

# USS SEA Poacher (SS 406)

## War Patrol #1



### The Crew



James A. Brink  
LTjg



George Boyarjian  
EM3



Ralph Cobb  
Ens



### A - Prologue

**22 February 1944**  
Keel laid Navy Yard Portsmouth, N.H.

**May 20, 1944**  
Launched.

**July 31, 1944**  
Commissioned

**August 14, 1944**  
Ship accepted. Reported to ComSubLant for training.

**August 15 - September 20, 1944**  
Conducted shakedown training period.



**Louis Cafone**  
S1



**Timothy Cotter**  
EM3



**Charles Foy**  
S2



**Roy H. Gallamore**  
LT



**Frank Gambacorta**  
CO-LCDR

**September 20, 1944**

Departed shakedown training period.

**October 1-9, 1944**

Departed Balboa, C.Z. for Peral Harbor, T.H. Reported for duty in Submarine Pacific Fleet.

**October 25, 1944**

Arrived Pearl Harbor and receiver voyage repairs. Installed ST periscope, Depth Charge Director Indicator, CHF, APR, SPA-1 Radar Detector, 40mm gun in place of 20mm gun, main engine detached circulating water pumps.

**November 3-16, 1944**

Conducting final training.

**November 17-18, 1944**

Loaded ship for patrol – departed.

**November 19, 1944**

Readiness for sea.

**(B) NARRATIVE**

**19 November 1944**

Departed Pearl Harbor enroute Patrol Area via Saipan in accordance with Commander Task Force Seventeen Operation Order 387-44 of November 18, 1944, in company with USS SEA OWL (Commander Bennett, Group Commander) and USS PIRANHA; escorted by (PC-571). 1852 – Formed scouting line on base course 270°T with SEA OWL in center, PIRANHA ten miles to north and SEA POACHER ten miles to south.

**20 November - 1 December 1944**

Underway in company with SEA OWL and PIRANHA on scouting line enroute Saipan. Conducted training dives, drills, instruction, fire control problems and fired all guns. Sighted our friendly plane. (Aircraft Contact (AC) #1).

**1 December 1944**

0703 – Made rendezvous with SEA OWL, PIRANHA and PC-1126 and proceeded to Saipan in company.

1123 – Moored in nest alongside USS FULTON at Tanapag Harbor, Saipan.

**1-3 December 1944**

Achieved voyage repairs, fuel and exchanged twelve gas torpedoes for electrics.

**3 December 1944**

1000 – Departed and made rendezvous with escort, USS BOND AM-152.

1150 – Task group formed and proceeded in accordance with routine instructions.

1505 – Lookout sighted periscope abaft port beam. Turned away at four engine speed.

1507 – After lookout sighted torpedo wake crossing our wake about four hundred yards from port to starboard. Captain on bridge at this time could not confirm wake. Evaded on surface. Sent report to CTG 17.7 and to group in company. Reported it as possible periscope and torpedo wake sighting. Have been zig zagging by course clock.

1657 – Rejoined formation.

1800 – Escort left formation.



**USS Sea Owl (SS405)**

**Laid down, 7 February 1944, at Portsmouth Navy Yard, Kittery, ME.; Launched, 7 May 1944; Commissioned USS Sea Owl (SS-405), 17 July 1944; Converted to a Fleet Snorkel Submarine at Philadelphia Navy Yard from April to August 1951; Redesignated Auxiliary Research Submarine (AGSS-405), 30 June 1969; Decommissioned, and Struck from the Naval Register, 15 November 1969; Final Disposition, sold for scrapping, 3 June 1971. Sea Owl earned five battle stars during WWII.**



**USS Piranha (SS389)**

**Laid down, 21 June 1943, at Portsmouth Navy Yard, Kittery, ME.; Launched, 10 October 1943; Commissioned USS Piranha (SS-389), 5 February 1944; Decommissioned, 31 May 1946, at Mare Island Navy Yard, Vallejo, CA.; Laid up in the Pacific Reserve Fleet, Mare Island Group; Reclassified Auxiliary Research Submarine, (AGSS-389), 6 November 1962; Struck from the Naval Register, 1 March 1967; Final Disposition, hull sold for scrapping. Piranha received 5 battle stars for World War II service**



**Robert Gaunt**  
TM2



**Joe Hemphill**  
BM2



**Scott Horton**  
QM2



**Paul Lacoutre**  
LT



**William Lilliott**  
LT

#### 4 December 1944

1145 – AC contact #2.  
1318 – AC contact #3.  
1323 – AC contact #4.

#### 5 December 1944

0536 – Submerged for trim.  
0640 – Surfaced.

#### 6 December 1944

0600 – Submerged.  
0625 – Surfaced.  
0745 – AC contact #5.  
0830 – AC contact #6.  
1224 – AC contact #7.  
2120 – Received message information to us about Sunfish leaving area.  
2123 – Received dispatch from Group Commander about conducting submerged patrol tomorrow at discretion and assignment for coordinated submerged patrol on the 8th, prior to entering area. Seas have picked up and have had to slow down to prevent damage and to keep water from going down hatch.

#### 7 December 1944

0145 – Slowing down again due to heavy seas.  
0345 – Horton, Scott, QM2c, USN, suffered lacerations over night by having been knocked down by large wave.  
0640 – Submerged about sixty miles south of group commanders provided position. Have my position on pack frequency. PIRANHA received but not SEA OWL. On submerged days will go deep for a bathythermograph card once a day. Periscope observations will be continuous unless too much air activity is present.  
0650 – Received message from ComSubPac about SEA DEVIL and PLAICE leaving our area. I imagine we'll go in tonight.  
1200 – AC contact #8.  
1752 – Surfaced.

#### 8 December 1944

0025 – Radar contact on land at 40 miles, 327°T, believed to be Yaku Shima. At this time Navigator obtained a fix with the few stars peeping out.  
0110 – Radar fix and star fix checked, changed course to 270°T and increased speed.  
0220 – Sighted Yaku Shima about 35,000 yards, changed course to 280°T, trying to get across tonight. Have two radar interferences astern but can't seem to get a proper recognition out of them.  
0340 – Radar contact 5,000 yards bearing 260°T. Identified as small patrol boat. Evaded on surface.  
0622 – Submerged and decided to patrol close to Kuchinoyerabu Wan anchorage to investigate possible warship anchorage.  
0958 – Sighted several small ships, looked like fishing boats in anchorage, distant about 2 miles.



### USS Fulton (AS11)

USS FULTON was the lead ship of the FULTON - class of submarine tenders and the fourth ship in the Navy named after Robert Fulton. Decommissioned on September 30, 1991, and stricken from the Navy list on December 20, 1991, the FULTON was sold for scrapping on November 17, 1995.

**General Characteristics:** Keel laid: July 1, 1939; Launched: December 27, 1940; Commissioned: September 12, 1941; Decommissioned: September 30, 1991; Builder: Mare Island Naval Shipyard, Vallejo, Calif.; Propulsion System: Diesel electric; Propellers: two; Length: 529.5 feet (161.4 meters); Beam: 73 feet (22.3 meters); Draft: 25.6 feet (7.8 meters); Displacement: approx. 18,000 tons; Speed: 15 knots; Armament: two Mk-30 5-inch / 38 caliber guns, four 20mm guns; Crew: approx. 1200



### PC 571

The first Anoka (PC--571) was laid down as the unnamed submarine chaser PC-571 on 27 September 1941 at Portland, Oreg., by the Albina Engine and Machine Works, Inc.; launched on 12 February 1942; sponsored by Mrs. William Cornfoot, the widow of the founder of the Albina Engine and Machine Works; and commissioned at the Puget Sound Navy Yard on 22 May 1942, Lt. Comdr. William R. McAdams, USNR, in command.

Although assigned the name Anoka on 15 February 1956, the patrol craft never served actively under that name, remaining in reserve until her name was struck from the Naval Vessel Register on 1 November 1959. She was sold on 9 May 1960 to the Tidewater Shaver Barge Line.



**Bobby Newell**  
GM2



**Gus Pappas**  
SC



**William Porter**  
EM2



**Tracy Price**  
EM2



**R.K.R. Worthington**  
LT-XO

Ship Contact #3.

- 1008 – AC contact #9 (Sally).
- 1800 – Surfaced, headed at best speed to the northwest with the possibility of hearing from other boats about yesterday's contact.
- 2103 – Received contact report from REDFISH on radar contact. Changed course to north and went to four engine speed.
- 2137 – REDFISH reported enemy position at Lat. 31°31'N, Long. 127°58'E.
- 2242 – Enemy position Lat. 31-29N, Long. 129-10E. REDFISH sent more reports. Enemy seems to be zigging radically. It's nip and tuck. From radio transmissions, PIRANHA, SEA OWL, PLAICE and we are on the scene. Had interference on SJ at various times but could not get any recognition signals exchanged at 2125.
- 2340 – PLAICE reported radar contact but that's all.

**9 December 1944**

- 0115 – Exchanged SJ recognition with SEA DEVIL. She asked if we had witnessed first attack at 0028. We replied "negative."
- 0300 – From information available, contact is beyond our reach, heading for Nakasaki probably. Decided to turn around and head for own area.
- 0450 – Changed course to 090°T to pass Tsurikaka Light abeam to port.
- 0500 – Received message from PLAICE saying she had scored four hits on two destroyers at 0130. A position at time of her contact would have been valuable at 2340. Intend to patrol towards Noma and Bono Misaki. Have strong saturation pip on APR from land based radar on Shimo Koshiki Shima. Beam has been steady on us. Came to 180°T.
- 0629 – Submerged.
- 1333 – AC contact #10.
- 1410 – AC contact #11. had continuous APR contact on 155-157 mcs, all night. Believe it may come from Iwo Jima.

**10 December 1944**

- 0053 – Sighted fixed white lights on land between Bono and Noma Misaki.
- 0520 – Submerged about eight miles from Kaimon Misaki. ST periscope is wonderful for navigation submerged in early morning. Picks up land between 20 to 30 thousand yards. We figure shipping has to round this point to get along coast up Bono Misaki. This spot has deep water and sediment chart and shows conditions favorable for us.
- 0852 – Began a series of four approaches



**PC 1126**

**PC 1126 – Damaged During Typhoon Louise, Okinawa 10-09-45**

The 173-foot PC was designed primarily for Anti-Submarine Warfare (ASW), convoy escort duty and coastal patrol, thus releasing the fleet Destroyers for trans-Atlantic convoy duty. PCs were highly effective in protecting convoys along the Atlantic seaboard, in the Caribbean and South Atlantic during the critical 1942-1943 "Battle of the Atlantic" years, filling the gap until the Destroyer Escort (DE) could be built and deployed. Though only a few German U-Boats were actually sunk by PCs, their presence, and the threat of depth charge attacks, was a deterrent to the U-Boat commanders. With the threat of submarine attacks on the wane, the PCs took on more hazardous duties, serving in virtually every combat theater around the world.



**USS Bond (AM152)**

Bond (AMe-129) was reclassified AM-152,21 February 1942; launched 21 October 1942 by Willamette Iron and Steel Corp., Portland, Oreg.; commissioned 30 August 1943, Lieutenant C. L. Grabenhorst, USNR, in command; and reported to the Pacific Fleet.

Between 2 October and 20 November 1943 Bond operated at San Pedro, Calif., and then steamed to the Aleutian Islands, via Pearl Harbor, arriving at Adak 13 December. Between December 1943 and June 1944 Bond performed minesweeping operations at Adak, Attu, Dutch Harbor, Kiska, and Amchitka. On 29 June 1944 she left Dutch Harbor and steamed to San Francisco arriving 7 June.

After repairs, Bond departed San Francisco 8 August 1944 for Saipan, Marianas Islands, via Pearl Harbor and Eniwetok. Between 2 and 28 September she patrolled in the vicinity of Saipan and then commenced convoy escort operations between Saipan, Ulithi, Guam, and Eniwetok.

**Commanding Officer:**

Frank Gambacorta

**Executive Officer**

R.K.R. Worthington

**Wardroom**

LT W.R. Lilliot  
LT P.E. Lacoutre  
LT E.N. White  
LT R..H. Gallemore  
Ensign J.A. Brink  
Ensign R.D. Cobb  
Young, Bruce  
LT

**Enlisted**

Adams, Bruce  
MoMM2c  
Anderson, Richard  
MoMM1c  
Atkins, Robert  
S2c  
Bailey, Raymond  
S2c V6  
Bailey, Welfred  
SM1c  
Bain, Frank  
RT2c  
Bainer, Frank  
MoMM1c  
Baybutt, Richard  
F1c  
Belden, Edwin  
EM1c  
Berry, Earl  
CmoMM  
Boulton, W.D.  
Boyajian, Kriker  
EM3c  
Bradley, Norris  
S2c  
Brattain, Frederick  
EM3c  
Brown, Marion  
TM1c  
Buck, Freeman  
Cox (T)  
Burke, James  
EM3c  
Cafone, Louis  
S1c  
Carter, Clarence  
F1c  
Chase, Cedric  
QM3c  
Childs, George  
TM1c  
Clink, Edwin  
CMoMM  
Cooley, Robert  
Sm3c  
Cotter, Timothy  
EM3c  
Cousins, Charles  
S1c

on sightings on masts coming around the bend just as we had hoped. First two were small sampans with deck loads. Third looked like a PC, very rusty, fourth was peculiar grey painted job. He was making five knots on the expected track but preceeded by two erratically maneuvering small trawlers. These were flying the Japanese flag and the international "JIG" flag. The grey job had numeral one and possibly an "Xray" painted on the side. He was also flying the Japanese merchant flag. A sketch is attached and the closest description is a comparison to one of our net tenders. His tonnage about 500 tons. On all sightings sound picked them up first and when first sighted, due to the Mirage affect, targets looked respectable until they closed. Land background made it very hard to see them. They all hugged the coast on a steady course 287°T-107°T. They were off the beach about two miles. Let them (UNREADABLE) of patrol.

