

**From: The Commanding Officer,  
U.S.S.SEGUNDO(SS398).  
To: The Commander in Chief, United States  
Fleet.**

- (1)The Commander Submarine Division FORTY-THREE.**
- (2)The Commander Submarine Squadron FOUR.**
- (3)The Commander Submarine Force, Pacific Fleet.**
- (4)The Commander in Chief, United States Pacific Fleet.**

**Subject: U.S.S.SEGUNDO(SS398) - Report of Mar Patrol Number Three,**

- Enclosures: (A)Subject Report.**
- (B)Track Chart (ComSubPac only)**
  - Supplementary Patrol instructions (ComSubPac only)**
  - (D)Area Division Chart (ComSubPac only).**
  - (E)Supplementary Columniation Instructions (Coi5ubPac only).**

**1. Enclosure (A), covering the Third War Patrol of this vessel and operations of Task Group 17.24 conducted in the East China Sea during the period from 1 February 1945 to 26 March 1945, is forwarded herewith.**

**J.D.FULP, Jr.**

**CA) PROLOGUE:**

Arrived GUAM on 5 January 1945 from second war patrol. Refit satisfactorily accomplished by U.S.S.APOLLO and SubDiv 282 Relief Crew I8. Excellent recuperation at CAMP DEALEY on windward GUAM; a big hand to those who, in the short space of six weeks, had constructed and organized CAMP DEALEY and made it almost luxurious. Lobes of low-pressure blower seized and some of bearings froze on surfacing after first post-refit trim dive. Blower disassembled, removed from ship, cut taken on ends of lobes, bearings renewed, reassembled, and reinstalled on board. One day of the normal five day training period lost on account of the blower casualty, but an additional day of pack training more than made up for this loss. Trained by Commander T.M. DYKERS, ComSubDiv 282, who was of great assistance throughout the refit. Transferred five men and one officer to SubDiv 282 Relief Crew and received five men and one officer in return.

Name	Rank	#War Patrols
Fulp, James D. Jr.	Comdr	10
Balson, John E	Lieut	3
Filter, frank	Lieut	1
Aubrey, Norbert Jr	Lt(jg)	3
Brozo, John	Ensign	3
McLaughlin, John	Ensign	3
Hahn, Jack	Ensign	2
Johnson, Lewis	Ensign	3
Rose, Max	Ensign	2
Horgan, Victor	Ensign	2
Russell, Edward	CTM	8
Clark, William	CTM	11
Marvel, Paul	CQM	3
Downs, James T	CMoMM	11
Von Behem, Arthur	CMoMM	13
Matthews, David	CEM	6
Peck, Lewis	CPhM	3

**1 FEBRUARY 1945:**

1630 Underway for patrol area in company with SEACAT & RAZORBACK, forming a coordinated attack group with senior commanding officer in SEGUNDO. Escorted by USS DEMPSEY until 2200

**6 FEBRUARY 1945:**

0345 Made radar contact (secondary pip) on TAKU SHIHA at 112,000 yds.

0605 Dove for the day.

1200 Position: 29-48 N., 131-03 E.

1855 Surfaced and commenced transit of COLNETT STRAIT, followed by RAZORBACK & SEACAT at about 15 mi. intervals. During transit had almost constant APR contacts at 148 and 152 MGS, but they appeared to be land based.

2310 Transit completed.

2320 SJ contact at 3200 yds. Had been keying the SJ, taking several sweeps every 5 minutes. Although we did not sight this object, we were sighted by him, as we had some little trouble shaking him at 15 knots, lost the pip after a half hour at 6100 yds. From the picture as presented, it appeared that we might have had a patrolling submarine, possibly a midget, so sent advice to RAZORBACK & SEACAT.

**7 FEBRUARY 1945:**

0350 Exchanged recognition signals and call signs with SEACAT by SJ radar.

0603 Dove for the day.

NOTE: The Task Group is patrolling as a pack; that is, in accordance with Patrol Plan ABLE of Enc.(C) to this report.

1200 Position: 31-32 N., 129-04 E.

1851 Surfaced.

**8 FEBRUARY 1945:**

0620 Dove for the day. It is rough, sea state six, and visibility bad.

1200 Position: 30-26 N., 129-08 E.,

1800 Surfaced. Throughout the ensuing night had many cloud contacts on the SJ and passed through many heavy rains. Seas are beginning to abate.

**9 FEBRUARY 1945:**

0130 Dove for MGS contact which was later determined to be land-based; probably located on UJI GUNTO.

0220 Surfaced.

0232 APR contact at 76 MGS, probably located on KOSHIKI SHIHA.

0625 Dove for the day. Visibility now good. KOSHIKI SHIMA & UJI GUNTO in sight lost of the day.

1200 Position: 31-45 N., 129-13 E.,

1438 CO2 content of the boat considerably bolstered by accidental release of a fire extinguisher.

1857 Surfaced. Headed west at standard speed to get clear of the rest of the pack before transmitting weather report.

2150 After waiting about two hours to get clear circuit, delivered weather report to GUAM without difficulty.

2307 Exchanged recognition signals and calls with RAZORBACK via SJ radar.

**10 FEBRUARY 1945:**

0628 Dove for the day.

0654 Surfaced to clear lanyard from gun trunk door.

0659 Dove. UJI GUNTO & KOSHIKI SHIMA now in sight. Maintaining continuous high periscope patrol.

1200 Position: 31-28 N., 129-10 E. 1850 Surfaced. 2215 Sighted white light bearing 060(T), believed to be TSURIKAKE SAKE, distance about 45 mi.

