

USS SEA Poacher (SS 406)

War Patrol #3

The Crew



Frank Bain
RT2c



Edwin Belden
EMC



James A. Brink
LTjg



George Boyarjian
EM3



19 May 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 THREE

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

1. Enclosure (A) covering the third war patrol of this vessel conducted in KURILE ISLANDS AREA during the period 26 April 1945 to 19 May 1945, is forwarded herewith.

C. F. LEIGH



Kriker Boyajian
EM2c



Fred Brattain
EM2c



James A. Brink
LTjg



Elmer Brooks
EM3c



Ralph Cobb
Ens

(A) PROLOGUE

Arrived Midway on 27 March, 1945 from second war patrol. Refit was accomplished by Submarine Division 241 and USS AEGIR. In addition to normal refit the following alterations were installed: (1) T.D.M. sound equipment; (2) F.M. radio equipment, (3) Loran navigational equipment. The refit was completed satisfactorily on 11 April 1945.

During refit the following officers were detached:
Commander F. M. GAMBACORTA, USN
LT W. R. LILLIOTT, USNR, EXECUTIVE OFFICER
LTJG W. H. BALCKEN, USNR, Radar Officer

The following officers reported aboard:
LCDR C. F. LEIGH, USN, Commanding Officer
ENS L. W. DAVIS, USN, Assistant First Lieutenant
ENS P. V. PURKRABEK, USN, Radar Officer.

Fifteen men were transferred to SubDiv 241 and fifteen men were received.

Training was commenced on 15 April and completed on 23 April. This included one night's training as a coordinated attack Commander D.F. WILLIAMSON, USN, was training officer.

(B) NARRATIVE

Name	Rank Rate	File No. Ser. No.	No. War Patrols (Including Sea Poacher's Third Patrol)
C. F. LEIGH	LCDR	82442	9
W. W. GASKINS	LT	135232	6
P. E. LACOUTURE	LT	159071	6
R. H. GALLEMORE	LT	165539	3
R. P. COMBS	LTjg	91674	5
J. A. BRINK	LTjg	313153	3
B. C. YOUNG	ENS	338149	2
R. D. COBB	ENS	341187	3
L. W. DAVIS	ENS	338562	1
P. V. PURKRABEK	ENS	389933	1
CLINK, E. W.	CMoMM	291-44-38	9
DAVIS, W. H.	CMoMM	287-19-80	7
HOBBS, D. D.	CCS	336-70-26	1
NETTLESHIP, F. W.	CEM	385-58-25	7
SHAFFER, D. R.	CT(T)	258-28-60	8
SMITH, F. S.	CPhM(T)	223-21-72	5

26 April 1945

1625 – Underway for patrol area in company with PIPER, POMFRET and PLAICE, forming a coordinated attack group which is to be joined later by the STERLET.

1803 – Burned insulation off blowout coil in starboard main motor control cubicle. Send visual message to Midway signal tower requesting delivery of two spares by motor launch and returned to entrance bouy.

2040 – Blowout coil reinsulated and reinstalled. Having received two spares aboard, departed for patrol area the second time. This coil operated satisfactorily the remainder of patrol, but on first inspection it was not known that it could be reinsulated satisfactorily.

27 April 1945 – (UNREADABLE) from calendar.

28 April 1945 –

0510 – (UNREADABLE) Conducted daily training dives (UNREADABLE) approaches enroute to area with USS PLAICE.

1200 – Position Lat. 28°51'N, Long. 178°47'E.



USS Piper (SS-409)

Balao Class Submarine: Laid down, 14 March 1944, at Portsmouth Navy Yard, Kittery, ME.; Launched, 26 June 1944; Commissioned, 23 August 1944; Converted to a Fleet Snorkel Submarine at Charleston Naval Shipyard in 1951; Reclassified Auxiliary Research Submarine (AGSS-409), 15 June 1967; Decommissioned, 16 June 1967; Placed in service as a Naval Reserve Training Vessel at Detroit, MI; Place out of service and struck from the Naval Register, 1 July 1970; Final Disposition, sold for scrapping in June 1971 Piper earned four battle stars during WWII.



Timothy Cotter
EM3



William Davis
CMoMM



Jack Easley
SC2c



Charles Foy
S2



Roy H. Gallamore
LT

29 April 1945

0000 – Enroute area
1200 – Position Lat. 30°45'N, Long. 173°07'E.

30 April 1945

0000 – Enroute area.
0930 – Sunk floating mine with small aarms and 20mm gunfire at Lat. 32°55'N, Long 168°26'E.
1200 – Position Lat. 33°17'N, Long. 169°30'E.

1 May 1945

0000 – Enroute area.
1200 – Position Lat. 36°45'N, Long. 165°48'E.

2 May 1945

0000 – Enroute area.
1200 – Position Lat. 39°37'N, Long 162°28'E.

3 May 1945

0000 – Enroute area.
1200 – Position Lat. 43°15'N, Long. 157°44'E. Proceeded independently to assigned rotating area in accordance with dispatch received from Pack Commander.
1245 – Seas rough, submerged to routine torpedoes and tubes.
1705 – Surfaced.

4 May 1945

0000 – Enroute area.
0620 – Submerged to complete routing of torpedoes and tubes.
1100 – Surfaced.
1200 – Position Lat. 44°23'N, Long. 155°46'E.
1330 – Test fired 40mm and 20mm and fired primers in 5 inch guns.