- 1027 – AC contact #12.
- 1045 – AC contact #13. Believe he may have us sighted us, went deep.
- 1400 – Sighted the net tender and trawlers previously identified. They were acting suspicious.
- 1854 – Surfaced, decided to patrol off Danjo Gunto tomorrow Converted #3 M.B.T. and shift sub-area the next day. Had usual APR contacts during evening. Turned on SD once when contact was strong on us, but only land was picked up.

**11 December 1944**

- 1019 – AC contact #14 (Rufe).
- 1346 – AC contact #15 (Mavis).
- 1814 – Surfaced.
- 1900 – SJ out of commission, failure described in radar paragraph. It seems keying is not beneficial.
- 2000 – SJ back in commission.

**12 December 1944**

- 0049 – SJ contact on Danjo Gunto 315°T, distant 43,940 yards.
- 0300 – Converted #4 FBT to MBT, flushed it out.
- 0630 – Exchanged recognition signals with PIRANHA on SJ.
- 0645 – Submerged.
- 1817 – Surfaced.
- 1835 – SJ radar contact 080°T, distance 35,000 yards on Danjo Gunto.
- 1932 – Receipted for message from Group Commander cancelling tonight's rendezvous.
- 1950 – Received message from Group Commander regarding information in his sub-area.
- 2037 – Sighted orange light about 4,000 to 6,000 yards distant, bearing 283°T. No SJ contact. Must be a fishing boat. (Ship contact #7).
- 2040 – Received message about B-29's being over area tomorrow.
- 2100 – SJ contact is Tori Shima 070°T, distant 9,000 yards. Sent our information to SEA OWL and



**USS Sea Devil (SS400)**

The first SEA DEVIL (SS-400) was laid down on 18 November 1943 at the Portsmouth (N.H.) Navy Yard; launched on 28 February 1944; sponsored by Mrs. Sherman K. Kennedy.

SS-400 Displacement: Surfaced: 1,526 t. Submerged: 2,321 t. Length: 311'6" Beam: 27'3" Draft: 15'3"

Speed: Surfaced: 20 k. Submerged: 9 k. Complement: 66 Armament: 1 5"; 1 40mm; 1 20mm; 10 21" torpedo tubes



**USS Plaice (SS390)**

Class: BALAO. Laid down, 14 July 1943, at Portsmouth Navy Yard, Kittery, ME.; Launched, 15 November 1943; Commissioned USS Plaice (SS-390), 12 February 1944; Decommissioned late 1947, at Mare Island Naval Shipyard, Vallejo, CA.; Laid up in the Pacific Reserve Fleet; Reactivated 18 May 1963 in preparation for transfer to Brazil, under the Military Assistance Program, 7 September 1963; Commissioned in the Brazilian Navy as Bahia (S-12); Sold to Brazil in 1972; Struck from the Naval Register, 1 April 1973; Final Disposition; Original plan was to make the sub a Museum, but it was sold for scrapping in 1978 because The Brazilian Museum of Naval Technology had financial problems and had to cancel the program. Plaice received six battle stars for World War II service.

Update courtesy of Valdo Novaes.

Cunningham, Ralph  
QM3c(T)  
Daniel, Arnold  
F1c  
Davis, William  
CMoMM(AA)  
Di Antonio, Vito  
S2c  
Dimmings, Arthur  
StM2c  
Flaskas, Buster  
S1c  
Foy, Charles  
S2c  
Freitas, August  
S2c  
French, Satterlee  
TM3c  
Fulton, William  
MoMM2c  
Gaunt, Robert  
TM2c  
Glenn, Samuel  
MoMM2c  
Graboff, Ire  
Momm  
Hall, George  
F1c  
Hemphill, Joe  
BM2c  
Hickman, Darrel  
TM3c  
Hofer, Albert  
S2c  
Holmgren, Wayne  
RM3c  
Horton, Scott  
QM2c  
Houston, Ira  
RM2c  
Hurt, William  
MoMM1c  
Karwowski, William  
QM3c  
Kline, Harmon  
TM3c  
Le Bel, Robert  
F1c  
Lott, Luther  
GM3cL  
Macielak, Rudolph  
MoMM3C(T)  
MacPherson, Donald  
MoMM2c  
Marchesseault, Roland  
EM3c (T)  
Marcotte, Kenneth  
Sc3C(T)  
McCann, William  
MoMM2c  
Meek, Eugene  
F1c  
Morrow, Irving  
MoMM1c  
Murray, Lester  
EM1c

## PIRANHA.

### 13 December 1944

0000 – Am going to patrol off O Shima tomorrow for any traffic going along coast.  
0105 – SJ interference, not own SJ. Appeared all over the screen Position Lat. 32-31N, Long. 128-20.8E.  
0600 – SJ contact on Fukae Shima bearing 345T, distant 46,000 yards.  
0620 – Submerged. During day patrolled close to O Shima hoping to intercept traffic hugging coast.  
1840 – Surfaced. Patrolling across probable routes from Nagasaki and Sasebo.  
1908 – Sighted two lights. (Ship contact #8). Looked like fishing boats, avoided.

### 14 December 1944

0530 – Radar contact on Fukae Jima 000°T, distant 19 miles.  
0602 – Submerged about 20,000 yards from O Shima.  
0915 – Ship contact #9. Looked like SC type patrol boat. Here's hoping something bigger comes thru.  
1115 – Ship contact #10. Sampan.  
1135 – Ship contact #11. Sampan.  
1624 – Ship contact #12. Patrol craft, SC type.  
1835 – Surfaced.  
1945 – Received orders from Group Commander to new station for coordinated patrol south of Danjo Gunto.  
2345 – Commenced patrolling on new station.

### 15 December 1944

0633 – Submerged, patrolling along designated line 245°T-065°T.  
1813 – Surfaced.  
1855 – Exchanged SJ recognition with SEA OWL.  
1922 – SJ contact on Danjo Gunto bearing 051°T, distant 20 miles. Usual 93 mcs. Radar on APR from Danjo Gunto.

### 16 December 1944

0641 – Submerged.  
0745 – Sighted Danjo Gunto bearing 000°T, distant 12 miles.  
1821 – Surfaced.  
1853 – Received orders from Group Commander to discontinue coordinated submerged patrol and return to independent patrol in assigned areas.  
1905 – SJ contact on Danjo Gunto bearing 020°T, distance 21 miles. Intend to patrol south of Amakusa Shimo Shima tomorrow. Have only one day left in this sub-area.

### 17 December 1944

0007 – Informed PIRANHA we are entering her sub-area.



### USS Redfish (SS395)

Laid down, 9 September 1943, at Portsmouth Navy Yard, Kittery, ME.; Launched, 27 January 1944; Commissioned USS Redfish (SS-395), 12 April 1944; Designation changed to Auxiliary Submarine (AGSS-395), 1 July 1960; Decommissioned, 27 June 1968; Struck from the Naval Register, 30 June 1968; Final Disposition, sunk as a target, 6 February 1969, by Medegral (SS-480), off San Diego, CA. Redfish received two battle stars for World War II service.



Lugger



### USS Drum (SS228)

Drum (SS-228) was launched 12 May 1941 by Portsmouth Navy Yard; sponsored by Mrs. Thomas Holcomb; and commissioned 1 November 1941, Lieutenant Commander R. H. Rice in command.

Drum was decommissioned 16 February 1946, and on 18 March 1947 began service at Washington, D.C., to members of the Naval Reserve in the Potomac River Naval Command which continued through 1962. She received a total of 12 battle stars for World War II service. She is credited with sinking 15 ships, a total of 80,580 tons of enemy shipping.

Drum now serves as a museum boat in Boluxi, Mississippi.

Nesmith, Jerrald  
SC1c  
Nettleship, Frank  
CEM  
Newell, Bobby  
GM2c  
Nichols, Joseph  
S1c  
Nisonger, Bliss  
TM1c  
Pappas, Constantine  
SC3c  
Pitstick, Richard  
EM1c  
Poole, Ivory  
SM2c  
Porter, William  
EM2c  
Price, Lorin  
MOMM1c  
Price, Tracy  
EM2c  
Rankins, Thomas  
St2c  
Ross, John  
S1c  
Rounds, Bruce  
MoMM3c  
Runyon, William  
RM2c V6  
Russell, Robert  
RM1c  
Shafer, Donald  
CY(T)  
Shaw, Garland  
Rm1c  
Slack, Earl  
MoMM3c  
Smith, Frederick  
CPHM(AA)  
Smojice, Ebrue  
MoMM2c  
Spitzner, Richard  
TM2c  
Stephenson, Charles  
EM2c  
Strunk, David  
TM2  
Syme, Melvin  
TM2c  
Thieme, Charlie  
MoMM1c  
Thomas, Keith  
RT2c  
White, Frank  
TM3c  
Williams, Billy  
Slc V6  
Zelina, George  
CTM  
Znuj, Theodore  
MoMM3c

0226 – SJ contact on Fukae Shima 035°T, distance 43,450 yards.  
0450 – Ship contact #13. Sighted light of fishing boat, distant about 5,000 yards. Evaded.  
0530 – Exchanged recognition signals with PIRANHA.  
0606 – Submerged. Ship contact #14.  
0707.– Sighted smoke bearing 055°T, distant about 10 miles.  
0820 – Identified ship as hospital ship similar to Mikasa Maru (AH17), page 133 ONI 222J. She came down on about 170°T, then changed to about 240°T. Her actions weren't quite clear.  
1834 – Surfaced, am patrolling off Shiro SE Light which is burning. Before surfacing searchlight loom to east of Shiro SE was noted.  
1845 – Received message from Group commander canceling rendezvous for tonight.  
2200 – Received ComSubacC's message 170957 regarding lifeguard duties.  
2223 – Group Commander asked PIRANHA and SEA POACHER our approximate positions, at 0600 on the 18th we replied.  
2323 – Received orders from Group Commander interchanging lifeguard stations.

#### 18 December 1944

0050 –SJ contact bearing 164°T, range 27,750 yards. Contact tracked as Fukae Shima. For a while we thought our long awaited contact had been made. Radar reported two large and two small pips. They were various rocks off the coast.  
0116 – Returned to patrol point and resumed patrol on a line 310°T-130°T across expected enemy track.  
0545 – Changed course to take station off Shiro SE.  
0626 – Submerged.  
1055 – Aircraft contact #16.  
1306 – Ship contact #17. Two luggers came down by Shiro SE light and then changed course to 270°T.  
1810 – Sighted (one word unreadable) searchlight bearing 103T.  
1825 – Surfaced.  
1852 – Aircraft contact #17. Running lights, radar indications on APR.  
1940 – Received message that B-29's would be over as originally scheduled tomorrow morning.  
1945 – Aircraft contact #18. Running lights, radar indications on APR. (May have been same plane as #17).  
2015 – Aircraft contact #19. (Running lights on).  
2210 – Sighted Shiro SE Light bearing 110°T, distant 10 miles.

#### 19 December 1944

0336 – Sent weather report to Group Commander.  
0400 – Started guarding plane frequency.  
0550 – Ship contact #18, bearing 008°T, 9,300 yards by SJ. Went to flank speed and tracked targets at 14 knots on course 080°T. At 7,000



### USS Picuda (SS382)

**Balao Class Submarine: Laid down, 15 March 1943, at Portsmouth Navy Yard, Portsmouth, NH; Launched, 12 July 1943; Commissioned USS Picuda (SS-382), 16 October 1943; Decommissioned, 25 September 1946; Laid up in the Atlantic Reserve Fleet, New London Group; Recommissioned, 19 June 1953, after snorkel conversion at Portsmouth Naval Shipyard, Portsmouth, NH; Decommissioned and transferred (loaned) to Spain, under terms of the Security Assistance Program, 1 October 1972; Commissioned into the Spanish Navy as Narciso Montorio (S-33); Purchased outright by Spain, 18 November 1974; Struck from the Naval Register, 18 November 1974; Final Disposition, deleted from the Spanish fleet, 30 April 1977, name transferred to former Jallao (SS-368); fate unknown. Picuda received six battle stars for World War II service.**



### USS Silversides (SS236)

**Gato Class Submarine: Laid down, 4 November 1940, at Mare Island Navy Yard, Vallejo, CA.; Launched, 26 August 1941; Commissioned USS Silversides (SS-236), 15 December 1941; Decommissioned, 17 April 1946; Laid up in the Atlantic Reserve Fleet; Placed in service, 15 October 1947 as a Naval Reserve training ship at Chicago, IL; Redesignated Auxiliary Submarine (AGSS-236), 6 November 1962; Placed out of service and struck from the Naval Register 30 June 1969; Final Disposition, donated to South Chicago Chamber of Commerce for preservation as a memorial at Muskegon, MI., opened 24 May 1973. Silversides received twelve battle stars for World War II service.**

yards sighted target, looked like destroyer or small freighter. Could not close as it was getting light and he was not far from port. We needed another hour of darkness.

0626 – Abandoned chase.

0637 – Submerged. Guarded plane frequency with SD mast periodically and then continuously during raid. Heard NPM and received traffic from China but didn't hear from planes.

1837 – Surfaced into very heavy seas.

#### 20 December 1944

0213 – Sighted light on Gyu To bearing 280°T, distant 18 miles.

0220 – SJ contact on Saishu To bearing 263°T, 37,000 yards. Intend to patrol along traffic lane south of this island tomorrow.

0400 – Received message that all planes had returned safely.

0630 – Submerged off Saishu To.

1830 – Surfaced and patrolled to east across traffic lanes.

2335 – Ship contact #19. SJ contact on single ship bearing 196°T, 9,600 yards. Went to battle stations.

