

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF SHIPS NAMED GUARDFISH

USS GUARDFISH (SS(N) 612) is the second ship of the Fleet to bear the name of a voracious green and silvery fish which has an elongated pikelike body and long narrow jaws. She is named in commemoration of USS GUARDFISH (SS 217) which had the distinction of earning two Presidential Unit Citations.

The first GUARDFISH (SS 217) was built by the Electric Boat Company of Groton, Connecticut. Her keel was laid 1 April 1941 and she was launched 20 January 1942, under the sponsorship of Mrs. Edward J. Marquart, wife of Rear Admiral Marquart, Commandant of the New York Naval Shipyard. The fleet submarine was commissioned at New London, Connecticut on 8 May 1942, Lieutenant Commander Thomas B. Klakring, USN, in command.

GUARDFISH had a length overall of 311 feet, 9 inches; extreme beam 27 feet, 3 inches; standard displacement 1,526 tons; mean draft of 15 feet, 3 inches; submerged displacement of 2,424 tons; designed depth of 300 feet; designed surfaced speed of 20.25 knots; designed submerged speed of 8.75 knots; and a designed complement of 6 officers and 54 men. She was armed with ten 21-inch torpedo tubes; one 3-inch .50 caliber gun; two .50 caliber and two .30 caliber guns.

GUARDFISH conducted shakedown training out of New London before departing that base on 28 June 1942 for the Pacific. She transited the Panama Canal on 11 July and reached Pearl Harbor on 25 July to prepare for her first war patrol which was conducted along the eastern shore of Honshu, Japan.

GUARDFISH stood out of Pearl Harbor on 6 August 1942 and set course for the hitherto unexplored waters off northeast Honshu. She sank a trawler with gunfire the night of 22 August and destroyed a large sampan the following day. On the afternoon of 24 August she sighted the 3,114-ton cargo ship SEIKAI MARU passing out of Kinkasan Harbor and pressed home an attack. The bow of SEIKAI MARU was blown off by a torpedo hit that sent her under the sea in six minutes. The submarine evaded a patrol ship and headed up the coast on the track of two freighters. She gained ahead near daylight of 25 August and let go with two torpedoes, the first of which porpoised across the target's bow and the second hitting under the bridge in a large plume of spray but not exploding. A third torpedo exploded in the wake of the freighter that opened range and headed for shore under protection of aircraft.

GUARDFISH sank the 2,332-ton cargo ship TEIKYU MARU the morning of 2 September 1942 and gained ahead of a convoy the next afternoon. One torpedo exploded as it passed across the stern of a target and caused probable

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rudder damage and two successive attacks sent the 5,253-ton cargo ship KAIMEI MARU and the 1,118-ton cargo ship TENYU MARU to the bottom of the sea in Latitude 40°-41' North; Longitude 141°-51' East. Two other Japanese freighters had retreated into a harbor and the wiley submarine worked her way into a beautiful long shot that struck the anchored 2,276-ton CHITA MARU amidships to spray smoke and steel for several hundred feet. This target sank stern first until it rested in the mud. Another ship was hit by a torpedo whose explosion shook the submarine but this victim was never identified. The last attack of her first war patrol was carried out on 9 September 1942 when she missed a fast target with two torpedoes and was unable to close within range for another try. She returned to Midway for refit on 15 September 1942.

GUARDFISH set out from Midway for her second war patrol on 30 September 1942 but returned to base for a part of 3 October for repairs to her radar equipment. A spread of four torpedoes missed target on 19 October and two more sent on their way resulted in a flash of bright orange that accompanied an explosion at the stern. Four depth bombs from an escorting plane forced her down and she was attacked by two other aircraft as she trailed the target. One heavy explosion gave her a good shaking and a second was loud enough to hurt the ears of her men. Moving in on a seven ship convoy the afternoon of 21 October, GUARDFISH fired a four-torpedo spread at four overlapping ships and had the satisfaction of observing two hits on a ship as others scattered and opened fire with deck guns. In this attack she was officially credited with the sinking of a 4,000-ton freighter. A tanker spoiled a good set-up when she wheeled to ram and forced the submarine under the sea. Now GUARDFISH shifted to a less nimble target, gaining a hit aft which blew the after gun crew of the 6,362-ton NICHUHO MARU about forty feet in the air. Her stern disintegrated and she made a vertical plunge to the bottom in Latitude 27°-03' North; Longitude 122°-42' East.

GUARDFISH went deep to reload and avoid the gunfire which was getting too accurate for comfort. She surfaced to the greeting of gunfire from two patrol ships picking up survivors. This pair was easily avoided but two aircraft appeared on the scene and drove the submarine under the sea. She returned to Pearl Harbor on 28 November 1942.

GUARDFISH earned the Presidential Unit Citation for outstanding performance in combat during her first and second war patrols.

GUARDFISH spent the first part of her third war patrol off Truk, thence on traffic lanes running just south of the Equator towards the Solomon Islands. Near midnight of 12 January 1943 found her west of Kavieng. She moved in for a submerged radar attack on an antisubmarine patrol ship, loosing a spread of three torpedoes that sank 1,390-ton PATROL BOAT #1 in Latitude 2°-51' South; Longitude 149°-43' East. Her roving patrol of the next few days did not turn up many contacts but she was on the receiving end of several depth charges from fast patrol boats and aircraft. On 21 January she swung hard to avoid collision with an enemy submarine, neither getting a chance for a shot at the other before contact was lost. The next

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day the submarine left a cargo ship covered with steam and smoke of a torpedo hit and took a good shaking from the depth charges of the escort. In this attack, she was officially credited with the sinking of a 1,300-ton cargo ship.

On 23 January 1943 GUARDFISH fired three torpedoes at an oncoming destroyer and had the satisfaction of seeing one explode right under the target's after stack. Japanese destroyer HAKAZE (1,215 tons) lay over on beam's end and her crew was seen abandoning her by walking down the side and bottom. That enemy slid to the bottom in Latitude 2^o-47' South; Longitude 150^o-38' East. Moving through a glassy sea down to Rabaul on 28 January, GUARDFISH obtained a good set-up on six overlapping targets in the lower reaches of Simpson Harbor. As her periscope raised for a final fix, a patrol plane sighted it and "all hell broke loose". Shore batteries opened fire, two speedy patrol ships made for the scene, and the wiley submarine made a hasty departure to hunt off Wewak. She was maneuvering for attack on a convoy on 1 February, struck an uncharted reef and broached to a thirty-foot depth with an up-angle. Backing down she grounded aft but used a "riverboat trick" to twist clear and escaped with only minor damage. She terminated her third patrol in Brisbane, Australia, on 15 February 1943.

GUARDFISH departed Brisbane on 9 March 1943 to conduct her fourth war patrol in the Solomons-Bismarck-New Guinea areas. This patrol turned up few contacts and no targets worthy of torpedo fire came within range of the submarine. She returned to Brisbane on 30 April 1943 and gained a new commanding officer on 14 May when Lieutenant Commander Norvell G. Ward, relieved Lieutenant Commander Klakring.

GUARDFISH conducted her fifth war patrol in the same waters covered by her previous patrol. She left Brisbane astern on 25 May 1943 and sneaked past two escorts in the early morning darkness of 13 June to slam a torpedo into a freighter. That afternoon she sank the 201-ton freighter SUZUYA MARU and was forced down by aircraft. Six days later she closed a convoy but was spotted by an escort which held her down till the convoy passed out of range. On 14 July she arrived at Tulagi, Florida, Solomons, to pick up a survey party which was landed the last day of the month on the west coast of Bougainville. She returned to Brisbane for refit on 2 August 1943.

GUARDFISH departed Brisbane on 24 August 1943 and reached Tulagi on 19 September to embark a reconnoitering party which was landed on the west coast of Bougainville in the Solomons. Continuing her patrol in lanes reaching towards the Caroline Islands, she moved in on a convoy the 8th of October and sank the 5,460-ton KASHU MARU in Latitude 0^o-25' South; Longitude 146^o-22' East. She missed a target on 9 October when her torpedoes made erratic surface runs, then gained ahead on the same convoy. Moving into attack in the early morning darkness of 10 October 1943, she scored a hit that settled one target by the stern with fires just forward of the engine spaces. The two following days were spent on lifeguard patrol

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for the air strikes on Rabaul. She was again at Tulagi on 19 October to embark reconnoitering parties for Bougainville. She arrived off Cape Torokina at dawn of 26 October and sat on the bottom till dark. The submarine then surfaced to debark a landing party, then headed north for the Kiuike River where she sent a second party ashore. She took soundings of Empress Augusta Bay while Marine raiders scouted ashore, picking them up at a pre-arranged rendezvous point on 28 October 1943, two days prior to the American assault landings on that island. She reached Brisbane on 3 November 1943 for refit and suffered some damage in Moreton Bay the night of 3 December when she collided with an Army oil barge during an attack training approach.

GUARDFISH departed Brisbane on 27 December 1943 to conduct her seventh war patrol in shipping lanes running from Guadalcanal to Truk in the Carolines. She sank an unoccupied landing craft on 11 January 1944 and caught up with a convoy three days later. A six-torpedo salvo left the 10,024-ton oiler KENYO MARU a flaming mass and she went down in Latitude 50°-22' North; Longitude 141°-27' East. She closed Truk for a look on 1 February 1944 and was rewarded by the sight of two freighters under escort. As she made an attack approach on the freighters, destroyer UMIKAZE made the mistake of interfering and had her stern demolished by a spread of torpedoes from GUARDFISH. That enemy settled beneath the sea and GUARDFISH eluded the other patrolling escorts to take lifeguard station off Truk the following day. She returned to Pearl Harbor on 18 February 1944 and was routed on to San Francisco where she arrived on the 27th for repairs in the Bethlehem Steel Company Yard. She returned to Hawaii from the west coast on 1 June 1944.

GUARDFISH put to sea from Pearl Harbor on 14 June 1944 as a unit of a coordinated attack group called the "Mickey Finns", Captain W. V. O'Regan in GUARDFISH being the officer in tactical command. In company with THRESHER, PIRANHA and APOGON, she made her way to "Convoy College", a new patrol area laying across the principal convoy routes between Formosa and the Asiatic mainland. She gained ahead of a convoy near midnight of 16 July and let go six torpedoes at five overlapping ships. There was grim satisfaction when six hits in four ships lit the area bright as day and caused the convoy to scatter in all directions. Exploding gas from one target sent flames towering thousands of feet; another fiercely burning target blew up, a third broke in two and sank, and a fourth was observed to go down bow first. GUARDFISH pulled clear after sending three stern shots into a cargo ship for two hits, then caught up with another ship of the fleeing convoy in the early morning darkness of 17 July, missing with two torpedoes, then sending two more for two hits which caused the target to gettle by the stern. THRESHER and PIRANHA also played havoc with coordinating attacks on the same convoy. GUARDFISH was officially credited with the sinking of the 5,863-ton auxiliary ship MANTAI MARU; the 2,838-ton cargo ship HIZAN MARU and the 5,215-ton cargo ship JINSAN MARU in the vicinity of Latitude 19°-17' North; Longitude 120°-15' East. On 18 July 1944 she closed a fast-moving convoy in high seas and scored two hits that left a freighter with decks awash. The next morning four torpedoes fired

at overlapping targets resulted in two hits on the 5,872-ton TEIRYU MARU which broke in half and sank in Latitude 20°-07' North; Longitude 118°-20' East. GUARDFISH dived to avoid the escorts and received a few close explosions from depth charges that shook her up a bit. One destroyer came around to try to finish the submarine off but almost finished her own career when she moved into a perfect torpedo set-up. A false sound contact suddenly drew this enemy away to spoil the aim and GUARDFISH headed for home. She arrived at Midway for refit on 31 July 1944. Her outstanding demonstration of courage and success on her eight war patrol brought GUARDFISH a second Presidential Unit Citation.

GUARDFISH passed out to sea from Midway on 23 August 1944 to conduct her ninth war patrol off the Japanese home islands as a unit of a wolfpack that included THRESHER and SUNFISH. She had a forty-minute "roundy-go-round" with sampans on 2 September, spending most of her time repairing gun casualties. Breaking off the engagement with all guns out of commission, "the most heavily gunned submarine of this type, hangs her head in shame and retires".

Phantom radar pips provided the only excitement until 25 September 1944 when GUARDFISH unleashed two torpedoes and blew a hole clear through the 873-ton cargo ship MIYAKAWA MARU NUMBER 2 in Latitude 38°-30' North; Longitude 124°-07'-15" East. Her torpedoes missed a wildly zig-zagging ship on 9 October and an attack approach on six coastal freighters was spoiled on 12 October when a fishing craft spied the submarine and passed warning to enemy escorts. She returned to Pearl Harbor on 24 October 1944 and gained a new skipper on the 27th when Commander Douglas T. Hammond relieved Commander Norvell G. Ward, U. S. Navy.

GUARDFISH spent her tenth war patrol in the "Convoy College" area of the South China Sea as a unit of a wolfpack that included SEA ROBIN and SEA DOG. Commander V. L. Lowrance in SEA DOG was in command of this pack. She departed Pearl Harbor on 26 November 1944 and fueled at Saipan 8-9 December 1944. There were no contacts for GUARDFISH until 2 January 1945 when a fast convoy passed out of range. She tracked for hours and got a slim chance to slip between two escorts. On the way in she was detected and forced away until the convoy made the safety of the Pescadores Channel. As she neared Guam in the early morning darkness of 24 January, she picked up a surface target identified as a Japanese I Class submarine and let go with two torpedoes in Latitude 15°-44' North; Longitude 135°-29' East. Two hits obscured the target in smoke which cleared as the stern rose out of the water. There was grave concern when it was realized that the target was not a submarine. Upon drawing close aboard the first life raft the full extent of her mistake was realized. The survivors were Americans from the salvage ship EXTRACTOR (ARS 15). All but six of her seventy-nine man crew were rescued from the sea by GUARDFISH who terminated her patrol at Guam in the Marianas on 26 January 1945.

On her eleventh war patrol GUARDFISH joined three other submarines in a watchful patrol to detect and attack any major enemy fleet units leaving

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the Inland Sea of Japan by way of Kii Suido. She departed Saipan on 27 February 1945 and searched in vain for targets. On 19 March 1945 she sighted low circling planes and set course in that direction until she sighted two men in rubber boats. At 1147 she rescued Ensign P. H. Whiteford USNR, and Aviation Radioman V. R. Smith, USNR, survivors of a plane from attack carrier HANCOCK which had been damaged while on a mission over Kobe, Japan. She returned to Midway on 11 April 1945 for refit.

