

USS Sea Poacher (SS406)

War Patrol #2



The Crew



Frank Bain
RT2c



Edwin Belden
EMC

USS SEA POACHER (SS406)
c/o Fleet Post Office
San Francisco, Calif.

27 March 1945

FROM: The Commanding Officer
TO: The commander in Chief, United States Fleet
VIA: (1) The Commander Submarine Division TWO FORTY-ONE
(2) The Commander Submarine Squadron TWENTY-FOUR
(3) The commander Submarine Force, Pacific Fleet

SUBJECT: USS SEA POACHER (SS406), Report of War Patrol Number Two.

ENCLOSURE: (A) Subject Report.
(B) Track Chart.

1. Enclosure (A), covering, the SECOND war patrol of this vessel conducted in Northeast Coast of Formosa Area during the 7 February 1945 to 27 March 1945 is forwarded herewith.

Signed:
F.M. GAM-
BACORTA

A – PROLOGUE

Arrived GUAM 13 January 1945 from First War Patrol. Refit accomplished with utmost efficiency by the USS SPEERY (AS12) and SubDiv 101 relief crew. During refit the ship was dry docked to repack starboard shaft. The port propeller had one six (6) inch crack in leading edge of one blade. Propeller renewed. In addition to routine items, the following alterations were accomplished during refit:

- (1) Installed hand speed input on DRAI.
- (2) Installed traveling nut type lower limit switch on periscope hoist. BuShips Ltr SS/S24-9(815) of 4/4/44.
- (3) Installation of a larger vent (1/2") in the air line to the hydraulic accumulator. BuShips Ltr.



Kriker Boyajian
EM2c



Fred Brattain
EM2c



James A. Brink
Ensign



Elmer Brooks
EM3c



Louis Cafone
TM3c

SS/S21(815) of 4/23/43.

The officers and crew spent an excellent rest period at Camp Dealey.

Received four (4) days post repair and four (4) days training period with Commander L. P. Stone, USN, (ComSubDiv82), as training officer. Ready for sea on 7 February 1945.

Lieutenant Commander R. K. R. Worthington, USN, 81257 was transferred to SubDiv101. Lieutenant (jg) R. P. Combs, USNR 91674 and Ensign B. C. Young USNR 338149 reported aboard for duty.

B – **NARRATIVE:** (Times minus 9)

February 7, 1945 (I)

1400 – Departed in accordance ComSubPac Operation Order, 39-45. Escort is USS OSMUS (DE701).

The following officers and chief Petty Officers are serving on board with war patrols completed shown alongside their names:

9 – CMDR F. M. GAMBACORTA, USN
10 – LT W.R. LILLIOTT USN
4 – LT W. W. GASKINS USNR
4 – LT P.E. LACOUTURE USN
1 – LT R. H. GALLEMORE USN
3 – LTjg W. H. BALCKEN USNR
1 – Ens R. D. COBB. USNR
1 – Ens J. A. BRINK USNR
1 – Ens B. G. YOUNG USNR

11 – ZELINA, G. CTM, USN
5 – NETTLESHIP, F. W. JR., CEM USN
1 – EMERY, E .T. Jr., CMoMM USN
7 – CLINK, E. W., CMoMM USN
5 – DAVIS, W. H., CMoMM(T) USN
6 – SHAFER, D. R., CY(T) USN
3 – SMITH, F. S., CPhM(AA) USN

Our task unit designation is 17.15.3 and our orders read to join USS PLAICE, T.U. 17.15.1, and USS SCABBARDFISH, T.U. 17.15.2, with Cmdr C. B. STEVENS in PLAICE as ComTaskGroup 17.15. Our mission is to patrol north and east of the island of FORMOSA,

1500 – Exchanged calls with USS PIPEFISH who was proceeding into GUAM.

1519 – Made trim dive.

1600 Surfaced.

1626 – Submerged for one hour's anti-submarine exercise with USS OSMUS who requested it. This was appreciated by both of us. OSMUS told us we were perfectly safe to proceed on operations.

2025 – Released escort at entrance to Funnel, proceeded with SOA of 13 knots. Experienced SJ interference during night, possible from Latta's group, but could get no recognition exchanged.



USS Sperry (AS12)

USS SPERRY was the second FULTON - class submarine tender and the first ship in the Navy named after Elmer Ambrose Sperry. Both decommissioned and stricken from the Navy list on September 30, 1982, the SPERRY is now laid up in the National Defense Reserve Fleet at Suisun Bay, Benica, Calif., and remains on historic hold for a possible museum ship transfer.

General Characteristics: Awarded: June 12, 1940; Keel laid: February 1, 1941; Launched: December 17, 1941; Commissioned: May 1, 1942; Decommissioned: September 30, 1982; Builder: Mare Island Naval Shipyard, Vallejo, Calif. Propulsion System: Diesel electric; Propellers: two; Length: 530.5 feet; beam: 73 feet; draft: 25.6 feet ; Displacement: approx. 18,000 tons; Speed: 15 knots



A rest and recuperation camp, Camp Dealey, was named for the outstanding skipper, Samuel David Dealey, of USS Harder (SS-257) which was sunk on her 6th war patrol by depth charging in Davol Bay, west coast of Luzon Island, PI, 24 August 1944, all hands lost.

Dealey was one of the most decorated officers in U.S. Navy history receiving six awards for valor.



Osmus (DE-701)

A Buckley class destroyer escort, was laid down at the Defoe Shipbuilding Company, Bay City, Michigan, on 17 August 1943. She was launched on 4 November 1943, sponsored by Mrs. Louisa Osmus, mother of Ensign Osmus; and commissioned on 23 February 1944, with Commander Richmond R. Jackson in command.



Ralph D. Cobb
Ensign



Timothy Cotter
EM2c



William Davis
CMoMM



Jack Easley
SC2c



Charles Foy
GM3c

February 8, 1945

Conducting daily drills, dives, fire control problems enroute area., Plan to stay on surface as far west as possible, conducting a submerged patrol in area. Zig-zagging by arma course clock, SD secured in standby condition. APR manned continuously, SJ on continuously at night or during periods of low visibility, except in direction of land when it will make irregular sweeps. Will conduct continuous periscope patrol when submerged unless heavy weather is encountered.

0745 – Aircon #1 – B-24, friendly.

0810 – Received orders from OTG 17-7 to proceed to 20°30'N, 133°30'E and thence to assigned areas in order to cover new safety line placed into effect by Opser 73.

1010 – Fired 5" gun for practice.

1200 Position Lat. 17°05'N, Lat. 141°46'E.

1440 Aircon #2 – B-24, friendly.

February 9, 1945

1200 Position Lat. 19°37'N, Lon. 137°17'E.

February 10, 1945

0330 – Received message 091158 from Group Commander telling us we are wolf six of task group fifteen, now a combined pack, to patrol north of BABUYAN and CALAYAN Islands, to disregard his local instructions and to avoid BATAVIA in BABUYAN CHANNEL. Our new unit designation is T.U. 17.15.6.

1200 – Position Lat. 20°51'N, Lon. 132°34'E.

1405 – Headed west at Lat. 21°N, to comply with Group Commander's orders.

2215 Sent my first to Group Commander telling him we do not have his 021714 and information on my original orders regarding area.

2250 – Received ComSubPac's orders to PLAICE and SCABBARDFISH to move into new areas, where we are to join.

2251 – Changed course to 289°T and assumed T.U. 17.15.3 designation.

February 11, 1945

1200 – POSITION LAT. 21°55'N, LONG. 126°58'E.

February 12, 1945

0030 – Delivered message to Group Commander asking for instruction and reporting our arrival SE corner of area at 0600 today.

0045 – Group Commander assigned sub areas to each ship in pack according to his previous local instructions. Changed course to NW towards YONAKUNI ISLAND.

0408 – Received PLAICE's 5th to ComSubPac relaying to us cancellation of his 09158 and placing former instructions back in affect.

0650 – Submerged for periscope patrol.



USS Plaice (SS-390)

A Balao-class submarine, was a ship of the United States Navy named for the plaice, one of the various American flatfish; summer flounder.

Plaice was laid down by the Portsmouth Navy Yard, Kittery, Maine 14 July 1943; launched 15 November 1943, sponsored by Miss Eleanor Fazzi; and commissioned 12 February 1944, Lieutenant Commander Clyde B. Stevens in command.

After the war was over, Plaice operated in the Pacific until, by directive dated November 1947, she was placed out of commission, in reserve, at Mare Island, Calif. Plaice was reactivated 18 May 1963 in preparation for transfer to Brazil, 7 September 1963 under the Military Assistance Program.



