

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

HISTORY OF SHIPS NAMED FLYING FISH

USS FLYING FISH (SSN-573), a nuclear powered submarine, is the third ship of the Fleet to bear the name of fishes having long winglike fins and capable of moving some distance through the air. She is named in commemoration of fleet submarine FLYING FISH (SS-229) who received twelve battle stars for service during World War II.

The first FLYING FISH, formerly a New York pilot boat named INDEPENDENCE employed on the Sandy Hook run, was purchased by the Navy Department in New York City in July 1838, at a cost of \$10,000. Rigged as a schooner, carrying two guns and fifteen men, she was registered at 90 tons. Hastily fitted to a new mast and sails, she sailed from New York, with Passed Midshipman Samuel R. Knox in command, to join the Wilkes Exploring Expedition in Hampton Roads as a tender. It was intended to use her for inshore surveys and close approaches to the ice barrier.

The squadron stood out of Hampton Roads 18 August 1838, bound for Madeira. FLYING FISH, along with PEACOCK, her sailing companion through most of the cruise, separated from the main body of the squadron eight days out, but joined them for the visit at Madeira 16-25 September. After calling at Porto Praya, Cape Verde Islands, FLYING FISH anchored off Rio de Janeiro 23 November, and with the squadron, remained there for the rest of the year while PEACOCK underwent major repairs.

On 6 January, the squadron stood out of Rio de Janeiro, and spent a week exploring the bar at the mouth of the Rio Negro enroute Cape Horn. An easy passage was made in good weather, and on 17 February, the ships anchored in Orange Harbor, first harbor west of the Horn, and the scheduled jumping-off place for their first exploration of the Antarctic. Here Wilkes split his forces, directing FLYING FISH and PEACOCK to penetrate as far south as possible. On 25 February, the companions sailed from Orange Harbor, but were separated in a gale the following day. FLYING FISH vainly sought PEACOCK at all the appointed rendezvous, and 17 March finally turned south to carry out her orders alone. Through thick weather, and ever heavier ice, the tiny schooner achieved the distinction of the expedition's furthest south, penetrating to 70°S. This achievement is memorialized by the appearance on today's Antarctic charts of Cape Flying Fish. A new snow storm however, threatened to solidify the field of packed and broken ice in which she found herself, and forced her to head north. FLYING FISH fell in with PEACOCK 25 March, and sailed with her until 1 April, when following their orders, FLYING FISH headed back for Orange Harbor, while PEACOCK sailed on to Valparaiso.

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FLYING FISH arrived at Orange Harbor 11 April. When Wilkes left there with the main body of the squadron 17 April, he ordered FLYING FISH and SEA GULL to remain, awaiting the return of RELIEF from an independent expedition in the Straits of Magellan. After waiting more than a week, the two little schooners determined that RELIEF either was lost or had proceeded alone to Valparaiso and so they set sail 28 April. Heavy seas and high gales were encountered in the passage, and the ships were separated 8 May. SEA GULL was never seen again, but FLYING FISH straggled in to Valparaiso in weakened condition 19 May. The squadron sailed for Callao, Peru, 6 June, but on the 8th, FLYING FISH and PEACOCK were separated from the other ships. They arrived at San Lorenzo Island, off the harbor of Callao, on the 18th, two days in advance of the others. The squadron remained off San Lorenzo, and after 30 June, off Callao for repairs and refitting, while the civilian scientists explored the interior. On 13 July, they cleared Callao for the Tuamotu Archipelago, and 13 August, they made their first landfall, Minerva Island in the Low Archipelago.

During August and September, the squadron made extensive surveys and explorations through the Tuamotus, Tahiti, and Samoa, arriving at Tutuila 11 October. On 18 October, PEACOCK and FLYING FISH were dispatched to survey Upolu, arriving at Apia in advance of the squadron about two weeks later. The squadron was reunited at Apia 9 November, and sailed next day for Sydney, New South Wales.

Arriving at Sydney 29 November, the ships fitted out for their second voyage to the Antarctic, and sailed on 26 December in the height of the Southern summer. Fine weather accompanied them until 1 January 1840, when the temperature fell abruptly as wind and sea rose. FLYING FISH became separated from the others in this heavy weather. A gaff was carried away, and in shortening sail as a result, her jib-stay got adrift and carried away the square-sail yard before it could be secured. A heavy sea compelled her to heave-to through the night, but in the morning she steered for the first of the appointed rendezvous, Macquarie Island, where she arrived 10 January. Here she sighted PEACOCK, also separated and searching for the squadron, but was not seen by PEACOCK, which sailed off before FLYING FISH could hail her. FLYING FISH landed a signal on the island the next day, and 12 January sailed in search of Emerald Isle, the next rendezvous. Reaching its position on the 14th in thick weather, she could not locate it. Continuing southward, she encountered ice bergs, and reached the ice barrier itself 21 January. She followed the barrier west through gales and thickening ice, the ship beginning to leak badly. By 5 February, the crew protested. Several were sick, and all had been wet through for a week; constant pumping

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was barely enough to keep the ship from flooding beyond control. The captain, himself very ill, after consulting with his officers turned FLYING FISH's head to the north. Constantly in hazard from gales and heavy seas, FLYING FISH raised the southern island of New Zealand 23 February, and 9 March arrived at the Bay of Islands. Here she waited for the rest of the squadron, which arrived 30 March. After repairs were completed, the squadron sailed from New Zealand 6 April for Tongatabu, anchoring off Nukualofa 24 April. After surveys and interesting contacts with the native population, the squadron departed on 4 May for the Fiji Islands, which they entered on the 7th. On the 8th, they anchored off Levuka.

Several months were spent surveying in the Fijiian Islands, and FLYING FISH completed most of the inshore work. Wilkes sailed in her in July to Malolo Island, where on 24 July Lieutenant Joseph Underwood and Midshipman Wilkes Henry, a nephew of the expedition's commander, were killed by natives. A punitive expedition was dispatched which laid waste the principal town of the island, and fifty-seven of the natives were killed in the action.

The squadron cleared the Fijis 10 August, sailing for the Hawaiian Islands. With supplies low, the vessels were separated 14 August, each to make Honolulu as rapidly as she was able. FLYING FISH was the first to anchor, about 20 September. Repairs made and the ships supplied, the squadron was dispersed in a variety of missions. FLYING FISH was ordered to sail with PEACOCK to conduct resurveys in the Samoan group, visit the Ellices and Gilberts, and to search for the magnetic equator in longitude 160° west and follow it westward. They were also to make inquiries regarding the fate of several missing merchantmen, as well as seek redress for the capture of a brig and the murder of a whalingman.

FLYING FISH cleared Honolulu 2 December, and called in succession at Jarvis, Enderbury, Birnie, Duke of York, Duke of Clarence, and 29 January 1841, discovered a coral island to which the name Bowditch was given. Swain's Island was surveyed, and 6 February, the two vessels anchored in Apia Harbor. For the next month, they conducted resurveys, and 6 March stood to the northwest for the Ellices. On the 14th, they made the most southerly of the group and for the next two months continued on roughly the same course, touching most of the islands in the Ellices and Gilberts. On 7 April, a seaman of one of the land parties was murdered at a town called Utiro on Drummond Island in the Gilberts. After attempts to gain redress, the captain of PEACOCK ordered the town burned. Twelve natives were killed in this action.

Operations in the Gilberts completed, the ships cleared 8 May for the mouth of the Columbia River, well behind schedule and on reduced rations. They touched at Honolulu 13-14 June to provision, and arrived at the bar at the mouth of the Columbia 17 July. When PEACOCK was lost while trying to cross the bar 18 July, FLYING FISH, taking aboard PEACOCK's captain while the crew encamped at Astoria, remained off Cape Disappointment until 6 August, when the squadron joined her. Throughout August and September, FLYING FISH was engaged in surveying the Upper Columbia River. On 6 October, the squadron sailed for San Francisco, arriving there 19 October. On 1 November, the squadron stood out for Honolulu, where they planned to provision for the voyage home, arriving off Oahu 17 November.

On 27 November, FLYING FISH and VINCENNES, sailed for Strong and Ascension Islands, but shortly separated. FLYING FISH proceeded to visit the Mulgrave Islands, Bapham, Hunter Baring, and the Mackenzie Group, and on 11 January 1842 joined VINCENNES at the entrance to Manila Bay. After lying at anchor until 21 January, the vessels sailed to the south for the Straits of Mindoro, intending to explore the Apo Shoal between Palawan and Mindoro. After calling at San Pedro, FLYING FISH stood out for the island of Sulu where she anchored 2 February. Here a treaty was concluded between various islands of the Sulu Sea. Taking a course to the north of Borneo, the ships separated, and FLYING FISH arrived at Singapore first, on 15 February.

At Singapore, FLYING FISH was thoroughly surveyed. Examination showed that her frame had become weakened, and that much time and expense would be necessary to put her into fit shape for the voyage home. Accordingly, she was sold at public auction under the direction of the United States Consul for \$3,700, around 22 February 1842.

The second FLYING FISH (SS-229) was built by the Portsmouth Navy Yard, New Hampshire. Her keel was laid 6 December 1940. She launched 9 July 1941, under the sponsorship of Mrs. Husband E. Kimmel, wife of Rear Admiral Kimmel, USN, Commander-in-Chief, U.S. Pacific Fleet. FLYING FISH commissioned 10 December 1941, Lieutenant Commander Glynn R. Donaho, USN, in command.

The first U.S. Submarine commissioned after the Japanese attack on Pearl Harbor; she completed training in the Newport-New London area on 6 April and put to sea from the latter port for the Pacific. She was three days out of Balboa 20 April and making passage to Pearl Harbor when she sighted an Army patrol plane and dived to escape a "mistakenly" dropped aerial bomb which exploded harmlessly at some distance in the sea. She surfaced after two hours to release an identification smoke float for benefit of the aircraft and reached Pearl Harbor on 2 May 1942 to commence final training.

FLYING FISH cleared Pearl Harbor 17 May 1942 as one of the 25 Pacific Fleet submarines of Task Force SEVEN which was divided into three task groups for the defense of Midway Atoll. With eleven other submarines she formed the Midway Patrol Group (Task Group 7.1) which converged west of Midway on stations located like the points of an opening fan, screening that atoll from the expected onslaught of the Japanese Fleet. A second group of three submarines (7.2) were deployed on a scouting line east and a little north, between Midway and Oahu, while a third group of four submarines (Task Group 7.3) covered a position some 300 miles north of Oahu.

FLYING FISH took stationary patrol on a 3-10 mile front some 60 miles northwest of Midway 21 May 1942 and was ordered on station patrol on the 100-mile circle from that atoll when the historic Battle of Midway commenced 4 June 1942. Ever ready to intercept the fleeing enemy fleet which never came her way she closed to patrol within 12 to 20 miles from Midway Lagoon 5-7 June, and came alongside the South Pier at Midway two days later for new patrol orders, emergency repairs, fuel and provisions. As such, she was the first submarine to refit at Midway.

The bastion of Hawaii, Midway was providing refit for two submarines at a time within six months, and could refit twelve simultaneously by the close of war. Supplied at Midway, FLYING FISH and other Pacific Fleet submarines could spend more patrol time in waters of the Japanese Empire.

On 11 June 1942 FLYING FISH put to sea from Midway for waters of the Japanese Empire. Enroute off Wake Island the afternoon of 17 June 1942; two hits on an enemy tanker failed to explode as the depth mechanisms were set too shallow. Four minutes later she sent a salvo of 4 torpedoes streaking for the enemy who spotted the wakes in time to clear with a nimble maneuver and bent on frantic speed. Unable to overtake the tanker for another try, FLYING FISH passed off Iwo Jima on 20 June, crossed enemy steamer lanes from Formosa to the Van Damien Straits, then shifted to traffic lanes running from Formosa and along the China coast to Japan.

Before the morning of 1 July 1942, she let go a salvo of three torpedoes to miss a freighter and changed course "full rudder" as the target turned to ram. She chased this enemy to six miles short of the shoal water of the China Coast in a fruitless attempt to gain position for a second try. Her efforts were better rewarded the night of 3 July off the coast of Formosa, when she fired two torpedoes for a hit on an enemy destroyer. She shifted her search 20 miles south of Okinawa on 14 July, crossing steamer lanes towards the Philippines, then passed off Iwo Jima on the 17th and set course to terminate her first war patrol at Midway, 25 July 1942.

FLYING FISH put to sea from Midway for her second war patrol, 15 August 1942, and arrived on her patrol station, 15 miles north of Truk ten days later. She was eight miles from North Pass of Truk Lagoon, on 28 August when she sighted the masts of a KONGO Class battleship, screened by two destroyers and with aircraft cover. A daring silent run closed the range and FLYING FISH sent four torpedoes towards the enemy battleship, and two hits were picked up by her soundmen. As Lieutenant Commander Donaho watched, the battleship sent up a two-block flag hoist and blinked a message to the two destroyers who immediately answered and picked up speed to close FLYING FISH's position. Lieutenant Commander Donaho commenced a set-up on the destroyer closing from starboard but a geyser of water from an aerial bomb blurred his field of vision and FLYING FISH dived for cover of deep water. Thirty-six depth charges were heard before she returned to periscope depth almost two hours later to observe the two destroyers joined in their search by two harbor submarine chasers and five aircraft in the field of vision. An enormous cloud of black smoke hung over the scene of her attack and remained visible in the remaining hours of daylight.

When FLYING FISH upped periscope for a second look, a float plane dropped bombs directly astern and again drew the hunters. She missed one of the tormenting destroyers with a salvo of torpedoes, gaining only a string of seven depth charges for her trouble, then cleared to surface at 2105, having been down for 16 hours and five minutes. Excessive smoke from one of her engines again drew the trailing enemy destroyers to her in the moonlight and she went deep to evade eleven more depth charges. In the early morning of 29 August she cleared the area on 2 engine to resume battery and air charges.

On 2 September 1942 FLYING FISH caught one of the 400-ton patrol vessels, six miles northeast of Truk Lagoon, but two torpedoes failed to explode on hitting the target. This enemy ran down the torpedo tracks to drop three depth charges close aboard as FLYING FISH passed at 160 feet depth. In a

second run about ten minutes later, five additional depth charges exploded close aboard for considerable damage, and a second patrol vessel joined the search as FLYING FISH restored control and evaded. She returned to the scene near midnight of 3 September, firing two torpedoes as the same enemy patrol vessel crossed her stern, then watched him sink in the early morning darkness of 4 September 1942. Two hours later she spotted the second submarine standing out of Truk Lagoon for its duty patrol and eased up on her starboard quarter to put the moon on the target's port. She fired a stern shot as the patrol vessel opened with erratic 3-inch gunfire, then swerved to clear the torpedo wake as FLYING FISH submerged. She endured seven runs of this enemy during the next hour then two enemy destroyers arrived on the scene to add to her problem. Depth charges rained down at the rate of one a minute for the next half-hour and 54 others were dropped in a four and one-half hour interval before FLYING FISH hauled off to eastward. The damage from the combined attacks left her in a condition which did not permit her to remain on station in such an active area. She departed her area on 5 September 1942, cruising off the Marshalls and Wotje Atoll before return to Pearl Harbor on 15 September 1942.

FLYING FISH conducted her third war patrol south of the Marshall Islands. She got underway from Pearl Harbor on 27 October 1942 and passed Mili Atoll on 3 November. Near the Carolines on 14 November, she spotted five destroyers emerging out of a rain squall and soon discovered these ships to be the starboard screen some 3000 yards from the main column of one light cruiser and five heavy cruisers with an equal number of screening destroyers to port. She slipped under the starboard destroyer screen, one of this enemy group passing directly overhead as she obtained a set up on the second cruiser in column and fired a spread of six torpedoes for no hits. An aircraft flew down her torpedo wakes as she dived to reload forward. She was back at periscope depth twenty-five minutes after firing but the high-speed task force had disappeared in the near zero visibility. On 19 November she set course for a new patrol station between Islands of the New Georgia Group and Santa Isabel Island. She sighted an abandoned Japanese landing barge tied up near the shore of Ramos Island that same day. A boarding party removed a hand grenade, packs of English cigarettes, a tin of meat, one can of Dutch beans and a knapsack of coarse white sugar. Apparently never used, the 70-foot craft was set adrift and sunk with 3-inch gunfire.

