

USS Sea Poacher (SS406)

War Patrol #4

The crew



Frank Bain
RT2c



James Brink
LT(jg)



George Boyajain
EM2c



Fred Brattain
EM2c



(A) Prologue

Arrived MIDWAY on 19 May, 1945, from third war patrol. Refit was satisfactorily accomplished by Submarine Base, Midway and Submarine Division THREE TWENTY-TWO. Received athletic trophy for third successful refit.

A five day training period was conducted with Commander D. L. WHELCHER as training officer. One day was occupied with special weapons training and approximately one day with calibration, experimentation and practice with the D.U. loop. Nine men were transferred and nine men were received.

(B) Narrative

Name	Rank Rate	File No. Ser. No	No. War Patrols (Including Sea Poacher) Fourth Patrol
C.F. LEIGH	Lt. Cdr.	82442	10
W. W. GASKINS	Lieut.	135232	7
P.E. LACOUTOUR	Lieut.	159071	4
R. H. GALLAMORE	Lieut.	165539	4
R.P. COMBS	Lieut.	91674	6
J.A. BRINK	Lt(jg)	313153	4
B.C. YOUNG	Ensign	338149	3
R.D. COBB	Ensign	341187	4
L.W. DAVIS	Ensign	338562	2
P.V. PURKRABEK	Ensign	389933	2
CLINK, E.W.	CMoMM	291-44-38	10



Louis Cafone
TM3c



Timothy Cotter
S1c(RM)



William Davis
CMoMM(T)



Jack Easley
SC2c(T)



Charles Foy
GM3c

HOBBS, D.D	CCS	336-70-26	2
DAVIS, W.H.	CMoMM(T)	287-19-80	8
SHAFFER, D.R.	CY(T)	258-28-60	9
SMITH, F.S.	CPhM(T)	223-21-72	6
BROWN, M.M. Jr.	CTM (AA)(T)	272-20-84	8
HELDEN, E.W.	CEM(AA)(T)	311-57-69	4
RUSSELL, R.W.	CRM(AA)(T)	648-23-63	7

16 June 1945

1600(Y) Underway for patrol area. Daily training dives were conducted enroute to area.

17 June 1945

Dropped from calendar.

18 June 1945

0000(M) Enroute Patrol Area.
1045(M) Sank mine at Lat. 28°37'N, Long. 179°39'E.
1200(M) Position Lat. 28°54'N, Long. 178°23'E.



1339(M) Submerged to put pressure test on all loaded torpedoes. None flooded this time.
1412(M) Surfaced
1505(M) Exploded mine at Lat. 29°10'N, Long. 177°13'E.

19 June 1945

0000(M) Enroute area.
1200(M) Position Lat. 30°20'N, Long. 173°26'E.

20 June 1945

0000(L) Enroute area.
0045(L) Decoded ComSubPac's message instructing us to proceed at best sustained speed to GUAM.
1200(L) Position lat. 28°58'N, Long. 167°32'E.

21 June 1945

0000(L) Enroute Guam.
1002(L) Sank mine at Lat. 25°05'N, Long. 163°03'E.
1200(L) Position Lat. 24°42'N, Long 162°41'E.

22 June 1945

0000(L) Enroute Guam.
0510(L) Converted #3 F.B.T. to M.B.T.
1200(L) Position Lat 20°17'N, Long. 150°43'E.
1723(L) Sighted USS THORNBAC.
1800(L) Took position on starboard beam USS THORNBAC to proceed in company to GUAM.

23 June 1945

0000(L) Enroute Guam.
1200(L) Position Lat. 18°25'N, Long. 151°53'E.
1600(L) Set clocks back one hour to conform to -10 time zone.

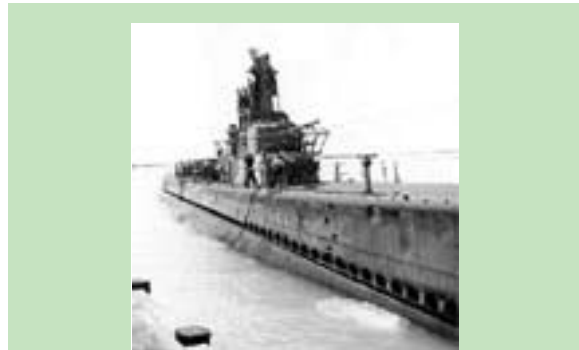
24 June 1945

0000(K) Enroute Guam.
0235(K) Contacted two friendly planes, not bothered.
0735(K) Sighted Almagan Island and Pagan Island.
1140(K) Passed between Pagan and Almagan.



USS Thornback (SS418)

Commissioned: 13 October, 1944 at the Portsmouth Navy Yard at Kittery, Maine.
Decommissioned: 1 July 1971
Fate: Turned over to the Turkish Navy.



USS Angler (SS 240)

Commissioned: 1 October, 1943 at the Electric Boat Company at Groton, Connecticut
Decommissioned: 1 April 1967
Fate: Sold for scrap.



USS Moray (SS300)

Commissioned: 26 January 1945 at Cramp Shipbuilding Company, Philadelphia, Pennsylvania, Connecticut
Decommissioned: 12 April 1946 and mothballed
Fate: Used as a torpedo target off San Clemente, California on 18 June 1970.



Roy Gallemore
LT



William Grace
F1c(EM)



Dave Greene
F1c



Otto Harrod
MoMM3c



Joe Hemphill
BM1c

1200(K) Position Lat. 17°43'N, Long. 145°44'E.
1920(K) Sank metal bouy or mine at Lat. 16°35'N,
Long. 144°55'E with small arms fire.

25 June 1945

0000(K) Enroute Guam. During night contacted many friendly planes and several surface craft.
0700(K) Rendezvoused with escort USS DOHERTY (DE14).
0955(K) Moored alongside USS HOLLAND at Port Apra, Guam.

26 June 1945

0000(K) Moored alongside USS HOLLAND at Port Apra, Guam.
1801(K) Underway enroute Saipan.
1824(K) Joined escort USS YMS-374, and USS ANGLER and USS THORNBAC.

27 June 1945

0000(k) Enroute Saipan.
0747(K) Moored Tanapag Harbor in nest alongside USS ORION.
1500(K) Set clocks back one hour to conform to -9 zone time.
1405(l) Underway from Saipan onroute Lifeguard league in company with USS MORAY, USS ANGLER, USS CARP, USS CERO, USS LAPON, escorted by USS PRESTON (DE371).
1920(l) Escort released.

28 June 1945

0000(l) Enroute Lifeguard league. Many friendly aircraft contacted during night and day.
1200(l) Position Lat. 17°51N, Long 143°03'E.

29 June 1945

0000(l) Enroute Lifeguard league.
1200(l) Position Lat. 21°19N, Long. 139°22'E.

30 June 1945

0000(l) Enroute Lifeguard league, still many friendly planes.
1200(l) Position Lat. 25°58'N, Long. 139°33'E.

1 July 1945

0000(l) Enroute Lifeguard league. Friendly aircraft contacts night and day.
0515(l) Sank spherical steel object (mine?) by .30 calibre rifle fire at Lat. 29°18N, Long. 139°28'E.
0930(l) Entered assigned group area. Headed west at one engine speed at bottom of area "Mouth".
1200(l) Position Lat. 30°09N, Long. 139°00'E.
1415(l) Proceeded independantly to northwest portion of area Mouth in accordance with message received from Commanding Officer USS MORAY, group commander. Received instructions also to guard Wopaco. However, we ignored this as we are unable to guard Wopaco, 4475 kcs., and Sub Fox simultaneously.
1725(l) Received word of survivor in life jacket at



USS Carp (SS338)

Commissioned: 28 February 1945 at Electric Boat in Groton, Connecticut.
Redisgnated: AGSS and then IXSS
Struck from rolls: 20 December 1972.
Fate: Sold for scrap.



USS Cero (SS225)

Commissioned:4 July 1943 at Electric Boat in Groton, Connecticut.
Decommissioned and placed in reserve: 23 December 1953
Fate: Unknown.



USS Lapon (SS260)

Commissioned: 23 January 1943 at Electric Boat in Groton, Connecticut.
Decommissioned: 10 August 1957.
Fate: Transferred to Greek Navy, 8 August 1957.



USS Sea Robin (SS407)

Commissioned: 7 August 1944 at Portsmouth Navy Yard, Kittery, Maine.
Decommissioned: 10 October 1970.
Fate: Sold for scrap 3 June 1971



Scott Horton
QM1c



Ira Houston
RM1c(T)



Paul LaCouture
BM1c



Tom Lampley
S1c



Bobby Newell
EM1c

distance of 115 miles from us. Headed for him at four engine speed. SEA ROBIN gave ETA three hours earlier than we could arrive.

- 1830(I) Exploded mine at Lat. 30°52'N, Long. 138°28'E.
- 1900(I) Confirmed distance and bearing or survivor by VHF from Dumbo, who passed 5 miles from us, returning to base from scene.
- 2140(I) Heard SEA ROBIN report recovery of survivor, so resumed one engine speed to head for assigned area.