USS Scabbardfish (SS-397)

A Balao-class submarine, was the only ship of the United States Navy to be named for the scabbardfish, a long, compressed, silver-colored fish found on European coasts and around New Zealand.

Her keel was laid down on 27 September 1943 by the Portsmouth Navy Yard in Portsmouth, New Hampshire. She was launched on 27 January 1944 sponsored by Ensign Nancy J. Schetky, and commissioned on 29 April 1944 with Lieutenant Commander F. A. Gunn in command.

Scabbardfish received five battle stars for World War II service.

Ex-Scabbardfish was stricken from the American Naval Vessel Register on 31 January 1976 and purchased outright by Greece in April 1976. She was stricken from the Greek Navy in 1980 but still in use as a pier-side trainer as late as 1982.



Roy Gallemore
LT



William Grace
F1c



David Green
F1c



Otto Harrod
MoMM3c



Joe Hemphill
BM1c

- 0800 – Set clocks back to zone -8 time. All times will be so from now on unless otherwise specified.
- 1200 – Position Lat. 23°57'N, Long 123°01'E.
- 1535 – Sighted IRIOMOTE ISLAND bearing 023°T, distance about 30 miles.
- 1605 – Air con #3 – Sally.
- 1826 – Surfaced.
- 2200 – Radar contact on coast of FORMOSA 270°T, distance 80,000 yards.
- 2230 – Exchanged SJ recognition with SCABBARDFISH bearing 105°T.

February 13, 1945

- 0555 – Submerged across traffic lane to north coast of FORMOSA. Seas rough.
- 1200 – Position Lat. 25°16'N, Long. 123°16'E.
- 1312 – Sighted UOTSURI SHIMA bearing 018°T, distant 15 miles.
- 1812 – Surfaced.

February 14, 1945

- 0556 – Submerged.
- 1035 – SENTO SHOSHO distant 30 miles, bearing 023°T.
- 1200 – Position Lat. 25°17'N, Long. 123°09'E.
- 1830 – Surfaced.
- 2008 – SJ interchange, could not exchange recognition.

February 15, 1945

- 0105 SJ contact on IRIOMOTE JIMA bearing 150°T, distant 40 miles.
- 0415 SJ contact on UOTSURI JIMA bearing 000°T, distant 33 miles.
- 0554 – Submerged.
- 1200 – Position Lat. 25°24'N, Long 123°23'E.
- 1825 – Surfaced.
- 2033 – Converted #3 F.B.T. to ballast tank.
- 2242 SJ contact on YONAKUNI and IRIOMOTE ISLANDS.

February 16, 1945

- 0555 – Submerged.
- 0625 – Sighted IRIOMOTE SHIMA bearing 215°T.
- 0932 – Sighted IRIOMOTE SHIMA, bearing 141°T.
- 1200 – Position Lat. 24°35'N, Long. 123°26'E.
- 1816 – Surfaced, patrolling between IRIOMOTE JIMA and UOTSURI JIMA.

February, 17, 1945

- 0020 – SJ contact on UOTSURI JIMA bearing 010°T, 70,000 yards.
- 0225 – SJ contact 295°T, 17,500, range came in to 11,850 yards, then lost target. Believe it may have been a plane. Had APR contact at 520, 215 and 240 mcs. Contact at 520 mcs came on with saturation strength and then started sweeping.
- 0605 – Submerged off UOTSURI SHIMA.
- 1200 – Position Lat. 25°36'N, Long. 123°28'E.

A Balao-class submarine, was the only ship of the United States Navy to be named for the pipefish, a long, narrow, bony-scaled fish with straight, tubular snout found in Panama that has extraordinary powers of concealment in vegetation. Her keel was laid down on 31 May 1943 by the Portsmouth Navy Yard. She was launched on 12 October 1943 sponsored by Mrs. George J. Bates, and commissioned on 22 January 1944, with Lieutenant Commander William N. Deragon in command.



USS Pipefish (SS-388)

Pipefish decommissioned on 19 March 1946, and joined the Pacific Reserve Fleet. She was reclassified as an auxiliary submarine and given hull classification symbol AGSS-388 on 1 December 1962. She was struck from the Naval Vessel Register on 1 March 1967 and sold on 20 January 1969.

Pipefish received six battle stars for World War II service.



5" 50 cal gun at work on the forward deck of a US submarine during World War II.



A B-24 Liberator doing damage on the enemy during World War II.



Scott Horton
QM1c



Ira Houston
RM1c



Paul Lacouture
LT



Tom Lampley
S1c



William Lilliot
LT

- 1822 – Surfaced.
- 2330 – Received ComSubPac's serial 69 detailing lifeguard duties for one submarine of this group.

February 18, 1945

- 0025 – Group Commander detailed SCABARDFISH for lifeguards duty till the 19th and then PLAICE would take over above duties.
- 0603 – Submerged.
- 1200 – Position Lat.25°32'N, Long 123°20'E.
- 1440 – Aircon #4. Sally, about 7 miles distant on westerly course, evidently patrolling.
- 1823 – Surfaced

February 19, 1945

- 0540 – Submerged off IRIOMOTE JIMA.
- 1127 – Sighted small fishing boat along the coast of IRIOMOTE SHIMA.
- 1200 – Position Lat. 24°30'N, Long. 123°37'E.
- 1910 – Received message from group Commander about guarding WoPac Frequency by lifeguard sub.
- 2004 – Asked Group Commander for info in his sub area and who lifeguard sub was, since his message had been action to us only.
- 2115 – Received answer from group commanded. PLAICE will take over lifeguard duties at midnight.

February 20, 1945

- 0000 – Shifted sub areas as previously scheduled by Group Commander.
- 0553 – Submerged off HENKA SHO. Seas very rough, rolled 10° at 80 ft. Took looks every 10-15 minutes instead of the usual high periscope watch.
- 1200 – Position Lat. 25°15N, Long. 122°14'E.
- 1811 – Surfaced.
- 1858 – Exchanged recognition with USS PLAICE.

February 21, 1945

- 0530 – Saturation contact on APR at 99 mcs, came on at once. Has not been picked up before. Believe it's land based.
- 0548 – Submerged. HOKA SHO, MENKA SO, and KAHEI SHO north of FORMOSA give excellent radar cuts in order to keep position in this terrible weather. It has been overcast, rough and raining since the day we entered this area.
- 1200 —Position Lat. 25°17N, Long. 122°15E.
- 1805 – Sighted floating object about 800 yards away, bearing 000°.
- 1816 – Surfaced, searched for object.
- 1836 – Sighted object, it was aircraft belly tank.
- 1836 – SJ contact on SAMUCHO KOKU bearing 234°T, distant 38,800 yards.

February 22, 1945



USS Spikefish (SS/AGSS-404)

ABalao-class submarine, was a ship of the United States Navy. Spikefish was the first United States submarine to record 10,000 dives. "Spikefish" is a name given to the marlins or spearfish in the family Istiophridae, usually applied to the striped marlin in the Pacific off the west coast of the United States.

Spikefish was laid down on 29 January 1944 by the Portsmouth Navy Yard in Kittery, Maine; launched on 26 April 1944, sponsored by Mrs. Harvey W. Moore, and commissioned on 30 June 1944, Commander Nicholas J. Nicholas in command.

Spikefish was redesignated an Auxiliary Research Submarine AGSS-404 in 1962. She was decommissioned on 2 April 1963 and was struck from the Navy list on 1 May 1963. She was subsequently sunk as a target in August 1964 off Long Island, NY.

Spikefish received three battle stars for World War II service.



USS Kingfish (SS234)

Gato-class submarine, was the first ship of the United States Navy to be named for the kingfish, a fish found along the Atlantic coast of the United States.

Kingfish (SS-234) was launched by Portsmouth Navy Yard 2 March 1942; sponsored by Mrs. Harry A. Stuart, wife of Rear Admiral Stuart; and commissioned 20 May 1942, Lt. Comdr. Vernon L. "Rebel" Lowrance (Class of 1930) in command.

She was struck from the Navy List on 1 March 1960, sold to Albert Heller 6 October 1960, and scrapped.

Kingfish made 12 war patrols, sinking 14 enemy ships totaling 48,866 tons, and was awarded 9 battle stars for World War II..



Bobbie Newell
GM1c



Gus Pappas
SC3c



Richard Pitstick
EM1c



William Porter
EM1c



Tracey Price
EM2c

0237 — PLAICE informed us his SJ is out of commission.
 1015 – SJ contact on HOKA SHO bearing 300°T, distance 26,000 yards.
 0550 — Submerged.
 1200 — Position Lat. 25°21'N, Long. 122°14'E.
 1825 — Surfaced..
 1831 – SJ contact on HOKA SHO bearing 337°T, distance 26,000 yards.
 1845 – APR contact, 155 mcs. believe it's on one of the islands N.E. of FORMOSA.
 2050 – Exchanged SJ recognition signals with USS PLAICE, bearing 230°T.