**11 FEBRUARY 1945:**

0450 SJ contact bearing 040(T), range 13,000 yds. Exchanged calls and recognition signals with SEACAT.

0619 Dove for the day.

1200 Position: 31-29 N., 129-06 E.

1858 Surfaced. Took Pack on a diversionary trip to western edge of area between latitudes 32 & 33 N.

2235 Slight interference on SJ from direction of DANJO GUNTO.

**12 FEBRUARY 1945:**

0639 Dove for the day.

1200 Position 32-33 N., 127-22 E.

1908 Surfaced.

2131 Discontinued search in this area and headed back to scheduled area between FUKAE SHIMA 6 KOSHIKI RETTO. Orders to the Pack to this effect have been delivered.

**13 FEBRUARY 1945:**

0623 Dove for the day.

1200 Position 32-03 N., 129-10 E.

1858 Surfaced. Cleared area to send weather report.

2105 Commenced sending weather report. No trouble in transmission; got a receipt at 2120. Headed back toward scheduled area.

**14 FEBRUARY 1945:**

0015 SJ contact bearing 142o(T), range 10,950 yds. Receiving SJ interference from this pip.

0026 Exchanged recognition signals and calls with RAZORBACK. 0030 Lost contact.

0626 Dove for the day.

1200 Position 31-55 N., 128-55 E.

1858 Surfaced.

2059 At 100 fathom curve in southwestern approaches to NAGASAKI. No string of white lighted fishing boats as previously reported by subs in this area. Commenced moving to new area west of FUKAE SHIMA.

**15 FEBRUARY 1945:**

0000 While shifting patrol area, received contact report from RAZORBACK which was cancelled twenty minutes later, having proved false.

0030 When about halfway between DANJO GUNTO & FUKAE SHIMA, received contact report from SEACAT on three small targets, range 10,000 yds. We had picked up SEACAT'S radar interference a few minutes before, bearing dead ahead, about 268o(T). Our position checked with that of SEACAT.

0055 When contact appeared imminent, changed course to be north in order to be sure of taking contact and to gain position on the flank opposite SEACAT.

0116 Picked up three small pips, bearing 280o(T), range 11,600 yds, out of a multitude of rain pips on both PPI and A-scope. Very doubtful. Raining now, with heavy black clouds all around.

0117 Went to battle stations. Lost the three small pips.

0118 Received "Am attacking" from SEACAT. She had not yet transmitted a course and speed.

0146 Three explosions spaced eleven or twelve seconds apart.

0203 SEACAT reported attack completed.

0235 Having so far failed to gain a definite contact, secured from battle stations. It appeared ships were not suitable torpedo targets; SEACAT was not able to identify them. Kept tracking stations manned.

0250 Secured from tracking stations.

0400 Started back toward day's patrol area.

0609 Dove for the day. FUKAE SHIMA in sight all day.

0805 First plane contact, day or night, since starting this patrol. Sighted twin-engined unidentified land plane flying low, range five or six mi.

1200 Position 32-38 N., 128-03 E.

1858 Surfaced.

2145 Gave instructions to Pack for interception of Task Force reported by China planes near FORMOSA. Patrol stations assigned as follows:

"SEGUNDO - 33-17 N., 126-50 E

SEACAT - 32-13 N., 127-24 E.

RAZORBACK - 31-50 N., 126-44E

**16 FEBRUARY 1945:**

0300 Changed positions of Pack patrol stations to the following:

SEGUNDO - 33-48 N., 128-23 E.

SEACAT - 34-00 N., 128-17 E.

RAZORBACK - 33-36 N., 128-33 E.

0628 Dove.

0915 SHIP CONTACT #1. JP & JK sound gear picked up screws bearing 190o(T). Went to battle stations and at 0317 sighted fairwater of an Item class submarine. Target presented a 30o port angle on the first look; on second

look a port angle of 35o and on third look a port angle of 70o with the range 6,200 yds. He appeared to be making about 12 knots, and was either headed for SASEBO, or for a land-fall on SHIRO SE thence toward IKI SHIHA. It was doubtful whether or not we could have made a successful end-around. He was keeping a high periscope and was traveling with islands close on his starboard side. We particularly wanted to retain undetected today on account of the Task Force, so did not try an end-around.

0952 Secured from battle stations.

1200 Position - 32-54 N., 127-58 E.

1859 Surfaced. Continued toward assigned patrol position.

2100 Reached assigned position. Commenced patrolling on course 040o(T) and reverse

### **17 FEBRUARY 1945:**

0008 Sent orders to Pack shifting patrol positions to northward 25 11. New positions are as follows:

SEACAT - 34-25 N., 128-18 E.

SEGUNDO - 34-14 N., 128-28 E.

RAZORBACK - 34-02 N., 128-40 E.

0200 Two lightships, or white lighted fishermen, are occupying our spot. Many fishing boat and small mast contacts the rest of the night; most of the traffic moving on course 280o(T) or reverse. We were either at tracking stations or battle stations about half the time.