2 July 1945

- 0000(I) Enroute assigned area.,
- 0130(I) Decoded ComSubPac's message assigning position for fighter strike at 1100 tomorrow. Headed for position.
- 0804(I) Exploded mine at Lat. 32,°13.5'N, Long 139°53'E,
- 0807(I) Rounded AOGA SHIMA at 10 miles distance.
- 1045(I) **Ship Contact No. 1.** Lat. 32°55'N, Long. 140°07'E. Radar and sight contact on a correctly marked hospital ship, not zig zagging, enroute from vicinity of HACHIJO JIMA toward CHICHI JIMA on course 160°T, speed 10 knots. Eased around him to eastward, not closing him more than 10,000 yards.
- 1130(I) Exploded mine at Lat. 32°51'N, Long. 140°16'E.
- 1200(I) Received news of air raid on IWO which explains reason for strike not occurring. Position Lat. 32°56'N, Long. 140°17"E.
- 1350(I) Submerged for two unidentified planes that were closing and did not answer IFF to VHF. Remained submerged to routine torpedoes.
- 1819(I) Surfaced and headed to patrol area north of HACHIJO.

3 July 1945

- 0000(I) Patrolling north of HACHIJO.
- 0113(I) Submerged for unidentified plane that was closing fast.
- 0131(I) Surfaced
- 1100(I) In position for lifeguard duty. Fighter strike apparently called off for bad weather.
- 1200(I) Position Lat. 33°10'N, Long. 140°21'E.
- 1247(I) Sank mine at Lat. 33°01'N, Long. 140°20E.
- 1320(I) Friendly aircraft reported fighter strike postponed indefinitely.
- 1420(I) Exploded mine at Lat. 33°09'N, Long. 140°19E.
- 1705(I) Submerged for trim dive and to replace equalizing rheostate in port main motor controller.
- 1945(I) Surfaced, patrolling north of HACHIJO.
- 1214-2225(I) S.J. radar contact on unidentified plane. Did not close less than ten miles.

4 July 1945

- 0000(I) Patrolling north of HACHIJO.
- 0045(I) Submerged for unidentified aircraft which passed 1400 yards astern. No response on VHF or IFF.
- 0107(I) Surfaced.
- 0210(I) Submerged for closing aircraft. As we were submerging identified it by VHF as friendly and he reported no enemy activity in our vicinity.



USS Runner (SS476)

Commissioned: 6 February 1945 at Portsmouth Navy Yard, Kittery, Maine.

Decommissioned: 25 January 1969 at Boston Naval Shipyard and towed to Great Lakes Training Station and redesignated AGSS and served as a Reserve Training vessel until stricken from rolls on 15 December 1971..

Fate: Unknown.



USS Aspro (SS309)

Commissioned: 31 July 1943 at Portsmouth Navy Yard, Kittery, Maine.

Decommissioned: 1 September 1962.

Fate: Sunk as target by USS Pomodon (SS486) off San Diego, California on 16 November 1962.



USS Kingfish (SS234)

Commissioned: 20 May 1942 at Portsmouth Navy Yard, Kittery, Maine.

Decommissioned: 9 March 1946 and placed in reserve.

Fate: Sold for scrap 6 October 1960



**C. Pappas
SC3c**



**Richard Pitstick
EM1c**



**William Porter
EM1c**



**Tracey Price
EM2c**



**Billy Williams
S1c(RM)**

- 0220(I) Surfaced and proceeded to lifeguard station.
- 0932(I) Exploded mine at Lat. 33°11'N, Long. 140°26.5'E.
- 1100(I) Rendezvoused with air cover on lifeguard station.
- 1200(I) Position Lat. 32°58'N, Long. 140°20'E.
- 1442(I) Exploded mine at Lat. 33°19'N, Long. 140°23'E.
- 1444(I) Raid completed, none down, escorting aircraft departed.
- 1535(I) Exploded mine at Lat. 33°19'N, Long. 140°21'E.
- 1633(I) Submerged for float type Zero which was tracked in from 14 miles to 5 miles on SJ radar.
- 1950(I) Surfaced.
- 2137(I) Proceeded to lifeguard station for fighter strike for July 5th. Various friendly aircraft encountered during the night.
- 2234(I) Sent Sea Poacher FIRST to ComSubPac.

5 July 1945

- 0000(I) Enroute lifeguard station.
- 0915(I) Rendezvoused with escorting aircraft on lifeguard station off SUMISU SHIMA. Many friendly fighters heading north.
- 1200(I) Position Lat. 31°25'N, Long. 140,24'E.
- 1410(I) Last of returning fighters passed south. None down. Air escort departed for base. Sea Poacher headed for initial point of first anti-picket boat sweep. Various friendly aircraft during afternoon.

6 July 1945

- 0000(I) Enroute sweep area. Converted #3 F.B.T. to M.B.T.
- 0700(I) Submerged.
- 0714(I) Surfaced.
- 0813(I) Exploded mine at Lat. 30°16.5, Long. 143°17'E.
- 1113(I) Friendly aircraft.
- 1200(I) Position Lat. 30°06'M, Long. 143°50'E.

7 July 1945

- 0000(I) Enroute sweep area.
- 0135(I) Radar interference 096°T, no answer to our radar signals.
- 0204(I) SJ radar contact 059°T, range 14,000 yards.
- 0217(I) Succeeded in exchanging radar recognition signals with USS ASPRO at range of 9,000 yards. No response on FM radio.
- 0225(I) Friendly aircraft.
- 0755(I) Sighted USS KINGFISH by high periscope, exchanged radar recognition signals. Reception poor on FM at 10,000 yards.
- 1129(I) Friendly PBM sighted at fourteen miles.
- 1200(I) Position Lat. 29°04N, Long. 146°21'E.
- 1230(I) Entered air surface zone to proceed to initial sweep point some 30 miles inside air surface zone.
- 1735(I) Rendezvoused with USS THORNBACK and received information informing us of patrol station following sweep.
- 1740(I) Sighted USS ANGLER.



USS Sennet (SS408)

Commissioned: 22 August 1944 at Portsmouth Navy Yard, Kittery, Maine.
Decommissioned: 2 December 1968.
Fate: Sold for scrap 19 May 1972.



USS Presley (DE-371)

Class: John C. Butler Type:WGT (geared-turbine drive, 5" guns); Displacement: 1,350/1745 tons Dimensions: 306' (oa) x 36' 10" x 13'4" (max); Armament: 2-5"/38, 4 (2x2) 40mmAA, 10-20mm AA, 3-21" TT, 1 Hedgehog, 8 DCT's, 2 DC tracks; Machinery: 2 boilers, 2 geared turbine engines, 12,000 shp, 2 screws; Speed: 24 knots Range: 6000 nm@12 knots Crew: 14 / 201; Operational and Building Data; Laid down by Consolidated Steel, Orange TX on 6 June 1944

Launched 19 August 1944, Commissioned 7 November 1944; Decommissioned 20 June 1946, Stricken 30 June 1968 Fate: sold for scrapping 2 April 1970



YMS -- Motor Minesweepers

The wood-hulled YMS proved to be one of the U.S. Navy's more durable and versatile types through a quarter-century of service, filling a variety of roles for a number of navies. Originally rated as service craft, they were used during World War II for inshore sweeping to prepare the way for amphibious assaults. The last of its kind in U.S. service, was struck from the Navy List in November 1969.

Anderson, Richard	MoMM1c
Anz, John	S1c
Atkins, Robert	TM3c
Atkinson, William	MoMM3c
Bailey, Raymond	S1c (TM)
Bailey, Welfred	SM1c
Ballard, Kelly	SSMB2c
Barnes, Billy	QM3c(T)
Battle, Irwin	MoMM1c
Baybutt, Richard	MoMM3
Beard, Allen	F1c(MM)
Belden, Edwin	EMC
Berry, Earl	CmoMM
Blair, Powell	Prtrc
Blanton, Freddy	CYA
Boyajian, Kriker	EM2c
Boyett, Leroy	S1c(TM)
Bradley, Norris	S1c (TM)
Brooks, Elmer	EM3c
Brown, Arnold	S1c(SM)
Brown, Marion	TMC
Buck, Freeman	Cox (T)
Burke, James	EM2cA
Carbullido, Edward	StM1c
Carpenter, William	MM2c
Carter, Clarence	EM2c(T)
Childs, George	TM1c
Clink, Edwin	CmoMM
Cook, James	S1
Cooley, Robert	Sm3c V6
Cornish, Arthur	F1c
Cotter, Timothy	EM2c
Cruz, Angel	StM2c
Cruz, Enrique	StM1c
Cullen, Homer	StM1c
Cunningham, Ralph	QM3c(T)
Cyanik, S.P.	FCS1c
Daniel, Arnold	MoMM2c
Daniels, Howard	F1c
Denham, George	S1TM
Di Antonio, Vito	TM3
Dimmings, Arthur	StM2c
Edwards, John	EM2c
Englert, Edward	GM1c
Evans, Clifford	CSFA
Farrell, Robert	F1c(EM)
Ferris, Phillip	M1c
Flaskas, Buster	S1c
French, Satterlee	TM3cA
Fulmer, John	MMS2c
Fulton, William	MoMM
Geiger, Raymond	SF1c
Giffin, Walter	F1 EM
Glenn, Samuel	MoMM1c
Graboff, Ire	F1c
Green, David	F1c
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)

1900(I) Commenced anti-picket boat sweep.
2230(I) Entered joint zone again.

8 July 1945

0000(I) Conducting sweep.
0442(I) Friendly aircraft contact.
1200(I) Position Lat. 30°17'N, Long. 145°07'E.
1315(I) Submerged.
1329(I) Surfaced.