February 23, 1945

0515 – SJ contact on HOKA SHO, 310°T. distant 29,150 yards.
 0550 – Submerged.
 1200 – Position Lat. 25°10'N, Long 122°15'E.
 1820 – Surfaced.
 1850 — SJ contact HOKA SHO bearing 298°T, 31,250 yards.
 1905 – Exchanged recognition signals with USS PLAICE on the SJ.

February 24, 1945

0550 – Submerged.
 1200 – Position Lat. 25°11'N, Long. 122°20'E.
 1825 – Surfaced.
 1908 – Received contact report from SPIKEFISH regarding convoy of 6 AK's and 4 escorts at Lat. 29°05'N, Long 127°24'E, speed seven, course 210, at 0900 this morning. Hope they keep on coming as SPIKEFISH said. For speed 6-13 knots possible arrival my patrol point is from 1100 on the 25th to 1700 on the 26th.
 1929 – SJ contact on HOKA SHO bearing 334°T, distant 42,200 yards.
 1935 – Received serial nine three from ComSubPac assigning us life-guard duty from March one until departure or until relieved.
 2250 – APR interference 156 mcs., 500 pulse rate. Swund ship, seems to come from HOKA SHO.

February 25, 1945

0245 – Decoded message from Group Commander to ComSubPac requesting one week's extension in area for PLAICE. SCABBARD-FISH does not desire extension.
 0530 – SJ radar contact on MENKA SHO bearing 283°T, sitant 30,800 yards.
 0607 – Submerged.
 1200 – Position Lat. 25°20'N, Long. 122°16'E.



USS Icefish (SS-367)

A Balao-class submarine, was a ship of the United States Navy named for the icefish, any member of the family Salangidae, small smeltlike fishes of China and Japan. Also known as white-bait.

Icefish (SS-367) was launched 20 February 1944 by Manitowoc Shipbuilding Co., Manitowoc, Wisc.; sponsored by Mrs. Stanley P. Mosely, wife of Captain Mosely; and commissioned 10 June 1944, Commander Richard W. Peterson in command.

Icefish decommissioned at Mare Island 21 June 1946 and jointed the Reserve Fleet.



USS Sea Owl (SS/AGSS-405)

A Balao-class submarine, was a ship of the United States Navy named for the sea owl, a lumpfish of the North Atlantic.

Sea Owl was laid down by the Portsmouth Navy Yard in Kittery, Maine on 7 February 1944; launched on 7 May 1944; sponsored by Mrs. Thomas L. Gatch; and commissioned on 17 July 1944, Lieutenant Commander Carter L. Bennett in command.

Sea Owl was decommissioned and struck from the Navy list. Sea Owl was sold for scrapping, 3 June 1971.

A Balao-class submarine, was a ship of the United States Navy named for the piranha, the most ferocious of freshwater fishes, found in the Amazon and Orinoco River systems.



USS Piranha (SS-389)

Piranha was laid down 21 June 1943 by Portsmouth Navy Yard in Kittery, Maine; launched 27 October 1943; sponsored by Mrs. William S. Farber, wife of Rear Admiral Farber, Assistant Chief of Naval Operations; and commissioned 5 February 1944, Lieutenant Commander Harold E. Ruble in command.

Piranha decommissioned at Mare Island Naval Shipyard 31 May 1946. There she lay in reserve, redesignated AGSS-389 on 6 November 1962, until struck from the Naval Register 1 March 1967. Her hull was sold for scraping.

Piranha received 5 battle stars for World War II service.



Billy Williams
S1c(RM)

Commanding Officer
Frank Gambacorta

Executive Officer
W.W. Gaskins

Wardroom
W. H. Balcken, LTjg
Bruce Young, Ens

Crew
Anderson, Richard
MoMM1c
Anz, John
S1c
Atkins, Robert
TM3c
Atkinson, William
MoMM3c
Bailey, Raymond
S1c (TM)
Bailey, Welfred
SM1c
Ballard, Kelly
SSMB2c
Barnes, Bill
QM3c(T)
Battle, Irwin
MoMM1c
Baybutt, Richard
MOMM3

Beard, Allen
F1c(MM)
Belden, Edwin
EMC
Berry, Earl
CMoMM
Blair, Powell
Prtrlc
Blanton, Freddy
CYA
Boyajian, Kriker
EM2c
Boyett, Leroy
S1c(TM)
Bradley, Norris
S1c (TM)
Brown, Arnold
S1c(SM)
Brown, Marion
TMC
Buck, Freeman
Cox (T)
Burke, James
EM2c

- 1845 – Surfaced.
- 1846 – SJ contact on MENKA SHO, 006°T, 18,000 yards.
- 2035 – Decoded message from ComSubPac to Group Commander granting his one week's extension in patrol area.

February 26, 1945

- 0443 SJ contact on MENKA SHO, bearing 275°T, distance 27,200 yards.
- 0549 – Submerged.
- 1200 – Position Lat. 25°21'N, Long. 122°20'E.
- 1418 – Visibility poor, heavy seas, so surfaced hoping SPIKEFISH contact was around.
- 1604 – Submerged when SJ contact closed from 7,000 yards to 2,000 quickly. JOOD sighted two engine bomber on opposite and parallel course about a mile away, elevation 5°. Rigged for depth charge on the way down. Aircon #5.
- 1620 – Came to periscope depth, all clear.
- 1827 – Surfaced.
- 2010 – Delivierd our scheduled weather message in accordance with ComSubPac's Op-plan 2-45 to Radio Midway. Also asked ComSubPac what type planes would be operating during our lifeguard duty.
- 2248 – SJ contact 250°T, 9,500 yards. Tracked two ships on base course 080°T, speed six (6) knots. At 7,400 yards could make them out as small, may be patrol craft searching. Their course changes were erratic. Went back and forth toward them to get a better look. There is a full moon but completely overcast. SHIPCON #1.

February 27, 1945

- 0005 – Sent contact report to task group.
- 0140 – Decided to go around those two small boasts and see if they were sweeping ahead of something more important. Lost contact at 12,800 yards. Later in the morning when they were sighted these were wooden luggers of about one hundred tons. Our radar is getting phenominal ranges this patrol, 50 miles on land is not unusual.
- 0245 – SHIPCON#2. Sighted object on horizon bearing 355°T and at
- 0250 – SJ contact bearing 354°T, distant 11,250 yards. Could see 3 maybe 4 blobs through ST periscope, looked small, radar sometimes reported four to six pips, all mushy.
- 0349 – Sent contact report to PLAICE and SCABBARDFISH of 4 targets, course 080°T, speed 10, and position Lat. 25°26'N, Long 122°30E. Went full on four engines and pulled ahead for submerged attack. Those ships were inside restricted area but outside or 100 fathoms.
- 0400 – Targets changed course to 055°T, sent out contact report to pack. Now only had two pips. Could see only two objects.
- 0437 – Targets changed course to 030°T, sent contact report fo pack. Lost contact at 12,000 yards. Pulled ahead and then came in to generated 3,000 off track, generated range of 14,000. Could not regain contact and reported same to pack.
- 0532 – SJ contact on UOTSURE SHIMA, bearing 060°T, range 60,000 yards, searching ahead of expected track.



USS Puffer (SS-268)

A Gato-class submarine, was the first ship of the United States Navy to be named for the puffer, a fish which inflates its body with air.

Puffer (SS-268) was laid down by the Manitowoc Shipbuilding Co., Manitowoc, Wisc., 16 February 1942; launched 22 November 1942; sponsored by Mrs. Ruth B. Lyons (granddaughter of the oldest employee at Manitowac, Christ. Jacobson, Sr.); and commissioned 27 April 1943, Lt. Comdr. M. J. Jensen in command.

Puffer decommissioned 28 June 1946, and was berthed at Mare Island as a unit of the Pacific Reserve Fleet. At the end of the year Puffer was ordered activated and assigned to the 13th Naval District for training Naval Reservists. Employed in that status, at Seattle, until relieved by Bowfin 10 June 1960, Puffer was placed out of service and sold for scrapping to the Zidell Corp., Portland, Oreg. 4 November 1960.



USS Devilfish (SS/AGSS-292)

A Balao-class submarine, was a ship of the United States Navy named for the devilfish, any of several gigantic, viviparous rays found in warm seas, the octopus or other large cephalopods.

Devilfish (SS-292) was launched 30 May 1943 by Camp Shipbuilding Co., Philadelphia, Pa.; sponsored by Mrs. F. W. Fenno, Jr.; and commissioned 1 September 1944, Commander E. C. Stephen in command.