5 May 1945

0000 – Enroute area.
0007 – Converted #3 F.B.T. to M.B.T. and submerged to flush it.
0022 – Surfaced
0407 – SJ radar contact on SHIMUSHIRU ISLAND bearing 320°T, Distance 70,000 yards. Still have SJ radar interference from two differenc bearings, presumably USS PLAICE and USS POMFRET. Exchanged recognition signals with USS PLAICE only.
1100 – Having passed through KITA URUP-PO SUIDO, sighted SHIMUSHIRU bearing 115°T, distance 9,000 yards.
1200 – Position Lat. 46°59'N, Long 151°49'E. Patrolling on surface following coastlines of the islands at a distance off shore fo three to six miles. Visibility varying between



USS Pomfret (SS-391)

Balao Class Submarine: Laid down, 14 July 1943, at Portsmouth Navy Yard, Kittery, ME.; Launched, 27 October 1943; Commissioned), 19 February 1944; The 39th President of the United States, James "Jimmy" E. Carter qualified and served in Pomfret between 29 December 1948 and 1 February 1951. Decommissioned in April 1952 for GUPPY IIA upgrade at Mare Island Naval Shipyard, Vallejo, CA. Re-Commissioned on 5 December 1952 and operated locally from her home port of San Diego, CA and periodic Western Pacific deployments with the U. S. Seventh Fleet.

In April, 1971 Pomfret embarked the prospective Turkish Navy crew at San Diego for training and on 1 July 1971, she was transferred to the Republic of Turkey and renamed TGC Oruc Reis (S-337). After transiting the Panama Canal, she underwent an overhaul at the Philadelphia Navy Yard until January 1972. (Note: Oruc Reis was the name of an Ottoman Empire Admiral that, with his brother Hizar Reis, took control of Algeria from Spain in 1506).

Commissioned into the Turkish Submarine Forces on 3 May 1972. Pursuant to the Foreign Military Sales Act of 1968, the ex-Pomfret was sold to the Republic of Turkey on 1 August 1973; concurrently struck from the U. S. Naval Vessel Registry and the title transferred. TGC Oruc Reis (S-337) was Decommissioned on 15 September 1986. Final Deposition and fate unknown. Pomfret received five battle stars for World War II service.

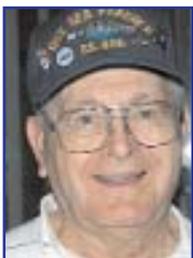


USS Plaice (SS-390)

Balao Class Submarine: 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 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.



William Grace
F1c



David Green
F1c



Otto Harrod
MoMM3c



Joe Hemphill
BM1c



Scott Horton
QM1c

poor and fair. Frequently had to change course radically to avoid hitting large obstinate whales which refused to get out of our way.

2130 – Headed west to patrol PARAMIUSHIRU-SOYA route.

6 May 1945

0000 – Patrolling area.

1200 – Position Lat. 48°02'N, Long. 149°11'E.

1451 – Submerged for trim dive.

1508 – Surfaced and changed course to north easterly direction to follow traffic route. Weather calm, fog variable, snow at times.

1617 – Ship contact #1. Made radar contact bearing 245°, 17,000 yards. Tracked ship at 13 knots, course 065° steady course.

1656 – Dove 15,000 yards ahead and 4,000 yards off his track. S.T. picked up target at 9,000 yards.

1730 – Sighted 4 goal poster AK through the haze at 3,000 yards. 1733 – Saw huge USSR painted along side with Russian flags. Let him go by at 1,400 yards range. The two signal identification hoist was not flown. However, his lightly loaded Condition and ex-American appearance convinced me he was no Jap in idsguise.

7 May 1945

0000 – Surface patrolling along SOYA-PARAMIUSHIRU route.

1200 – Position Lat. 49°35'N, Long. 151°03'E. Calibrated Bendix Log with chips and stop watch at various speeds in flat calm sea. At speeds above ten knots errors of one knot in log. Error first noted when yesterday's target decreased one knot in speed after we submerged for trim dive.

8 May 1945

0000 – Surface patrol SUYO route.

1200 – Position Lat. 48°22'N, Long. 149°46'E.

9 May 1945

0000 – Surface patrol SUYA route

1200 – Position Lat. 48°47'N, Long. 149°34'E.

10 May 1945

0000 – Surface patrol SOYA route.

1200 – Position Lat 48°46'N, Long. 148°59'E. Continued eastward towards KURILE ISLANDS chain.

11 May 1945

0000 – Surface patrol

0533 – Sighted SHIMUSHIRU TO bearing 110° distance 19 miles.

0644 – Patrolled along coast of SHIMMUSHIRU at distance of three miles to seven miles. Sighted several buildings and two definite towers in UME URA. No boats or ships in SHIMUSHIRU WAN.

0848 – Ship contact #2. High periscope and bridge watch were able to make out several vessels anchored in a group along north coast of SHIMUSHIRU from TAKI URA to NISEI INA. Ship contact #3. At about the same time a sub-chaser was sighted patrolling along the coast north-



USS Sterlet (SS-392)

Balao Class Submarine: Laid down, 14 July 1943, at Portsmouth Navy Yard, Kittery, ME.; Launched, 27 October 1943; Commissioned, 5 February 1944; Decommissioned 18 September 1948, at Mare Island Navy Yard, Vallejo, CA.; Recommissioned, 26 August 1950; Converted to a Fleet Snorkel Submarine in 1952; Decommissioned, 30 September 1968; Struck from the Naval Register, 1 October 1968; Final Disposition, sunk as a target by Sargo (SSN-583), 31 January 1969. Sterlet received four battle stars for World War II service.



USS Sicard (DD346)

CLASS - CLEMSON As Built.

Displacement 1,215 Tons, Dimensions, 314' 5" (oa) x 31' 8" x 9' 10" (Max): Armament 4 x 4"/50, 1 x 3"/23AA, 12 x 21" tt.: Machinery, 26,500 SHP; Geared Turbines, 2 screws: Speed, 35 Knots, Crew 114: Operational and Building Data: Laid down by Bath Iron Works, Bath Me. June 18 1919: Launched April 20 1920 and commissioned June 9 1920: Converted to Light Mine Layer DM-21 June 30 1937: Reclassified AG-100 June 5 1945: Decommissioned November 21 1945: Stricken December 19 1945: Fate sold June 22 1946 and broken up for scrap.



