

John Award

September 30, 1942 John was tossing a football around with his two brothers in front of his house in Newton Massachusetts when his mother called them in to show them a Western Union telegram



that in essence said that the submarine commanded by their dad had not been heard from and was presumed lost. John was 5.

At the end of the war there was an extensive search of both Japanese and American records for any clue as to the loss. Nothing was found. That submarine, the USS Grunion has been listed as *missing cause unknown* for sixty-five years.

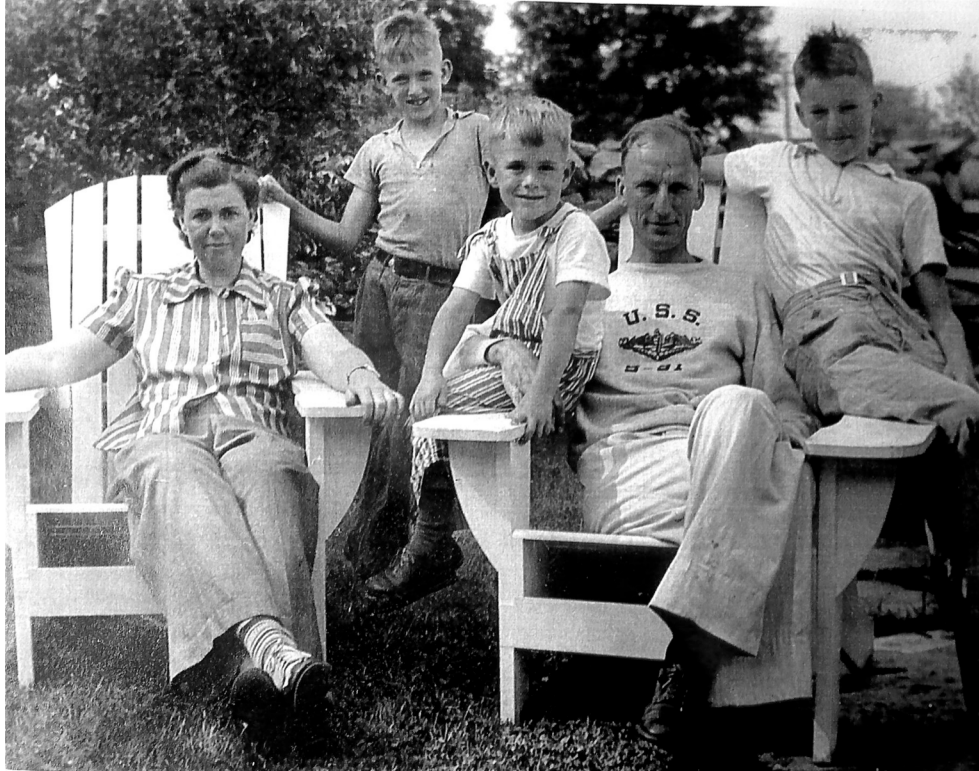
Jump forward to 2007. What you are going to see in the next two min. is the result of a collaborative effort from individuals all over the planet who helped John and his brothers experience this rather extraordinary discovery.



USS Grunion

Slide Path video

to download
[Vimeo.com/138551459](https://vimeo.com/138551459)