She was struck from the Naval Register, 1 March 1967. Devilfish was sunk as a target by Wahoo (SS-565) off San Francisco, CA., 14 August 1968.

Devilfish received three battle stars for World War II service; her second war patrol was designated as "successful".

Carbullido, Edward
 StM1c
 Carpenter, William
 MM2c
 Carter, Clarence
 EM2c(T)
 Childs, George
 TM1c
 Clink, Edwin
 CMoMM
 Cook, James
 S1
 Cooley, Robert
 Sm3c
 Cornish, Arthur
 F1c(MoMM)
 Cotter, Timothy
 EM2c
 Cruz, Angel
 StM2c
 Cruz, Enrique
 StM1c
 Cullen, Homer
 StM1c
 Cunningham, Ralph
 QM3c(T) V6
 Cyganik, S.P.
 FCS1c
 Daniel, Arnold
 MoMM2c
 Daniels, Howard
 F1c(MoMM)
 Davis, William
 CMoMM(T)
 Denham, George
 S1TM
 Di Antonio, Vito
 TM3
 Dimmings, Arthur
 StM2c
 Easley, Jack
 SC2c(T)
 Edwards, John
 EM2c
 Englert, Edward
 GM1c
 Evans, Clifford
 CSFA
 Farrell, Robert
 F1c(EM)
 Ferris, Phillip
 M1c
 Flaskas, Buster
 S1c
 French, Satterlee
 TM3c
 Fulmer, John
 MMS2c
 Fulton, William
 MoMM
 Geiger, Raymond
 SF1c
 Giffin, Walter
 F1(EM)
 Glenn, Samuel
 MoMM1c

- 0544 – SHIPCON #3. Sighted two small boats bearing 245°T, about five miles distant, now getting very bright, completely clear sky and full moon, unheard of in this locality. This is the first day we have seen one bit of clear sky.
- 0545 – Submerged as SJ called out range of 10,000 yards. Identified targets as armed trawler and one lugger similar to type on right had side of page 139, ONI 222 J.
- 0645 – Targets reversed course. I believe those two are first group contacted last night.
- 0649 – Sighted numerous masts on the horizon bearing 270°T, in the direction our two friends were going. I began licking my chops and also worried we had been sucked in by the two small boats. Conducted approach on what ended up as small fleet of 12 similar and smoking wooden luggers plus one armed trawler who seemed to be hovering around them and keeping them together. Due to the mirage effect prevailing from the distance it looked like a huge convoy coming up. Group was on course 070°T, speed six knots headed to pass clear of UOTSURI SHIMA. Gun action was considered but the possibility of aircraft and armed trawler, plus guns of some kind on all twelve of them made it inadvisable. Also we may have found shipping lane and some normal target may come out.
- 0840 – Sighted UOTSURI SHIMA, bearing 070°T, about forty miles distant.
- 0856 – AIRCOM #6. Sighted two planes. OOD did not identify them as they were flying low and circling. Looked like two engine bombers. Sea is smooth with long swells and visibility is unlimited today for first time in the area. Up to now it has been constantly overcast, raining and very heavy seas with long high swells. Went deep for 15 minutes.
- 0934 – Heard one distant depth charge explosion.
- 1200 – Position Lat. 25°31'N, Long 122°51'E.
- 1828 – Surfaced.
- 1910 – SJ contact on UOTRURI SHIMA, bearing 053°T, distant 65,000 yards.
- 1923 – SJ contact bearing 180°T, 17,000 yards. Went to four engines and lost contact at 15,000 yards. From change of bearing and range it could be a plane. No APR contact, SD shows all clear.
- 2030 – Received message from ComSubPac saying he believed B-24's and B-25's with fighter cover



USS Fulton (AS11)

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 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 ; Beam: 73 feet; Draft: 25.6 feet; Displacement: approx. 18,000 tons; Speed: 15 knots; Armament: two Mk-30 5-inch / 38 caliber guns, four 20mm guns; Crew: approx. 1200.



The USS Hamul (AD-20)

Lead ship of a class of two destroyer tenders; she was most likely named after Hamal, the brightest star in the constellation Aries.

Laid down on 6 March 1940 as SS Sea Panther, a Maritime Commission type (C3 Cargo) hull under Maritime Commission contract (MC hull 40) by the Federal Shipbuilding & Drydock Company of Kearney, New Jersey. Launched in May, 1940 she was delivered to the Lykes Brothers Steamship Company of New Orleans and renamed Doctor Lykes. After two trips to the Orient she was acquired by the United States Navy and commissioned as a cargo ship, the USS Hamul (AD-20), on 14 June 1941 at Charleston, South Carolina, Commander F. M. Tillson in command. Hamul rendered logistical support for occupation of Iceland prior to America's involvement in World War II.

Hamul (AD-20) decommissioned 9 June 1962 at Long Beach. Returned to the Maritime Administration, she was placed in the National Defense Reserve Fleet at Suisun Bay in Benecia, California..

Hamul earned one battle star for World War II service and one battle star for Korean War service.

No APR contact, SD shows all clear. No APR contact, SD shows all clear.

Grotyohann, Arthur
RT3c
Hall, George
FCS2c
Henard, Pat
TM1
Hendrix, Thomas
FCS2c(T)
Hickman, Darrel
TM2c
Hobbs, Delbert
CCS
Hofer, Albert
TM3
Holmes, Edwin
SF1c
Holmgren, Wayne
RM3c
Hunt, Harold
F1c(EM)
Hurt, William
MoMM1c
Jaskot, John
S1c
Karwowski, William
QM2c
Kline, Harmon
TM3c
Kuhnsman, Carl
RM3c
Kumanski, Harry
S1c(TM)
Le Bel, Robert
MoMM3
Lee, Robert E.
SC1c
Legros, Lawrence
MM1c
Lippincott, Wayne
S1c(TM)
Lott, Luther
GM2c
Macielak, Rudolph
MoMM2c(T)
MacPherson, Donald
MoMM1c
Marchesseault, Roland
EM3c
Marcotte, Kenneth
SC3c
McBurnie, Perley
SF2c
McCann, William
MoMM3c
McCoy, Martin
S1c(TM)
McGowan, Daniel
TM1c
Meek, Eugene
MoMM3
Mestas, Manuel
TM3c
Migliis, Charles
GM2c
Minett, John
Y3c(T)

were being used in our coming life-guard duty.

- 2120 – SJ contact bearing 232°T, distant 30,000 yards. Lost contact at 22,000 and can not regain it at four engine speed. Had various others during the night. Pips were mushy and plot shows erratic bearing change. At all times lost contact a few thousand yards after picking contact up. Radarman explains it as cloud formations, and explains loss of contact due to increasing elevation as we approach contact.
- 2200 – Exchanged recognition signals with USS PLAICE. Received message on SJ from PLAICE saying she had contacted periscope in the middle of lifeguard area while she was on the surface. Gave her dope on my contact at 15 miles and losing it at 11 miles.

February, 28, 1945

- 0005 – Sent message to PLAICE requesting recommendation regarding necessity of manning lifeguard frequency during night, that we would relieve her midnight tonight and asking which sub-area she would cover.
- 0155 – Received answer from PLAICE saying she believed it was for base transmissions after planes have returned and that she would patrol sub-area FUR til SCABBARDFISH left and then both FUR and WOOL. Also that she sighted floating mine at Lat. 24°54'N, Long 122°40'E. at midnight.
- 0523 – SJ contact on FORMOSA, N.E. tip bearing 234°T, 62,000 yards.
- 0545 – Submerged.
- 0800 – Sighted HOKA SHO bearing 316°T, distant 20 miles.
- 1200 – Position Lat. 25°15'N, Long 122°14'E.
- 1449 – AIRCON #7. Zeke, bearing 215°T, about 10 miles distant elevation angle 3°, going westerly direction where he disappeared.
- 1830 – Surfaced.
- 1833 – SJ contact on HOK SHO, bearing 317°T, 11,400 yards. Again began all evening tracking on various SJ contacts ranging from 14,000 to 50,000 yards. Each had same characteristic of mushiness as compared to land pips and disappeared on closing at various ranges when others would be picked up. All were in direction of high land on FORMOSA and at times gave indications of course and speed. Radar officer and technician are explaining it as ironised clouds, or some form of window jamming, but can't believe the later. There were clouds all around horizon, full moon under overcast, clear horizon.
- 2130 – Received message of plane sighted six large and eight small ships in KEELUNG HARBOR at noon today from ComSubPac. Am patrolling outside.
- 2300 – PLAICE told SCABBARDFISH to take station at Lat. 24°51'N, Long. 123°19'E.
- 2330 – Sent contact report to pack on radar contact 22 miles, 233°T from Lat. 25°16'N, Long. 122°42'E, but at
- 2335 – Cancelled my contact when I became convinced it was cloud formation.
- 2350 – Group Commander suggested I cover area outside KEELUNG HARBOR while not lifeguarding as he is joining SCABBARDFISH off ISHIGAKI JIMA, leaving area empty.
- 2356 – Sent message to Group Commander info SCABBARDFISH asking whether he had experienced same contacts on SJ and reported my contact of morning of the twenty-seventh, also whether he had been able to lifeguard on surface.