GUARDFISH departed Midway on 8 May 1945 and spent her twelfth war patrol on lifeguard station for the ever-increasing air attacks on Japan. She sank a small trawler with gunfire on 16 June, taking two prisoners before setting course for Midway where she arrived on the 21st. She received three prisoners-of-war on board for transportation to Pearl Harbor and terminated her twelfth war patrol in that port on 26 June 1945. Three days later Lieutenant Commander Douglas T. Hammond was relieved as commanding officer of GUARDFISH by Lieutenant Commander Julian T. Burke, Jr., USN.

GUARDFISH remained in the Hawaiian area after completing her twelfth war patrol. She was assigned to the Submarine Training Command and spent much time with surface warships for training of their crews in antisubmarine warfare tactics until 25 August 1945. She then set course for the United States, transiting the Panama Canal on 12 September for New Orleans where she arrived on the 16th. After participating in the Navy Day celebrations of 27 October she left New Orleans on the 30th to unload her torpedoes at Newport, Rhode Island. She reached the last named port on 5 November and shifted to New London the following day to prepare for inactivation. She was decommissioned on 25 May 1946 and remained inactive until 18 June 1948. On the latter date she was placed in the service of the Third Naval District for duty as a Naval Reserve Training ship at New London until the summer of 1960. Declared in excess of Navy needs, her name was stricken from the Navy List on 1 June 1960.

GUARDFISH performed a last service for her country by helping to test the effectiveness of a new torpedo. On 10 October 1961 she was towed out to the target area. A skeleton crew cranked up one diesel engine, lashed her helm to a straight course, then boarded another ship. DCGFISH and BLENNY fired the newly developed torpedoes into her and down went GUARDFISH, a good servant to the last.

GUARDFISH earned two Presidential Unit Citations and eleven battle stars for the operations listed below:

1 Star/FIRST WAR PATROL-PACIFIC: 6 Aug-15 Sep 1942

1 Star/SECOND WAR PATROL-PACIFIC: 30 Oct-28 Nov 1942

1 Star/CAPTURE AND DEFENSE OF GUADALCANAL: 20 Oct 1942-8 Feb 1943

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- 1 Star/CONSOLIDATION OF SOLOMON ISLANDS:
Consolidation of Southern Solomons: 25 May-20 Jun 1943
- 1 Star/EASTERN NEW GUINEA OPERATION:
Finschhafen Occupation: 22 Sep-3 Nov 1943
- 1 Star/SEVENTH WAR PATROL-PACIFIC: 27 Dec 1943-18 Feb 1944
- 1 Star/EIGHTH WAR PATROL-PACIFIC: 14 June-31 Jul 1944
- 1 Star/NINTH WAR PATROL-PACIFIC: 23 Aug-24 Oct 1944
- 1 Star/IWO JIMA OPERATION:
Assault and occupation of Iwo Jima: 5-16 Mar 1945
- 1 Star/OKINAWA GUNTO OPERATION:
Assault and occupation of Okinawa Gunto: 17-21 Mar 1945
- 1 Star/TWELFTH WAR PATROL-PACIFIC: 8 May-26 Jun 1945
- PRESIDENTIAL UNIT CITATION - First and Second War Patrols:
6 Aug-28 Nov 1942
- PRESIDENTIAL UNIT CITATION - Eighth War Patrol: 14 Jun-31 Jul 1944

The second GUARDFISH (SS(N) 612) is under construction by the New York Shipbuilding Corporation of Camden, New Jersey. Her keel was laid on 28 February 1961. The nuclear-powered attack submarine is scheduled for launching in the spring of 1963.

Serial 01393

Care of Fleet Post Office,
San Francisco, California,
December 6, 1942.

CONFIDENTIAL

COMSUBPAC PATROL REPORT NO. 103.
U.S.S. GUARDFISH - SECOND WAR PATROL.

From: The Commander Submarine Force, Pacific Fleet.
To: Submarine Force, Pacific Fleet.

Subject: U.S.S. GUARDFISH (SS217) - Report of Second War Patrol.

Enclosure: (A) Comsubdiv 203 Conf ltr FB5-203/A16-3(5) Serial (040) of November 30, 1942.
(B) Copy of subject war patrol.

1. While the success of the second patrol of the GUARDFISH, as measured by tonnage sunk, did not compare with her first patrol, the commanding officer covered his area thoroughly and exhibited the same degree of aggressiveness as heretofore. On the three occasions where surface ships were contacted, he very ably developed two of them, damaging a freighter on one and sinking a freighter and a tanker on the other. While ordinarily a firing range of 3500 - 4000 yards is considered excessive when attacking single ships, in this particular instance the commanding officer is considered to have used good judgement in firing at multiple targets.

2. Weather encountered on this patrol was undoubtedly a factor in reducing the number of contacts and sinkings. The percentage of hits - 31% - leaves a lot to be desired, although some of the misses may have been caused by erratic torpedo or exploder performance.

3. The Commanding Officer and all personnel of the GUARDFISH are congratulated on a job "Well done" in having inflicted the following damage on the enemy:

SUNK

1 Freighter	-	6,700 tons
1 Tanker	-	<u>8,700</u> tons
Total	-	15,400 Tons

DAMAGED

1 Freighter	-	7,200 tons
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SUBMARINE DIVISION TWO-HUNDRED THREE

FB5-203/A16-3(5)

Care of Fleet Post Office,
San Francisco, California,

Serial (040)

CONFIDENTIAL

From: The Commander Submarine Division TWO-HUNDRED THREE.
To : The Commander Submarine Force, PACIFIC FLEET.
Via : The Commander Submarine Squadron FOUR.

Subject: U.S.S. GUARDFISH - Report of Second War Patrol.

1. The second patrol of the GUARDFISH was well conducted and results were gratifying considering the small number of contacts and extremely bad weather encountered on patrol station. Undoubtedly the weather was greatly responsible for the lack of contacts.

2. It is considered that the most was made of all opportunities for attacks. The immediate "sizing up" and handling of the changed situation during the attack on the tanker on October twenty-first, which resulted in sinking of the ship, were indicative of that high state of training and ability to act quickly so necessary in any successful submarine organization.

3. The failure to sink the freighter on nineteen October was disappointing in view of the fact that the approach was long and deliberate and approach data must have been quite accurate. The only logical explanation seems to be faulty performance of exploders in torpedoes of first salvo.

4. This patrol was marked by little opposition from enemy surface patrols. However enemy aircraft did a fair job of substituting for surface craft in hampering the activities of the GUARDFISH.

5. The frequent references to radar in the basic report indicate the importance of this equipment to submarine operations. It is urgent that adequate "on board" radar spares be carried and that a radar material man be assigned each submarine who is fully qualified to make all repairs and maintain the equipment in satisfactory operating condition.

SUBMARINE DIVISION TWO-HUNDRED THREE

FB5-203/A16-3(5)

November 30, 1942.

Serial (040)

CONFIDENTIAL

Subject: U.S.S. GUARDFISH - Report of Second War Patrol.

6. Despite the relatively short refit period in Midway before this patrol the material condition of GUARDFISH is good, and it is expected that the current refit at the Submarine Base, Pearl Harbor will be completed within two weeks. The failure of the stern planes on twenty-one November occurred at a critical time and results might well have been serious. The deficiencies in the bow and stern planes will be corrected during the refit.

7. The desires of the Commanding Officer concerning physical and dental examination of officers and men will be fulfilled.

J. F. CROMWELL

cc:
GUARDFISH

CONFIDENTIAL

Subject: U.S.S. GUARDFISH - Report of Second War Patrol

PROLOGUE:

Arrived Midway on September 15, 1942, from First War Patrol. Commenced refit on September 16, 1942, by U.S.S. FULTON's repair forces. Completed refit on September 28, 1942. Readiness for sea on September 29, 1942. Replaced #2 periscope on September 29-30, 1942. Not depermed nor wiped: no training period.

The rest period which actually consisted of eight and one-half days, is considered to have been inadequate. That the refit period was likewise too short was demonstrated by the work being carried over through the training period right up to the time of departure and the subsequent breakdowns which necessitated returning to the tender for further repairs on October 3 resulting in the loss of three days operating time.

1. NARRATIVE

September 30, 1942

1610 Y Departed Midway under escort.
1730 Y Released escort and set out on prescribed course.
2400 Y Changed date to Zone -(12) time.

October 2

Made three dives for instruction of new men.

October 3

0100 M Reversed course and headed back for Midway for the following reasons:
(1) Radar out of commission (Mal adjustment and bad tubes)
(2) Pitometer log out of commission (improper repairs)
(3) T.D.C. out of commission (cable punctured during repacking, grounded out).
2400 M Changed date to Zone (-) 12 time.

October 3

0618 Y Sighted escort and two planes; fired two yellow smoke bombs for identification (one dud).
0848 Y Moored alongside FULTON. Replenished fuel and fresh water and with repairs completed at
1657 Y Stood out of harbor under escort.
1745 Y Released escort and made deep dive for test and training.
2400 Y Changed date to Zone (+) 12 time.

October 6

1830 L Entered 500 mile circle from Wake.

October 7

1253 L Forced down by plane (radar contact at 8 miles); bow planes out of commission in power, effected emergency repairs and at
1700 L Surfaced.

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October 8

0900 L Cleared 500 mile circle from Wake.
1500 L Entered 500 mile circle from Marcus.

October 9

0300 L Entered 400 mile circle from Marcus.
0800 L Entered 300 mile circle from Marcus. Ran into heavy weather

October 10

0910 L Forced down in heavy seaway by plane which closed from
twelve to ten miles at 240 knots (radar contact).
1335 K Surfaced.

October 11

1400 K Entered 300 mile circle from Bonins.
1930 K Cleared 500 mile circle from Marcus.

October 12

1206 K Submerged and conducted periscope patrol while watering
batteries and routining torpedoes.
1817 K Surfaced within 100 mile circle of Bonins.

October 13

0600 K Radar out of commission for a period of five hours render-
ing surface running hazardous under the overcast.

October 14

1900 I Entered assigned area and commenced surface patrol along
steamer lane.

October 15

0745 I Submerged running periscope-radar patrol until
1808 I Surfaced.

October 16

Patrolled on surface.
0800 I Sighted Kikai Jima bearing 330 distance 30 miles.
0925 I Submerged; conducted periscope-radar patrol until
1400 I when, with radar out of commission, carried on regular
periscope patrol.
1800 I Surfaced.

ENCLOSURE (B)

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Subject: U.S.S. GUARDFISH - Report of Second War Patrol

October 17

0715 I With the radar back in commission at patrolled on the surface throughout the day. The area of search was doubled by maintaining an officer watch on #1 periscope continuously.

October 18

0715 I Submerged and passed between Okinoyerabu Jima and Yoron Jima into the East China Sea. Avoided two small sampans during the day. Closed Okinoyerabu Jima to three miles to tune radar and also took a set of photographs which can be made into a panorama.

October 19

0530 I Sighted smoke at 8 miles bearing 116 and commenced chase on four engines.
0819 I Kume Shima bearing 170 distance 30 miles.
0920 I While broad on the bow of the target (the tops of her masts appearing above the horizon), we were forced down by a plane which appeared at seven miles, position angle 15 degrees, on the same bearing as the target. The radar failed to detect this plane.
0930 I Made periscope observation, obtained set-up and commenced high speed approach to close the range.
1025 I Reached optimum position obtainable and fired a two-degree divergent spread of four straight bow shots at 1600 yards range, track angle 95 starboard, torpedo depth setting - 10 feet. No explosions were obtained although the Commanding Officer was certain that at least two of the torpedoes ran directly under the target which had been tracked carefully with the bearings checking throughout the approach and attack. The target which had been identified as a heavily laden vessel similar to Dakar Maru (photograph #379) was deemed an important one, so at
1029 I Re-checked the set-up and fired the two remaining bow tubes at 2000 yards range track angle 130-135 starboard. The last torpedo exploded with a bright orange flash at the stem of the target and, while observation was being made for damages at
1031 I sustained the first explosion of a close attack of four depth bombs dropped by the escorting plane. Descended to 200 feet until
1043 I which a periscope observation revealed a target change of

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Subject: U.S.S. GUARDFISH - Report of Second War Patrol

October 19 (Continued)

- course towards Kume Shima. Believing it to be severely damaged and probably heading over to beach herself, GUARDFISH went to deep submergence and re-loaded bow tubes while maneuvering for new attack position.
- 1148 I With the target smoking heavily, distance about 8 miles, surfaced and commenced chase and battery charge.
- 1310 I Sighted two planes at six miles headed for us; dived and when passing 125 feet at
- 1312 I a heavy explosion was felt which shook the vessel. Depth control was lost momentarily and the ship broached at a steep angle to something less than 90 feet as indicated by the amidship gauges before it could be levelled off. A second explosion was then felt (so loud that it hurt our ears) but this one, fortunately, drove us down instead of up and the ship descended to 250 feet where we spent the remainder of the afternoon inspecting for damage pulling ourselves together, and clearing the locality.
- 1833 I Surfaced after a thoroughly disappointing day wherein:
- (a) faulty torpedo performance prevented destruction of a valuable target;
 - (b) the damaged target had to be let go due to the severity of the bombing attack
 - (c) the radar failed so completely that GUARDFISH would have been destroyed by the attacking planes except for the vigilance of the topside watch.

October 20

- 0641 I Submerged; conducted periscope patrol until
1837 I Surfaced.

October 21

- 0910 I Patrolled on surface until -
Sighted smoke of seven ships bearing 291; maneuvered to gain position ahead and at -
- 1045 I Submerged and commenced approach. During the next three hours the convoy slowly zigged away to the Westward and although all available propulsion power was employed the van of the convoy could only be closed to 3500 yards.

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Subject: U.S.S. GUARDFISH - Report of Second War Patrol

October 21 (Continued)

- 1357 I Fired four torpedoes (natural spread) at the leading four ships which were bunched to present a favorable composite track angle of 95-105, range 3500 - 4500 yards.
- 1400 I Two of the torpedoes struck one of these ships, a freighter identified as similar to the Yokoku Maru (photograph #174 - 6700 tons) which sank within a few minutes with the crew abandoning ship by climbing down cargo nets slung over the side. The remaining vessels scattered and several of them (at least three) opened fire with their deck guns and did some rather good shooting. With the periscope fully exposed to watch out for attempted ramming, we then headed for the center of the melee and had just succeeded in gaining a nice firing position on one of the two tankers when she wheeled around and forced us to do the same to avoid collision. This maneuver resulted in a new set up which enabled us to fire after tubes instead, and at -
- 1417 I Fired a spread of three torpedoes at 1000 yards range on an 80 degree track. One hit was obtained well aft which blew the after gun's crew about forty feet in the air. The stern of the vessel disintegrated and she sank vertically in about two minutes. The vessel was closely identified as the Eiyo Maru (photograph #396 - 2700 tons). She was fully laden. In spite of the rapid sinking, one life boat was successfully launched which was quite remarkable unless, of course, it was already manned. By
- 1425 I the other vessels, four freighters and one tanker, all presented their sterns and one of them had gotten the range so well that it was considered advisable to go deep and re-load.
- 1600 I Surfaced and commenced chase and battery charge.
- 1620 I A patrol vessel, not previously observed, was seen picking up survivors, it opened fire on us at a range of about six thousand yards but none of the shots were close and we opened out rapidly to beyond their extreme range.
- 1645 I The chase was spoiled when two low flying bombing planes appeared from the West at a distance of 6 - 7 miles. (These planes were picked up by the Navigator). We managed to get down quickly and were not bombed until -
- 1730 I When twelve depth charges were dropped over us with little effect.