2359 – (Attack #1) fired four torpedoes. All missed - target believed to be destroyer or destroyer escort. Torpedoes were set at four feet. Target's course and speed tracked on for seven minutes after firing. Believe target size was over estimated or torpedoes ran under. Target was not alerted till end of run explosion of one torpedo. Fired with unfavorable track because of APR radar indication from target at about 795 megacycles. Also I think all hands, including myself, were a little too anxious to get that first ship.

#### 21 December 1944

0016 – Target was circling and then headed towards us, showing signs he knew something was amiss. Cleared area and cut astern of him and patrolled back along track he had come hoping he was an advance scout only.

0600 – Sighted light on Saishu To bearing 245°T, 18 miles.

0610 – Radar contact on Saishu To bearing 245°T, 17 miles.

0640 – Submerged running towards San To.

1318 – Ship contact #20. Sampan.

1822 – Surfaced.

#### 22 December 1944

0030 – Ship contact #21. SJ contact bearing 040°T, 12,960 yards on single ship. Commenced approach. From tracking it looked very much like last night's friend. He was zigging every five minutes radically on base course 270°T at 13.5 knots. Radarman said he showed same size pip. Decided to get a look at him. Sighted him at 5,000 yards, came to attack course and made him out to a PC type at 3,500 yards. Decided not to shoot and turned away. Our wake was bright. They either were asleep or didn't want to see us. Went back along his track.

0620 – Submerged.

1636 – Heard about fourteen depth charge explosions at a distance. We are west of Fukae Shima, SEA OWL may be south of it.

1644 – Changed course towards Fukae Shima.

1826 – Surfaced, bright moonlight, clear night.

1903 – SJ interference bearing 172°T.

1910 – Received message from Group Commander cancelling scheduled rendezvous. Received by PIRANHA and us.

1920 – Saturation pip on APR on 150 mcs. Has been getting stronger for past 15 minutes. °

1923 – SJ contact bearing 245T, 4000 yards, nothing there visually. SD clear. SJ tracked to 11,000 yards, SD picked up plane at 6 miles opening. SJ interference disappeared. Plane must be heading for SEA OWL or PIRANHA. (Aircraft contact #19).

1930 – Sighted ship bearing 262°T, about 5,000 yards. (Ship contact #22).

1931 – SJ picked up target, identified as friendly submarine by it's interference. Could not exchange recognition signals.

2056 – SJ contact at 1,000 yards, bearing 040°T. Swung at full speed on four and at

2057 – sighted definite periscope about 500 yards on starboard quarter. Evaded at flank speed. (Ship contact #23).

2120 – Asked PIRANHA and SEA OWL if they had been submerged at that time. Both replied "negative."

2127 – (Ship contact #24). SJ contact, range 1,400 yards, bearing 225°T. Turned away at flank speed and evaded. Possible periscope. These clear moonlit nights are going to be nerve racking in this area. SJ tracked contact in to 800 yards then



#### USS Tautog (SS199)

**Tambor Class Submarine: Laid down, 1 March 1939, at the Electric Boat Co., Groton, CT.; Launched, 27 January 1940; Commissioned, USS Tautog (SS-199), 3 July 1940; Decommissioned, 8 December 1945, at Portsmouth, NH; Laid up in the Atlantic Reserve Fleet; Assigned to Naval Reserve Training Center, Milwaukee, WI., from 9 May 1947 to 1959; Struck from the Naval Register, 11 September 1959; Final Disposition, sold for scrapping, 15 November 1959, to Bultema Dock & Dredge Co., Manistee, MI. Tautog received 14 battle stars and the Navy Unit Commendation for World War II service.**



#### USS Henley (DD391)

**CLASS - ALLEN M. SUMNER As Built. Displacement 3218 Tons (Full), Dimensions, 376' 6"(oa) x 40' 10" x 14' 2" (Max); Armament 6 x 5"/38AA (3x2), 12 x 40mm AA, 11 x 20mm AA, 10 x 21" tt.(2x5). Machinery, 60,000 SHP; General Electric Geared Turbines, 2 screws; Speed, 36.5 Knots, Range 3300 NM@ 20 Knots, Crew 336; Operational and Building Data Laid down by Bethlehem Steel, San Francisco. February 8 1944. Launched April 8 1945 and commissioned October 8 1946. Decommissioned March 15, recommissioned September 1950. Decommissioned (?). Stricken July 1 1973. Fate Sold June 24 1974 and broken up for scrap.**



lost it in our wake.

2150 – Reported periscope sighting to PIRANHA and SEA OWL.

2225 – Received message from SEA OWL saying there was a hunt on between Fukae Shima and Danjo Gunto, that she has submerged twice for radar planes, must A/S but no targets.

### 23 December 1944

0125 – Visual contact on object bearing 095T. Turned away at high speed. Slowed to listen. Possible screws. It's very dark now.

0158 – SJ contact on Danjo Gunto bearing 070T, 27 miles.

0219 – SJ contact bearing 185T, 5950 yards (Ship contact #25). Turned away and tracked on course 290T, 11 knots. Pip disappeared from SJ screen as suddenly as it appeared at 9,700 yards. Put on speed and evaded. Could be patrol boat.

0420 – SJ interference bearing 060T. Commenced exchanging recognition signals.

0425 – Sighted what appeared to be four torpedo wakes on port side. Evaded at flank speed with OOD and Captain bracing themselves for the coming explosion. Looking back now they may have been porpoises but they sure were straight and well spread.

0436 – Exchanged SJ recognition with PIRANHA and asked her if she had fired torpedoes. Could not get an answer.

0510 – Saturation pip on APR at 154 mcs. Nothing on SD.

0514 – Quartermaster sighted possible plane about 2 degree elevation abaft port beam. (Aircraft contact #20).

0515 – Submerged.

0540 – Aircraft contact #21. Started to surface. Clear on SD. Saturation pip on APR, decided to stay submerged. Patrolling across track from Uji Gunto.

1828 – Surfaced.

2110 – Received message about plane searches over area for next ten days.

### 24 December 1944

0000 – Heading to patrol in Osumi Gunto.

0435 – Saturation pip on 150 mcs on APR. SD had planes at six and 10 miles. Night is very dark, slowed to cut down phosphorescent wake. Saturation pip went on and off. SD lost contact. Turned SD on just about 3 seconds about 4 times. (Aircraft contact #22).

0616 – Submerged.

1820 – Surfaced.

### 25 December 1944

0124 – Contact on land, bearing 065°T, 18 miles, identified as ???kaki Shima.

0556 – Aircraft contact #23, SJ contact on plane opening at 2850 yards, looked like big bomber or transport plane.

0624 – Submerged; used SD antenna to listen to China and to B-29's.

1500 – Had Xmas Dinner.

1829 – Surfaced.

1850 – Aircraft contact #24. SJ picked him up at 5,000 yards, opening to 6,600 and lost it. Strong APR signal.

2140 – Sighted Uji Gunto bearing 100°T, 25 miles.

### 26 December 1944

0050 – SJ interference from direction of Uji Gunto from enemy radar.

0220 – Aircraft contact #25 and #26.

0225 – Sighted two aircraft about 5 miles, elevation angle 2°.

0228 – Submerged with the two heading towards us and saturation pips on APR

0323 – Surfaced.

0326 – Aircraft contact #27 by sight and APR. Lost sight of him opening out.

0552 – Aircraft contact #28 saturation pip. Sighted him, SJ picked him up at 9,000 yards closing, looked like four engine bomber from his exhausts. Submerged at 4500, went under at range of 3200 yards and settled at 140 feet waiting for the bomb, but nothing was dropped. Decided to stay down. From observation of these radar planes, it seems like they are locating us when we surface and before diving time.

1518 – Heard distant depth charge explosions.

1520 – Aircraft contact #29 - Rufe.

1604 - 1654 Heard distant depth charge explosions. Have been using SD mast to listen to China broadcast and to planes. Have received China very well but nothing from planes.

1825 – Surfaced - heavy seas.

1930 – Received message from China regarding four unidentified ships at 31°50'N, 128°15'E, but no time of contact. We were close to that position during the day. It would help if planes broadcast their contacts on the hour so that on submerged patrol you could plan to listen. Am going to send this message to ComNavGroup China on tomorrow night's schedule.



### USS Sperry (AS12)

**Displacement (tons): 9,250; Built / Launched :**  
**2/1/1941 / 12/17/1941; Length : 530' 7"; Built By:**  
**Mare Island Naval Shipyard, Vallejo, CA; Beam:**  
**73' 4"; Class: Fulton**  
**Draft: 22' 5"; Commissioned: 5/1/1942;**  
**Speed (rated): 15.4kts; Decommissioned: 1982:**  
**Compliment: 1,307; Disposition: Holding for sale**  
**at Suisun Bay.**

- 2050 – Received message from ComNavGroup China that he will give exact times planes will be over nightly and of special broadcast of contacts at 1500 daily on 12465 kcs.
2215. – Ship contact #26. Radar contact on single ship at 8,000 yards bearing 240°T. Tracked as six knots, course 010°T. Sighted small patrol type at 7000 yards. Bright moonlight. Lost contact by sight and at 10,000 yards lost radar contact. Contact not regained. Am heading to western part of area keeping away from shore radar. So far not picked up by radar planes or shore radar stations.

#### **27 December 1944**

- 0323 – Received message from China saying planes will not be over today due weather.
- 0620 – SJ radar interference. Exchanged recognition signals with PIRANHA.
- 0635 – Submerged.
- 1100 – Received message on SD antenna from China.
- 1320 – Surfaced.
- 1920 – Saturation pip on APR.
- 1931 – Plane at 4 miles on SD. Aircraft contact #30.
- 1932 – Submerged.
- 1959 – Surfaced.
- 2017 – Saturation pip on APR. Aircraft contact #31.
- 2021 – Submerged.
- 2056 – Surfaced.
- 2155 – Received message from Group Commander cancelling rendezvous. Shifted sub-area. Reported negative results and many radar planes to him.
- 2340 – Saturation pip on APR. Aircraft contact #32.
- 2342 – Submerged when saturation pip steadied on us.
- 2347 – Heard distant explosion. It's a bright moonlit night and it's hard to even see the exhausts from planes. Am diving on a steady saturation signal. The immediate need for a high frequency aircraft detector is felt in this area. It has to pick up planes at any altitude. The SJ has picked up planes the SD can't pick up.

#### **28 December 1944**

- 0042 – Lookout sighted plane, 8° elevation. Aircraft contact #33.
- 0043 – Submerged.
- 0197 – Surfaced.
- 0445 – Ship contact #27. SJ contact bearing 020°T, distant 10,000 yards. Tracked two targets on base course 270°T zigging 30° each way every six minutes.
- 0600 – Came to attack course. Pips showed small targets and from visual sighting agreed. Identified targets as PC type and turned away. There were radar indications from this group but (four or five unreadable words) an unexpected zig towards us as we were heading in. Experienced SJ interference from this group as we were heading away. Decided to get on their track hoping they were sweeping ahead for something bigger.
- 0632 – Submerged.
- 0900 – Raised SD to listen to planes. Received messages from China but none from planes.
- 1825 – Surfaced.
- 1940 – Submerged, Aircraft Contact #34. Submerged on a steady saturation pip of 156 megacycles. No SD indication. Bright moonlight.

#### **29 December 1944**

- 0417 – Sighted Fukae Shima bearing 050°T, 17 miles.
- 0442 – Ship contact #28. SJ contact bearing 072°T, 8100 yards. Tracked on course 240°T, 12 knots. Sighted visually, looked like patrol boat. Evaded.
- 0543 – Submerged.
- 1100 – Received message plane search cancelled for today due weather.
- 1820 – Surfaced.
- 1907 – Delivered message to ComNavGroup China suggesting planes transmit on the half hour in order not to miss anything when submerged. Had strong APR indications on shore based radar from Danjo Gunto and Fukae Shima when crossing between the two. Have had various APR aircraft frequency signals tonight but none strong.
- 2000 – Converted #3 FBT to a MBT.

#### **30 December 1944**

- 0349 – Aircraft contact #35. Sighted lighted large plane visually crossing our stern. No APR indications.
- 0400 – Received message from China that planes would broadcast contacts every half hour.
- 0650 – Submerged.
- 1300 – Received previous plane contacts all well to the northwest of us.
- 1905 – Received (four or five words unreadable) (must be Drum, 17.1.16) regarding (three words unreadable) course North, speed 7 at 1200 this morning. Heading south to intercept. Informed SEA OWL of intentions.
- 2055 – SEA OWL onreported position and asking for information.
- 2112 – Relayed DRUM's contact report to SEA OWL and my position. He is on enemy 2200 position circle.
- 2120 – Came to 090°T, night is bright, full moon, occasionally overcast. Am sweeping to the east in case enemy should change

course to pass to east of Uji Gunto and then intend to sweep back to west and north.

2322 – Ship contact #29. Sighted what appeared to be patrol boat off Uji Gunto. Have strong APR contact on 158 mcs. This has been on us since we approached Koshiki Shima. Various APR aircraft contacts, SD out of commission.

### 31 December 1944

0022 – Ship contact #30. Sighted same object or patrol boat about five miles. Could not make it out. Could be patrol boat or small fishing boat. Bearing changed fast. Came around and evaded on four engines.

0030 – Sighted plane (Aircraft contact #36) diving on us elevation of 40°.

0032 – Submerged, rigged for depth charge and silent running. No bomb or depth charges, no screws heard on sound. Plane may have dropped something because sound heard a peculiar swish- (six or seven words unreadable).

0137 – Surfaced.

0200 – SJ contact 600 yards, bearing 248°T, our course 300-T. Evaded. Lost contact. Could have been a periscope. I don't think boat sighted was a submarine, but its possible.

0245 – Experienced SJ friendly interference, should be SEA OWL. Searched to the northwest crossing enemy's 0200 and 0400 position circles.