0306 & 0310 Sighted navigational lights on KO TO & SHIMONO SHIMA.

0730 Dove for the day. During this day we had innumerable fishing vessel and small maru contacts.

1200 Position - 34-09 N., 128-31 E.

1858 Surfaced in a flat calm sea, second quarter moon. SJ radar out of commission temporarily - advice to this effect was sent to SEACAT & RAZORBACK. Visibility was unlimited; estimated that heavy ships could have been seen at 25,000 yds.

2040 SHIP CONTACT 12. Sighted ship with binoculars with a small port angle on the bow headed in an easterly direction toward us. A few minutes later the PPI was back in commission but the range unit remained out. Range was approximately 12,000 yds. Ship which resembled a destroyer proceeded on a steady course until he had passed the white-lighted fishing vessels where he lay to. We got the SJ back in full commission while tracking this vessel. The peculiar actions of this ship indicated that he was an advance screen for more important units, so we did not attack. He continued to lie-to in the same position and we kept him under surveillance at ranges varying from 14,000 to 16,000 yds. At about

2330 RAZORBACK made radar contact on this ship at 18,000 yds. and sent contact report, asking also if it was SEGUNDO. To avoid unnecessary radio transmission we had not reported our radar back in commission yet, wanting to test it out for a while before doing so. However, we now had to reply to RAZORBACK's interrogation, so sent the single word "negative".

### **18 FEBRUARY 1945:**

0030 The ship that had been lying to, to the eastward of the lighted fishing vessels got way on and came to course 285o at eight knots, This confirmed our belief that he was an advance scout as he deliberately invited attack, and made us conclude more than ever that we should avoid detection. In keeping clear we almost ran down RAZORBACK, who had evidently commenced an approach. Hauled clear to the starboard flank and sent contact report to let her know we had had contact all along.

NOTES: As Group Commander I hoped that RAZORBACK would not attack, as one torpedo explosion would have given away the whole show. RAZORBACK did not attack. The remainder of the night was devoted to tracking and avoiding one small contact after another, all of which gave the appearance of fishing trawlers or schooners. Radar would pick them up between 7,000 and 8,000 yds., and lose them between 8,000 and 9,000 yds. The two with the bright white lights continued to occupy SEGUNDO's assigned position, so we patrolled about four miles to the westward of them.

0612 Dove for the day. Had several two-masted schooners and one three-masted schooner in sight most of the day. Two coastal luggers of about 1000 tons passed by.

1200 Position - 34-07 N., 128-26 E.

1913 Surfaced. Continued to patrol on station.

2230 Exchanged calls and recognition signals with RAZORBACK.

### **19 FEBRUARY 1945:**

Had several SJ contacts on fishing vessels during the early hours of the morning.

0138 Radar contact on RAZORBACK, range 10,170. Exchanged calls and recognition signals. One of us is out of position.

0617 Dove for the day.

0930 Surrounded by three schooners and two fishing tenders. Worked clear to southeastward. The schooners all closed in to about 3,000 yds. while the tenders appeared to be about 6,000. All or parts of these were in sight the rest of the day.

1200 Position 34-03 N., 128-21 E.

1913 Surfaced. The night was very bright, second quarter moon.

We have patrolled this area now for four full days, have been 15 mi. apart, and it does not seem possible that anything larger than a medium AK could have gone through us. Further tenure of our present positions does not seem warranted. Up to now we have patrolled the main area as a pack, for a total of thirteen days, without making any worth while contacts, we are ready to admit that the area is not adapted to close pack operations, the reasons being: (1) there are too many shore radar stations and (2) the fact that almost every night one boat has a weather report to make use in connection with the carrier based strikes on the Empire. Accordingly, at 2130, sent message to RAZORBACK & SEACAT telling them to patrol in accordance with Plan BAKER, which is shown in Enc.(C) to this report. Plan Baker is an independent cooperative ship patrol, the entire area being divided into three sections assigned to one boat for five days, then rotating. We gave the other plan a fair try without much success, now we can see how this one works out.

2200 Received report from SEACAT indicating that she sank the three targets she attacked on the 15th.

## **20 FEBRUARY 1945:**

0615 Dove for the day.

1200 Position - 34-03 N., 128-36 E.

1311 Surfaced.

2015 Started sending third weather report. More trouble this time than previously; took over an hour to get the message through.

2250 APR contact at 150 MGS, weak and being keyed. Thought at first it was land-based but after watching it for a while decided it was air -borne, mostly because of the way it was being keyed. maximum strength reached was about one-third saturation.

## **21 FEBRUARY 1945:**

OSS5 Dove for the day and commenced closing SHIHONO SHIMA. During forenoon had a number of small masts and several sources of smoke.

1054 SHIP CONTACT #3. Sighted a sizeable mast to the southeast. Commenced tracking. Target tracked at 3 knots on course 280o(T) and could be identified only as a minelayer. He had a tall foremast, short mainmast and one tall stack set close abaft the foremast. Bridge was high, narrow, antiquated looking, and was forward of the forecast. At

1206, when range was about 4500 yds he gave us an 180o angle on bow, but did not speed up. Shortly thereafter another vessel, which looked like a medium sized patrol boat, closed him and the two exchanged signals by light. Then the patrol craft headed off on course 250o(T) at about 9 knots, passing about 5000 yds. from us. The minelayer still tracked at 3 knots on course 130o(T). We could not see any mines being laid but it looked like he was engaged in this activity.