On 30 November 1942 FLYING FISH passed off Visu Visu Point, New Georgia Island and sighted the masts of a destroyer which she lost at 30-knot speed. In the darkness of 4 December, her SJ radar picked up a target at 7800 yards and soon three other targets showed on the screen. When the nearest closed to 3800 yards she submerged to forty feet, continued the approach by radar and sound, and let go with a salvo of four torpedoes. Her soundman heard one hit on target but was unable to pick up propeller noises of this target after the hit exploded. She closed the next nearest target and kept him on the screen until the echo got "fuzzy" and faded from view. She then approached the next target by radar and sound and fired her two remaining tubes for no hits. She was again off Visu Visu Point on 8 December 1942 when she sighted three destroyers to starboard and four others on her port quarter. She approached the latter, silhouetted in the early dawn at 30-knot speed and about 80 yards apart. One of a salvo of four

torpedoes hit the stern destroyer with a terrific explosion as Lieutenant Commander Donaho watched the three destroyers crossing astern, ready to fire stern tubes if range permitted. He did not see the enemy destroyer in the starboard group sink, but when he swung the periscope to pick them up again, only three of the previous four were in view. He had six of the enemy in view within six minutes after firing and there was no question in his mind as to the location of the seventh. FLYING FISH cleared the area during the night of 11 December and arrived at Brisbane, Australia, on 16 December 1942 to join the South Pacific Submarine Force.

On 6 January 1943 FLYING FISH put to sea from Brisbane to spend her fourth war patrol in reconnoitering the Marianas Islands. Moving through hurricane winds from 8 to 11 January, she passed through Vitiaz Strait on the 15th to submerge off the Bismarck Archipelago, then passed through the Carolines and off Truk. She took heavy seas through her conning tower on 22 January as she entered the area south of Guam, then closed within 15 Miles of Apra Harbor on 24 January 1943. Two days later, from a position 1500 yards outside the Calalan Bank, she fired a salvo of two torpedoes at a freighter in Apra Harbor. This enemy replied with gunfire as a torpedo hit forward and threw up a geyser of water. This victim was cargo ship TOKAI MARU of 8,359 tons. Severely damaged, she remained in Apra Harbor until six months later when SNAPPER finished the kill and watched her rise, bow in the air, and sink. FLYING FISH abandoned the scene of attack when three aerial bombs hit the water and shifted her search to the southeast of Saipan. On 6 February she entered Tinian's small Sunharon Roadstead and inched through barges to loose a brace of three torpedoes at a freighter moored at the quayside. The target belched smoke and took an immediate list as one hit scored forward for damage to passenger-cargo ship MAGISAN MARU, 4,391 tons. FLYING FISH "flew" but paused in her flight to loose a torpedo which discouraged a hunting destroyer from further anti-submarine measures. Ten days later she was off the Pagan Islands and penetrated the surface escorts in broad daylight to gain range on another freighter. Despite the presence of patrolling aircraft and surface escorts she sent a salvo of four torpedoes streaking for cargo ship HYUGA MARU, 994 tons, scoring two hits which put the masts of that enemy under the sea within 28 minutes (18°-30'N; 145°-47'E). When she returned to Pearl Harbor on 28 February 1943, her chart rooms were full of data regarding location of enemy installations, bases, landmarks, and general descriptions of topography in the Marianas Islands.

FLYING FISH cleared Pearl Harbor for her fifth war patrol on 24 March 1943, and after touching at Midway, set course for the coast of Honshu, Japan. She encountered high winds, rain, snow and hail as she entered her area on 31 March. Twelve days later she closed the beach of Shiriya Saka on the northernmost coast of Honshu and defied two armed trawlers and scouting float planes during the broad daylight approach on a freighter near the coast. Four torpedoes sped inshore to break the back of cargo ship SAPPORA MARU NO. 12, 2,865 tons (41°-23'N; 141°-30'E). She cleared this scene for an area to the south of Hokkaido, making a surface attack the afternoon of the 13th for two hits which gave a list to a large freighter who escaped in a blinding snowstorm. Two days later she lodged a torpedo in the stern of a three-island freighter who beached in a mass of flames on the haze-shrouded coast. Off the beach of Erimosaki in the late morning of

17 April, FLYING FISH pounced on cargo ship AMAHO MARU, 2,769 tons, breaking the enemy's back with hits forward and aft. Bow and stern pointed upward in two sections as the flaming ship sank in a swirl of foamy steam (42°-04'N; 143°-22'E). She shifted slightly to patrol the Tsugara Strait to the north, and on 24 April 1943, sighted two medium freighters and an armed trawler crossing the strait. In near zero visibility she loosed four torpedoes and was rewarded by two columns of water and flame which left the sea covered with a broad expanse of wreckage. The victim of this attack was cargo ship KASUGA MARU, 1,377 tons (41°-43'N; 141°-21'E). Two miles off the beach of Momoi Saki on 1 May 1943, she made two hits at close range on another three-island freighter. The first hit was observed to tear off the stern and a second hit forward sent this enemy down stern first. FLYING FISH was shaken up considerably by depth charge runs of a torpedo boat, a destroyer, and three trawlers, but evaded this enemy group to patrol the Tsugara Kaikyo-Emiro Saki Route until 4 May when she cleared the area for return to Midway on 11 May 1943.

Lieutenant Commander Donaho departed FLYING FISH for temporary additional duty at Pearl Harbor on 15 May 1943 and Submarine Division Commander, Captain F. T. Watkins reported aboard on the 26th to take FLYING FISH on her sixth war patrol. She sailed from Midway on 2 June 1943 and was off the Volcano Islands seven days later to press home two determined attacks for unconfirmed damage on a convoy of three freighters and two escorts. Cruising off Formosa on 2 July, she loosed three torpedoes which ripped off the steel stern of cargo ship CANTON MARU, 2,820 tons (25°-07'N; 119°-18'E).

A typhoon howled down the Formosa Channel on 7 July and Captain Watkins decided to depart the patrol area three days ahead of schedule on 9 July 1943. She ran into a fast convoy as she departed the area and continued chase for the next two days when her fuel ran low and she was forced to call it a day. About two hours later, the afternoon of 11 July, she destroyed a 125-foot auxiliary sailing vessel with gunfire, leaving it aflame from stem to stern. She touched at Midway before return to Pearl Harbor on 27 July 1943. Lieutenant Commander Donaho, now elevated to the rank of Commander, returned to take command of FLYING FISH on 28 July 1943.

FLYING FISH remained at Pearl Harbor for major overhaul until 4 October 1943 when she put to sea for her seventh war patrol, conducted off the Palau Islands. On 18 October she picked up an auxiliary aircraft carrier in the early morning moonlight and penetrated the destroyer escorts to send six torpedoes streaking for the target. Three torpedoes made an erratic run but one hit with a resounding explosion as the carrier zigged away into the night.

About an hour before the noon of 26 October 1943, FLYING FISH sighted eight merchant vessels with air and surface escorts. Keeping this convoy in view during the day, she made an end-around on the predicted course during the night and on the morning of 27 October gained attack position for two damaging hits on one target. She continued trailing the convoy and near midnight, pressed home a salvo of torpedoes which sank cargo ship

NANMAN MARU, 6,550 tons, ($12^{\circ}-24'N$; $134^{\circ}-28'E$). Crossing ahead of the convoy she unleashed four more torpedoes for another damaging hit to another target. Out of torpedoes, she watched the convoy cruise off into the morning darkness of 28 October 1943. She terminated her sixth war patrol at Midway on 6 November 1943. Thirteen days later Commander Glynn R. Donaho was relieved of his command by Lieutenant Commander Robert D. Risser, USN.

For extraordinary heroism as commanding officer of the FLYING FISH, Commander Donaho was awarded the Navy Cross and two Gold Stars in lieu of the second and third Navy Cross. He also received the Silver Star Medal and a Gold Star in lieu of an identical award for conspicuous gallantry and intrepidity in two other actions against enemy Japanese forces.

FLYING FISH's eighth war patrol was spent in the area between Formosa and the China Coast. She sailed on 30 November 1943 and entered her area on 14 December to patrol along and across shipping lanes extending from Manila and Indo-China to the coast of Formosa. On the Manila-Pescadores route near midnight of 15 December she picked up three cargo ships with two escorts headed for Takao. Making an end-around for a moonlight attack in the early morning of 16 December, she scored two hits under the stack of cargo ship GINYO MARU, 8,613 tons, and the after half of the target was obscured by smoke, steam and debris, as she took an immediate list and went under the sea ($22^{\circ}-27'N$; $120^{\circ}-08'E$). She was again in the Pescadores Straits near midnight of 26 December when she spotted a tanker and two other large ships, flanked by two escorts. At 0214, 27 December she rocked the tanker with the tremendous explosion of two hits. As this enemy target slowed toward Takao, four torpedoes from FLYING FISH's bow tubes caught tanker KYUEI MARU, 10,071 tons, under the stacks, followed by another hit as this enemy disintegrated in tremendous clouds of black smoke ($21^{\circ}-42'N$; $118^{\circ}-05'E$). She cleared her patrol area on 10 January and touched at Midway before terminating her eighth war patrol at Pearl Harbor on 28 January 1944.

FLYING FISH put to sea for her ninth war patrol on 22 February 1944, bound for waters of the Ranzai Shoto near Okinawa. Off Iwo Jima on 12 March, she sent cargo ship TAISEN MARU, 1,937 tons, to the bottom of the sea ($25^{\circ}-53'N$; $131^{\circ}-19'E$). Pressing home an attack off the coast of Okinawa in the early morning darkness of 16 March, she downed passenger-cargo ship ANZAN MARU, 5,493 tons, and scored hits for damage to an enemy tanker ($27^{\circ}-41'N$; $128^{\circ}-41'E$). She continued the chase for six hours in an attempt to finish off the tanker but was detected and held down by aircraft and destroyers while the tanker escaped. On the afternoon of 31 March 1944, FLYING FISH's lookout sighted a periscope, and she made a deft maneuver to avoid the wakes of two torpedoes, one of which passed off the port bow, and another about 100 yards on the starboard hand. While returning to Majuro Atoll, FLYING FISH closed the coast of Kita Diabo Jima in pursuit of a freighter which pulled in to a landing place on the island's western coast. Two well-aimed torpedoes from 1700 yards off the beach hit aft the stack of cargo ship NIMAMI MARU, 2,396 tons, and she settled to the bottom in a mass of stern debris and smoke ($25^{\circ}-56'N$; $131^{\circ}-18'E$). She terminated her ninth war patrol at Majuro Atoll in the Marshall Islands on 11 April 1944.

FLYING FISH spent her tenth war patrol in support of the Marianas Campaign. She sailed from Majuro Lagoon on 4 May 1944 to take patrol station between the Palau Islands and San Bernardino Straits. With other Fleet submarines she covered all avenues from the enemy Fleet concentration at Tawi Tawi in the Sulu Archipelago, which might sortie to contest the planned invasion of Saipan in the following weeks. She first covered the lanes between Ulithi, Yap and Palau Islands, diving north of the latter island during the dawn of 24 May, dead ahead of the track of a four-ship convoy. This enemy force passed six miles to the east and then to the west as FLYING FISH trailed at four engine speed. Near midnight she gained a good firing position on the starboard bow of the convoy and loosed four torpedoes. She was detected by one of the ships who sounded four shrill blasts on his whistle, and went ahead full speed on the last shot. One torpedo made an erratic run to explode close aboard and they regained control as escorts bore down. She went deep to evade a string of 28 depth charges, and surfaced near daylight to pick up smoke of the convoy on her port beam. At the crack of dawn, 25 May, she fired four torpedoes at overlapping targets, and evaded three runs of 5 depth charge patterns to surface near the noon hour. Enormous clouds of smoke from burning ships on the horizon marked the graves of passenger-cargo ship DEATO MARU, 4,466 tons; and passenger-cargo ship OSAKA MARU, 3,740 tons (11°-30'N; 134°-55'E).

On 10 June 1944 FLYING FISH headed for stationary patrol off San Bernardino Straits to keep close watch over the enemy fleet concentration at Tawi Tawi. On 15 June 1944, troops stormed ashore for the invasion of Saipan and that same afternoon FLYING FISH spotted Japanese Admiral Ozawa's carrier force as it emerged from San Bernardino Strait and steamed westward. She surfaced at 1920 and flashed her electrifying report to the Commander of the Pacific Submarine Force. Submarine CAVALLA heading westward to relieve FLYING FISH was ordered to scout across the estimated track of this Japanese carrier force and sank the powerful Japanese carrier SHOKAKU at the very moment of 19 June 1944 when Vice Admiral Mitscher's carrier planes were demolishing wave after wave of Japanese carrier aircraft attempting to reach the Marianas. FLYING FISH did not attempt to close the fleeing enemy force during the historic Battle of the Philippine Sea but was ordered to remain on station patrol until 23 June when she set course to receive fuel and torpedoes at Seeadler Harbor, Manus, Admiralty Islands. She touched at the latter port for that purpose on 29 June and terminated her tenth war patrol at Brisbane, Australia, on 5 July 1944.

FLYING FISH departed Brisbane for her ELEVENTH war patrol on 1 August 1944. Steaming by way of Seeadler Harbor for voyage repairs and fuel, she put to sea from the latter port on 9 August to patrol off the Davao Gulf, the Celebes Coast and cover routes leading from the Philippines to Holmanera. She was held down much of the time by night-radar equipped enemy planes, and put into Woendi Lagoon, near Biak, 29 August - 1 September, for fuel and voyage repairs. Four days later she entered the area off Manado Bay, Celebes, and on 7 September 1944, located a concealed enemy airstrip near the beach on the other side of Amorang Bay. She flashed the message of this find and on 18 September spotted large flight of B-24 bombers on their way to blast

the enemy airstrip on Celebes. The remainder of her patrol was spent on uneventful lifeguard station in support of airstrikes on Celebes. She touched at Midway on 18 October, then steamed by way of Pearl Harbor, 22-25 October, to arrive at the Hunters Point Shipyard, San Francisco, on 25 October 1944. Her extensive overhaul in the yard included the installation of a mine-detecting device which permitted a submarine to "hear" an enemy mine in the waters ahead. Gear for clearance of the menace was also installed. Now the Sea of Japan, guarded by mine fields, was not immune to torpedo attack.

FLYING FISH completed her post repair trials in the San Francisco Bay area and departed on 27 March 1945 for Fleet Mine and Sonar detection experiments with the University of California Research group which had worked to perfect the mine detection device. During 23-24 April she conducted comparison tests with submarine REDFIN for Commander, Submarine Force, Pacific Fleet, and Commander Submarine Force, Atlantic Fleet. She got underway from San Diego on 29 April and steamed by way of Pearl Harbor to arrive at Apra Harbor, Guam on 18 May 1945. At this port, under the direction of Commander W. B. "Barney" Sieglaff, she formed with eight other Pacific Fleet submarines for a "third degree" course in Japan Sea navigation and minefield penetration. Their mission, if successfully accomplished, would completely isolate Japan by severing the last of her overseas supply lines which carried imports across the Sea of Japan. Under the leadership of Commander E. T. Hydeman, these submarines formed a submarine task force known as "Hydeman's Hellcats". Further divided in three task groups of three submarines each, FLYING FISH formed in the third task group with BOWFIN and TINOSA. This task group under the command of Commander Robert D. Risser in FLYING FISH, was known as "Risser's Bobcats."

FLYING FISH sailed from Guam with the task group on 29 May 1945 and passed through the heavily mined Tsushima Strait in the third wave on 7 June 1945, to enter the Sea of Japan. Each submarine then proceeded independently to assigned areas. FLYING FISH headed northeast into the Japan Sea, bucking heavy weather, then set course north up the coast of Korea. On 10 June she headed for patrol station off Seinsin, Korea. A cargo ship stood out of the harbor and was greeted by a torpedo hit which blasted a hole amidships. Listing badly to port the target swung to port for ineffective fire at FLYING FISH's periscope with a 3-inch gun. Another torpedo hit polished this enemy off and two boats, carrying about twenty men in each, pulled away from the stricken craft and made for the beach. In less than two hours after the midnight of 10 June, FLYING FISH sank a passenger-cargo ship near the same location, and nosed through the wreckage while Commander Risser stood on the bridge, calling out in his best Japanese, "Don't be afraid, climb aboard." Only one of the fourteen survivors in the water paid heed to his invitation and was brought aboard. On 15 June she battle-surfaced to destroy ten brick-laden craft with gunfire and drive two others onto the beach. As she contemplated this action off Seinsin, a small tug with two boulder-laden barges in tow passed nearby and suddenly came to a halt above the lurking submarine. The tug's steersman of the first barge, had he been so inclined, could have spit on the periscope. Commander Risser quickly became aware that these people were constructing a new breakwater,

and for a few anxious seconds, FLYING FISH sailors feared that they would constitute the corner-stone. Commander Risser did not wait for dedication ceremonies. He immediately shifted his submarine's position.

