

**U.S.S. SEGUNDO (SS 398)
CARE OF FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA
21 OCTOBER 1944**

**From: The Commanding Officer, USS SEGUNDO (SS 398)
To: The Commander in Chief, United States Fleet.
Via: The Commander Submarine Division ONE FORTY TWO
(2) The Commander Submarine Squadron FOURTEEN
(3) The Commander Submarine Force, Pacific Fleet.
(4) The Commander in Chief, United States Pacific Fleet.
Subject: USS SEGUNDO (SS 398) - Report of War Patrol Number One.**

**Enclosure: (A) Subject Report
(B) Track Chart ComSubPac only)**

1. Enclosure (A), covering the first war patrol of this vessel conducted in the Western Pacific Ocean and Luzon Strait area during the period from 21 August 1944 to 21 October 1944, is forwarded herewith.

J.D.FULP, Jr.

Subject: USS SEGUNDO (SS 398) - Report of First War Patrol.

(A)PROLOGUE:

Ship was commissioned May 9, 1944 at Building Yard, Navy Yard, Portsmouth, N.H. On May 19 1944 ship got underway under own power for the first time and moved to Lower Harbor, Portsmouth, N.H. for two days of cleaning ship, dry dives, and drills. Inspected by Board of Inspection and Survey on 24 May 1944 and declared completed on the same day. On 25 May 1944 made first trim dive and commenced intensified training period in Portsmouth Area. Availability at Navy Yard on June 8 & 9 for minor work. Departed June 10, 1944 for Newport, R.I. where thirty torpedoes were fired for contract trials. On June 14, 1944 arrived at New London, Conn., and was departed. Commencing June 15, 1944 operated out of New London undergoing intensified training, firing six torpedoes and all guns. Went on Marine Railway at New London to inspect torpedo tubes and shutters. Departed New London on June 26, 1944 for Canal Zone, arriving NOB, Balboa on July 5, 1944. Was sound tested in Gulf of Panama on July 7, 1944. Departed Balboa on July 9 and arrived at Pearl on July 25th. Received voyage repairs and on July 30, 1944 commenced training period out of Pearl which lasted until August 18th. During this period seven days were spent in special experimental exercises for ComSubsTrainPac. Fired seven torpedoes, all guns, both day and night. Made many practice approaches, and operated as a unit of a pack on an inbound convoy. Loaded ship on 29 & 30 August, and departed Pearl for first patrol on 21 August 1944.

CONDITION ON LEAVING PEARL:

1. One 5 in./25 cal. gun mounted aft.
2. All antennas forward.
3. One 40mm. gun on bridge level aft.
4. One 20mm. gun on bridge level fwd.
5. One 20mm. gun on deck fwd.
6. Mark 8 TBT's installed

7. APR installed.
8. VHF installed.
9. Twelve ton negative tank.
10. Bow planes altered to rig in at 15 degrees dive.

ITEM OF MILITARY DEFICIENCY:

1. No 5 in. ammunition scuttle.

NARRATIVE:

21 August 1944:

1330 Departed Submarine Base, Pearl Harbor, HI in company with USS SEAHORSE & USS WHALE as unit of coordinated attack group known as Wilkins Bears and composed of USS SEGUNDO, USS SEAHORSE & USS WHALE of which Capt. C.H.WILKINS, USN, Commanding Officer of SEAHORSE is Group Commander. Escorted by PC 1077 until dark.

2000 Set clocks back one half hour to plus ten time.

-----22 August 1944:

Enroute Saipan. Conducted training dives and drills during day.

0400 Set clocks back one hour to plus eleven time.

-----23 August 1944:

Enroute Saipan. Conducted training dives and drills. Made approach on other subs of group.

-----24 August 1944:

Enroute Saipan. Conducted training dives and drills. Made approach on other subs of group.

1200 Set clocks back one hour to plus twelve time

-----25 August 1944:

Enroute Saipan. Conducted training dives and drills. Made approach on other subs of group. Test fired all guns at a moored balloon.

-----26 - 27 August 1944:

Enroute Saipan. Conducted training dives and drills.

0224 Crossed International Date Line; added a day.

-----**28 August 1944:**

Enroute Saipan. Conducted training dives and drills.
2000 Set clocks back to minus eleven time.

-----**29 August 1944:**

Enroute Saipan. Conducted training dives and drills.

-----**30 August 1944:**

Enroute Saipan. Conducted training dives and drills.

-----**31 August 1944:**

Enroute Saipan. Conducted training dives and drills.

-----**1 SEPTEMBER 1944:**

Enroute Saipan. Conducted training dives.
0500 Set clocks back to minus ten time.

-----**2 SEPTEMBER 1944:**

0848 SD Contact(A/C Contact #1) 28 miles, unidentified. Submerged.
0933 Surfaced. All clear.
1407 Sighted plane on horizon 025(T) about 12 miles, coming in. Dove to 200 ft. Aircraft contact #2.
1443 Surfaced. All Clear.
2211 Sighted Sarigan Island-bearing 272(T) about 50 miles.
2228 Sighted Anatahan Island-bearing 250(T).
2310 Radar contact on Sarigan about 45 miles.