9 July 1945

0000(I) Conducting sweep.
0426(I) Radar contact friendly aircraft.
0930(I) Sighted friendly B-24.
1200(I) Position Lat. 32°52'N, Long. 142°36'E.
1234(I) Exploded mine at Lat. 32°55'N, Long. 142°34'E.
1544(I) Exploded mine at Lat. 33°14'N, Long. 142°12'E.
1930(I) Sweep completed, changed course to 000° at four engine speed.
2006(I) Radar contact USS ANGLER bearing 015°(T), distance 7 1/2 miles.
2259(I) Submerged for radar equipped plane closing from 335°T. Believe ANGLER fired recognition rocket to eastward of us.
2335(I) Surfaced. Plane contacts at 22 and 20 miles on SD. Position Lat 34°44'N, Long. 141°43'E.
2341(I) Near plane closed to 8 miles and far one to 16 miles.
2353(I) Submerged with near plane closing fast on steady bearing.

10 July 1945

0000(I) Submerged as before.
0050(I) Surfaced.
0105(I) SJ radar contact on two planes at 10 and 13.5 miles.
0110(I) Near plane in to four miles and closing fast on steady bearing, submerged. These planes were definitely equipped with radar and did not answer IFF or VHF. Night was very dark and slightly hazy. As we were nearly up to 35°N, decided to wait this guy out. Sure hoped he would stick around till our carrier boys got here in three hours.
0338(I) Surfaced in morning twilight. Friendly surface craft radar interference to southeast. Manned lifeguard circuits. Sighted many friendly aircraft during morning and enjoyed listening in on results over VHF.
0748(I) Sighted USS ANGLER. By searchlight he reported being bothered also by planes during night.
1200(I) Position Lat. 37°07'n, Long. 141°35'N.
1206(I) Sighted coast of HONSHU. Our assigned patrol area is area three from Lat. 37°N to Lat. 37°20N.
1458(I) Submerged 15 miles east of YOT-SUKURA.
2014(I) Surfaced and patrolled about seven miles off coast.



USS Doherty (DE-14)

CLASS:Evarts TYPE:GMT (diesel-electric tandem motor drive, short hull, 3" guns); Displacement: 1,140 (std), 1,430 tons (full) Dimensions: 289' 5" (oa), 283' 6" (wl) x 35' 0" x 11' 0" (max); Armament: 3 x 3"/50 Mk22 (1x3), 1 x 1.1"/75 Mk2 quad AA (4x1), 9 x 20mm Mk 4 AA, 1 Hedgehog Projector; Mk10 (144 rounds), 8 Mk6 depth charge projectors, 2 Mk9 depth charge tracks; Machinery: 4 GM Model 16-278A diesel engines with electric drive, 6000 shp, 2 screws; Speed: 19 knots Range: 4,150 nm @ 12 knots Crew:15 / 183; Operational and Building Data

Laid down by Mare Island NSY 28 February 1942

Launched 29 August 1942 as HMS Berry (BDE-14)

Retained by USN, Renamed USS Doherty 6 January 1943; Commissioned 6 February 1943, Decommissioned 14 December 1945; Stricken 8 January 1946

Fate: sold for scrapping 26 December 1946 USS Doherty (DE14)



USS Orion (AS18)

The sixth FULTON - class submarine tender and the second ship in the Navy to bear the name. After almost exactly 50 years of service, the ORION was both decommissioned and stricken from the Navy list on September 3, 1993, and is since then laid up in the National Defense Reserve Fleet, James River, Fort Eustis, Va., awaiting final disposal.

Keel laid: July 31, 1941; Launched: June 24, 1942; Commissioned: September 30, 1943; Decommissioned: September 3, 1993; Builder: Moore Dry Dock Co., Oakland, Calif.; Propulsion System: Diesel electric; Propellers: two; Length: 529.5 feet (161.4 meters); Beam: 73 feet (22.3 meters); Draft: 25.6 feet (7.8 meters); Displacement: approx. 18,000 tons; Speed: 15 knots; Armament: four 20mm guns; Crew: approx. 1200

Hurt, William	MoMM1c
Jaskot, John	S1c
Karowski, William	QM2c
Kline, Harmon	TM3c
Kuhnsman, Carl	RM3c
Kumanski, Harry	S1c(TM)
Le Bel, Robert	MoMM3
Lee, Robert E.	SC1c
Legros, Lawrence	MM1c
Lippincott, Wayne	S1c(TM)
Lott, Luther	GM2c
Macielak, Rudolph	MoMM2c
MacPherson, Donald	MoMM1c
Marcheseault, Roland	EM3c (T)
Marcotte, Kenneth	SC3c(T)
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
Newell, Bobby	GM1c
Nichols, Joseph	S1c
Pappas, Constantine	SC3c
Parish, James	SF3c
Penney, Jack	EM3c
Peregrino, Elias	CK1c
Peterson, Carl	FC3c
Piekos, Stanley	CTM
Polonyi, Albin	F1 EM
Poole, Ivory	tM2c
Pyburn, David	S2 RM
Rasmussen, Richard	S1c(TM)
Rinker, Richard	FCS1c
Robins, Edwin	QM3
Roscher, Frederick	Bkr3c(T)
Rose, Russell	S1c
Ross, John	RM3c(T)
Rounds, Bruce	MoMM2cJ
Runyon, William	RM2c L
Russell, Robert	RMC V6
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 V6
Stokes, John	MoMM2c
Strunk, David	TM2c
Sullivan, William	RM3
Sutton, Jack	MoMM3c
Syme, Melvin	TM2c
Thieme, Charlie	MoMM1c
Thomas, Keith	RT2c

- 2230(I) **Ship Contact No. 2.** Lat. 37°10'N, Long. 141,03'E. Made radar contact on small unident at about 9,500 yards, bearing 252°T. Commenced tracking. Target tracked along ten fathom curve, course 000°T, speed 7 knots, 3,500-4,000 yards off beach.
- 2328(I) Went to battle stations and commenced to close target for a look. Thought he was probably too small for torpedo target but wanted to see him to make certain.
- 2337(I) Flooded forward tubes #3, 4, 5, and 6. Sighted target through forward T.B.T. at 2,500 yards. Target appeared to be the size of an American PC boat.
- 2345(I) Opened outer doors forward, speed 2/3, 10 knots.
- 2347(I) **Torpedo Attack No. 1.** Lat. 37°20'N, Long. 141°04'E. Fired three Mark 14-3A torpedoes at 1500 yards range, torpedo tracks 135°-140° starboard, depth set 3 feet. Torpedo 64028 from tube #3 ran erratic, taking a 20°-30° left gyro with 10° right gyro setting. Others ran normal leaving a good wake and appeared to go right under target. Target did not maneuver until after torpedoes had passed by. No hits. The large track was the result of the inability of the Commanding Officer to make up his mind whether target was "worth while". Misses attributed to large track and small size of target.
- 2348(I) Came left with full rudder and went ahead 4 engine speed.
- 2350(I) Target took off away from us at increased speed toward the beach and fired about six rounds of small calibre tracer shells (about 30 MM size) down torpedo tracks.
- 2400(I) Secured from battle stations, reload completed.

11 July 1945

- 0000(I) Patrolling about seven miles off coast.
- 0018(I) **Ship Contact No. 3.** Lat. 37°07'N, Long 141°10'E. SJ radar contact on small craft bearing 186°T, 10,000 yards. Commenced tracking.
- 0042(I) Target tracked 000°T, speed 9 1/2 knots. No bigger than last contact. Too dark for good gun action, therefore decided to let him go by. Patrolled south along coast 7-10 miles off beach.
- 0315(I) Exchanged recognition signals by SJ radar with friendly submarine bearing 074°T, probably USS RUNNER.
- 0436(I) Submerged with SHIOYA SAKI bearing 250°, distance six miles. Patrolled north along coast about 5 miles off shore.
- 0816(I) **Ship Contact No. 4.** Lat. 37°10'N, Long 141°02.5'E. Sighted small fisherman bearing 326°T, distance 5 miles, lying to. He remained in sight until 1130.
- 1200(I) Position Lat. 37°13.5'N, Long 141°08'E. Reversed course to 180°T.
- 1950(I) Surfaced about ten miles east of SHIOYA SAKI. Patrolled off shore about ten miles.

12 July 1945

- 0000(I) Patrolling off coast about five miles.



USS Holland (AS32)

USS HOLLAND was the second HUNLEY - class submarine tender and the third ship in the Navy named after John Holland. Decommissioned on September 30, 1996, and stricken from the Navy list on May 12, 2000, the HUNLEY is currently berthed at the Suisun Bay Reserve Fleet, Benecia, Calif., awaiting final disposal.