1200 Position 34-02 N., 129-03 E.

During the afternoon had several sets of fishing boat masts in sight, and some smoke. Some of the smoke we sighted this day came from the NISHI SUIDO, well clear of land. One small boat came down the west coast of SHIMONO SHIMA

1911 Surfaced with two trawlers too close. Opened out at standard speed, then headed toward SAISHU TO.

## **22 FEBRUARY 1945:**

0011 Changed course to head up toward KOKU TO.

0418 SJ contact at 7000 yds, thought to be another fisherman. At

0451 radar reported a possible contact at 21,000 yds.. Went to battle stations but this contact did not materialize. By

0530 we were surrounded by fishermen. having at least five on radar all around the compass.

0608 Dove to escape detection in the waxing light. Two trawlers in full view at this time. During the rest of the day we had schooners and trawlers in sight at all times. They caused us no concern, however, and would probably be easy meat for the five inch, but none of these were displaying Jap colors and were probably Koreans.

1200 Position: 34-05 N., 128-31 E.

1911 Surfaced. Had an APR contact at 150 MGS medium and being keyed, air borne. Did not dive, contact disappeared in ten minutes.

### **23 FEBRUARY 1945:**

0147 SJ contact bearing 127o(T), range 39,000 yds. Thought to be land, but the pips looked like ship contacts. Soon afterward sighted SHIRO SE light, flashing every five seconds, intensity undiminished. Closed original contact and at 0235 made new contact at 21,000 yds. Both contacts tracked at zero knots, proving them to be land. The pips were unusually trim and clear for land contact; we saw in the forenoon why. Rocks that rise straight out of the sea.

0438 SHIP CONTACT #4. Sighted a red glowing light and made SJ contact at 16,900 yds. Target turned out to be a properly marked hospital ship, two red crosses and broad green band illuminated, steering a steady course of 235o(T) and making 15 knots. He was standing down the coast along the GOTO RETTI about 15 mi. off shore.

0611 Dove and commenced closing UKU SHIMA. Experienced a two knot set to the ENE all day. There were many islands, all looking alike; hard to establish position.

1200 Position 33-27 N., 128-52 E.

1916 Surfaced and headed for SAISHU TO.

2347 Received request from SEACAT to spend an additional day down in the southern part of the area. Replied affirmatively just before diving for the day.

### **24 FEBRUARY 1945:**

0530 RAZORBACK reported radar contact at 28,000 yds and thirty minutes later reported it was false.

0636 . Dove for the day.

1200 Position: 33-34 N., 127-19 I.

1906 Surfaced and proceeded to shift to the southern part of the area at 15 knots. The sea is making up.

1925 Weak APR contact at 161 MGS, which disappeared in about ten minutes.

2130 Sent patrol instructions to SEACAT & RAZORBACK. Told SEACAT to patrol south of 30-23 N. Warned RAZORBACK of the mine craft we had seen south of TSUSHIMA.

### **25 FEBRUARY 1945:**

The sea is now running high. At 0534, just after having slowed down on account of the sea, the ship ducked under a big wave. Engines were stopped and conning tower hatch was closed with the result that not much water entered the ship and no damage was done.

0703 Dove.

0830 Surfaced to send a special weather report for use of the surface forces that are working over HONSHU. Weather had changed so much by this time that it was necessary to encode another report which we did, diving at 0905 and surfacing again at 1028. Both these reports were sent without any difficulty whatever. Both were handed to CTF 72. Stayed on the surface making best speed toward our desired destination until:

1156 when an SD contact at eight mi. forced us down. Apparently their DF equipment is working all right.

1200 Position: 31-12 N., 129-12 I.

1857 Surfaced in a rough sea.

2301 Exchanged recognition signals with unidentified source of SJ interference to the southwest; Believed to be SEACAT who is patrolling the area south of lat. 30-23 K

### **26 FEBRUARY 1945:**

Took patrol station on east-west courses from eleven to thirty mi. due west of KUCHINO YERABU ISLAND. there is a rock off the northwest coast of this island that resembles a ship at night.

0604 Dove for the day. The sea had calmed down by now.

1200 Position: 30-30 N., 129-46 I.

1251 Sighted one MAVIS at about 3000 ft. on course 230o(T). He passed directly overhead but gave no indication of having seen us.

1320 Sighted one plane, too distant to identify, course about 230o(T).

1343 Sighted one plane, too distant to identify, course about 230o(T).

1903 Surfaced. Commenced opening out to send scheduled weather report.

1909 APR contact at 157 MGS weak and sweeping. According to BATFISH, Jap subs carry radar of this frequency. However, there are a lot of shore based radars around here employing many different frequencies. Swung ship a couple of times and determined bearing to be 060o(T) to 070o(T), which is the bearing of IMO SHIHA. The contact appeared to be land based.

2100 Commenced sending weather report. Transmission required nearly an hour. CTF 72 took the message.

2343 APR contact at 153 MGS, weak and sweeping. We are suspicious of these frequencies since BATFISH report. Closed the direction of the contact but it did not get any stronger, nor was a ship contact made.