-----**3 SEPTEMBER 1944:**

0615 Effected rendezvous with escort; USS DONNES(DD375). Proceeding as required toward Tanapag Harbor,Saipan.
0743 First of many friendly plane contacts, mostly B-24,PBM & F6F
0818 Sighted Saipan Island bearing 150(T)about 50 miles.
1046 Pilot furnished by USS HOLLAND: LT. PHATIGAN came on board.
1137 Moored starboard side to USS WHALE in nest alongside USS HOLLAND, TANAFAB HARBOR,SAIPAN,M.I.
1220 Commenced fueling from YO 108.
1710 Fueling completed; received 35,620 gals.
1715 Liberty party returned on board, having viewed the devastation of Saipan.

-----**4 SEPTEMBER 1944:**

0859 Underway in company with WHALE & SEAHORSE. Our immediate errand is to deliver ComSubPac Op.Plan No.3-44 and pertinent documents to HARDHEAD at Surigao Strait. Being escorted by USS HEED(AM 100). Numerous friendly plane and ship contacts throughout the day.

0936 Pilot, LT. PHATIGAN left the ship.
1431 Trim Dive
1530 Escort returned to base.
1700 Fired test rounds from all guns.
2240 Exchanged calls with SEALION(SS 315).
2300 Set clocks back one hour to zone (-9)time.

-----5 SEPTEMBER 1944:

0752 Trim dive
0854 SD contact 30 miles, friendly Plane contact#3
1335 Plane contact #4 friendly. Several friendly plane contacts during this day. All planes were E-24s.
1135 Headed for Surigao Strait, parting company with WHALE & SEAHORSE.
1629 Trim Dive.

-----6 SEPTEMBER 1944:

0622 Sunrise
0752 Trim Dive.
0854 SD Contact 30 miles, friendly. Plane Contact #3.
1335 Plane Contact #4,friendly

-----7 SEPTEMBER 1944:

1031 Port lookout reported a periscope. Maneuvered to avoid. Not seen by OOD or other lookout. Probably spurious.
1116 SD contact 28 miles unidentified and disappeared. Reappeared at 18 miles and disappeared again Plane contact #6
1328 Contact reappeared at 10 miles. Submerged
1822 Sunset
1831 Surfaced

-----8 SEPTEMBER 1944:

0622 Sunrise. Foul weather intermittently. Big black clouds over about 75% of the sky. Overcast the remainder
0708 Submerged. Waiting for the weather to clear up. We are now about 100 miles from Surigao on the Saipan bearing.
1704 Surfaced
1831 Sunset
2005 Picked up light SJ radar interference, bearing 307(T). As we are now steering 251(T) heading for rendezvous with HARDHEAD. No fix in 24 hours; not sure of our position.
2030 Definite Radar interference at 320(T). Changed course to 330(T).
2043 SJ Contact 355(R) 4400 yards. We spent the rest of the night trying to figure out why the SJ did not detect HARDHEAD until range had closed to 4400 yds. Manned tracking stations.
2043 Exchanged recognition signals.

2105 Lying about 20 yds off HARDHEAD, passed ComSubPac op. plan 13-44 and other papers to them in a watertight can with a heaving line. Sea is flat calm-light airs.

2127 Backed clear. Set course for our waiting area which is bounded as follows: Lat. 10 to 20 N, Long.127 to 127-40 E. This area lies about 60 miles off Surigao Strait. Our primary mission now is to attack, modified in that large forces are to be reported prior to being attacked.

2330 Moonrise.

-----9 SEPTEMBER 1944:

0030 Entered waiting area.

0622 Sunrise. Foul weather. Heavy rains.

0631 Submerged for the day. This will be the first all day dive for the ship. My orders are to conduct surface or submerged patrol at discretion, passing through 11 N on southern course at 1200, and on northerly course at 0000 daily.

1300 Weather has cleared up.

1853 Surfaced. Scattered rain squalls, all of which are picked up by the SJ Radar.

1940 SJ Radar out of commission for two hours. Found two bad tubes in high voltage unit.

-----10 SEPTEMBER 1944:

0027 Moonrise.

0619 Sunrise. Scattered rain squalls.

0740 Submerged. Maintaining continuous high periscope watch.

0621 Sunrise.

0933 Sighted stick, which looked very much like a periscope at first.

1334 Sunset. Weather is good except for a few rain squalls.

-----12 SEPTEMBER 1944:

Patrolling waiting area.

0621 Sunrise. Heavy rains, sky almost completely overcast with black cumulonimbus clouds.

0655 The surprise of a lifetime! SD Contact on from eight to twelve friendly aircraft, ranges varying from eleven to twenty miles.