CONFIDENTIAL

Subject: U.S.S. GUARDFISH - Report of Second War Patrol

October 21 (Continued)

1920 I Surfaced and turned South. No broadcast of the convoy's movement was made because it was believed that they had scattered and that some of them, at least, had turned in towards the China Coast.

NOTE: The convoy consisted of five freighters and two tankers, all painted black except one tanker which was dazzle-painted. The bombing planes were probably summoned by radio from a coastal airfield.

October 22

0158 I Sighted smoke bearing 100 T and commenced approach but immediately lost contact. Continued search until
0500 I when smoke was again picked up bearing 220 T. Maneuvered for position ahead and at
0640 I Dove for the attack seven miles ahead of the target. The visibility was poor and although the range was closed, the target was lost from view and did not re-appear. It undoubtedly turned away thereby confirming our previous opinion that it was a patrol vessel operating off Joka Sho. The weather grew worse steadily throughout the day and by
1725 H When we surfaced, a Northeast gale of about 40 knots was piling up the seas so high that they were rolling over the bridge. After a very bad night during which we shipped considerable water, we dived on-

October 23

at -
0448 H and ran deep all day except for attempted periscope observations at hourly intervals.
1727 H Surfaced in heavy seaway. Another bad night until -

October 24

0103 H - Submerged to avoid lighted patrols which appeared from windward and could not be avoided. Attack of any kind, either surface or submerged, was impossible in the storm.
1736 H Surfaced.
2214 H Obtained sketchy star fix, our first in three days.

CONFIDENTIAL

Subject: U.S.S. GUARDFISH - Report of Second War Patrol

October 25

0550 H Submerged.
1728 H Surfaced. The wind had moderated to about 15 knots but the seas were still running about 30 feet high.

October 26

0650 H While attempting to run on the surface long enough to pick up Tungyung Tao, sighted a scout bi-plane at 4 - 5 miles and made the fastest dive of our career -- slightly over 30 seconds. The plane did not bomb us and it is doubted if we were picked up. For once we were thankful for the big waves which forced us down so rapidly. And, for the second time in six days the Commanding Officer was thankful to have Lieutenant Vernon J. Kossler on board to pick up these aerial adversaries.
1746 H Surfaced after attempted periscope patrol during the day.
1831 H Sighted Tungyung Tao light bearing 255 T and was able to fix position accurately for the first time since October 21.

October 27

Patrolled submerged off Tungyung Tao -- no shipping.

October 28

October 29

Submerged patrol Northeast of Tungyung Tao -- no contacts except junks and other small fishing vessels.

October 30

October 31

Shifted patrol to the Eastward without result.

November 1

0530 H A large patrol plane, similar to our PRY was picked up by Lt. Kossler at a distance of 4 miles. This plane, very hard to see in the dim pre-dawn light, turned towards us and we made another very fast dive. It is quite probable that the plane spotted us with some detection apparatus because it was too dark for the submarine to have been picked up visually.
1736 H Surfaced after another fruitless day of search.

CONFIDENTIAL

Subject: U.S.S. GUARDFISH - Report of Second War Patrol

November 1 (Continued)

NOTE: It is extremely doubtful whether a submerged attack could have been made at any time during the ten day period from October 22 to November 1. Even if the submarine's depth were maintained, it is believed that torpedo runs would have been erratic. A very depressing period both mentally and physically -- the officers and crew are all seasick and worn out from the beatings taken each night.

November 2

The seas moderated somewhat during the night and at --
0505 H Submerged early after our lesson of yesterday.
0725 H Tori Shima bearing 130 distance 20 miles.
1306 H Avoided small patrol vessel.
1600 H Took photographs of Tori Shima.
1835 H Surfaced close to the island and re-calibrated Radar. We were able to get men on deck for the first time since entering the area -- fittings were greased and the radio antennae were partially repaired.

November 3

Ran periscope patrol -- nothing sighted.
2130 Observed and checked altered characteristic of Sotsuko Zaki light.

November 4

Conducted periscope patrol off Sotsuko Zaki taking photographs of the lighthouse and examining the O Shima Kaiko in which no vessels of any description were found. Sighted two fishing sampans during the day and one small boat in the evening.

November 5

Patrolled at periscope depth, reconnoitering the entrance of Nago Ko and Kasari Wan and finding both harbors empty. sighted several fishing craft.
1152 I Observed a large bomber-transport take off from the vicinity of Maze and stand off in the direction of Shikoku.

November 6, 7, 8

Patrolled steamer lanes as shown on track chart - nothing sighted.

CONFIDENTIAL

Subject: U.S.S. GUARDFISH - Report of Second War Patrol

November 9

0840 I While patrolling submerged to the Eastward of Yokeate Shima sighted distant smoke bearing 080. Made high speed approach for two hours but was unable to close the target which was identified as a coastal freighter of about 4000 tons. We were too close to the island to surface without disclosing our presence in the area and the attack was therefore abandoned in the hope of better opportunities to come. Nothing else sighted during the remainder of the day.

November 10

Periscope patrol Southeastward of Takara Shima produced no contacts.
2400 Cleared the area in accordance with operation order.

NOTE: In view of the disappointing results of this long period in the area (28 days) during which only three contacts had been made it was decided to spend four additional days submerged between longitudes 131 and 135 which appeared a likely area for shipping between Japan proper and the Solomons area.

November 11, 12

Periscope patrols during daylight; nothing sighted.

November 13, 14

Moderate gale and heavy seaway prevented periscope patrol or attack of any kind. Remained on surface riding out the storm.

November 15

0615 I Submerged to water batteries, routine torpedoes and rest the crew.
1755 I Surfaced in 30 foot seaway.

November 16, 17

Heavy seas necessitated running on surface. Passes the Bonins at a distance of 100 miles.

November 18, 19

Seas abated enough to permit surface run on two engines.

CONFIDENTIAL

Subject: U.S.S. GUARDFISH - Report of Second War Patrol.

November 20

2001L Having withdrawn 50 miles North of the return track the vessel headed on 280 and transmitted by radio the report of results and position. Immediately thereafter, the course was changed to the Southeastward to get back on the track.

November 21

0912 L Plane contact on radar, distance 7 miles. Made quick dive.
1108 L Surfaced.
1136 L Plane contact on radar, distance 7-8 miles. Attempted to make quick dive but stern planes failed. After succeeding in getting beneath the surface, the boat assumed a dive angle of about 20 degrees and could only be leveled off by blowing as we passed 200 feet, whereupon a large rise angle resulted and the boat ascended rapidly. Two depth bombs were heard and felt close aboard as we passed 110 feet but fortunately the broach was checked at 70 feet and after a little more porpoising, depth control was finally obtained. No more explosions were sustained and the remainder of the day was spent working on the stern planes. At this time Wake bore 195, distance 430 miles and Midway bore 085, distance 750 miles.
1742 L Surfaced.
2240 L Received Comsubpac despatch 201935.

November 22

Heavy swells, wind 15-20 knots.

November 23

Wind increased to 20-25 knots. The seas "pooped" us twice in the forenoon and considerable water was taken in the conning tower and control room.

CONFIDENTIAL

Subject: U.S.S. GUARDFISH - Second War Patrol, report of.

November 23.

2400M-0000Y Crossed international date line.

0703Y Sighted 3 Midway planes - our smoke bomb and flashing light unrecognized.

0730Y Sighted Midway.

0750Y Received escort of two planes.

0905Y Moored to KINGFISH alongside pier at Midway. Fueled for trip to Pearl.

November 24

0711Y Cleared Midway lagoon under escort of two planes and PC502.

1000Y Released escort.

1830Y Weather deteriorated into a full gale from Southeastward.

November 25.

a.m. The seas reached a height of 50 feet, the peak force of the wind was 60 knots.

2000X Riding out storm, six hours behind schedule.

November 26

1107X Exchanged recognition signals with PBY.

November 27

0746X Exchanged recognition signals with PBY.

1617W Exchanged recognition signals with PBY.

November 28

0610 W Sighted escort (PC478) and exchanged recognition signals.

1000W Entered Pearl.

Serial 0383

Care of Fleet Post Office,
San Francisco, California,
24 February 1944.CONFIDENTIALTHIRD ENDORSEMENT to
GUARDFISH Report of
Seventh War Patrol.

NOTE: THIS REPORT WILL BE DESTROYED

COMSUSPAC PATROL REPORT NO. 370
U.S.S. GUARDFISH - SEVENTH WAR PATROL.

PRIOR TO ENTERING PATROL AREA.

From: The Commander Submarine Force, Pacific Fleet.
To : The Commander-in-Chief, United States Fleet.
Via : The Commander-in-Chief, U. S. Pacific Fleet.Subject: U.S.S. GUARDFISH (SS217) - Report of Seventh War Patrol.
(27 December 1943 to 18 February 1944).

1. The GUARDFISH's seventh war patrol was made in areas north of the Bismarck Archipelago and south of Truk while proceeding to Pearl Harbor for overhaul.

2. Good area coverage and area analysis was made. Two aggressive attacks were conducted, resulting in inflicting severe damage to the enemy. The sinking of an enemy destroyer close to the South Pass of Truk was outstanding.

3. The GUARDFISH also conducted lifeguard duty south of Truk for the Marine photographic reconnaissance planes.

4. Of note is the fact that enemy destroyers seem to be inferior to enemy patrol craft in anti-submarine measures. This fact has been substantiated by other submarines returning from patrol in recent months. It is also of note that the grey camouflage apparently was helpful to the GUARDFISH.

5. This patrol is designated as successful for Combat Insignia Award.

6. The Commander Submarine Force, Pacific Fleet, congratulates the Commanding Officer, officers, and crew for this aggressive and successful war patrol. The GUARDFISH is credited with having inflicted the following damage upon the enemy:

S U N K

1 - Tanker (GENYO MARU class)	-	10,019 tons (Attack #1).
1 - Destroyer (AMAGIRI class)	-	<u>1,850</u> tons (Attack #2).

TOTAL: 11,869 tons

NOTE: Since the above damage was done in areas under the operational control of the Commander Task Force Seventy-Two, he is requested to assume credit accordingly.

Distribution and authentication
on following page.

C. A. LOCKWOOD, Jr.

SUBMARINE SQUADRON FOUR

11/jmg

FC5-4/A16-3

Fleet Post Office,
San Francisco, Calif.,
27 February 1944

Serial 059

CONFIDENTIAL

SECOND ENDORSEMENT to
CC GUARDFISH Conf. Ltr.
SL217/A16-3/gn, Ser. 04
dated 18 Feb 1944.

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

Subject: U.S.S. GUARDFISH - Report of War Patrol Number
Seven.

1. Forwarded, concurring in the remarks of Commander Submarine Division Forty-Three.

2. The Commanding Officer, officers and crew of the GUARDFISH are congratulated on the excellence of their teamwork and ability to shift targets with a changing situation.

C. E. MONSEN

SUBMARINE DIVISION FORTY-THREE

FB5-43/A16-3

Serial (018)

Care of Fleet Post Office,
San Francisco, California,
25 February 1944.

CONFIDENTIAL

FIRST ENDORSEMENT to
GUARDFISH Conf. ltr.
SS217/A16-3/gn, Ser. 04,
of 18 February, 1944.

From: The Commander Submarine Division FORTY-THREE.
To : The Commander Submarine Force, PACIFIC FLEET.
Via : The Commander Submarine Squadron FOUR.

Subject: U.S.S. GUARDFISH - Report of Seventh War Patrol,
Comments on.

1. Forwarded.

2. The GUARDFISH's seventh patrol covered a period of 55 days from Brisbane, Australia to Pearl Harbor. Thirty days were spent patrolling in the Bismarck Archipelago area south of TRUK under Commander Task Force SEVENTY TWO. Although numerous contacts were made, most of these were A/S vessels, and the two worth-while contacts were skillfully and aggressively developed.

Attack No. 1

Of six torpedoes fired at a 10,000-ton loaded tanker, five hits and one dud were obtained. Three of these hits were in the stern, and when last seen the tanker was settling rapidly.

Attack No. 2

While making an approach on two medium sized vessels, a zig placed the escorting destroyer in line of fire. With a quick shift in setup four torpedoes were fired at the destroyer resulting in one observed hit. Two minutes after being hit, destroyer had rolled over 120° and was down 20° by the bow.

Both attacks speak very well for the fire-control party, who in one case were able to obtain six hits out of six torpedoes fired, and in the other case, with a quick shift in set-up, were able to hit an escorting destroyer.

SUBMARINE DIVISION FORTY THREE

FB5-43/A16-3

Serial (018)

Care of Fleet Post Office,
San Francisco, California,
25 February 1944.

CONFIDENTIAL

Subject: U.S.S. GUARDFISH - Report of Seventh War Patrol,
Comments on.

3. Although the material condition of the GUARDFISH was good the scheduled navy yard overhaul is timely. With the completion of outstanding alterations and installation of new equipment during the overhaul the ship will be in first-class condition.

4. It is noted that the GUARDFISH comments on 14 January further substantiates the ALBACORE's sinking of the destroyer attacked that day.

5. The Commanding Officer's comments in regard to evasive tactics are sound and use of two-thirds speed for evasion can be used to great advantage.

The Division Commander congratulates the Commanding Officer, officers and crew on the damage inflicted on the enemy, which is in keeping with high standards of the previous patrols. It is recommended that the GUARDFISH be credited with having inflicted the following damage to the enemy:

SUNK

1 Tanker (similar to GENYO MARU).....	10,020 tons
1 Destroyer (AMOGIRI class).....	1,700 tons
Total.....	<u>11,720 tons</u>

D. C. WHITE.

Copy for:
CO GUARDFISH.

SS217/A16-3/gn
Serial 04

U.S.S. GUARDFISH (SS217)

c/o Fleet Post Office,
San Francisco, Calif.,
18 February, 1944.

C O N F I D E N T I A L

From: The Commanding Officer.
To: The Commander-in-Chief, United States Fleet.
Via: (1) The Commander, Submarine Squadron FOUR
(2) The Commander Submarine Force, Pacific Fleet.
(3) The Commander-in-Chief, United States Pacific Fleet.
Subject: U.S.S. GUARDFISH - Report of War Patrol Number Seven.
Enclosure: (A) Subject report.
(B) Track chart of movements (For Comsubpac only).
(C) Plots of two torpedo attacks (For Comsubpac only).