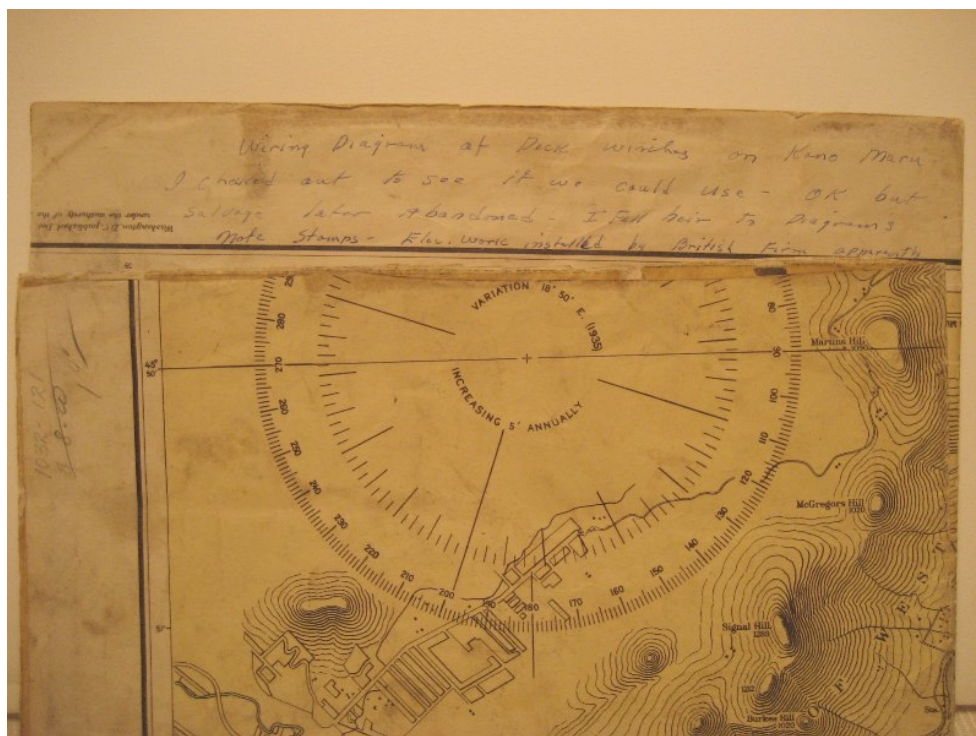
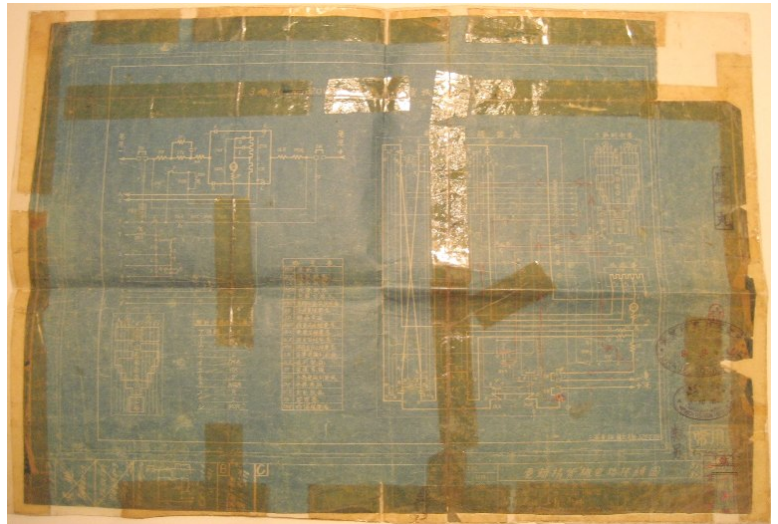
Jim and family; John in striped overalls
The family always called their dad Jim not dad or father.

This entire story can be seen by Googling Vimeo.com *Our Search for Jim-2*

The collaborative techniques used for this discovery were suprisingly similar to those behind *less invasive surgery*.

A Random Act

Started with Lt Col Richard Lane who for one dollar purchased this wiring diagrams for a winch a ostensibly from a Japanese cargo ship called Kano Maru. A few years later he thought it might have antique value and put it on a Japanese historical ship website asking if anybody could authenticate it.



Japanese Contribution

The next day he received a note from a Yutaka Iwasaki that not only said that the diagram was authentic but that he thought he knew what happened to the Grunion.



Yutaka Iwasaki

Navy Collaboration

Lane thought it would be valuable and contacted the Pacific submarine headquarters. A public affairs official named Daryl Ames recognized the significance and put that information on the Grunion website. It remained there for a number of years



Collaboration in Action

John's middle brother, Brad had spent a great deal of time trying to find out anything about the loss of the Grunion. He documented that material in the book we called the Jim books. It was not intended for public publication but because it was so well written it got passed around all the country.

This is where it gets complicated. John's nephew's fiancé boss, Ronald Vartanyan saw this document and being a World War II history buff found several websites about the Grunion and passed them on to John's oldest brother Bruce.

