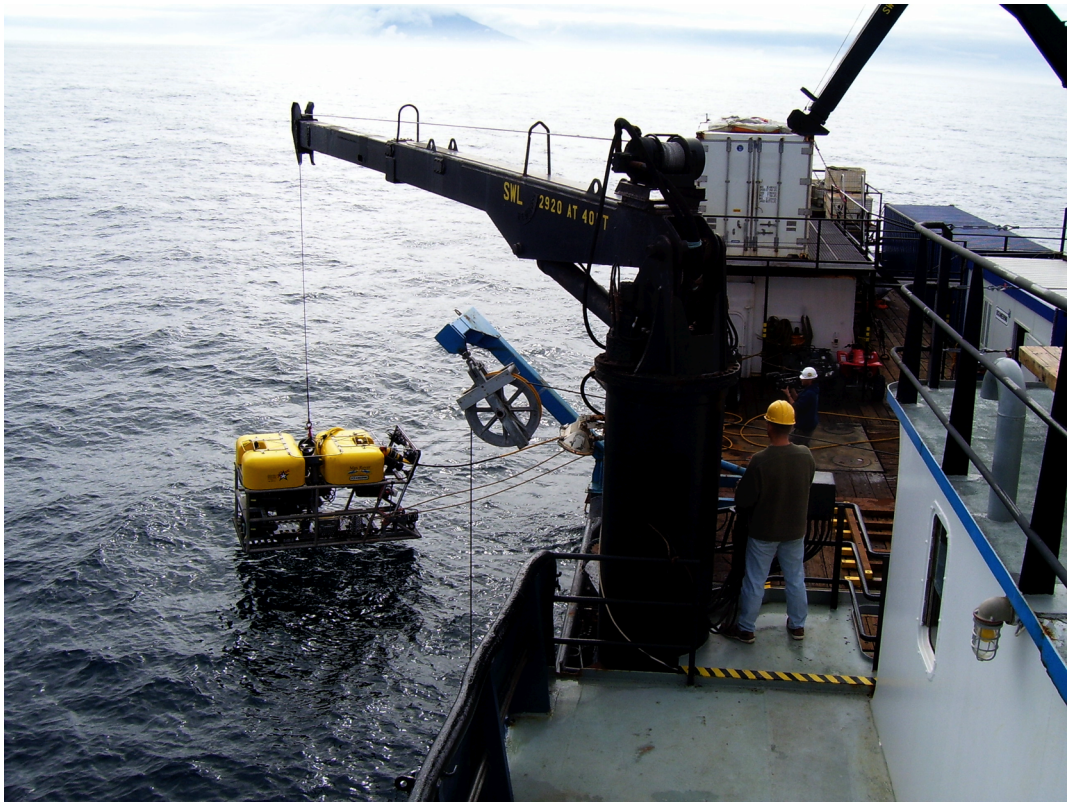
ROV



The clump to which the ROV is tethered
Originally a railroad wheel

2007 Expedition

Operation



Launching ROV

Launching clump to which the ROV is tethered

Courtesy Rich Abele

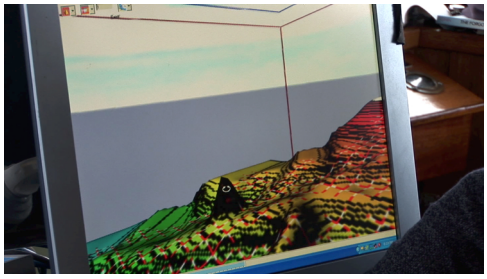
Control room

Toshi Tanner Joe Caba

2007 Expedition

Operation (2)

Launching with lights on



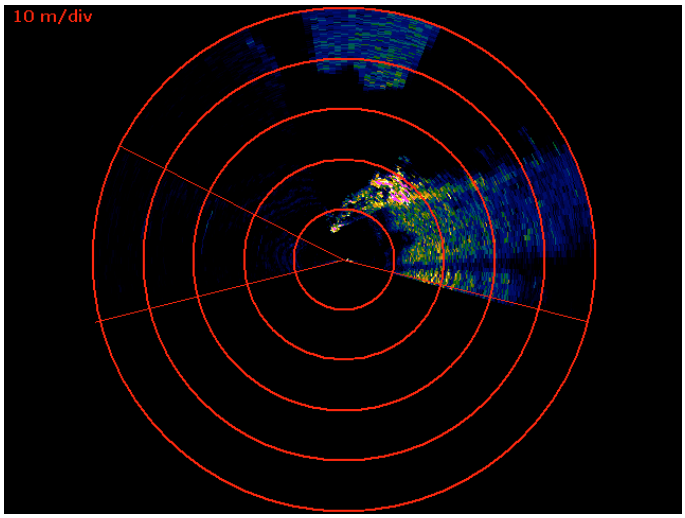
Bathymetric depth finder

Launching, night operation

2007 Expedition

Operation (3)