FLYING FISH left the Korean Coast in her wake on 22 June and sped to rendezvous off the Coast of Siberia. She completed passage of YPTOFORU KAIKYO at 2356, 25 June and touched at Midway before arrival in Pearl Harbor on 4 July 1945. After a period of training at the Kaneho Air Station she cleared Pearl Harbor on 29 August for return to the United States. Steaming through the Panama Canal locks she passed to the operational control of Commander, Submarines, U. S. Atlantic Fleet, and arrived at New London, Connecticut on 21 September 1945.

FLYING FISH became the flagship of Rear Admiral C. W. Styer, Commander, Submarine Force, U. S. Atlantic Fleet, based at New London, Connecticut. During this duty, 19 January 1946, Commander Robert D. Risser was relieved of command by Commander John R. Middleton. Twelve days later Rear Admiral Styer was relieved by Rear Admiral John Wilkes.

Attached to Submarine Division 21, Submarine Squadron 2, FLYING FISH operated out of the Submarine Base at New London, conducting Reserve training cruises, usually in Long Island and Block Island Sounds. She entered the Portsmouth Naval Shipyard on 18 July 1946 for overhaul until 15 November, then resumed her training duties out of New London. Occasionally her cruises were more lengthy. This duty included long range battle practice with TOKE N ARGONAUT, RATON and THREADPIN, 28 April - 2 May 1947. From 15-25 August of the same year she joined with four submarines of Squadron EIGHT to exercise with a task force off Norfolk, Virginia, where she embarked midshipmen for training. On 22 October 1947, Turkish Vice Admiral Necat Ozedniz and his staff came aboard for a one-day cruise, the prelude to training of various Turkish naval personnel attached to the Submarine School at New London. She again underwent overhaul in the Portsmouth Naval Shipyard 22 April - 23 August 1948, and after refresher cruise to Quebec, Canada and Halifax, Nova Scotia, resumed training duties at New London on 10 September 1948. On 20 February 1949 she cleared New London for a training cruise to the Caribbean, calling at San Juan, Puerto Rico; St. Thomas, Virgin Islands, and Guantanamo Bay. She returned to her home base to resume training duties on 21 March. This duty was intervened by a cruise to Key West and return (11-27 January 1950) and special exercises at the Mine Test Range at Norfolk (3-4 October 1950).

FLYING FISH was reclassified as an auxiliary submarine (AG(SS) 229) on 29 November 1950 and relinquished her flag duty on 11 January 1951 to assume experimental sonar duty for the Underwater Sound Laboratory at New London. Alteration to fit her for this service was accomplished in the Philadelphia Naval Shipyard (20 February - 20 March 1951). She then commenced experimental operations in Long Island Sound and cruised to Bermuda and return in connection with the same project (23 August - 10 September 1951).

On 31 January 1952 FLYING FISH was underway for exercises with units of Destroyer Division 302 when an intermittent noise was heard, followed by a slowing of the starboard shaft. She surfaced to find a three-quarter inch wire cable looped over her conning tower shears, and seemingly wrapped around the shaft. She returned to New London where three hundred and fifty feet of cable were unwound, including 16 coils wrapped about the starboard shaft. She had tangled with the nemesis of submarines, cables from fishing boats, this time from fishing boat "BLUEFIN" of Newport Registry. Luckily, only minor damage was done and FLYING FISH resumed her operations.

At 1053, 29 February 1952, FLYING FISH submerged to complete her 5,000th dive, becoming the first United States Submarine to achieve that record number. She carried many distinguished guests for this historic event: Secretary of the Navy, Dan A. Kimball; Rear Admiral Stuart S. Murray, Commander, Submarine Force, U. S. Atlantic Fleet; and four of her former commanding officers, including her first, Captain Glynn R. Donaho. She resurfaced and returned to New London where she debarked her distinguished passengers after rendering a 19-gun salute to the Secretary of the Navy. Except for an overhaul period in the Philadelphia Naval Shipyard, 8 July - 14 October 1952, and two training cruises to Bermuda, FLYING FISH remained on duty with the Underwater Sound Laboratory in local waters. Occasionally she acted as a schoolship for the Submarine Base and submarine Reservists.

FLYING FISH was placed in commission, in reserve, on 31 December 1953. She entered the Philadelphia Naval Shipyard for inactivation overhaul on 6 January 1954 and departed that yard in tow of Fleet tug PENOBSCOT (ATF 188) on 31 April. She arrived at New London the next day and was decommissioned at that port on 28 May 1954. She remained in reserve status until her name was stricken from the List of Naval Vessels on 1 August 1958. FLYING FISH was sold for scrapping on 1 May 1959. Dismantled by the North American Salvage Company, her metals were purchased by Luria Brothers and Company of Philadelphia, Pennsylvania.

FLYING FISH earned twelve battle stars for the operations listed below:

- 1 Star/MIDWAY: 3-6 Jun 1942
- 1 Star/SECOND WAR PATROL-PACIFIC: 15 Aug - 18 Sep 1942
- 1 Star/CAPTURE AND DEFENSE OF GUADALCANAL: 27 Oct - 16 Dec 1942
- 1 Star/FOURTH WAR PATROL-PACIFIC: 6 Jan - 28 Feb 1943
- 1 Star/FIFTH WAR PATROL-PACIFIC: 24 Mar - 11 May 1943
- 1 Star/SIXTH WAR PATROL-PACIFIC: 2 Jun - 27 Jul 1943
- 1 Star/SEVENTH WAR PATROL-PACIFIC: 4 Oct - 6 Nov 1943
- 1 Star/EIGHTH WAR PATROL-PACIFIC: 30 Nov 1943 - 28 Jan 1944

- 1 Star/NINTH WAR PATROL-PACIFIC: 22 Feb - 12 Apr 1944
- 1 Star/MARIANAS OPERATION:
Battle of the Philippine Sea: 19-20 Jun 1944
- 1 Star/OKINAWA GUNTO OPERATION:
Assault and Occupation of Okinawa Gunto: 7-21 Jun 1945
- 1 Star/TWELFTH WAR PATROL-PACIFIC: 29 May - 4 Jul 1945

LIST OF COMMANDING OFFICERS

Lieutenant Commander Glenn R. Donaho, USN:	10 Dec 1941 - 15 May 1943
Lieutenant Walter L. Small, Jr., USN (Acting):	15 May 1943 - 26 May 1943
Captain Frank T. Watkins, USN:	26 May 1943 - 28 Jul 1943
Lieutenant Commander Glenn R. Donaho, USN:	28 Jul 1943 - 19 Nov 1943
Lieutenant Commander Robert D. Risser, USN:	19 Nov 1943 - 19 Jan 1946
Commander John R. Middleton, Jr., USN:	19 Jan 1946 - 10 May 1947
Commander Lawrence V. Julihn, USN:	10 May 1947 - 21 Dec 1948
Commander Freeland H. Carde, Jr., USN:	21 Dec 1948 - 4 Mar 1950
Lieutenant Commander John A. Whitacre, USN:	4 Mar 1950 - 22 Dec 1950
Commander Henry G. Reaves, USN:	22 Dec 1950 - 18 Jan 1951
Lieutenant Commander Robert G. Black, USN:	18 Jan 1951 - 6 Feb 1952
Lieutenant Commander Richard W. Phipps, USN:	6 Feb 1952 - 7 Apr 1953
Lieutenant Commander James C. Gibson, USN:	7 Apr 1953 - 23 Apr 1954
Lieutenant Philip N. Searles, USN:	23 Apr 1954 - 28 May 1954

ORIGINAL STATISTICS

LENGTH OVERALL:	311 feet, 8 inches
EXTREME BEAM:	27 feet, 4 inches
STANDARD DISPLACEMENT:	
Tons:	1526
Mean Draft:	15 feet, 3 inches
SUBMERGED DISPLACEMENT:	
Tons:	2410
DESIGNED SPEED:	
Surfaced:	20.25 knots
Submerged:	8.75 knots
DESIGNED DEPTH:	300 feet
DESIGNED COMPLEMENT:	
Officer:	6
Enlisted:	54
ARMAMENT:	
Torpedo Tubes:	(10) 21-inch
Secondary:	(1) 3-inch .50 caliber gun (2) .50 caliber (2) .30 caliber
TORPEDOES:	24

SHIPS NAMED FLYING FISH

The third FLYING FISH (SSN-673), a nuclear powered submarine, is under construction by the General Dynamics Corporation, Electric Boat Division, Groton, Connecticut. Her keel was laid 1 July 1967. She is scheduled to launch in 1969.

FLYING FISH is a STURGEON Class submarine designed for a length overall of 292 feet, 3 inches; extreme beam, 31 feet, 8 inches; surfaced displacement of 3,800 tons; submerged displacement of 4,600 tons; and accommodations for 12 officers and 95 men.

U. S. S. FLYING FISH (SS-229)

C/O FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA

HISTORY

The keel of the U.S.S. FLYING FISH was laid 6 December 1919 at the Navy Yard, Portsmouth, New Hampshire, and she was launched 9 July 1921. Her sponsor was Mrs. Richard H. LITTLE. Commissioned at Navy Yard, Portsmouth on 10 December 1921, the FLYING FISH was the first submarine to be commissioned after the commencement of war with JAPAN. Her first commanding officer was Lieutenant Commander (now Captain) Glynn R. DONANO, U. S. Navy.

The FLYING FISH became part of Submarines, Atlantic Fleet upon commissioning and trial runs were held for two weeks prior to reporting to New London, Connecticut for training. Departing 5 April 1942 she proceeded to Balboa, Canal Zone. Leaving Balboa on 16 April 1942, at which time the FLYING FISH became a unit of Submarine Division 101, Submarine Squadron 10, Submarines, Pacific Fleet, she headed west for PEARL, the trip being marred when an attack by an army bomber caused serious damage. After post-voyage repairs the FLYING FISH was ready for sea 17 May 1942.

FIRST WAR PATROL - 17 May to 25 July 1942.

Conducted in area off BONIN ISLANDS and PONOSCA.

Commanding Officer: Lieutenant Commander G. R. DONANO.

Departed PEARL HARBOR 17 May 1942 and proceeded to MIDWAY arriving June 4th. After remaining overnight departed for defensive reconnaissance off MIDWAY ISLAND during the BATTLE OF MIDWAY. Returned to MIDWAY 9 June and departed two days later for patrol area.

Enroute off BONIN ISLANDS in a daylight torpedo attack on 17 June, fired two torpedoes for two hits on a 5000-ton tanker. One-half hour later fired another torpedo but sighting of the wake enabled him to avoid. That evening after a long chase submerged on his track, fired four torpedoes, two of which missed and two ran erratic. The tanker built up speed to 16 knots and the FLYING FISH lost contact.

On 1 July off PONOSCA in a night surface attack fired three torpedoes at a 4500-ton freighter at an 800-yard range but missed. Dived to avoid being ramméd and subsequently chased as far as some of the islands off the CHINA coast. On 2 July sighted and gave chase to a 7500-ton tanker but with his 16-knot speed in moderate seas the FLYING FISH lost contact. The following day sighted another tanker whose high speed left us outdistanced but at midnight in a surface attack in PONOSCA STRAITS fired two torpedoes at a MINERWAKE class destroyer for a hit which caused a tremendous explosion. The FLYING FISH immediately dived and a search ten minutes later failed to locate him but only a damage assessment was awarded.

U.S.S. FISHING FISH (SS229) - - H I S T O R Y

Many other contacts were made from this time until 14 July, only one of which could be closed for attack. This was an unsuccessful submerged attack with one torpedo on a 1800-ton armed trawler on 4 July.

Patrol was terminated by dispatch orders and on 25 July the FISHING FISH arrived MIDWAY for refit.

Summary of FIRST PATROL:

DAMAGED - -	Tanker	5000 tons
	Destroyer (MINERAKE CLASS)	1215 tons
	TOTAL	6215 tons

This patrol was considered successful by Commander Submarine Force, PACIFIC FLEET.

SECOND WAR PATROL - 16 August to 18 September 1942.

Conducted in area off TRUK ISLAND.

Commanding Officer: Lieutenant Commander G. R. DONAHU.

The refit after the first patrol was under the supervision of the U.S.S. FULTON repair force. The FISHING FISH departed MIDWAY 15 August and arrived off TRUK 25 August.

Many patrol craft and aircraft were contacted and on 28 August, against concentrated air and surface escorts made a daytime submerged attack on a KUMMO class battleship firing four torpedoes for two hits causing considerable damage as evidenced by huge volumes of smoke billowing from her stern. Depth charges prevented observation of extent of damage and the FISHING FISH was held down most of the day. That evening, while still trying to shake off searching destroyers, fired three torpedoes at one but all missed when he suddenly turned and depth-charged a false contact. Surface at 2105 and forty minutes later sighted a destroyer. In turning way and in putting two more engines on propulsion (which had previously been flooded) the excess sacks disclosed our position forcing us to dive. Subsequent depth charging caused after twin tank to leak badly and trimming the boat was a difficult and dangerous task.

On 2 September in a submerged attack on a particularly annoying patrol vessel whose number was 583, fired two torpedoes at a 700-yard range, neither of which exploded. Light quick depth charges caused considerable damage to the FISHING FISH as she was clawing for depth. As before, other patrol vessels closed in but were finally shaken off. The following night chased, and was alternately chased by a radar-equipped escort vessel, this time with better results. In a surface attack sank him with one hit out of two torpedoes fired. At dawn sighted #583 again, and as the FISHING FISH was lining up for a surface torpedo attack she was sighted and fired upon. Dived with the range swiftly closing and bullets spraying the conning tower, and the depth charging which followed forced a termination of the patrol. She arrived in PEARL HARBOR 18 September.

U.S.S. FLYING FISH (SS229) - - HISTORY

Summary of SECOND PATROL:

SUNK -	Patrol vessel	450 tons
DAMAGED -	Battleship (KONGO Class)	29,300 tons

This patrol was considered successful by Commander Submarine Force, PACIFIC FLEET.

THIRD WAR PATROL - 27 October to 16 December 1942

Conducted in vicinity of MILI ATOLE in the MARSHALL ISLANDS and area between NEW GEORGIA GROUP and SANTA ISABEL ISLAND in the SOLOMON ISLANDS.

Commanding Officer: Lieutenant Commander G. R. DONAHU.

The refit after the second patrol was conducted by Submarine Relief Crew of Submarine Division 101 and U.S.S. GRIMMY Repair Force and lasted from 19 September to 25 October 1942 -- during which time surface search radar was installed.

The FLYING FISH left for her THIRD PATROL on 27 October 1942 and enroute through the CAROLINE ISLANDS sighted a destroyer too far out of range to close for attack. The next day sighted five HATSUKAWA Class destroyers making 20 knots, also out of range. The same afternoon a Task Force was sighted, a portion of which consisted of five (5) destroyers and five (5) cruisers. In a submerged torpedo attack fired 6 torpedoes at a large cruiser with a 1600-yard torpedo run -- all of which unaccountably missed.

Several weeks later proceeded to the NEW GEORGIA GROUP. During this interval chased some 30-knot destroyers on several occasions, to no avail. On 4 December with 500-yard visibility in the first submerged radar attack of the war, fired four torpedoes at a SHIRATSUYU Class destroyer for one hit which caused him to sink immediately. This attack was also noteworthy in that it was conducted solely by radar and sound -- he was never seen. Later in the evening during a "hide and seek" contest, fired two torpedoes at one of four searching destroyers, which missed.

On 8 December in another submerged radar approach off VIOUVISU POINT, closed in on a group of 7 destroyers and was able to fire at the last one in column sinking him with one torpedo out of four fired. Dispatch orders terminated this patrol and the FLYING FISH arrived in BRISBANE, QUEENSLAND, AUSTRALIA 16 December 1942.

Summary of THIRD PATROL:

SUNK: -	Destroyer (SHIRATSUYU Class)	1368 tons
	DESTROYER (SHIRATSUYU Class)	1368 tons
	TOTAL	2736 tons

U.S.S. FLYING FISH (SS229) - - HISTORY

FOURTH WAR PATROL - 6 January to 28 February 1943

Conducted in the GUAM-Saipan area, enroute Brisbane, Australia to
PEARL HARBOR.