General Characteristics: Keel laid: March 5, 1962; Launched: January 19, 1963; Commissioned: September 7, 1963; Decommissioned: September 30, 1996; Builder: Ingalls Shipbuilding Corp., Pascagoula, Miss.; Propulsion System: Diesel electric, one shaft; Propellers: one; Length: 599 feet (182.6 meters); Beam: 83 feet (25.3 meters); Draft: 24 feet (7.3 meters); Displacement: approx. 18,300 tons; Speed: 19 knots; Armament: four 20mm guns; Crew: 58 officers, 1,023 enlisted



Privateer

The Consolidated PB4Y-2 Privateer was a United States Navy patrol bomber derived from the Consolidated B-24 Liberator. The Navy had been using unmodified B-24s under the name PB4Y-1 Liberator, and the type was considered very successful. However, a fully navalized design was desired, and Consolidated developed a dedicated, long-range patrol bomber in 1943 — the PB4Y-2 Privateer.[1] In 1951 the family was redesignated P4Y-2 Privateer

Thomas,William	EM3
Thomason,Robert	GM1c
Thompson,Robert	MoMM1
Thompson,William	Bkr3c (T)
Todd,Richard	S1c
Tompkins,Edward	GM3c
Tzrinske,Leo	SC3c
Urban	CMM
Van Strander,James	CM
Washkuhn,Douglas	MoMM1
Watson,Lloyd	F1c
Weddle,Owen	S1c(TM)
White,Frank	TM2c
Zelina,George	CTM
Znuj,Theodore	MoMM2c

0801(I) **Ship Contact No. 5.** Lat. 37°17N, Long 141°02'E. Visibility fair in haze, intermittent showers. Sighted three small fishermen about one mile off beach.

1200(I) Position Lat. 37°20'N, Long. 141°08'E.

1513(I) Sighted transport type aircraft flying on southerly course above surface haze along coast, distance about 10 miles. Not sighted by him.

Commenced easing out toward second sweep area.

17121(I) Clear of 100 fathom curve, submerged to pressure test the three reloaded torpedoes. One was completely dry, two others leaked only on gallon each after ten minutes at 90 feet pressure.

1955(I) Surfaced, seas and wind increasing.



B24 Liberator

The Consolidated B-24 Liberator was an American heavy bomber that was produced in greater numbers than any other American combat aircraft during World War II and still holds the record as the most produced allied aircraft. It was used by every brand of service during the war, attaining a distinguished war record with its operations in the European, Pacific, African and Middle Eastern theaters. Often compared to its more famous partner, the Boeing B-17, the B-24 was a more modern design with a higher top speed, greater range and service ceiling yet it had a similar bombload and massive defensive armament. Nevertheless, popular opinion among aircrews and general staff tended to favor the B-17's rugged qualities above all other considerations.



13 July 1945

0000(I) Enroute to sweep area. Weather getting worse.

0010(I) SJ radar contact bearing 266°T on 178 mc radar equipped plane. Did not close less than 4 miles and was heading in easterly direction. Commenced keying SD radar at about 1 minute interval.

0105(I) SD and SJ plane contact at about seven miles. Plane again did not close more than four miles, and contact was lost at 26 miles. He either did not contact us or was looking for bigger game. Seas rough, sky overcast, dark and stormy.

1200(I) Position Lat. 36°36'N, Long. 144°34'E.

1552(I) Sighted USS ANGLER.
1740(I) Sighted USS THORNBAC.

14 July 1945

0000(I) Enroute sweep area.

0438(I) Sighted U.S. Submarine.

0940(I) Received despatch delaying sweep twenty-four hours.

1200(I) Position Lat. 37°42'N, Long. 146°53'E.

1725(I) Submerged.

1738(I) Surfaced.

15 July 1945

0000(I) Enroute sweep area.

0550(I) Sighted friendly aircraft (Privateer), exchanged greetings by VHF.

0735(I) Sighted same airplane again.

1200(I) Position Lat. 37°27N, Long. 147°17'E.

1422(I) Sighted USS THORNBAC.

1510(I) Sighted USS ANGLER.

1535(I) Completed exchange of movies with USS THORNBAC via breeches bouy.

1700(I) On station, commenced second anti-picket boat sweep.

16 July 1945

0000(I) Conducting sweep, Encountered numerous friendly planes during day, mostly Liberators, some who requested navigational fixes.

1200(I) Position Lat. 36°24'N, Long. 144°49'E.

1740(I) Exploded mine at Lat. 36°05N, Long.144°21'E.

1915(I) TDM contact bearing 045° relative, swung right with full rudder and increased speed, sound passed rapidly down our starboard side in spite of swing to right. Not definitely torpedoes, yet did not sound like fish. Lat. 35°56'N, Long. 144°05E.

1930(I) Sweep completed, went ahead four engine speed on course 180°.

17 July 1945

0000(I) Enroute to area south of Lat. 33°N, at four engine speede, course 180°

0730(I) Slowed to 2/3 speed on one engine. Various friendly aircraft during day.



PBM

The Martin PBM Mariner was a United States Navy patrol bomber flying boat of World War II and the early Cold War period. It was designed to complement the PBV Catalina in service. 1,285 were built, with the first example flying on February 18 1939 and the type entering service in September 1940.

The aircraft was fitted with five gun turrets and bomb bays that were in the engine nacelles. The gull wing was of cantilever design, and featured clean aerodynamics with an unbraced twin tail. The PBM-1 was equipped with retractable wing landing floats that were hinged inboard, while the PBM-3 had fixed floats. Also the fuselage of the PBM-3 was three feet longer than the PBM-1.

1130(I) Sighted friendly submarine, probably USS ANGLER.
 1200(I) Position Lat. 32°45'N, Long. 144°05'E.
 1517(I) Submerged.
 1642(I) Surfaced.
 1850(I) Sighted mine at Lat. 32°29.5'N, Long 144°24'E, could not sink it due to darkness.

18 July 1945

0000(I) Patrolling south of Lat. 33°N.
 1200(I) Position Lat. 32°47'N, Long. 144°39'E.
 2200(I) Decoded ComSubPac despatch directing us to proceed to patrol areas.

19 July 1945

0000(I) Enroute patrol area. Friendly aircraft during night and day.
 0658(I) Sank mine at Lat. 32°27'N, Long 143°02'E.
 1200(I) Position Lat. 32°30'N, Long. 141°55'E.
 2330(I) Entire Army Airforce commenced passing overhead enroute TOKYO.

20 July 1945

0000(I) Enroute patrol area.
 0220(I) Exchanged radar recognition with USS ASPRO.
 0300(I) Last of friendly aircraft.
 1200(I) Position Lat. 36°53'N, Long. 141°44'E.
 1257(I) Submerged.
 1323(I) Surfaced. Patrolling along coast line 7-12 miles off shore.
 2055(I) **Ship Contact No. 6**, Lat 37°45'N, Long 141°06'E. Radar contact bearing 340°T, distance 8,500 yards on two wooden sea trucks (Sugar Dogs). These vessels were tracked for two hours on course 180°T, speed 7 knots, paralleling coast 2-3 miles off beach. Moon bright, visibility excellent, sea flat calm. They could be seen by naked eye at 5,000 yards. We remained about 6,000 yards from them circling at slow speed to eastward to come in on their port quarter. Vessels were in column 300 yards apart. They did not change course or speed until we stopped them. Apparently they did not see us or recognize us for an American submarine.
 2255(I) **Gun Attack No. 1**, Lat 37°29'N, Long. 141°06'E. Commenced firing divided fire. Larger target range 900 yards (5" gun forward 40 MM, 1-50 cal.; 1-30 cal.) other target range 600 yards (after 40 MM, 1-20 MM, 1-50 cal., 1-30 cal.). Targets were stopped cold by initial salvos. Any return fire was promptly squelched by that hail of lead. We stopped, twisted, backed and circled to keep the range between a maximum of 300 yards and a minimum of 50 yards. Numerous fires were started, only to be extinguished by 5" hits. The firing was slow and deliberate after initial bursts. Hits were practically 100%. These wooden vessels only sank part way. One's bow, part of his mast, and top of deck houses still remained above the water level. Other vessel either broke in two, or else part of his bow of deck house floated away from other part. About fifteen men of those topside still think that we ended up with three, even though all admit having only two vessels at the beginning. Targets were wooded sea trucks (Sugar Dogs), EC 300 tons and 200 tons, about 130 and 110 foot length (ref. ONI 208-J supplement #2, pages 63 and 93)
 2330(I) Secured from gun action. Further expenditure of ammunition believed worthless. Cleared area to southeastward.

21 July 1945

0000(I) Patrolling off coast.
 0100(I) Eased out from coast. During morning converted #4 F.B.T. to M.B.T. and overhauled all guns, etc.
 1200(I) Position Lat. 37°03'N, Long. 141°59'E.
 1340(I) Submerged to flush out tanks.
 1401(I) Surfaced.

22 July 1945



20MM Deck Gun

A manually operated anti-aircraft weapon, was mounted on a pedestal and could be trained through 360° and elevated from minus 5° to plus 87°. Aboard a US submarine, the 20mm was located on one or both of the submarine's gun platforms fore or aft of the periscope shears. Considered a close range, high angle weapon, it was a recoiling, air cooled automatic AA gun which fired an explosive shell, including the "tracer" which glowed as it traveled towards its target and indicated the direction of fire. Manned generally by a three or four man crew it was capable of firing 450 rounds per minute, at 36° of elevation the 20mm AA gun had a maximum range of 5,500 yards



40 MM Deck Gun

The US Navy's largest machine gun was the Bofors designed 40mm Mk3, an automatic, rapid firing anti-aircraft gun, capable of delivering 160 rounds per minute at a maximum range of 2,800 yards - although its most effective range depended upon the actual type of ammunition used.

While the single 40mm was air cooled and manually loaded, aimed and fired, both the twin and quad (double and quadruple barreled) guns were water cooled and was capable of firing by either manual, local power or by director power fire control which were normally found on surface combatants of destroyer escort size or larger.