Joe Caba: ROV control, Tanner: sonar, Toshi: camera control

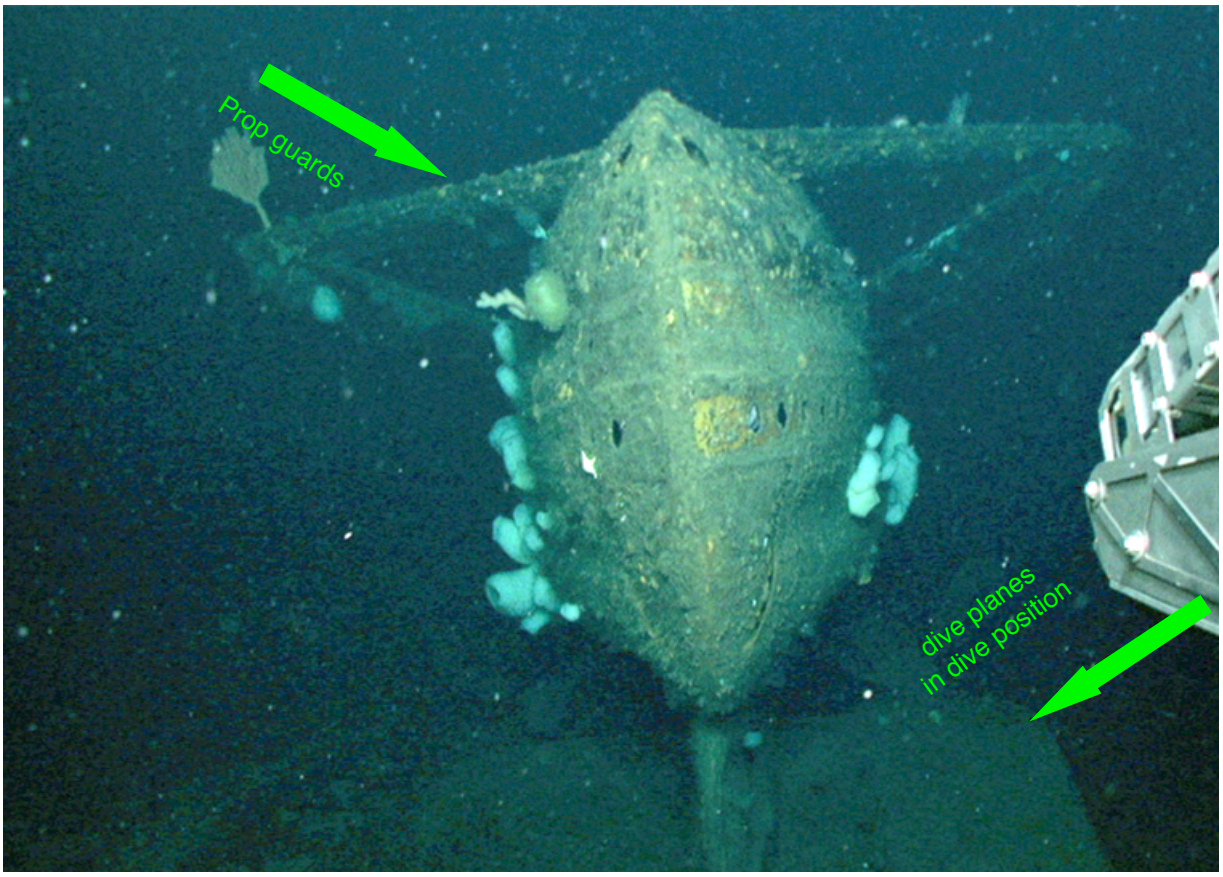


Sonar image of a contact

First view of *Grunion* Courtesy Rich Abele

2007 Expedition

Results



Stern view: prop guards and dive planes in dive position

Bow break

Upper conning tower hatch. The strange distortion was caused by the implosion

2007 Expedition

Second visit

Junk

Japanese mini sub

Landscape

Aquila, Kiska harbor

Graveyard

2007 Expedition

Remembering and celebrating

Remembering

Celebrating

Departure

Analysis of the Loss

The analysts

Zack Galler: served on a nuclear sub, John Fakan: Phd in Systems Engineering

There were a number of individuals who made valuable contributions to the analysis. These pictured here were particularly active.

Jim Christley, a researcher with sub experience and an analytical mind

Chuck Thompson: Kept everyone honest and supplied a lot of basic information.

Michael Houston: A medical doctor living in Oklahoma City. He noted that the dive planes were in the hard dive position and wondered if they got that way from the implosion.

Analysis of the Loss

Evidence

Japanese account of confrontation (1)

By Seiichi Aiura, Commander of *Kano Maru*. From 1963 article in Maru Magazine

The escort sub chaser also came in and out the fog, at last we lost contact and the night came. KANO MARU again went on alone in the foggy Bering sea toward KISKA. At July 30 08:00 we reached at the north of Kiska Is. about 20 nautical miles apart. But the dense fog prevented us to approach. We were forced to drifting and waiting the fog getting thin. The fog was getting thin for a moment and back to dense. We could do nothing but waiting. This day whole day the fog was dense and we were impatient. 15:30 A friendly seaplane fighter[Pete] ditched near us and we picked up. The plane and a pilot were both safe. The pilots were so young as just graduated his boy air school, similar age of my[S.AIURA] son. I was impressed with his figures that do his duty in the Northern sky. It was a happening that our ship saved him but I was so glad that we could help him. At the evening the fog still dense, we were alerting the enemy submarine attack. 17:15 We turned outside the open ocean, under 15 knots speed maneuvering zigzag course, decided to enter the KISKA harbor next morning.

July 31 Next early morning we again reached off KISKA harbor but the fog was still dense. We are drifting and waited. 04:40 The fog became a little thin and we can get our position by astronomical observation. We confirmed the altitude and latitude fixed the course toward the KISKA.

Enemy Torpedo Struck Home

05:15 We were avoiding the "MacArthur's reef' and at 158 degree 12 nautical miles distance of Segula Is. changed course toward 255 degree.

[*2] 05:47 "Torpedo! starboard fore!" Suddenly the signal master WAKISAKA first sergeant shouted. I saw two torpedo wake overlapped at I 00m starboard fore in the course crossing 45 degree with us, rapidly approaching. I at once ordered "Full turn starboard". As KANO MARU went fast and the rudder turned much degree, the ship change the course rapidly toward right. I prayed the god and got tense for few second that was the most intolerable moment in my life. One torpedo wake passed after the stem we could avoid it, but other one hit the machinery room starboard side where was my back below and large explosion and sound occurred that was like a rumbling of the hell ground.

At the same time the main engine instead of its usual rhythmical sounds, but made two or three times of inertial dull movement and stopped. I was shocked by the force from the bottom and seized unconsciously the handrail and the base of compass. In a moment the machinery room was flooded whole, main engine lost power. We could not go anymore. Also generator, radio communication equipment and other auxiliary machines absolutely stopped. It was my disappointing but I had nothing to do.

Analysis of the loss

Evidence

Japanese account of confrontation (2)

The crews and soldiers seemed they did not feel fear at all and was vigorously preparing anti submarine combat or launch work of seaplane.

Lucky Dud Torpedo

This time we found a periscope of the submarine at very near right fore. Immediately 8em gun and 13mm machine gun started shooting. 8cm gun has less possibility to hit the submarine, but we thought the sounds of the gun was the only way to tell the KANO MARU's crisis to the KISKA base. And also the 13mm machine gun fire were useless against the sub under the water but the splash aids the aim of 8cm gun crews. Further more the 8cm gun on the aft poop deck was malfunction by the heavy shock of torpedo explosion.

The periscope that had been right fore, gradually moved to right aft. 05:57 From the right 157 degree 300m distance the sub shot second salvo. One torpedo wake line from right aft passed below the ship bottom at about the bridge. It was no harm. How lucky we were I To transmit our crisis to the KISKA base, we planned as the last way to use the seaplane that we had picked up yesterday. The plane was still hooked under the derrick. The whole crews set the plane on the sea surface by only man power. The pilot, NMRASAWA the second class air soldier, tried much efforts but the engine never started so we had no way but accept the fate. The periscope sometimes appeared and moved from the stem to the port side. 06:07 From the left 135 degree very near the sub shot third salvo. Three torpedoes wake came toward us. Perhaps the sub shoot whole the rest torpedoes in the tubes and intended to finish us. I gave up whole, thinking the torpedoes must finish KANO MARU and hard to breath in more than ten seconds. Two torpedoes hit! but nothing happened! One torpedo struck the bridge fore, No.2 cargo hold. But unexpectedly it didn't explode, lost its head and the rest body floated on the water tail down and about 0.5m part dry. Next one torpedo struck amidships port side, but also dud. Last one torpedo went away passing near ship stem. How lucky we are! I thank to the God protection.

06:10 Then we find the periscope at left 13 5 degree about 400m distance. Our forecastle 8cm gun and 13mm machine gun again started the fire. The sub kept the periscope up and moved calmly ignoring damaged KANO MARU. We clenched our fists but had no way to do. [*3] Then the sub seemed to begin to surface. The conning tower made ripple on the surface and the wave began washing the conning tower. I think the sub was unable to sink KANO MARU by the torpedo (reload the stocked torpedo to the tube needs much minutes) so finish KANO MARU by its gun or the sub thought KANO MARU could do no harm any more. Just then a 8cm gun shot hit the washing wave, made water column and dull water explosion sound. Also we saw the swell of heavy oil. All crews shout 'BANZAI!'

Aiura: second source:

This day's antisubmarine combat action aimed only the periscope so continued intermittently about 20 minutes. At last we found the periscope at left 135 degree about 400m distance, immediately start firing. The fourth shot that was the 84th counting from the first shot got directly the target.