Commanding Officer: Lieutenant Commander G. R. DONAHU.

Following refit by Relief Crew of Submarine Division 161 and U.S.S. SPERRY Repair Force, the FLYING FISH departed for patrol 6 January 1943. Heavy seas encountered enroute delayed arrival off GUAM until 21 January. Here it was noted that the only target worthy of torpedo fire was a 7150-ton freighter in ANPA HARBOR, anchored behind the reefs which acted as a barrier across the harbor entrance. The next three days were spent reconnoitering and on the 24th of January the FLYING FISH selected a position 1500-yards outside of GALIAN BARR and with slow speed and zero depth settings fired two torpedoes at the anchored freighter. The first one hit after a 5000-yard run of 4 minutes, 43 seconds, but the second one hit the reef.

On 28 January departed for SAIPAN-TINIAN area after an unsuccessful approach on a convoy. Despite numerous patrol vessels and aircraft the FLYING FISH entered SIANHARAN ROADSTEAD off TINIAN ISLAND and in a submerged daylight attack, fired 3 torpedoes at a 7000-ton freighter. Only one torpedo exploded but caused her to sink. That evening, still being hunted by destroyers, fired one "Fish" for a miss as the destroyer simultaneously sighted the FLYING FISH. She again encountered very heavy seas, for a period of a week, but on the 16th of February off PAGAN ISLAND in a daytime submerged attack on an air and surface escorted convoy, sank a 6000-ton freighter with two hits out of a salvo of four torpedoes. The FLYING FISH then departed for PEARL, arriving on 28 February.

Summary of FOURTH PATROL:

SUNK -	Freighter	7000 tons
	Freighter	6000 tons
	TOTAL	<u>13,000 tons</u>

DAMAGED - Freighter (SANTO MARU) 7150 tons

This patrol was considered successful by Commander Submarine Force, PACIFIC FLEET.

FIFTH WAR PATROL - 24 March to 11 May 1943.

Conducted along east coast of HONSHU

Commanding Officer: Lieutenant Commander G. R. DONAHU.

Following refit by Relief Crew of Submarine Division 161 and U.S.S. SPERRY Repair Forces, the FLYING FISH departed PEARL 24 March, arriving on station

U.S.S. FIFTH FISH (SS229) - - HISTORY

one week later. Plenty of shipping was encountered but visibility conditions, which were generally unfavorable, prolonged the stay in the area considerably. All attacks were made close to shore, the first on 12 April in daylight while submerged, netted a 6000-ton 3-island freighter who was well-escorted, with one hit out of 4 torpedoes fired. Next day the FIFTH FISH, in a surface engagement, put two "fish" in a 7000-ton freighter from a salvo of 4, but subsequently lost him in a driving snowstorm.

On April 15th she attacked a convoy, scoring one hit on a freighter out of four torpedoes fired. Escorts, pursuing the submerged FIFTH FISH, prevented further attack, but it is believed he beached himself. The following day an attack on a large merchantman was frustrated when an alert escort opened fire on the FIFTH FISH. The 17th of April was a more successful day; two hits out of a salvo of four torpedoes in a submerged attack broke the back of a 7000-ton freighter causing him to sink swiftly.

A week later in the strait between SHIRIYA and HAU despite air and surface escorts, she sank two merchantmen with three hits out of 4 torpedoes while submerged in 21 fathoms of water. Escort vessels shook the FIFTH FISH up pretty badly, but it was the termination of her most successful patrol for tonnage sunk and damaged. She arrived MURRAY 11 May 1943.

Summary of FIFTH PATROL:

SUNK - -	Freighter	6000 tons
	Freighter	7000 tons
	Freighter	9000 tons
	Freighter	6000 tons
	TOTAL	<u>28,000 tons</u>
DAMAGED -	Freighter (AMAGISAN HAU)	7620 tons
	Freighter	5000 tons
	TOTAL	<u>12,620 tons</u>

This patrol was considered successful by Commander Submarine Force, PACIFIC FLEET.

SIXTH WAR PATROL - 2 June to 27 July 1943

Conducted in SOUTH CHINA SEA off FORMOSA

Commanding Officer: Captain F. T. WATKINS

Refit following fifth war patrol was conducted by Relief Crew of Submarine Division 44 and on June 2nd the FIFTH FISH departed MURRAY enroute VOLCANO ISLANDS. On station June 16th in a submerged attack on a 5-ship convoy, damaged an 8600-ton freighter with one hit out of three torpedoes fired. - One of the "fish" prematurely, alerting the convoy, causing the FIFTH FISH to break off the attack. Four days later sighted JAP task force but was unable to close.

U.S.S. FLYING FISH (SS229) - - HISTORY

On July 2nd off TAMAQ the FLYING FISH sank an 8500-ton freighter with three hits out of three torpedoes fired in a submerged attack and a week later sighted a 9-ship convoy but couldn't chase because of lack of fuel. Comparatively few enemy contacts were made in this area and high fuel consumption due to four-engine speed in chasing targets forced an early termination of this patrol. On July 17th enroute to PEARL an auxiliary schooner was destroyed by gunfire. The FLYING FISH arrived at PEARL 26 July.

Summary of SIXTH PATROL:

SUNK - Passenger-Freighter (SEIZUHU MARU)	8506 tons
Auxiliary schooner	250 tons *
TOTAL	<u>8756 tons</u>

DAMAGED - Freighter (KAUSAI MARU) 8615 tons

* - By gunfire

This patrol was considered successful by Commander Submarine Force, PACIFIC FLEET.

SEVENTH WAR PATROL - 4 October to 6 November 1943.

Conducted in PALAU area

Commanding Officer: Commander G. R. DONAHU.

The period from 26 July to 4 October was spent mostly in Navy Yard, PEARL HARBOR where the FLYING FISH underwent major overhaul. Following overhaul period further repairs were made by Relief Crew of Submarine Division 301 and the U.S.S. SPARBU Repair Forces.

The FLYING FISH departed for PALAU 4 October with her first load of electric torpedoes. Shortly after midnight on the 18th of October in a submerged attack she fired a salvo of six torpedoes at an auxiliary aircraft carrier with destroyer escort. One timed hit was recorded as she went deep to evade 3 circling "fish", one of which exploded close aboard, the other two at greater range.

From noon October 24th to dawn October 28th in a series of attacks and end-arounds on a convoy consisting of 8 cargo freighters (7 of them grossing 8000 tons, 1 of 4000 tons) plus a destroyer and planes, she damaged two freighters with two or three hits out of six torpedoes fired, one of which ran erratic and later fired a salvo of 4 torpedoes for 1 hit on another freighter in the convoy, causing him to sink. The patrol was thus terminated by the expenditure of torpedoes and the FLYING FISH departed station, arriving MIDWAY 6 November 1943.

U.S.S. FLYING FISH (SS229) - - HISTORY

Summary of SEVENTH PATROL:

SUNK - Freighter	7000 tons
DAMAGED: Freighter	7000 tons
Freighter	8000 tons
Auxiliary Aircraft	
carrier (KASOGA MARU)	17,150 tons
TOTAL DAMAGED - -	<u>32,150 tons</u>

This patrol was considered successful by Commander Submarine Force, PACIFIC FLEET.

EIGHTH WAR PATROL - 30 November 1943 to 28 January 1944

Conducted in SOUTH CHINA SEA between FORMOSA and the CHINA coast south of FORMOSA BARRS.

Commanding Officer: Lieutenant Commander R. D. REISSER.

Following the seventh patrol the FLYING FISH was refitted by Submarine Division 45 Relief Crew and departed for patrol on 30 November 1943.

Only two contacts worthy of torpedo fire were encountered, both of which were successfully attacked. On December 15th off TAIPEI sighted a 5-ship convoy, tracked until next morning, and made a submerged attack on a 5300-ton freighter. The FLYING FISH sank him in less than a minute with 3 hits out of 3 torpedoes fired. The range was so short that the first two hit before the intended fourth could even be fired.

On December 26th sighted another 5-ship convoy early the next morning selected the largest, a 10,500-ton tanker and fired four torpedoes in a surface attack. Two of the torpedoes hit causing fires, one missed and the other ran erratic. The tanker extinguished his fires, built up to 11 knots with the FLYING FISH in hot pursuit. Two hours later a salvo of four torpedoes scoring two hits stopped him and caused him to settle by the stern. He still refused to sink seven hours later when he absorbed another "fish" but ten minutes afterwards a torpedo hit amidships polished off this tough tanker. The patrol was terminated by dispatch orders, the FLYING FISH arriving in PEARL 28 January 1944.

Summary of EIGHTH WAR PATROL:

SUNK - Freighter (PANMA MARU)	5270 tons
Tanker (TCHO MARU)	10500 tons
TOTAL	<u>15,770 tons</u>

This patrol was considered successful by Commander Submarine Force, PACIFIC FLEET.

U.S.S. FLYING FISH (SS229) - - HISTORY

NINTH WAR PATROL - 22 February to 11 April 1944.

Conducted in areas north of FORMOSA

Commanding Officer: Lieutenant Commander R. D. REISER.

Refit prior to this patrol was conducted by the Relief Crew of Submarine Division 101 and on the 22nd of February departure was made from FORMAL. On March 12th in the pass between KITA and MIYAJI BAYO JIRA the FLYING FISH sank a 2000-ton cargo ship in a daylight submerged attack. Three days later she sighted a four-ship convoy and fired a spread of 4 torpedoes in a surface attack, and observed 1 hit. Made an end-around on this tanker, dived ahead of his track and fired 2 torpedoes at the freighter and 4 at the tanker. Two hits sank the freighter and a hit slowed the tanker to 5 knots, so five hours later fired a salvo of 4 torpedoes at this 7500-ton tanker on a cold set-up but none hit. Escorts prevented the FLYING FISH from giving further chase and the tanker reached haven.

The nights of March 22nd and 23rd were especially harrowing with the sighting of many wakes, radar greenlines, shadows and later a 19-knot CHIDORI torpedo boat.

Off OKINAWA on March 30th sighted a 7-ship convoy and the FLYING FISH was forced to fire at excessive range causing 4 misses. The next day she sighted a periscope and turned away as torpedoes passed up either side.

Enroute MAJURO the Captain had decided to bombard BOROBINO ISLANDS but sighted a freighter standing into the harbor. In a submerged attack the FLYING FISH successfully slipped by the harbor patrol vessel and fired two torpedoes sinking him at the dock. After shaking off the determined escort the FLYING FISH returned to MAJURO April 11th.

Summary of NINTH PATROL:

SUNK -	Freighter	2000 tons
	Freighter	5000 tons
	Freighter	3500 tons
	TOTAL	<u>10,500 tons</u>
DAMAGED -	Tanker	7,500 tons

This patrol was considered successful by Commander Submarine Force, PACIFIC FLEET.

TENTH WAR PATROL - 24 May to 5 July 1944.

Conducted in area off YAP, PALAU and SAN BERNARDINO STRAITS

Commanding Officer: Lieutenant Commander R. D. REISER.

The refit at MAJURO was conducted by Relief Crew of Submarine Division 101 and the U.S.S. SPERRY Repair Forces. On May 4th the FLYING FISH departed

U.S.S. FLYING FISH (SS229) - - HISTORY

for areas north of PALAU. At dawn on May 24th she dived for attack on a very "submarine conscious" 5-ship convoy but they passed out of range to the eastward. An end-around and submerged approach that afternoon was a duplicate of the morning's endeavors, this time the convoy passed to the westward. That night, after another end-around, in a surface attack fired four torpedoes but the FLYING FISH was discovered and all ships were able to avoid. An escorting destroyer immediately gave chase and just as the FLYING FISH was ready to fire torpedoes at him, (the range was closing fast) he swung hard left to unmask his guns and opened fire. His second salvo was in the air as she dived. After absorbing some of his depth charges the FLYING FISH surfaced and commenced chase. The following morning in a submerged attack, fired four torpedoes, three of which sank one freighter and one damaged the other. Two hours of determined and deliberate depth charging followed. The FLYING FISH patrolled the USAREP, IAP, PALAU circuit for the next few weeks with no success and with few contacts other than enemy aircraft. On June 6th she surfaced under a large school of yellow-tails.

The FLYING FISH then proceeded to SAN BERNARDINO STRAITS and on June 15th sighted a large JAP Task Force steaming through, out of range - at high speed. A timely contact report proved invaluable to the surface forces in the FIRST BATTLE OF THE PHILIPPINE SEA -- the now-famous "turning shoot" in the BARRIERS.

On the 29th of June she entered the ADMIRALTY ISLANDS for fuel and immediately left for BRISBANE, QUEENSLAND, AUSTRALIA arriving 5 July 1944.

Summary of TENTH PATROL:

SUNK -	Medium freighter	4000 tons
DAMAGED -	Medium freighter	4000 tons

This patrol was considered successful by Commander Submarines, SEVENTH FLEET.

ELEVENTH WAR PATROL - 1 August 1944 to 25 October 1944

Conducted in DAVAO GULF, CEBUES SEA, MOLUCCIA PASSAGE AND FORMOSA-LUZON area.

Commanding Officer: Lieutenant Commander R. D. REISSER.

The FLYING FISH was refitted by Relief Crew of Submarine Division 182 and departed for patrol August 1st. After a stop at SMADLEN HARBOR, ADMIRALTY ISLANDS for post-voyage repairs departed on August 9th for DAVAO GULF. A month in this area produced night-radar equipped planes which bombed the FLYING FISH on several occasions, a hunter-killer group, 3 small cargo ships not worthy of torpedo fire, several hospital ships and a 6-ship convoy which was attacked unsuccessfully on the afternoon of August 22nd.

U.S.S. FLYING FISH (SS239) - - HISTORY

She then returned to the anchorage at WOIWIDE, near BIAI and refueled overnight of the 30th and immediately departed for scouting duty in the SHERMAN SEA during the PIAU operation of the Fleet, and several weeks later performed life-guard duty for carrier strikes on USHIMAZU. During the latter part of September the FLYING FISH proceeded to the area between HUSON and INJARA, but here again no contacts worthy of torpedo fire materialized.

This particularly long and arduous 83-day patrol, characterized by a combination of lack of ship contacts and a profusion of aircraft contacts (135 in patrol areas alone) was terminated in PEARL HARBOR on October 22nd.

TWELFTH WAR PATROL - 29 May to 4 July 1945

Conducted in the JAPAN SEA

Commanding Officer: Commander R. D. RISSER.

Following arrival from the eleventh war patrol 22 October 1944 the FLYING FISH departed 25 October arriving at Hunters Point, San Francisco, 1 November to undergo major Navy Yard overhaul.

In an overhaul lengthened by low priority for submarines and noise reduction gears she was delayed until March 27th, 1945 when she went to San Diego where, during the month of April, she engaged in experimental duty in connection with mine detection gear. Departing April 29th the FLYING FISH arrived in PEARL for voyage repairs and then continued on to BIAI arriving May 18th to begin special training. She departed GUAM May 29th in company with the U.S.S. TIMOSA and U.S.S. DORWIN comprising a task group, with task group commander in the FLYING FISH. This task group (known as the SHERMAN) was the third wave of three groups to penetrate the mined waters at PEARL HARBOR submerged on June 6th. The trip north was uneventful except for sinking several mines and assisting in the search for 12 downed B-29 aviators who were ultimately rescued by the TIMOSA.

After gaining entrance to the JAPAN SEA, the FLYING FISH headed north to patrol station encountering very heavy seas causing her to take considerable water in her engine rooms. She arrived on station 9 June off SUSHIM, along the eastern coast of KUREA, 40 miles south of VLADIVOSTOK. In a submerged periscope-radar and sight approach at noon off SUSHIM the FLYING FISH fired two torpedoes for one hit on a sea truck which slowed him down to about 2 knots. After abandoning ship the JANS re-boarded and fired deck and machine guns until another torpedo was fired, but the sea truck sank, while the "fish" was on its way.

The following midnight in a surface radar attack in dense fog, fired three torpedoes at a zigzagging vessel scoring at least 1 hit followed by a tremendous explosion. Two hours later took aboard the only survivor who didn't play dead - - a Japanese Army Private who proffered the information that the unsighted vessel was a 2000-ton armed merchantman.

U.S.S. FLYING FISH (SS229) - - HISTORY

At noon of June 13th off HAKOEN in a submerged attack on a 3-ship convey which was thwarted by an escorting plane dropping bombs, fired 6 torpedoes at two freighters who evaded. Light anti-submarine action followed.