Crew size depended upon the gun - The single 40mm had a crew of four, the twin had seven and the typical quad gunnery crew consisted of eleven. Ammunition was fed into the loader by hand in clips of four rounds. The fully automatic gun mechanism operated through the recoil.

0000(I) Patrolling off coast 5-10 miles. Thick surface haze during day.

1200(I) Position Lat. 37°23'N, Long. 141°20'E. Commenced opening out to eastward.

1530(I) Sent Sea Poacher SECOND to ComSubPac reporting destruction of certain publications. Eased in toward coast.

2230(I) **Ship Contact No. 7**, Lat 37°22'N, Long. 141°03.5'E. Radar contact 5,000 yards. Weather was wet, fairly large swells. Tracked for one hour on course 180°T-190°T, speed 7 knots, along 10 fathom curve about two miles off the beach. Went to gun action stations, came in on port quarter of target. Sky overcast. Target visible without glasses at 1200 yards.

2339(I) **Gun Action No. 2**, Lat 37°16.5N, Long. 141°03.5'E. Man in deck house lighted a cigarette. At 335 yards range, commenced firing all guns. Target was stopped by initial salvos. Only five hits out of seven shot. with 5" gun due to target being obscured by smoke.

2344(I) Ceased firing, target burning brightly. Closed target to about 100 feet. In light of flames six or more men were seen, all entirely naked except for breechcloths. Several jumped over the side, others were shouting furiously and running around on windward side of flames. It looked as if fire would completely destroy target so we did not waste ammunition on it but pulled off a ways. Target was standard wooded sea truck (Sugar Dog), EC about 120 feet long. (Ref. pages 63 and 93 ONI 208-J Supplement #2).

23 July 1945

0000(I) Patrolling in area.

0011(I) Target still burning brightly, a series of small explosions started.

0020(I) One large explosion demolished target. Lat. 37°16'N, Long. 141°03'E.

0342(I) Started heading out from coast, overhauled all guns.

1200(I) Position Lat. 37°10'N, Long. 142°01'E. Headed in for coast.

1404(I) Submerged.

1424(I) Surfaced.

2315 **Ship Contact No. 8**, Lat. 37°22'N, Long. 141°06'E. Radar contact 326°T, range 8,600 yards. Sky slightly overcast. Moon bright through haze. Tracked target for one hour on course 180°T, speed about 9 knots, paralleling coast about two to three miles off shore. We circled to eastward keeping 6,000 yards from him, then closed him from astern. Target apparently did not sight us and did not alter course or speed until –

24 July 1945

0033(I) **Gun Attack No. 3**. Lat. 37°10'N, Long. 141°04.5'E. We opened fire to starboard with all guns at 300 yard range. 5" hit him amidship under bridge with first shot. Target billowed smoke from bridge, and smoke and flames shot up from his stack. Target swung abruptly right in a 180° turn, slowed to a stop. We swung right with him, ceasing fire with automatic weapons so 5" could see target clearly, getting ten hits for eleven shots. His bridge and superstructure caught fire. Secured 5" and turned .30 calibre machine gun loose on men who were apparently attempting to man his after gun. Target brightly illuminated by flames. .30 calibre detonated some depth charges on his stern which blew off in a tremendous explosion. Target upended bow sticking high out of water and rapidly sank stern first. Much shrapnel from the explosion landed on out decks. Target was believed to be steel hulled, standard whale killer type (XPE), EC 300 tons, one gun forward and smaller gun aft. Similar to Shonen Maru class (page 146 ONI 208-J Supplement #2).

0803(I) Submerged to routine torpedoes.

1200(I) Position Lat. 37°38'N, Long 142°32'E.

1237(I) Surfaced. Headed north for area shift to area One.

2055(I) SD radar contact on unidentified plane that did not close more than 12 miles. We were 15 miles off beach at the time.

25 July 1945

0000(I) Patrolling along 100 fathom curve enroute area One.



5" Deck Gun

This was the first American submarine deck gun designed specifically for submarines, and proved the most effective because of this. The short barrel improved accuracy on a submarine's rolling deck, and the five-inch round was powerful enough to cause serious damage to a target.

In addition, because the gun was designed for submarine use, it was built from rust-resistant steel, and with pressure-tight fittings, to reduce maintenance. The traditional pedestal mount was eliminated, with a dual-purpose mount employed, which was both quicker training, and could elevate the barrel to 45°, making it potentially much more effective in an anti-aircraft role. (It was not, however, used in that role and no suitable ammunition was ever issued.)



Photo by Jack Merrill, TM 61-63

Dummy Mk 14-3A

Being launched from Sea Poacher tube during overhaul in Charleston, South Carolina 1961.

The enemy



Japanese Float Zero

0100(I) After tracking USS ANGLER for twenty minutes, with no SJ interference from them, finally exchanged SJ recognition signals at same time as VHF contact was made. Closed ANGLER and held VHF conversation, giving them our dope.

0725(I) Sighted USS THORNBAC

0820(I) Completed exchange of movies by breeches buoy and various dope by megaphone.

1200(I) Position Lat. 40°38.3'N, Long. 142°56'E.

1305(I) SD radar contact on unidentified plane, did not close less than 6 miles, not sighted.

1810(I) Radar contact ERIMO SAKI, 002°T, 58,000 yards. Intend to patrol along coast west of ERMIO SAKI.

2000(I) Sighted ERIMO SAKI.

26 July 1945

0000(I) Patrolling south coast HOKKAIDO 10,000 yards off beach.

0150(I) **Ship Contact No. 9**, Lat. 42°10'N, Long. 142°36.5'E. Radar contact 351°T, 8,400 yards. Tracked target for one hour on course 120°T, speed 7 knots, paralleling coast two miles off beach. Circled far out and came in astern of him as sea was flat calm, visibility excellent, full moon to southward. None of these vessels keep a lookout aft.

0310(I) **Gun Attack No. 4**, Lat. 42°06'N, Long. 142°50'E. Opened fire to port with 5" and all automatic weapons except 40MM. (Those in stand-by due to ammunition running low). Range was 450 yards at initial salvo. 17 hits with 5" obtained out of 18 salvos. Only miss was due to one shot going through hole made by another shot. Target stopped on first shot. Caught fire after small arms had hit repeatedly. Decided against letting him burn up because of proximity to SHAMANI. So kept hitting him until he sank, putting out fires. Target took 30° list to port, then settled down leaving only masts and top of deck house protruding.

0314(I) Secured all guns and cleared area to southward. Target sunk as much as possible for it to sink. Vessel was a wooden sea truck (Sugar Dog), EC 300 tons, 130 feet long, (Ref. ONI 208-J Supplement #2, pages 63 and 93). Patrolling south of ERIMO SAKI about 12-15 miles from the coast. Visibility variable.

0944(I) SD radar contact on unidentified plane that did not close more than three miles.

1200(I) Position Lat. 41°40'N, Long. 143°15'E.

1315(I) Sighted man floating in kapok life jacket at Lat. 41°41'N, Long 142°55'E.

1330(I) Brought man aboard. Identified as uniformed Jap naval enlisted man, dead about a week from concussion or exposure. Well preserved in cold water. Removed identification cloth, money and various papers of possible intelligence value and dumped him overboard again. He must have been a very loyal Jap for he carried newspaper pictures of two Jap Naval Admirals. A couple of our "go gettum boys" had weasy stomachs on seeing him close up.

1405(I) SD and SJ contact on unidentified aircraft. Closed only to 12 miles.

1707(I) Submerged.

1940(I) Surfaced. Patrolled along south eastern coast of HOKKAIDO 5-8 miles off shore. Clear night, unlimited visibility.

27 July 1945

0000(I) Patrolling along eastern coast of HOKKAIDO, 5 miles off beach. Fairly foggy. Not even an APR contact around KUSHIRO or AKKESHI.

1200(I) Position Lat. 42°46'N, Long. 143°59'E. Visibility good in afternoon.

1306(I) **Ship Contact No. 10**, Lat. 42°02.5'N, Long. 142°50'E. Radar and sight contact bearing 235°T, 6,750 yards, on fishing lugger, who sighted us, circled twice and let out clouds of black smoke from small diesel stack and headed for BIRO. Closed target at four engine speed, manning gun action stations.

1325(I) **Gun Attack No. 5**, Lat 42°02.5'N, Long 142°50'E. Opened fire to starboard at 500 yard range. Target disintegrated after four 5" gun hits and left nothing floating but a few boxes, baskets and debris. Two men were still alive and attempted to hide, placing wooden baskets over their heads. One refused to come aboard and was shot. The other man, after we placed a few near misses close to him, decided to come aboard. He had several scalp wounds, and a bullet or shrapnel hole in his leg. He is an Army Superior Private, one of the eight soldiers who were aboard the lugger. All were regularly assigned to this fishing job to supply food for their army unit. Target was single masted; diesel driven fishing lugger about 60 feet long, 50 tons, armed only with a few rifles.



Sea Truck (Sugar Dog)



An example of a Fishing Lugger



Sampan

1440(I) SJ screen and PPI had definite strong radar interference bearing 235°T, not from a U.S. Submarine. This was about 15 miles south of ERIMO SAKI. Visibility poor in fog. This was the beginning of a four hour effort to find a target without success. ST and SJ were operated only intermittently and bearings taken on interference until the interference was lost at 2000(I). Interference showed up only occasionally during this 1 hour and 20 minutes but was strong, and we were able to take a bearing by listening on SJ. With twelve knot arbitrary speed, target course was 168°T from Lat. 41°40', Long. 143°20'E. No contact was ever made.