0700 Aircraft contact #7. SD contacts had closed to less than two miles on one group of planes. Visibility now is zero, as we are in the middle of a torrential rain squall. Manned VHP. Sighted an Avenger-Hellcat team about one half mile on port quarter at an altitude of about 500 ft. Established communication via VHP and asked them, "Are you lost? If so we can give you a position.' The Avenger answered with 'Negative. We are on routine patrol.' 'Routine Patrol' indeed-sixty miles from Surigao Strait! We then heard the Avenger tell the Hellcat "OK Joe, leave him alone." They circled us for a few

minutes, then shoved off. We have had no word about any friendly forces in the vicinity and I am beginning to wonder about our position when at 0720 we got an SJ contact on four ships at 22,000 yds. I begin to see the light now. At about

0730 the rain let up and we are able to identify two ESSEX class carriers, one INDEPENDENCE class carrier, and one CHICAGO class cruiser, plus a number of destroyers. The 3D is so full of contacts at this time that we are not able to keep track of them all, we kept working to westward and southward of the task force to be in position to act as a potential lifeguard. The range never closed to less than 20,000 yds, and there was never any indication that we were embarrassing their movements. We were investigated by an Anti-Sub team(Avenger-Hellcat)about every fifteen minutes during the rest of the day, and by a different team most of the times, as we could tell by the planes numbers. I would not have relished the job of getting an enemy sub into an attack position on that task force.

By 1100 the foul weather ceased and the day turned into a fine, bright and fair one. We kept at a respectable distance and watched the whole show, Our Communications Officer, Lt. AUBREY, came into submarines just recently from the new YORKTOWN, and were able to tell us all about what was going on, and what to expect. His services were invaluable in this respect. We were able to establish VHP communications with all the Anti-Sub teams. I am glad that there was no occasion for them to ask us to perform lifeguard work. By 0930 of this day we had decoded all the messages concerning this strike. They had started coming in at 0600, but we had decoded some messages of lesser importance first, the new King Uncle calls not being effective yet. At 1054 we started working to the eastward and at 1300 to the northward of the task force to get clear of its assumed retirement course. No enemy planes were seen.

-----13 SEPTEMBER 1944:

Enroute station in the Offensive Reconnaissance Group "ZOO".

0620 Sunrise. Heavy rains.

0802 Aircraft contact #8. Lookout sighted two aircraft as pinpoints against the reddish background under the rising sun, at a position angle of about 1/4 degree, estimated range 13 miles, headed directly for us. It is our job to identify all planes, if possible, and make report if they are enemy. We stayed on the surface until I estimated the range to have closed to five miles, at which time we dove. I am almost certain they are Hellcats, but they could be ZEKES or HAPS. Belly tanks can look a lot like bombs. While diving I watched them through the periscope until they are about a mile away and was not able to identify them for sure. When the ship had just begun to break through at 30 feet they strafed us but their shots fell short. These planes came in too low for IPP signal.

0904 Surfaced. Commenced sending report of planes saying that they looked like HELLCATS but that they had strafed us. ComThirdFleet will know whether

or not any of his own planes were in our vicinity. I honestly believe that the planes are friendly and that a trigger-happy young pilot was just testing his guns.

1124 Reached assigned station in Offensive Reconnaissance Group and commenced patrolling at a speed of eleven knots through the water. Steering course 055 degrees and reverse on legs of two hours duration.

1250 Finally managed to clear our contact report and had it come back on the FOX at 1300. It is very discouraging to find that as much as five hours may be required to get a receipt for a contact report. Why not send it direct to ComThirdFleet who is only a few hundred miles away, instead of through NPH?

1835 Sunset

----- **14 SEPTEMBER 1944:**

Patrolling assigned station.

0300 Moonrise.

0621 Sunrise.

0705 SD and sight contact on two planes, friendly, at 7 miles. Identified as HELLCATS. Aircraft contact #9.

0824 SD and sight contact on two planes, friendly, at 9 miles. Identified as HELLCATS. Aircraft contact #10, believed to be same as #9.

----- **15 SEPTEMBER 1944:**

Patrolling assigned station. Today is Dog Day.

0351 Moonrise.

0621 Sunrise. Clear weather.

1834 Sunset.

----- **16 SEPTEMBER 1944:**

Patrolling assigned station.

0440 Moonrise.

0621 Sunrise. Weather is clear

0949 Submerged for trim.

1023 Surfaced.

1834 Sunset.

----- **17 SEPTEMBER 1944:**

Patrolling assigned station.

0621 Sunrise. Clear weather.

1834 Sunset.

----- **18 SEPTEMBER 1944:**

Patrolling assigned station.

0622 Sunrise.

1005 Commenced moving to the northward, maintaining the scouting line.

1035 Sighted a stick floating upright in the water looking very such like a periscope.

1402 Submerged for trim.

1440 Surfaced.

1S32 Sunset.

-----19 SEPTEMBER 1944:

On station in scouting line: scouting line being advanced to the northward at eleven knots.