Ira Houston
RM1c



Paul Lacouture
LT



Tom Lampley
S1c



Bobbie Newell
GM1c



Gus Pappas
SC3c

wards toward those vessels. We were apparently undetected in the haze at a distance of about 9,000 yards from all of them. Torpedo attack #1. Commenced approach.

0903 – Submerged and continued approach.

0923 – Could make out three stack aft trawlers, one larger stack amidships trawler, and sub-chaser through periscope. These vessels are sometimes designated as fishing tenders. All had two masts except the largest which had two masts forward and two aft with island and stack midships. Continued approach on largest (stack midships). No current apparent throughout approach. Two fathometer readings taken during approach, one at 160 fathoms and next at 60 fathoms. Haze prevented accurate navigational fixes. So with S.T. range of 5,000 yards on land and about 4,000 yards on target.

1037 – Fired six torpedoes with zero gyro angle at three foot depth setting. An anchored target, 80° port angle on bow. Sea state one. No torpedo ran erratic, none porpoised. All left trails and threw up frequent small spouts of spray. Five torpedos were heard and seen to explode, one of which was seen to hit the target forward of bridge. Target went down by the bow after part still intact, no flames. Commenced periscope evasion of S.C. who was running down torpedo tracks So slowed to a stop about 1,000 yards distance between us and target. Exact times of above occurrence not recorded.

1051 – Periscope evasion not too successful, went to 300'. During the next half hour only seven depth charges were dropped, none too close.

1110 – NAC with ten minute delay as we were beyond depth for KAE Wether NAC was of assistance is not known. Depth charges all aft and on port side, according to D.C.R. some deeper than 300'. Bad vibration above conning tower at 80 R. P. M submerged.

1200 – Periscope depth. SC not visible in the haze. Position Lat. 47°10'N, Long 152°03'E.

1300 – Headed back towards position of attack.

1520 – Haze lifted sufficiently to see the three remaining trawlers and SC underway close to coast on a southerly course, speed eight to ten knots. Attempt to keep contact for a deck gun attack.

1654 – SC dropped one depth charge at a distance of about 6,000 yards,

1800 – Lost visual and sound contact.

1820 – Surfaced and chased at three engine speed. Unable to regain contact before heavy fog set in. Targets apparently tied up in SHIMUSHIRU WAK. The range was not closed more before firing due to uncertainty of charted depth and the knowledge that all torpedoes would have range to spare. Possible the type of target did not warrant the expenditure of six torpedoes; however the uncertainty of performance at shallow depth settings caused me to shoot six at this small target. Tonnage was estimated at 400 tons. Target was over 200' by periscope measurement and appeared at least three times as long as the SC.

12 May 1945

0000 – Surface patrol of westside of KURILE ISLAND chain.

1200 – Position Lat. 47°04'N, Long. 151°09'E.

13 May 1945

0000 – Decided to take a look into MATSUWA. Due to currents of up to five knots off the island decided to approach from north.

0715 – Sighted RAIKOKE TO bearing 155°T. bearing 155°T, distance 20,000 yards.

0800 – Headed south.

0900 – Passed RAIKOKE about 3 miles abeam to starboard. MATSUWA visible about ten miles distance. APR had two strong contacts apparently from MATSUWA.

0945 – Submerged at a distance of about 6 miles from BANJO TO, MATSUWA. Visibility varying from good to fair.

1200 – Position Lat. 48°05'N, Long 153°20'E.

1220 – Ship contact #4. Sighted small subchaser patrolling off southeast entrance to Yamato Wan, distance about 4,000 yards. Remained in sight until about 1,700 but did not get closer 1,000 yards at any time.

1437 – Ship contact #5. Sighted two ships in YAMATO WAN bearing 345°T, distance about 13,000 yards. Both letting out puffs of smoke at about ten minutes intervals. Those ships, an MARU and APC or DE had previously been obscured by haze and BANJO TO.

1439 – Went to battle stations and commenced approach. Thought at first both were underway because neither had an angle on the bow consistent with a ship at anchor with a southerly tide. AK heading 150°, escort vessel heading 090°. Both AK and escort vessel looked in good condition. After checking information bulletin pictures, decided AK was the one pictured aground on page 57 of CinCPac Information Bulletin No. 60-45. Did not consider it advisable to go in after escort vessel only.

1540 – Secured from battle station.

1819 – Surfaced and headed west between MATSUWA and RASHOWA for designated rendezvous with Mac's Mops. APR indications strong from MATSUWA.



**Richard Pitstick
EM1c**



**William Porter
EM1c**



**Tracey Price
EM2c**



**Billy Williams
S1c(RM)**

Commanding Officer C.

LCDR F. Leigh

Executive Officer

W.W. Gaskins

Wardroom

R. P. Combs, LTJg

L. W. Davis, Ens

P. V. Purkrabek, Ens

Bruce Young, Ens

Crew

Anderson, Richard

MoMM1c

Anz, John

S1c

Atkins, Robert

TM3c

14 May 1945

0000 – Enroute rendezvous with Mac's Mops.

0530 – Decoded message cancelling rendezvous and coordinated sweep which was to begin at 1000. Headed south to patrol off URUPPO TO in accordance with instructions from Group Commander

1200 – Position Lat. 47°37'N, Long. 150°34'E.

2200 – Changed course to 230°T to patrol off coast on URUPPO TO at a distance of seven to ten miles.

15 May 1945

0000 –Patrolling off coast URUPPO TO.

0240 – Changed course to 200°T to close coast.

0500 – Changed course to 130°T.

0540 – Made radar contact bearing 188°T, distance 8,350 yards. Ship contact #6. Tracked targets on course 240°T, speed 4 1/2 knots, heading form URUPPO TO to YETIRAFU JIMA.

0636 – Targets split up into four separate pips so went to battle stations gun action.