Bruce had seen most of them before but decided to take a second look and at this point discovered the post by Yutaka. Needless to say it started an intensive search for contact information for Yutaka. John was successful.



The Jim Book

John's Letter to Yutaka

From: Abele, John
Sent: Saturday, March 16, 2002 6:05 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 Update can be found in the following web site and is also copied at the bottom of this e-mail.

Yutaka's Response

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

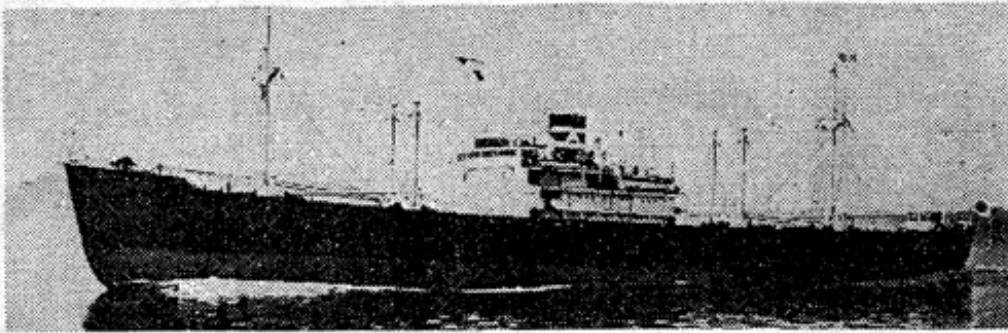
It's me.

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

Aiura's Report of the Confrontation

Yutaka translated a document that had been written by the commander of a cargo ship called Kano Maru describing a confrontation with a submarine which he thought he had sunk. It gave them proximate location of that confrontation, about 200 mi.².

Aiura's Document



殊勲の鹿野丸 KANO MARU

26 July 09:30
 護衛艦との打ち合わせを終わ
 七月二十六日〇九〇〇、海防艦「石垣」の護衛のもとに片岡湾を出港した。一年中、霧と荒天に悩まされる極北の海はちょうど霧の季節であった。夕刻ごろより濃霧が立ちこめ、前方二〇〇メートルを先行する「石垣」すら、たびたび見失うという状態になった。
 夜に入って霧はますます濃くなり、「石垣」はまったく見えない。二二〇〇ごろ、占守島より約一八〇哩の護衛予定地点についた。暗闇に発光信号がわれわれを呼んでいる。「石垣」は百メートルぐらいに近づいているらしい。「われ等」区に就く、武運長久を祈る。「石垣」は、予定の護衛を終わり、哨戒配備につため別れて行った。霧にとざされ、潜魔のはびこるべ

27 July 12:00
 若い水戦搭乗員を救助
 Rescue young seaman pilot
 午前中に護衛艦と打ち合わせを行なって、二十九日一二〇〇、駆潜艇に護衛されてキスカに向け、ホルツ湾を出港した。キスカの基地航空部隊より、飛行艇一機が派遣され、出港時の対潜警戒を行なった。このころ強きこと限りなし。
 アツツ島出港時は、上に濃く、下にうすいという特殊濃霧であったが、しだいに濃霧は上下一体をつつみ、飛行艇も霧のなかに姿を消してしまった。

29 July 02:20
 夜は外海に出て、「之」字運動を行ないつつ避航、翌二十九日〇二二〇、ふたたびホルツ湾に投錨して、陸した。

30 July 08:00
 濃霧がひどくなるにつれて、ついにこれを見失い、夜となった。鹿野丸は、ふたたび霧の夜のペーリング海を、キスカにむかって進んで行った。
 七月三十日〇八〇〇、キスカ北方二〇哩と思われる地点に到達したが、濃霧のため入港できない。やむなく漂泊して霧の晴れるのを待った。しばらくしてちよつとすらいだが、また濃霧となり、いかんともするすべがない。
 この日は終日、濃霧が晴れず、あせりのうちに漂泊した。この間、一五三〇、味方水上戦闘機が近くに不時着したので、これを収容した。搭乗員も機も無事であった。
 搭乗員は、少年航空隊を出たばかりの若い兵隊であった。ちよつと私の息子と同じ年ごろであり、この北海の空の護りに挺身する姿に感心しながら、偶然であれ、自分の船で救助したのがうれしかった。
 夕刻になっても霧は晴れず、敵潜がいることを予想して一七一一、外洋に反転し、一五ノットにて「之」字運動を行ないつつ避航し、翌朝に入港することにした。
 翌七月三十一日早朝、キスカ港外にたつたが、相変わらずの霧であ