0620 Sunrise.

1835 Sunset.

2202 Went ahead on two engines to reach an intermediate patrol station.

-----20 SEPTEMBER 1944:

1623 Sunrise. Weather is clear.

1200 Reached Lat.22-58 N.,Long. 125-52 E. and commenced patrolling on course 325 and reverse at 10 knots; two hour legs.

1610 Submerged.

1833 Sunset. Weather is clear.

1914 Surfaced and proceeded to position on scouting line.

-----21 SEPTEMBER 1944:

0300 Arrived in position on new scouting line and commenced patrolling to right and left of our assigned point: Lat.24-02 N. Long.125-44 E. This point bears 155(T), distance 48 miles from the center of Miyako Jima in the Sakishima Gunto. The direction of the scouting line is 070-250(T) and we patrol one hour to the right and one hour to the left of our point at eleven knots. Except for the slight change in direction of scouting line everything is the same as before off Luzon.

0624 Sunrise. Weather is good.

1155 Weak APR contact on 150 MGS.

1205 APR contact very strong.

1210 APR contact very, very strong and pronounced. No pips on the SD radar which we are keying 5 sec. out of every 45 sec. Had it not been a clear day I would have dived. There are quite a few cumulus clouds but their bases are at least 1500 feet.

1227 APR contact disappeared.

1234 APR contact came in again but weakly and disappeared in four minutes.

1640 Heavy rains for about an hour.

1833 Sunset. Weather has cleared up.

059 Surfaced. Although there is only a half moon it is as bright as day. Am maintaining radar silence with a continuous watch on the APR at 150 MGS. Tuning through the lower frequencies occasionally.

-----22 SEPTEMBER 1944:

0625 Sunrise. Bright and fair, but a heavy sea is running.

0731 Submerged for trim.

0826 Surfaced.

1200 The seas are now heavy. Waves appear to be 15 to 20 feet high coming from East Southeast.

1505 Submerged to routine air torpedoes forward. It is too rough to do it on the surface.

1741 Surfaced.

1815 Picked up contact at 110 MGS on APR. It is strong and steady. Believe it to be from a shore based aircraft detector.

1835 Sunset. Heavy seas, rain.

1950 APR contact disappeared.

-----23 SEPTEMBER 1944:

0625 Sunrise. Making heavy weather. Seas are 30 to 40 feet high; coming from Southeast.

0830 The CATS are leaving the ZOO to patrol in Convoy College.

1015 SEAHORSE & GROUPER start moving up to the first line to take stations vacated by HAWKBILL & BECUNA.

1832 Sunset. Seas have abated a little. Skies cleared up and Navigator got a few stars.

2219 Moonset.

-----24 SEPTEMBER 1944:

0625 Sunrise. Heavy weather, average seas about 20 feet with occasional ones 30 feet.

0922 Submerged for trim and to prepare electric torpedoes in racks aft for charging.

0357 Surfaced.

1832 Sunset. Seas have abated considerably. Mark 18 torpedoes in tubes aft are due for charging but it is too rough to do it tonight. Will wait until tomorrow night and hope that the sea will have calmed down by then.

1912 Submerged to shift torpedoes aft.

1940 Surfaced.

2014 Received ComSubPac message breaking up the ZOO at 0900 tomorrow, and assigning patrol areas.

-----25 SEPTEMBER 1944:

Received orders from Commander BEARS dividing area among the seven boats.

0625 Sunrise. Clear moderate sea.

0900 Departed station. Set course for VIAMI Island at two engine speed.

1100 Went ahead at four engine speed to reach patrol lane as soon as possible. Discontinued zigging.

1254 SD contact 11 miles, Unidentified. Submerged. Want to remain undetected if possible. Aircraft contact #11.

1452 Surfaced. Continued on four engines. We are plowing into some pretty heavy swells.

1500 Entered assigned area.

1835 Sunset.

-----**26 SEPTEMBER 1944:**

0006 Moonset.

0200 Picked up VIAMI IS. on radar at 50,000 yds.

0400 Passed VIAMI IS. abeam to port, distance 9 miles.

0602 Submerged about 15 miles south of VELE PETE ROCKS on line between TAKAO & BATAN ISLANDS, this is WHALE'S lane but have reason to believe she is behind us. Cannot reach our lane anyway.

0643 Sighted one single-engine float plane through periscope. Aircraft contact #12. This may be a battleship scout plane. Estimate that he passed us about 1 1/2 miles, then went out of sight.

0644 Sunrise

1010 Sighted hills of south FORMOSA, and kept them in sight the rest of the day. We are being swept to the northeastward at a rapid rate. Increased speed and headed into the current.

1359 Aircraft contact #13. Watched him disappear to SE.

1740 Aircraft contact #14. Watched him disappear to NW.

1826 Aircraft contact #15. Watched him disappear to SE.

1849 Sunset.

1858 Aircraft contact #16. He was headed for us at about seven miles when sighted. Probably a coincidence, but went to 200 feet. Believe to be same as contact #15.