0645 – Sighted four small fishermen or cargo luggers in column, distance 1,000 yards. One and two masted wooded, motor driven luggers with small deck house, Japanese ensigns painted on bow, approximately 100 tons each. Came in on starboard quarter of last ship in column and commenced attack when range reached 750 yards. during firing of first 20mm magazine the end of the gun blew off for a length of six inches from the muzzle and wounded three members of 5" gun crew. 20mm gunners wre not aware of this until told by O.O.D. To our best knowledge an insert projectile shell was loaded as the first cartridge. Exact instant the accident occurred is not known. 5" gun crew believed wounds were from return fire of the four small craft. COOLEY, R. H., SM3c, (sight setter) was rendered unconscious when a piece of shrapnel penetrated his helmet, lacerated his ear and entered left mastoid region of his head. CARTER, C .C, EM3c, (fuse setter) continued in action for about five minutes with flesh punctures and lacerations in his back, from one of which a fragment of the gun barrel, 4"x1 1/2" was removed. This fragment finally confirmed the source of the wounds. NEWELL, B.E. GM1c, (gun captain) received laceration of right forearm from a fragment, but this was not serious enough to keep him out of action. All ships turned towards and closed range. Last ship was stopped by hits, so swung to right, and raked each of remaining targets who then turned away and proceeded on original course at an increased speed of about 10 knots. Completed turn to right and resumed fire to starboard on stopped target. His fuel tank burst into flames which spread along entire deck. Saw one 5" shell explode directly below three Japs, who had sought refuge in the bow, blasting them into the air.

0657 – Left target gutted and burning furiously from stem to stern. Closed remaining targets at four engine speed.

0715 – Sighted them in column distance 1,000 yards, and circled to come in on port beam from ahead. Comenced divided fire on all three targets. Stopped last lugger in column and concentrated fire on him. Haze lifted at this time showing coast of ETORUFU TO distance 7,000 yards, and four other small craft on other side of cloumn. Last lugger burst into flames along entire length when fuel tanks were ignited. Swept new targets with automatic weapons fire. Ranges varied from 750 to 200 yards. Effect of many 5" hits were disappointing due to failure of some to detonate.

0730 – Decided to break off gun action due to lifting of fog and proximity of coast. In addition ammunition train to guns was beginning to slow up. Headed off in a northerly ddirection to patrol off URUPPO TO and get reorganized. Continued firing with 40mm gun while still in effective range.

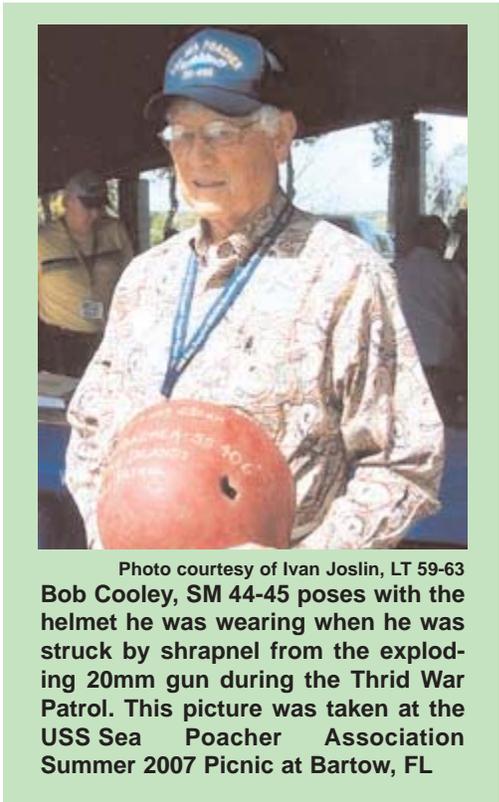


Photo courtesy of Ivan Joslin, LT 59-63
Bob Cooley, SM 44-45 poses with the helmet he was wearing when he was struck by shrapnel from the exploding 20mm gun during the Thrid War Patrol. This picture was taken at the USS Sea Poacher Association Summer 2007 Picnic at Bartow, FL

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
 Boyett, Leroy
 S1c(TM)
 Bradley, Norris
 S1c (TM)
 Brown, Arnold
 S1c(SM)
 Brown, Marion
 TMC
 Buck, Freeman
 Cox (T)
 Burke, James
 EM2c
 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)
 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)

- 1200 – Position Lat. 46°22'N, Long. 149°30'E, It was believe that the condition of the wounded men was not critical but it was considered inadvisable to keep those men aboard for thirty more days without a doctor's attention unless the military situation in this area required it. Too stock of remaining ammunition and decided to expend it on the small radio tower and building on SHIMUSHIRU before departing for Midway. Speeded up to four engine speed to arrive there before dark.
- 1455 – Rounded BOROTON TO at a distance of two miles and headed east towards SHIMUSHIRU which was visible 20 miles away. No activity visible on BOROTON.
- 1800 – Sighting no activity in SHIMUSHIRU WAN went to gun action stations and headed out west-erly towards UME URA. In the valley behind this inlet there are a group of about a dozen small buildings from which smoke had previously been noted and radio towers estimated height 50 feet. CinOPAC-CinOPAC Bullentin O. 60-43 reports the exsistance of a radio transmitter at an unknown location on SHIMUSHIRU. The radio installation at UME URA is the only one seen by this vessel along the western shore of this island.
- 1819 – Gun Action #2. Opened fire with 5" gun on beach installation at initial range of 5500 yards.
- 1827 – With range of 4,000 yards opened fire with 40 mm and 50 Caliber machine guns.
- 1835 – With range yards secured action having expended 42 rounds of 5"/25 caliber and 90 rounds of 40mm. No return fire was observed. Fully fifty percent of the 5" ammunition ricocheted off target area without exploding. Many bounced half way up on the mountain before detonat-ing and some never did detonate. There was no great hurry or excitement in this bombard-ment and there is no doubt that every fuse was set properly. It is disappointing to see a 5" tracer shell hit buildings and go through One fire was started which burnedwith a yellowish smoke. Total damage was probably slight.
- 1837 – Headed out of SHIMUSHIRU WAS at four engine speed.
- 1850 – Rounded ARON NISM and headed for Midway an course 136°.
- 2130 – Headed on course 090°T and attempted to send message to ComSubPac notifying them of decision to depart area.
- 2310 – Interference of jamming by nearby radio station made transmission impossible, resumed course 136°T.