Analysis of the Loss

Evidence

Japanese account of confrontation (3)

About this submarine sink, later coming mine layer ISHIZAKI and other ships observed much oil spouting, piece of lifeguard buoy, chips that seemed to be the material of submarine decks, and other many things. They confirmed the sinking and radioed to the Fifth fleet and combined fleet chief of general staff through the fifth guard command. [*4]

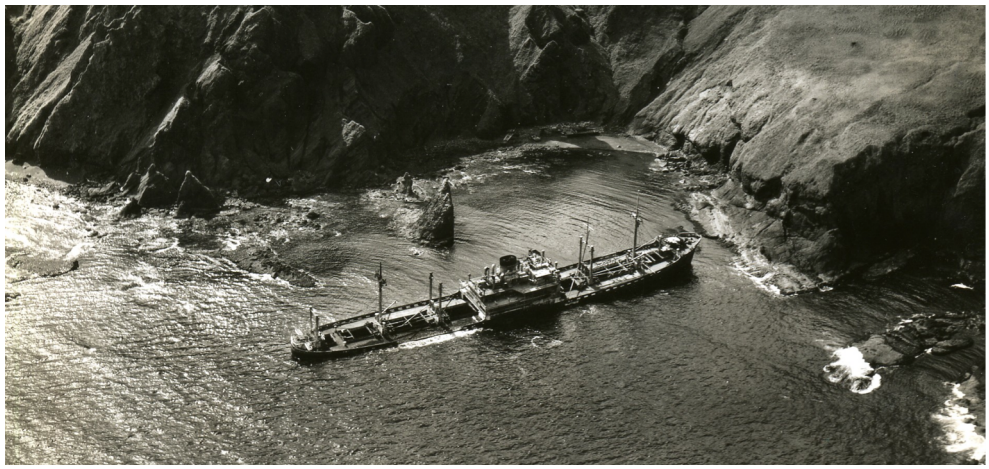
More important info is about the torpedo. They, IJN Kiska base soldiers, took the rest of the torpedo which lost the head and floating near Kano Maru. They towed the torpedo body by boat to the Base, and observed. Aiura reported, apparently the head and body connection was irregular work. Because it seemed more than 30 bolts hole exists around the head-body connection part, but only three bolts were used and the rest was partial 10cm length silver-wax work not by welding.

Aiura said it is apparently not regular navy-yard work.

Aiura also reported, he thought the maneuver of the sub was strange. The sub seemed to have approach to the aft behind of Kano Maru shadowed from the forecastle deck gun, but is was too near to keep safe from the gun fire. Forepeak deck gun could at least bow or aft-end of the submarine. And Aiura said also it was strange 5 in 6 torpedoes were dud. 2 of them hit but not exploded. Aiura said the torpedo men must forgot the normal procedure to unlock safety pin.

Second Witness: RIKIMARU NAKAGAWA, ARMY Medical Sublieutenant

While I was looking aft on boat deck(port) in front of my cabin, I saw bubble running on the surface figuring half circle just 2 or 3 hundreds meters apart from ship-side. I shouted ‘Must be Submarine!’ Then just at the head-end of bubble running, big black-brown water arose, something oily afloat on the surface, after a while a black thin bar appeared on the surface then fell down and submerged. I in spite of myself cried out ‘Good, You got what you deserved!’, and I am convinced the submarine was sunk by the shell. ”



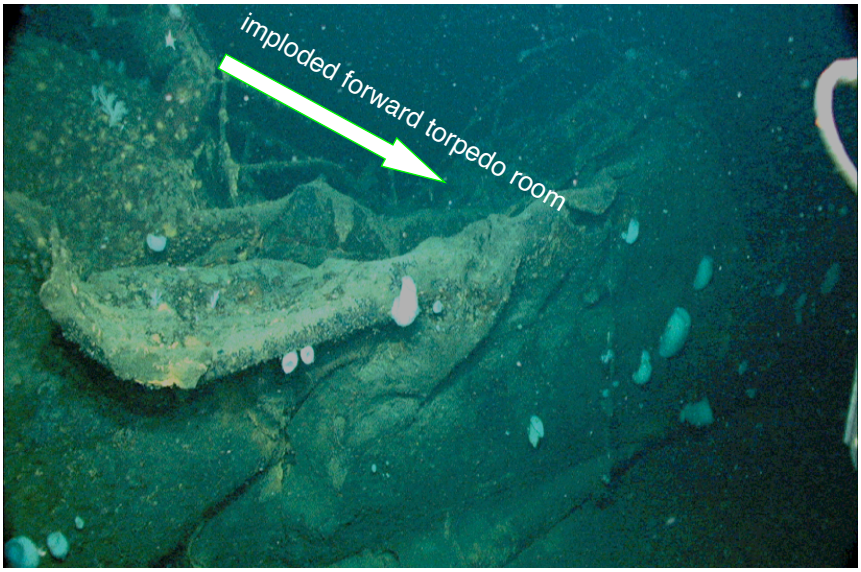
Kano Maru after attack

Analysis of the Loss

Evidence

Photographic

The sub had imploded, Looking back toward prop guards at the results



Imploded forward torpedo room

Conclusions:

(1) The pressure hull had not been penetrated; if it had there would not have been an implosion.

(2) The fact that the forward torpedo room had imploded meant that the bow was broken off **after** implosion.

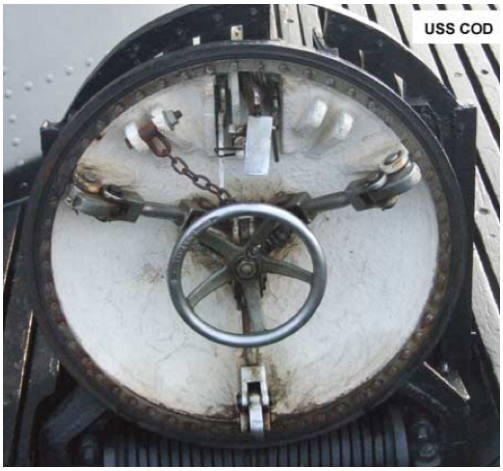
Analysis of the Loss

Evidence

Photographic (2)

Aft battery hatch and stanchion

Note "to lock" in English



Same hatch on USS Cod

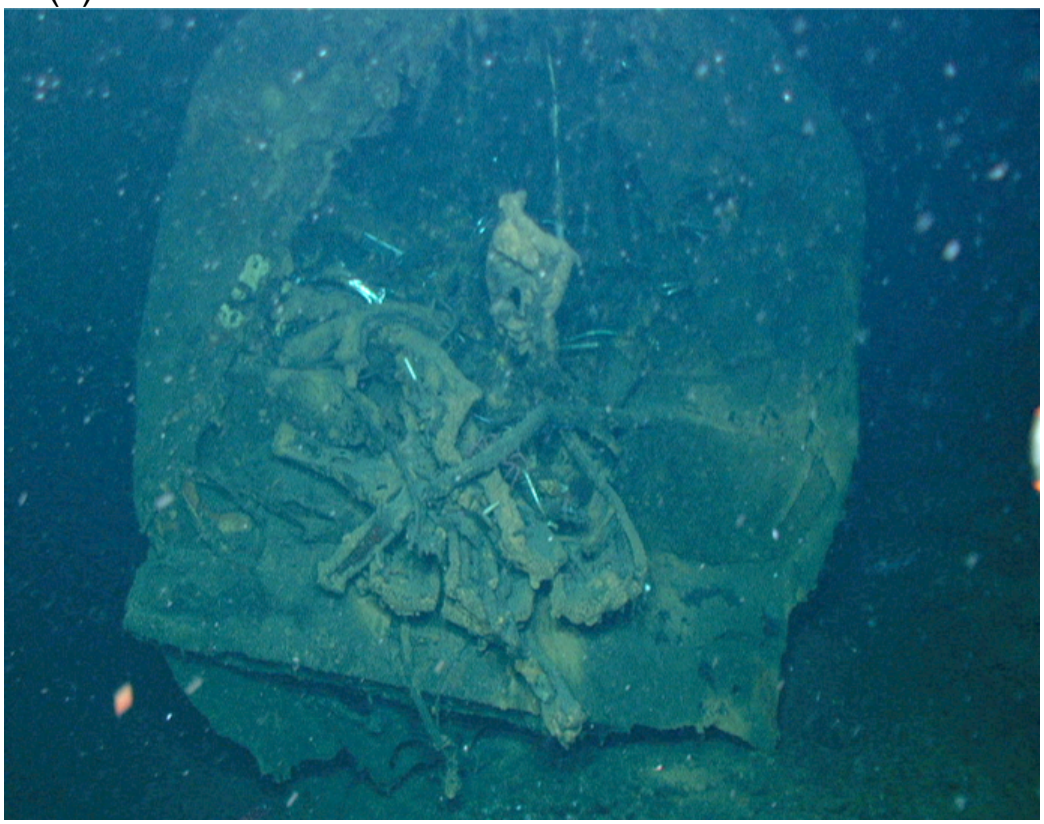
Broken dog leg

Conclusions: Hatch was blown open from the implosion. Also the word "to lock" is evidence that it is an American sub.