## **27 FEBRUARY 1945:**

0615 Dove about 15 mi. west of KUSAKAKI SHIMA and set course to pass between that island and UJI GUNTO.

0758 SHIP CONTACT #5. Pinging bearing 014o(T). Sighted smoke at 0815 and two tall masts at 0825. Soon thereafter sighted two tall stacks in conjunction with the masts. Bearing which had been steady for a while, now commenced hauling right. Pulled a full bell on the normal approach course for 15 minutes, then saw that we weren't closing much, Could take out the masts of two smaller ships in addition to the transport. There were three escorts. Did not have much data on target course and speed but believed he was headed southeast at about 11 knots. Our proximity to islands made an end-around long and difficult but surfaced and started one at 0949. Kept about 15 mi. from KUSAKAKI while working around it to the south and eastward. Visibility was unlimited.

Since we had no real dope on convoy course and speed, we had only conjecture to go by. Convoy could have been going in any of the following three directions:

- (1) From KUSAKAKI eastward toward KAGASHIHA KAI.
- (2) From KUSAKAKI southeastward toward COLNETT STRAIT.
- (3) From KUSAKAKI southward toward the NANSEI SHOTO.

At 1130, had an SD contact at 15 mi. which remained steady for a couple of minutes, then started closing. Plane was sighted by port lookout bearing 270o(R), position angle 6 degrees, at a range of 12 mi. Dove when the plane had closed to 7 mi. Plane was a MAVIS. At 1138 one bomb, not very close.

1200 Position: 30-30 N., 129-16 E.

At 1215 came up to periscope depth, all clear.

At 1245 another bomb explosion, not close, nothing in sight but it is now hazy.

At 1348, all ideas of further surface running were squelched by the appearance of four RUFES, which began a systematic search of the vicinity. Planes flew in a close column about 100 ft. off the water. They were on course 240o(T) when sighted and seemed to search on legs of about 10 miles, 240 & 000 degrees, working to the northwestward.

At 1347, it looked like they were going to pass overhead so went to 175 ft. At this time it was seen that the planes were not RUFES but KATES and what we had mistaken for floats were, in fact, torpedoes. Their low search altitude indicated some sort of underwater detection devices.

1430 At periscope depth, all clear but quite hazy.

1553 Sighted one KATE, with torpedo, to the westward about 10 mi.

1850 Sighted four magnesium parachute flares to the northward estimated range 10 mi. Looked like the planes are still with us so decided not to surface just then, The moon was full and it was as bright as day.

1905 Sighted four more flares like the first, two sets of two each. The flares were extinguished on reaching the water.

1919 JP sound picked up light faint screws to the north westward. Turn count 200.

1958 Surfaced. Still had the sound contact, but all clear by eye and radar. Worked around to the westward and northward. No more fares and no planes although we had two APR contacts at 153 MGS.

2302 APR went out of commission. Back in working order at mid-night.

## **28 FEBRUARY 1945:**

0619 Dove for submerged patrol off KOSHIKI RETTO.

1200 Position: 31-47 N., 129-09 E.

1902 Surfaced in half-light. On surfacing we had APR contacts at 75, 155, and 195 MGS. The 155 and 195 MGS signals, while not uncommon, had not been obtained in this locality before, so started swinging ship to determine bearing. At 1904 had an SJ radar contact at 17,000 yds. on an airplane and lost it at 21,000.

At 1919, the plane reappeared on the SJ radar at 5000 yds.

1919 Dove. On diving tuned the APR back to 155 MGS and got a saturated signal. In this locality, many shore radars operate on frequencies between 150 and 160 HCS. This sometimes allows planes to slip in unnoticed. So far we have dived only once for a shore-based radar, however.

2004 At radar depth, all clear.

2013 Surfaced. Full moon, very clear and bright

### **1 MARCH 1945:**

0618 Dove for submerged patrol between DANJO GUNTO & KOSHIKI RETTO.

1200 Position: 32-03 N., 128-51 E.

1904 Surfaced in a state five sea. During the evening had APR contacts at 155 & 153 MGS, but was not forced down. The 155 MGS contact appeared to be land-based. Visibility was fair in spite of a moderate rain.

0200 APR contact at 153 MGS, looked like plane.

0205 Dove. Contact grew very quickly, indicating it was air-borne.

0244 Surfaced.

0350 APR contact at 153 MGS, weak, being keyed.

0401 Above contact became steady and strong.

0402 Dove. Believe he spotted us.

0510 Surfaced. Had two APR contacts at 153 MGS, one was nearly saturated and being keyed sporadically while the other was weak and being keyed regularly. Looked like they were working together so stayed on the surface to see what would happen.

0517 Both contacts disappeared.

0610 Contact came back in at 153 MGS, weak.

0617 Above contact increased from a weak signal to a saturated signal in about thirty seconds. Bears out our theory that they can vary their power output.

OS17 Dove for APR contact and submerged patrol off FUKAE SHIMA. SJ range on plane while diving - 12,000 yds.

1200 Position: 32-26 N., 128-31 E.

1930 Exchanged recognition and call signs with RAZORBACK via SJ radar.

### **2 MARCH 1945:**

0355 Sighted floating mine, barely afloat, in phosphorescent wash of ship, port side. Estimated distance from side - twenty feet. Position 31-50 N., 127-45 E. Mine was barely visible so did not go back to look for it.