March 1, 1945

- 0000 – Relieved PLAICE of lifeguard duty, manned lifeguard frequency. Heard some pilots talking back and forth.



USS Aegir (AS-23)

Laid down on 31 March 1943 under a Maritime Commission contract (MC hull 856) by Ingalls Shipbuilding Co., Pascoula, Miss.; launched on 15 September 1943; sponsored by Mrs. James A. Sweeney; acquired by the Navy and placed in temporary commission on 20 November 1943 for passage to her conversion yard; turned over to the Todd Ship Yards Corp., Brooklyn, N.Y., for conversion to a submarine tender on 3 December 1943 and simultaneously decommissioned; and placed in full commission at Brooklyn on 8 September 1944, Comdr. A.L. Prosser in command.

Displacement: (tons Laden) 16,500; Built / Launched: 3/31/1943 / 9/15/1943; Length: 492' 6"; Built By Ingalls Shipbuilding Co., Pascoula, Miss.

Beam: 69' 6"; Class: Aegir; Draft: 27' 0"; Commissioned: 1943; Speed (rated) 18.4kts; Decommissioned: 1946; Compliment: 1,460; Disposition: Sold, Scrapped

Monroe, Jack
FCS2C
Morrow, Irving
MoMM1c
Murray, Lester
EMC
Nesmith, Jerrald
SC1c
Nettleship, Frank
CEM
Nichols, Joseph
S1c
Parish, James
SF3c
Penney, Jack
EM3c
Peregrino, Elias
CK1c
Peterson, Carl
FC3c
Piekos, Stanley
CTM
Polonyi, Albin
F1(EM)
Poole, Ivory
TM2c
Pyburn, David
S2(RM)
Rasmussen, Richard
S1c(TM)
Rinker, Richard
FCS1c
Robins, Edwin
QM3
Roscher, Frederick
Bkr3c(T)
Rose, Russell
S1c
Ross, John
RM3c(T)
Rounds, Bruce
MoMM2cJ
Runyon, William
RM2c L
Russell, Robert
RMC
Schorr, Sidney
S1c
Shafer, Donald
CY
Silvis, Robert
SC3c
Slack, Earl
MoMM2c
Small, Samuel
TM2
Smidutz, Robert
TM3
Smith, Frederick
CPhM
Smojice, Ebrue
MoMM1c
Soulis, James
CTM
Spencer, Charles
FCS3c

0120 – Received mmessage from Group Commander saying he had had one mushy contact at 17 miles tonight, had night APR contact at 155 mcs., not aircraft, plus definite daylight periscope sighting and therefore recommended that I submerge in the daytime.
0545 – AIRCON #8. Submerged on sighting aircraft bearing 000°T, about 1 1/2 miles away on parallel and diverging course, we are on 190°T. Have just entered lifeguard area. Plane was not identified, looked small. No APR contact.
0800 – Commenced guarding lifeguarding frequency at SD depth. (UNREADABLE)
1200 – Position Lat. 24°53'N., Long. 122°31'E.
1725 – Heard distant bomb explosions.
1830 – Surfaced, headed to patrol outside KEELUNG.
1850 – SJ contact 12,500 yards, bearing 081°T. Bearing changed fast and lost contact, believed aircraft. AIRCON #9.
1918 – SJ contact on FORMOSA, 95,000 yards, bearing 240°T.
2214 – SJ contact on MENKA SHO, bearing 325°T, 21,250 yards.
2150 – Decoded message to DRUM and PLAICE directing them to search for aviator at Lat. 24°40'N, Long 125°E.

March 2, 1945

0058 – SHIPCON #4, SJ contact bearing 009°T, distant 8,100 yards. Closed to 5,600 yards during the tracking with bright moonlight, occasionally overcast. Made out small boat either patrol or lugger, course 075°T, speed seven. From size and type radar pip decided it to be wooden ship. Lost contact at 8,600 yards.
0553 – Have APR contact 156 mcs., PRF 500. Swung ship and determined it came from either SAMUCHO KAKU or PEITAU KAKU. Experienced SEA POACHER APR direction finder invented by PITSTICK, R. E. EM1c. It consists of a plug in wire to APR antenna attached to metal grounded shield which is moved around by hand to determine maximum intensity. So far it's only an experiment.
0544 – Submerged.
0800 – Commenced guarding lifeguard frequency at SD depth.
1200 – Position Lat. 24°49'N, Long. 122°29'E.
1834 – Surfaced.
2040 – Delivered weather message to NPM for ComSubPac, also suggested cutting down lifeguard frequencies with WoPac communications. Also reported contact of twenty-seventh on the luggers.

March 3, 1945

0550 – Submerged.
0800 – Commenced guading lifeguard frequency.
1200 – Position Lat. 24°42'N. Long. 122°18'E.
1825 – Surfaced.
1922 – SJ contact on HOKA SHO bearing 310°T, 38,400 yards.
2015 Converted #5 F.B.T. to M.B.T.
2105 – Received message from ComSubPac telling us missed serials did not concern us and that hours of guarding lifeguarding frequency could not be reduced.

March 4, 1945

0540 – Submerged.
0800 • Commenced guarding lifeguard frequency.
1200 – Position Lat. 24°55'N, Long. 122°24'E.
1210 – AIRCON #10. Sighted aircraft bearing 263°TY, about 12 miles distant, elevation angle 1° on southerly course. No distress heard on lifeguard frequency and plane not identified.
1836 – Surfaced.
2220 – SJ contact on MENKA SHO bearing 326°T, 42,000 yards.

March 5, 1945

0545 – Submerged in lifeguard area.
0800 – Commenced guarding lifeguard frequency.
1200 – Position Lat. 24°51'N, Long. 122°28'E.
1827 – Surfaced, YONAKUNI JIMA bearing 128°T, 44,5000 yards. Decided to go down along coast of FORMOSA south of lifeguard area. Seas calm for a change.
1847 – SJ radar interference 125°T, could not exchange signals. Must be USS PLAICE.
2300 – Barometer rose, wind and seas picked up suddenly.

March 6, 1945

0600 – Entered lifeguard area barely making headway into mountainous seas. Pilot ofr area confirms

Spitzner, Richard
TM1c
Stokes, John
MoMM2c
Strunk, David
TM2c
Sullivan, William
RM3
Sutton, Jack
MoMM3c
Syme, Melvin
TM2c
Thieme, Charlie
MoMM1c
Thomas, Keith
RT2c
Thomas, William
EM3
Thomason, Robert
GM1c
Thompson, Robert
MoMM1
Thompson, William
Bkr3c (T)
Todd, Richard
S1c
Tompkins, Edward
GM3c
Tzrinske, Leo
SC3c
Urban, Ed
CMM
Van Strander, James
CM
Washkuhn, Douglas
MoMM1
Watson, Lloyd
F1c
Weddle, Owen
S1c(TM)
White, Frank
TM2c
Zelina, George
CTM
Znuj, Theodore
MoMM2c

this weather for this time of year. Remained on surface.
0800 – Commenced guarding lifeguard frequency.
1200 – Position Lat. 24°52'N, Long, 122°30'E.
1305 Submerged, no distress having been heard and I doubt seriously that any planes were up in this dirty weather.
1827 – Surfaced patrolling at 3 knots speed into mountainous seas.

March 7, 1945

0430 – Received very welcome message modifying lifeguard duty for planes from Philippines. We were given definite strike time for today, plus plane type and calls. Our planes today are P-51, time of strike 1030-1130 HOW time. This message was info to KINGFISH and ICEFISH who are headed into this area. PLAICE leaves tomorrow night.
0555 – Submerged. Seas have moderated somewhat, conducting normal periscop patrol.
1019 – Surfaced, manned lifeguard frequency, strike is from 1030-1130.
1135 – Submerged. Nothing heard on lifeguard frequency except from planes that seemed carrier based. No distress heard nor did fighter cover appear. Called them on CHF but no reply.
1200 – Position Lat. 24°15'N, Long 122°29'E.
1832 – Surfaced, very heavy seas.
2030 – SJ contace on HOKA SHO bearing 318°T, 42,000 yards.
2045 – Received message from ComSubPac saying that we were required to be on surface and guarding lifeguard frequency if and when notified in advance that strikes will be conducted and to patrol station at other times close enough so we can return to station on twelve hours notice.