On June 15th during a heavy fog in a daytime gun attack, aided by radar, close to the shore between HAKOEN and SEISEN, sank 13 brick-laden vessels and damaged two tugs with barges.

June 20th after reconnoitering SEISEN for a planned 5" gun barrage, sighted a cargo ship in the dense fog and several minutes later fired three torpedoes on a cold set-up which unaccountably missed. That night she departed station, contacted several RUSSIAN ships enroute to her rendezvous where she was to act as guide for a column of HELICOPTERS (as the entire group was denoted), and transited LA PEROUSE STRAITS on the surface, arriving PEAL 4 July 1945.

Summary of TWELFTH PATROL:

SUNK - Freighter	880 tons
Freighter	2,000 tons
Fishing boats (10)	250 tons *
TOTAL SUNK	3,130 tons

DAMAGED - Tugs (2) 50 tons *

* - By Gunfire

This patrol was considered successful by Commander Submarine Force, PACIFIC FLEET.

GRAND TOTAL - FOR TWELVE PATROLS:

SUNK - - 20 ships for - - - - - 93,342 tons
(This includes: 15 freighters, 2 destroyers, 1 patrol vessel, 1 tanker, 1 auxiliary schooner, 10 fishing boats).

DAMAGED - 12 ships for - - - - - 107,599 tons
(This includes: 7 freighters, 1 destroyer, 1 battleship, 1 auxiliary aircraft carrier, 2 tankers, 2 tugs).

The FLYING FISH has steamed 125,447 miles while on patrol, spending a total of 633 days of which 245 were submerged. She has had on board an average of 68 men and 9 officers.

Following the TWELFTH WAR PATROL a normal refit was conducted by Relief Crew of Submarine Division 101 and she took departure for the THIRTEENTH WAR PATROL with Commander R. D. NESSER commanding. Some 36 hours later, with the culmination of the war, the FLYING FISH was ordered to return to PEAL.

U.S.S. FLINTH PISH (SS222) - - H I S T O R Y

Then followed a period of training at MANICHE air station; and on 29 August she departed for the east coast. She arrived in Balboa, Canal Zone, September 13th, passed to operational control of Submarines, ATLANTIC FLEET, and two days later left Balboa, arriving New London, Connecticut on September 21, 1945.

27 October 1945.

(Official History of FLYING FISH typed by the ship itself)

The keel of the USS FLYING FISH was laid 6 December 1940 at the Navy Yard, Portsmouth, New Hampshire, and she was launched 9 July 1941. Her sponsor was Mrs. Husband E. Kimmel. Commissioned at Navy Yard, Portsmouth on 10 December 1941, the FLYING FISH was the first submarine to be commissioned after the commencement of war with Japan. Her first commanding officer was Lieutenant Commander Glynn R. Donaho, U.S. Navy.

The FLYING FISH became part of Submarines, Atlantic Fleet upon commissioning and trial runs were held for two weeks prior to reporting to New London, Connecticut for training. Departing 5 April 1942 she proceeded to Balboa, Canal Zone. Leaving Balboa on 16 April 1942, at which time the FLYING FISH became a unit of Submarine Division 101, Submarine Squadron 10, Submarine, Pacific Fleet, she headed west for Pearl, the trip being marred when an attack by an army bomber caused serious damage. After post-voyage repairs the FLYING FISH was ready for sea 17 May 1942.

FIRST WAR PATROL - 17 May to 25 July 1942.

Conducted in area off Bonin Islands and Formosa.

Commanding Officer: Lieutenant Commander G. R. DONAHO

Departed Pearl Harbor 17 May 1942 and proceeded to Midway arriving June 4th. After remaining overnight departed for defensive reconnaissance off Midway Island during the Battle of Midway. Returned to Midway 9 June and departed two days later for patrol area.

Enroute off Bonin Islands in a daylight torpedo attack on 17 June, fired two torpedoes for two hits on a 5000-ton tanker. One-half hour later fired another torpedo but sighting of the wake enabled him to avoid. That evening after a long chase submerged on his track, fired four torpedoes, two of which missed and two ran erratic. The tanker built up speed to 16 knots and the FLYING FISH lost contact.

On 1 July off Formosa in a night surface attack fired three torpedoes at a 4500-ton freighter at an 800-yard range but missed. Dived to avoid being rammed and subsequently chased as far as some of the islands off the China coast. On 2 July sighted and gave chase to a 7500-ton tanker but with his 18-knot speed in moderate seas the FLYING FISH lost contact. The following day sighted another tanker whose high speed left us outdistanced but at midnight in a surface attack in Formosa Straits fired two torpedoes at a Minekaze class destroyer for a hit which caused a tremendous explosion. The FLYING FISH immediately dived and a search ten minutes later failed to locate him but only a damage assessment was awarded.

Many other contacts were made from this time until 14 July, only one of which could be closed for attack. This was an unsuccessful submerged attack with one torpedo on a 1000-ton armed trawler on 4 July.

Patrol was terminated by dispatch orders and on 25 July the FLYING FISH arrived Midway for refit.

Summary of First Patrol:

Damaged -- Tanker	5000 tons
Destroyer (Minekaze Class)	1215 tons
TOTAL	<u>6215 tons</u>

This patrol was considered successful by Commander Submarine Force, Pacific Fleet.

SECOND WAR PATROL - 16 August to 18 September 1942

Conducted in area off Truk Island

Commanding Officer: Lieutenant Commander G. R. DONAHO

The refit after the first patrol was under the supervision of the USS FULTON repair force. The FLYING FISH departed Midway 15 August and arrived off Truk 25 August.

Many patrol craft and aircraft were contacted and on 28 August, against concentrated air and surface escorts made a daytime submerged attack on a Kongo class battleship firing four torpedoes for two hits causing considerable damage as evidenced by high volumes of smoke billowing from her stern. Bombs and depth charges prevented observation of extent of damage and the FLYING FISH was held down most of the day. That evening, while still trying to shake off searching destroyers, fired three torpedoes at one but all missed when he suddenly turned and depth-charged a false contact. Surfaced at 2105 and forty minutes later sighted a destroyer. In turning way and in putting two more engines on propulsion (which had previously been flooded) the excess smoke disclosed our position forcing us to dive. Subsequent depth charging caused after trim tank to leak badly and trimming the boat was a difficult and dangerous task.

On 2 September in a submerged attack on a particularly annoying patrol vessel whose number was 583, fired two torpedoes at a 700-yard range, neither of which exploded. Eight quick depth charges caused considerable damage to the FLYING FISH as she was olawing for depth. As before, other patrol vessels closed in but were finally shaken off. The following night chased, and was alternately chased by a radar-equipped escort vessel, this time with better results. In a surface attack sank him with one hit out of two torpedoes fired. At dawn sighted #583 again, and as the FLYING FISH was lining up for a surface torpedo attack she was sighted and fired upon. Dived with the range swiftly closing and bullets spraying the conning tower, and the depth charging which followed forced a termination of the patrol. She arrived in Pearl Harbor 18 September.

Summary of Second Patrol:

Sunk - Patrol Vessel	450 tons
Damaged - Battleship (Kongo Class)	<u>29,300 tons</u>

This patrol was considered successful by Commander Submarine Force, Pacific Fleet.

Third War Patrol - 27 October to 16 December 1942

Conducted in vicinity of Mili Atoll in the Marshall Islands and area between New Georgia Group and Santa Isabel Island in the Solomon Islands.

Commanding Officer: Lieutenant Commander G. R. DONAHO

The refit after the second patrol was conducted by Submarine Relief Crew of Submarine Division 101 and USS SPERRY Repair Force and lasted from 19 September to 25 October 1942 -- during which time surface search radar was installed.

The FLYING FISH left for her Third Patrol on 27 October 1942 and enroute through the Caroline Islands sighted a destroyer too far out of range to close for attack. The next day sighted five Natsuhara Class destroyers making 20 knots, also out of range. The same afternoon a Task Force was sighted, a portion of which consisted of five destroyers and five cruisers. In a submerged torpedo attack fired 6 torpedoes at a large cruiser with a 1600-yard torpedo run -- all of which unaccountably missed.

Several weeks later proceeded to the New Georgia Group. During this interval chased some 30-knot destroyers on several occasions, to no avail. On 4 December with 500-yard visibility in the first submerged radar attack of the war, fired four torpedoes at a Shiratsuyu Class destroyer for one hit which caused him to sink immediately. This attack was also noteworthy in that it was conducted solely by radar and sound -- he was never seen. Later in the evening during a "hide and seek" contest, fired two torpedoes at one of four searching destroyers, which missed.

On 8 December in another submerged radar approach off Visuvishu Point, closed in on a group of 7 destroyers and was able to fire at the last one in column sinking him with one torpedo out of four fired. Dispatch orders terminated this patrol and the FLYING FISH arrived in Brisbane, Queensland, Australia 16 December 1942.

Summary of Third Patrol:

Sunk: - Destroyer (Shiratsuyu Class)	1368 tons
Destroyer (Shiratsuyu Class)	1368 tons
TOTAL	<u>2736 tons</u>

Fourth War Patrol - 6 January to 28 February 1943

Conducted in the Guam-Saipan area, enroute Brisbane, Australia to Pearl Harbor.

Commanding Officer: Lieutenant Commander G. R. DONAHO

Following refit by Relief Crew of Submarine Division 101 and USS SPERRY Repair Force, the FLYING FISH departed for patrol 6 January 1943. Heavy seas encountered enroute delayed arrival off Guam until 21 January. Here it was noted that the only target worthy of torpedo fire was a 7150-ton freighter in Apra Harbor, anchored behind the reefs which acted as a barrier across the harbor entrance. The next three days were spent reconnoitering and on the 24th of January the FLYING FISH selected a position 1500-yards outside of Calalan Bank and with slow speed and mere depth settings fired two torpedoes at the anchored freighter. The first one hit after a 5000-yard run of 4 minutes, 43 seconds, but the second one hit the reef.

On 28 January departed for Saipan-Tinian area after an unsuccessful approach on a convoy. Despite numerous patrol vessels and aircraft the FLYING FISH entered Sunharon Roadstead off Tinian Island and in a submerged daylight attack, fired 3 torpedoes at a 7000-ton freighter. Only one torpedo exploded but caused her to sink. That evening, still being hunted by destroyers, fired one "fish" for a miss as the destroyer simultaneously sighted the FLYING FISH. She again encountered very heavy seas, for a period of a week, but on the 16th of February off Pagan Island in a daytime submerged attack on an air and surface convoy, sank a 6000-ton freighter with two hits out of a salvo of four torpedoes. The FLYING FISH then departed for Pearl, arriving on 28 February.

Summary of Fourth Patrol:

Sunk - Freighter	7000 tons
Freighter	6000 tons
TOTAL	<u>13,000 tons</u>

Damaged - freighter (Sakito Maru) 7150 tons

This patrol was considered successful by Commander Submarine Force, Pacific Fleet.

Fifth War Patrol - 24 March to 11 May 1943.

Conducted along east coast of Honshu

Commanding Officer: Lieutenant Commander G. R. DONAHO

Following refit by Relief Crew of Submarine Division 101 and USS SPERRY Repair Forces, the FLYING FISH departed Pearl 24 March, arriving on station one week later. Plenty of shipping was encountered but visibility conditions, which were generally unfavorable, prolonged the stay in the area considerably. All attacks were made close to shore, the first on 12 April in daylight while submerged, netted a 6000-ton 3-island freighter who was well escorted, with one hit out of 4 torpedoes fired. Next day the FLYING FISH, in a surface engagement, put two "fish" in a 7600-ton freighter from a salvo of 4, but subsequently lost him in a driving snowstorm.

On April 15th she attacked a convoy, scoring one hit on a freighter out of four torpedoes fired. Escorts, pursuing the submerged FLYING FISH, prevented further attack, but it is believed he beached himself. The following day an attack on a large merchantman was frustrated when a alert escort opened fire on the FLYING FISH. The 17th of April was a more successful day; two hits out of a salvo of four torpedoes in a submerged attack broke the back of a 7000-ton freighter causing him to sink swiftly.

A week later in the strait between Shiriya and Esau despite air and surface escorts, she sank two merchantmen with three hits out of 4 torpedoes while submerged in 21 fathoms of water. Escort vessels shook the FLYING FISH up pretty badly, but it was the termination of her most successful patrol for tonnage sunk and damaged. She arrived at Midway 11 May 1943.

Summary of Fifth Patrol:

Sunk -- Freighter	6000 tons
Freighter	7000 tons

Freighter	9000 tons
Freighter	6000 tons
TOTAL	<u>28,000 tons</u>

Damaged - Freighter (Amagisan Maru)	7620 tons
Freighter	5000 tons
TOTAL	<u>12,620 tons</u>

This patrol was considered successful by Commander Submarine Force, Pacific Fleet.

Sixth War Patrol - 2 June to 27 July 1943

Conducted in South China Sea off Formosa

Commanding Officer: Captain F. T. WATKINS

Refit following fifth war patrol was conducted by Relief Crew of Submarine Division 44 and on June 2nd the FLYING FISH departed Midway enroute Volcano Islands. On station June 16th in a submerged attack on a 5-ship convoy, damaged an 8900-ton freighter with one hit out of three torpedoes fired. One of the "fish" prematured, alerting the convoy, causing the FLYING FISH to break off the attack. Four days later sighted Jap task force but was unable to close.

On July 2nd off Takao the FLYING FISH sank an 8500-ton freighter with three hits out of three torpedoes fired in a submerged attack and a week later sighted a 5-ship convoy but couldn't chase because of lack of fuel. Comparatively few enemy contacts were made in this area and high fuel consumption due to four-engine speed in chasing targets forced an early termination of this patrol. On July 17th enroute to Pearl an auxiliary schooner was destroyed by gunfire. The FLYING FISH arrived at Pearl 26 July.

Summary of Sixth Patrol:

Sunk - Passenger-Freighter (Mizuhu Maru)	8506 tons
Auxiliary Schooner	250 tons*
TOTAL	<u>8756 tons</u>

Damaged - Freighter (Kausai Maru)	8615 tons
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* - by gunfire

This patrol was considered successful by Commander Submarine Force, Pacific Fleet.

Seventh War Patrol - 4 October to 6 November 1943.

Conducted in Palau area

Commanding Officer: Commander G. R. DONAHO

The period from 26 July to 4 October was spent mostly in Navy Yard, Pearl Harbor where the FLYING FISH underwent major overhaul. Following overhaul period further repairs were made by Relief Crew of Submarine Division 101 and the USS SPERRY Repair Force.

The FLYING FISH departed for Palau 4 October with her first load of electric torpedoes. Shortly after midnight on the 18th of October in a submerged attack she fired a salvo of six torpedoes at an auxiliary aircraft carrier with destroyer escort. One timed hit was recorded as she went deep to evade 3 circling "fish", one of which exploded close aboard, the other two at greater range.

From noon October 24th to dawn October 28th in a series of attacks and end-arounds on a convoy consisting of 8 cargo freighters (7 of them grossing 8000 tons, 1 of 4000 tons) plus a destroyer and planes, she damaged two freighters with two or three hits out of six torpedoes fired, one of which ran erratic and later fired a salvo of 4 torpedoes for 1 hit on another freighter in the convoy, causing him to sink. The patrol was thus terminated by the expenditure of torpedoes and the FLYING FISH departed station, arriving Midway 6 November 1943.

Summary of Seventh Patrol:

Sunk - Freighter	7000 tons
Damaged - Freighter	7000 tons
Freighter	8000 tons
Auxiliary Aircraft	
Carrier (Kasoga Maru)	17,150 tons
TOTAL DAMAGED -	<u>32,150 tons</u>

This patrol was considered successful by Commander Submarine Force, Pacific Fleet.

Eighth War Patrol - 30 November 1943 to 28 January 1944

Conducted in South China Sea between Formosa and the China coast south of Formosa Banks.

Commanding Officer: Lieutenant Commander R. D. RISSER

Following the seventh patrol the FLYING FISH was refitted by Submarine Division 45 Relief Crew and departed for patrol on 30 November 1943.

Only two contacts worthy of torpedo fire were encountered, both of which were successfully attacked. On December 15th off Takao sighted a 5-ship convoy, tracked until next morning, and made a submerged attack on a 5300-ton freighter. The FLYING FISH sank him in less than a minute with 3 hits out of 3 torpedoes fired. The range was so short that the first two hit before the intended fourth could even be fired.