31 July 04:40
 霧にとざされ、潜魔のはびこるべ

Capt Robert Ballard

Ballard of Titanic fame provided a kindergarten course on how to find a lost submarine

What was necessary was a side scan outfit that could handle depths almost a mile and a ship that could deal with the terrible weather conditions at the tip of the Aleutians.

A friend of of a friend of John's sister-in-law called Peter Lowney had worked in Alaska doing crab fishing and was able to point us to a side scan outfit that could handle those depths and also to a ship called the Aquila that was accustomed to those waters.



Ballard Mering

Aquila and Williamson Associates



Williamson & Associates



Owners & Crew of Aquila



Aquila

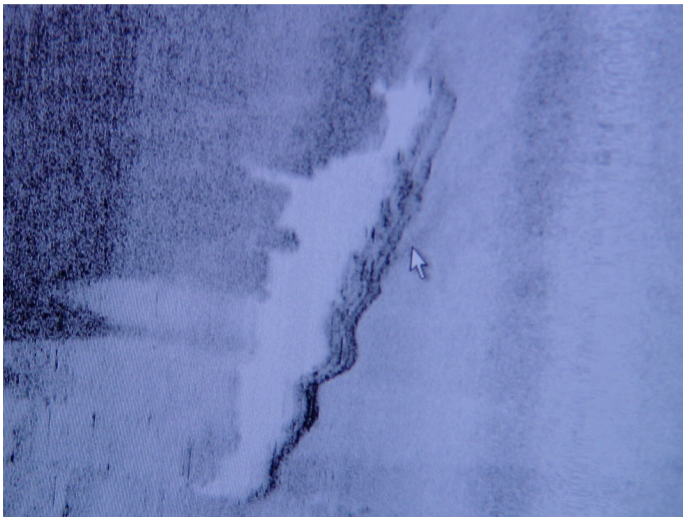
06 Trip



Recovering the side scan sonar



Kiska Island



Sonar image of the Grunion



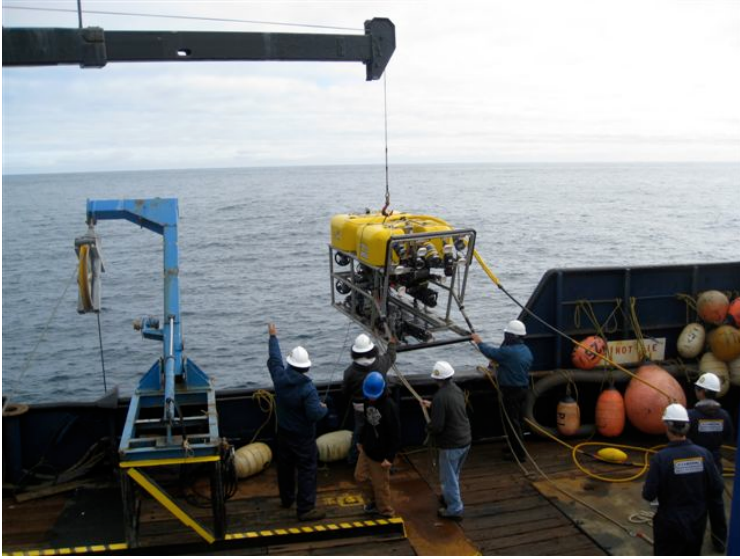
Looking down on the two side scan sonars

Sub ladies



These three ladies using every tool on the Internet were able to locate relatives 100% of the Grunion crew. There were name changes that made this task very difficult