16 May 1945

- 0000 – Underway at 80-90 on four engines on course 136°T, enrout Midway.
- 0715 – Sent dispatch to ComSubPac telling of decision to depart area. No trouble was encountered with jamming
- 1125 – Received message from ComSubPacAdCom directing us to proceed at best speed to Midway.
- 1200 – Position Lat. 43°48'N, Long 156°20'E.
- 1700 – Changed time to (-10) (K).

17 May 1945

- 0000 – Underway enrout Midway at 80-90 on four engines.
- 1200 – Position Lat. 39°07'N, Long. 167°24'E.
- 1300 – Set clocks ahead one hour to zone time (-11) (L).

18 May 1945

- 0000 – Underway at 80-90 on four engines enrout Midway.
- 1200 – Position Lat. 39°08'N, Long. 162°24'E.
- 1335 – Received dispatch informing us USS SICARD was standing by to transfer doctor or take aboard our patients. Apparently use of the words "badly wounded" in our dispatch was the wrong choice.
- 1545 – Secured #3 main engine to investigate noise, went ahead 80-90 on three main engines.
- 1550 – Went ahead full power on three engines.
- 1640 – While in process of getting off message, requesting Midway rendezvous and stating that con-dition of wounded men was not critical, learned that #3 main engine blower had disintegrat-ed. Decided we could still make rendezvous at full on three main engines if weather remained calm.

19 May 1945

- 0000 – Underway at full on three main engines enrout Midway.
- 1200 – Position Lat. 30°19'N, Long. 173°55'E.
- 1400 – Completed converting #4 FBT to MBT. Sea calm enough that is was not necessary to reduce speed. When blown dry this added about 1/3 knot.
- 2400 – Changed time to zone time -12(M)

19 May 1945

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
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)

0000 – Underway enroute Midway.
1200 – Position Lat. 28°25'N, Long. 178°53'E. Arrived Midway

(C) WEATHER

Weather enroute to and from the area was moderate. No rough weather was encountered in the area. there was considerable fog and the temperature remained around 32°F. Skies were 90 -100% overcast all the time.

(D) TIDAL INFORMATION

Set in general agreed with current chart H.O. 10,057-A. Along east coast of MATSUWA a set of 185°T and drift of 2.4 knots was encountered.

(E) NAVIGATIONAL AIDS

Radar was relied on for navigation in the area. No navigation lights were observed. During entire patrol Loran Navigational Gear was of little value due to excessive distance from stations.

(F) SHIP CONTACTS

- #1 – 1611 on 5/6/45 at Lat. 48°18'N, Long 148°21.5'E was a large AK. Initial range was 17,000 yards on a course of 070°T, speed 12.5 knts. This target was picked up on radar. Remarks Properly marked Russian merchant vessel.
- #2 – 0848 on 5/11/45 at Lat. 47°10'N, Long. 152°06'E were a large trawler and three medium trawlers. Initial range was 9,000 yards. Targets were anchored. Picked up on SD. This was Torpedo Attack #1.
- #3 – 0852 5/11/45 at Lat 47°10'N. Long.152°06'E was a SCS-1 . Initial range was 8,000 yards on a course of 320° at eight knots. Picked up on SD.
- #4 – 1220 5/13/45 at Lat 48°05'N, Long. 153-2.51'E. was an SCS-1. Initial range was 4,000 yards on a course of 000° at six knots. Picked up by Periscope. We were patrolling within 100 fathoms curve of MATSUWA.
- #5 – 1437 5/13/45 at Lat. 48°58'N, Long. 153°21'E were a medium AK and a DE (UN-2) or PC. Initial range was 13,000 yards and target was aground or at anchor. Picked up on Periscope.
- #6 – 0540 5/14/45 at Lat. 45°39.2N, Long 149°16'E were four luggers and four small fishing vessels. Initial ranges was 8,350 yard on a course of 240° at 4 1/2 knots. Picked up by radar and this was Gun Attack #1.

(G) AIRCRAFT CONTACTS

None

(H) ATTACK DATA

Gun Attack No. 1

Time: 0635 on 5/15/45 at Lat. 45°35'N, Long. 149°12'E.

Target Data – Damage Inflicted

Sunk: (destroyed) Two fishing luggers of about 100 tons each.

Damaged or Probably Sunk: Two fishing luggers of about 100 tons each.

Damage determined by: Visual observation. Damaged targets had 5" and numerous 40mm hits but were not completely gutted by flames.

Details of Action

0540 – Contact was made on four enemy luggers by SJ radar, range 8,350 yards. Visibility was poor, approximately 1,000 yards. Commenced tracking.

0636 – Took stations for gun action.

0645 – Sighted four enemy cargo luggers on course 240°, speed about 5 knots, range 1,200 yards, proceeding in column. Commenced firing all guns (one 5"/25 cal., one 20mm, one 40mm, two,50 cal and two .30 cal. machine guns). During firing of first magazine 20mm gun barrel exploded causing three casualties to 5" gun crew.

0657 – Last ship in column left burning and gutted by hits from all guns, commenced closing remaining three targets which were headed for ETORUFU TO.

0715 – Sighted the three remaining luggers plus four other small craft. Opened fire with all guns scoring hits in the three large luggers. Small craft were swept with automatic weapons fire. One lugger stopped and burnt furiously. He was completely gutted by fire and 5 inch shell hits.