On December 26th sighted another 5-ship convoy early the next morning, selected the largest, a 10,500-ton tanker and fired four torpedoes in a surface attack. Two of the torpedoes hit causing fires, one missed and the other ran erratic. The tanker extinguished his fires, built up to 11 knots with the FLYING FISH in hot pursuit. Two hours later a salvo of four torpedoes scoring two hits stopped him and caused him to settle by the stern. He still refused to sink seven hours later when he absorbed another "fish" but ten minutes afterwards a torpedo hit amidships polished off this tough tanker. The patrol was terminated by dispatch orders, the FLYING FISH arriving in Pearl 28 January 1944.

Summary of Eighth War Patrol:

Sunk - Freighter (Panama Maru)	5270 tons
Tanker (Toho Maru)	<u>10,500 tons</u>
TOTAL	15,770 tons

This patrol was considered successful by Commander Submarine Force, Pacific Fleet.

Ninth War Patrol - 22 February to 11 April 1944

Conducted in areas north of Formosa

Commanding Officer: Lieutenant Commander R. D. RISSER

Refit prior to this patrol was conducted by the Relief Crew of Submarine Division 101 and on the 22nd of February departure was made from Pearl. On March 12th in the pass between Kita and Minami Daito Jima the FLYING FISH sank a 2000-ton cargo ship in a daylight submerged attack. Three days later she sighted a four-ship convoy and fired a spread of 4 torpedoes in a surface attack, and observed 1 hit. Made an end-around on this tanker, dived ahead of his track and fired 2 torpedoes at the freighter and 4 at the tanker. Two hits sank the freighter and a hit slowed the tanker to 5 knots, so five hours later fired a salvo of 4 torpedoes at this 7500-ton tanker on a cold set-up but none hit. Escorts prevented the FLYING FISH from giving further chase and the tanker reached haven.

The nights of March 22nd and 23rd were especially harrowing with the sighting of many wakes, radar gremlins, shadows and later a 19-knot CHIDORI torpedo boat.

Off Okinawa on March 30th sighted a 7-ship convoy and the FLYING FISH was forced to fire at excessive range causing 4 misses. The next day she sighted a periscope and turned away as torpedoes passed up either side.

Enroute Majuro the Captain had decided to bombard Borodino Islands but sighted a freighter standing into the harbor. In a submerged attack the FLYING FISH successfully slipped by the harbor patrol vessel and fired two torpedoes sinking him at the dock. After shaking off the determined escort the FLYING FISH returned to Majuro April 11th.

Summary of Ninth Patrol:

Sunk - Freighter	2000 tons
Freighter	5000 tons
Freighter	<u>3500 tons</u>
TOTAL	10,500 tons

Damaged - Tanker 7,500 tons
This patrol was considered successful by Commander Submarine Force, Pacific Fleet.

Tenth War Patrol - 24 May to 5 July 1944

Conducted in area off Yap, Palau and San Bernardino Straits

Commanding Officer: Lieutenant Commander R. D. RISSER.

The refit at Majuro was conducted by Relief Crew of Submarine Division 101 and the USS SPERRY Repair Forces. On May 4th the FLYING FISH departed for areas north of Palau. At dawn on May 24th she dived for attack on a very "submarine conscious" 5-ship convoy but they passed out of range to the eastward. The end-around and submerged approach that afternoon was a duplicate of the morning's endeavors, this time the convoy passed to the westward. That night, after another end-around, in a surface attack fired four torpedoes but the FLYING FISH was discovered and all ships were able to avoid. An escorting destroyer immediately gave chase and just as the FLYING FISH was ready to fire torpedoes at him, (the range was closing fast) he swung hard left to unmask his guns and opened fired. His second salvo was in the air as she dived. After absorbing some of his depth charges the FLYING FISH surfaced and commenced chase. The following morning in a submerged attack, fired four torpedoes, three of which sank one freighter and one damaged the other. Two hours of determined and deliberate depth charging followed. The FLYING FISH patrolled the Ulithi, Yap, Palau circuit for the next few weeks with no success and with few contacts other than enemy aircraft. On June 6th she surfaced under a large school of yellow tails

The FLYING FISH then proceeded to San Bernardino Straits and on June 15th sighted a large Jap Task Force steaming through, out of range - at high speed. A timely contact report proved invaluable to the surface forces in the First Battle of the Philippine Sea -- the now-famous "turkey shoot" in the Marianas.

On the 29th of June she entered the Admiralty Islands for fuel and immediately left for Brisbane, Queensland, Australia arriving 5 July 1944.

Summary of Tenth Patrol:

Sunk -	Medium freighter	4000 tons
Damaged -	Medium freighter	4000 tons

This patrol was considered successful by Commander Submarines, Seventh Fleet.

Eleventh War Patrol - 1 August 1944 to 25 October 1944

Conducted in Davao Gulf, Celebes Sea, Molukea Passage and Formosa-Luzon area.

Commanding Officer: Lieutenant Commander R. D. RISSER.

The FLYING FISH was refitted by Relief Crew of Submarine Division 182 and departed for patrol August 1st. After a stop at Seeadler Harbor, Admiralty Islands for post-voyage repairs departed on August 9th for Davao Gulf. A month in this area produced night-radar equipped planes which bombed the FLYING FISH

on several occasions, a hunter-killer group, 3 small cargo ships not worthy of torpedo fire, several hospital ships and a 6-ship convoy which was attacked unsuccessfully on the afternoon of August 22nd.

She then returned to the anchorage at Woendi, near Biak and refueled overnight of the 30th and immediately departed for scouting duty in the Celebes Sea during

the Palau operation of the fleet, and several weeks later performed lifeguard duty for carrier strikes on Celebes. During the latter part of September the FLYING FISH proceeded to the area between Luzon and Formosa, but here again no contacts worthy of torpedo fire materialized.

This particularly long and arduous 83-day patrol, characterized by a combination of lack of ship contacts and a profusion of aircraft contacts (135 in patrol areas alone) was terminated in Pearl Harbor on October 22nd.

Twelfth War Patrol - 29 May to 4 July 1945

Conducted in the Japan Sea

Commanding Officer: Commander R. D. RISSER

Following arrival from the eleventh war patrol 22 October 1944 the FLYING FISH departed 25 October arriving at Hunters Point, San Francisco, 1 November to undergo major Navy Yard overhaul.

In an overhaul lengthened by low priority for submarines and noisy reduction gears she was delayed until March 27th, 1945 when she went to San Diego, where, during the month of April, she engaged in experimental duty in connection with mine detection gear. Departing April 29th the FLYING FISH arrived in Pearl for voyage repairs and then continued on to Guam arriving May 18th to begin special training. She departed Guam May 29th in company with the USS TINOSA and USS BOWFIN comprising a task group, with task group commander in the FLYING FISH. This task group (known as the BOBCATS) was the third wave of three groups to penetrate the mined waters at Tsushima Strait submerged on June 6th. The trip north was uneventful except for sinking several mines and assisting in the search for 12 downed B-29 aviators who were ultimately rescued by the TINOSA.

After gaining entrance to the Japan Sea, the FLYING FISH headed north to patrol station encountering very heavy seas causing her to take considerable water in her engine rooms. She arrived on station 9 June off Sbskin, along the eastern coast of Korea, 40 miles south of Vladivostok. In a submerged periscope-radar and sight approach at noontime off Seishin the FLYING FISH fired two torpedoes for one hit on a sea truck which slowed him down to about 2 knots. After abandoning ship the Japs re-boarded and fired deck and machine guns until another torpedo was fired, but the sea truck sank, while the "fish" was on its way.

The following midnight in a surface radar attack in dense fog, fired three torpedoes at a zigzagging vessel scoring at least 1 hit followed by a tremendous explosion. Two hours later took aboard the only survivor who didn't play dead -- a Japanese Army Private who proffered the information that the unsighted vessel was a 2000-ton armed merchantman.

At noon on June 13th off Rashin in a submerged attack on a 3-ship convoy which was thwarted by an escorting plane dropping bombs, fired 6 torpedoes at two freighters who evaded. Light anti-submarine action followed.

On June 15th during a heavy fog in a daytime gun attack, aided by radar, close to the shore between Rashin and Seishin, sank 10 brick-laden vessels and damaged two tugs with barges.

June 20th after reconnoitering Shishen for a planned 5" gun barrage, sighted a cargo ship in the dense fog and several minutes later fired three torpedoes on a cold set-up which unaccountably missed. That night she departed station, contacted several Russian ships enroute to her rendezvous where she was to act as guide for a column of Hellcats (as the entire group was denoted), and transited La Perouse Straits on the surface, arriving Pearl 4 July 1945.

Summary of Twelfth Patrol:

Sunk - Freighter	880 tons
Freighter	2,000 tons
Fishing boats-10	250 tons*
TOTAL	<u>3,130 tons</u>

Damaged - Tugs (2) 50 tons *

* - By gunfire

This patrol was considered successful by Commander Submarine Force, Pacific Fleet.

Grand Total - for Twelve Patrols:

Sunk -- 20 ships for-----93,342 tons
(This includes: 15 freighters, 2 destroyers, 1 patrol vessel,
1 tanker, 1 auxiliary schooner, 10 fishing boats).

Damaged - 12 ships for-----107,599 tons
(This includes: 7 freighters, 1 destroyer, 1 battleship, 1 auxiliary
aircraft carrier, 2 tankers, 2 tugs).

The FLYING FISH has steamed 125,447 miles while on patrol, spending a total of 633 days of which 245 were submerged. She has had on board an average of 68 men and 9 officers.

Following the Twelfth War Patrol a normal refit was conducted by Relief Crew of Submarine Division 101 and she took departure for the Thirteenth War Patrol with Commander R. D. Risser commanding. Some 36 hours later, with the culmination of the war, the FLYING FISH was ordered to return to Pearl.

Then following a period of training at Kaneohe air station; and on 29 August she departed for the east coast. She arrived in Balboa, Canal Zone, September 13th, passed to operational control of Submarines, Atlantic Fleet, and two days later left Balboa, arriving New London, Connecticut on September 21, 1945.

HISTORY OF THE TWELVE WAR PATROLS OF THE USS FLYING FISH (SS229) FROM COMMISSIONING ON 10 DECEMBER 1941 TO THE JAPANESE SURRENDER ON 15 AUGUST 1945

The FLYING FISH was launched at the U.S. Navy Yard, Portsmouth, N.H. on 8 July 1941 and commissioned on 10 December 1941 -- the first submarine to be commissioned after the commencement of war with Japan. Her first commanding officer was Lieutenant Commander G. R. DONAHO, USN, who commanded her for her first five and her seventh war patrols. Arriving in the Pacific at Balboa, Canal Zone on 16 April 1942 she headed west and on 17 May 1942 departed Pearl Harbor, T.H. on her first war patrol.

We stopped in at Midway on 4 June and the next 5 days were spent in patrolling the approaches to this island in anticipation of an enemy move in that direction. Unfortunately no enemy forces were contacted -- and at the end of this period we left for our patrol area. It was during this period that the "Battle of Midway" was fought.

On our way to the patrol area we encountered a tanker apparently enroute Wake Island to Tokyo. We damaged him with two torpedoes.

While patrolling south of Hong Kong we intercepted the diplomatic ship S.S. CONTE VERDE, a 16,000 ton Italian Liner. We had received a message shortly before sighting her, telling us of her mission -- which prevented a possible international incident. She passed just a few hundred yards from us, all lighted up like an excursion boat.

The only other successful attack was made on the surface at night. Two fish were fired at close range at a Jap destroyer. We heard one hit as we were diving. A look with the periscope a few minutes later showed no sign of him and we considered that he sank immediately. We then returned to Midway Island for refit.

The FLYING FISH departed Midway for her second patrol on the 15th of August. This was a relatively short patrol -- 34 days at sea, of which 11 days were spent on station in the Truk area; however it was highlighted by an encounter with a Kongo class battleship. She was sighted while we were patrolling submerged just eight miles from the north pass to Truk. We attacked and hit her with two fish which caused considerable damage but did not sink her. The escorting destroyers worked us over for a couple of hours and when we took another look we could only see her smoke on the horizon.

We stayed down for the rest of the day playing "hide and seek" with escort vessels and when we surfaced that evening they were still around. We cleared the area.

We encountered considerable interference in our next few days of patrol from a particularly annoying escort. We decided to attack him. Fired two fish at him but missed and in the subsequent depth charging sustained considerable damage. Surfaced after dark and cleared the area to repair damage done.

During the night we again had a game of "hide and seek" with a Jap escort-vessel -- this time though, with better results. He sank after one torpedo hit.

In the early morning a surface attack was made on another escort vessel but the torpedo missed and we were forced down. Several other vessels joined him and combined to give us a very severe depth charging. The damage done was considerable

and necessitated our leaving patrol area. Returned to Pearl Harbor on the 18th of September.

The refit after the second patrol lasted from September 19, 1942 to October 25, 1942 -- during which time radar was installed. The ship was ready for sea on the 27th and left on its third war patrol at 0900 that date.

The first part of the patrol was spent in the vicinity of Mili Atoll in the Marshall Islands. Finding nothing to shoot at we then departed for our new patrol area between New Georgia Group and Santa Isabel Island in the Solomon Islands. Our primary mission at this time was to prevent Jap reinforcements from reaching Guadalcanal Island. Several destroyers were sighted but low visibility and their high speed prevented us from reaching an attack position. A large enemy task force was sighted during our last days in the area, consisting of heavy and light cruisers escorted by destroyers. We made an undetected submerged approach on one of the heavy cruisers -- passing under the starboard screen of destroyers. All 6 bow tubes were fired -- but, unaccountably, all missed and we had to go deep to evade. Later, upon surfacing, a radio report of our sighting was made to Australia.

More destroyers were sighted but here again, their high speed prevented our closing the range sufficiently to get in an attack.

We did get our chance, though, and in two separate attacks sank two enemy destroyers. The first attack is noteworthy in that all phases of the approach and attack were conducted solely by the use of radar and sound, the visibility being so limited that the target could not be seen.

The patrol was terminated on 11 December and we arrived at Brisbane five days later.

The Fourth War Patrol of the FLYING FISH was made in the Guam-Saipan area while enroute to Pearl Harbor from Brisbane.

We left on the 6th of January 1943, heading north through the Bismarck Sea and the Caroline Islands. Heavy seas were encountered enroute the patrol area and we did not arrive on our patrol station until 24 January.

The next three days were spent reconnoitering Guam in the vicinity of Apra Harbor. A large freighter was seen at anchor in the harbor -- behind the reefs, which act as a barrier across the harbor entrance.

A firing position was selected just 1500 yards outside the reef, which showed the greatest amount of water over the reef. We fired two torpedoes from the bow tubes at a range of 5000 yards and obtained one hit which damaged the freighter.

Two days later a convoy of three ships with one escort was sighted by moonlight shortly after midnight. We commenced our approach -- however, the escort sighted us as we were taking position ahead of the convoy. He closed in rapidly and we were forced to dive. We evaded him by submerging and later upon surfacing, regained contact. They had changed course, however, and the range was too great to reach an attack position before dawn. We abandoned the attack and headed for Saipan-Tinian.

The next days were spent reconnoitering the anchorage off Tinian Island. A large freighter was sighted at anchor and, after obtaining a suitable position, we fired three fish at her. One hit forward and caused her to settle by the bow and we feel sure that she sank soon after. We commenced clearing the harbor and evading patrol vessels and aircraft.

The next two weeks were spent in the vicinity of the islands and there were no more ship contacts, until 16 February. A large freighter with air and surface escorts was sighted 24 miles north of Pagan Island. Two torpedo hits caused him to sink -- the freighter's mast going under in 28 minutes. We surfaced after dark that evening and set course for Pearl Harbor, arriving on the 28th.

The Fifth War Patrol was the most successful the FLYING FISH has ever made and ranks high in point of tonnage sunk and damaged in the list of all submarine patrols of this war. Six successful attacks were made resulting in the sinking of four large freighters and the damaging of two others.

This patrol was conducted along the east coast of Honshu near Tsugaru Strait which separates Honshu from Hokkaido. Plenty of shipping was encountered but visibility conditions, which were generally unfavorable, prolonged the stay in the area considerably. We had to get close to the beach to find our targets -- four attacks were completed within three miles of shore and the other two within ten miles.

This marked the fifth successful war patrol of the FLYING FISH -- 100,000 tons of enemy shipping having been sunk or damaged during these five patrols.

The boat arrived at Midway Island on 11 May, the patrol having covered a period of 49 days.