Analysis of the Loss

Evidence

Photographic (3)



52 feet of bow is missing. Note crimping

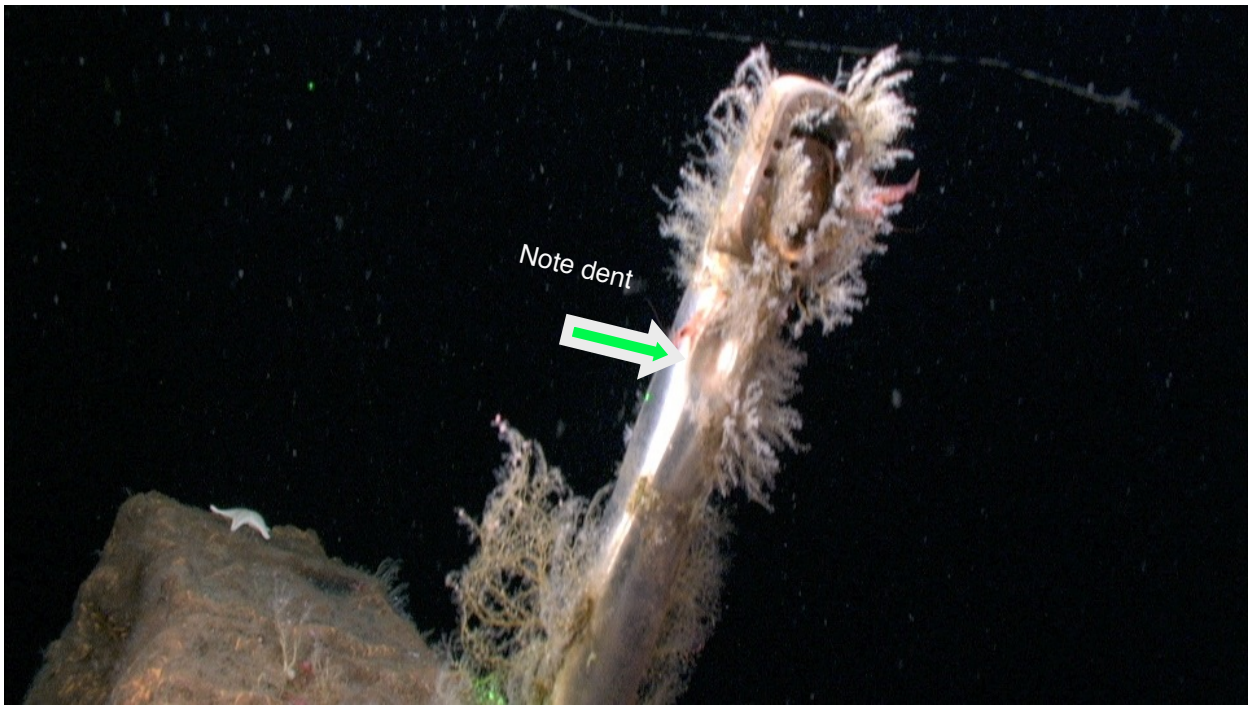
Crimping was the result of the implosion, that portion of the sub being weaker than other parts.

Bottom of bow break

Analysis of the Loss

Evidence

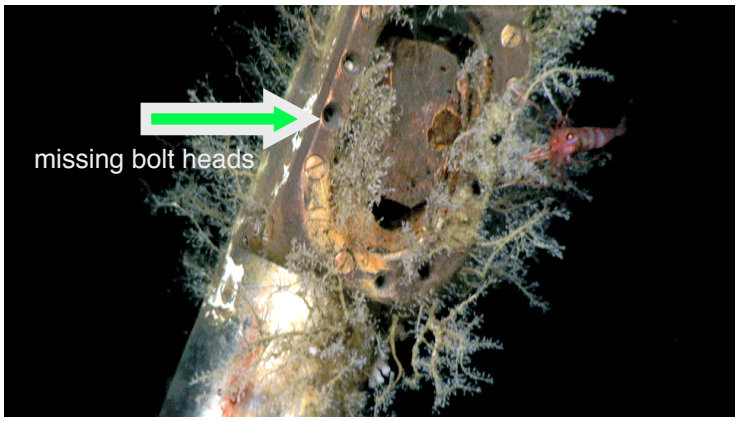
Photographic (4)



Periscope

The stem of the periscope appears to have been hit by a machine gun shell that had ricocheted.

The missing bolt heads were due to the pressure from the implosion pushing out on the glass.



Analysis of the Loss

Evidence

Photographic (5)

The fairwater free flooding area just in front of the conning tower

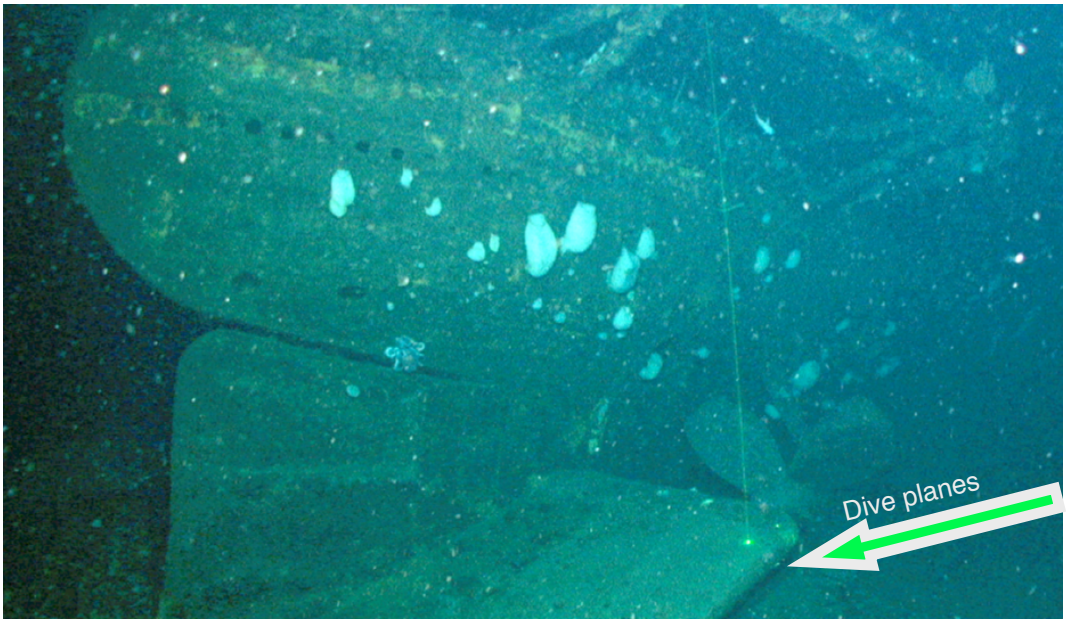
Fairwater close up

Because this area is free flooding it was not damaged as a result of implosion.
It didn't provide any clues as to the loss except to show no shell penetration.