1. Enclosure (A), covering the seventh war patrol of this vessel conducted in the area north of the Bismarck Archipelago and off the South Pass of Truk Islands during the period 27 December 1943 to 18 February 1944, is forwarded herewith.

[Handwritten Signature]
U. S. WARD

CONFIDENTIAL

A. PROLOGUE

Arrived New Farm Wharf, Brisbane, Australia, from Sixth War Patrol on 5 November, 1943. In recognition of two successive patrols of over seventy days duration, CTF 72 granted a leave period of three weeks, with the usual one week's readiness for sea period. Normal refit undertaken by Repair Unit, Navy Number 89, of which major items were: (a) Elimination of low resistance readings on No's 2 and 4 main generator armatures; (b) overhaul of no. 4 main engine; (c) overhaul of both T.P. air compressors; (d) overhaul of FET emergency vent valve checks; (e) removal of ARC; (f) removal of DQ; (g) repair of bent stern plane shafting (h) Dry docking to replace propellers with latest type, install doubler plates on pressure hull outside reduction gear lub oil sumps, overhaul no. 7 torpedo tube shutter, and perform routine dock work; (i) Painted ship in accordance latest camouflage scheme.

Underway 2 December, 1943, on seventh war patrol in accordance with CTF 72 secret operation order S91-43 to wage unrestricted warfare in the Bismark Archipelago-Palao-Truk area departing area about 13 January and proceeding to Mare Island for Navy Yard overhaul by way of Pearl Harbor. Conducted sound tests and firing of guns in Moreton Bay and proceeded to training area for 24 hours independent exercises. Rendezvoused with HMAS STUART and COWRA at 1800 L, 3 December 1943 for joint training. At 2355 L, 3 December 1943, while conducting night training approach on the surface, collided with USATS YO-20; rupturing 6A and C MBT's, crushing starboard main induction line, demolishing No. 1 main engine muffler and topside piping in vicinity of frame 85, denting pressure hull at frame 85, and cracking no. 2 main engine crankcase.

Returned to New Farm Wharf, Brisbane, Australia, 4 December 1943, for repairs by Repair Unit, Navy Number 89 and local shipwrights. Renewed outer hull plating and section of bulkhead between 6A and C MBT's; renewed damaged section of main induction, no. 1 main engine muffler, and topside piping; welded no. 2 main engine crankcase. Repairs completed 24 December 1943.

Again underway on 27 December 1943 on Seventh War Patrol in accordance with CTF 72 secret operation order S90-43 to wage unrestricted warfare in Bismark-Truk-Palao area until 5 February 1944, at which time head for Navy Yard. No training exercises provided. All times LOVE.

CONFIDENTIAL

B. NARRATIVE.

27 December.

- 1300 Underway on Seventh War Patrol.
2000 Passed out of swept channel, set course for Tulagi along prescribed route.
2055 Submerged for trim and deep dive; tight at 320 feet.
2144 Surfaced; Unable to raise Brisbane on Harbor Circuit to report successful completion by prearranged "Z" signals.

23 - 31 December

Enroute Tulagi; conducting training dives and fire control problems enroute. Speed of advance eleven knots. At 2330 29 December struck submerged object putting pit log out of commission. Decided not to replace it with spare until arrival Tulagi in order to attempt to salvage it if a diver is available.

1 January 1944

Enroute Tulagi.

- 0605 Rendezvoused with escort, SC725.
1045 Entered Tulagi Harbor.
1103 Looped to YOC-41; commenced fuelling.
1445 Underway for point white escorted by SC725.
1530 Made trim dive off Florida Island.
1542 Hold battle surface drill.
1900 Released escort. Sent GUARDFISH serial one to CTF72 requesting rendezvous with PETO to transfer pit log rodmeter - Our spare is bent and won't work. Went to 4 M.E.
2037 Aircraft contact #1.

2 January 1944

Enroute to area.

- 0030 At rendezvous point.
0100 No sign of PETO; set course 302°T along PETO's route in bombing restriction lane.
0129 Indications of another radar on starboard bow; c/c to 335°T to close.
0136 Ship contact #1; pip on SJ radar bearing 343°T, range 6650 yds.
0145 Exchanged recognition signals with PETO - The camouflage is effective; definite sight contact not being established until 1000 yards.
0150 Maneuvering alongside PETO; obtained new rodmeter.
to (Hope they won't be mad when they learn the one we
0245 bent was the last one in SoWesPac Area).
0250 Set course 302°T
0739 Aircraft contact #2 - A Catalina passed.
0320 Aircraft contact #3 - Radar pip 8 mi. and at
0321 Sighted SED on beam. He circled astern then started in on what could have been a bombing run at distance of 6 mi. So at

2 January (Con't)

- 0822 Submerged, firing identification signal on way down. Held fire control drill while submerged.
- 0901 Surfaced.
- 0905 Ship contact #2. Sighted tops of U.S. Destroyer. We are close to where our carrier task force is refueling. Plans and DD part of outer screen.
- 0909 Aircraft contacts #4 and 5. Sighted our friend the to 33D several times and at one time had three plane 1006 pics at same time at ranges up to 20 miles.
1148. Aircraft contact #3 - Exchanged recognition signals with a Liberator.
- 2013 Aircraft contact #7 - Radar contact at 14 miles; did not close; plane not sighted:

3 January

Underway in bombing restriction lane.

- 0616 Submerged for trim dive.
- 0640 Surfaced.
- 0705 aircraft contact #8 - Sighted unidentified 2 eng. bomber at range 12 miles; submerged.
- 0715 Surfaced.
- 0857 Aircraft contact #9 - Radar at 14 miles; plane not sighted.
- 0909 Aircraft contact #10 - Sighted "Emily" on bow and submerged.
- 0936 Surfaced.
- 1059 Aircraft contact #11 - Sighted unidentified 2 eng. bomber coming in on bow and submerged. (Wipe certainly searching this area today).
- 1124 Surfaced.
- 2215 Ship contact #C. Indications of another radar bearing 330°T believed to be CERD.
- 2228 C/c to 335°T and stopped. Believed CERD sighted at this time for short period.
- 2230 All ahead on E.M.E.
- 2334 Indications had slowly drawn down port side until abeam and then maintained a constant bearing; so went to 4 M.E. to open out.

4 January.

Underway as before.

- 0030 Slowed to 2 M.E.; radar interference had faded out; c/c to 280°T to head for area.
- 0310 Aircraft contact #12 - Sighted Liberator and submerged.
- 0326 Held fire control drill.
- 0900 Surfaced.
- 1326 Aircraft contact #13 - Radar at 9 mi. maintained radar contact from 7 to 9 miles until it started closing rapidly; so at 1345 submerged; range 6½ miles - Plane never seen.
- 1419 Surfaced.

5 January

Patrolling area on 1 M.E. at night; 2 M.E. during day.

1400 Submerged for trim dive and fire control drill.

1453 Surfaced.

6 January.

Patrolling area on 1 M.E. at night; 2 M.E. during day.

0902 Submerged for trim dive.

0916 Surfaced; proceeding on 4 M.E. toward BLACKFISH contact.

1230 Arrived across projected track of convoy at their 1400 L estimated position; commenced patrol on 2 engines normal to line of advance; no fix for two days.

1341 Received orders to help out BALAO on her contact if we could make it. With heavy head seas it would be impossible to make contact before dawn, and with air cover from Truk certain decided we would not be able to establish contact during daylight - no action taken.

1403 False smoke contact bearing 210°T; went to 4 M.E. to close.

1530 Slowed to 2 M.E. and resumed base course 240°T.

1614 Ship contact #4 - sighted smoke bearing 248°T followed by masts; went to 4 M.E. and c/c to 180°T. Angle on bow appeared to be port but bearing changed rapidly to right.

1703 C/c to 045°T to check bearing on that course; bearing changed rapidly to left! All bearings cut in at a point. Targets (there are tops of three visible now) are stopped.

1802 Submerged to close in and look the situation over.

1852 Convoy formed up. Was seen to be composed of 1 small tanker (1500 tons); one small freighter (MFM-2500 tons); one KAMIKAZE Class DD; one TIDORI class; and two subchasers. Departed on course 170°T. NB: At time ships were thought to be larger. Sizes are as determined next day.

1935 Surfaced to track.

2026 Sighted convoy in bright moonlight; commenced tracking. SJ working beautifully with constant pips on small targets 13 - 14,000 yards.

2114 Having determined base course 170°T; speed 7½ knots secured tracking party and commenced end around.

2135 Felt and heard 3 heavy, evenly spaced explosions. Thought we had hit something when first went off. Was SCALP's attack on targets, 7 miles abeam. Targets turned toward, so turned with them and stopped. Was going to dive and attack if they continued toward me.

2147 Heard first of 20-25 depth charges. The depth charging vessel was showing a red truck light. With range 9000 yards targets c/c to southward again and continued on.

2203 Went ahead on three engines and opened range.

2209 With range to nearest ship 11,500 yards c/c to parallel.

2212 One of escorts commenced challenging us with white light sending what signalman read as "3 E AA V E".

6 January (Con't)

- 2215 C/c to put stern toward and opened out at full power.
2217. No further action being taken slowed to standard and came around to parallel convoy again. Tracked convoy on course 145°T, and commenced taking position ahead.

7 January

Tracking convoy.

- 0030 In position ahead; submerged for periscope and radar approach. Target tracked beautifully until range 3000 yards with 45° port angle on bow on normal course; when formation changed base course to right putting us abaft targets' beam. Another few minutes and we would have fired.
- 0152 Surfaced to regain attack position.
- 0206 With nearest pip on SJ over 12,000 yards; one of the ships started challenging GUARDFISH with green signal light; we were on course 170°T and light bore 265°T.
- 0207 Received challenge from white light bearing 315°T Radar couldn't find any target nor could any be seen from bridge. GUARDFISH down moon from both.
- 0208 Went to full power and c/c to open out, expecting anything. Either our gray paint reflects moonlight like a mirror or someone is equipped with an excellent radar. The latter was suspected. Lost contact.
- 0318 C/c to 270°T to regain contact with estimated target course 225°T
- 0425 Contact on SJ bearing 045°T, range 14,650 yds. Moon has set; commenced tracking. Decided against surface attack because of possibility of enemy radar.
- 0644 With base course established at 220°T submerged for a morning twilight attack. This time base course was changed to 135°T when range was 6000 yards and targets disappeared in rain squall. I still had no picture of the size of the targets but did see four escorts so considered they must be important.
- 0926 Surfaced for another try.
- 1444 Ahead once more; base course 170°T. Submerged for attack. Yehoodie at work again. Shortly after diving convoy changed base course to 230°T. Ran on normal approach course; but flanking escort passed 6000 yards ahead. (Had we but known it at the time 1/2 hour after submerging aircraft reported another larger and more important convoy 30 miles ahead of our diving position which probably explains this convoy's change in base course at this time.)
- 1720 Broke off approach.
- 1927 Surfaced; decided to let these fellows go after getting a good picture of their size. In accordance with CTR 72 instructions commenced inactivating all torpedoes.

8 January

Patrolling area on 1 M.E.

- 0505 Indications of another SJ bearing 300°T.
0600 Radar indications getting stronger.
0623 Ship contact #5. Sighted S/A bearing 003°T distant
4½ miles.
0634 Radar contact at 7300 yards; went to 4 M.E. and
changed course 60° away when S/A submerged. Either
BLACKFISH or SCALE.
0705 C/c back to original course.
0739 Submerged.
0907 Surfaced and headed for new area.
1400 Completed inactivating all torpedoes.

9 January.

Patrolling area on 1 M.E.

10 January

Patrolling area on 1 M.E.

- 0900 Submerged for trim.
0937 Surfaced.

11 January

Patrolling area on 1 M.E.

- 0644 Sighted object on horizon through #1 periscope
bearing 179°T.
0920 Object identified as a Japanese landing craft, type
"A" Army, with the number 5202 and some Japanese
characters on the side - unoccupied.
0927 Opened fire with 20 m.m. and 30 cal.
0935 Boat sank stern first - chalk up 7 tons!!
Lat. 1°-41'N, Long. 147°-12'E; continued on way.
1340 Submerged for trim and fire control drill.
1440 Surfaced.

12 January

Patrolling area on 1 M.E.

- 1735 Submerged for trim.
1759 Surfaced.
2130 Went to 2 M.E.

13 January

Patrolling area on 2 M.E.

14 January

Patrolling area on 2 M.E.

- 0726 Submerged for trim.
0755 Surfaced; proceeding on 2 M.E.
1035 Went to 3 M.E.
1224 Ship contact #6. Sighted smoke and masts bearing
119°T distant 14 miles.
1223 Submerged. Identified as a destroyer with another

14 January (Con't).

- 1228 (Cont'd) destroyer about 10 miles to the right, on course 335°T, speed 22 knots.
- 1320 Closest destroyer passed ahead at 9 miles.
- 1349 Destroyers had changed course to N.E. and disappeared; surfaced, proceeding on course 070°T on 4 M.E.
- 1403 Ship contact #7. Sighted huge column of smoke and flames, 500 ft. high bearing 010°T, estimated distance 20 miles; changed course to 000°T. At same time personnel below decks reported a series of heavy explosions.
- 1408 Ship contact #3. Sighted tops of one destroyer bearing 003°T, distant 16 mi; c/c to 199°T.
- 1414 Salvo of 16 depth charges heard.
- 1417 Salvo of 5 depth charges.
- 1418 C/c to 160°T.
(NOTE: Contacts #7 and 8 are believed to be the two DD of contact #6. Looks like the ALBACORE removed one from the surface.)
- 1419 Ship that was hit now burning with a heavy black smoke. Communicate "Smoke could be seen rising from the target area 50 miles away".
- 1422 C/c to 090°T.
- 1429 6 depth charges.
- 1430 2 depth charges.
- 1432 4 depth charges.
- 1435 Forced to change course to 150°T to open out; DD of contact #8 running about in vicinity of burning ship.
- 1437 C/c to 130°T. Difficult to get around this fellow to permit investigating to northward.
- 1444 C/c to 150°T.
- 1448 C/c to 090°T; heavy black smoke had ceased to rise.
- 1455 Ship contact #9. Sighted another immense column of smoke bearing 253½°T, distant about 50 miles. Later learned to be SCAMP's successful attack on a tanker; C/c to 270°T.
- 1508 C/c to 240°T
- 1520 9 more depth charges.
- 1604 Ship contact #10. Sighted smoke and masts bearing 272°T; c/c to 070° and commenced tracking.
- 1732 Between two lines of fire. With targets bearing 251°T, and base course not definitely established, the tops of our DD (ship contact #11) came into view bearing 357°T, distant 14 miles, angle on bow 20° starboard; submerged and commenced approach on targets astern.
- 1739 5 depth charges.
- 1751 5 depth charges.
- 1801 8 depth charges - ALBACORE sure catching them.