The Sixth Patrol was made by a Division Commander, Captain Frank T. Watkins, while Lieutenant Commander Donaho returned to the states for a much-deserved rest -- and to describe the submarine warfare to the people at home.

FLYING FISH left for patrol on 2 June 1943. While patrolling east of the Volcano Islands a convoy of three freighters and two escorts were sighted. The largest of the freighters was selected as target and we commenced a submerged approach. Damaged her in the stern with one hit, having had to pass under one other freighter to close the target. Two escorts then proceeded to work us over. We evaded and towards evening were able to surface and clear the area.

The patrol area was shifted to east of the Bonin Islands. An enemy task force was sighted, consisting of at least one battleship, one large carrier and two cruisers with escorting destroyers but we were unable to close the range.

We next encountered the enemy off the west coast of Formosa. A convoy consisting of several freighters and two destroyer escorts, was sighted apparently enroute to Takao. Poor visibility and offensive action by the destroyers, however, prevented our successfully attacking the freighters -- they gave us a bad time for several hours.

There were several contacts on ships on subsequent days but none worthy of torpedo fire until a radar contact was made one night while patrolling on the surface. We got into position ahead of him and submerged for a dawn attack. We sank him just before sunrise with three torpedoes -- the third blowing off the entire stern of

the ship. Although a big ship of about 8,000 tons she settled rapidly and in 5 minutes was on the bottom.

About a week later, after riding out a typhoon that was working us way up the Formosa coast, we again made radar contact. This time on a five-ship convoy. Radical zigging on their part prevented us reaching an attack position that day. Shortage of fuel prevented our resuming the attack and we decided to head for home.

On the way home a battle surface was made on an auxiliary schooner and he was destroyed with gunfire.

Arrived at Midway on 22 July.

After the Sixth War Patrol the FLYING FISH entered Navy Yard, Pearl Harbor for an extensive Navy Yard overhaul.

Enroute for Palau Islands and Seventh War Patrol on 4 October 1943. Arrived in the area and commenced surface patrol. Radar contacted a target and shortly thereafter an auxiliary carrier and a destroyer were sighted from the bridge. We got in position ahead of them and submerged for an attack. We fired all our bow tubes at the carrier but a zig on his part prevented more than one hit.

A week later smoke was sighted and we soon made out a 4-ship convoy with two escorts. A series of running attacks covering over 4 days resulted in the sinking of one and damage to two others before all torpedoes were expended. Having no more torpedoes we set course for Midway, arriving 28 October.

At the conclusion of this patrol, Lieutenant Commander R. D. Risser, USN, relieved Captain Donaho as Commanding Officer and on 30 November 1943 the ship departed on her Eighth War Patrol.

The first attack was a successful one resulting in the sinking of a large freighter off Takao, Formosa. The freighter, accompanied by two others and three escorts, was headed northward and was within sight of her destination, Takao, Formosa. We had been tracking this convoy for several hours and decided to make a submerged attack just off the harbor entrance. With four torpedoes ready we closed to very short range and commenced firing at our selected target, a big modern-type freighter. The fourth torpedo was never fired because the first three, which were all hits, had completed eliminated the target. The remainder of the convoy sought refuge in Takao Harbor while the escorts sought revenge by giving us a going over with depth charges. Later in the day we managed to escape to the southward to get some rest and to sew another star on our battle flag.

Then followed many days of fruitless patrol in the northern portion of the South China Sea. Hundreds of Chinese junks were allowed to continue their fishing along the China Coast from Hong Kong to Swatow. Our second contact with the enemy was on a convoy headed south across Formosa Banks. One of this convoy -- a large oil tanker -- was finally sunk after a long night of surface attacks followed by two "polishing off" torpedo hits shortly after daylight. We arrived in Pearl on 28 January 1944, having seen no more enemy shipping worthy of torpedo fire.

The Ninth Patrol was conducted in the Nansei Shoto -- most of it near Okinawa Jima. Enroute to this station a small freighter was sunk near Kita Daito Jima. While patrolling submerged in the strait just north of Okinawa, a two-ship convoy was sighted standing north. About eleven that evening we put one torpedo hit in a tanker but did not stop him. After a two-hour end-around run, a split salvo was fired -- two at the freighter and four at the tanker. Three torpedoes found their marks, sinking the freighter and stopping the tanker. The tanker was able to get underway again, however, and another end-around run was made on him. By daylight we were in only fair position but being close to Amami O Shima had to dive and commence an attack. Four torpedoes fired at a rather long range all missed the target who was alerted and immediately headed for port. His escort showed no inclination to fight. During the day the area was combed by anti-submarine patrols, both air and surface but they were unable to locate us.

We spent several weeks hunting around Okinawa. Two convoys were sighted but one could not be closed and a long range attack against the second was not successful. While patrolling on the surface awaiting orders to return home, two torpedoes were fired at us from a Jap submarine. A timely sighting by a lookout followed by prompt evasive action on the part of the Officer of the Deck caused both to miss. On the return to an Advance Base, an escorted medium freighter was contacted just north of Kita Daito Jima. For a while it looked as though he would get by but much to his disadvantage he decided to put into the landing place on the western coast of the island. This was like shooting a sitting duck. As his escort made a wide sweep to seaward, we eased in and two hits obliterated the target. His escort was unsuccessful although fairly determined on his counter-attack with depth charges. This patrol ended on 11 April at Majuro Atoll in the Marshall Islands.

Patrol number ten was started on 4 May when we headed for the Western Carolines. At dawn on 24 May we were surface patrolling about 300 miles north of Palau when contact was made on two medium freighters escorted by a destroyer and two smaller escorts. These ships were south-bound and very "submarine conscious". The FLYING FISH dived for attack at 0715 but the convoy passed out of range to the eastward. A daylight end-around run was completed about 1500 when we dived for our second try. Again we were unsuccessful--the convoy passing to the westward. By 2200 we were again in favorable position ahead and commenced a surface torpedo attack. Unfortunately we were discovered just as we commenced firing and all ships were able to evade the torpedoes. Then commenced another chase -- this time with the FLYING FISH leading and the destroyer chasing. Just as we were ready to fire torpedoes at him (the range was closing fast) he swung hard left to unmask his guns and opened fire. His second salvo was in the air as we sounded the diving alarm. We went deep, followed by 28 depth charges. This destroyer, however, had other work to do and by midnight we were again on the surface to commence the long chase. Just as dawn broke the following morning we sighted the convoy on our port beam and at 0730 dived for the attack. At 1020 we obtained four hits -- three of which sank one freighter and the fourth damaged the other. This made the escorts pretty angry and they gave us their best attention for a solid two hours. Planes from Palau joined them later in the afternoon. For the next few weeks we patrolled the Ulithi - Yap - Palau circuit with no success and with few contacts other than enemy aircraft. No more torpedoes were fired during this patrol. By the 10th of June our fuel supply, due to much high speed surface patrolling, was getting quite low and we asked to be sent in somewhere to replenish it. By this time our forces had secured the Admiralty Islands and fuel was available there -- only a short distance away. Our patrol was accordingly

continued and we were ordered to San Bernardino Strait between Luzon and Samar to watch for the Japanese fleet. On the 15th of June they steamed by us -- out of range -- at high speed -- bound for their defeat in the first Battle of the Philippine Sea -- the famous "turkey shoot" in the Marianas. Our contact report was cleared quickly by radio and was of assistance to our surface forces engaged in the Saipan operation. Following this we covered one avenue of escape for the Jap Task Force by patrolling south of Mindanao. On the 29th of June we entered Seeadler Harbor, admiralty Islands, refueled and departed immediately for Brisbane, Australia for our refit, rest and recuperation.

The Eleventh Patrol was a long, hard one commencing with our departure from Brisbane on 1 August and ending at Pearl Harbor, 22 October -- a period of 83 days. This included an offensive patrol in Davao Gulf, Mindanao, a trip to New Guinea for more fuel, a period of scouting in the Celebes Sea, during the Palau operation of our fleet, lifeguard duty for carrier strikes on Celebes, and a short tour in the area between Luzon and Formosa. One small convoy was unsuccessfully attacked in Davao Gulf and a new landing strip was discovered near Menado, Celebes but the remainder of the patrol was disappointing to say the least. We were bombed several times by Nip aircraft but sustained no damage. Four hospital ships were closed for identification but of course were not attacked. Of Twelve Patrols this was the only one considered no successful.

We were happy then to return to the West Coast for a long overhaul in the San Francisco Bay Area followed by one month's special duty out of San Diego.

We departed on our Twelfth War Patrol on 29 May 1945, leaving Guam on that date. We were one of a group of submarines called Hydeman's Hellcats bound for the Sea of Japan on operation "Barney". Commander Earl T. Hydeman, USN, in USS SEA DOG was the senior Commanding Officer of the group and the term "Barney" was used in honor of Commander William B. Sieglaff, USN who had done much of the preliminary planning and research. Our sub-group, consisting of USS TINOSA and USS BOWFIN in addition to the FLYING FISH, entered the Sea of Japan on 6 June and departed on the 24th. We arrived in Pearl Harbor on 4 July. From the standpoint of tonnage sunk, this was a disappointing patrol. Our station was in the vicinity of Seishin and Rashin -- two important ports in northern Korea -- about 40 miles south of Vladivostok. On our first attack, two torpedoes were fired at a small freighter leaving Seishin. One hit but did not sink him immediately. A third torpedo was fired to finish him off, but the target sank before the torpedo reached it. The following night another small freighter in-bound for Rashin was contacted and sunk. In the morning, one survivor was rescued -- he being the only one of about 15 who did not play dead or avert his head when invited on board. The prisoner was a Private in the Japanese Army -- one of the armed guard gun crew of the freighter sunk. Three other attacks on medium-large freighters were unsuccessful but our guns accounted for ten small craft sunk and two damaged. The ten were sailing vessels carrying bricks from Rashin to Seishin and the two damaged were tugs towing barges. Fog allowed these two to get away and beach themselves before being destroyed. Several Russian merchantmen were sighted and allowed to go their way unmolested. Fortunately, the remaining ships of the group were more successful and our total tonnage sunk amounted to more than 100,000. The patrol was characterized by lack of opposition from the enemy but was made rather hazardous by the fact that we had to thread our way through dangerous mine fields.

On the 13th of August we departed Pearl Harbor for our 13th War Patrol. Some 36 hours after departure came the welcome order to return to port -- that the war for the FLYING FISH was quite likely finished.

The above report covers facts and may be regarded as an unofficial account of our part in the war. The account has been written by officers who actually made the patrols. There are many other side-lights which, although they had little to do with the war, may make interesting reading. A few follow.

While submerged close inshore off Seishin many small harbor craft were contacted. Four juicy targets lay behind a breakwater -- safe from torpedo fire. It was while we were looking over these ships and trying to figure some way to get them that a small tug towing two barges was sighted and headed straight for our periscope. To avoid detection the periscope was lowered and we tracked the tug by sound. As he was drawing aft, close aboard along our port side, his screws suddenly stopped. Upon raising the periscope for a quick look, it was seen that the two barges were loaded with hugh boulders. Had the steersman on the first barge been so inclined he could have spit on the periscope -- it was that close. It suddenly dawned on us that these people were building a new breakwater and for a few anxious moments it looked as though they might build it on top of us! Needless to say we got out of that hole as quickly as possible.

One day on our Ninth Patrol we were close inshore off Nakagusuki Wan (now Buckner Bay) patrolling submerged. The Commanding Officer on making a routine periscope observation noticed a blur in the periscope optical field which looked suspiciously like a webbed foot. It turned out to be a sea bird of some sort using the height of our scope to aid him in fishing. Sudden twists of the scope would throw him off balance but failed to dislodge him. It was only by lowering the periscope under water that we could induce him to leave and when we would raise it again he would come right back! It took several raisings and lowerings to convince the guy that this was not a safe perch.

Near Palau we surfaced one evening under a fine mess of yellow-tail fish. Unfortunately there were not enough to feed the entire crew but those who did eat declared them the finest tasting fish they'd ever had.

Eighty-five miles east of Catanduanes Island (off the east coast of Luzon) we passed through two enormous flocks of small butterflies. Their origin and destination is still a puzzle to us.

On the third war patrol the FLYING FISH crossed the Equator for the first time. Because we were in enemy controlled waters, none of the traditional ceremonies could be afforded. By the Tenth Patrol, however, the enemy's control had been considerably lessened and a limited celebration was possible. On the night before the crossing, Davey Jones was received on board to give complete instructions for the following day. Although the ceremonies may not have been quite so elaborate as those observed on larger ships, all who crossed the line on these two occasions are shellbacks, tried and true.

One dark night in the Japan Sea, a lookout was surprised to feel a light touch on his shoulder. Upon investigation, he found a very weary bat using his shoulder as a resting place. We were over 100 miles from land at the time. Although "Benny the Bat" lived on board for several days he never revealed his nationality which might have been Japanese, Manchurian, Korean, or Russian.

On that part of the Eleventh Patrol which was spent in the Celebes Sea, many days were spent patrolling on the surface. Very few contacts were made and most of these were on native craft who were allowed to proceed unmolested. A number of sailing canoes were encountered apparently bound from Halmahe Ra to Sangami Islands. Most were filled with native peoples and what appeared to be their entire belongings which were, of course, pitifully few. One canoe had a chicken lashed to either end of a cross-piece on his mast. All would douse sail at our close approach sitting very still while we circled them. In one canoe the white flag was on a pivoted mast which allowed the steersman to hoist it with one hand while holding the tiller with the other. They were very grateful for rice and sugar which we gave them and repaid us as best they could with bananas.

It was also in the Celebes Sea that we encountered a whale in three pieces. We can think of nothing but bombs or depth charges that could break up a creature of this size. Our conjecture is that some Jap wasted some ammunition on a phoney submarine contact.

We have had several pets on board. Our dog "Stormy" made the Twelfth Patrol and two cats were all set for the Thirteenth, which never materialized. One of the latter was a thin, hungry looking tomcat named "Gedunk" who left the ship on the afternoon of 17 August 1945 for a liberty in Honolulu and has been AOL ever since.

GENERAL DESCRIPTION OF THE BOAT

Basically, the FLYING FISH is a submarine of the Fleet Type, being further designated a "Portsmouth Boat". She is 311' 8" long, 27' wide, displaces 1800 tons on the surface and 2400 tons submerged. The hull is composed of two shells, one within the other. The inner shell is known as the pressure hull and is built to withstand great sea pressure. Around the inner shell is the outer hull which forms the tanks in which the ship's fuel oil supply is carried, and also those tanks which are flooded to allow the ship to submerge.

Within the pressure hull, the ship is divided into nine watertight compartments: the forward torpedo room, the forward battery, the control room, the conning tower, the after battery and crew's space, the forward engine room, the after engine room, the maneuvering room, and the after torpedo room. The forward torpedo room, located at the extreme forward end of the boat, provides sleeping quarters for about fifteen men in addition to housing six of the ten torpedo tubes on the ship. Also in the forward room is located the escape trunk which affords a means of escape to the surface, should the ship sink.

The forward battery or officers' quarters is divided into five staterooms and the wardroom. Berthing allowances are provided for eight officers, the Captain and five CPO's. Beneath the deck of the officers' quarters is the battery well which houses one of the two 126-cell lead-acid storage batteries.

Aft of the forward battery is the control room which is the focal point for running the ship. In this compartment are located the diving stations, the inter-communication systems, the manifolds for controlling the air, so vital to a submarine, the hydraulic systems which supplies power to close the outboard openings when the ship dives, and the drainage and trimming systems. Directly above the control room is the conning tower. It is in this compartment that the

periscopes, sound gear and other attack equipment are housed. From here, the Captain and the attack party conduct the approach on the enemy vessel. This ship is normally steered from this compartment also.

The crews' space and after battery, the next compartment aft of the control room, contains messing facilities for the entire crew and sleeping quarters for 45 men. Beneath the deck there are storerooms, refrigerating spaces for food stowage and the other 126-cell storage battery.

The ship is driven by Diesel-electric power supplied by four Fairbanks-Morse main engines and four Elliott generators, one for each engine. There are two main engines in each engine room and, in addition, the forward engine room holds an auxiliary engine-generator set which may be used for propulsion in an emergency or to keep the batteries in a fully charged condition on the surface.

The maneuvering room is the center of electrical and propulsive control of the ship. In this compartment, the power supplied by the generators is guide to the 4 motors beneath the deck. The motors are connected to reduction gears which in turn drive the two shafts carrying the screws which drive the ship. Of course, the engines cannot be run while the ship is submerged. In that state, power for propulsion is supplied by the storage batteries to the motors through the control station in the maneuvering room.