07 Trip



Lowering ROV



One of several mini subs left on the island

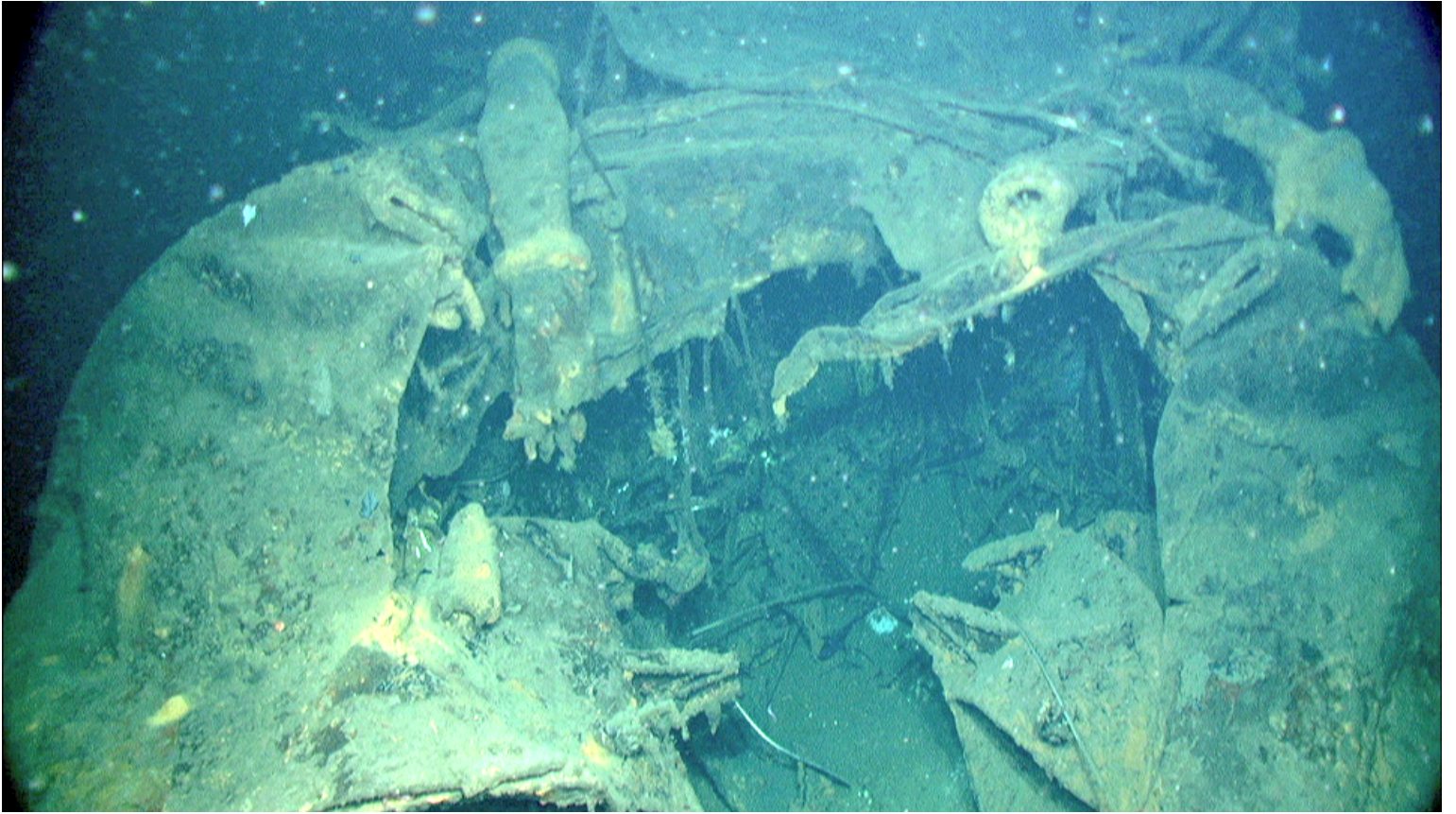


The Aquila in Kiska Harbor



Flowers over the site

What was found