0618 Dove for submerged patrol west of DANJO GUNTO.

0926 SHIP CONTACT #6. Sighted smoke, then masts, bearing 251o(T). Turned out to be a hospital ship, properly marked and steering a steady course of 045o(T) at 14 knots. Identified as TAKASASO HARU (AH2). Took several photographs.

1200 Position: 31-59 N., 127-47 E.

1906 Surfaced.

2130 Sent message #7 to ComSubPac requesting seven day extension in area preferably north of latitude 34 N. Advised SEACAT & RAZORBACK of this over pack frequency

### **4 MARCH 1945:**

0614 Dove for submerged patrol southeastward of SAISHU TO.

1200 Position: 33-06 N., 127-07 E.

1225 Sighted a single BETTY flying toward the southern coast of SAISHU.

1916 Surfaced. Traffic appears to be moving high up in the KOREAN ARCHIPELAGO, at least none of the pack has seen any shipping anywhere else. Having patrolled the area now for nearly two weeks in an independent cooperative ship status, it seemed time to go back to patrolling as a pack. Sent directions to SEACAT & RAZORBACK accordingly, telling them to patrol sub-area eleven which is off the KOREAN COAST. RAZORBACK, who is now in the southern part of the area, will not be able to arrive in sub-area eleven until day after tomorrow,

2230 Made diversionary trip out of area at flank speed into the narrow waters between REIZUI TO & SEIZAN TO. This trip was most probably rendered futile by our being picked up by shore radar on KYOBUN TO, although we skirted same at 14 mi. and tried to split the distance to SAISHU TO.

### **5 MARCH 1945:**

During the night received dispatch from ComSubPac granting permission to extend time in area seven days. He had asked to patrol north of lat. 34 N. meaning in the EAST CHINA SEA, but were told to patrol north of 34 N. in the YELLOW SEA.

0203 While in the narrow waters north of REIZUI TO, made SJ contact at 7700 yds., and sighted what appeared to be a patrol boat but could have been a fishing trawler. Nothing else sighted.

0325 Sighted two lighted fishermen off HAKU TO. Made SJ contact on one of these at 7770 yds.

0558 APR contact at 150 MGS, weak and sweeping.

0603 Dove with above APR contact at half-strength. Conducted submerged patrol between HAKU TO & KANJO SAN. Visibility poor, much rain, and both scopes foggy.

1200 Position: 34-05 N., 127-58 E.

1200 Encircled by three trawlers and one schooner. Worked clear to the southeastward and lost sight of them at 1317,

1912 Surfaced.

2000 Went in to the narrow waters off REIZUI KAIWAN and patrolled off KINSO RETTO until moonrise at midnight. Encountered, and worked through, about ten vessels of trawler size on the way in. Worked our way through five of these on the way out. Most of these vessels were probably fishermen, but none showed any lights whatever. Some were undoubtedly picket or patrol boats. Only four were actually sighted by us,

### **6 MARCH 1945:**

0611 Dove for submerged patrol off TSUSHIHA ISLAND.

1200 Position: 33-56 N., 128-22 E.

1300 Sea has gotten rough. Started running at 90 ft, taking looks every 15 minutes.

1600 Sea has calmed down. Maintained continuous periscope watch.

1919 Surfaced. Headed up for KINSO RETTO.

2320 SHIP CONTACT #7. TORPEDO ATTACK #1. made radar contact on single ship bearing 250o(T), range 13,900 yds. Commenced tracking and started approach. Knew target was small but decided to chance an attack. Target tracked on course 115 at 9 knots, then on course 080 at same speed. We were not able to lobe-switch on hit until range had decreased to 9,000 yds. Target came into view as a blob on the horizon at 2300 yds and could be seen well at 1500 yds. Looked him over carefully for a minute or two then at

2355 commenced firing first of four torpedoes using TBT bearings and point of all spread, range at first shot 1300 yds. and at last shot 1100 yds, depth setting six ft. Sea was state four, rough, but not much swell because of the confined waters. Torpedoes were fired directly down sea. All torpedoes missed. This in spite of the fact that solution of torpedo problem had checked perfectly since lobe-switching had been begun. Target, which was a small engines aft AK of the SUGAR ABLE OR SUGAR CHARLIE type, gave no indication of having sighted either the submarine or the highly phosphorescent torpedo wakes. There were many porpoises in the vicinity and he probably took the torpedoes to be porpoises. The sea was too rough for gun attack.

### **7 MARCH 1945:**

During the night received information from RAZORBACK that she was leaving area, that she had sunk two sea trucks and one schooner by gunfire, and that she had taken three wounded prisoners.

Received information from SEACAT that she had sunk a small AK and that she had requested to extend patrol in the YELLOW SEA with SEGUNDQ. ComSubPac approved this request. Encountered the same patrol boats coming down from the KINGO RETTO but evaded them without any trouble.

0611 Dove for submerged patrol between HAKU TO & TSUSHIMA IS.

1200 Position: 34-05 N., 128-23 E.

1235 Sighted six aircraft (JAKES) flying in column very close to the water, obviously on an anti-sub hunt. Probably a result of RAZORBACK's gun shoot yesterday.