2004 Sighted small ship in periscope. Was sweeping continuously preparatory to surfacing and he popped into sight all at once. Looked like one of our subs with a 170 starboard angle on bow. At 2014 the ship zigged left and was identified as either a CHIDDRI class TB or a PC. Up to now he had certainly looked like a submarine: I had been almost sure it was the WHALE. Went to battle stations. At this point the Mark 18 which was being hastily returned to #7 tube after a battery charge slipped under the stop bolt. Did not want to risk a hot run in the tube that an up angle to radar depth might have caused so stayed at periscope depth. Target appeared to be passing at 3000 to 4000 yards and was going pretty fast. We have no solution. At 2045 the target had almost disappeared on base course 055. Torpedo is secured in #7 tubes so came to radar depth but could not get a pip on him.

-----**27 SEPTEMBER 1944:**

0120 Moonset. Commence taking two sweeps with the SJ radar every three minutes.

0143 Strong contact on the APR at 155 MGS. Contact appeared all at once, did not gradually build up from a weak signal as they usually do. He must have homed in on the SJ.

0144 Sighted exhaust flare of plane astern, estimated distance two miles, passing from starboard to port. Then bearing about 200(R) he turned away for a minute then turned toward and commenced flashing a white light directly at us. Since we did not have the proper replies to his challenge, made a quick dive to 100 ft at

0146. Came up to periscope depth in twenty minutes but could not see any floating flares as previously reported by BARB & QUEENFISH. Aircraft contact #17.

0246 Surfaced. Maintaining radar silence.

0251 Another strong APR contact at 150 MGS which lasted about three minutes then abruptly disappeared. From this time until dawn we had about a dozen APR contacts on 150 and 240 MGS, none of which lasted very long.

0606 Submerged. Sea is calm with moderate swell. Intend to patrol today in our lane on the TAKAO - SOJEABOR line. Just before diving received relay Commander BEARS message changing our communication plan and directing a rendezvous at 0200 on the 23rd.

0624 Sighted the morning patrol, a MAVIS. He passed us about 5 miles and disappeared to the southward. Aircraft contact #18.

0646 Sunrise. Calm and clear.

1352 Sunset.

2014 Surfaced. Bright moonlight night. Maintaining radar silence.

2222 About two minutes after taking a 30 degree change of course, sighted three thin wakes parallel to new course, approaching from aft, two to starboard and one to port which was especially close. May or may not have been porpoises: looked almost too straight and regular for porpoise wakes, also a little too thick.

-----28 SEPTEMBER 1944:

0147 First of many APR contacts on following frequencies; not ship's noises. 225 MGS, sweeping: 270 MGS, fairly strong, sweeping: 240 MGS, steady and strong.

0214 Moonset. Continued to maintain radar silence.

0525 Submerged. Close up in the bight of southern FORMOSA below TAKAO KG. Intend to patrol close in to 100 fathom curve below RYUKYO SHO.

0646 Sunrise. Very clear, slightly choppy. No clouds on even the 10,000 ft peaks. Expect to see plenty of planes.

0301 Aircraft contact #19.

0335 Set clocks back one hour to minus eight time.

0316 Aircraft contact #20, headed our way, went deep.

0345 Aircraft contact #21.

1016 Aircraft contact #22.

1021 Aircraft contact #23.

1302 Heard single explosion, fairly loud; estimated distance 15 to 25 miles.

1342 Aircraft contact #24.

1749 Sunset.

1834 Aircraft contact #25. Made out in the half-light, that plane was MAVIS.

Looks like the night patrol will be with us again.

1925 Surfaced. Very bright and clear. Proceeding toward rendezvous.

Maintaining radar silence, keeping watch on APR at 150 MGS.

2006 APR contact at 150 MGS, weak.

2006 Sighted ship directly under the moon. Looks like submarine. Estimated range 4 to 5 miles.

2015 Ship is not submarine, but is similar to an SC or YMS. Turned away and avoided. Used SJ radar sparingly to track. First range was 8300 yds. Lost contact at 10,500 yds.

2030 Our night aircraft patrol seems to be with us. APR contact has been getting steadily stronger.

2116 Contact is now very strong. Turned on SD for about 5 seconds as an expedient to see if we could get an idea on how far he was away. At once his own radar steadied down (he had been keying it) and reached saturation.

2122 Submerged. Plane not in sight.

2154 Surfaced.

2155 Weak APR contact at 150 MGS. This contact got steadily stronger and stronger. He is shadowing us all right.

2247 Sighted exhaust flare of plane bearing 250(T) moving from left to right. When he got broad on the port beam, he turned toward us, evidenced by exhaust flare, broadening and separating, and bearing becoming steady. This time we got an idea of strength of signal on APR versus range, which lay help out in the future. WHEN THE ENEMY AIRCRAFT RADAR PULSE REACHES SATURATION WITH AN APR GAIN SETTING OF 7.5 OR LESS, THE ENEMY IS CLOSE ENOUGH FOR HIS EXHAUST TO BE SEEN.

2248 Submerged. Aircraft contact #26. Since we have been proceeding to a rendezvous with three other boats, and since this enemy plane, and probably one other (we have had two radar pulses on the APR, one weaker than the other) has been dogging us since we surfaced, I decided to remain submerged until there was no chance of leading him to the rendezvous.