Analysis of the Loss

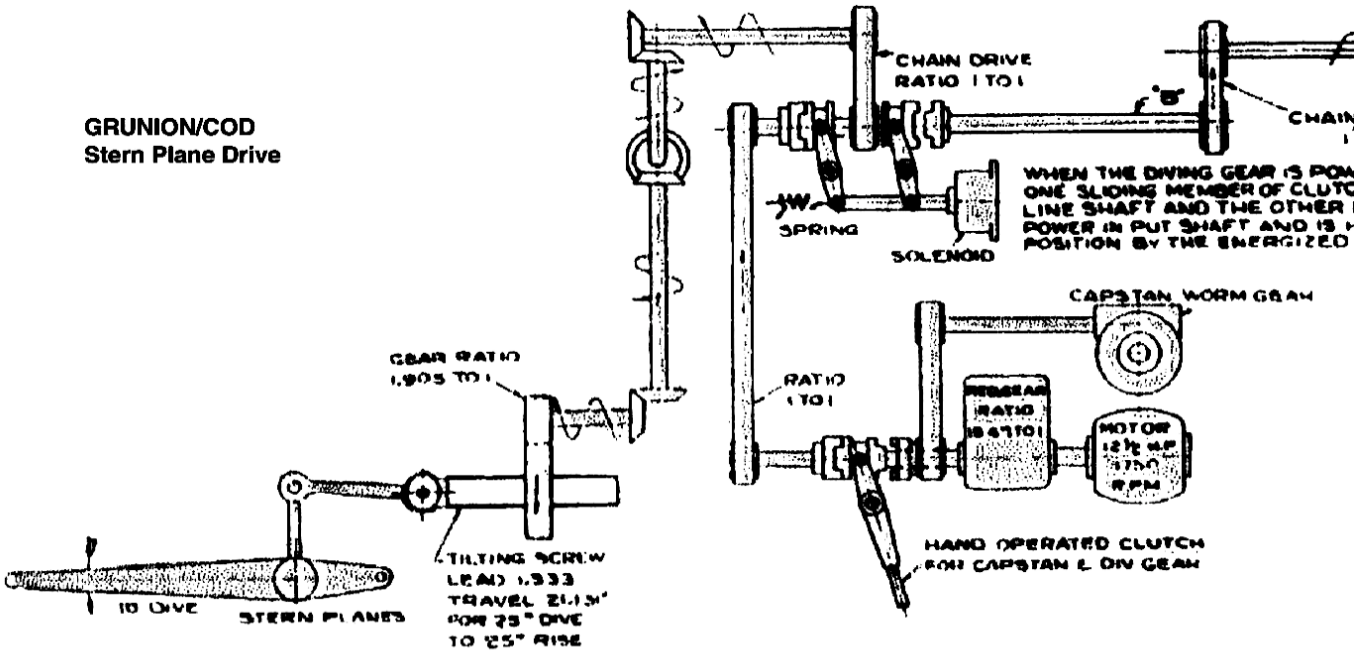
Evidence

Photographic (6)



Dive planes in dive position

The dive planes were in a hard dive position. They were controlled, not hydraulically, but thru a lengthy Rube Goldberg mechanical linkage (below) prone to jamming. This indicates that they were this way from the surface causing the sub to take a steep dive angle from which it was impossible to recover.

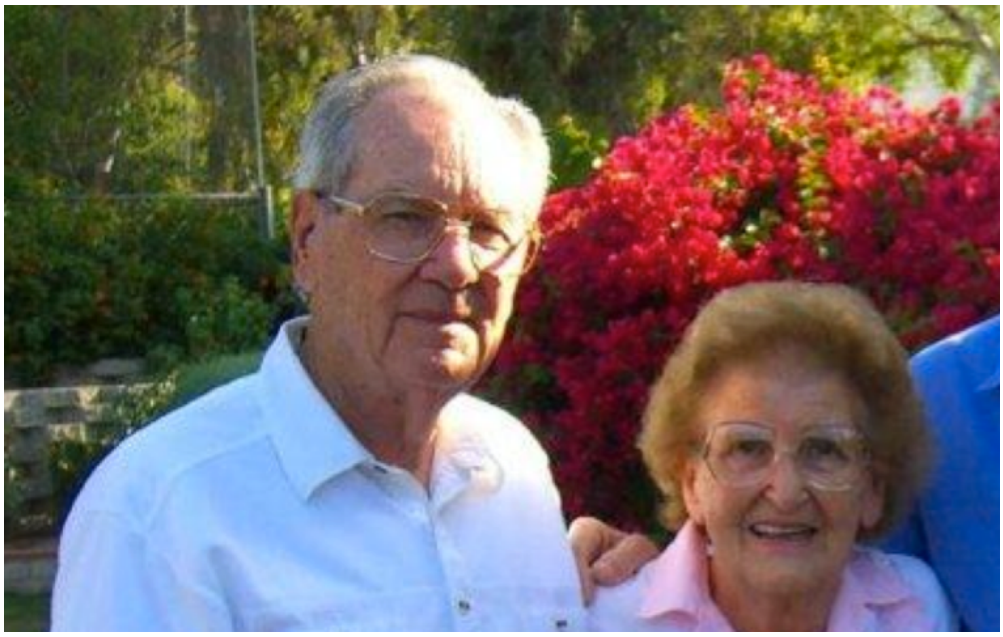


Schematic of mechanical linkage from 12 hp motor to stern planes. This lengthy linkage was prone to jamming. Early in the war the mechanism was replaced by hydraulics.

Analysis of the Loss

Evidence

WWII submarine experience



Commander Charlie Tate with wife Marie

At age 22 Tate was Chief of the Boat on USS Gato, a sub almost identical to the Grunion, He started as a gunners mate and had extensive experience with 3 inch guns almost exactly like those on the *Kano Maru*.

Tate says a 3 inch gun couldn't possibly cause the damage the shears experienced. Also the damage to fuel tanks 60 feet below surface couldn't possibly have been caused by a *Kano Maru* shell. The damage to the fuel tanks was caused by implosion.

By process of elimination, the damage to the shears was caused by a circular run torpedo that was a dud, and like previous two did not explode. A 3500 lb torpedo traveling at 53 mph would create a significant impact.