0625 – Submerged. Am convinced we are being picked up by shore radar. Plane appeared after shore radar had frequently steadied on us. If enemy is using subs in conjunction with planes for anti-submarine work, that explains the absence of bombs.

0800 – Heard various distant depth charge explosions during morning and again in afternoon.

1100 – Received message from ComNavGroup China saying plane searches cancelled for today.

1223 – Aircraft contact #37 - Topsy.

1540 – Aircraft contact #38.

1825 – Surfaced.

### 1 January 1945

0345 – Received (three words unreadable) search will be conducted today. Am heading (three words unreadable) Gunto.

0614 – Submerged (two words unreadable) from planes and ComNavGroup China on SD (one word unreadable).

1032 – Aircraft contact #38. Very rough today. Seas pick up from strength one to five in a matter of minutes.

1840 – Surfaced.

1857 – Received message from Group Commander canceling rendezvous. (two words unreadable) patrol position near Lat. 32-25'N, Long. 129°??'E. There were quite a few contacts from planes but all of them to the west of us.

### 2 January 1944

0125 – Took large quantities of water down hatch and main induction from a pooping sea. No damage except a few grounds.

0635 – Submerged.

0735 – Aircraft contact #40 Rufe.

1144 – Ship Contact #31. Heard screws on JP.

1146 – Sighted mast bearing 323°T, about 5 miles. Identified as patrol boat.

1212 – Aircraft contact #41 - Mavis.

1329 – Aircraft contact #42 - Rufe. (Making a wide circle over us).

1715 – Aircraft contact #43 - Mavis.

1833 – Aircraft contact #44. Sighted plane bearing 220°T at about 2° elevation, about 3 miles. Had APR saturation pip on 158 mcs. Submerged.

2045 – APR contact 152 mcs, strength 5. Aircraft contact #45. Submerged.

2115 – Surfaced.

2207 – Received word from Group Commander to patrol own area independently.

2320 – APR contact varying from strength 2 to 5, keying. Decided to wait him out as night is a moonlit clear night. He lobed at us at strength five, reached saturation pip a couple of times, weakened, then came in steady saturation pip.

2325 – Aircraft contact #46. OOD sighted plane dead ahead elevation 2 degrees, distance 1-2 miles, heading directly at us. Submerged. From now on I will submerge whenever APR strength shows he is steady on us. SD is out of commission.

2332 – Sound contact, light screws bearing 327°T. Ship contact #32.

2340 – Came up for a look. First I thought it was a submarine. Then when I saw his bow and bow wave identified him as PC boat, range about 1500 yards by ST radar. He had a small starboard angle and making knots. Went deep (rigged for depth charge and silent running). No depth charges. He went over us, stopped, started up, came in again and faded away. He was only listening, not sure of contact.

### 3 January 1945

0018 – Sound reported distant pinging.

0036 – Sound heard light screws.

0106 – Periscope depth, nothing in sight or on radar screen (ST radar).

0143 – Surfaced. The bright night had acquired a nice blanket of overcast.

0415 – Ship contact #33. Sighted PC or SC type about six miles distant on opposite course.

0635 – Submerged.

0948 – Heard distant depth charge explosions.

1100 – Heard distant depth charge explosions.

1200 – Received contact report from China planes of convoy of 8 freighters and 4 destroyers at 32°13'N, 128°55'E, course 24°T, speed ???. Headed south and tried to raise planes requesting a follow up on this contact s we are in position to intercept this

evening. No success.

- 1311 – Surfaced and headed 205T on 4 engines. We can expect to cross their position circle about 1700 - 1800.
- 1635 – Ship contact #34. SJ contact bearing 210T, 7350 yards. Visibility about 7350 yards. Turned away to start tracking. Recognized SJ interference from contact. He headed away also. Steadied SJ on him but could not exchange recognition with him. Lost contact at 10,000 yards.
- 1700 – Broadcast my position on wolf pack frequency.
- 1710 – BARB receipted for it.
- 1732 – Asked BARB his position. BARB gave me his position, course and speed and said she had negative contact. That puts him well to east of us. Could not pick up SJ interference again.
- 1745 – Submerged on enemy's 1800 position circle. Did this to escape detection from any evening search planes.
- 1800 – Heard two distant explosions.
- 1830 – Surfaced on course 205°T, four engine speed. Intend to search across enemy track for possible courses along restricted-area.
- 1947 – SJ interference 000°T.
- 1949 – Exchanged recognition signals with BARB.
- 2029 – Informed BARB of negative contact.
- 2130 – Asked BARB her search plan giving my position.
- 2240 – BARB informed us of her search and that she would stop searching at 2300. Am heading on 306°T across enemy's possible courses for 10-12 knot positions.
- 2347 – Received ComSubPac message 031011 regarding lifeguard station on the sixth.

#### **4 January 1945**

- 0213 – Secured from search and headed back to area.
- 0615 – Received message from Group Commander exchanging position for life guard on the sixth between SEA OWL and SEA POACHER. Our position 33°30'N, 128°00'E for lifeguard station.
- 0658 – Sighted Saishu To bearing 030°T, distant about 30 miles.
- 0700 – Submerged.
- 1116 – Aircraft contact #47.
- 1500 – Received contacts from China. Shows 6 freighters scattered on easterly course about 150 miles outside of Shanghai. Maybe the Panzers found last night's convoy.
- 1832 – Surfaced.
- 1910 – Received message from Comnavgroup China reporting plane contacts and requesting weather from SEA OWL and Spot.
- 1931 - PICUDA reported mines at 30°32'N, 125°12'E.
- 2117 – Ship contact #35. Sighted four lighted small craft about 5000 yards, believed to be fishing boats. We are about 10 miles east of Saishu To.
- 2225 – Received message from Group Commander to transmit weather to China.
- 2335 – Delivered weather message to ComNavGroup China.

#### **5 January 1945**

- 0410 – Received message from ComNavGroup China reporting receipt of our weather message and expecting to search as usual. Am patrolling south and east Saishu To to intercept possible plane contacts.
- 0611 – Have saturation pip on 151 mcs, steady on us. He has been steadily increasing for past ten minutes and sweeping.
- 0612 – Submerged. Listened to planes on SD mast.
- 1115 – Received message from ComNavGroup China saying search had been discontinued and requesting weather as soon after 1900 schedule tonight as possible.
- 1830 – Surfaced, heavy seas. Prepared weather message.
- 1900 – Comnavgroup China sent same message as at 1100. Started to send weather but someone else started in, probably SEA OWL.
- 2015 – Group Commander told us not to transmit to China tonight, at same time decoded SEA OWL's weather report.

#### **6 January 1945**

- 0340 – Received message from Comnavgroup China that strike is on as scheduled and excepting for weather.
- 0600.– Had (two words unreadable) contact, looks like yesterday's friend.
- 0620 – Submerged at Lat. 33°30'N, Long. 128°00'E, our lifeguard station. Listening on SD mast..
- 0956 – Heard one distant explosion.
- 1010 – Heard 3 distant bomb explosions.
- 1037 – From here on things went on fast over aircraft frequency, chronological order may be wrong. Heard plane 254 calling BOWLING ALLEY, and answered him.
- 1047 – Plane reported down 35 miles SE according to procedure. He asked how he was being heard. We told him strength five and at 1049 rogered. He seemed excited. Told him we were standing by thinking that was another plane, told him to give us his position. The first position is near to PIRANHA. He replied "180 from geographical point." As he insisted on our position, made a serious bust and sent him "72 BOWLING ALLEY 292" our position. This is entirely wrong I realize now but he seemed excited and I thought he might head for us. Also I said "BOWLING ALLEY CHARLIE," thinking that would help him as our point is designated as CHARLIE. Also transmitted: "This is BOWLING ALLEY repeat both positions." Received.
- 1051 – "BOWLING ALLEY BOWLING ALLEY 35 miles southeast crew bailed out 35 miles southeast."
- 1052 – Receipted for message.

1055 – Called PIRANHA asking if she got the message. No reply.  
 1056 – Someone, evidently a plane sent: "BOWLING ALLEY BOWLING ALLEY how about the boys bearing 180."  
 1057 – Asked PIRANHA again if she had received report.  
 1100 – Received "This is BOWLING ALLEY ROGER" (May be PIRANHA).  
 1104 – Asked PIRANHA again.  
 1105 – SEA OWL sent to PIRANHA "35 BOWLING ALLEY 135 over," using wolf pack calls, a good idea.  
 1105 – Decoded contact report from planes; convoy one DD, one cruiser, four unknown ships 32°15'N, 125°E, course 275°, speed 15 knots.  
 1130 – SEA OWL called us and told us plane down 71 miles 260° from reference point and that she had to dive. We are 38 miles north of this position.  
 1140 – Surfaced, full on four engines. About this time Japs jammed distress frequently very efficiently. SJ out of commission. Rough following sea.  
 1210 – Decoded plane contact of 3 BB's, three Fox Able 33°15'N, 127°50'E, 10 others by radar contacts, course 275°, speed 15. No time given of contact.  
 1215 – Decoded contact report from planes saying: "0216 Z one carrier, two heavy cruisers, three destroyers, 32°07'N, 127°50'E.  
 1340 – SEA OWL reported B-29 down to PIRANHA at 32°20'N, 129°15'E. No parachutes seen.  
 1355 – Arrived at reported position of downed plane and commenced search. Reported our position to SEA OWL.  
 1415 – SEA OWL sent us message saying "71 BOWLING ALLEY 260 did not bail out there X He said quote We are trying to make it in unquote when last heard over."  
 1419 – Decided to submerge and keep listening here.  
 1430 – Decoded two other contacts at 33°35'N, 130°22'E and 33°00'N, 130°20'E, either anchored or beached.  
 1531 – Asked SEA OWL if she had further information on planes. No reply or receipt.  
 1610 – Decoded contact of 1 doubtful at 32-50N, 125-55E, course 265, radar contact.  
 1633 – Heard series of 10 distant explosions. 648 Aircraft contact #49. Sighted plane 3 miles away. Rufe.  
 1655 – Lost sight of plane.  
 1700 – Decoded contact of one doubtful at 32-55N, 122-05E, course 200.  
 1711 – Heard planes talking to each other using call WAUKEGAN till 1800.  
 1731 – Heard series of several distant explosions.  
 1850 – SJ back in commission.  
 1902 – Surfaced.  
 1940 – Received message from ComNavGroup China about ship convoy at 33°15'N, 127°50'E, course 275°, speed 15 at 1105 this morning. Also reported one ditching heard broadcasting 71 BOWLING ALLEY 260. That's the one we searched for but had gone on. There's a big question mark now.  
 1950 – Group Commander cancelled rendezvous and to comply independently to Opord.  
 2000 – Received message from Group Commander info to us, action SILVERSIDES, fixing rendezvous at 0200 (l), 8th. telling PIRANHA to shift to voice and saying SEA POACHER proceeds toward 30°00'N, 130°00'E, same night.  
 2015 – Tried unsuccessfully to find out from PIRANHA and SEA OWL if PIRANHA had received cancellation of rendezvous. Proceeded south towards Tori Shima (in case PIRANHA wants rendezvous) for shift of area.  
 2125 – Received report on contact report of 16 ship convoy from ComSubPac.  
 2225 – SJ contact on Tori Shima at 4,000 yards. Sensitivity of SJ has gone down about 50 percent.

### 7 January 1945

0000 – Passed south of Nanjo Gunto to patrol towards Uji Gunto.  
 0520 – Received message from Comnavgroup China repeating all plane contacts. Lots of ships went through yesterday.  
 0630 – S ighted Uji Shima bearing 090°T, about 30 miles.  
 0646 – Submerged.  
 1830 – Surfaced.  
 2000 – Sent my position to SILVERSIDES and TAUTOG who are coming into area today.  
 2045 – PIRANHA reported her position to SILVERSIDES, TAUTOG and us. She is to the south.

### 8 January 1945

0424 – Submerged for APR contact on 156 mcs, saturation strength steady on us. Picked up 148 mcs radar on Yaku Shima.  
 0506 – Surfaced heading towards Kuchinoerabu Wan to take a look for any anchored ships.  
 0621 – Submerged.  
 0800 – Experienced strong currents setting us into island. Last time we experienced very little current. Sighted radar installation, sketch under RADAR Section, on top of mountain at Lat. 30°28'N, Long. 130°10'E. This installation is new since December 8. At that time we thought we saw construction going on. To the right was sighted AA guns and possible searchlight. Also a large slit cut into mountain was noticed which could house coast defense guns.  
 1200 – Mist and rain interrupted any further search into anchorage.  
 1821 – Surfaced, proceeded to leave area in accordance with OpOrd.  
 2320 – Received message from PIRANHA saying attack complete, 8 unidentified ships, enemy course 220°T, speed 10. Her position 29°55'N, 130°16'E at 2310. Our position Lat. 29°50'N, Long. 131°30'E.  
 2338 – Changed course to 249°T and full on four engines to intercept. We sure are just a little too late. Were there at 1930 tonight.  
 2340 – Sent PIRANHA my position, course and speed.

### 9 January 1945

0204 – SJ interference bearing 295°T, believed to be PIRANHA.  
 0210 – Received message from PIRANHA of small contact at Lat. 29°38'N, Long. 130°15'E, course 180°T, speed 8.  
 0300 – Received message from PIRANHA saying one small contact at Lat. 29°32'N, Long. 130°14'E, enemy course 000°T, speed 7.  
 0308 – Sent PIRANHA message giving our position and asking for search instructions.  
 0333 – Exchanged SJ recognition with PIRANHA.  
 0340 – PIRANHA answered she could not regain contact and was discontinuing search.  
 0402 – Discontinued search and headed east.  
 0634 – Submerged.  
 1823 – Surfaced.  
 2055 – Tried to transmit on 4235 kcs to NPM our departure message to ComSubPac. Japs jammed efficiently.  
 2115 – Made another attempt to transmit on 4235 kcs. Again jammed. Japs asked for V's, strength signal, etc.  
 2305 – Received orders from ComSubPac for routing to Guam for refit.  
 2321 – Finally delivered our message to NPM on 8470 kcs.