2357(I) Headed back for HOKKAIDO

28 July 1945

0000(I) Enroute south coast HOKKAIDO. During day visibility was good with intermittent surface haze. Patrolled along coast in westerly direction about five miles off beach. Many buildings, factories, barracks, small cities and villages, railroad trains, bridges, etc. were seen. It would have been very easy to bombard almost any of these at 4,000 yard range or less.

1130(I) **Ship Contact No. 11**, Lat 42°07'N, Long 142°55.5'E. Three small fishing sampans were sighted, all within 1,000 yards of the beach. They did not appear worth the risk in this shallow water close to coast in good visibility.

1200(I) Position Lat. 42°02.5'N, Long. 142°50'E.

1550(I) Sighted tremendous bomber or transport plane flying on westerly course over the land, bearing 290°T, distance 13,000 yards. not bothered.

1614(I) Headed for area TWO.

29 July 1945

0000(I) Enroute area TWO.

1030(I) Commenced patrolling along coast about seven miles off shore.

1145(I) Sighted unidentified plane bearing 260°T, distance 12,000 yards, flying on northerly course along the coast. Not bothered.

1200(I) Position Lat. 39°16'N, Long. 142°07'E.

1205(I) Submerged to close OSAKI. Visibility fairly good, infrequent slight haze.

1606(I) **Ship Contact No. 12**, Lat. 39°12.5', Long. 141°58'E. Sound contact on sampan which was seen to be proceeding in northerly direction along coast very close to breakers.

1720(I) **Ship Contact No. 13**. Lat. 39°15'N, Long 141°59'E. Sighted sampan proceeding in southerly direction close along coast.

1954(I) Surfaced and patrolled along coast about five miles off beach.

1055(I) Exchanged radar recognition signals with USS THORNBACK bearing 160°T.

30 July 1945

0000(I) Patrolling along coast.

0132(I) Passed mine abeam to starboard at distance of 150 feet at Lat. 38°33.4'N, Long. 142°42'E.

0432(I) Exploded mine at Lat. 38°38'N, Long 141°45'E. Patrolling on surface, coast plainly visible about seven miles distant.

0543(I) Sank mine at Lat. 38°44'N, Long 141°51'E.

0745(I) Exploded mine at Lat. 39°00'N, Long. 142°02'E.

1200(I) Position Lat. 39°12'N, Long 142°06'E.

1455(I) **Ship Contact No. 14**, Lat. 38°49'N, Long 141°40'E. Sighted unidentified small craft (lugger size or larger) bearing 235°T, distance 6,000 yards, which was proceeding in a southwesterly direction entering KESENNUMA WAN.

1502(I) **Ship Contact No. 15**, Lat. 38°50'N, Long 141°39'. Sighted lugger bearing 254°T, range 6,000 yards on southerly course. Went to gun action stations and intended to get this one before he could enter KESENNUMA.

1525(I) Secured from gun action stations as target cut inside (unreadable) rocks on KUROSAKI SHIMA. We could have been sighted easily by either one of these two vessels.

1627(I) Unidentified aircraft contact on SJ and SD at 5 miles closing from 160°T.

1628(I) Submerged.

1815(I) Surfaced. Visibility variable, mostly foggy. Decided to pullout from land to area of majority of plotted contacts of recent patrols. Feel certain there are no ships out there now however.

2210(I) Exchanged signals by radar with USS THORNBACK.

2337(I) Voice conference with THORNBACK completed. She will work lower half area TWO tomorrow, we will take upper part. Also planned joint bombardment for 1st.

31 July 1945

SEA POACHER one year old today.

0000(I) Proceeding to upper half area TWO.

0056(I) At Lat. 38°40'N, Long. 142°15'E, lookouts and OOD's all sighted an object which they believed to be a midget sub at distance of 600 yards. We turned away and bent on the knots to only lose radar contact at 1500 yards. After much discussion of appearance, lack of wake, low radar ranges, etc., decided to investigate object when visibility got good. Thought it might be a life raft.

0330(I) Began search, visibility poor due to fog, passed much debris and fishing floats, etc.

0540(I) Sighted stern end of Japanese wooden vessel. Rudder, four bladed propeller, counter and various lengths of side planking protruded above the water. Several Japanese characters were painted in white on the grey stern. This derelict solved the mystery of last night's "midget sub". It was one mile south of its previously plotted position.

1200(I) Position Lat. 38°03'N, Long. 142°03'E. Patrolling along coast, visibility improving.

1255(I) Visibility fairly good. Submerged for SD aircraft contact at 3 miles, closing. Visibility excellent all afternoon, no activity seen around KAMAISHI.

1946(I) Surfaced and proceeded to rendezvous with THORNBACk.
2200(I) Exchanged radar calls with THORNBACk.

1 August 1945

0000(I) Proceeding in company with USS THORNBACk to rendezvous position.
1140(I) Sighted HOKKAIDO bearing 035°T, 13.5 miles, visibility fairly good.
1200(I) Position Lat. 41°52'N, Long 142°53'E
1300(I) Held conference about bombardment via megaphone with USS ANGLER and USS THORNBACk. Decided to proceed in column, THORNBACk, ANGLER, and SEA POACHER in that order, 500 to 1000 yard interval, then execute a column movement to parallel beach, opening fire together. Target to be power station at URAKAWA.
1310(I) Went ahead four engine speed to close beach.
1326(I) Went to gun action stations, manned only 5" gun and after 40 MM.
1400(I) Followed in column movement to right approximately 500 yards astern ANGLER. Visibility was good.
1409(I) THORNBACk and ANGLER opened fire, all slowed to about five knots.
1416(I) **Gun Action No. 6** Lat 42°09.5'N, Long. 142°47'E. All along the coast at this spot there were coal mines, railroad tracks, many buildings and houses, boats hauled up on beach, etc. We opened fire on apparent target of THORNBACk. After three shots ceased fire on that target as it was evident that the range, about 6,000 yards, was excessive for accurate shooting. Fire was then shifted to the large groups of buildings, range 4,000 yards. These consisted of about fifty buildings, mostly frame structures of various types. Unfortunately, some were probably houses. A railroad track ran through the center of this group. There were several boats drawn up on the beach, largest about 40 feet long. Hits were about 80 percent in target area, a couple landing on the beach and a couple going over to burst on the hillside behind town. All shells burst with tremendous explosions and much smoke. A number of gaping holes were plainly seen in the roofs of buildings. One shell landed in midst of boats and knocked one off its supports. Only about 50% forty MM shells hit in target area due to excessive range for that gun.
1426(I) All 5" and 40 MM ammunition having been expended, secured from gun action stations and opened out from coast to southward at four engine speed. 32 rounds 5" and 120 rounds 40MM were expended in bombardment.
1600(I) SD radar contact on aircraft at 15 miles, closing. Submerged to 150 feet when plane was at five miles still closing but not sighted. Visibility clear.
1605(I) Two aerial bombs, neither one close, no damage.
1825(I) Surfaced and proceeded eastward for MIDWAY rounding ERIMO SAKI at twenty miles.

2 August 1945

0000(I) Enroute MIDWAY.
0100(I) Exchanged radar recognition signals with USS SENNET bearing 020°T.
1200(I) Position Lat. 43°00'N, Long. 149°13'E.
1300(I) Set clocks ahead one hour to conform to -10 time zone. During afternoon converted #5 F.B.T. to M.B.T.

3 August 1945

0000(K) Enroute MIDWAY.
1200(K) Position Lat 42°33'N, Long 158°11E.
1700(K) Sent Sea Poacher THIRD to ComSubPac reporting departure from area.

(Editors note: At this point there is a page missing in the narrative.)

4 August 1945

0000(K) Enroute MIDWAY.
1200(K) Position Lat. 37°37'N, Long. 164°37'E.
1500(K) Set clocks ahead one hour to zone time (-11).

5 August 1945

0000(L) Enroute MIDWAY.
1200(L) Position Lat. 32°49'N, Long. 170°29'E.
1600(L) Set clocks ahead one hour to zone (-12).

6 August 1945

0000(M) Enroute MIDWAY.
1200(M) Position Lat. 32°49'N, Long. 170°29'E.

6 August 1945

0000(Y) Enroute MIDWAY, set clocks back 24 hours to zone (-/12).
1200(Y) Position Lat 28°10'N, Long. 177°51'W.
1440(Y) Moored MIDWAY.

7 August 1945

0000(Y) Moored at MIDWAY.
1200(Y) Position Lat.. 27°34'N, Long. 177°11'W.

8 August 1845

0000(Y) Enroute PEARL.
1200(Y) Position Lat. 23°51'N, Long. 173°30'W,

9 August 1945

0000(Y) Enroute PEARL.
0900(Y) Set clocks ahead one hour to zone (-/11).
1200(X) Position Lat. 22°14'N, Long. 167°56'W.

10 August 1945

0000(X) Enroute PEARL.
1200(X) Position Lat. 20°54'N, Long. 162°25'W.
1600(X) Set clocks ahead one hour to zone -/10).

11 August 1945

0000(W) Enroute PEARL.
(W) Moored PEARL.

(C) Weather

Weather was moderate. Considerable fog was encountered in the patrol area. Seas were flat calm in area entire period of patrol.