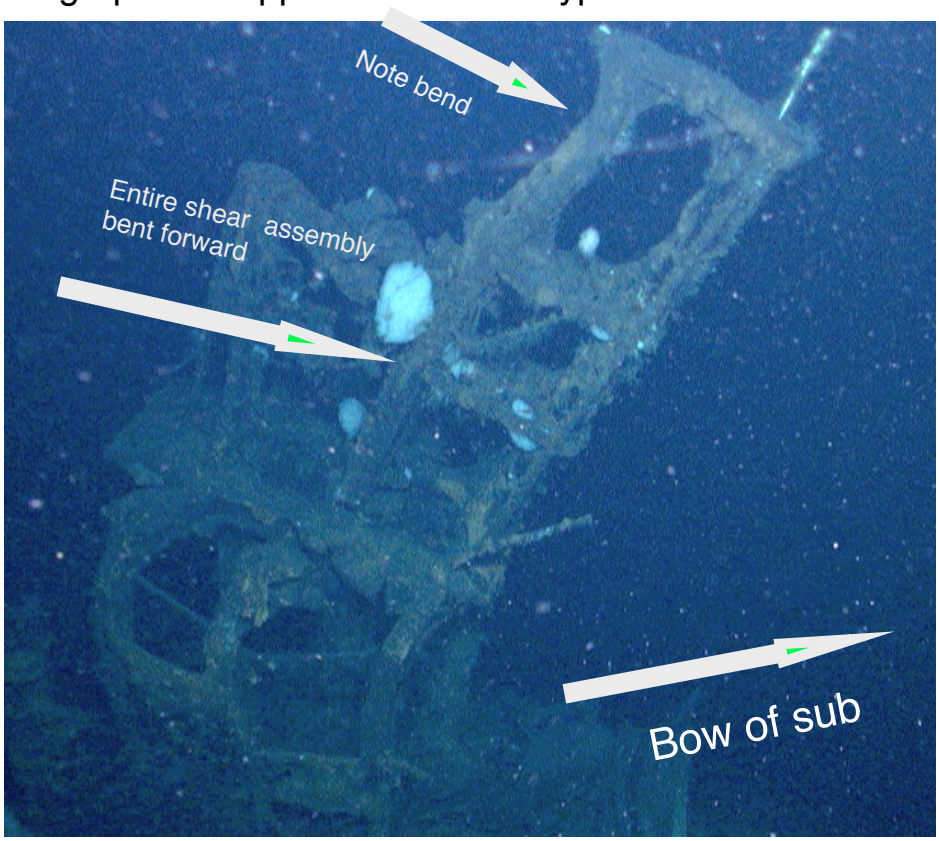
The washing wave reportedly hit by the 84th shot from the Kano Maru was created from the massive bubble of air that rose to the surface when the Grunion imploded.

One person still argues that a 12 lb. shell traveling at 2700 ft/sec from the Kano Maru would have done more damage than the torpedo. Although the Tate hypothesis appears highly credible there is clearly a possibility that further analysis or new evidence will develop that changes everything. There is no absolute certainty.

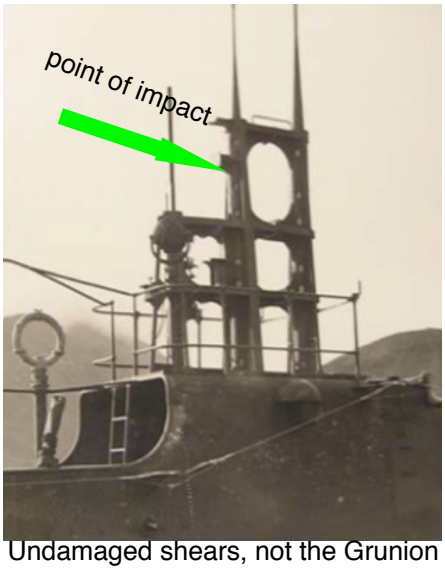
Analysis of the Loss

Evidence

Photographic: Support of the Tate hypothesis



Damage to the shears, the structure holding the periscopes



Undamaged shears, not the Grunion

Note that the shears are bent forward, the same direction as the sub slid. That meant that it is unlikely that that damage was caused by the sub's slide down the side of an underwater volcano.

It is simplistic to ascribe the loss to any one of the numerous things that went wrong. However, if four admirals had addressed the early skipper concerns about the horrendous performance of the torpedoes, it is likely that the Grunion would have lived to fight another battle.

The Grunion Story's Unpredictable Path

Who Knew What When

July 31, 1942: Seiichi Aiura, the military commander of the Kano Maru, notified Fifth Fleet headquarters of the confrontation and the possibility of sinking a sub. The name of the sub was not known. At the time Tasuku Nakazawa was a staff officer at Fifth Fleet Headquarters and almost certainly became aware of the report, but questioned its validity. Cargo ships can't sink subs. Later Nakazawa became Vice Adm. in charge of the Northeast operations.

1963: Seiichi Aiura wrote an article about the event for *Maru Magazine*. That same year the Navy reported in *US Sub Losses WWII*: "Japanese antisubmarine attack data available now record no attack in the Aleutian area at that time, and Grunion's fate remains an unsolved mystery. We know of no enemy minefields which were in her area; thus her loss may be presumed to have been operational or as a result of an unrecorded enemy attack."

1969: VAdm Nakazawa, having learned of the loss of the Grunion, put two and two together and identified it as the sub "sunk by Kano Maru" in official *Japanese War Chronology*

Sometime after 1969: Takahiko Sena, a well known Japanese military writer, referencing Aiura's and Nakazawa's work, wrote an article *Transport Ship Sinks American Sub*

1981: Vern Miller, in the British journal *Warships,* listed the cause of loss of all US subs. Using Sena's article he described the *Grunion / Kano Maru* confrontation. The journal *Warships* was not widely distributed in the States. This was the first explanation in English.

1982: Jentschura, Jung & Mickel in an updated *Warships of Imperial Japanese Navy 1869-1945* **in error** described the Kano Maru confrontation as occurring on July 21st. Our Navy knew that they had heard from the *Grunion* as late as the 31st July and therefore concluded that the *Kano Maru* had nothing to do with the loss**.** The difference between the Japanese icon for a 2 and 3 is one horizontal line. It illustrates the difference one digit can make.

1998: John Alden published an article in *Submarine Review* stemming from Vern Miller's article in *Warships* and several other sources. In it he noted the one digit error.

2001: Lane learned about confrontation from Yutaka. Yutaka had known about the confrontation for some time, but thought American records were superior, so gave little credibility. It was passed on as an aside.

The Grunion's Bell

Discovered March 2008 in Greenville, Mississippi

When a sub goes on a war patrol, anything that could cause noise or be freed as a result of a depth charge attack is removed. The Grunion's bell was one of those objects.

Around the time of the Korean War a Rev. Nunan was wandering around the shipyard in Pearl Harbor and spotted the Grunion's bell in a scrapheap. He asked the authorities if he could purchase it and received a negative answer. Sometime later, while on a cruise in the South Pacific, he received a 100 pound package, the bell.

After he retired to his hometown in Greenville Mississippi he donated the bell to the Visitor Center.

One of the Grunion crew, Edward Knowles, came from Greenville. His niece, Ginger Rogers, learned about the bell and sent a photo to other Knowles relatives. One of those relatives, Stan Kendrick passed the photo on to Bruce.

John Fakan, Director of the USS Cod Memorial said it all:

I'm speechless. The circumstances surrounding the bell are beyond any reasonable expectations.

Do you suppose the bell could be made available for the memorial event in Cleveland? The impact it would have on everyone in attendance cannot be overestimated. It is often thought that a ship's bell contains the "soul" of the ship. And, in this case that idea should be profoundly obvious to all.

Ginger Rodgers, niece of crew Edward Knowles who first photographed bell

Geraldine Kendrick, step sister of crew member Edward Knowles with husband, Stan. He sent Bruce the photo of the bell.

Both photos courtesy Stan Kendrick

The Grunion Bell

How the bell got to Greenville. Mississippi

Rev Nunan, who salvaged it from a scrapheap at Pearl Harbor

Fatal Dive explains the strange dedications

In its glory

The bell could not be disconnected from the stand

The Grunion Bell

Location and problems

Visitor's Center
Greenville, Miss.

Visitor's Center
Greenville, Miss.

300 lb. bell and stand arriving at airport

John had planned to pick up the bell with his plane for use at the Memorial. There was a problem. The Greenville people were unable to detach the bell from the stand and there was no way the entire assembly would fit in the plane. Note what arrived at the airport.

An attempt was made to cut the stand but it was a special steel too hard for a hacksaw. Finally someone found a cutting torch and with the help of a very strong football player the heavy bell and part of the stand finally made it on to the plane and to the Memorial.

The Grunion Bell

Its use at the Memorial

The late Director John Fakan and curator Paul Farace at the Memorial

Angelo Naso handling the Tolling of the Lost Boats

The bell stand on the USS Cod came from a fence post found in a neighbor's field by one of Cod's crew. Submariners are innovative.