14 January (Cont)

- 1805 With targets coming nicely into view and identified as two 10,000 ton loaded tankers (GEMYO MARU type, P-262, ONI 203J) selected the northerly one as primary target and went to battle stations for the attack.
- 1844-20 Commenced firing salvo of 6 torpedoes with 111 P track, 329 gyro angle, 500 yard range, 620 yard torpedo run with a depth spread of 10' and a divergent 4° spread from aft forward. Attempts to obtain sound ranges at last minute let him get by and we were closer than believed.
- 1844-45 First of six hits, (#5 was a dud hit) all seen. Three were in his stern which was demolished, other two farther forward. Tanker burning nicely and settling fast by the stern.
- 1845 Ship contact #12. Sighted destroyer bearing 228½°T, 70 relative, angle on bow zero, range about 4000 yards, bone in his teeth; went to 325 ft. and rigged for depth charge. Discovered with gratification a 6° negative gradient between 280' and 340'.
- 1848 4 depth charges - not close.
- 1852 3 depth charges - not close; DD starts his pinger.
- 1853 6 depth charges - going away.
- 1900 Heard plainly throughout the boat a series of heavy muffled explosions signifying the swan song of a Jap tanker.
- 1904 Both sound heads raised sufficiently to prevent their training. Couldn't get them down by hand.
- 1919 9 depth charges - not close; further crackling noises from the sinking tanker.
- 1944 7 depth charges - distant.
- 1951 After 51 minutes of no sound reception other than that obtained by swinging ship (Sound heads fortunately trained on their respective quarters when disengaged) started hydraulic plant and forced them down.
- 1959 5 depth charges - distant (This attack has been a pleasure).
- 2001 Started up.
- 2015 Periscope depth, nothing in sight.
- 2052 Surfaced, clearing vicinity on 2 M.E. Useless to attempt to overtake other tanker as he was making 17 knots when last seen. Heard this afternoon from 1444 to 1959 (5½ hrs) 94 counted depth charges, of which 34 were intended for us.
- 15 January.
- Returning to area on 1 M.E.
- 0553 Ship contact #13. Sighted destroyer bearing 291°T, range 7 miles, bright moonlight. C/c to put him astern.
- 0559 Picked up target on SJ at 13,000 yards.

15 January (Con't)

- 0601 With target closing went to 4 M.E.
0615 C/c to 120°T.
0704 With target zigging on base course 120°T, speed 16 knots, bearing 300°T, submerged. Target not seen again.
0748 Surfaced; proceeding on 2 M.E. on course 110°T.
1155 Aircraft contact #14. Sighted single engine land plane bearing 240°T, distant 4 miles, coming in. Submerged.
1220 Surfaced; proceeding on 2 M.E.

16 January.

- Patrolling area on 1 M.E.
1431 Trim dive.
1513 Surfaced.

17 January.

- Patrolling area on 1 M.E.
1932 Trim dive.
1951 Surfaced.

18 January.

- Patrolling on 1 M.E.
0838 Submerged to work on follow-up system of master gyro-compass.
1129 Surfaced.

19 January.

- Patrolling area on 1 M.E.
0700 Went to 3 M.E. and commenced search for convoy sighted by aircraft.
1500 No contact; secured search, slowed to 1 M.E.
1728 Submerged for trim and fire control drill.
1824 Practice battle surface.

20 January.

Patrolling area on 1 M.E.

21 January.

- Patrolling area on 1 M.E.
0812 Submerged.
1436 Sighted Manus Island bearing 214°T, distant about 35 mi.
1938 Surfaced; proceeding on 2 M.E.
2000 Sighted what was thought to be smoke bearing 306½°T; c/c to head for it.
2130 No developments.

22 January.

Patrolling area on 2 M.E.

0100 Received word to stay north of one degree south latitude which makes it impossible to investigate Seeadler Harbor as was intended; headed north.

1835 Trim dive.

1842 Surfaced.

23 January.

Patrolling area on 2 M.E.

1703 Submerged for trim dive and fire control drill.

1751 Battle surface; proceeding on 2 M.E.

24 January.

Patrolling on 2 M.E.

0700 C/c to 090°T on equator; went to 3 M.E.; heading for Tulagi to refuel.

25 January.

Heading for Tulagi to refuel; on 4 M.E.

1102 Plane contact #15. Radar at 7 miles, closing, plane not sighted; submerged.

1120 Surfaced.

26 January.

Heading for Tulagi to refuel.

0744 Plane contact #16. Radar at 7 miles, closing, plane not sighted; submerged.

0802 Surfaced.

27 January.

Heading for Tulagi to refuel.

0231 Sighted Malaita Island bearing 150°T, distant 25 miles.

0349 At Point White.

0354 Heard pinging of escort.

0410 Picked up escort, AM183, on radar, range 8750; exchanged recognition signals and proceeded to Tulagi in company.

0920 Entered Tulagi Harbor.

0945 Moored alongside YOG41.

1000 Commenced fueling.

1800 Completed fueling; received 73,000 gals.

1806 Underway, standing out of harbor.

1942 Released escort.

2015 Aircraft contact #17 - sighted running lights of a plane bearing 240°T, range about 5 miles.

2150 Sighted Malaita Island bearing 065°T, distant 35 miles.

28 January.

- In bombing lane, enroute area.
- 0153 Ship contact #14 - Contacted BLACKFISH on radar, bearing 234°T, range 5,600 yards.
- 0730 Aircraft contact #18 - Contact on SD at 12 mi. Closed to 10 mi. then faded out. Plane not sighted.
- 0756 Aircraft contact #19 - Liberator sighted bearing 285°T, range 14 mi.
- 1420 Aircraft contact #20 - Contact on SD at 8½ mi. closed to 5 mi; submerged, plane not sighted.
- 1437 Surfaced.
- 1443 Aircraft contact #21 - Simultaneous sight and radar contact at 13 mi, bearing 170°T.
- 1449 Aircraft contact #22 - Another pip on radar at 10 mi. with first pip at 15 mi.
- 1450 A Liberator, believed to be one of previous contacts sighted starting a gliding approach, angle on bow zero; submerged.
- 1500 Periscope depth; Liberator circling spot where GUARDFISH submerged.
- 1503 Fired submerged recognition signal as we settled to 140 ft.
- 1508 Periscope depth; plane still circling showing no signs of having seen our signal.
- 1510 Fired second signal as ducked down again.
- 1515 Periscope depth and Liberator still circling. Went to 90 ft. to outwait him - hope he gets dizzy.
- 1558 Surfaced; no planes in sight; 30 miles behind schedule, thanks to our friend.
- 1600 Sent word out on aircraft frequency to Air Base and CTF 72; received apology from airmen.

29 January.

- In bombing lane enroute area.
- 0156 Ship contact #15 - SJ bearing 019°T, range 6050 yds.
- 0159 Sighted USS DARTER, south bound for Tulagi.
- 1232 Aircraft contact #23 - Pip on SD at 16 mi, did not close.
- 1710 Departed bombing lane.

30 January.

- Enroute area.
- 0600 Received orders proceed north at best speed.
- 1011 Submerged for trim dive.
- 1040 Surfaced.

31 January.

- Enroute area.
- 0430 Entered area south of Truk.
- 0555 Sighted searchlight on Truk bearing 000°T.

31 January (Continued).

- 0610 Sighted peaks of Truk bearing $004\frac{1}{2}^{\circ}T$, distant 30 mi.
0620 Sighted Kuop Is. bearing $080^{\circ}T$, distant 8 miles.
0633 Submerged.
0640 Heard faint pinging in direction of Truk.
0707 C/c to $000^{\circ}T$ to head up for South Pass.
1004 Ship contact #16 - Sighted trawler bearing $337^{\circ}T$, range 6000 yards, on easterly course.
1334 Sighted trawler again making westerly trip along outside of atoll, about 4 miles off reefs.
1445 Ship contact #17 - Sighted SENDAI Class CL bearing $037\frac{1}{2}^{\circ}T$, range 15,000, standing out of South Pass.
1456 Went to Battle Stations. However, the CL stood out of South Pass, changed course to the southeast and went through the channel between Otta Island and Kuop Atoll; nearest range 9,250.
1524 Secured from Battle Stations; c/c to $225^{\circ}T$ to open out for surfacing.
1532 Picked up trawler again on his easterly leg.
2003 Sighted searchlight on Dublon Is. bearing $067^{\circ}T$.
2006 Surfaced; patrolling east-west line, 14 miles south of Truk during bright moonlight.
2142 Searchlight.
2210 Searchlight.

1 February.

Patrolling East-West Line 14 mi. south of Truk at 4 knots.

- 0430 Commenced closing Truk.
0635 Submerged.
0925 Ship contact #16a - Sighted our friend, the trawler, on his westerly sweep, bearing $085^{\circ}T$, distant 8,000 yards.
0934 C/c to $130^{\circ}T$ to avoid.
1000 C/c to $090^{\circ}T$ to close South Pass.
1059 Trawler in sight again on his easterly sweep.
1101 C/c to $135^{\circ}T$ to let him pass clear.
1131 Ship contact #18 - Heard pinging bearing $306^{\circ}T$.
1150 C/c to $090^{\circ}T$.
1158 Sighted column of smoke bearing $303^{\circ}T$, a development of contact #18.
1210 Contact #18 still developing - 2 columns of smoke. Came to normal approach course.
1222 Contact #18 becomes 2 sets of masts.
1234 Contact fully develops -
(a) One MFM Maru similar to TAIAN MARU, p. 132, ONI 208J of 3670 tons.
(b) One engine aft maru of GOSEI MARU class, p. 255, ONI 208J of 1950 tons.
(c) One FUSEKI class DD of the AMAGIRI group with two horizontal white stripes around forward stack.

1 February (Continued)

- Convoy is standing down to the southeastward about 2½ miles off the reefs of atoll, apparently bound for South Pass.
- 1240 Went to battle stations and commenced approach on MFM Maru. Trawler is now close aboard hampering movements.
- 1310 Convoy zigged away; unable to close Maru so shifted to DD.
- 1315-20 Good set up on DD, drew a bead and commenced firing four torpedoes forward, range 1420 yards, 79° starboard track, 6° right gyro angle.
- 1316-24 One hit under after gun mount; completely demolishing his stern. His stern settled and he rolled over on his port side.
- 1316 Trawler now coming in. Apparently another had trailed this convoy because at this time a second was sighted also coming in. With a last look at the DD to see his bow in the air, his keel showing and monkeys scrambling over the side, started deep without negative rigging for depth charge attack enroute..
- 1321 Three depth charges, not close.
- 1323 GUARDFISH well shaken by a tremendous explosion attributed to the depth charges of the DD going off as he sank.
- 1324 to 1945 A total of 61 depth charges dropped - none too close.
- 1325 Two sets of light high speed screws audible.
- 1330 JK-OC head raised and could not be forced down by hand.
- 1442 Started up for periscope depth.
- 1458 Periscope depth after a struggle. Six tons of water taken aboard in 1 hr. and 40 min. Engine outboard exhaust valves are worst offenders.
- 1500 Sighted masts of one of the two trawlers bearing 002°T, distant 6½ miles.
- 1500 Secured from depth charge attack and squared away.
- 1533 Aircraft contact #24 - Sighted one "PETE" bearing 193½°T, distant 3 miles, circling at 500 ft.
- 1547 Sighted second trawler bearing 335°T, distant 8 miles.
- 1550 Aircraft contact #24a - Two "PETES" bearing 339°T distant 4 mi., circling.
- 1703 Aircraft contact #24b - There are now 3 "PETES" in sight.
- 1803 Three "PETES" still in sight but farther away.
- 2011 Surfaced in moonlight about 20 mi. away from DD burial ground, proceeding at 4 knots toward tomorrow's assigned lifeguard station.

2 February.

Patrolling at 4 knots.

- 0630 Went to 2 M.E. speed patrolling station on surface.
- 0705 Aircraft contact #25 - One "DAVE" dove from astern, dropping what felt like a 150 kilo. depth charge, or bomb, which landed about 10 yards abreast of conning tower, shaking the boat up severely; submerged. He

2 February (Continued).

was on in range but off in deflection. The first indication of his presence was the roar of his engine as he passed at an altitude of about 100 ft. The depth charge was seen by the C.O. as it went hurtling by.

- 0800 Periscope depth.
0821 Aircraft contact #26 - Sighted one "ALF" bearing 293°T, distant 3 miles, circling.
0829-36 15 depth charges astern, in vicinity where "ALF" was circling, and where we had been bombed. Must have been a number of planes out.
0840 - 0905 7 depth charges, same vicinity.
1250 6 depth charges - nothing in sight.
1252 5 depth charges
1330 3 depth charges; well distant.
1643 4 depth charges; well distant - days total 41.
2005 Surfaced; proceeding northward for patrol off Truk.

3 February.

Patrolling off Truk at 4 knots.

- 0032 Indications of another SJ radar showing on our radar, bearing 095°T.
0048 Ship contact #19 - Sighted dark object bearing 030°T, distant about 5 miles. Am on area eastern boundary line and coupled with radar indications assumed ship to be U.S.S. SKIPJACK. Opened out at 2 engine speed.
0120 Sighted Kuop Island bearing 280°T.
0123 Slowed to 4 knots.
0608 Submerged; patrolling athwart channel between Truk and Kuop Atolls.
2001 Surfaced; proceeding at 4 knots for lifeguard station.

4 February.

Proceeding to Lifeguard station at 4 knots.