0730 – Gun action broken off due to lifting of fog and proximity of coast which was plainly visible 7,000 yards away. All guns were locally controlled. Firing ranges varied between 750 and 200 yards. Only opposition was sporadic and ineffective fire from 25mm and smaller caliber automatic weapons. 30 and 50 cal. machine gun fire was particularly effective in reducing this opposition. In spite of high percentage of hits at close range, expenditure of ammunition was high due to ineffectiveness of incendiary ammunition to set fire to targets. Due to smoke and fogging of sights, the 5" obtained but 50% hits. With the exception of a 50 cal. machine gun cocking lever bolt which broke during the action and the 20mm casualty, all guns per-

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
Miglis, Charles
GM2c
Minett, John
Y3c(T)
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

formed excellently. The cause of the explosion of the 20mm barrel in unknown. The first shell in the magazine was a blind loaded projectile. The gun had been routinely and inspected at regular frequent intervals. The casualty occurred same time during firing of first magazine and cleanly severed about 6 inches of the muzzle end of the barrel. The barrel was replaced and the gun performed satisfactorily throughout the remainder of the action.

The following ammunition was expended:

45 rounds of 5 inch cal. H.C.-S.P.DPW.
172 rounds of 40mm HE
1260 rounds of 20mm
1500 rounds of 50 cal. (m.g.)
1700 rounds of 30 cal. (m.g.)

Gun Attack No. 2

Time: 1819 5/15/45 at Lat. 46°51'N, Long. 151°45.4'E.

Target Data – Damage Inflicted

Shore bombardment of group of buildings and two radio towers which are located in valley behind UME URA on the island of SHIMUSHIRU. Radio towers are about fifty feet high. The ten or twelve buildings varying in type; quonset huts, houses, shacks and tents. Lat. 46°51'N, Long 151°47'30"E. Many 5" hits and 40mm hits were seen on the buildings without any apparent great damage. Only one fire was started and this burned with yellowish smoke.

Details of Action

1819 – In calm sea opened fire with 5" gun at range 5,500 yards.

1827 – With range to target 4,000 yards opened fire with 40mm and 50 cal machine guns target 2,900 yards, ceased firing, having expended the following ammunition: 42 rounds of 5"/25 cal. HC-SPDN; 90 rounds of 40 mm HE; and 100 rounds of 50 caliber. All guns locally controlled and no casualties were experienced. No opposition of any kind was encountered. Fully 50% of the 5"HC-SPDN failed to detonate properly. Fuses were properly set and answer can only be faulty ammunition.

Torpedo Attack No. 1

Time: 1037 11 May 1945 Lat. 47°08'N, Long 152°08'E.

Target Data – Damage Inflicted

Description: One four masted island and stack amidships trawler or fishing tender or about 400 tons, steel ship, steam powered. Estimated length 210'.

Ships Sunk: One (1) Mis. (Steam trawler-400 tons).

Ships Damaged or Probably Sunk: None

Damage Determined by: Periscope Observation.

Target Draft: 6 feet. Course: Anchored. Speed: 0 knots. Range: 4,000 yards.

Own Ship Data

Speed: 2 knots (55 turns). Course: 132°T. Depth 50.5 feet. Angle: 0-1/4 degree.

Fire Control and Torpedo Data

Type Attack: Normal submerged attack on anchored target. ST periscope used. All gyros set on 000° and TDC not used. See Sea state one.

Tubes fired:	#1	#2	#3	#4	#5	#6
Track angle	80 P	80 P	80 P	80 P	80 P	80 P
Gyro Angle	000	000	000	000	000	000
Depth Set	3'	3'	3'	3'	3'	3'
Power	High	High	High	High	High	High
Hit or Miss	One torpedo high target					
Erratic	No	No	No	No	No	No
Mk. Torpedo	23	14-3A	23	14-3A	23	14-3A
Serial No.	63036	66460	65362	64035	65374	66329
Mk, Exploder	6-5	6-5	6-5	6-5	6-5	6-5
Serial No.	26091	25836	25225	25807	25853	25823
Actuation Set.	Contact	Contact	Contact	Contact	Contact	Contact
Actuation Act.	Contact	Contact	Contact	Contact	Contact	Contact
Mk. Warhead	16-1	16-1	16-1	16-1	16-1	16-1
Serial No.	9726	12244	20942	13693	3645	16564
Explosive	TPX	TPX	TPX	TPX	TPX	TPX
Firing Int.		17"	17"	20"	8"	13"

Type Spread Aimed spread along target length.

Sea Conditions State One.

Overhaul Activ. USS AEGIR

Remarks: One torpedo was not heard to explode. None porpoised, all appeared and were heard by sound to run hot, straight and normal. All sent up small spouts of spray and left vapor trails.

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
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

(I) MINES

One spherical type floating mine was sunk by 20mm gunfire in position Lat. 32°.55.5'N, Long. 168°26.5'E.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS.

Only anti-submarine measures encountered were two SCS-1 type vessels. One patrolling off SHIMUSHIRU near targets of torpedo attack No. 1. Usual listening tactics were employed. None of the wight depth charges dropped, were close. Other SCS-1 was sighted patrolling within 100 fathom curve off YAMATO WAN on MATSUWA using same listening tactics.

(K) MAJOR DEFECTS AND DAMAGE

1. Hull and Machinery

On April 26 during the trim dive, smoke was discovered in the starboard main cubicle and the starboard shaft was stopped. On inspection the blowout coil of the auxiliary switch (BS27) of the bus selector switch assembly was found to be smoking. The coil was removed and the solder joint at one of the lugs was discovered to be defective, causing increased resistance and heating of the coil. The insulating brushings were carbonized and were renewed. The coil was reinsulated with fish paper and glyptol and the lug was resoldered. The coil was reinstalled and not trouble has been experienced since. Two space coils were obtained from USS SEA OWL at Midway. At 1545 on 18 May an unusual noise was heard in the blower of #3 main engine. The engine was immediatly secured. Examination revealed that both lobes of the scavenger blower had disintegrated. The engine remained out of commission during the rest of the patrol. No trouble had previously been experienced during its 2133 hours of operation. At the time of the casualty the engine was running at 690 RPM with 930 K.W. load and all pressures and temperatures were normal.