The "*Tolling of the Lost Boats"* ceremony commemorates all 52 subs lost in WWII.

Navy Recognition

PEARL HARBOR, HAWAII – Commander, Submarine Forces Pacific Fleet (COMSUBPAC), Rear Adm. Douglas McAneny announced today that a sunken vessel off the coast of the Aleutian Islands is in fact the World War II submarine USS Grunion (SS 216).

VAdm John J. Donnelly
Submarine Force Commander finally gave the go-ahead to recognize the Grunion.

RAdm Douglas McAneny
Commander, Submarine Force U. S. Pacific Fleet, announced the recognition.

RAdm Douglas Biesel
Commander, Navy Region Northwest, spoke at the Memorial

Because of the Navy policy not to encourage civilian exploration of military wrecks, they were reluctant to recognize that the wreck was the Grunion.

Due primarily to the efforts of John Fakan, on October 1, 2008, just a few days before the memorial, the Navy recognized that the Abele's had found their dad's sub.

Memorial

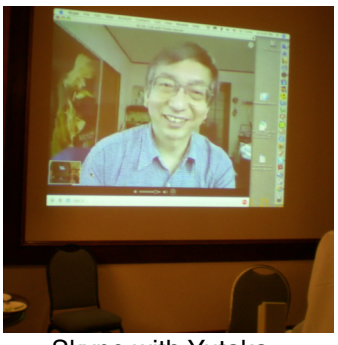
October 10-12, 2008 at USS Cod Memorial

USS Cod, Cleveland, OH

Courtesy Rich Abele

Mary Bentz reading the names of the crew

Charles Hinman of *On Eternal Patrol* and Bruce Skyping with Yutaka



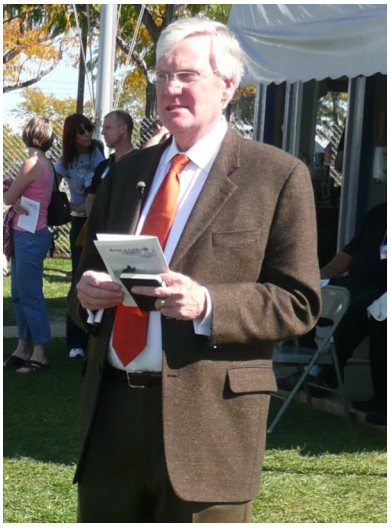
Skype with Yutaka

Displays

Memorial

Highlights

Caroline Surofchek, wife of Grunion's cook Steven Surofchek



Bob Dotson of NBC's Today Show. The event drew very heavy media coverage. Just to be involved one reporter drove 600 miles and wrote an extraordinary article *Sleeping With Torpedoes* about the experience.

The chrysanthemums tossed into Lake Erie for each of the crew

Rich Lane with the one dollar wiring diagram

World renowned trumpeter Michael Sachs who played taps

Japanese Connection

The Shinoda Family
Chiyo Shinoda whose husband Isamu, commander of Sub Chaser 27, was killed by a torpedo from the Grunion

Takuya Asakura, a reporter for Japan's largest newspaper *Asahi Shimbun,* had written several very sensitive articles about the Grunion story. One noted the Navy recognition of the Grunion in 2008 and was the article Chiyo Shinoda's son Kazuo had seen.

November 24, 2008

Dear Bruce,

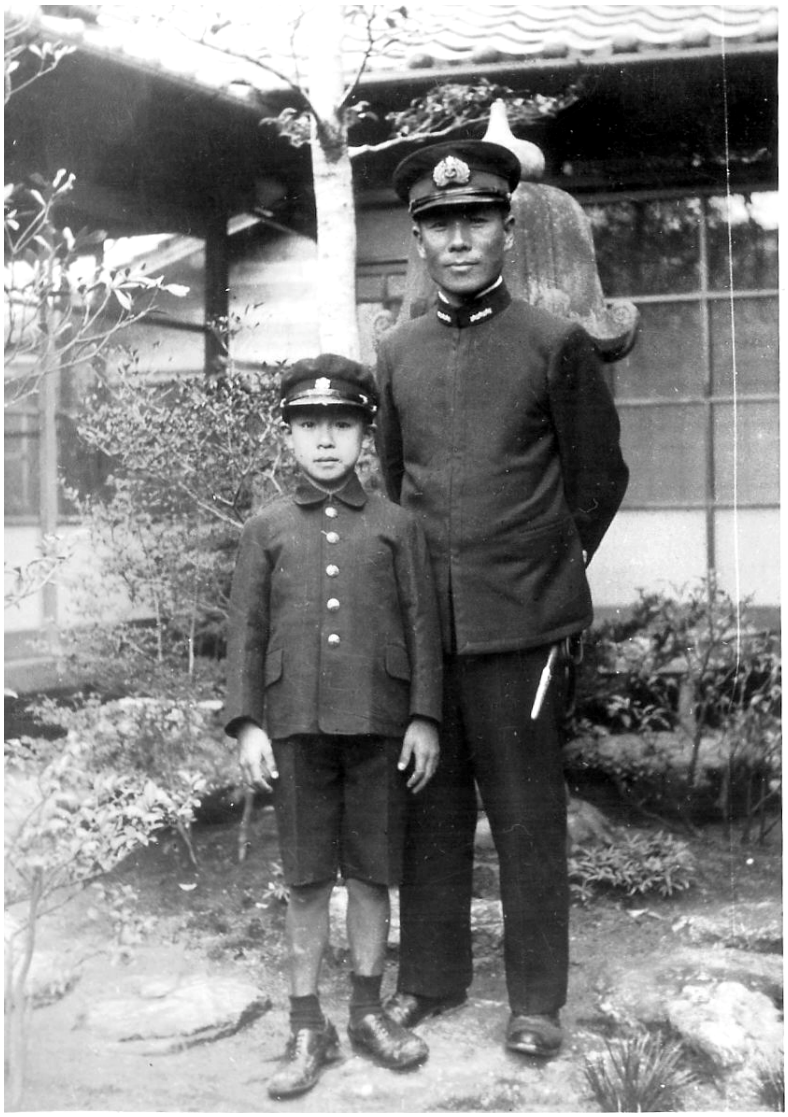
I recently had a contact by a Japanese man whose father was a commander of submarine chaser No. 27 of the Japanese Imperial Navy, which was sunk by the USS Grunion.
Mr. Kazuo Shinoda, 75, said he received a letter after the war from the commander of sub-chaser No. 26, who managed to survive the battle, which described detail of how the battle was like and how his father died.
He said he did not find my article until recently.
He was interested in writing you e-mail but seems to hesitate doing so because of his poor English.
Just to inform you of this wonderful relationships you have made.

I hope this find you and your family all well.