-----**29 SEPTEMBER 1944:**

0234 Moonset.

0319 Surfaced. Received message from CTG asking our position and ETA rendezvous.

0430 Received message from CTG directing that we rendezvous same time the 30th about sixty miles westward. This same message describes our patrol lane for the day. We are now in that lane.

0434 Picked up SJ radar interference from two other boats.

0515 Submerged. Maintaining continuous high periscope watch and exposing vertical antenna ten minutes of each hour,

0555 Sunrise. Bright and clear.

1753 Sunset.

1920 Surfaced. Headed southwestward for rendezvous with CTS. Moon is almost full, very bright. Am maintaining radar silence.

1925 Have weak APR contact at 150 MGS which disappeared shortly. Have a strong contact at 263 MGS which we believe to be shore-based. It has been with us every night before.

-----30 SEPTEMBER 1944:

0014 Picked up interference on SJ radar receiver. After about ten minutes, we succeeded in exchanging recognition signals and calls with SEAHORSE. She is apparently on a nearly parallel course.

0216 Sighted SEAHORSE.

0303 Rendezvous completed. Received new operating procedure, communication plan, and new rotating patrol area within a rotating patrol area plan from CTG.

0323 Moonset. Am keying SJ radar for two sweeps every three minutes.

0522 Submerged. Am maintaining continuous high periscope watch and exposing vertical antenna ten minutes out of each hour.

0555 Sunrise. Bright, clear and call.

1745 Sunset.

1905 Surfaced. Proceeding southward toward new area. Maintaining radar silence.

2158 Picked up SJ radar interference bearing 172(T). Was standing a receiver watch on the SJ at the time.

2210 Received message from CTS changing area assignments.

2217 Weak APR contact at 150 MGS

-----01 OCTOBER 1944:

0219 APR contact at 150 MGS; weak.

0315 Manned SJ radar and exchanged recognition signals and calls with WHALE by radar,

0343 Sighted submarine bearing 135(T). Determined to be WHALE. Exchanged calls by light.

0437 Moonset.

0530 Submerged. Maintaining continuous high periscope watch; exposing vertical antenna for ten minutes out of each hour.

0547 Sunrise. Seas are picking up; looks like we are in for a blow.

1443 Seas are heavy now. It is necessary to make 60 turns to maintain depth control at 58 ft.

1753 Sunset.

1300 Commenced receiving message from CTG over vertical antenna containing orders to form a scouting line.

1904 Surfaced. Set course for new station at best speed. Maintaining radar silence, but standing receiver watch on SJ.
2330 On new station, patrolling.

-----**02 OCTOBER 1944:**

0330 Received message from CTG directing us to proceed to next assigned area and patrol independently.

0400 Set course for patrol area for the day. Received CHUNGKING message from WHALE.

0527 Submerged. Seas are so heavy that it is difficult to maintain depth control at periscope depth at two thirds speed. Tried to meet vertical antenna schedule but broached. Am cruising at 100 ft taking a high look every 10 minutes.

0530 Moonset.

0546 Sunrise.

0859 Sighted ship bearing 140(T) which was identified as SEAHORSE OR WHALE. Has preparing to surface to speak her when she dove at a range of about 5000 yds.

0916 Secured from battle stations.

1617 Changed course to East, putting the sea broad on port bow. Broached on first look. Changed course to put sea on the beam.

1630 After an all day effort at decoding a very badly garbled version of ComSubPac daily underwater bugle, the Coding Board found that Lt. CANNON is a father. Very welcome news for Lt. CANNON.

1752 Sunset. Typhoon weather.

1852 Surfaced. Have a saturated pulse on the APR at 150 MGS with a full gain setting, closing.

1854 Submerged. APR contact was saturated with a gain setting of 3.0. From previous experience we know that the plane should be in sight. Our own visibility is poor on account of wind, spray, and water.

2005 Surfaced. All clear on APR. Set course to eastward to gain tomorrow's patrol square.

2300 Contact on APR at 150 MGS, half-strength, bearing.

-----**03 OCTOBER 1944:**

0014 SJ radar interference bearing 080(T). Believed to be WHALE. All clear on APR. Started keying the SJ radar for two sweeps every three minutes.

0520 Submerged. Patrolling today just to westward of DALUPIRI IS, of the BABUYAN Group. Maintaining a continuous high periscope watch and exposing vertical antenna for five minutes each hour. Sea is still rough but the Islands have broken up the swells somewhat.