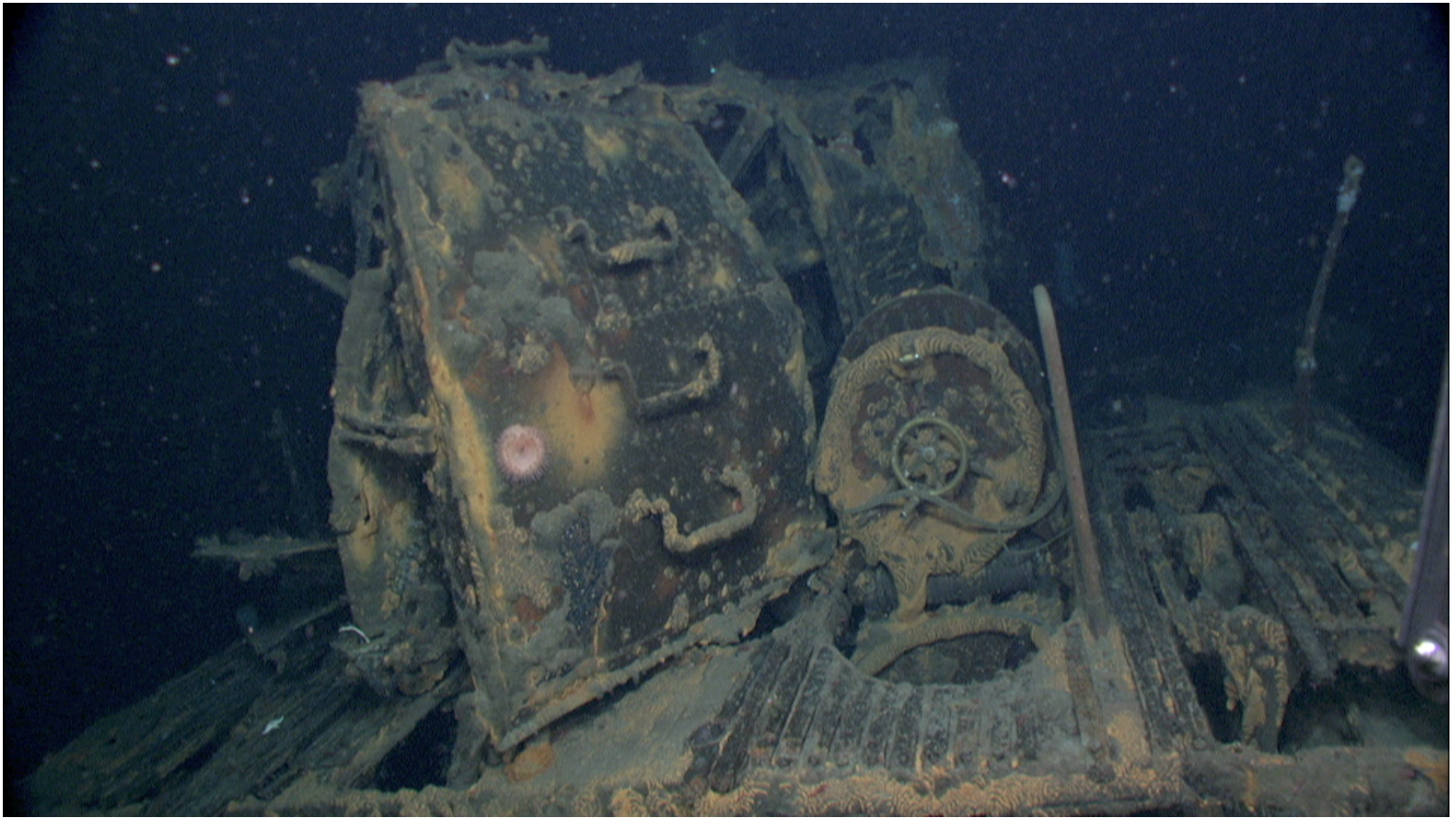
52 feet of the bow was broken off. Note the crimping.

What was found



The sub had imploded as a result of the extreme pressure.