1250 Above planes headed toward. Went to 150 ft.

1317 At periscope depth, all clear.

Analysis of last night's unsuccessful attack disclosed that misses were caused by control errors. Approach officer did not make clear to Assistant TDC Operator how spread was to be applied, with the result that both a point of aim spread and an offset spread were put on the torpedoes. Three torpedoes were fired at target's stem and one abaft his stern.

1704 Sighted two-masted schooner having a time of it in the rough sea then running,

1920 Surfaced. Headed for the KINGO RETTO.

No fishing vessels, and only one patrol, were encountered in the approaches to RAISU KAIWAN tonight. Rough weather must have driven them to base.

2240 SHIP CONTACT #8. Made SJ contact at 14,200 yds. bearing 017o(T), Pip looked like the one on the SUGAR CHARLIE we attacked unsuccessfully last night. Target tracked on course 260 at six knots, later changing to 250. He was following almost exactly the same path, only reverse, that was used by the one last night. Both vessels passed about three miles south of SEJON TO, and about the same distance south of SHORI TO. There was signaling from SEJON TO as he passed, indicating that some sort of HECF is maintained there. Target was not attacked because of his small size and the heavy swell then running. It was too rough to man the deck gun. Considered using the 40 MM but decided against it, as it might have spoiled our chances for bigger game. Tracked this target until 0130. Tried several times tonight to raise SEACAT by radio without success.

### **8 MARCH 1945:**

0136 Lost small ship we had been tracking and continued clearing confined waters at moonrise at 0158.

0608 Dove for submerged patrol east of SAISHO TO.

0939 Sighted three FRANCES aircraft which remained in the vicinity for forty-five minutes.

1200 Position: 33-36 N., 127-52 E.

1539 Sighted high peak on SAISHU TO at a range of 60 miles.

1923 Surfaced and headed for the YELLOW SEA to patrol in accordance with ComSubPac dispatch 040612 of

March approving request for seven day extension

At 2200 received message from TENCH (CGT 17.22 - BOXERS) saying they would not be north of lat. 34 N. until the seventeenth. Made decision, based on this information, to continue patrol in EAST CHINA SEA north of 34 N. If we had gone to the YELLOW SEA, we would have had only two days patrol time and that in an area with which we were not familiar. We have become pretty well acquainted with the EAST CHINA SEA, have a pretty good idea where the traffic is moving, and will be able to spend more time actually patrolling.

2200 Sighted two steady bright white lights, milling around like fishing trawlers.

During the night tried, without success, to communicate with SEACAT & TENCH. Wanted to remain in the EAST CHINA SEA, and to advise SEACAT of this.

### **9 MARCH 1945:**

0608 Dove for submerged patrol between HAKU TO & TSUSHIMA IS.

0641 Sighted trawler.

0740 Sighted sub-chaser patrolling back and forth. Looked like he might have been maintaining visual distance from trawler.

1200 Position: 34-01 N., 128-12 E.

1315 Sighted two-masted schooner. No Japanese flag showing.

1932 Surfaced. Headed up for REISUI KAIMAN. The sea was state five.

2315 SHIP CONTACT #9. Made SJ radar contact on single ship bearing 004o(T), range 11,990 yds. Target was small, probably another SUGAR CHARLIE, and tracked on course 255o(T) at 10 knots.

2335 SHIP CONTACT #10. TORPEDO ATTACK #2. While tracking first target, made SJ contact on single ship bearing 270o(T), range 16,000 yds. Commenced approach on this ship as he appeared to be bigger than the first. Target tracked on course 060o(T) at 7 knots and passed the #1 on opposite course about 1000 yds. Both ships passed some 3 mi. south of SESON TO.

### **10 MARCH 1945:**

0120 Fired four torpedoes from bow tubes at target; a medium AK, flush deck, steering a steady course of 060o(T) at 7 knots. Had tracked for 1 1/2 hrs. and solution checked perfectly. Mean torpedo run 1050 yds., track 85o port, gyros 15o left, depth set 6 ft., sea state 4, moderate swells short length, torpedoes fired down sea. Point of aim spread by forward TBT. Target was burning side lights. All torpedoes missed. #2 torpedo may have run erratic according to the O.D.D.

During the approach phase submarine crossed target track ahead, both to take advantage of the dark background of the islands KATSU TO It YOKUCHI TO, and to be able to fire torpedoes down sea. Submarine maintained bare steerageway about 3 mi. off KATSU TO and waited for target to "cross its sights". Target should have sighted submarine by naked eye at 2000 yds. at least if he had any lookouts, but apparently he did not. He must have thought we were a fishing vessel. Submarine chose to attack on the surface to avoid having to dive in confined waters with strong currents. Target gave no indication of having sighted submarine after attack.

Reasons for misses unexplained. Target was definitely a good size ship, measuring at least 350 ft. in length by binoculars and radar. All fire control data and gear, and gyro-setting gear were checked and found to be O.K.

Assuming that #2 torpedo ran erratic, then #3 and #1 should have hit. Post-Mortem plot shows that at least one and possibly three torpedoes should have hit.

0612 Dove for submerged patrol. 1200 Position: 34-08 N., 128-32 E.

1325 Surfaced. Headed for the REISUI KAIWAN.

2332 Encountered the first of about twenty fishing vessels and/or patrols.

### **11 MARCH 1945:**

0015 Sea commenced to be so phosphorescent that it was almost white.

0258 SHIP CONTACT #11. Made SJ contact bearing 337o(T), range 15,700 yds. Target tracked on course

070o(T) at 11 knots. At range 11,000 yds. the pip separated into two small pips close together.