(D) Tidal Information

Set in general agreed with current charts.

(E) Navigational Aids

Navigation in areas 1, 2 and 3 was primarily by radar, fathometer and occasional use of identifiable landmarks. Aviation charts furnished us were of the greatest help.

(G) Aircraft Contacts

In lifeguard area only two daytime plane contacts were definitely enemy.

While attempting to clear launching area after completion of first antipicket boat sweep we were bothered for several hours by two unidentified radar equipped aircraft, who could not be contacted either by VHF or IFF. In areas two and three approximately one large transport or bomber was sighted each day paralleling the coast, not venturing further than three miles from the beach. In area one, one transport was sighted over the land and three planes were contacted on S.D. Two hours after completion of joint bombardment one plane dropped two bombs on us, not close.

SHIP CONTACTS

No.	Time Date	Lat Long.	Type(s)	Initial Range	Est. Course Speed	How Contact	Remarks
1	1045 7/2/45	32-55N 140-07E	Hospital Ship	14,000	160°T 10 Kn.	R	Properly mark hospital ship
2.	2230 7/10	37-10N 141-03E	Unident. Small	9,500	000°T 7 Kn.	R	Torpedo Attack No.1
3.	0018 7/11	27-07N 141-10E	Unident. Small	10,000	000°T 9.5 Kn.	R	Avoided
4	0816 7/11	37-10N 141-02.5'E	Fishing Vessel	10,000	Laying to	P	Avoided
5	0801 7/12	37-17N 141-02E	3 Small Fishing Vessels	8,000	180°T Unk.	SD	Avoided
6	2055 7/20	37-45N 141-06E	2 Wooden Sea Trucks	8,500	18°T 7 Kn	R	Gun Attack No. 1
7	2230 7/22	37-22N 141-03.5E	1 Wooden Sea Truck	5,000	180-190°T 7 Kn	R	Gun Attach No.2
8	2315 7/23	37-22N 141-06E	1 (XPC) Similar to	8,600	180°T 9 Kn	R	Gun Attack No. 3

			Shonan Maru				
9	0150 7/26	42-10N 142-36.5E	1 Wooden Sea Truck	8,400	120°T 7 Kn	R	Gun Attack No. 4
10	1506 7/27	42-02.5N 142-50E	Fishing Lugger	6,750	Station- ary Tend- Nets	R&SD	Gun Attack No. 5
11	1130 7/28	42-07N 142-55.5E	Several Small Sampans	9,000	UNK	SD	
12	1606 7/29	39-12.5N 141-58E	Sampan	6,000	000°T 5 Kn	JP&P	Avoided
13	1720 7/30	39-15N 141-59E	Sampan	8,000	Southerly 5 Kn	P	
14	1455 7/30	36-498 141-40E	Unident, Small Crafts	6,000	Southwesterly Sp. UNK	SD	
15	1502 7/30	38-50N 141-39E	Fishing Lugger	6,000	Southerly Sp. Unk.	SD	

(H) Attack Data

Gun Attack No. 1 Patrol No.4

Time: 2255-2330(I) Date 20 July 1945 Lat. 37°29'N, Long 141°06'E

Target Data – Damage Inflicted

Sunk:

(Destroyed) Two (2) wooden sea trucks (Sugar Dog) (EC) 300 and 200 tons

Damaged or Probably Sunk: None

Damage Determined by: Visual observation. These wooden ships only sank part way. The bow of one, part of the mast and top of deck houses still remained above water level. The other vesse, whether broke into, or part of bow or deck house floated away from main part. One the superstructure of both still remained above water and it was detroyed both by flames and shell bursts.

Details of Action

Ammunition Expended:

40 rounds 5" H.C., lot BD-15-MI-45, P.D. Fuze Mk. 29-3, Lot 25-B-5-44.

547 rounds 40MM

420 rounds 20MM

1200 rounds. 50 cal.

1994 rounds .30 cal,

Divided fire was used on an overcast moonlight night after two hours of surface tracking had shown course of 180°T, speed 7 knots. Targets were closed from astern and we were undetected or at least unrecognized until we opened fire. Initial ranges were 900 and 600 yards respectively, targets about 300 yards apart in column. Numerous fires were started as the Sea Poacher twisted and circled around the targets, only to be extinguished by subsequent 5" hits. Hits were practically 100%. All guns operated efficiently; ammunition performance left nothing to be desired. Action terminated when condition of targets indicated that further expenditure of ammunition would be pure waste.

Gun Attack No. 2, Patrol No.4

Time: 2339-2344(I) Date: 22 July 1945 Lat. 37°16.5N, Long 141°03.5E.

Target Data – Damage Inflicted

Sunk:

One (1) wooden sea truck (Sugar Dog) – (EC) 200 tons.

Damaged or Probably sunk: None

Damage Determined by: Visual observation. Target was stopped by opened salvo; caught fire immediatly and burned furiously. A series of small explosions commenced 30 minutes after gun attack; at 40 minutes a disintegrating explosion finished the job.

Details of Action

Ammunition Expended:

7 rounds 5" 25 H.C., lot BD-15-MI-45, P.D. Fuzes Mk 29-3, lot 25-B-5-44

86 rounds of 40 MM

270 rounds of 20MM

300 rounds of .50 cal

350 rounds of .30 cal.

Target was tracked on course 190°T, speed 6 knots for a period of 64 minutes prior to attack and was closed from astern. Moon was obscured by haze, and a light misty drizzle reduced visibility to 1000 yards. Opened fire when range was 350 yards, from slight abaft target's port beam. Target was at once set ablaze and stopped. Target burned fiercely and was finally blown up by an internal explosion occurring 40 minutes after attack. All guns and ammunition functioned satisfactorily.

Gun Attack, No. 3 Patrol No. 4

Time: 0033-0036(I) Date: 24 July 1945 Lat. 37°10'N, Long. 141°04.5E.

Target Data – Damage Inflicted

Sunk: One (1) XPC whale killer type escort vessel, similar to SHONAN MARU, Page 146 ONI 208-J, Supp. #2, (EC) – 300 tons.

Damage or Probably Sunk: None

Damage Determined by: Visual observation. Target was seen to sink.

Details of Action

Ammunition Expended:

11 rounds of 5" 25 H.C., lot BD-15-MI-45, P.D. Fuzes Mk 29-3, lot 25-B-5-44.

15 rounds of 40 MM

120 rounds of 20 MM

100 rounds of .50 cal.

300 rounds of .30 cal.

This target was tracked for 1 hour and 18 minutes prior to attack, was found to be maintaining a steady course of 175°T, speed 8.5 knots. Visibility was good, with a nearly full moon on the meridian over (*unreadable word*) with clouds, horizon partially obscured. Target was sighted by binoculars at 5000 yards; could be seen with naked eye at 2000 yards. Whale killer was overtaken from port quarter, and fire was commenced from this bearing at 300 yards range. Machine gun fire was withheld until first 5" salvo was off and hit. Target got twisted 180° right immediately after first salvo, belched clouds of smoke and streaks of flame from midship's section and stack. However, she lost way almost at once, caught fire a few seconds later, and soon began burning brightly. As she began to settle slowly, a depth charge was detonated by a .30 caliber machine gun fire, causing a large explosion. Considerable shrapnel fell on our deck, but luckily no one was injured. In a very few seconds following the explosion, the vessel went down, stern first, her bow coming high into the air.

Guns and ammunition operated satisfactorily.

Gun Attack No. 4 Patrol No 4

Time: 0310-0314(I) Date: 26 July 1945 Lat. 42°06.5N, Long. 142°48'E.

Target Data – Damage Inflicted

Sunk: One (1) wooden sea truck (Sugar Dog) – (EC)–300 tons.

Damaged or Probably Sunk: None.

Damage Determined by: Visual Observation.

Details of Action

Ammunition Expended:

18 rounds 5" H.C., lot BD-15-MI-45, P.D. Fuzes Mk. 29-3, lot 25-B-5-44.

120 rounds of 20 MM

150 rounds of .50 cal.

350 rounds of .30 cal.

Target was tracked on course 120°T for one hour and twenty-four minutes. Visibility was excellent, a nearly full moon being aided by fast breaking dawn. Target was overtaken from astern and fire was commenced from her starboard quarter at 400 yard range; Sea Poacher apparently remaining undetected in spite of complete visibility.

40 MM guns were not used due to shortage of ammunition. However, they were standing by with the 100 rounds available. All machine gun fire was withheld until first 5" salvo had hit. 17 of 18 5" shots were hits.

Target was stopped by first hit, set ablaze by second. Fires were numerous but small. At "cease firing" 20 feet of her mid-section was leveled to the water line; she quickly assumed a 30 degree port list. Target was left with only parts of deck house and top of mast still above water.

Gun Attack No. 5 Patrol No. 4

Time: 1525-1527(I) Date: 27 July 1945 Lat. 42°14.5'N, Long 143°26'E.

Target Data – Damage Inflicted

Sunk: One (1) Fishing Lugger (wooden) (EC) 50 tons (60 feet long).

Damages or Probably Sunk: None

Damage Determined by: Visual observation. Target observed to break up and sink.

Details of Action

Ammunition Expended:

6 rounds 5" 25 H.C., lot BD-15-MI-45, P.D. Fuzes Mk. 29-3, lot 25-B-5-44.

10 rounds 40 MM

120 rounds of 20 MM

300 rounds .50 cal.