Mach 8, 1945

0000 – Decided to patrol off islands northeast of KEELUNG since with these very heavy seas wwe can't make much speed.
0415 – SJ contact on MENKA SHO 290°T, 30,450 yards.
0550 – Submerged. a 3 knot northeastely current is being experienced.
1200 – Position Lat. 25°12'N, Long 122°19'E.
1830 – Surfaced.
2115 – SJ contact on UOTSURI SHIMA, beaing 000°T, distnat 600,000 yards.

March 9, 1945

0145 – Group Commander in PLAICE reported he was leaving area and told us to patrol independently.
0335 – SJ contact on IRIOMOTE JIMA, distant 40 miles, bearing 180°T.
0528 – Submerged off ISHIGAKI JIM hopingf some traffic is going in or out.
1320 – AIRCON #11. Three (3) unidentified bombers flying low, in formation about 15 miles distant, bearing 170°T, on northerly course.
1835 – Surfaced about 13 miles from ISHIGAKI JIMA.

March 10, 1945

0535 – Submerged off ISHIGAKI JIM for one more day.
1200 – Position Lat. 24°37'N, Long 124°05'E.
1839 – Surfaced about eleven miles off ISHGAKI. Decided to go ff UOTSURE tomorrow.

March 11, 1945

0533 – Submerged about ten miles of UOTSURI.
1200 – Position Lat. 25°35'N, Long. 123°20'E.
1848 – Surfaced about eleven miles off UOTSURI. Decided to go south along coast and patrol of KARENKO tomorrow.
1935 – Received message from ComSubPac asking SEA OWL, PIRANHA, PUFFER and us to report interference on lifeguard frequency caused by administrative traffic.
2046 – Asked ICEFISH and KINGFIH where they were patrolling.
2058 – Received word from ICEFISH they were patrolling east of 123°E.
2203 – Replied to ComSubPac's message saying we had heard voice traffic suggesting control tower and carrier based plane traffic.

March 12, 1945

0550 – Submerged about fourteen miles east of KARENKO.

1100 – Visibilty cleared and can make out steep coast of FORMOSA distant 10 miles by radar.
1200 – Pision Lat. 23°44'N, Lon. 121°42'E.
1836 – Surfaced.
2015 – Sighted navigational lights of KARENKO.

2305 – ICEFISH requested rendezvous at Lat. 25°N, Long. 123°E. ast 0030 (l) on the 14th.

March 13, 1945

0000 – Replied affirmative on rendezvous with ICEFISH.

0120 – Swung ship to determine direction of APR contact on 016°T. We were using our APR Direction Finder Antenna Mod. 1. The modification consists of making the antenna shield parabolic and seems to give one definite sharp beam. In this case it indicated direction of SUO WAN on east coast of FORMOSA. This antenna is explained in further detail under RADAR.

0152 – AIRCON #12. SJ contact bearing 280°T, 14,550 yards, changed bearing fast and lost at 17,550 yards, travelling in southerly direction.

0530 – Submerged ten miles of MENKA SHO. Seas all glassy and sky completely clear, a most unusual occurrence in this area, where the opposite usually exists.

1200 – Position Lat. 25°15'N, Long. 122°15'E.

1856 – Surfaced. MENKA SHO bears 354°T, 14,700 yards.

1920 – Exchanged SJ interference bearing 180°T, could not exchange recognition.

2010 – AIRCON 313. Sighted red light or aircraft coming toward us no APR or SJ contact. Submerged.

2030 – Surfaced, headed for rendezvous with ICEFISH.

2308 – SJ interference bearing 125°T.

2336 – SJ contact on ICEFISH at 9050 yards. Asked ICEFISH to stay on steady course and speed in order to maneuver alongside to pass over cylinder containing area information by line throwing gun. ICEFISH took course 270°T, speed 5 knots.

2358 – Maneuvered alongside and passed over cylinder by line throwing gun. Exchanged information by megaphone. ICEFISH told us she would relieve us of lifeguarding duty and patrol west of 123°E. Told me it was satisfactory to patrol off IRIOMOTE Island tomorrow and that he would inform the KINGFISH.

March 14, 1945

0028 – Parted company with ICEFISH and headed towards IRIOMOTE ISLAND.

0047 – Lost radar contact on ICEFISH at 12,700 yards.

0135 – Received message from ICEFISH to KINGFISH and us, giving patrol positions for ICEFISH and KINGFISH and telling latter to keep clear of IRIOMOTE the 14th.

0255 – Sighted possible aircraft exhaust and submerged. AIRCON #14. No APR, elevation angle about 4°, SD clear.

0320 – Surfaced, very clear night.

0513 – Submerged about ten miles off IRIOMOTE JIMA.

1107 – Heard several burst of gunfire, JP heard splashes. All clear on the periscope, very clear day and calm seas.

1200 – Position Lat. 24°23'N, Long. 123°37'E.

1846 – Surfaced.

1930 – Received routing orders from ComSubPac to SAIPAN for fuel and onward routing to MIDWAY for refit.

2350 – SJ experience phenomenal range of 100 miles on FORMOSA. Clear night with ideal atmospheric conditions for this to happen. Explained under RADAR. Turned towards and tracked for 35 minutes till definite land contours could be seen on PPT.

March 15, 1945

0227 – Departed patrol area.

0527 – Submerged for trim.

0544 – Surfaced.

0900 – Set clocks ahead to zone -9 time.

1200 – Position Lat. 22°15'N, Long. 125°26'E.

1310 – **AIRCON #15**. Two engine bomber on westerly course, six miles distant, about 2° elevation, not identified. Submerged.

1334 – Surfaced.

1430 – Received routing message from CTC 17.7 to Saipan.

March 16, 1945

0031 – Delivered arrival message to CTG 17.7 at Saipan and requested dawn rendezvous on 19th.

1200 – Position lat. 20°41'N, Long 131°01'E.

2015 – Converted #4 F.B. Tank to M.B. tank.

2200 – Entered joint zone.

March 17, 1945

0800 – **AIRCON #16** b miles distant, flying low on westerly course. Did not reply to IFF.

0822 – Submerged for trim.

0837 – Surfaced.

1200 – Position Lat. 18°15'N, 136°16'E.

March 18, 1945

0130 – exchanged SJ recognition with DEVILFISH who passed on opposite course.

0806 – SJ contact 2700 yards, bearing 080°T, definitely not plane. Could not sight anything. Avoided on four engines. Radar PIPi was definite and solid, both on "A" scope and PPI scope.

1200 – Position Lat. 15°50.8N, Long. 141°20'E.

March 19, 1945

0005 – Received message designating SC775 as our escort into Saipan. Had various aircraft contacts during night.

0545 – Rendezvous made with escort and proceeded to Saipan.

1541 – Moored alongside USS FULTON at Tanapag Harbor, Saipan. Received fuel.

March 20, 1945

1338 – Underway from alongside USS FULTON. Strong wind rough seas. While twisting in very confined space astern FULTON, nicked port screw on anchor chain of USS HAMUL (AD20). Requested diver from FULTON and proceeded to clear anchorage ground. Executive Officer went over the side after we anchored to inspect screw. Too rough to see anything so returned to tender.

1458 – Moored alongside USS FULTON. Diver's inspection revealed damage about six inches long on edges of two blades of port screw, stern diving gear and starboard screw undamaged.

1710 – Temporary repairs completed by divers.

1720 – Rendezvous made with escort SC775 and cleared harbor. Seas extremely rough heading into the sea, able to make ten knots only.

2355 – Released escort giving him a sincere thanks for he was taking a beating in this sea.

March 21 1945 TO March 27, 1945

Enroute Midway Island, experiencing very heavy weather for first four days cutting our advance down to 8 - 9 knots at times, shipping seas continuously.

Requested rendezvous 0900.27th west long.

March 27 1945

1014 – Moored port side to USS AEGIR at Midway , T.H.

(C) – WEATHER

The weather was as expected for this season off the north east coast of FORMOSA during the period February 12 to March 14, 1945. Weather was completely overcast with force (5) winds and (4) seas from the northeast. The only exception was a calm period during full moon. Periscope observations were difficult except when in the trough or heading with the seas.