What was found



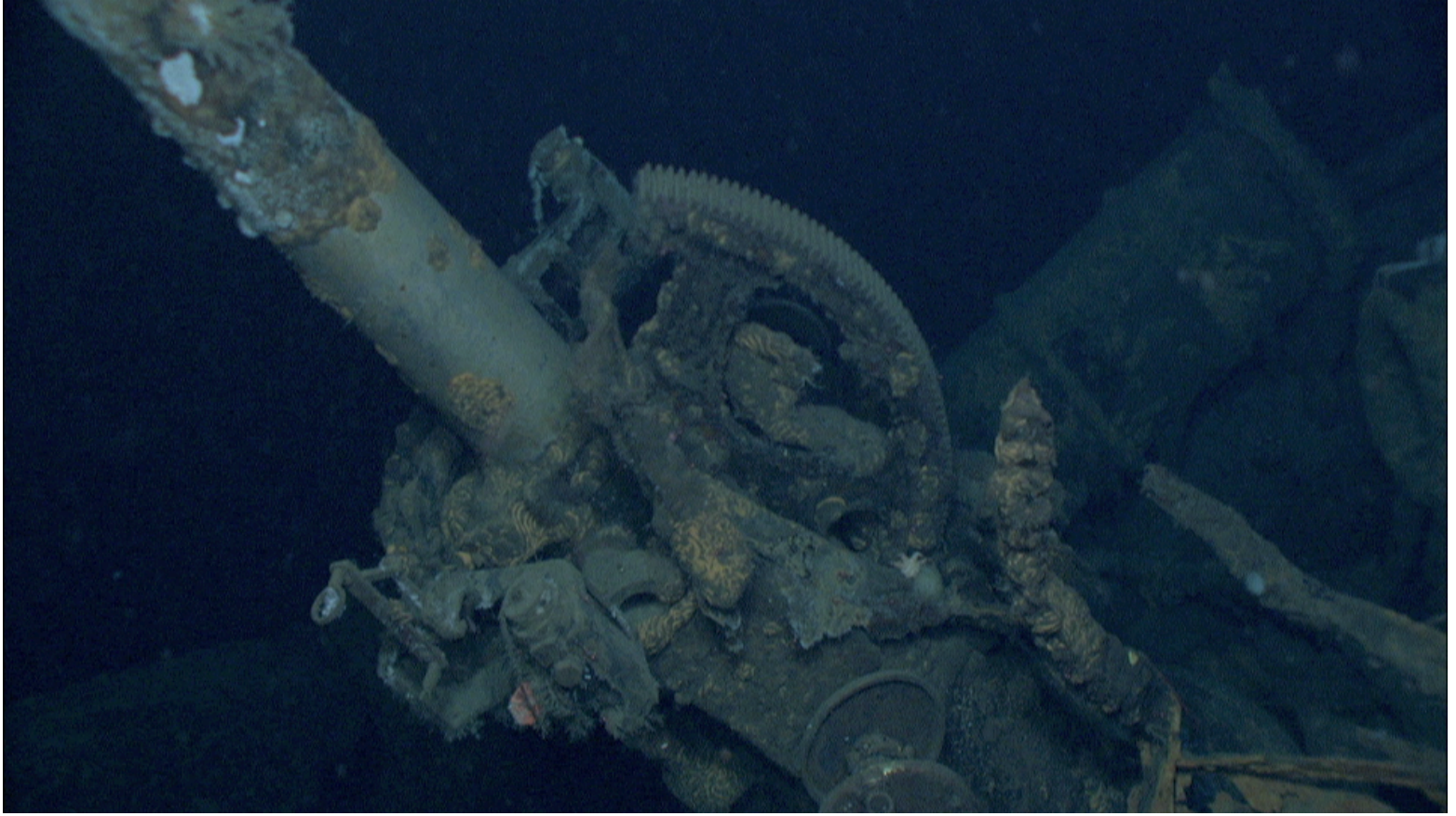
The after battery hatch was wide open.

What was found



Upper conning tower hatch was bent in a strange manner.