- 0410 Ship contact #20 - SJ radar contact bearing 015°T, range 16,000 yards, c/c to 016°T and lost contact.
0440 Target not seen and no further radar contacts, c/c to 225°T.
0555 Ship contact #21 - SJ radar contact bearing 335°T, range 13,500 yards; c/c to 345°T. Assume it to be same one as contact at 0410. Closed to 12,000 yards, target making slow speed on westerly course. Decided to attempt to get to westward before dawn.
0603 C/c to 180 and went to 2 eng. lost radar contact.
0611 C/c to 270°T.
0618 C/c to 315°T, still no further radar contact.
0653 Near lifeguard station. With SD radar out of commission decided to dive until repairs effected; submerged.
0806 With SD in commission came to 52' to check for planes before surfacing.
0807 Ship contact #22 - Sighted a WAKATAKE class DD bearing 352°T, range 11 miles, on course 290°T, estimated speed

4 February (Continued).

- 3 knots. Returned to periscope depth. Assumed to be same ship we had made radar contact with at 0410, and again at 0555, patrolling so went to 2/3 speed and stood up toward his line with intention of picking him off if opportunity offered.
- 1008 Had come up to 52' for SD sweep and high periscope sweep preparatory to surfacing when heard a distant depth charge, nothing in sight. Decided not to surface. Headed for southern section of area.
- 1028 Another distant depth charge.
- 1418 Ship contact #23 - Sighted smoke bearing 019°T.
- 1442 Ship identified as a trawler type patrol; patrolling on a S.S.W. course.
- 1510 Trawler reversed course.
- 1620 Ship contact #24 - Sighted ship bearing 169°T, range 8,000 yards on course 355°T, speed 10 knots. Periscope fogs badly except when pointed into wind and no positive identification made, but believed to have been HAHIDATE class gunboat. Avoided.
- 1937 Ship contact #25 - Light high speed screws bearing 197°T.
- 1947 Sighted dim outline of ship through periscope bearing 218°T. passed down starboard side on estimated course 355°T at an estimated speed of 10 knots. Believed to have been a torpedo boat.
- 2015 Surfaced; proceeding south on 2 M.E. to send a despatch informing CTF 72 of conditions at Lifeguard point.
- 2058 Ship contact #26 - Two contacts on SJ, 8,500 yards, dead ahead, closing rapidly. Sight contact from bridge at 8,100 yards. Submerged and c/c to 090°T.
- 2100 Four sets of screws, believed to be DD's making high speed on northerly course.
- 2110 Lost sound contact.
- 2129 Surfaced; proceeding South.
- 2300 Cleared message. C/c to return to area intending to dive off South Pass.

5 February.

- Heading for South Pass on 3 M.E.
- 0627 Submerged.
- 0705 Sighted Tol Island bearing 053°T, distant 20 mi. Found we were well out of area and to N.W. Had been set well to N.W. since last fix on 3 February. Headed for area.
- 1848 Two distant depth charges.
- 1959 Surfaced.
- 2040 Received message to depart area for Pearl Harbor. C/c to 210°T and went to 2 M.E.
- 2045 Ship contact #27 - SJ radar contact bearing 002°T, range 19,500 yards, three pips, commenced tracking.
- 2210 Having obtained preliminary estimate of course 270°T speed 13 knots; broadcast information on 450 Kcs for

5 February (Continued)

information of TRIGGER in case convoy changed course to northward..

2300 Convoy tracking on course 255°T, speed of advance 13.2 knots; commenced taking position ahead.

6 February.

Tracking convoy.

0200 In position ahead. Decided state of sea renders submerged radar and periscope approach dangerous and impracticable. Decided to make dawn attack.

0515 Passed Pulusuk Is. abeam to starboard, distant 9.5 miles. SJ suddenly became temperamental - after producing consistent 20,000 yard ranges all night, 15,000 was now the best it would do.

0600 With convoy bearing 061°T, range 15,000 yards, opened out on range to 17,000 yards, and c/c to bring bearing to 075°T.

0634 With ships in sight from bridge and light increasing range had again closed to 15,000 yards before radar could make contact. At this time convoy bearing 057°T putting GUARDFISH out of position. No time remained to adjust so submerged in hopes of being able to fire from the flank.

0710 Convoy which had been identified as three 10,000 ton tankers, empty, and three DD escorts, passed ahead at range of 4,000 yards to nearest tanker. Convoy had changed base course to 275°T, probably shortly after passing Pulusuk Is.

0723 Secured from Battle Stations.

0817 Surfaced to take up the chase on 4 M.E.

0849 Sighted convoy bearing 269°T, distant 13 mi.

0913 Because of poor visibility coupled with fact the ships refused to smoke for us, lost sight contact. Commenced easing to northward to close in again.

1058 Aircraft contact #27 - Sighted a "Pete" dead ahead, angle on bow zero, range 5 miles, altitude 300 ft. Submerged.

1125 Pete still circling in vicinity. Estimate convoy now 26 miles ahead. Coupled with probable speed and course change, since this warning, decided there is little, if any, possibility of reestablishing contact, therefore, discontinued chase. This was a tough decision to make, but considered best under existing conditions.

1502 Surfaced after a short rest and set course for Pearl Harbor along prescribed routing.

7 - 12 February.

Enroute Pearl Harbor via Midway.

7 February.

1100 Passed operational control of CTF 17.

- 8 February.
- 1314 Ship contact #28 - Sighted S/M bearing 106°T, range about 16,000 yards, angle on bow 30 stbd; reversed course to run with him and look him over.
- 1317 S/M identified as U.S. - have been expecting U.S.S. TANG - on course 255°T, Sp. 10.
- 1342 S/M lighted off two or three more engines.
- 1346 Needed trim dive anyway, so submerged to observe one of E.B.'s latest products. Nothing sighted in periscope. Transmitted identification signal by underwater sound in case he had also dived.
- 1407 Surfaced; sighted S/M bearing 131°T, range 13,000 yds., angle on bow 100 stbd. Resumed base course 077°T.
- 11 February.
- 2000 Set clocks ahead one hour to zone -12(M) time.
- 12 February.
- 0000 Changed to zone #12(Y) time. Repeating a day crossing International Date Line.
- 1518Y Rendezvoused with 2 SBD's off Midway.
- 1542Y Sighted Midway Island bearing 073°T, distant 13 mi.
- 1630Y Received information channel closed; joined THRESHER and PC1079 conducting A/S patrol off Midway.
- 13 February.
- Conducting A/S patrol off Midway in company with THRESHER and PC1079.
- 14 February.
- Conducting A/S patrol off Midway.
- 1130Y Received pilot on board.
- 1200Y Proceeded into Midway Channel, no enemy S/M's found.
- 1318Y Moored alongside THRESHER, N.O.B. Dock, Midway.
- 1630Y Completed fueling.
- 1645Y Underway.
- 1710Y Cleared channel and set course for Pearl Harbor.
- 15 February.
- Underway for Pearl Harbor.
- 16 February.
- Underway for Pearl Harbor.
- 0000Y Set clocks ahead to zone plus 11(X) time.
- 17 February.
- Underway for Pearl Harbor.
- 0400X Set clocks ahead to zone plus (10 (W) time.
- 2000W Set clocks ahead to zone plus 9½ time.

18 February.

Underway for Pearl Harbor.

Rendezvoused with escort.

Entered Pearl Harbor Channel.

Moored to S/M Base, Pearl Harbor.

2148

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8 August 1944			
NOTE: THIS REPORT WILL BE DESTROYED PRIOR TO ENTERING PATROL AREA.			
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FP12-10/A16-3(15)/(16)

SUBMARINE FORCE, PACIFIC FLEET

Serial 01643

Care of Fleet Post Office, San Francisco, California,

CONFIDENTIAL

THIRD ENDORSEMENT to GUARDFISH Report of Eighth War Patrol.

8 August 1944

NOTE: THIS REPORT WILL BE DESTROYED PRIOR TO ENTERING PATROL AREA.

COMSUBSPAC PATROL REPORT NO. 491
U.S.S. GUARDFISH - EIGHTH WAR PATROL.

From: The Commander Submarine Force, Pacific Fleet.
To : The Commander-in-Chief, United States Fleet.
Via : The Commander-in-Chief, U.S. Pacific Fleet.

Subject: U.S.S. GUARDFISH (SS217) - Report of Eighth War Patrol (14 June to 31 July 1944).

1. The eighth war patrol of the GUARDFISH was conducted in the South China Sea Areas around Formosa. The GUARDFISH was one of four submarines forming a coordinated attack group.

2. This patrol was one of the most outstanding made in the war to date. Six torpedo attacks were conducted, all of which were well planned, excellently executed, extremely aggressive, and highly successful. Particularly outstanding was the first attack made on the night of 16-17 July when six torpedoes were fired at a group of five overlapping ships. This attack resulted in the quick sinking of four of these ships, including a large tanker and possibly an ammunition ship. Of this convoy of ten ships, two more, totalling six, were sunk within three and a half hours. All attacks were made on the surface, taking full advantage of radar and camouflage. The following day a large Naval auxiliary was sunk in an aggressive attack against a heavily escorted Naval convoy. The last attack was made on the 19th of July and was another aggressive and well planned daytime periscope attack.

3. This patrol is designated as "Successful" for Combat Insignia Award.

4. The Commander Submarine Force, Pacific Fleet, congratulates the Commanding Officer, officers, and crew for this most outstanding, aggressive and successful war patrol. The fine score made on this patrol by the GUARDFISH creates a new war record. The GUARDFISH is credited with having inflicted the following damage upon the enemy:

S U N K

- 1 - Large Tanker (class unknown) (EU) - 10,000 tons (Attack No. 1)

Serial 01643

Care of Fleet Post Office,
San Francisco, California,CONFIDENTIAL

8 August 1944

THIRD ENDORSEMENT to
GUARDFISH Report of
Eighth War Patrol.NOTE: THIS REPORT WILL BE
DESTROYED PRIOR TO
ENTERING PATROL AREA.COMSUBSPAC PATROL REPORT NO. 491
U.S.S. GUARDFISH - EIGHTH WAR PATROL.Subject: U.S.S. GUARDFISH (SS217) - Report of Eighth War
Patrol (14 June to 31 July 1944).

1 - Large Freighter (ARAGI MARU class) (EC)	-	7,400 tons
(Attack No. 1)		
1 - Freighter (ADEN MARU class) (EC)	-	5,800 tons
(Attack No. 1)		
1 - Freighter (ADEN MARU class) (EC)	-	5,800 tons
(Attack No. 1)		
1 - Freighter (ADEN MARU class) (EC)	-	5,800 tons
(Attack No. 2)		
1 - Large Freighter (ATAGO MARU class) (EC)	-	7,500 tons
(Attack No. 4)		
1 - Naval Auxiliary (AYATOSAN MARU class) (EC)	-	9,800 tons
(Attack No. 5)		
1 - Freighter (HOEISAN MARU class) (EC)	-	<u>6,100</u> tons
(Attack No. 6)		

TOTAL 58,200 tons

D A M A G E D

1 - Medium Freighter (class unknown) (UN)	-	4,000 tons
(Attack No. 6)		

TOTAL SUNK and DAMAGED 62,200 tons

J. H. BROWN, Jr.

COMMANDER SUBMARINE SQUADRON EIGHT

Serial: 086

Care of Fleet Post Office,
San Francisco, California.
1 August 1944.C-O-M-T-I-D-E-N-T-I-A-LSECOND ENDORSEMENT to
U.S.S. GUARDFISH (SS217)
Report of War Patrol No. 8.

From: Commander Submarine Squadron EIGHT.
To: The Commander-in-Chief, U. S. Fleet.
Via: (1) The Commander Submarine Force, Pacific Fleet.
(2) The Commander-in-Chief, U. S. Pacific Fleet.

Subject: U.S.S. GUARDFISH (SS217) - report of War Patrol
Number Eight - Comments on.

1. Forwarded, concurring in the remarks of the
Commander Submarine Division EIGHTY-ONE.

2. July 16, 1944 is certainly an outstanding day in
the history of the U.S.S. GUARDFISH. After receiving the
PIRANHA's contact report the Commanding Officer successfully
maneuvered the U.S.S. GUARDFISH against plane coverage to end-
around into a favorable position and after dark made a surface
attack on a 10 ship convoy with 4 or more escorts. The decision
to make the attack on the port flank because of the favorable
visibility conditions, despite the fact that the most desirable
target was on the starboard column, proved highly successful. As
soon as the leading ship of the starboard column, the initial
target, was hit and exploded the escorts no doubt believed that
the attack was made from starboard, thus little escort interference
was encountered. The U.S.S. GUARDFISH sank one (1) large tanker,
one (1) large freighter, two (2) medium freighters, and probably
sank or damaged another medium freighter during this night's
encounter. During the attacks on 18 July and 19 July, in which
the U.S.S. GUARDFISH sank one (1) large naval auxiliary, one (1)
medium freighter, and damaged another medium freighter, heavy
enemy countermeasures prevented further attacks.

3. The material condition of the U.S.S. GUARDFISH
upon return from patrol was in general, very good, numerous air
leaks were prevalent throughout the patrol including the leakage
between negative and number two affirm main ballast tank. Every
effort will be made to correct these deficiencies during overhaul.
The U.S.S. GUARDFISH will receive a regular standard refit,
including docking, conducted by the squadron.

4. The Task Group Commander, Captain W. V. O'REGAN,
U. S. Navy, the Commanding Officer, officers, and crew are
congratulated on the outstanding success of this patrol.

W. M. DOWNES.

COMMANDER SUBMARINE DIVISION EIGHTY-ONE

FB5-81/A16-3/Hr

Care of Fleet Post Office,
San Francisco, California,

Serial 026

31 JULY 1944.

C O N F I D E N T I A L

FIRST ENDORSEMENT to
USS GUARDFISH (SS217)
Report of War Patrol
No. 8.

From: The Commander Submarine Division EIGHTY-ONE.
To : The Commander-in-Chief, U.S. FLEET.
Via : (1) The Commander Submarine Squadron EIGHT.
(2) The Commander Submarine Force, PACIFIC
FLEET, Subordinate Command, Navy No. 1504.
(3) The Commander Submarine Force, PACIFIC FLEET.
(4) The Commander-in-Chief, U.S. PACIFIC FLEET.
Subject: U.S.S. GUARDFISH (SS217) - Report of War
Patrol Number EIGHT.

1. The eighth war patrol of the GUARDFISH, the first after a navy yard overhaul, comprised a period of 48 days of which 22 were spent in assigned areas in LUZON STRAIT. GUARDFISH with THRESHER, PIRANHA and APOGON formed a coordinated Attack Group with Captain W.V. O'Hegan as Task Group Commander in GUARDFISH.

2. GUARDFISH with a full load of Mark 18 torpedoes in a period of 56 hours made six attacks on the enemy convoys and obtained 15 hits out of 20 torpedoes fired. One torpedo, an erratic run, passed over the maneuvering room.

3. (a) ATTACKS Nos. 1 and 2. On 16 July GUARDFISH made a masterful approach and daylight end-around on a convoy of 10 ships and 4 or more escorts with plane coverage. During the night surface attack after plane coverage left, she maneuvered into perfect position to obtain an overlapping target and fired the forward nest of Mark 18's at a 5 ship target sinking a large tanker and a large and two medium AK's. After the convoy scattered GUARDFISH selected a radically zigging AK and sunk it with 2 hits from a 3-torpedo salvo.

(b) ATTACKS Nos. 3 and 4. About two hours after Attack No. 2 GUARDFISH fired two after tubes at a 7500 ton AK at a range of 2500 yards 65° track. These torpedoes missed as target zigged but 6 minutes later GUARDFISH fired two forward tubes at the same target and obtained two hits. This ship took a list and an angle down by the stern and may have sunk but there is no conclusive evidence to that fact. It disappeared from the radar screen at a range of 13,000 yards whereas an escort at a range of 12,500 yards was still visible.