**10 January 1945**

0406 – Aircraft contact #51. No radar indications. Picked up plane by SJ. Passed directly overhead.  
 0430 – Decoded PIRANHA's second message to COMSUBPAC.

**11 January 1945**

0620 – Submerged for trim.  
 0646 – Surfaced.  
 0650 – Received ComSubPac's 101806 regarding routing to Guam.  
 1215 – Aircraft contact #24.

**12 January 1945**

1635 – Submerged for trim.  
 1645 – Surfaced.  
 1648 – Aircraft contact #53, B-24.

**13 January 1945**

0530 – Arrived rendezvous and joined USS PIRANHA and USS HENLEY, proceeded to Guam.  
 1129 – Moored alongside USS SPERRY in Apra Harbor, Guam.

**(C) WEATHER**

**Pearl to Saipan** – Fine weather with seas amount 2 to 4, perfect conditions for Navigator until last two nights when sights could not be taken until mid-night.  
**Saipan to Area** – Seas increasing to amounts with overcast and rain, moderately high winds.  
**Area 9** – Generally 8/10 overcast . Temperatures from 40° F to 54° F . Winds northerly, weather and sea extremely variable, entire dependant on the shifting winds which blew up and subsided un-predictably. About 1/3 of the time, night bridge watches were miserably cold and wet and submerged operations created the nick-name "USS Sea Broacher". Only a few nights and one day of flat calm were experienced. Seas were extremely phosphorescent at all times.

**(D) TIDAL DATA**

**CURRENTS**

Between Pearl and Saipan an Easterly set averaging about 1 knot contradicted pilot chart. Possibly result of Bendix Log error but also observed by SEA OWL and PIRANHA.

East of SAISHU TO an average easterly current of 0.5 knot was experienced.

In vicinity of SHIRO SE and south of SAISHU TO 1/2 knot E-W currents developed.

Between OKINOERABU SHIMA and YAKU SHIMA a 1.5 knot current setting south and off OKINERABU WAN a current of 2 knots setting 125 Deg

T was experienced submerged , shifting to 1.7 knots on 090 Deg in TOKARA KAIKYO.

31 Deg 15' N. 129 Deg 45' E	1.2 knots	220
SW of BONO MISAKI	.5	090
SE of BONO MISAKI	.6	226 (submerged)
SE of DANJO GUNTO	1.2	108 (submerged)
SE of DANJO GUNTO	1.2	160 (surface)
SW of DANJO GUNTO	.25	023 (submerged)
SW of FUKAE JIMA	1.1	155 (surface)
W of KUCHINOERABU SHIMA	1.2	075 ( surface)

Currents on the whole were variable and unpredictable. Submerged drifts were, for the most part, about .5 knots. Surface drift was largely dependent on wind and sea. The direction of the set was particularly unpredictable around the islands in the SE corner of the area.

**(E) NAVIGATION AIDS**

BONO MISAKI appeared as a steady white light at irregular intervals, perhaps turned on when a ship passes. Other lights sighted along the coast between here and KAIMON MISAKI may have similar purpose.

SHIRO SE 33 Deg 11'N., 128 Deg 48' E, Reduced visibility, changed to Q.F1.W.

KOSHIKI JIMA 33 Deg 18' N., 129 Deg 10'E. Normal.

GYU TO 33 Deg 29'N., 126 Deg 58' E. Possibly increased visibility, (sighted at 20 miles with binoculars instead of charted 12), period of 5 sec., instead of 6 sec.

KYOBUN TO 34 Deg 01'N., 127 Deg 18' E. Normal-possibly increased visibility.

KYOBUN TO On 613' peak of SAN TO at 34 Deg 01.5 N., 127 Deg 17.8' E are several new structures and three towers.

Navigation is extremely simple in this area as long as radar functions properly. The steep to rocky islands and coast line are ideal for radar fixes, and the definite tangents and well charted peaks cut in beautifully for a Navigator resigned to the low islands and "not a safe guide for navigation" charts of the southern areas.

## (F) SHIP CONTACTS

No.	Time Date	Lat Long.	Type(s)	Initial Range	Esti. Course Speed	How Cont.	Remarks
1	12/3 1505	15°25'N 145°18'E	Submarine	Est. 4000 yd	Unk.	Periscope sighted by Lookouts-One torpedo wake sighted 1 min. later	
2	12/8 0340	30°26.3'N 149°33'E	Patrol Craft	5,000 yds	Var. 4 knts	SJ Radar. Identified by OOD 2 min. after radar contact.	
3	12/8 0958	30°25.5'N 130°10.2'E	Unknown No. Small ships or fishing boats.	Est 4,000 yads	Anchored in harbor	Periscope submerged.	
4	12/10	31-09.1 N	2 small sampans.Wooden hull 200-400 ton	Est, 8500 yds	295°T 10 knts	JP sound. Sighted shortly after by periscope.	
5	12/10 1226	31°08.7'N 130°27.3'E	PC-1 Type	Est. 6,000 yds	100°T 12 knts	JP sound – no visual contact until sighted by periscope	
6.	12/10 1400	31°08.6'N 130°27.3'E	Unknown type-sketch attached. Accompanied by 2	.Est 5,000 yds	290°T 5 knts	JP sound	
7	12/12 2037	32°09.4'N 128°00'E	Determined to be smal fishing craft.	Est 4,000 yds	Unk	Lookout sighted too small to see or pick up on radar	
8	12/13 1908	32°19'N 128°50'E	2 small craft probably fishingboats	Est. 5,000 yds	Unk	Lookout sighted gig light – 2nd light sighted rew minutes later.	
5000 yd		Unk.	Lookout sighted-2nd lookout	sighted few minutes later.			
9	12/14 0915	32°31.2'N 128°46'E	SCS-1	Est. 7,000 yds	095°T Unk	Periscope	
10	12/14 1115	32°°22'N 128°43.8'E	1 small sampan, wooden hull, 200 tons	Est 6,000 yds	270°T	Periscope	
11	12/14 1135	32°22' N 128°45'E	1 small sampan, wooden hull, 200 tons	Est 7,000 yds	090°T Unk	Periscope	
12	12/14 1624	32°36'N 128°42.2'E	Small patrol craft or SC	Est 6,000 yds	036°T 6 knts	Periscope sighted mast	
13	12/17 0450	32°55'N 32°55.5'N	Fishing boat	Est 5,000 yds	Unkl	Lookout	
14	12/17 0707	33°07'N 28°31.2'E	Hospital ship Mikasa Maru	Est. 20,000 yds	Did not track	Periscope sighted smoke on horizon.	
15	No contact numbered 15 (missed due to error).						
16	12/17 2137	33°12.9'N 128°39.4'E	Unidentified small craft	6,000 yds	Unk	SJ radar	
17	12/18 1306	33°12.5'N 128°47.3'E	2 luggers, 200 tons each	6000 yds	220°T 11 knts	JP sound	
18	12/10 0550	33°23.5'N 128°28.2'E	1 patrol boat & 1 slightly larger. May have been 2 patrols on A/S sweep.	9300 yds	080°T 14.5	SJ radar-target later sighted from bridge but too dark to identify	
19	12/20 2335	33°27'N 127°42'E	Small patrol craft. Unidentified	9600 yd	Base 060°T11 knts		SJ radar Attack #11
20	12/21 1318	127°18.1'E 33-58.9 N	Sampan	9000 yd	090°T Unk.	JP-visual at about 7,500 yds.	
21	12/22 0020	33-°08.8'N 127°35.5'	Small patrol craft type. Unidentified nearest type CS-51 (pp.93)	12960 yds zig-zag	Base 270°T SJ radar. rad 13.5 knts	Visual at about 5000 yds	
22	12/22 1930	32°33.3'N 128°16'E	Probably Submarine. Probably USS Sea Owl.	4000 yds	Unk	Visual confirmed by SJ radar	May have surfaced
23	12/22 2057	32°24.3'N 128°065'E	Definite periscope	1000 yd	Unk.	SJ and visual.	Moonlit night, evaded

24	12/22 2127	32°22.2'N 128°02'E	Possible periscope contact similar to # 23.	1400	Unk	SJ & visual	Moonlit night, evaded
25	12/23 0219	31°43'N 127°55'E	Undetermined small craft.	5950 yd	Unk.	SJ radar	
26	12/28 2215	31°40 'N 128°13'E	Patrol boat	8000 yd	010° T 6 knts	SJ radar	
27	12/28 0445	32°17.3'N 127°45'E	2 PC type patrol boats.	10000 yd	270°T 11 knts	SJ	Avoided after visual identification as a small PC type.
28	12/29 0442	32°30.8'N 128°20.3'E	Small PC type patrol boat.	8100 yd	240°T12 knts	SJ radar	
29	12/30 2322	32°16.2'N 128°47.2'E	Unknown	14000 yd	Unk.	Lookout	
30	12/31 0021	31°22.5'N 129°38'E	Unidentified small patrol SS or PT	6000 yds	Unk	Lookout	Avoided til forced down by plane. Submerged and ran silent.
31	1/2 1144	32°25.7'N 129°59.8'E	PC	Est. 7000 yds	Unk	JP sound and visual	
32	1/2 2332	32°21.2'N 128°38.6'E	PC	Est. 6000 yds	Unk	JP and visual	Moonlit night-the contact appeared when we sub merged for radar plane . He headed directly for our diving point.
33	1/3 0415	32°31.5'N 128°14.5'E	PC	Est. 12000 yds	090°T	Lookout	
34	1/3 1635	31°47.5'N'E 127°02'E	Friendly SS	7350 Yd	Unk.	SJ Radar.	Unsuccessfully in exchanging recog. by SJ. Later contacted USS Barb.
35	1/4 2117	33°12.5'N 127°11'E	Fishing boats.	Est. 45000 yds	Northerly	Sighted lights	

#### ( G ) AIRCRAFT CONTACTS

CONTACT NUMBER	1	2	3	4	5
<b>SUBMARINES</b>					
Date	11/27	12/4	12/4	2/4	12/5
Time (Zone) I	1140	114°5(I)	1318	1326	0745
Position LAT N	19°09 '	18-40'	18°42.1'	18°42.1'	21°45'
LONG E	159°22'	141°11.2'	140°57.5'	140°57.5'	138°16'
Speed	5	17	17	17	12.5
Course	275°T	300°T	300°T	300°T	315°T
Trim	Surf.	Surf.	Surf.	Surf.	Surf.
Minutes Since Last SD Radar search	2	0	0	0	1
<b>AIRCRAFT</b>					
Number	1	1	1	1	1
Type	PBM	Unk.	Unk.	Unk.	B-29
Probable mission	Pat.	Pat.	Unk.	Pat.	Trans.
How Contacted	Sight	SD	SD	SD	Sight
Initial range	14 Mi	34 mi.	34 Mi.	15 Mi.	7 Mi.
Elevation Angle, degrees	6°	Unk	Unk.	3°	3°
Range & relative Bearing of Plane				8mi	12mi
When it detected S/M	N.D	N.D.	N.D	205R	056R
<b>CONDITIONS</b>					
Sea State ( Beaufort)	1	3	3	3	3
Rel./Direct Sea	045°R	120°R	120°R	120°R	105°R
Visibility (mile)	20	12	12	12	7
Cloud Height,Ft	300	6000	6000	6000	6000
Cloud % overcast	5	50	50	50	90
Type of S/M Camouflage on this Patrol : Light Gray.					

CONTACT NUMBER	6	7	8	9	10
<b>SUBMARINES</b>					



Date	12/5	12/5	12/7	12/8	12/9
Time	0830	1224	1200	1008	1333
Position LAT	21°54'	22°25'	28°56.3'	30°25.8'	31°18.7'
LONG	138°09'	137°35.	131°39'	130°08.4'	129°54.4'
Speed	12.5	15	3	3	3
Course	315°T	315°T	270°T	000°T	070°T
Trim	Surf.	Surf.	Per.	Per.	Per.
Minutes Since Last SD Radar search	0	0	None	None	None

<b>AIRCRAFT</b>	1	1	1	1	1
Type	Unk.	Unk.	Rufe.	Sally	Unk.
Probable mission	Unk.	Unk.	Pat.	Pat.	Unk.
How Contacted	SD	SD	Per.	Per.	Per.
Initial range	36 mi	36 mi	2 mi	3 mi	15 mi
Elevation Angle	Unk.	Unk.	2°	2°	3°
Range & relative Bearing of Plane					
When it detected S/M	N.D.	N.D.	N.D.	N.D.	N.D.

<b>CONDITIONS</b>					
Sea State ( Beaufort)	3	4	5	3	4
Rel./Direct Sea	105°R	105°R	030°R	000°R	290°R
Visibility (mile)	8	6	4	4	35
Cloud Height,Ft	6000	5000	3000	6000	5000
Cloud % overcast	90	60	90	90	70
Type of S/M Camouflage on this Patrol:	Light Gray.				

<b>CONTACT NUMBER</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
<b>SUBMARINES</b>					
Date	12/9	12/10	12/10	12/11	12/11
Time	1410	1027	1045	1019	1346
Position LAT	31°20'	31°09.5'	31°09.5'	31°39'	31°-40'
LONG	129°56.1'	130°26.7'	130-26.7	128°44'	128°-44'
Speed	3	2	2	2.5	3
Course	045°T	200°T	330-T	140°T	320°T
Trim	Per.	Per.	Per.	Per.	Per.
Minutes Since Last SD Radar search	None	None	None	None	None

<b>AIRCRAFT</b>	1	2	1	1	1
Type	Unk.	Rufe.	Dave	Rufe.	Mavis
Probable mission	Unk.	Pat.	Pat.	A/S Pat.	A/S Pat.
How Contacted	Per.	Per.	Per.	Per.	Per.
Initial range	12 mi	4 mi	4 mi	3 mi	7 mi
Elevation Angle	3°	4°	12°	5°	1°\
Range & relative Bearing of Plane					
When it detected S/M	N.D.	N.D.	2 mi 350°	N.D.	N.D.