2. Ordnance and Gunnery

Much trouble was had with hydraulic firing system of 5"25 gun. Since this difficulty has not occurred before and since no mechanical defects or leakage of the system could be detected, trouble is attributed to the 30° weather. System had to be adjusted, bled, topped off, and worked out twice daily to be kept in working order.

(L) RADAR

Need for a rubber cushion between bottom of trombone adapter and periscope well valve guide to eliminate loud clanking noise every time the ST scope is raised. No time was lost due to casualties.

SD-4- Performance was excellent. SD was used only a few times and there were no aircraft in the area.

(M) SONAR GEAR AND SOUND CONDITIONS

The sound conditions were poor. Range of detection of a 5,000 ton freighter making 12 knots was 11,000 yards by JP-1 and 4,200 yards by QB-JK/QC.

The torpedo detection modification equipment was kept operating continuously except when stopped for repair and greasing, the total time of continuous operation was 430 hours.

(a) Two failures of the equipment occurred, the first on 1 May when the stylus stopped making a trace.

All tubes were removed and tested, found good, all circuits in the recorder unit were examined and found in good order. The trouble was traced to the keying switch in the keying assembly, the two-way coil spring which holds the switch contacts open was found to be broken, the end was threaded through the contact trigger and bent since no spare was available. The following day the spring broke again and was this time too short to be repaired the same way. No spring or suitable size and shape could be found aboard so limit switch was removed and replaced by an ordinary micro-switch, this would not fit inside the keying switch box because no satisfactory means of keying could be devised, so was installed on top of the box by using long screws and drilling through the box, a small strip of "CRS" was drilled and attached to the lug screw head of the keying switch. This arrangement is found to be more satisfactory than the original installation having given no trouble in over 300 hours of operation. It is suggested that a more satisfactory type of switch be installed to replace the "Square D" switch in the present installation because the spring will not stand the stress of continuous operation over a long period of time.

(b) The second failure of the torpedo detection modification occurred 12 May when the rheostat on the 230VDC supply line burned up, evidently due to the fact that its insulation voltage is only 300 volts. When on finishing rate during a battery charge the voltage jumps to as much as 340 volts. This was fixed temporarily by soldering strips of copper across the gap on the rheostat. This is not a very satisfactory voltage arrangement because it necessitates securing the chemical recorder during the finishing rate.

Although there has not been any failure of the training mechanism as yet, the training gears have become increasingly noisy during the patrol. This has not been caused by lack of lubrication as the training mechanism has been thoroughly greased after every 72 hours of operation.

Van Strander, James
CM
Washkuhn, Douglas
MoMM1
Watson, Lloyd
F1c
Weddle, Owen
S1c(TM)
White, Frank
TM2c
Zelina, George
CTM
Znuj, Theodore
MoMM2c

(N) DENISTY LIMITS.

All card showed isothermal.

(O) HEALTH, FOOD AND HABITABILITY

1. Health was good. the following cases were treated by Pharmacist's Mate:

Headaches: 0	Toothaches - 2
Colds – 29	Minor infections - 3
Fungus infections - 5	Sinusitis- 1
Constipation 11	Vertigo - 1
Lacerations - 10	Urticaria - 1
Conjuntivitis - 1	Wounds (from 20mm gun
explosion - 4	
Sprains - 4	Burns - 1

2. The food was excellent. It was nutritious, well prepared, appitizing, ample and sufficiently varied.

3. Habitability was good. Air conditioning was secured while in patrol area.

(Q) PERSONNEL

(a) Number of men detached after pervious patrol - 15

(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 - 62

(e) Number of men unqualified making their first patrol - 14

The performance of duty of all officers and men was very satisfactory.

(R) MILES STEAMED - FUEL USED

Base to area	1,773 miles	19,680 gallons
In area	3,228 miles	26,440 gallons
Area to Midway	1,700 miles	28,770 gallons

(S) DURATION

Days enroute area - 6

Days in area - 13

Days enroute Midway - 5

Days submerged - 2

(T) FACTORS OF ENDURANCE RAMAINING

Torpedoes - 18

Fuel - 44,750 gallons

Provision Days – 45

Personnel Factor Days - 40

Limiting factor this patrol: Injuries sustained by two men.

(U) RADAR AND RADAR COUNTERMEASURES

1. Intercept of Enemy Signals:

1. – 0800 5/13/45 at 48°28.6N, Long 153°17.4; Freq.-107; PRF-400; PW-8. Slow sweep. Weak signal oscillating.

2. – 1840 5/13/45 at 47°55'N, Long 153°23'E; Freq. 107; PRF-400; PW-22. Slow sweep, Saturation 3/4 saturation.

3. – 1854 5/13/45 at Lat. 47°53'N, Long. 153°22'E; Freq. -212; PRF -250; FW - 3-5. Sweeping, weak signal.

4. – 1925 5/13/45 at Lat. 47°53'N, Long 153°10'E; Freq. 310; PW - 8-10. Fast sweepo, weak signal. Sweep went up to 1/4 saturation fast, then weak again like aircraft.

5. – 1310 5/15/45 at Lat. 46°33'N, Long.149°55'E; Freq - 132. Fast sweep or keying weak signal.

First four apparently located on MATSUWA.

2. Radio Jamming:

1. – Ship or station: USS SEA POACHER (SS406)

2. – Position when enemy radio signals were observed: Lat. 46°20'N, Long 152°37'E

3. – Date of Jamming: 5/15/45. Time: From 1324 to 1407

4. – Frequencies Jammed: 8470 KC

5. – Describe signal jammed (Freq., type of modulation, etc) C. W. Signal.

6. – Was enemy jamming signal stable: Yes

7. – What was ratio of strength of own signal to enemy jamming signal: One to four.

8. – What was power output of own transmitter at time of jammingL 200W (Maximum output),

9. – Type of jamming signals: CW random keying.