(c) ATTACK No 5. On the afternoon of 18 July GUARDFISH made a submerged approach on a convoy consisting of 2 airplane carriers, 2 large tankers, a transport, and a large naval auxiliary ship. She fired 3 torpedoes at the auxiliary, the nearest ship, and sunk this ship with 2 hits from a range of 1370 yards. Depth charge attack and high speed of the convoy prevented further development.

(d) ATTACK No. 6. On the morning of 19 July GUARDFISH made a submerged approach and attack during poor visibility on an escorted convoy of 3 large and 3 medium AK's. Again she maneuvered into a position to obtain overlapping targets and fired 4 torpedoes from bow tubes obtaining 2 hits and sunk a 6100 ton AK and damaged an unidentified AK with 1 hit. GUARDFISH went deep as an erratically running torpedo passed over the maneuvering room. A depth charge attack kept GUARDFISH down for an hour and a half, and low fuel, and leaks in negative and forward trim tanks making depth control progressively difficult, prevented further operations against the enemy.

3. Other enemy targets were present in this locality between 11 and 19 July. On 11 and 12 July GUARDFISH made an approach on a large convoy and had worked in ahead between two escorts when a large zig foiled the attack. Subsequent enemy air coverage prevented further development.

On 16 July smoke of a convoy was sighted while GUARDFISH was working on another convoy. GUARDFISH observed the usual sunrise change of base course of enemy convoys and also a dusk base course change of 75° followed about an hour later of a 60° change in the other direction.

Another southbound convoy sighted on 19 July was at excessive range and a setup on a ~~WAKATAKE~~ DESTROYER on the same day was frustrated when the target turned away to develop a contact.

Another SJ contact on 19 July, possibly on a convoy, was not developed because of low fuel and torpedoes and because of possible interference with another wolf pack whose presence was strongly indicated by plenty of SJ interference.

5. GUARDFISH returned in very good material condition and was clean and shipshape throughout. She will be given a standard refit, including docking. The cause of air leaks which probably occasioned air bombing and depth charge attacks on 5 July will be investigated and leaks in negative and forward trim will be repaired.

6. This most outstanding patrol of GUARDFISH is the fourth consecutive successful patrol for the present commanding officer and occurring after a navy yard overhaul is evidence of his ability to quickly develop a new efficient fighting unit.

7. The Commanding Officer, Officers and Crew are most sincerely congratulated on this very outstanding patrol as is also the Commander of the Task Group, Captain W.V. O'Regan, on the damage inflicted on the enemy by the whole group.

8. It is recommended that GUARDFISH be credited with inflicting the following damage to the enemy:

S U N K

1 - Large Tanker EU	-	10,000 tons (Attack No. 1)
1 - Large Freighter (AKAGI MARU class) EC	-	7,400 tons (Attack No. 1)
1 - Freighter (ADEN MARU class) EC	-	5,800 tons (Attack No. 1)
1 - Freighter (ADEN MARU class) EC	-	5,800 tons (Attack No. 1)
1 - Freighter (ADEN MARU class) EC	-	5,800 tons (Attack No. 2)
1 - Large Naval Auxiliary (AYATOSAN MARU class) EU	-	9,800 tons (Attack No. 5)
1 - Freighter (HOEISAN MARU class) EC	-	<u>6,100</u> tons (Attack No. 6)
TOTAL	-	50,700 tons.

D A M A G E D

1 - Large Freighter (ALGO MARU class) EU	-	7,500 tons (Attack No. 4)
1 - Medium Freighter (UN)	-	<u>4,000</u> tons (Attack No. 6)
TOTAL	-	11,500 tons.

W. J. Suits
W. J. SUITS.

SS217/A16-3

U.S.S. GUARDFISH

Fleet Post Office,
San Francisco, California,
31 July 1944.

Serial 024

CONFIDENTIAL

From: Commanding Officer, U.S.S. GUARDFISH.
To : Commander-in-Chief, United States Fleet.
Via : (1) Commander Submarine Division EIGHTY-TWO.
(2) Commander Submarine Squadron EIGHT.
(3) Commander Submarine Force, Pacific Fleet.
Subject: U.S.S. GUARDFISH, Report of War Patrol No. 8.
Enclosure: (A) Subject Report.
(B) Track chart.

1. Enclosure (A) covering the 8th war patrol of this vessel conducted in Luzon Straits and South China Sea during the period from June 14, 1944 to 31 July 1944 is forwarded herewith.


N. G. WARD

(A) Prologue -

Arrived Pearl Harbor February 18, 1944, from seventh war patrol. Departed February 21, 1944 and arrived Bethlehem Steel, Submarine Repair Base, San Francisco, California February 27, 1944, for Navy Yard Overhaul. Following major items accomplished: Replaced battery jars, installed skewed slot armatures in main motors, PPI and SJ-A, clutches for bow and stern plane shafting, charging panels for electric torpedoes, JP sound gear, additional berthing facilities, dark lighting in COC and CT, BN and BK, Gould type trim pump, IMO pump, modified drain pump, MK III Mod 12 TDC, new main engine exhaust valves, new armatures in #2 and #4 generators, shock mounting in accordance with latest plans, new shafts, replaced damaged section of hull, converted #4 to FBT, cut down bridge, moved #1 periscope to CT, removed CT door and FER hatch, installed lower hatches on trunks in crews mess, AER, and ATR, three Sailfish design twin 20mm guns, and other approved alterations. Departed San Francisco, California on May 25, 1944 arriving Pearl Harbor June 1, 1944. Voyage repairs by Sub Base. Installed APR, replaced one twin 20mm with 40mm gun, and received slotted type SJ reflector. One day independent exercises 6 days training including Convoy Exercises. Fired two MK XVIII torpedoes. Tested forward tubes for MK XVIII torpedoes. Ready for sea June 14, 1944.

(B) Narrative -

June 14, 1944

1330(VW) Departed Pearl in Company with U.S.S. THRESHER and U.S.S. PIRANHA as part of Coordinated Attack Group composed of U.S.S. GUARDFISH, U.S.S. THRESHER, U.S.S. PIRANHA, and U.S.S. APOGON, hereafter known as "Micky Finns", with Com Task Group Commander, Captain W. V. O'Regan, USN in U.S.S. GUARDFISH. Escorted by PC 486 until dark. Journey from Pearl to Midway was uneventful with excellent weather. Made many training dives and held drills daily.

June 18, 1944

0815(Y) Moored to U.S.S. CABILAN, alongside U.S.S. HOLLAND at Midway, T.H. Replenished fuel and fresh water.

1500(Y) Departed Midway with plane escort.

1735(Y) Thresher returned to Midway for repairs, with instructions to rejoin formation at Apogon Rendezvous.

June 19, 1944

0309(Y) Crossed 180th meridian. Skipped a day. Conducting training dives, emergency drills and F.C. drills. Weather Excellent.

June 23, 1944

0417(L) Rendezvous with U.S.S. APOGON.

0445(L) Passed patrol instructions to U.S.S. APOGON via line and empty 4" shell container.

0446(L) Set course for area. Training dives and drills during day.

June 24, 1944

Enroute area. Training dives and drills during day.

June 25, 1944

Enroute area. Training dives and drills during day.

2200(K) c/c to 229°T to conduct search for downed aviator during daylight June 27, 1944.

June 26, 1944

Enroute search area, trim dive at dawn.

June 27, 1944

- 0530(K) "Micky Finns" commenced search for downed aviator.
0939(K) Plane contact #1. Sight; bearing 140°T, range 12 miles. Unidentified. Did not close. Assumed to be friendly.
0941(K) Sighted Pajaros Island bearing 177°T, distant 30 miles.
1935(K) Secured search. Numerous oil drums sighted during day. Only item of interest was Apogon's report of seeing five Japs on a raft who would not talk. Set course for area, speed of advance 10 knots.

June 28, 1944

- 0646(K) Plane contact #2. Sight; bearing 270°T range 15 miles; unidentified. Dove.
0702(K) Surfaced.
1036(K) Plane contact #3. Sight; range 5 miles plus, coming in. Identified as "Betty". Dove.
1101(K) Surfaced.
2000(K) Converted #4 from FBT to MBT.

June 29, 1944

- 0545(K) Trim dive. Received report of plane contact from Piranha at this time.
0605(K) Surfaced.
0708(K) Passed three life rings lashed together.
0829(K) Plane contact #4. Sight; bearing 050°T, range 12 miles. Coming in. Identity not definitely established. Large flying boat with parasol type wings. Could have been a PBX or a "Mavis". BK triggered several times while trying to get under. Four anxious minutes were spent at this time because the ship would not dive. All vents showed open but we were still riding the surface. Finally after working #4 MBT tank vent lever again we started down and at
0833(K) Finally got under fully expecting to be bombed.
0927(K) Surfaced.
0938(K) Test dive; no trouble getting under.
0941(K) Surfaced.
1604(K) Dove to repair air leaks. Ground in bow buoyancy and safety blows. After two hours all leaks not located or corrected.

1315(K) Surfaced.

June 30, 1944

0615(K) Dove.

0627(K) Surfaced.

1439(I) Dove.

1632(I) Surfaced.

July 1, 1944

0527(I) Dove.

0547(I) Surfaced.

1127(I) Another Sub of pack reported diving for sight contact with a plane, so dove.

1214(I) Surfaced.

July 2, 1944

0130(I) Entered Area.

0530(I) Trim dive.

0550(I) Surfaced.

0913(I) Dove on days patrol line.

1938(I) Surfaced.

July 3, 1944

0533(I) Dove on days patrol line.

1947(I) Surfaced.

2228(I) Sighted Y'Ami Island of Batan Group.

July 4, 1944

0539(I) Dove on days patrol line across Bashi Channel.

1301(I) Sighted masts bearing 359°T. Identified as seven fishing sampans. Advised by "Pack Commander" not to surface to sink them.

1701(I) Seven more fishing boats sighted and let pass close by.

1944(I) Six more fishing boats sighted and passed close by. Let a good two thousand tons of fishermen go today, when they would have been easy practice for the gunners.

2121(I) Surfaced after working around last group. No celebration today.

July 5, 1944

0100(I) Picked up unusual radar interference from direction of Formosa; similar to radar jamming: Nothing on APR.

0302(I) Heard echo-ranging on QB bearing 325°T.

0340(I) Ship contact #1. Radar 11,400 yards bearing 298°T.

Identified as small patrol; pinging constantly. Closed him to 7,500 yards for inspection and then avoided to southward.

- 0447(I) Lost SJ contact at 12,000 yards bearing 320°T.
 0545(I) Submerged, heading up for southern tip of Formosa.
 0637(I) Pinging heard on port beam.
 0720(I) Heard two distant explosions, thought to be torpedoes. Followed by another one minute later.
 0900(I) Aircraft contact #5. Two bombs close aboard and overhead. At 60' for observations. Periscope was in process of being raised - had taken a 30 second sweep in low power about one minute before. Started deep and received a third bomb on way down. c/c to 180°T.
 1104(I) Weak pinging at 175°T.
 1130(I) Came up for a look, nothing seen.
 1147(I) At 120' looking for air leaks. Received one bomb over head. Our friend still with us. Started deeper.
 1153(I) Another bomb while passing 230'.
 1159(I) Picked up screws, bearing 180°T, coming in. Rigged for depth charge attack but left all vents closed.
 1207(I) First of 13 depth charges, astern and clear.
 1210(I) Last depth charge. Remained deep for remainder of day. Knew there were air leaks.
 1424(I) Heard 15 distant depth charges to eastward.
 2030(I) Surfaced.

July 6, 1944

- 0554(I) Dove. Spent day attempting correct air leaks, looking every 10 minutes.
 2025(I) Surfaced full moon.

July 7, 1944

- 0542(I) Dove.
 2013(I) Surfaced.

July 8, 1944

- 0344(I) Plane contact #6 - SD Radar 8 miles closing - Dove.
 0403(I) Surfaced.
 0540(I) Dove.
 2013(I) Surfaced.

July 9, 1944

- 0548(I) Dove.
 0701(I) Plane contact #7. Periscope.

1959(I) Surfaced.

July 10, 1944

0544(I) Dove.

1950(I) Surfaced.

July 11, 1944

0550(I) Dove.

1946(I) Surfaced.

2241(I) Received contact report from Thresher.

2248(I) c/c and speed to intercept.

2255(I) Ship contact #2. SJ Radar bearing 195°T, range 30,000 yards. Commenced tracking and making end around to port of convoy. Convoy consists of nine large ships and at least five escorts.

July 12, 1944

Continuing end around on convoy.

0001(I) Made sight contact.

0228(I) Apogon dove for attack.

0255(I) In position ahead. Half moon; too bright for surface attack.

0308(I) Heard ten explosions - two sounded like torpedoes.

0326(I) Battle Stations.

0331(I) Dove for attack. Convoy bearing 016°T, range 17,500 yards. Range to leading escort 11,000 yards. Base course since 2245(I) 197°T, speed of advance 10.6 knots. No change in either since Apogon's attack.

0401(I) One escort passed to starboard, (East) range 2,500 yards.

0410(I) Another escort passed to port (West) range 2,700 yards.

0418(I) Realized targets have changed base course to about 165°T. Came to 110°T, running at 42' 2/3 speed.

0431(I) c/s to standard; course to 140°T. Least torpedo run to nearest target 3,800 yards. Did not fire. Very slow in catching change in base course which occurred with range about 9,000 yards. Assumed we were in good position when two escorts, which were about 6,500 yards on each bow of convoy passed down each side of Guardfish. A rotten performance from an ideal position.

0512(I) Surfaced opening range to east ward for another end around.

0521(I) Plane contact #8. SJ radar closing rapidly. Dove.

0547(I) Surfaced. Convoy bearing 180°T, 26,000 yards.

0613(I) Plane contact #9. Sighted plane from bridge. Dove.

- 0643(I) Plane in sight through periscope.
 0700(I) Heard one distant explosion.
 0705(I) Surfaced - Plane in sight bearing 206°T distant 14 miles.
 0720(I) Bearing of smoke of convoy had changed from 214°T to 245°T.
 0758(I) Closing range slowly.
 0813(I) Masts of two ships in sight through #1 periscope on south easterly course.
 0832(I) Dove for SD plane contact. Range 9 miles.
 0848(I) Two distant explosions. Believed torpedo (Piranha's attack?)
 0856(I) Surfaced.
 0903(I) Sighted plane cutting across bow; dove.
 0927(I) Surfaced.
 0934(I) Sighted plane. No contact with convoy and this was last plane contact. Searching so as to cover courses of convoy from east to east coast of Luzon. Convoy had disappeared; probably gone west through Babuyan Channel after Piranha's attack.
 1830(I) Discontinued search; reversed course proceeding back to area.
 2155(I) Torpedo in racks made hot run. Short circuit.
 2316(I) Exchanged SJ signals with Piranha.