<b>CONDITIONS</b>					
Sea State ( Beaufort)	4	3	3	2	1
Rel./Direct Sea	315°R	120°R	000°R	220°R	150°R
Visibility (mile)	35	35	35	30	15
Cloud Height,Ft	5000	6000	6000	5000	1500
Cloud % overcast	60	1	1	10	80
Type of S/M Camouflage on this Patrol:	Light Gray.				

<b>CONTACT NUMBER</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>
<b>SUBMARINE</b>					
Date	12/18	12/18	12/18	12/22	12/23
Time	1055	1852	2015	1923	0514
Position LAT N.	33°10'	33°18.8'	33°18.9'	32°33.3'	31°17.7'
LONG E.	128°40'	128°41.5'	128°33."	128°16'	128°30'
Speed	3	10	10	15	15
Course	070°T	270°T	270°T	202°T	135°

Trim	Per.	Surf.	Surf.	Surf.	Surf.
Minutes Since Last SD Radar search	None	None	None	None	None
<b>AIRCRAFT</b>	1	1	1	1	1
Type	Unk.	Unk.	Unk.	Unk.	Unk.
Probable mission	A/S PAT.	Trans.	Trans.	H.	H.
How Contacted	Per.	Sight	Sight	APR&SJ	APR, SJ & Sight
Initial range	8 mi	5 mi	10 mi	2 mi	2 mi
Elevation Angle	2°	1°	1°	2-5°	1.5°
Range & relative Bearing of Plane	N.D.	3 mi	N.D.	2 mi	Unk.
When it detected S/M		085°R		005°R	

**CONDITIONS**

Sea State (Beaufort)	3	2	2	1	1
Rel./Direct Sea	260°R	050°R	050°R	045°R	135°R
Visibility (mile)	20	5	10	15	4
Cloud Height, Ft	5000	3000	3000	1000	2000
Cloud % overcast	90	80	50	10	90
Moon Bearing ( Rel)				0,R	
Moon Angle				45°	
Moon % Illum.				50	

Type of S/M Camouflage on this Patrol : Light Gray.

<b>CONTACT NUMBER</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>
<b>SUBMARINE</b>					
Date	12/23	12/24	12/25	12/25	12/26
Time	0540	0435	0558	1850	0220
Position LAT N	31°16	30°55.6	31°02.4	31°08.7	31°28.4
LONG E	128°34	128°23.1	128°39.8	128°59.6	129°19.5
Speed	3	5	9	13	13
Course	205°T	090°T	080°T	300°T	110°T
Trim	Rad.	Surf.	Surf.	Surf.	Surf.
Minutes Since Last SD Radar search	None	0	None	0	None

<b>AIRCRAFT</b>	1	2	1	1	1
Type	Unk.	Unk.	Unk.	Unk.	Unk.
Probable mission	H.	H.	H.	H.	H.
How Contacted	APR	APR&SD	APR&sight	APR&SD	APR&sight
Initial range	Unk.	6-8 mi	1.5 mi	2.5 mi	3-4 mi
Elevation Angle	Unk.	Unk.	1°	Unk.	2°
Range & relative Bearing of Plane	Unk.	N.D.	Unk.	Unk.	2 mi
When it detected S/M					120°R

**CONDITIONS**

Sea State (Beaufort)	1	2	3	4	1
Rel./Direct Sea	260°R	300°R	235°R	060°R	210°R
Visibility (mile)	4 mi	3 mi	5 mi	8 mi	5 mi
Cloud Height, Ft	2000	1000	1600	1600	1600
Cloud % overcast	90	100	70	70	70
Moon Bearing (Rel)				190°	270°
Moon Angle				40°	10°
Moon % Illum.				50	50

Type of S/M Camouflage on this Patrol : Light Gray.

<b>CONTACT NUMBER</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>
<b>SUBMARINE</b>					
Date	12/26	12/26	12/26	12/26	12/27
Time (Zone I )	0225	0326	0552	1520	1932
Position LAT N	31°29'	31°24'	31°35.9'	31°35.8'	31°52.5'
LONG E	129°19.4	129°19.4'	128°59.3'	128°34.4'	127°10.2'
Speed	13	5	9.5	2	15
Course	110°T	300°T	300°T	270°T	000°T

Trim	Surf.	Surf.	Surf.	Per.	Surf.
Minutes Since Last SD Radar search	None	None	None	None	0
<b>AIRCRAFT</b>	1	1	1	1	1
Type	Unk.	Unk.	Unk.	Rufe.	Unk.
Probable mission	H.	H.	H.	Unk.	H.
How Contacted	APR&sight	APR&sight	APR&sight	Per.	APR&SD
Initial range	3-4 mi	3-4 mi	4 mi	3 mi	4 mi
Elevation Angle	2°	1°	1.5°	1°	Unk.
Range & relative Bearing of Plane	2 mi	3 mi	2 mi	N.D.	Unk.
When it detected S/M	120R	020R	020R		

**CONDITIONS**

Sea State (Beaufort)	1	1	2	4	3
Rel./Direct Sea	210°R	020°R	020°R	060°R	315°R
Visibility (mile)	5 mi	5 mi	5 mi	10 mi	7 mi
Cloud Height, Ft	1600	1600	1600	5000	5000
Cloud % overcast	70	70	70	80	80
Moon Bearing (Rel)	270°				180°
Moon Angle	10°				50
Moon % Illum.	50				75

Type of S/M Camouflage on this Patrol : Light Gray.

<b>CONTACT NUMBER</b>	<b>31</b>	<b>32</b>	<b>33</b>	<b>34</b>	<b>35</b>
<b>SUBMARINE</b>					
Date	12/27	12/27	12/28	12/28	12/30
Time	2017	2340	0042	1940	0349
Position LAT N	31°01.4'	32°19.9'	32°24.2'	32°21.4'	32°16.2'
LONG E	127°11.1'	127°16.6'	127°12.2'	127°57.5'	128°47.2'
Speed	15	15	13	13.5	12
Course	000°T	320°T	320°T	260°T	115°T
Trim	Surf.	Surf.	Surf.	Surf.	Surf.
Minutes Since Last SD Radar search	None	None	None	None	0

<b>AIRCRAFT</b>	1	1	1	1	1
Type	Unk.	Unk.	Unk.	Unk.	Mavis
Probable mission	H.	H.	H.	H.	Pat.
How Contacted	APR	APR	Sight	APR	Sight
Initial range	Unk.	Unk.	3 mi	Unk.	5 mi
Elevation Angle	Unk.	Unk.	9°	Unk.	4°
Range & relative Bearing of Plane	Unk.	Unk.	3 mi	Unk.	N.D.
When it detected S/M			350°R		

**CONDITIONS**

Sea State (Beaufort)	2	3	3	3	2
Rel./Direct Sea	315R	000	000	055	225
Visibility (mile)	7 mi	7 mi	6 mi	7 mi	5 mi
Cloud Height, Ft	5000	3000	2000	2000	2000
Cloud % overcast	80	90	90	90	90
Moon Bearing (Rel)	185°	270°	270°	180°	130°
Moon Angle	45°	25°	20°	15°	45°
Moon % Illum.	75	75	75	90	100

Type of S/M Camouflage on this Patrol : Light Gray.

<b>CONTACT NUMBER</b>	<b>36</b>	<b>37</b>	<b>38</b>	<b>39</b>	<b>40</b>
<b>SUBMARINE</b>					
Date	12/31	12/31	12/31	1/1	1/2
Time	0031	1223	1540	1032	0735
Position LAT N	31°23.3'	32°03.5'	32°03'	31°44.6'	32°21'
LONG E	129°36.8'	129°09.8'	129°19'	128°06.5'	129°12'
Speed	15	2.5	2.5	2.8	2.8
Course	354°T	090°T	090°T	000°T	270°T

Trim	Surf.	Per.	Per.	Per.	Per.
Minutes Since Last SD Radar search	0	0	0	0	0
<b>AIRCRAFT</b>	1	1	1	1	1
Type	Unk.	Topsy	Unk.	Unk.	Unk.
Probable mission	H.	Trans.	Pat.	Pat.	Pat.
How Contacted	Sight	Per.	Per.	Per.	Per.
Initial range	1 mi	8 mi	10 mi	8 mi	6 mi
Elevation Angle	40°	6°	2°	3°	6°
Range & relative Bearing of the plane	1 mi	N.D.	N.D.	N.D.	N.D.
When it detected S/M	140°R				

**CONDITIONS**

Sea State (Beaufort)	2	3	4	4	4
Rel./Direct Sea	345°	320°	320°	345°	350°
Visibility (mile)	7 mi	30 mi	30 mi	8 mi	7 mi
Cloud Height, Ft	3000	6000	6000	2000	2000
Cloud % overcast	90	100	100	90	80
Moon Bearing (Rel)	270°				
Moon Angle	80°				
Moon % Illum.	100				

Type of S/M Camouflage on this Patrol : Light Gray.

<b>CONTACT NUMBER</b>	<b>41</b>	<b>42</b>	<b>43</b>	<b>44</b>	<b>45</b>
<b>SUBMARINE</b>					
Date	1 / 2	1 / 2	1 / 2	1 / 2	1/2
Time	1212	1329	1715	1948	2045
Position LAT N	32°26.4'	32°27.7'	32°20.5'	32°06.5'	32°06'
LONG E	128°56.2'	128°58.4'	128°54.5'	128°53.2'	128°53'
Speed	2.8	2.8	2.4	9	14
Course	295°T	295°T	170°T	170°T	000°T
Trim	Per.	Per.	Per.	Surf.	Surf.
Minutes Since Last SD Radar search	0	0	0	0	0

<b>AIRCRAFT</b>	1	1	1	1	1
Type	Mavis	Rufe.	Mavis	Unk.	Unk.
Probable mission	Pat.	Pat.	Pat.	H.	H.
How Contacted	Per.	Per.	Per.	APR&sight	APR
Initial range	5 mi	3 mi	2 mi	3 mi	Unk.
Elevation Angle	3°	3°	4°	2°	Unk.
Range & relative Bearing of Plane	N.D.	N.D.	N.D.	Unk	Unk
When it detected S/M					

**CONDITIONS**

Sea State (Beaufort)	3	3	3	3	3
Rel./Direct Sea	025	025	150	145	315
Visibility (mile)	8	8	8	6	6
Cloud Height, Ft	2000	2000	3000	3000	3000
Cloud % overcast	60	90	90	50	40
Moon Bearing (Rel)					150
Moon Angle					20
Moon % Illum.					40

Type of S/M Camouflage on this Patrol Light Gray.

<b>CONTACT NUMBER</b>	<b>46</b>	<b>47</b>	<b>48</b>	<b>49</b>	<b>50</b>
<b>SUBMARINE</b>					
Date	1/2	1/4	1/5	1/6	1/8
Time	2325	1116	0611	1648	0424
Position LAT N	32°21.2'	32°25.9'	33°17'	32°45.3'	30°22.5'
LONG E	128°38.6'	126°25.8'	127°47'	128°02.2'	129°44'
Speed	14	2.5	9	2.5	8.5
Course	320°T	030°T	135°T	000°T	090°T

Trim	Surf.	Per.	Surf.	Per.	Surf.
Minutes Since Last SD Radar search	0	0	0	0	0
<b>AIRCRAFT</b>	1	1	1	1	1
Type	Unk.	Unk.	Unk.	Rufe.	Unk.
Probable mission	H.	Trans.	H.	Pat.	H..
How Contacted	APR & sight	Per.	APR	Per.	APR
Initial range	2 mi	3 mi	Unk.	3 mi	Unk.
Elevation Angle	6°	3°	Unk.	4°	Unk.
Range & relative Bearing of Plane	2 mi	N.D.	Unk.	N.D.	Unk.
When it detected S/M	000°R				

#### CONDITIONS

Sea State (Beaufort)	3	3	4	3	2
Rel./Direct Sea	000°	300°	000°	330°	250°
Visibility (mile)	20 mi	8 mi	5 mi	20 mi	8 mi
Cloud Height, Ft	3000	2000	2000	5000	3000
Cloud % overcast	40	60	80	90	90
Moon Bearing (Rel)	220°		300°		040°
Moon Angle	50°		40°		30°
Moon % Illum.	40		30		20

Type of S/M Camouflage on this Patrol : Light Gray.

CONTACT NUMBER	51	52	53
<b>SUBMARINES</b>			

Date	1 / 10	1 / 11	1 / 12
Time	0406	1215	1648
Position LAT N	29°34'	22°42'	17-06.2'
LONG E.	133°42.9'	137°42'	142°35'
Speed	16.5	16.5	17
Course	090°T	153°T	135°T
Trim	Surf.	Surf.	Surf.
Minutes Since Last SD Radar search	0	0	0

<b>AIRCRAFT</b>	1	1	1
Type	Unk.	B-24	B-24
Probable mission	Trans.	Pat.	Pat.
How Contacted	SJ	Sight	Sight
Initial range	2.5 mi	3 mi	6 mi
Elevation Angle	Unk.	3°	2°
Range & relative Bearing of Plane	N.D.	120°R	080°R
When it detected S/M		3 mi	5 mi

#### CONDITIONS

Sea State (Beaufort)	3	2	1
Rel./Direct Sea	240°	170°	070°
Visibility (mile)	6	15	20
Cloud Height, Ft	1000	3000	2000
Cloud % overcast	90	90	40
Moon Bearing (Rel)	020°		
Moon Angle	20°		
Moon % Illum.	15		

Type of S/M Camouflage on this Patrol : Light Gray.