400 rounds .30 cal.

This fishing lugger was sighted on a somewhat foggy day simultaneously with radar contact, at range 6500 yards. She was enroute from fishing nets to the beach on westerly course. Target was closed immediatly and 5" fire opened at 500 yard range. Machine gun fire was commenced immediately thereafter. In two minutes, target broke up and sank. 5" scored 4 out of 6 hits.

Torpedo Attack No. 1 Patrol No. 4

Time: 2346(I) Date 10 July 1945 Lat. 37°20'N, Long 141°04'E.

Target Data – Damage Inflicted

Description: Made radar contact on single ship at 9500 yards. Target one small unident about the size of American PC, visible in TBT binoculars at 2500 yards. Night was dark, visibility fair to poor.

Ships Sunk: None

Ships Damaged or Probably Sunk: None.

Damage Determined by: – –

Target Draft _____ Course 000°T Speed 7, Range (at firing) 1500 yards.

OWN SHIP DATA

Speed 10.5 Course 310°T (Surfaced) Angle (at firing) 1/4 down.

Torpedo Attack No. 1

	No. 3	No. 4	No. 5	
Tubes Fired	140 s	140 s	140 s	
Track Angle	10°-10' R.	11°30' R.	12°40' R	
Gyro Angle	3'	3'	3'	
Depth Set	High	High	High	
Power	Miss	Miss	Miss	
Hit or Miss	Yes	No	No	
Erratic	14-3A	14-3A	14-3A	
Mk. Torpedo	.	64028	39259	66253
Ser. No.	6-65	6-5	6-5	
Mk. Exploder		25837	17160	12014
Ser. No.	Contact	Contact	Contact	
Actuation Set	—	—	—	
Actuation Actual	16-1	16-1	16-1	
Mk. Warhead		64028	11557	16483
Ser. No.	TPX	TPX	TPX	
Explosive	12s	11s		
Firing Interval	Aimed by TBT along target length, coverage about 125%			
Type Spread	Flat Seas			
Sea Conditions	Sub Base Midway			
Overhaul Activity				

Remarks: Possible end-or run explosion was felt at 4 1/2 minutes after first torpedo was fired; torpedo probably having hit the beach. Torpedo No. 64028 was observed to take a radical course to the left with a gyro angle of 10° right set; cause unknown.

All torpedoes missed target; attributed to large track and small size of target. Large track due to inability of Commanding Officer to decide whether target was "worth while".

Gun Attack No. 6 Patrol No. 4

Time: 1416-1426(I) Date: 1 August 1945 Lat. 42°09.5'N, Long. 142°47'E.

Target Data – Damage Inflicted

Sunk: None.

Damaged: Buildings and shore installations in vicinity of URAKAWA, HOKKAIDO.

Damaged Determined by: Visual observation. Several building were observed to be hit. Gaping holes were made in frame roofs and walls; smoe fires were started. The district was left with several patches of black smoke rising.

Details of Action

Ammunition Expended:

32 rounds 5" 25 H.C., lot BD-15-MI-45, P.D. Fuzes Mk 29-3, lot 25-B-5-44.

120 rounds of 40 MM

This joint bombardment was conducted in company of U.S. Ships THORNBACK and ANGLER as a final disposition for remaining ammunition upon leaving the patrol area.

Targets in the Sea Poacher's bombardment area were for the most part frame buildings of one and possiby two stories in height. The fifty-odd buildings in this area were congested and of varying types.

Average range during the attack was 4,000 yards. A high percentage of 5" hits was obtained, with a few expected misses on rang-ing shots. 40 MM hits were much fewer, although some were obtained. This was due in part to the extreme ranges and self-destroying ammunition used, in part to the inadequate sight system of that gun.

Ammunition and guns functioned normally.

(I) Mines

A total of twenty-one (21) drifting mines were encountered during this patrol, of which nineteen were destroyed by small arms fire. Of those destroyed, fourteen (14) actually exploded upon being hit, the remainder sinking. All were of spherical horned type. Two Springfield rifles with armor piercing ammunition were our mine destroyer equipment.

Mines were encountered at the following positions:

Lat. (N)	Long. (E)
28-37	179-39
29-10	177-13
25-05	163-03
30-51	138-28
32-14	139-53
32-51	140-16
33-20	140-25
33-09	140-19
33-11	140-27
33-19	140-23
33-20	140-30
30-17	143-17
32-55	142-34
33-14	142-13
36-05	144-20
32-30	144-24*
32-21	143-02
38-33	141-42*
38-38	141-45
38-44	141-51
35-59	142-02.5

*Were not destroyed due to darkness.

(J) Antisubmarine Tactics and Evasive Manuvers

Several unidentified aircraft drove us down on dark night of July 9-10, but no bombing or depth charging resulted.

On 1 August after daylight shelling of shore installations at URAKAWA a single plane detected by SD at 15 miles closed to 5 miles before we submerged. We received two serial bombs, not close. Plane was never sighted due to partial overcast. XPC sunk in gun attack #3 did not appear to be engaged in anti-submarine patrol at that time,

(K) Major Defects and Damages

1. **Hull and Machinery:** None.

2. **Ordinance and Gunnery:** Mark 14-3A Torpedo #64028 ran erratic in torpedo attack No 1. On being fired from tube #3 with 10° right gyro being set, this torpedo took about twenty to thirty degrees left gyro. Depth was set at three feet, sea flat calm, own ship's speed 10 knots. No fault has been found in fire control or tube mechanism.

(L) Radio

At least one, generally two or more of the Sub Fox frequencies were able to be copied at all time. 13655 kc and 9050 kc were best frequencies.

There were no casualties in the radio receivers. Only casualty with the TBL was the antenna output meter burned out. It was replaced from spares. Four transmissions were made to RPN and NPM with no difficulty.

The Wolfpack frequencies were guarded continuously when a receiver was available, that is, at all times receiver was not in use on lifeguard frequency. Wolfpack was used only once for pack communications in area. Jamming was encountered on Wolfpack frequencies consisting of C.W. Random Keying and did not hinder communications to any serious extent. The lifeguard frequency was also jammed heavily during strikes. Both with C.W. Random Keying and by voice transmissions, but could usually be countered by careful receiver tuning.

The SCR 610 was satisfactory up to ranges of 12,000 yards. CHF was used frequently in communication with planes and satisfactory up to ranges of 22 miles.

(M) Radar

SJ-1 – Performance was excellent. Two hours of operating time was lost while the power switch was being replaced in the control unit; otherwise only routine maintenance was required. Once a friendly submarine was picked up at a range of 25,000 yards. Average range on submarine was 13,000 yards.

Perhaps the constant use of SJ radar in the area made our presence known to the enemy; however this did not bring on any apparent anti-submarine measures.

ST – Performance was average. Due to critical tuning it was difficult to keep set at maximum sensitivity. Maximum range on land was 35,000 yards (submarine surfaced).

SD-4 — Performance was very good. Routine maintenance required. The SD was keyed practically all the time while on the surface. Maximum range on aircraft was 45 miles (submarine surfaced).

(N) Sonar Gear and Sound Conditions

The "QB" with torpedo detection modification was used almost continuously. Only minor casualties occurred in the (unreadable), the most frequent being keying switch failure. After substituting an ordinary microswitch in place of the equipment spare, this trouble was eliminated. The sound conditions were good on station. No enemy sonar ranging was encountered.

(O) Density Layers

The density layers encountered were normal for these areas. Off the coast of HONSHU a salinity gradient of 10,000-13,000 pounds was found between 10 and 20 miles outside the 100 fathom curve. It is felt that the Submarine Supplement to the Sailing Directions would be much more valuable with the addition of charts showing surface buoyancy changes due to salinity for the several seasons.

(A list of bathythermograph readings is not reproduced here)

(P) Health, Food and Habitability

1. Health was good. After each gun action there were many headaches among members of the 5" gun crew. All cases were treated satisfactorily by the pharmacist's mate.
2. Food was excellent. It was nutritious, well prepared, appetizing, ample and sufficiently varied.
3. Habitability was good.

(Q) Personnel

(a) Number of men detached after previous patrol	9
(b) Number of men on board during patrol	78
(c) Number of men qualified at start of patrol	57
(d) Number of men qualified at the end of patrol	68
(e) Number of men unqualified making their first patrol	9

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

(R) Miles Steamed, Fuel Used

MIDWAY-Saipan (via GUAM)	3044 miles	41,670 gallons.
SAIPAN-Area	1212 miles	11,960 gallons
In Area	7147 miles	56,525 gallons
Area-PEARL (via MIDWAY)	3500 miles	55,000 gallons

(S) Duration

(Unreadable)

(T) — (Unreadable)

(U) Communications, Radar, Sonar Countermeasures

(List of activity omitted for this publication),

(V) Remarks

Dividing the patrol into period of lifeguarding, anti-picket boat sweeping, and area patrolling made the time pass very quickly. Targets encountered were more suitable for gun attacks than for torpedo attacks. Increased ammunition stowage space is believed desirable even at the expense of fewer torpedoes. Shallow water used by small vessels made special weapons attacks impossible. The Jap soldier prisoner was shackled during stay aboard, but otherwise was not treated with undue harshness. No attempt was made at extensive questioning of prisoner but our Guamanian mess boy, CARBULLIDO, did good service as interpreter for what talking was necessary. Every attempt was made to prevent familiarity with the crew.