0553 Sunrise and moonset.

1743 Sunset. Heavy seas.

-----**04 OCTOBER 1944:**

0524 Submerged to patrol passage between DALUPIRI IS. & FUGA IS., of the BABUYAN Group.
0548 Sunrise. Heavy seas.
0606 Aircraft contact #27. Possibly searching the passage in advance of a convoy.
0714 Aircraft contact #28, thought to be same as #27.
0855 Aircraft contact #29; coming in with bomb bay doors open. Went deep. No bombs.
1000 JP Sound Gear out of commission for remainder of patrol. Cable through shafting to head has carried away.
1304 Aircraft contact #30.
1358 Aircraft contact #31.
1742 Sunset. Heavy weather.
1855 Surfaced. Making two sweeps with SJ radar every three minutes.
1948 Moonrise.
2000 SJ radar interference to northward and southward, which is from other boats of the pack.
2355 APR contact at 150 MGS half-strength but growing stronger. This contact reached saturation at about 2353.

-----05 OCTOBER 1944:

0000 Submerged. The APR contact at 150 MGS gave a saturation signal with a gain setting of 9.0, closing fast.
0043 Surfaced.
0307 Commenced transit of passage between CALAYAN IS. & DALUPIRI IS.
0430 Submerged. Patrolling the water surrounded by the BABUYAN ISLANDS. Maintaining continuous periscope watch.
0548 Sunrise. Heavy weather.
0307 Aircraft contact #32.
0950 Aircraft contact #33.
1017 Aircraft contact #34.
1306 Aircraft contact #35.

6 OCTOBER 1944:

0440 Received a message from the CTG ordering us to search to southward of him attempting to intercept forces mentioned in a contact report which we do not have. Our orders have been to guard the area frequency and pack frequency except during NPN FOX skeds when we are to guard those skeds. This puts me in a quandary; we are more than 190 miles from the search position; are virtually surrounded by land, and in a heavily air-patrolled area.
0440 Submerged.
0515 Came to 51 ft. to transmit a request to SEAHORSE for a relay of the contact report, using vertical antenna. Spent the next hour at this depth and transmitted our message seven or eight times but without success. The wing antennas are grounded out, resistance readings-8,000, 10,000 & 12,000 ohms.
0537 Sunrise. Heavy weather.

0600 While at 51 ft. sighted three masts bearing 320(T). Commenced approach. At

0615 identified these contacts to be two small sailing schooners and one power trawler. The schooners were disposed on either bow of the trawler, either tacking or zigging radically and the trawler following their movements. They were headed toward the passage between CALAYAN & CAMIGUIN ISLANDS from the time we sighted them until

0710, at which time they changed base course to the right and headed for the passage between FUGA & CAHIGUIN ISLANDS. I considered that a torpedo attack would be a waste of torpedoes for the following reasons:

(1) Torpedo run would be too far for such a small target.

(2) Even the trawler is doubtful as a torpedo target.

(3) Rough sea would probably cause torpedoes to broach at the shallow depth setting required. I then considered a gun action and decided against it for the following reasons:

(1) Air patrols.

(2) Rough sea-too rough for gun's crew to be on deck,

(3) Lack of an ammunition scuttle limits me to the ten rounds of 5' that are in the ready locker. Passing ammunition up through the after battery hatch is out of the question. Passing ammunition up through the gun trunk is awkward in smooth water and dangerous in rough water. These five inch shells weigh 100 lbs.

0607 Vessels disappeared.

0903 Surfaced. Went to flank speed. Our chances of getting out of the BABUYAN ISLANDS during daylight are very slim. It is merely a question of how long it will be before the aircraft arrive. I realized that the SD radar wouldn't much help on account of the proximity of land.

0845 Lookout sighted large bomber coming from out of the background of CALAYAN IS. Made quick dive to 300 ft. Aircraft contact #36.

0949 One depth bomb; very loud. No damage and not much of a shaking. I heard two of these bombs hit the water as we passed 100 ft. One of them must have been a dud. At the time of diving we were just beginning to enter the passage between DALUPIRI & CALAYAN. Since the plane has our position marked, decided to stay at 200 ft. for a while.

1141 At periscope depth. All clear.

1310 WHALE, as we found out later, is attacking a convoy and SEAHORSE will soon do the same. They are 150 miles to the westward, on the high seas. Here we sit where the ships are supposed to be moving and there they attack them where they are not supposed to be.

1740 Sunset. The sea is still rough.

1848 Surfaced and set course for passage out of Islands; charging batteries and making 15 knots.

1940 Cleared passage. Set course for search position, Lat.19-00 N. Long. 118-15 E. at 17 knots. Commenced trying to clear up grounds on antennas.

Received orders from ComSubPac to discontinue patrol on the 7th.

2000 Sent message to CTG informing him of our position, course and speed. Used SD antenna for the purpose.

2115 Moonrise. Almost as soon as we cleared the BABUYAN ISLANDS the sea calmed down. Looks like it is just naturally rough in there.