Takuya
The Asahi Shimbun

Japanese Connection

The Shinoda Family (2)



Kazuo Shinoda

Isamu Shinoda, Commander of the sub chaser sunk by the Grunion

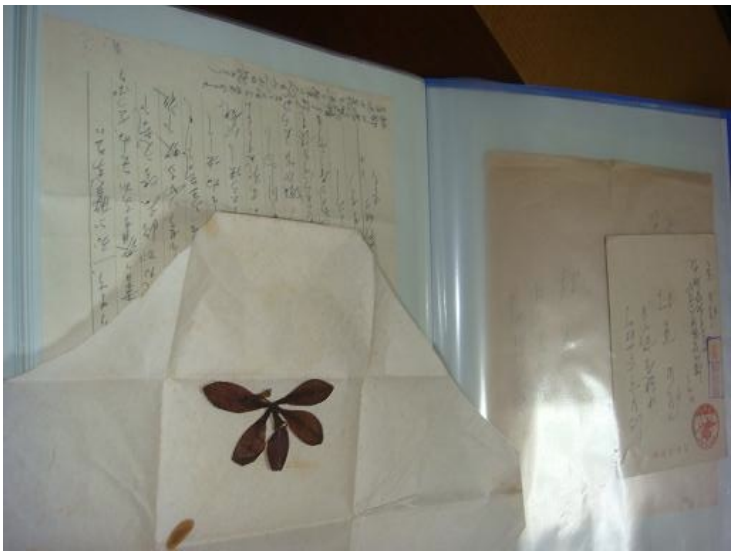
1942

Oldest son: Kazuo Shinoda 75

Chiyo Shinoda, 99 years old

Japanese Connection

Shinoda Family (3)



Kiska flowers from Isamu

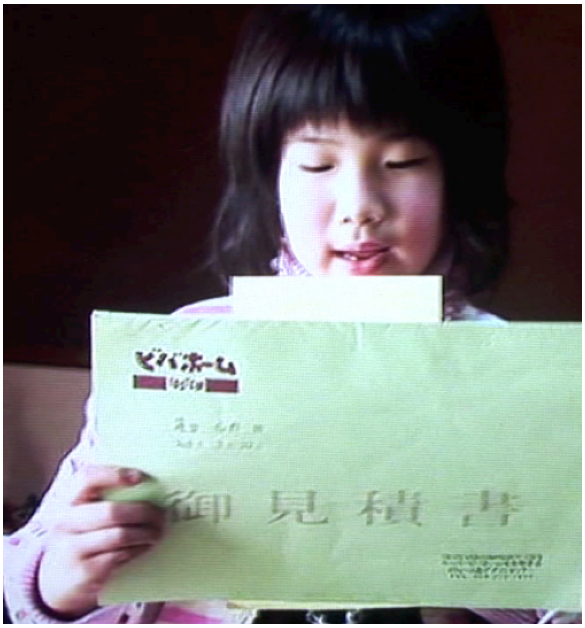
Just a few weeks before Isamu was killed, he sent a note to his wife Chiyo,"Tell Kazuo to study much. I send flowers of this place to you with my heart." Sixty-nine years later she still had the flowers.

Chiyo holds a new remembrance, this time flowers from Kiska sent "from the sons of Catherine E Abele"

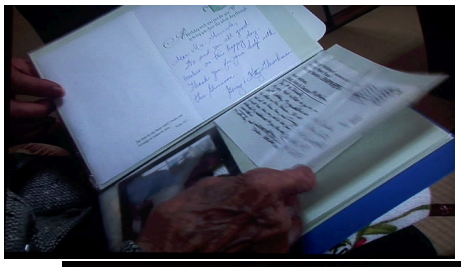
Japanese Connection

The Shinoda Family (4) Chiyo's 100th birthday

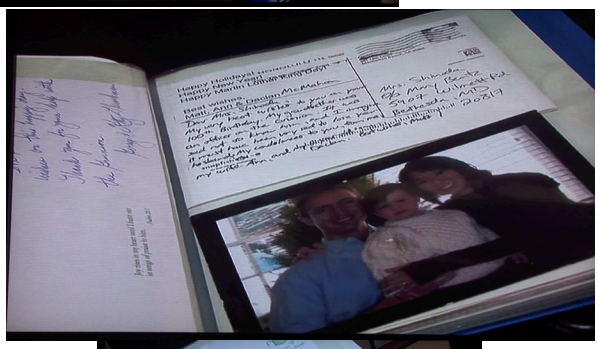
Shinoda Family

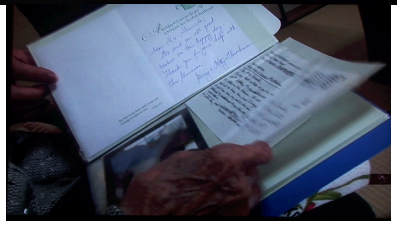


Aiko, a granddaughter reading a birthday card



Presents from the Grunion family





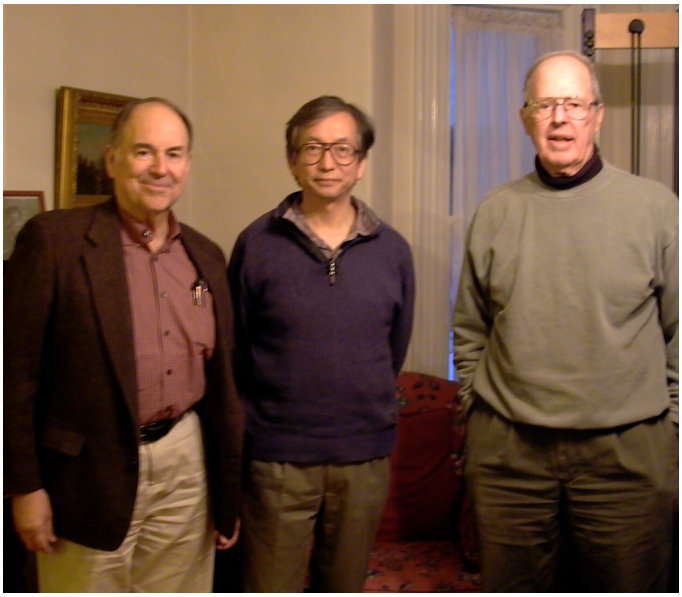
All photos courtesy of Tadashi Ogawa

Japanese Connection

Yutaka Iwasaki

In January 2008, Yutaka Iwasaki, a naval architect and "Sunday historian" who found the missing link that lead to the discovery of the Grunion, recognizing the international importance of this project, visited the Abele family in Newton, Massachusetts.

Yutaka Iwasaki Susan Abele



John Abele Yutaka Iwasaki Bruce Abele

The Door in Newtonville:

When I visited Newtonville…I saw Bruce's house. It has clapboard-built wall and reminded me the house of "Green Gables of Prince Edward Island" that I had seen in photo.
I had told my impression to Mrs. Susan and she delighted much remembering Anne Shirley.
This wooden house has wooden door, a little distorted.
When we came back together from going out I clasped the door nob and asked, 'Mr., the door seemed locked'. Mr. Bruce smiled jokingly, said 'Ah, the door shall be opened in this way', he kicked the lowest door edge with a bang, and the door was opened.
Blessed are those who mourn, for they will be comfort.
The door is opened, to Samaritan, to the future, I have acknowledged.

Yutaka

Yutaka after visit to Boston

Yutaka Iwasaki (2)

Hello Mr. Abele

Yutaka and Shun have just arrived at home. We are very fine. We ate Susan's last sandwich at Detroit airport. We appreciated much.
Thank you very much for your kind hospitality.

Shun thanks Susan for his hat bought at Science Museum.

This trip is so fruitful one. I met Bruce, Susan, John and Pete, visit cemetery, Art museum, saw Harvard and MIT etc.. I bring back many DVDs and pieces from Kiska(Pete gave me).

Before I was virtual member of this effort in literal field. But now after visit Boston I feel I become substantial member collaborating with many other Americans. I feel I can do something and I must do.

See you again. Thank you very much.
So long.

Sincerely Yutaka Iwasaki
Jan. 10, 2008

Yutaka family: Wife Yuko, and Yutaka, On camel: daughters: Fugiko and Shoko
Tottori Sand Dunes, Tottori, Japan

Courtesy of Yutaka Iwasaki

So long as we live,
they too shall live,
for they are now a part of us,
as we remember them.

'私たちが生きている限り、
私たちは彼らを忘れない、
だから彼らもまた私たちと生きている、
彼らは私たちの一部だから。'