#### ( H ) ATTACK DATA

##### TORPEDO ATTACK REPORT FORM

USS SEA POACHER – TORPEDO ATTACK NO. 1 – PATROL NO. 1

TIME: 0000-17 sec DATE: 21 December 1944 Lat. 33°27'N Long 127°42'E

##### TARGET DAT-DAMAGE INFLICTED

DESCRIPTION : Contacted single ship by SJ radar, bearing 196 , range 9,800 yards. visibility very poor; overcast, no moon or stars, dark night. 60 % horizon visible. Target thought to be destroyer or destroyer escort. Visible with binoculars at 4,700 yards. Up to firing time could not determine any distinctive characteristics.

SHIPS SUNK : None

SHIPS DAMAGED OR PROBABLY SUNK : None

DAMAGE DETERMINED BY : None Determined.

TARGET DRAFT: 8 Ft. COURSE: 070 SPEED: 11 RANGE: 2180 at firing

#### OWN SHIP DATA

SPEED: 10 COURSE: 140 DEPTH: Surface ANGLE: Surface ( at firing)

#### FIRE CONTROL AND TORPEDO DATA

TYPE ATTACK :

Surface, radar. Shifted to TBT for firing , but switch was in wrong position and TBT useless. Fired using radar bearings . Sound heads were neither one lowered, so torpedo run was not observed.

TUBES FIRED	# 3	# 4	# 5	# 6
Track Angle	126 P.	128 P.	130.5 P.	135 P
Gyro Angle	346-20	344-50	341-30	345-10
Depth Set.	4 ft	4 ft	4 ft	4 ft
Power	--	--	--	--
Hit or Miss	Miss	Miss	Miss	Miss
Erratic: .....	Undetermined.....			
MK. Torpedo	18-1	18-1	18-1	18-1
Reg. No.	54691	54594	55538	55663
MK. Exploder	8-5	8-5	4-7	4-7
Serial No.	9073	7953	17387	16751
Actuation Set.	Contact	Contact	Contact	Contact
Actuation Act.	--	--	--	--
MK. Warhead	18-1	18-1	18-0	18-0
Serial No.	1616	1928	985	494
Explosive	TPX	TPX	TPX	TPX
Firing Int.	10 sec.			
Type Spread	Divergent-1 Degree			
Sea conditions	Light sea , large wavelets, scattered whitecaps.			
Overhaul Activ.	USS Fulton	USS Fulton	S/M Base Pearl	S/M Base Pearl

Remarks: Large track angle. Possibility of target draft shallower than eight feet, or torpedo running depth of greater than four feet; or both. Heard end of run explosion of one torpedo , 7 minutes and 40 seconds after first torpedo was fired.

#### ( I ) MINES

No mine fields or mine-laying activities were observed. Restricted area boundaries were strictly observed.

#### ( J ) ANTI-SUBMARINE MEASURES AND EVASION TACTICS

Anti-submarine measures in this area consist of patrol boats, radar equipped planes , submarines and shore based radar detectors. From the fact that we have not been bombed or depth charged, the assumption can be made that they were negligibl , but I believe we were spotted by planes or shore radar except for days I purposely stayed outside of shore radar or when weather was bad and planes didn't fly.

After the many radar plane contacts, I decided to experiment a few times, which could have ended disastrously if the plane bombed us. From information gathered prior to going on patrol, I understood that when a plane's radar showed a steadily increasing strength on the detector, it was time to submerge when it reached strength three. I tried a few times to wait the plane out, this at night. The tactics seem to be for the plane to pick us up, approach (shown by pip increase to saturation strength), and then come in to attack using double lobing. I know that the plane definitely sighted us a few times. These were on moonlit nights. Contacts were, of course, more frequent on those nights.

Times of flights were usually after sunset and before diving time. On clear nights, it was any time during the night. There was an indication that a plane would come out after we had steady radar pips on us from shore radars.

The possibility of a anti-submarine team composed of radar planes, submarines, or patrol boats was indicated. One night when group was exchanging stations north of DANJO GUNTO, we sighted definite periscope, at same time radar planes were overhead. The possibility that this may have been SEA OWL exists but she and PIRANHA replied they weren't submerged at that time. Another night off UJI GUNTO we submerged for radar plane after sighting him and soon after heard screws coming towards. On looking though radar periscope, identified target as PC, headed right for us , range 1050 yards. On another occasion while evading small patrol off UJI GUNTO which was closing fast, had to submerge for radar plane diving on us. Later on surfacing had a definite radar pip at about 600 yards, clear moonlit night, possible periscope. The absence of any bombs furthers the conclusion that a coor-

minated team was in operation.

On December 23, 1944, after having sighted periscope, another possible periscope by radar, possible submarine surfacing, radar planes overhead, at 0425 sighted four torpedo wakes. The water was phosphorescent and again I say they may have been porpoises but I still have my doubts. The tracks showed a definite spread and were straight. Also we had no porpoises sighted after this time.

**( K ) MAJOR DEFECTS AND DAMAGE**

**ENGINEERING**

Ball bearings on #2 fuel oil purifier burned out four times. Renewed entire bearing assembly on first casualty, renewed only ball bearings second and third times and finally interchanged entire bearing assemblies of #2 fuel oil purifier and # 1 lube oil purifier. Since then no trouble has been noted in the operation of either purifier.

**( L ) RADIO**

1. Signals on one or more frequencies employed by NPM were readable at all times. Jamming was experienced as noted in countermeasures section. There is a voice circuit (one of our own) near the 9690 kcs frequency which makes copying difficult at times. All ComSubPac serials were received.
2. Reception on the Wolf Pack frequencies was satisfactory. Japanese shore installations utilize these and adjacent frequencies. Japanese transmissions were heard from time to time when within about fifty miles of Japanese islands but there was no attempt to jam.
3. No major radio casualties were experienced.
4. A total of five transmissions were made not including WolfPac transmissions. Two messages were sent to FULTON , two to radio Chunking , and one to Pearl. A little difficulty was experienced in transmitting to Pearl due to jamming by the enemy on 4235 kcs , upon shift to 8470 kcs the message was easily cleared.
5. An additional high frequency receiver could be utilized to advantage.

**( M ) RADAR**

Operation of the SJ radar was very satisfactory for most of the patrol. Several nights of poor sensitivity were encountered brought about by a poor TR tube but since very few spares were to be had (2 were allotted) this tube could not be renewed as often as desired. Failure of an 807 Bias generator tube and the opening of the inductance L-1 threw the gear out of commission for four hours. Since inductance L-1 is not carried as a spare, 1000 volts had to be tapped off the Receiver Indicator rectifier and lead to the transmitter to supply bias and keep alive voltage. This gear also served as an excellent communications device for recognition over short ranges.

The SD aircraft warning radar was used for short "quick look" in the area , especially after being driven down by aircraft. About midway during the patrol this gear went out of commission and remained so for the remainder of the patrol. But its loss was not sorely felt.

The new ST radar with periscope antenna has wonderful possibilities , but we were unable to give it a fair test. It was used very handily when submerged for obtaining land cuts in reduced visibility and sweeping before surfacing. This gear was not in operation as much as SJ and had no troubles. The frequency has more of a tendency to drift than the SJ so that an automatic frequency control would help greatly.

The A.P.R. was used, with some degree of success, as an aircraft warning device but no definite relationship between the "Pip" height and range of plane was established. A saturation or "strength 5" contact was judged as a range close enough to dive.

Representative ranges are as below:

SJ

Land	50,000 yds.	E2	Height 1,500 ft
PC	10,000 yds	E3	

ST

Land	30,000 yds	E2	Antenna 4 ft above water.
------	------------	----	---------------------------

SD

Land	40 miles	E2	5,000 ft
Aircraft	36 miles	E2	?

**TROUBLES-REMEDY**

Motor on SD stopped. 8014 tubes burned out. Repaired motor, replaced 8014. Operation restored.

SJ – Loss of sensitivity, no water return. T.R. tube defective. Replaced T.R. tube and returned. No transmitter pulse, no output. No bias on transmitter. L-1 burned out. No spare on board so 1000 volts tapped off bleeder of 2 x 2 on receiver indicator lead to transmitter through spare leads in cables for bias generator and "keep alive". Operation restored.

SPA – Sweep on CRT sputtering . 2 X 2 gone bad. Replaced and restored operation.

**( N ) SOUND GEAR AND SOUND CONDITIONS**

1. Sound conditions in the area were excellent. Sampans of 200- 200 tons making 9 knots were picked up at an average range of about 8000 yards. JP usually picked up targets at slightly longer ranges than JK or QB and outside of periscope range.
2. No defects in sound gear were noted.
3. DCDI was not put to the test.

**( O ) DENSITY LAYERS**

<b>Card</b>	<b>Greatest</b>	<b>Density</b>	<b>Degrees</b>
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No.	Date	GCT	Lat	Long.	Depth	Layer	Gradient
279	12 /4/ 44	2137	21-48N	138-14E	360	Isothermal	
280	12 /5/ 44	2100	25-13N	135-00E	310	260	3 Neg.
282	12 / 7/ 44	2122	30-27.2N	129-50E	310	Isothermal	
283	12 / 8 / 44	2129	31-12 N	130-00E	200	Isothermal	
284	12/ 9 /44	2040	31-05.8N	130-22.5E	310	230	2° Neg.
285	12 / 10 /44	2100	31-39.5N	128-42.1E	300	60	1° Neg.
287	12/11/ 44	2140	31-41N	128-30E	400	300	3° Neg.
288	12 / 12 / 44	2121	32-21N	128-56E	410	330	2° Neg.
290	12 / 14/ 44	2132	31-37N	127-49E	410	295	6° Neg.
291	12/ 15/ 44	2137	31-45.2N	128-15E	360	180	3° Neg.
292	12/ 16/ 44	2113	33-07.1N	128-28E	350	Isothermal	
293	12 / 17 /44	2130	33-12N	128-45E	320	Isothermal	
297	12 / 21 /44	2122	32-45N	128-22.2E	345	280	1° Neg.
298	12 / 22 /44	2016	31-16N	128-24E	170	Isothermal	
299	12 / 23 /44	2115	30-37N	130-16E	310	180	2- Neg.
302	12 / 25 /44	2100	31-36.2 N	128-58E	420	Isothermal	
310	12 / 28 /44	2142	32-38N	128-08E	420	160	3° Neg.
311	12 / 29 /44	2142	32-04N	129-20E	370	300	1° Neg.
312	12/ 30/ 44	1524	31-24N	129-32E	160	60	2° Neg.
313	12 / 30 /44	2130	32-00N	128-58E	410	Isothermal	
314	12 / 31 /44	2112	31-35N	128-08E	315	Isothermal	
315	1 / 1 / 45	2138	32-21.2N	129-11E	360	Isothermal	
325	1/ 6/ 45	2146	31-11N	128-56E	425	Isothermal	
327	1 / 7/ 45	2120	30-29N	129-56E	350	145	2 Neg.
						260	5 Neg.
328	1/ 8/ 45	2133	29-21N	130-43E	420	Isothermal	

Subject cards are being forwarded to the Vice Chief of Naval Operations

#### ( P ) HEALTH , FOOD, AND HABITABILITY

HEALTH of officers and crew is excellent, there being only two sick days (due to conjunctivitis) during the patrol and practically no evidence of patrol fatigue. Minor ailments were treated as below:

Headaches	51
Constipation	16
Colds	17
Lacerations, minor	27
Sprains	2
Conjunctivitis	3
Parasitic skin Infection	23
Diarrhea	2

**Food** was fair with a definite improvement in the latter part of the patrol. The lack of a good baker was sorely felt, the bread and pastry, at best, never being better than fair. Fresh eggs, potatoes, and meats lasted right up to the end of the patrol. The turning sour of 8 gallons of stabilized cream , trade name "Avoset", was much regretted. This product is supposed to keep at least 6 months if properly cooled. It is recommended that Supply officers attempt to date stocks received. The ice cream freezer was used continuously and performed valiantly.

**Habitability** was extremely good. On station one air conditioning unit was used at all times , keeping the boat dry and comfortable. The booster blower and forward battery air conditioning installed by SubBase Pearl were required, even with injection below 70 Degrees and atmosphere below 50 degrees , to make the forward battery comfortable. This installation is greatly appreciated by forward battery dwellers.

#### ( Q ) PERSONNEL

Personnel situation, as a whole, is very good. The greatest defect in the crew is the immaturity of a large percentage, there being thirty men under 21 years of age at this time. They must be weaned, and the process is frequently slow. The loss by attrition and weeding from the fitting out period to departure on war patrol amounted to 14 men and was absolutely necessary. It is believed that a large amount of this difficulty could be dissolved by adherence to the policy of assigning only volunteers over 21 to submarine duty except in very special cases and by sending old submariners who no longer desire to fight in submarines back to general service.

The lack of a baker was sorely felt. None of our cooks can make decent bread or pastry. Our best delicacies were produced by PITSTICK, R.E, EM1c and BOYAJIAN,K, EM3c.

Extra men and an extra officer were carried and became essential to our organization. It is planned to carry 78 men and 9 officers henceforth in order to provide extra men for training and for maintaining continuous radar, sound, and APR watches.

Morale booster equipment number one is the movie projector. It is recommended that more of the "Community sing" type of short subjects be included in the reels provided. The crew's response to them is amazing. The turntable and radio broadcast recordings provided by Sub Supply at Pearl likewise provided much entertainment.



- (b) Men qualified at start of patrol- 32
- (c) Men qualified at end of patrol- 32
- (d) Men making first war patrol- 52
- (e) Men advanced in rating- 3

**( R ) MILES STEAMED-FUEL USED**

Pearl Harbor to Saipan 4082 mi - 44,130 gal.  
 Saipan to Area 1426 mi - 18,280 gal.  
 In Area 5512 mi - 48,890 gal.  
 Area to Guam 1629 mi- 21,140 gal.