(D) TIDAL INFORMATION

In the area 24°30' to 25°30'N, 122° to 124°E, the current was generally north to north east with a drift of about 1.5 to 2 knots. The following are observations of tidal information obtained while in the area:

DATA UNREADABLE FROM HEADINGS TO:)

Feb.	0600/18	1900/18	25°32'N 132°20'E	090° 1.6	3	Submerged
Feb.	0600/19	1900/19	24,°30'N 123°36.5'E	030° 1.1	1	Submerged
Feb.	0600/21	2000/21	25°17'N 122°15'E	000° 0.5	3	Submerged
Feb.	0600/23	1900/23	25°10'N 122°15'E	350° 1.0	3	Submerged
Feb.	0000/24	2000/24	25°11'N 122°20'E	040° 1.2	4	Submerged
Feb.	0600/25	2000/25	25°20'N 122°16'E	290° 0.2	4	Submerged
Feb.	0600/26	2000/26	25°21'N 122°20.5'E	315° 0.	3	Submerged
Feb.	0000/28	1900/28	25°15'N 122°14'E	035° 1.5	3	Submerged
Mar.	0600/1	2000/1	24°53'N 122°31` E	000° 2.0	3	Submerged
Mar.	0600/3	2000/3	24°42'N 122°17'E	000° 2.0	3	Submerged
Mar.	0600/4	2000/4	24°55'N 122°24` E	055° 0.9	3	Submerged
Mar.	0600/5	2000/5	24°55'N 122°30` E	025° 1.9	1	Submerged
Mar.	0600/6	2000/6	24°51'N 122°30` E	000° 1.0	6	Submerged
Mar.	0600/7	2000/7	24°15'N 122°28` E	025° 0.9	4	Submerged
Mar.	0600/8	2000/8	25°11'N 122°18` E	025° 1.1	4	Submerged

(E) NAVIGATIONAL AIDS

No identifiable navigational aids were sighted. On 12 Mar, 1945, two lights were sighted in the vicinity of KARENKO ANCHORAGE from position 23°56'N, 121°48'E. One of the lights was flashing but with no uniform characteristics, the other light was steady. The SJ radar was invaluable as a navigation aid near land. No celestial observations were made due to completely overcast weather.

KAHEI SHO position 25°25.3'N, 121°56.5'E was determined by SJ radar fixes to be from 2,000 to 2,500 yards north of its present charted position.

(F) SHIP CONTACTS

1. – 2248 2-26, 25°14.2'N, 122°30.2'E Two small unidentified at 9,500 yds on base course of 055°T at a speed of 8 knts. Initial contact by SJ radar, but later seen.

2. – 0245 2-27, 25°09'N, 122°25'E. One armed trawler and one wooded lugger similar to Page 139 ONI-222 J. Initial range was 11,500 yards. on a course of 080°T and a speed of six knots. Initially sighted and then picked up by radar at 0250.

3. – 0649 2-27, 25°36'N, 122°52.2'E, Twelve wooden luggers similar to Page 139 ONI 222 J and one armed trawler. Initial range was 10,000 yards on a course of 070°T and a speed of 6 knots. Originally sighted and picked by radar. Contact #3 is a combination of #1 and #2.

4. – 0058 3-2. 25°15'N, 122°23'E. One small unidentified at 8,100 yads on a course of 075° at 7 knots by SJ radar. Tracked target, closing range to about 2 miles, looked like a small patrol boat.

(G) AIRCRAFT CONTACTS

A total of ten positive aircraft contacts were made while on station. Most of the contacts were made by periscope observations, all were medium bomber type except for one fighter plane.

During surface operations on nights of good visibility (very few) SJ radar had several plane contacts. there was no indications they were using radar or conducting an anti-submarine patrol

(H) ATTACK DATA

NO ATTACKS MADE.

(I) MINES

No mines encountered or minelaying operations observed.

(J) ANTI-SUBMARINE MEASURE AND EVACION TACTICS

Anti-submarine measures consisted of normal day aircraft anti-submarine sweeps. No surface patrols were in evidence. Of note is the almost complete absence of night aircraft. This may be due to constant strong winds and overcast. Planes were in evidence the last night when calm and clear weather existed.

(K) MAJOR DEFECTS

Sanitary Tanks

The method of waste disposal by a direct opening from water closets to sanitary tanks is considered to be unsatisfactory. This arrangement, despite almost daily flushing of sanitary tanks results in a diffusion of gases and melloours throughout the ship while submerged, which cannot help but be somewhat injurious to health and which certainly decreases the ships habitability. The following recommendation for the prevention of this situation is submitted:

- (1) That the officer's water closet and crew's water closets in the after battery be fitted with a waste receptacle of the type employed on heads which discharge directly to sea. This receptacle would have the usual quick closing valve and stop check valve, thus preventing a sea between sanitary tanks and the ship.

(L) RADIO

Radio reception NPM was about usual. One ComSubPac serial was missed. The addition of the new frequency, 9050 kcs, was a help. 9090 continued to be the most reliable frequency. 9090 is difficult to copy at time because the tape slips and there is a broadcast station very near it (sound like Spanish). 909 is good until 1600Z after which the signal tends to fade and there is jamming, which would like a series of dits. Log of radio reception is being forwarded to ComSubPac Administrative command as requested by despatch.

At the following times during patrol NPM could not be copied on any frequency:

1. 1515-1630Z on 12 February – Interference made copying impossible.
2. 1530-1550Z on 18 February – Interference made copying impossible.
3. 2019-2029Z on 18 February – No signal on NPM frequency. Signal faded at 2019 in middle of a message and suddenly and came back at 2029 one group further along in message.
4. 1530-1645Z on 19 February – 4515 and 6045 had too much interference to copy and 9090 could not be heard.
5. 1500-1520Z on 24 February – 6045 was the only signal that could be heard and signal was so weak and interference so strong from broadcast stations to make copying impossible.
6. 1440-1520Z on 25 February – Too much interference on all frequencies to copy.
7. 1330-1550Z on 27 February – Too much interference on 4515 and 6945 and tape slipping on 9090 to make copying impossible.
8. 2000-2030Z on 1 March – Could not hear any signal from NPM during this time.

Jamming did not seriously interfere with Sub Fox reception except on 9050. This jamming is exactly on top of NPM and makes copying impossible. Jamming information is entered in Countermeasures section.

China broadcasts of NKN were received satisfactorily.

Wolfpack communications were satisfactory. There were no messages for us on the lifeguard frequencies. The only thing heard on the lifeguard frequencies sounded like carrier and tower normal traffic on 4475 kcs. Nothing was heard on CHF. Calls heard coming in are as follows: SAPPHIRE, HUSBAND, BIVOUACK, RUBBER BOXER, CHICKADEE, AUGUST, RHUBARB ROBSPIERE, DOODLEBUG, DOLLAR BOX, ASHLAND, BALLOT BOX, CEDRIC, COMMANDO, WAGON PLAYMATE, ST. MARYS, OUTFLANK, PRIVATEER, ROBERT, BUZZARD, AFFECTION, IRISHMAN, UNCLE JOY FIREFLY. Only one occasion did we hear traffic which sounded as though a raid was in progress. We do not know where this came from and received no messages from planes testing communications or indication they were in distress. This was received on 4475 kcs, and all we heard was talk both by bombardier and pilot of a plane on a bombing run.

No trouble was experienced in delivery of ship to shore traffic on the 4235 series. We were unable to raise any shore station to transmit to CTG 17.7 on either 4515 or 8310 between 0015 and 0139Z on 126 March. In both cases the message was finally sent with ease to NPN on 8470. We cannot understand why we were unable to transmit these direct to Saipan on the area frequency.

(M) RADAR

SJ-1 – Performance of this equipment was very good. The difficulty encountered with the T-R tube failing on the last patrol was absent this time. The defective clamp holding the tube was repaired so as not to crimp the rim. No major defects were encountered beyond the ordinary tube failures and these were detected by testing before surfacing. As before, we used the radar without restraint, sweeping continuously and took frequent navigational cuts on the islands with little evidence of being detected. On one occasion the APR got a contact at 153 mcs. fairly steady immediately after taking a cut on IRIOMOTE JIMA.

Ranges obtained were very good although we did not have any ship contacts to enable us to form a good opinion. Land, 2,900 foot peaks, were contacted at 115,000 yards and 90,000 yards was a common range. 180 foot peaks were used for navigation cuts at ranges of 45,000-50,000 yards. The only ship contacts were small wooden luggers at a range of 10,000 yards. While leaving the area a range of 228,000 was obtained on FORMOSA. A 1,150 pulse rate gave us 140,000 yards on the initial sweep and the second trip echo was a range of 84,000 yards.