07 OCTOBER 1944:

0525 Received orders from the CTG to depart area on schedule.

0530 In assigned position, about 18 hours late.

0638 Set course north to get clear of area by sunset as ordered.

1015 Picked up weak SJ interference to northeast. Attempts to establish communications not successful.

1700 Cleared area. Set course for ITBAYAT IS.

2216 Moonrise.

-----8 OCTOBER 1944:

0000 Commenced sending message to SEAHORSE & WHALE advising them we have cleared area.

0520 Submerged.

0540 Sunrise. Moderate sea. Clear skies.

1739 Sunset.

1813 Surfaced.

2220 Sighted ITBAYAT IS.

2242 Sighted BATAN IS.

2303 Moonrise.

2330 Have gotten the resistance of one antenna up to 820,000 ohms. Both the others are still low.

-----9 OCTOBER 1944:

Enroute MAJURO. Am forced to run on three engines to avoid contact with friendly surface forces.

0100 Passed between ITBAYAT & BATAN ISLANDS.

0445 Exchanged calls with SHARK (SS 314) via SJ radar.

0310 Contact on SD radar at 12 miles, unidentified. Aircraft contact #37.

0811 Submerged.

0355 Surfaced.

1052 Sighted ship dead ahead at 1055; identified ship as U.S. Submarine.

At 1055 sighted a small pursuit plane overhead peeling off into a dive from an estimated altitude of 10,000 ft. and made quick dive. The other submarine was 6,400 yds. away by radar at this time, and either dove for the plane that zoomed us or dove because he saw us dive. At 1111 exchanged calls and notes with SEADRAGON (SS 194) via sonar. Although the pursuit dropped no bombs, nor did anyone on the bridge get hit by bullets, decided to stay down for a while and let his run out of gas. Aircraft contact #35.

1304 Surfaced. Found that the dive had grounded out our one good antenna again.

1525 Sighted submarine bearing 060(T) and identified as friendly. Believe it is BLACKFISH. Manned radar to communicate with it.

1528 BLACKFISH dove at a range of about six miles. Slowed down, Manned sound gear, and attempted to communicate with him, but without success. Changed course to the right and went to 16 knots skirting well clear of his diving position.

1554 BLACKFISH surfaced and continued on her way.

-----10 OCTOBER 1944:

Enroute MAJURO on three engines.

0100 Set clocks ahead one hour to minus nine time.

0848 Submerged for trim.

1445 While cruising at standard speed on main engines #'s 3 & 4; lost lube oil suction on #3. Both engines were immediately stopped and propulsion shifted to forward engine room. It was found that the oiler, purifying the oil in #3 sump, had discharged to #4 sump instead of #3. Both engines were put out of commission for inspection. #4 was inspected first for oiled up generator and air receiver, was found to be in good condition and was placed back in commission. #3 engine showed no bearing casualties, nor any damage, excepting that filters and gaskets on five injectors required renewal. Engine back in commission in thirty hours.

-----11 OCTOBER 1944:

Enroute MAJURO.

1400 Changed course to the north to search for picket boat reported by aircraft.

1700 Discontinued search; resumed course.

2000 Commenced converting #4 FBT into a MBT. This tank ran dry on the 23rd of Sept., when we were in typhoon weather. The engineers were not able to convert it in the area owing to a combination of night-flying aircraft and rough weather, Since leaving area have had to resort to three engine speed to avoid contact with friendly surface forces.

2320 Submerged to flush out #4 MBT and to test operation of main vents.

2347 Surfaced.

12 OCTOBER 1944:

Enroute MAJURO.

0400 Set clocks ahead one hour to minus ten time.

0906 SD contact at 23 miles, unidentified. Aircraft contact #39.

0912 Submerged when plane had closed to 13 miles without being sighted.

1022 Surfaced.

1440 SD contact at 15 miles, unidentified. Aircraft contact #40.

1445 Submerged when plane had closed to 11 miles without being sighted. On both contacts today, the enemy attempted to jam the SD-4 with both railings and sinusoidal waves.

1555 Surfaced.

-----13 OCTOBER 1944:

Enroute MAJURO.

0904 SD contact at 14 miles, closing, unidentified, not seen. Aircraft contact #41.

0305 Submerged.

1011 Surfaced.

1210 SD contact at 10 miles, closing, unidentified, not seen. Aircraft contact #42.

1326 Surfaced. Have experienced attempts at jamming SD-4 radar today the same as yesterday.

-----14 OCTOBER 1944

Enroute MAJURO.

-----15 OCTOBER 1944:

Enroute MAJURO.

0912 Submerged for SD contact at 6 miles, closing. Visibility is unlimited, plane was not sighted. Believe this to be a false pip.

0356 Surfaced.

2200 Set clocks ahead one hour to minus eleven time.

-----16 OCTOBER 1944:

Enroute MAJURO. Made several training dives.

1754 Commenced discharging battery at six hour rate to the low voltage limit.

-----17 OCTOBER 1944:

Enroute MAJURO. Made several training dives.

0930 Sighted first of three friendly submarines. Closed and exchanged calls with PIPEFISH. Closed and exchanged calls with BALAO. Did not exchange calls with #3 submarine.

1015 Resumed course and speed

-----18-20 OCTOBER 1944:

Enroute MAJURO. Bucking a fairly heavy sea.

-----21 OCTOBER 1944:

ARRIVED MAJURO.

END OF PATROL #1