July 13, 1944

- 0510(I) Thresher joined formation.
 0605(I) Dove.
 1952(I) Surfaced.

July 14, 1944

- 0605(I) Dove for the day. Depth control difficult. Broached twice.
 1934(I) Surfaced. Commenced passage through Balingtang Channel.
 2016(I) SJ out of commission.

July 15, 1944

- 0331(I) SJ back in commission.
 1200(I) Formed scouting line; searching to south for reported convoy.
 1800(I) BK triggered for 45 minutes. Why?
 2000(I) Commenced search to N.E.
 2300(I) Changed course to N.W. Piranha did not receive message changing direction of search, and could not be raised though all efforts were made to do so. Thus was changed the entire picture of the patrol. The Piranha scouts to the northeast; while Guardfish and Thresher scout to the northwest.

July 16, 1944

- 0353(I) Received contact report from Piranha, 110 miles to eastward by Dead Reckoning. No fix for 36 hours.
- 0402(I) Changed course to intercept.
- 0702(I) Trim dive.
- 0740(I) Surfaced.
- 0950(I) Ship contact #3. Sighted smoke bearing 113°T.
- 0945(I) Plane contact #10. Sighted plane bearing 149°T. Air coverage for convoy which is on a southerly course; commenced and around.
- 1005(I) Plane contact #11. Pip on SD at 6½ miles closing. Dove. This is another plane since contact #10 was in sight over convoy.
- 1008(I) Heard 2 distant explosions followed a few minutes later by a series of 48 more.
- 1050(I) Surfaced. Resumed and around.
- 1210(I) Two planes in sight over convoy.
- 1218(I) Plane heading toward. Dove.
- 1229(I) Heard 3 distant explosions.
- 1246(I) Heard echo-ranging bearing 080°T.
- 1250(I) JP picked up screws at 076°T; nearest ship on the bearing believed to be distant at least 14 miles.
- 1302(I) Two sets of echo-ranging heard.
- 1307(I) JP lost contact.
- 1351(I) Three sets of echo-ranging heard.
- 1409(I) Sighted a "HAP" over convoy.
- 1458(I) Sighted a "Davis" distant 5 miles headed toward so went to 150' for 10 minutes.
- 1546(I) Surfaced. During period submerged 23 distant explosions were heard.
- 1550(I) Sighted a column of smoke bearing 040°T. Our convoy bears 139°T.
- 1552(I) Making and around with plane in sight over convoy.
- 2000(I) In position ahead.
- 2010(I) Picked up indications on SJ radar believed to be attempts at Jap jamming. In direction of convoy. These came on at frequent intervals, before and during the attacks on this convoy and are described in detail in section "E". No indications of radar on APR.
- 2112(I) Stopped; lowered CB sound head; heard weak ping bearing 330°T. Changed course to 330°T.
- 2120(I) SJ contact, 347°T, 22,000 yards.
- 2124(I) Battle Stations.
- 2145(I) Estimate convoy had changed base course from 195°T to 270°T at dark.
- 2220(I) Convoy changes base course to 210°T.
- 2235(I) In position 11,000 yards ahead of convoy, sizing up disposition and general conditions for best attack position. Convoy consists of 10 ships with three

escorts definitely located and another estimated to be on starboard quarter of convey. Ships in two columns with large AK leading port column and a large Tanker leading starboard column. An escort on each bow and each quarter of convey. No other escorts located. Determined to attack from port flank since we would then have light advantage.

- 2306(I) Hauled out on port bow of convey.
- 2310(I) Made all tubes ready.
- 2335(I) Port bow escort passed close ahead.
- 2342(I) Commenced firing forward tube nest. Fired all six at continuous target of 5 overlapping ships, using the large tanker as point of aim for first three and shifting to next ship aft in starboard column for point of aim for next three; applying a divergent spread to each salvo of three. Started swinging right and speeding up after fourth torpedo was fired. Attempting to get set on next group of ships for stern tubes.
- 2345(I) First of six hits in four ships. The Tanker was loaded with gas and blew up immediately sending flames thousands of feet high. The large AK was also loaded with combustibles, commencing to burn aft and later blew up. The third ship in line, an AK, broke in two in the middle and sank, and the fourth ship in line went down bow first. The scene was lit up as bright as day by the explosions and burning ship. Did not have good enough set up on next group when all of this occurred, so withheld fire as other ships were seen to scatter in all directions.

July 17, 1944

- 0006(I) Commenced tracking one large ship. An escort dropping depth charges on far side of convey.
- 0038(I) In good position on starboard bow of AK at 2,500 yards, swung right to bring stern tubes to bear.
- 0042(I) Commenced firing three stern tubes. Second torpedo went out 5 degrees off through control error.
- 0045(I) Two hits. Pulled clear as we had an escort within 2,600 yards in vicinity of target. Target leaned over on its starboard side and disappeared from sight and SJ screen at 7,700 yards. Hunting another target while reloading some tubes.

- 0100(I) The burning ship gave up with one final explosion and disappeared.
- 0136(I) Commenced tracking another target.
- 0212(I) In position ahead of new target. Decided to make this a stern tube shot. Target zigging radically every 4-5 minutes.
- 0257(I) Became impatient and fired two tubes aft at 2,500 yards, 65 port track. Immediately after firing target zigged towards and torpedoes missed ahead. Went ahead flank, swung left and made two bow tubes ready.
- 0303(I) Fired tubes 3 and 4 at 1,250 range, 95 port track. Two hits. Proximity of escort and rising moon induced Guardfish to head out fast feeling sure this ship would sink immediately. However, it continued on at about three knots though seen to be settling by stern. It disappeared from the radar screen at 13,000 yards with escort seen at 12,500 yards at same time. Numerous lights and much activity was seen on the target as we hauled clear. It is believed this ship sank but only damage is claimed. Did not consider it possible to make another attack on any of the widely scattered targets so secured from battle stations and pulled clear to northward on four engines. Everyone in the control party was beginning to show fatigue after six hours at battle station under constant tension and the Commanding Officer had had no rest for over fifty hours. Under these conditions it was considered best to let the others go.
- 0340(I) Large explosion and flare up bearing 332°T, 25-30 miles distant. (Thresher busy?)
- 0405(I) Sighted searchlight sweeping horizon bearing 280°T.
- 0545(I) Exchanged SJ signals with Pirnaha, bearing 320°T.
- 0545(I) Sighted N.W. point of Luzon bearing 110°T.
- 0603(I) Dove for the day.
- 0606(I) Heard echo-ranging to port.
- 0613(I) First of string of 21 depth charges on port side.
- 0620(I) Ship contact #4. Sighted patrol boat bearing 228°T, angle on bow 10 starboard, range 2,500.
- 0628(I) Still coming on. Headed for 350 feet, rigging for depth charge attack.
- 0635(I) First of a string of 17 depth charges - not close.
- 0705(I) Secured from depth charge attack.
- 0720(I) 5 more - not close.
- 0745(I) Periscope depth - all clear.
- Declared today a day of rest.
- 1957(I) Surfaced.

July 18, 1944

- 0608(I) Dove for day. Overcast and squally with rough

seas, picking up during day. Periscope observations difficult and unsatisfactory.

- 1800(I) Ship contact #5. Sighted ship at 12,000 yards. Battle stations submerged, commenced approach. As range closed identified ship as one of many of a large fast convoy. The number of ships and escorts were never determined because of limited visibility and high seas which made observations extremely difficult. At 60' seas were continually washing over the periscope, even though we were fortunately running with the seas. The following ships were definitely seen; 2 aircraft carriers (type unknown), 2 large tankers, one transport similar to the "Hokoku Maru", one seaplane tender, and a naval auxiliary identified as the "Ayatosan Maru" from type selection ONI-208J (revised), while conducting the attack. Several other hazy shapes were seen. Base course 215°T, speed 15 knots. The "Ayatosan Maru" was selected as the target, being the closest ship. Sound conditions bad. Conducted entire approach at 2/3 and higher speeds.
- 1822(I) Commenced firing three bow tubes at selected target at 1,370 yards, 75 port track, zero angle, divergent spread from aft forward. Commenced swinging right and getting set up on tanker astern of this ship.
- 1823(I) Two hits heard but not seen as periscope was trained on tanker. Immediately swung back to target and saw that one had hit just abaft the superstructure. Swung back to tanker for final set up.
- 1824(I) Saw tanker swing toward at about 600 yards range. Impossible to fire, so ordered deep depth and took final look at first target to see it settling fast with about 30° port list and main deck nearly awash, much activity in vicinity of life boats. This ship was flying a national ensign.
- 1827(I) First of a series of several depth charges. None close.
- 1837(I) Ship breaking up noises heard which lasted for several minutes and stopped with a muffled explosion.
- 1838(I) Lost contact on screws, pinging still heard.
- 1842(I) A muffled explosion after which no more breaking up noises heard.
- 1854(I) Started up, pinging still heard to southward.
- 1910(I) At periscope depth. One DD seen circling in vicinity of attack; assumed to be rescuing survivors.

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- 1915(I) Secured from battle stations.
2038(I) Surfaced. No chase possible due to convoy speed, state of sea, and fuel available.

July 19, 1944

- 0532(I) Ship contact #6. SJ radar contact, bearing 235°T, 22,500 yards. Commenced tracking on four engines. Sent Piranha a contact report. Trying to get ahead before dawn. Base course of convoy 350°T.
- 0610(I) Very light with numerous rain squalls. Did not want to be sighted so dove even though out of position.
- 0639(I) Periscope contact. Convoy has changed base course to 050°T; toward us. Visibility varying from bad to poor as rain squalls passed over. At one time could not see targets at 5,000 yards. Sound conditions terrible.
- 0641(I) Battle Stations.
- 0711(I) Made tubbs ready. A PG is escorting on our side. Had selected as target a large modern AK leading the port column.
- 0720(I) First screws heard. Escort at about 2,500 yards.
- 0725(I) With escort about 1,200 yards offering small angle on bow went to 120' to duck under him. Had a tough time getting back to periscope depth.
- 0736(I) Finally back at 60'. Escort clear but target has also gone by offering 130 port track, bad gyro angles and getting worse. Shifted target to next ship.
- 0742(I) Ping range at 1,000 yards. Again found myself with an overlapping target. The far target being 1,500 yards on other side of selected target.
- 0743(I) Commenced firing last four forward fish at 1,000 yards, 94 port track, small gyro. Commenced swinging right.
- 0744(I) First of two hits on target. Hit amid ships, second forward. Target broke in half immediately.
- 0746(I) Timed hit on second ship. Everyone in ship heard a torpedo pass down starboard side and cross over the maneuvering room. This must have been our #3 torpedo making a circular run. JP had tracked it going out well to the right of the others. Since depth control had been lost, ordered deep submergence.
- 0748(I) Ship breaking up.
- 0749(I) First of many depth charges.
- 0755(I) Two depth charges very close shaking boat considerably. These must have been from a thrower

because there were, and had been, no very close screws.

- 0800(I) Lost of concentrated depth charges. Two escorts are making a systematic search of area but we are riding comfortably under a 13° gradient.
- 0919(I) At periscope depth, no escorts in sight.
- 0920(I) Ship contact #7. Sighted masts of two ships and one escort bearing 083° T on a southerly course. Too far away to close for an attack. This is another convoy bound south.
- 0942(I) Lost contact bearing $089\frac{1}{2}^{\circ}$ T.
- 0944(I) Secured from Battle stations.
- 1345(I) Faint echo-ranging bearing about 085° T.
- 1450(I) Pinging getting close; nothing in sight. Pinging heard intermittently until.
- 1643(I) When it started getting louder bearing 240° T.
- 1653(I) Ship contact #8. Sighted ship bearing 240° T.
- 1703(I) Identified contact as a "Yakatake" class DD at 8,000 yards, apparently on an A/S search. He was patrolling S.E.-N.W. line. He was kept in sight for next two hours with periscope, never getting closer than 6,000 yards and tracking at $13\frac{1}{2}$ knots.
- 1930(I) He started closing on about 350° T. Went to battle station.
- 1934(I) Made ready lost three fish which were aft. With range 1,750 yards and coming up on a 90° starboard track DD increased speed and started signalling to M.E. Apparently he has a false sound contact.
- 1936(I) He started dropping depth charges. When he started swing toward Guardfish lost the initiative and at
- 1937(I) Started deep, rigged for depth charge attack. At
- 1945(I) Thought he had established contact when he shifted to short scale and started across our stern. No drops, however. He remained in the vicinity until 2112 when contact was lost. A false sound contact saved this baby from destruction. The set up was perfect.
- 2128(I) Surfaced. Because of the material condition, small number of torpedoes aboard, and shortage of fuel started for home. The leaks into forward trim and negative were becoming increasingly difficult to control at deep depths.
- 2243(I) Ship contact #9. SJ radar bearing 001° T, range 22,000. Commenced tracking and closing on 3 engines, charging on one. Receiving SJ radar indications on this bearing.
- 2253(I) 5 distant explosions. Thought perhaps this was a convoy and some one had hit it and we could pick off a single. Closed to 6000 yards

tracking target on base course 345°T, speed 8. At this range nothing could be seen and radar indications were still coming in on bearing of target. In addition SJ indications were being received on two other bearings so decided we were tracking one of the "Wilkins Wildcats", and therefore hauled clear.

July 20, 1944

- 0005(I) Secured tracking; headed east through safety lane.
0605(I) Dove for the day. Observed annular eclipse of the sun through the periscope between 1430 and 1730.
1942(I) Surfaced.

July 21, 1944

- 0002(I) Picked up Itbayat and Batan Islands.
0200(I) Passed between above Islands.

July 24, 1944

- 0908(I) Plane Contact #12. Sighted plane bearing 250°T, range 11 miles by SD at same time. Dove.
0928(I) Surfaced.
0949(I) Plane contact #13. SD at 9 miles closing. Dove.
1016(I) Surfaced.

July 25, 1944

- 0853(K) Plane contact #14. SD at 12 miles closing.
0955(K) Dove.
0915(K) Surfaced.
1203(K) Plane contact #15. SD at 21 miles. Transmitted and received IFF signal.

July 26, 1944

- 1039(K) Sighted spherical object, probably a mine, about 3" in diameter floating on surface. Position latitude 22°-09'N longitude 150°-36'E. Circled and sank it with 20 MM fire.

July 27-31, 1944

Enroute Midway in excellent weather.

July 31, 1944

- 1608(M) Crossed International Date Line; repeating a day.
0535(Y) Rendezvous with escort planes.
0715(Y) Moored at Midway.