**(S) DURATION**

**55**

Days enroute to area - 17.5 ( includes 2 days in Saipan )  
 Days in area 32  
 Days enroute to base 5.5  
 Days submerged 32

**( T ) FACTORS OF ENDURANCE REMAINING**

Torpedoes 20 Fuel-gal. 30,040 Provisions-days 21  
 Personnel factor- days - 14  
 Factor terminating patrol : ComSubPac Opord. 387-44.

**( U ) RADIO AND RADAR COUNTER MEASURES**

**Radar-** No enemy counter measures were observed. However there was slight evidence of our SJ being observed. In approach any of the islands to within SJ range we were usually met by radar planes or PC boats. However , it is hard to tell if this was by chance or design. Counter measures employed by us consisted only of our use of APR. The radar frequencies observed and their characteristics are listed below:

Date	Time	Freq. M.C.	P.R.F. Cycles	P.W. Microsec	LAT.	LONG.	Remarks
12/1/44	0305	107	600	12	16°16'N	146°16'E	Triangular pulse-slightly flat on top.
12/1/44	0720	900	300	2	15°39'N	145°34'E	Rotating Ant.
12/4/44	0120	99	25-40	10-15	17°45'N	143°30 'E	Very unstable signal. Varying pulse rate.
12/4/44	0900	235	60	?	18°16'N	141°49 'E	Not sweeping.
	1130	341	60	6	18°20'N	141°11 'E	Not Sweeping
12/5/44	2025	107	500	25	23°31'N	136°33'E	
12/7/44	1900	330	1300	2	29°07'N	131°05'E	Antenna rotates irregularly
12/8/44	0515	135	500	15	30°11'N	130°08 'E	Rotating Ant. 3 RPM
12/8/44	0610	157	470	8	30°29'N	129°54'E	Irregular sweep suggested aircraft. Contacts at this frequency and pulse rate were detected almost every night in the area. Frequency varying from 145 mc to 160 mc. Pulse rate always around 500. Pulse width 10 microsec.
12/9/44	0600	310	500	10	31°30'N	129°34 'E	Triangular pulse, sweeping antenna at 2 RPM.
12/10/44	0130	73	500	25	31°02'N	130°18 'E	Ant. rotated very slowly.
12/11/44	0255	93	750	12	31°40'N	128°14 'E	Sweep rate .5 RPM. Detected whenever near DANJO GUNTO.
12/17/44	0120	200	800	10	32°04'N	128°40'E	
12/17/44	0040	100	1200	3	31°56'N	128°50 'E	Sweeping ant. 2 RPM
12/17/44	2038	154	1000	11	33°13'N	128°42 'E	Thought to be aircraft. Several contacts at different positions in area.
12/17/44	2052	187	500	15	33°13'N	128°44'E	
12/18/44	2315	377	500	10	33°18'N	128°45'E	
12/18/44	2358	193	500	15	33°18'N	128°50'E	
12/28/44	0630	250	--	--	32°21'N	127°38 'E	Observed when within 8000 yds of PC which did not detect us.
1/8/45	1940	445	2000	8	29°54'N	130°19'E	Several pulses seen at same freq. One about 8 ms with a second pulse appearing about 10 ms later. Then several very long pulses 30 to 100 ms and longer. Freq. drifted from 445 mc to 480 mc. Observed for two nights in vicinity of TOKARA KAIKYO and up to 60 miles away. Could be new radar station observed on KUCHINOERABU SHIMA.

A new installation of radar was observed on KUCHINOERABU SHIMA constructed between 8 December 1944 and 8 January 1945. Located on BANYAGO MINE, highest point on western end of island. Lat 30°28'N, Long. 130°10.7'E. Several poles with cross bars about 5-10 feet long and two lower structures were observed.

**RADIO**

**JAMMING BY THE ENEMY**

1. Ship or station : USS Sea Poacher ( SS 406 )
2. Position, bearing, and altitude when enemy radio signals were observed: In our entire area west of KYUSHU to 127 Degrees E.
3. Position of Transmitting station:-
4. Date of jamming : 12/8/44-1/9/45 Time: from 1645Z to 1700Z.
5. Frequencies jammed: 6045 KCS.
6. Describe signal jammed (Freq., type of modulation, etc): C.W.
7. Use of circuit: Administrative.
8. Was enemy jamming signal stable: Yes.
9. What was ratio of strength of own signal to enemy jamming signal: 3 to 1.
10. What was power output of own transmitter at time of jamming: Not transmitting-received fox sked.
11. Location of enemy jammer: Unknown. Landbased.
12. Type of jamming signals: CW-Random Keying.
13. Effectiveness of jamming: Difficult to impossible to copy through.
14. Action taken to overcome jamming: Shifted to 9090 kcs.
15. Bandwidth covered by enemy jamming signals: About 2 kcs.
16. Did jamming transmitter appear to be monitored by a look-in receiver: Yes.
17. If frequency was shifted , how long before enemy jammed new frequency: Did not jam.

#### **JAMMING BY THE ENEMY**

1. Ship or station : USS Sea Poacher ( SS 406 )
2. Position, bearing, and altitude when enemy radio signals were observed: In our entire area west of KYUSHU to 127 Degrees E.
3. Position of Transmitting station:-
4. Date of jamming : 12/8/44-1/9/45 Time: from 1955 to?.
5. Frequencies jammed: 6045 KCS.
6. Describe signal jammed (Freq., type of modulation, etc): C.W.
7. Use of circuit: Administrative.
8. Was enemy jamming signal stable: Yes.
9. What was ratio of strength of own signal to enemy jamming signal: 3 to 1.
10. What was power output of own transmitter at time of jamming: Not transmitting-received fox sked.
11. Location of enemy jammer:?. Landbased.
12. Type of jamming signals:Sweep-through (FM).
13. Effectiveness of jamming: Made signal unreadable.
14. Action taken to overcome jamming: Shifted to 9090 kcs.
15. Bandwidth covered by enemy jamming signals: About 2 kcs.
16. Did jamming transmitter appear to be monitored by a look-in receiver: Yes.
17. If frequency was shifted , how long before enemy jammed new frequency: Did not jam 9090 kcs.
- 18 Narrative: Every morning when the time tick starts the jamming begins. It sounds as though the key is being held down. Modulation change is slight. Amplitude varies. When MSG is being transmitted amplification increases.

#### **JAMMING BY THE ENEMY**

1. Ship or station : USS Sea Poacher ( SS 406 )
2. Position, bearing, and altitude when enemy radio signals were observed: 29°34'N, 131°51'E
3. Position of Transmitting station:- ?
4. Date of jamming : 1/9/45 Time: from 1132Z to 1240Z.
5. Frequencies jammed: 4235 KCS.
6. Describe signal jammed ( Freq. , type of modulation, etc) : C.W.
7. Use of circuit: Administrative.
8. Was enemy jamming signal stable: Yes.
9. What was ratio of strength of own signal to enemy jamming signal: 3 to 1.
10. What was power output of own transmitter at time of jamming: 4 amps.
11. Location of enemy jammer: ?. Landbased.
12. Type of jamming signals:\*
13. Effectiveness of jamming: Could not clear message to base.
14. Action taken to overcome jamming: Shifted to 8470 kcs.
15. Bandwidth covered by enemy jamming signals: --.
16. Did jamming transmitter appear to be monitored by a look-in receiver: Yes.
17. If frequency was shifted , how long before enemy jammed new frequency: Did not jam.
18. Narrative: \* Enemy did not send continuously but requested V's , asked for our signal strength and did a thorough job of jamming so that the shore station (GUAM) to which we were sending was unable to copy us.

#### **JAMMING BY THE ENEMY**

1. Ship or station : USS Sea Poacher ( SS 406 )
2. Position, bearing, and altitude when enemy radio signals were observed: 33°15'N, 128°00'E.
3. Position of Transmitting station:- -
4. Date of jamming : 1/6/45 Time: from 0030Z to 0700Z.
5. Frequencies jammed: 4475 KCS.
6. Describe signal jammed (Freq., type of modulation, etc): C.W.
7. Use of circuit: Tactical.
8. Was enemy jamming signal stable: Yes.

9. What was ratio of strength of own signal to enemy jamming signal: 4 to 5.
10. What was power output of own transmitter at time of jamming: 5 amps on SD mast.
11. Location of enemy jammer:?. Landbased.
12. Type of jamming signals: CW-Random Keying.
13. Effectiveness of jamming: Completely blocked voice signal..
14. Action taken to overcome jamming: Nothing we could do..
15. Bandwidth covered by enemy jamming signals: --.
16. Did jamming transmitter appear to be monitored by a look-in receiver: Yes.
17. If frequency was shifted , how long before enemy jammed new frequency: 4475 Only frequency could use.
18. Narrative: At 0137Z January 6, 1945 our own forces began sending on this circuit. Jamming did not begin until 0300Z. Every time one of our units began transmitting, the enemy began sending right on 4475 and made copying impossible until the circuit was secured at 0900Z.

**( V ) REMARKS.**

1. MK 18-1 Torpedoes. Standard routines were followed and torpedoes were maintained without difficulty. Torpedo No. 56534 , a new one, developed a 150 volt ground: trouble was traced to a grounded negative motor brush connector. Corrected by bending connector inboard from torpedo hull and re-insulating with fish paper and friction tape.
2. Winter clothing is still completely unsatisfactory even in the well above freezing temperatures of this area. Another plug for a fleece lined, water proof, snap-fastened coverall suit with zipper collar type hood, to be worn with water-proof aviation type boots is registered. Other essentials are a flap pocket for lens paper and sunglasses, elastic wristlets to prevent water running down sleeves while wearer is using binoculars, the later being secured to the coverall sleeves so they may be pulled off quickly and not lost.

**FIRST ENDORSEMENT TO CO SEA POACHER REPORT**

From: The Commander Task Group SEVENTEEN POINT TEN  
 To: The Commander in Chief, United States Fleet  
 Via: (1) The Commander Submarine Force, United States Fleet  
 (2) The Commander in Chief, Pacific Fleet

Subject: U.S.S. SEA POACHER - Report of First War Patrol

1. The first war patrol of the SEA POACHER was conducted in the northern portion of the East China Sea. This patrol was of fifty-five days' duration, of which thirty-two days were spent in the area. SEA POACHER was a member of a coordinated attack group consisting of SEA OWL, PIRANHA, and SEA POACHER under the command of Commander Carter L. Bennett, U.S.N. This was the commanding officer's first patrol in command of a fleet type submarine.
2. The patrol was marked by the lack of suitable torpedo targets despite the previous good patrols made in this area. One attack was made on a small vessel thought to be a destroyer or destroyer escort, on December 21st. This was a night surface radar attack. Four Mk. 18-1 torpedoes were fired at a range of 2,180 yards, depth set four feet, track angles averaging 130 degrees port. Target showed indications of having radar on the A.P.R. No hits were made, although one end of run explosion was heard. The following night a P.C. type patrol boat was sighted in approximately this position which behaved in about the same manner as the target of the previous night. The commanding officer feels that he may have fired at this P.C. boat which could account for the misses.
3. The increased use of radar-equipped planes by the Japanese is very apparent. From a study of the track chart, a night radar plane patrol covering the southwesterly approaches to Nagasaki is indicated patrolling about ninety miles off Kyushu in the vicinity of Nanjo Gunto. Strong indication of shore-based radar on Danjo Gunto, Yaku Shima, Shimo Kosiiki and Fukaw Shima, were observed and a possible new radar installation was seen on Kuchinoerabu Shima.
4. Particular attention is invited to the comments of the commanding officer under Section "J" describing the possible coordinated use of radar-equipped planes, shore radar stations, submarines, and patrol boats by the enemy.
5. The new ST radar could not be used against a torpedo target, but it proved its value for navigational purposes when operating submerged off the coast.
6. The SEA POACHER returned from patrol apparently in very good material condition, and it is expected her refit will be completed in the normal period by the SPERRY and Submarine Division One Hundred One relief-crew.
7. The commanding officer, officers, and crew are to be congratulated on a well-conducted patrol, and it is hoped that more targets will be found on the next run.

Signed G. L. Russell

Commander Submarine Force, Pacific Fleet, Care of Fleet Post Office, San Francisco, California

CONFIDENTIAL 29 January 1945

SECOND ENDORSEMENT to SEA POACHER Report of First War Patrol.

NOTE: THIS REPORT WILL BE DESTROYED PRIOR TO ENTERING PATROL AREA

COMBSUBPAC PATROL REPORT NO. 647

U.S.S. SEA POACHER - FIRST WAR PATROL

From: The Commander Submarine Force, Pacific Fleet  
To; The Commander-in-Chief, United States Fleet  
Via: The Commander-in-Chief, U.S. Pacific Fleet

Subject: U.S.S. SEA POACHER (SS406) - Report of First War Patrol (19 November, 1944, to 13 January, 1945)

1. The first war patrol of the SEA POACHER, under the command of Commander F.M. Gambacorta, U.S. Navy, was conducted in the Northern part of the East China Seas. The SEA POACHER, along with the U.S.S. PIRANHA (SS389) and the U.S.S. SEA OWL (SS405), formed a coordinated attack group with Commander C.L. Bennett, U.S. Navy, as group commander. The SEA POACHER also performed lifeguard services as well as offensive patrol.
2. The SEA POACHER on her first war patrol contacted many small ships but no worthwhile targets despite thorough area coverage. Enemy anti-submarine countermeasures were heavy, and the SEA POACHER obtained much valuable training from this patrol which will pay dividends in her next one.
3. Award of Submarine Combat Insignia for this patrol is not authorized.

J.H. Brown, Jr., Deputy ComSubPac

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Signed E.J. Auer, Asst. Flag Secretary