0337 SHIP CONTACT #12. TORPEDO ATTACK #3. Made SJ contact bearing 020o(T), range 14,850 yds. This target produced a much better pip than the ones we were tracking. Probably would have made contact at a greater range had we not been intent on tracking the first targets. Shifted targets. New target tracked on a steady course of 248o(T) at 9 knots, and was headed to pass just south of SHORI TO Light. We hove into binocular sight at 8,000 yds.

0413 Fired four torpedoes on mean track of 100o port, gyros about 7o left, torpedo run 1500 yds., using TBT bearings and point of aim spread. O.O.D. reported that first torpedo ran erratic so fired #3 torpedo at MOT. Torpedoes #2 & #3 hit at points of aim; #2 halfway between MOT and stern, separating the after end of the ship from the rest, and #3 at MOT. Ship was observed to disappear in two minutes. Lost target on radar at this time at a range of 2600 yds. Quest for POW's was abandoned when the following ship contact was made.

0416 SHIP CONTACT #13. Made SJ radar contact bearing 095o(T), range 14,500 yds. There were four pips, all about the same size and first appeared on the radar as a separation from SESON TO. They produced bigger pips than any we had seen in this vicinity. Targets tracked on 240o at 6.5 knots and were headed to pass south of SHORI TO. At 6,000 yds ships were identified as two medium transports and two destroyers or destroyer escorts. When submarine was in position to dive to radar depth, convoy changed course to the right to pass north of JAKU TO and between SHOSI TO & KINGO TO. Submarine now had three torpedoes reloaded forward and full nest aft. Because of dawn beginning to break and convoy reaching the haven of the islands, it was now or never, so went for them at full speed. With a torpedo run of 4100 yds. the trailing escort turned for submarine and submarine turned away. Escort, who was radar equipped, closed to 2400 yds, then slowed down and took up a patrol south of JAKU TO while rest of convoy disappeared around the same island. This convoy had been alerted by our previous attack. Abandoned the approach because the waters to westward of the KINGO RETTO are not suitable for submerged operations.

0806 Dove in the midst of 8 fishing schooners. Heard six explosions just before diving.

1200 Position: 34-02 N., 128-12 E.

1752 Heard about 12 distant explosions.

1914 While preparing to surface, sound picked up screws to the southward.

2003 Surfaced.

2100 Received dispatch orders to clear area. Set course south.

2123 SJ interference bearing 115o(T).

2142 Made SJ contact bearing 170o(T), range 13,000 yds, with flashes of radar interference at intervals from target. Believed this to be one of the BOXERS. He was making 12 to 14 knots and appeared to be steering by Aras Clock in a westerly direction. During the evening we tried unsuccessfully to notify SEACAT & BOXERS over pack frequency of our movement. Pack communications have been poor since shifting to alternate frequencies because of much interference from Japanese stations.

### **12 MARCH 1945:**

0557 Dove to westward of DANJO GUNTO.

0700 SHIP CONTACT #14. Sighted first two ships of a Hunter-Killer group of four. Group consisted of two PC's of the PC-13 class, and two DE's. The PC boats used a peculiar ping note that sounded more like an acoustic hammer than an echo-ranging device, but may have been a very low frequency ping.

They were circling DANJO GUNTO at a mean range of 20 miles. Submarine had them in sight about half the day. Took measures to avoid three times; once at 120 ft, once at 340 ft. when they made a sharp turn toward.

1200 Position: 31-50 N., 127-57 E.

1341 Surfaced in a flat sea.

### **13 MARCH 1945:**

0030 Commenced converting #4 F.B.T. into an M.B.T. Completed at 0200. Made two dives to flush tank.

0605 Dove.

1200 Position: 23-52 N., 123-03 E.

1315 Surfaced. Headed for Pacific Ocean via passage to southward of AKUSEKI JIM.

2130 Completed transit of passage without meeting any patrols. This passage is more open than COLNETT STRAIT and we like it better,

**14 MARCH 1945:**

0830 Dove to charge torpedoes.

1200 Position: 29-05 N., 132-46 E.

1609 Surfaced.

1840 Exchanged recognition signals and calls with HADDOCK(SS231) via SJ radar.

2120 Made SJ radar contact at 3600 yds. on unidentified object. Closed to 600 yds. to investigate and found object was a large square float about 100 ft. on a side, riding low in the water. No signs of life were visible.

**15 MARCH 1945:**

0932 Made SD radar contact on two friendly planes at 22 mi. Sighted planes at 10 and 5 miles respectively and identified as B-25's(MITCHELLS). Established VHF communication.

1200 Position: 28-59 N., 138-42 E.

2330 Converted #3 & #5 Fuel

Ballast Tanks.

**22 MARCH 1945:**

0600 At Midway rendezvous but no planes. Upon request, was informed that planes were grounded. Proceeded to Midway unescorted.

0905 Stood in channel in foul weather.

0917 Moored port side to berth S-8, Midway. They appear to get a great kick out of meeting you there, and it makes all hands feel good. We received mail, oranges, apples, butter, and fuel.

1400 Departed Midway for Pearl.