10. – Effectiveness of jamming: Could not deliver message to Pearl.
11. – Action taken to overcome jamming: Waited until next day, shifted to 12705 KC.
12. – Did jamming transmitting appear to be monitored by a look in receiver: Yes
13. – If frequency was shifted, how long before enemy jammed new frequency: Did not jam 12705KC.
14. – Narrative: Three or more Jap stations would jam when either **NPM** or SEA POACHER would try to transmit. When neither station was transmitting the Japs would also stop.

FIRST ENDORSEMENT to
USS SEA POACHER (SS406)
Report of Third War Patrol
dated 19 May 1945

From: The Commander Submarine Division TWO-FORTY-ONE
To: The Commander-in-Chief, United States Fleet.
Via: The Commander Submarine Squadron TWENTY-FOUR
The Commander Submarine Force, Pacific Fleet, Administrative
The Commander in Chief, U.S. Pacific Fleet.

Subject: USS SEA POACHER (SS406) – Report of Third War Patrol

1. The third war patrol of the USS SEA POACHER was conducted in the Kurile Area. The SEA POACHER was a member of a coordinated attack group with the USS PLAICE, POMFRET, STERLET and PIPER in which the Commanding Officer USS PIPER was OTC. During the period the SEA POACHER was with the group she patrolled an assigned area.
2. The SEA POACHER's patrol was of 24 days duration of which 13 days was spent in the area. Excellent area coverage was made. A Russian merchantman, four anchored Jap trawlers, two small Jap escort vessels and four small Jap fishing vessels were contacted.
3. A torpedo attack was made on the trawlers at anchor:
ATTACK #1: Six air torpedoes were fired at a small four masted trawler (EC 400 tons) at anchor. Range 4000 yards Zero gyro angle, depth set 3 feet. One torpedo was seen to hit and the trawler sank. The four fishing luggers (EC 100 tons) were engaged in gun action.
GUN ATTACK #1: Two fishing luggers (100 tons each) were destroyed by numerous 5" and 40mm hits. Two fishing luggers (100 tons each) were damaged by 5" and smaller caliber hits.
4. During the gun attack on firing the first pan of shells from the 20mm gun an explosion occurred blowing off about six inches of the end of the 20mm gun barrel. This explosion caused injuries to four men. The injury to two of the men was sufficient to cause them to be hospitalized.
5. The USS SEA POACHER will be given a routine refit in which a major job will be the renewal of #3 Main Engine Blower.
6. The Commanding Officer, officers and crew are congratulated on completion of this excellently conducted patrol, damage done to the enemy and their return to port with such high morale.

SIGNATURE UNREADABLE

SECOND ENDORSEMENT to
CO, USS SEAPOACHER
Report of 3rd War Patrol
dated 19 May 1945

From: The Commander Submarine Squadron TWENTY-FOUR
To: The Commander-in-Chief, United States Fleet.
Via: (1) The Commander Submarine Force, Pacific Fleet.
(2) The Commander-in-Chief, US Pacific Fleet.

Subject: USS SEA POACHER – Report of War Patrol Number THREE

1. Forwarded, concurring in the remarks of Commander Submarine Division TWO HUNDRED FORTY ONE.
2. The exact cause of the 20mm explosion can never be determined but it is believed that some error in loading or handling the magazine resulted in the first projectile being improperly loaded.
3. The Commander Submarine Squadron TWENTY-FOUR congratulates the Commanding Officer, officers and crew of USS SEA POACHER on the completion of a very well conducted aggressive patrol. It is regretted that the patrol was cut short by an unfortunate accident which resulted in the injury of four member of the crew. It is hoped that the fine spirit of this ship will be regarded by more worthy torpedo targets on her next patrol.

Signed:
F. E. FENNO

THIRD ENDORSEMENT to

SEA POACHER Report of
Third War Patrol

COMSUBPAC PATROL REPORT NO. 770
USS SEA POACHER – THIRD WAR PATROL

From: The Commander Submarine Force, Pacific Fleet.

To: The Commander in Chief, United States Fleet.

Via: The Commander in Chief, US Pacific Fleet.

Subject: USS SEA POACHER (SS406) – Report of Third War Patrol (26 April to 19 May 1945)

1. The Third war patrol of the SEA POACHER, under the command of Lieutenant-Commander C. F. Leigh, US Navy, was conducted in the Kurile Island area. The SEA POACHER was a member of a coordinated attack group consisting of the PLAICE, the POMFRET, the STERLET, and the PIPER, with the commanding officer of the PIPER as the group commander
2. The unfortunate injury of four members of the five-inch gun crew due to the explosion of the barrel of a twenty-millimeter gun cut short this aggressive alert patrol. The SEA POACHER, however, took full advantage of every opportunity to damage the enemy during her thirteen days in area. One torpedo attack accounted for a large four-masted trawler, and an aggressive gun attack resulted in the destruction of two fishing luggers and in damage to two more. Upon departing the area the SEA POACHER bombarded the radio towers on the island of Shimushiru.
3. Award of Submarine Combat Insignia for this patrol is authorized.
4. The Commander Submarine Force, Pacific Fleet, congratulates the commanding officer, officers, and men of the SEA POACHER for this aggressive patrol. The SEA POACHER is credited with have inflicted the following damage upon the enemy during this patrol:

S U N K.

1 – SMC (Trawler) (EC)	–	500 Tons (Attack No. 1)
1 – MIS (Fishing Lugger) (EC)	–	100 tons (Gun Attack No. 1)
1 – MIS (Fishing Lugger) (EC)	–	100 tons (Gun Attack No. 1)

TOTAL SUNK – 700 tons.

D A M A G E D

1 – MIS (Fishing Lugger) (EC)	–	100 tons (Gun Attack No. 1)
1 – MIS (Fishing Lugger) (EC)	–	100 tons (Gun Attack No. 1)

TOTAL DAMAGED – 200 tons.

TOTAL SUNK & DAMAGED – 900 tons.

Shore bombardment of radio towers on Shimushiru Island.

Signed: MERRILL COMSTOCK