What was found



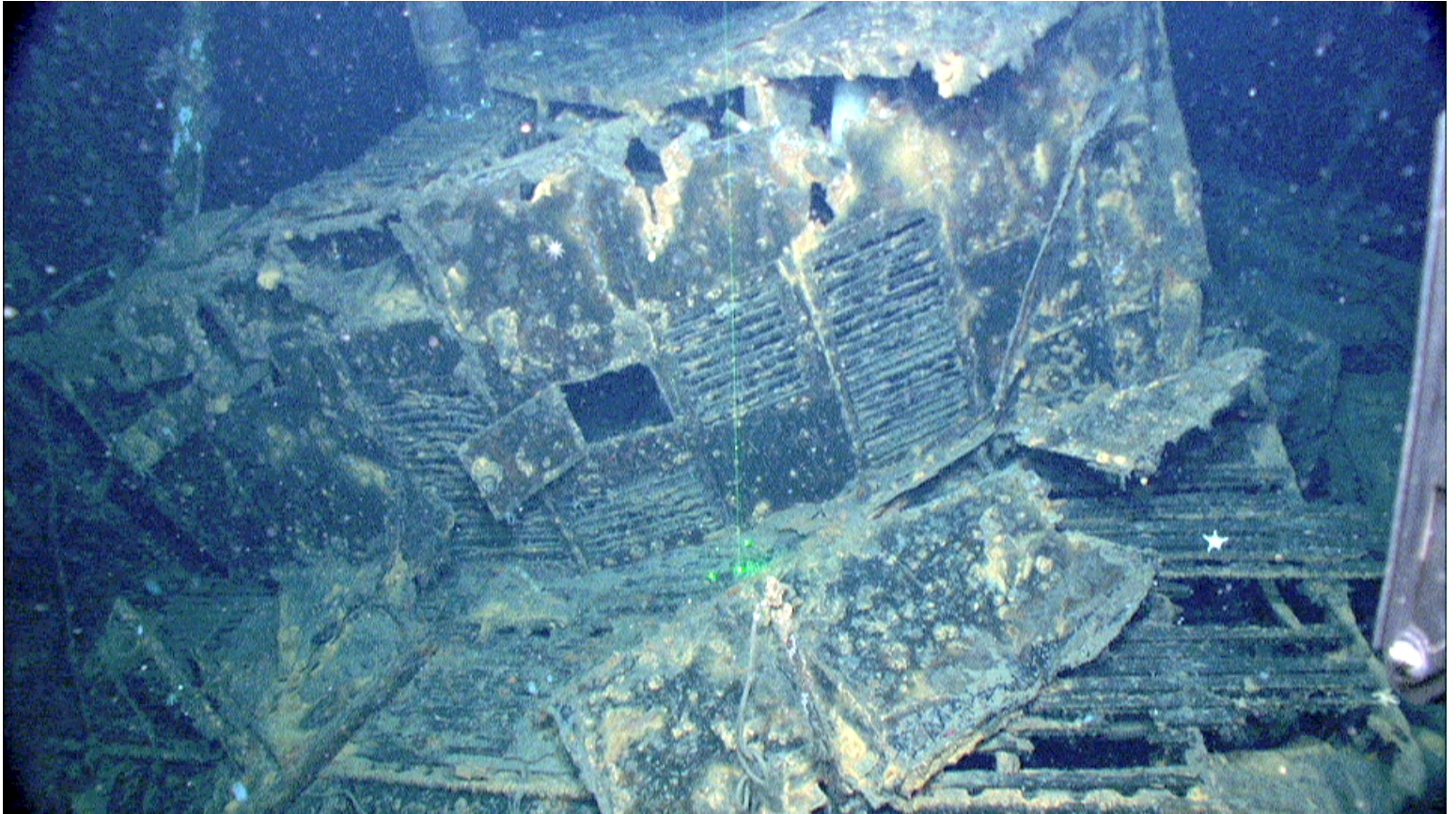
The deck gun: was aiming upwards at an impossible angle.

What was found



Bolts that hold the glass on the periscope were broken off and there was a dent in the stem.

What was found



The Bridge

The bridge showed no signs of penetration



It is remarkable what collaboration can accomplish.