ST – We were still able to give this equipment a proper test. No ship contacts were made to enable us to test its worth but ranges of 16,000 yards were obtained on a DE during training periods. On patrol it was used for submerged navigational ranges of 30,000 to 35,000 yards on 700 to 1,000' islands. But, although the ranges are good for an antenna height of about 4 feet, the operation was not reliable. Constant attention had to be given to the gear to keep it in operating condition and it still was not dependable. One day a 35,000 yard range would be obtained while the next, for no apparent reason, no contact would be gotten at 15,000 yards on the same target. At one time replacing the T-R tube and crystal gave us a greater range but since operational characteristics have changed even without any repairs to the set we feel this is not the real reason behind the poor response.

SD-4 – Since we only used the SD enroute and for a few quick sweeps in the area we can only assume that it was working up to par. One plane contact was gotten at 8 miles before entering the patrol area and land was gotten at 30-40 miles several times in the area.

APR-SPA – The few aircraft contacts we had while surfaced were not detected by it. Several land based radars were intercepted as noted on the contact report. An attempt was made to construct a directional antenna to be used on the bridge. It consisted of a dipole with parabolic reflector but although it gave a directional indication within ten degrees on two stations, we have not had an opportunity to give it a fair test. Two contacts at 80 mc and 166 mc were experimented with a beam width of 10 to 40 degrees was found in the antenna. If the suitably designed antenna of this sort were available a lot more valuable information could be obtained. The idea of swinging the ship with a varying contact never produced the desired results. The antenna dipole was 9 inches, corresponding to the length of the APR antenna and was mounted 1 3/4" from the rear of the parabolic reflector. Reflector was 10 inches wide with a 9 inch opening and a 9 inches deep. The coaxial cable was brought in the rear of the reflector, the antenna conductor being grounded to the reflector. Operation simply consisted of rotating the antenna by hand on the bridge or on the periscope sheers until a maximum signal was obtained.

Casualties and Repairs

SJ-1 – A high voltage of .3 kw with magnetron current off scale was traced to a faulty VR150 in the bias network. This and a gassy 5D21 were replaced to restore operation. No time was lost since the trouble was discovered and corrected before surfacing in the evening.

A reduction in sensitivity and I.F. Gain was traced to the I.F. strip and corrected by replacing the I.F. tube.

ST – Complete loss of sensitivity was encountered, so the "TR" tube, crystal and 5D21 were replaced, set was retuned and a 38,000 card range obtained.

SD-4 – No trouble.

APR-SPA – Focus got progressively bad on the scope. Voltages are taken on the high voltage bleeder and a low voltage found in the focus anode. Since all resistances seemed good, a 1 meg resistor was put in parallel with R118 and sharp focus was again obtained. Complete loss of an indication on the SPA scope was traced to a loss of high voltage to the tube. The transformer was checked and found to have an open winding in the 1800 volt section. Transformer was replaced and operation was restored.

(N) SONAR

The only opportunity to check operation of sound conditions was on a group of small wooden luggers which was heard at a range of 8,000 yards on all sound units.

(O) DENSITY LAYERS

GCT	Date	Lat. Long.	Greatest Depth	Gradient Depth		Degrees Change
				Upper	Lower	
2154	2-15-45	25°05'N 123°07'E	120'	ISOTHERMAL		
2153	2-18-45	25°32'N 123°30'E	390'	160'	390'	1° Neg.
2145	2-27-45	25°39.4'N 123°53.8'E	100'	ISOTHERMAL		
2249	3-3-45	22°08.5'N 122°08'E	290'	140'	180'	3° Neg.
0515	3-6-45	22°53'N 122°31'E	105'	ISOTHERMAL		
2200	3-8-45	25°17'N 122°11'E	320'	100'	170'	18° Neg.
				170'	290'	3° Pos.
				305'	32`5'	2° Pos.
2200	3-9-45	24°26'N 123°54.5'E	395'	ISOTHERMAL		
2200	3-10-45	25°37.5'N 123°16'E	420'	ISOTHERMAL		
2200	3-11-45	23°52.2'N 121°47.2'E	290'	95'	125'	1° Neg.
				175'	290'	4° Pos.
2200	3-12-45	25°15'N 122°22'E	405'	60'	145'	2° Neg.
				145'	180	3° Neg.
2111	3-13-45	24°24.5'N) 123°32'E	395'	60'	395'	3° Neg.

(P) HEALTH, FOOD AND HABITABILITY

HEALTH

The health of the officers and crew in general has been excellent.

FOOD

The food was uniformly good and well prepared for the entire patrol. The baker received during last refit has performed very well.

HABITABILITY

The overall habitability for officers and men was very good. Heads and sanitary tanks have been a constant source of trouble. At times the air was most unpleasant.

(Q) PERSONNEL

- (a) Number of men detached after previous patrol: 8
- (b) Number of men on board during patrol: 78
- (c) Number of men qualified at start of patrol: 61
- (d) Number of men qualified at end of patrol: 74
- (e) Number of unqualified men making their first patrol: 7

Daily instruction for the crew is held by officers and leading petty officers. The morale of the crew is very high in spite of having made no contact with the enemy. All officers performed very well and three that were received from submarine school during commissioning period will be ready for qualification during coming refit.

(R) MILES STEAD – FUEL USED

	Miles Steamed	Fuel Used
Guam to Area	1522 miles	18,290 gal.
In Area	4531 miles	38,240 gal.
Area to Midway via Saipan	3879 miles	61,924 gal.
Total	9926 miles	118,454 gal

(S) FACTORS OF ENDURANCE REMAINING

Torpedoes	Fuel	Provisions	Personnel Factor
24	38,900 gals	Days: 30	Days:30
Limiting factor this patrol: Operation order.			

(U) COMMUNICATIONS, RADAR AND SONAR COUNTERMEASURES

Radio Jamming

1. 1300-1330Z on 13 February – Several submarines trying to send on 2160 and Jap opened up every time one of the boats did. Lat. 29°07'N, Long 123°14'E.
2. 1140Z on 16 February – Random keying on 6045. Lat. 24°44'N, Long. 123°40'E
3. 2130Z on 21 February – Random Jap keying on 4515. Lat. 25°21'N, Long 122°12'E.
4. 1950-2020Z on 24 February – Jap station jamming 9090 with a very strong signal sending call "WCN" repeatedly. 9090 was SA-R3 when jamming began but was blocked out completely. Lat. 25°16'N, Long 122°33'E.
5. 1520-1540Z on 26 February – Random keying on 2160. Sounds like about six Japs stations. Lat. 27°17'N, Long. 122°15'E.
6. 2030Z on 1 March – 4515 blanketed by random C.W. keying from several Jap stations. Lat. 25°10'n, Long. 122°16'E.
7. 2630Z on 4 March – 6045 bagpipe jamming. Lat. 25°08'N, Long. 122°20'E.
8. There is CW jamming on 9050 in the form of a series of E's. This does not seem to run according to any set schedule. It calibrated exactly on NPM and is difficult to impossible to copy through.

FIRST ENDORSEMENT to
USS SEA POACHER (SS406)
Report of War Patrol No.
TWO dated 27 March 1945.

FROM: The Commander Submarine Division TWO FORTY-ONE
TO : The Commander in Chief, United States Fleet.
VIA : (1) The Commander Submarine Squadron TWENTY-FOUR
(2) The Commander Submarine Force, Pacific Fleet.
(3) The Commander in Chief, U.S. Pacific Fleet

SUBJECT: USS SEA POACHER (SS406) – Report of War Patrol Number Two.

1. – The second war patrol of the SEA POACHER was conducted in the area northeast of Formosa. No attacks were made.
2. – Only four contacts were made, they were small escorts, armed trawlers or wooden luggers. No attacks were made.
3. – In addition to patrolling the SEA POACHER had lifeguard duty. She was not called upon for rescue.
4. – The Commanding Officer, Officers and crew of the SEA POACHER are congratulated on the completion of this arduous patrol.

Signed: D.F. WILLIAMSON

THIRD ENDORSEMENT to
SEA POACHER Report of
Second War Patrol

COMSUBPAC PATROL REPORT NO. 717
USS SEA POACHER – SECOND 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: USS SEA POACHER (SS406) – Report of Second War Patrol (7 February to 27 March 1945)

1. – The second war patrol of the SEA POACHER, under the command of Commander F. M. Gambacorta, USN, was conducted in areas along the Northeast Coast of Formosa. The SEA POACHER was part of a coordinated attack group commanded by the commanding officer of the USS PLAICE (SS390).
2. – It is regretted that this long patrol, under adverse weather conditions, resulted in no contacts worthy of torpedo fire or opportunity to effect rescue. The Force Commander wishes the SEA POACHER better luck next time.
3. – Award of Submarine Combat Insignia for this patrol is not authorized.

Signed: MERRILL COMSTOCK