The after torpedo room, the caboose of the ship, is very similar to the forward room. It has sleeping accomodations for about 15 men and houses the other four torpedo tubes.

The deck of the FLYING FISH is small in comparison with the underwater body but there is sufficient room to mount two 5" gus, two 40MM guns and also room enough to have a nightly movie for all hands when the ship is in port.

SUMMARY OF ENEMY SHIPS SUNK OR DAMAGED BY USS FLYING FISH

SUNK			DAMAGED	
PATROL	TYPE	TONNAGE	TYPE	TONNAGE
1			Tanker	5,000
1			Destroyer	1,215
2	Patrol Vessel	450	Battleship	29,300
3	Destroyer	1,368		
3	Destroyer	1,368		
4	Freighter	7,000	Freighter	7,150
4	Freighter	6,000		
5	Freighter	6,000	Freighter	7,260
5	Freighter	7,000	Freighter	5,000
5	Freighter	9,000		
5	Freighter	6,000		
6	Passenger-Freighter	8,506	Freighter	8,614
6	Auxiliary Schooner	250 (gun fire)		
7	Freighter	7,000	Aux.Aircraft Carrier	17,150
7			Freighter	8,000
7			Freighter	7,000
8	Freighter	5,270		
8	Tanker	10,500		
9	Freighter	2,000	Tanker	7,500

9	Freighter	5,000		
9	Freighter	3,500		
10	Freighter	4,000	Freighter	4,000
11	----		----	
12	Freighter	880	Tugs(2)	50(gun fire)
12	Freighter	2,000		
12	Fishing Boats (10)	250 (gun fire)		

GRAND TOTAL OF SHIPS SUNK - 20 ships for 93,342 tons
(Includes: 15 freighters, 2 destroyers, 1 patrol vessel, 1 tanker, 1 auxiliary schooner, 10 fishing boats)

GRAND TOTAL OF SHIPS DAMAGED - 12 ships for 107,599 tons
(Includes: 7 freighters, 1 destroyer, 1 battleship, 1 auxiliary aircraft carrier, 2 tankers, 2 tugs)

SUNK AND DAMAGED - 200,941 tons

SUMMARY OF MILES STEAMED AND DAYS SPENT ON PATROL

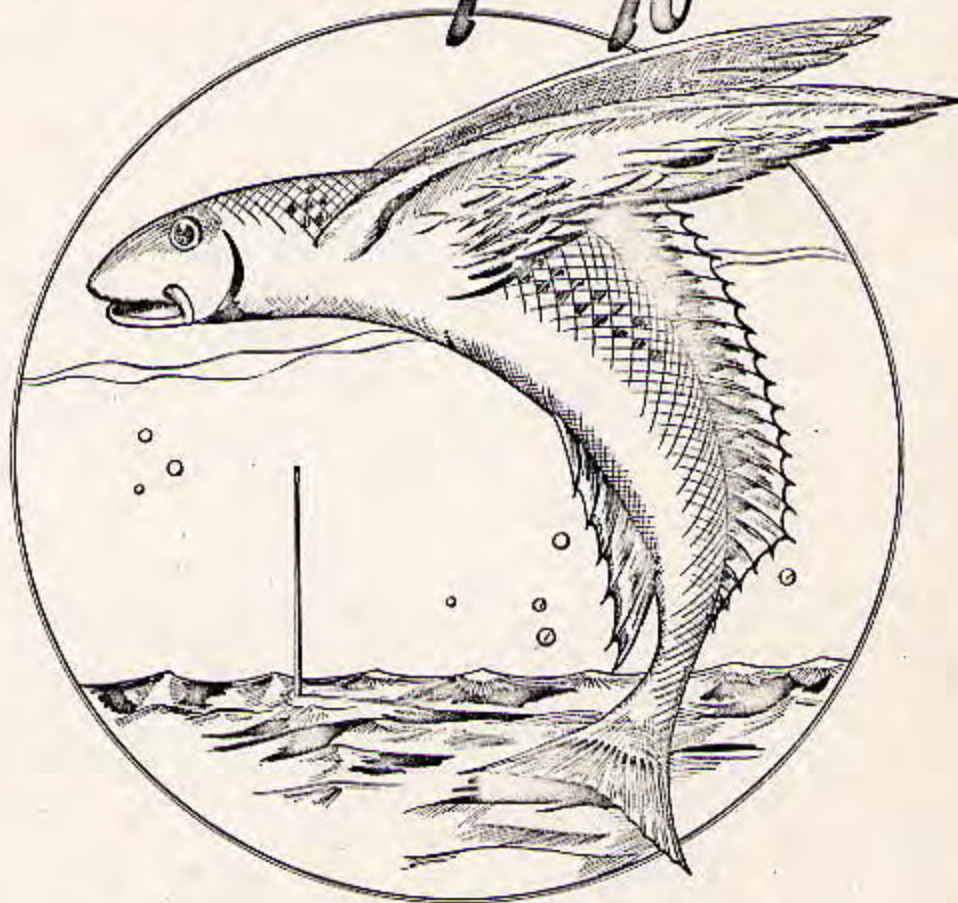
<u>PATROL</u>	<u>MILES STEAMED EACH PATROL</u>	<u>DAYS ON PATROL</u>	<u>DAYS SUBMERGED ON PATROL</u>
1	8,255	70	30
2	6,947	34	11
3	6,850	50	34
4	8,292	54	25
5	8,807	49	28
6	12,339	55	21
7	9,321	33	10
8	10,692	59	17
9	10,583	48	16
10	15,112	61	19
11	20,033	83	25
12	8,216	37	9
TOTALS	125,447	633	245

AVERAGE NUMBER OF MEN ON BOARD - 68

AVERAGE NUMBER OF OFFICERS ON BOARD - 9

TOTAL NUMBER OF DIVES (From 10 December 1941 to 15 August 1945) - 1,263

U.S.S. Flyingfish



HISTORY OF TWELVE WAR
PATROLS OF THE *U.S.S. Flyingfish*
FROM COMMISSIONING ON 10
DECEMBER 1941 TO THE JAPANESE
SURRENDER ON 15 AUGUST 1945

H I S T O R Y

The U.S.S. FLYING FISH was launched at the U.S. Navy Yard, Portsmouth, N.H. on 8 July 1941 and commissioned on 10 December 1941 -- the first submarine to be commissioned after the commencement of war with Japan. Her first commanding officer was Lieut. Comdr. (now Captain) G. R. DONAHU, USN, who commanded her for her first five and her seventh war patrols. Arriving in the Pacific at Balboa, Canal Zone on 16 April 1942, she headed west and on 17 May 1942 departed Pearl Harbor, T.H. on her first war patrol.

We stopped in at Midway on 4 June and the next 5 days were spent in patrolling the approaches to this island in anticipation of an enemy move in that direction. Unfortunately no enemy forces were contacted -- and at the end of this period we left for our patrol area. It was during this period that the "Battle of Midway" was fought.

On our way to the patrol area we encountered a tanker apparently enroute Wake Island to Tokyo. We damaged him with two torpedoes.

While patrolling south of Hong Kong we intercepted the diplomatic ship S.S. CONTE VERDE, a 16,000 ton Italian Liner. We had received a message shortly before sighting her, telling us of her mission -- which prevented a possible international incident. She passed just a few hundred yards from us, all lighted up like an excursion boat.

The only other successful attack was made on the surface at night. Two fish were fired at close range at a Jap destroyer. We heard one hit as we were diving. A look with the periscope a few minutes later showed no sign of him and we considered that he sank immediately. We then returned to MIDWAY ISLAND for refit.

The FLYING FISH departed MIDWAY for her second patrol on the 15th of August. This was a relatively short patrol -- 34 days at sea, of which 11 days were spent on station in the TRUK area; however it was highlighted by an encounter with a KONGO class battleship. She was sighted while we were patrolling submerged just eight (8) miles from the north pass to TRUK. We attacked and hit her with two fish which caused considerable damage but did not sink her. The escorting destroyers worked us over for a couple of hours and when we took another look we could only see her smoke on the horizon.

We stayed down for the rest of the day playing "hide and seek" with escort vessels and when we surfaced that evening they were still around. We cleared the area.

We encountered considerable interference, in our next few days of patrol from a particularly annoying escort. We decided to attack him. Fired two fish at him but missed and in the subsequent depth charging sustained considerable damage. Surfaced after dark and cleared the area to repair damage done.

During the night we again had a game of "hide and seek" with a Jap escort vessel -- this time though, with better results. He sank after one torpedo hit.

In the early morning a surface attack was made on another escort vessel but the torpedo missed and we were forced down. Several other vessels joined him and combined to give us a very severe depth charging. The damage done was considerable and necessitated our leaving patrol area. Returned to Pearl Harbor on the 18th of September.

The refit after the second patrol lasted from September 19, 1942 to October 25, 1942 -- during which time radar was installed. The ship was ready for sea on the 27th and left on its third war patrol at 0900 that date.

HISTORY -(Continued)

The first part of the patrol was spent in the vicinity of MILI ATOLL in the MARSHALL ISLANDS. Finding nothing to shoot at we then departed for our new patrol area between NEW GEORGIA GROUP and SANTA ISABEL ISLAND in the SOLOMON ISLANDS. Our primary mission at this time was to prevent Jap reinforcements from reaching GUADALCANAL ISLAND. Several destroyers were sighted but low visibility and their high speed prevented us from reaching an attack position. A large enemy task force was sighted during our last days in the area, consisting of heavy and light cruisers escorted by destroyers. We made an undetected submerged approach on one of the heavy cruisers -- passing under the starboard screen of destroyers. All 6 bow tubes were fired -- but, unaccountably, all missed and we had to go deep to evade. Later, upon surfacing, a radio report of our sighting was made to AUSTRALIA.

More destroyers were sighted but here again, their high speed prevented our closing the range sufficiently to get in an attack.

We did get our chance, though, and in two separate attacks sank two enemy destroyers. The first attack is noteworthy in that all phases of the approach and attack were conducted solely by the use of radar and sound, the visibility being so limited that the target could not be seen.

The patrol was terminated on 11 December and we arrived BRISBANE five (5) days later.

The Fourth War Patrol of the FLYING FISH was made in the GUAM-Saipan area while enroute PEARL HARBOR, T.H. from BRISBANE, Q. A.

We left on patrol the 6th of January 1943, heading north through the BISMARCK SEA and the CAROLINE ISLANDS. Heavy seas were encountered enroute the patrol area and we did not arrive on our patrol station until January 24.

The next three days were spent reconnoitering GUAM in the vicinity of APRA HARBOR (Now one of the anchorages for the PACIFIC FLEET). A large freighter was seen at anchor in the harbor -- behind the reefs, which act as a barrier across the harbor entrance.

A firing position was selected just 1500 yards outside the reef, which showed the greatest amount of water over the reef. We fired two torpedoes from the bow tubes at a range of 5000 yards and obtained one hit which damaged the freighter.

Two days later a convoy of three ships with one escort was sighted by moonlight shortly after midnight. We commenced our approach -- however, the escort sighted us as we were taking position ahead of the convoy. He closed in rapidly and we were forced to dive. We evaded him by submerging and later upon surfacing, regained contact. They had changed course, however, and the range was too great to reach an attack position before dawn. We abandoned the attack and headed for SAIPAN-TINIAN.

The next days were spent reconnoitering the anchorage off TINIAN ISLAND. A large freighter was sighted at anchor and, after obtaining a suitable position, we fired three (3) fish at her. One hit forward and caused her to settle by the bow and we feel sure that she sank soon after. We commenced clearing the harbor and evading patrol vessels and aircraft.

The next two weeks were spent in the vicinity of the islands and there were no more ship contacts, until February the 16th. A large freighter with air and surface escorts was sighted 24 miles north of PAGAN ISLAND. Two torpedo hits caused him to sink -- the freighter's masts going under in 28 minutes. We surfaced after dark that evening and set course for PEARL HARBOR, arriving on the 28th.

The Fifth War Patrol was the most successful the FLYING FISH has ever made and ranks high in point of tonnage sunk and damaged in the list of all submarine patrols of this war. Six successful attacks were made resulting in the sinking of four large freighters and the damaging of two others.

HISTORY - (Continued)

This patrol was conducted along the east coast of HONSHU near TSUGARU STRAIT which separates HONSHU from HOKKAIDO. Plenty of shipping was encountered but visibility conditions, which were generally unfavorable, prolonged the stay in the area considerably. We had to get in close to the beach to find our targets -- four attacks were completed within three miles of shore and the other two within ten miles.

This marked the Fifth Successful War Patrol of the FLYING FISH -- 100, tons of enemy shipping having been sunk or damaged during these five patrols.

The boat arrived at MIDWAY ISLAND on the 11th of May, the patrol having covered a period of 49 days.

The Sixth Patrol was made by a Division Commander, Captain Frank T. WATKINS, while Lieut. Comdr. DONAHO returned to the States for a much-deserved rest -- and to describe submarine warfare to the people at home.

FLYING FISH left for patrol on June 2, 1943. While patrolling east of the VOLCANO ISLANDS a convoy of three freighters and two escorts were sighted. The largest of the freighters was selected as target and we commenced a submerged approach. Damaged her in the stern with one hit, having had to pass under one other freighter to close the target. Two escorts then proceeded to work us over. We evaded and towards evening were able to surface and clear the area.

The patrol area was shifted to east of the BONIN ISLANDS. An enemy task force was sighted, consisting of at least one battleship, one large carrier and two cruisers with escorting destroyers but we were unable to close the range.

We next encountered the enemy off the west coast of FOMIOSA. A convoy consisting of several freighters and two destroyer escorts, was sighted enroute to TAILO. Poor visibility and offensive action by the destroyers, however, prevented our successfully attacking the freighters -- they gave us a bad time for several hours.

There were several contacts on ships on subsequent days but none worthy of torpedo fire until a radar contact was made one night while patrolling on the surface. We got into position ahead of him and submerged for a dawn attack. We sank him just before sunrise with three torpedoes -- the third blowing off the entire stern of the ship. Although a big ship of about 8,000 tons she settled rapidly and in 5 minutes was on the bottom.

About a week later, after riding out a typhoon that was working us way up the FOMIOSA coast, we again made radar contact. This time on a five-ship convoy. Radical zigging on their part prevented us reaching an attack position that day. Shortage of fuel prevented our resuming the attack and we decided to head for home.

On the way home a battle surface was made on an auxiliary schooner and he was destroyed with gunfire.

Arrived at MIDWAY on 22 July.

After the Sixth War Patrol the FLYING FISH entered Navy Yard, PEARL HARBOR for an extensive Navy Yard overhaul.

Enroute for PALAU ISLANDS and Seventh War Patrol on 4 October 1943. Arrived in the area and commenced surface patrol. Radar contacted a target and shortly thereafter an auxiliary carrier and a destroyer were sighted from the bridge. We got in position ahead of them and submerged for an attack. We fired all our bow tubes at the carrier but a zig on his part prevented more than one hit.

A week later smoke was sighted and we soon made out a 4-ship convoy with two escorts. A series of running attacks covering over 4 days resulted in the sinking of one and damage to two others before all torpedoes were expended. Having no more torpedoes we set course for MIDWAY, arriving 28th October.

HISTORY - (Continued)

At the conclusion of this patrol, Lieut. Comdr. (now Commander) R. D. RISSER, USN, relieved Captain DONAHU as Commanding Officer and on 30 November 1944 the ship departed on her Eighth War Patrol.

The first attack was a successful one resulting in the sinking of a large freighter off TAKAO, FORMOSA. The freighter, accompanied by two others and three escorts, was headed northward and was within sight of her destination, TAKAO, FORMOSA. We had been tracking this convoy for several hours and decided to make a submerged attack just off the harbor entrance. With four torpedoes ready we closed to very short range and commenced firing at our selected target, a big modern-type freighter. The fourth torpedo was never fired because the first three, which were all hits, had completely eliminated the target. The remainder of the convoy sought refuge in TAKAO HARBOR while the escorts sought revenge by giving us a going over with depth charges. Later in the day we managed to escape to the southward to get some rest and to sew another star on our battle flag.

Then followed many days of fruitless patrol in the northern portion of the SOUTH CHINA SEA. Hundreds of Chinese junks were allowed to continue their fishing along the CHINA COAST from HONG KONG to SWATOW. Our second contact with the enemy was on a convoy headed south across FORMOSA BANKS. One of this convoy -- a large oil tanker -- was finally sunk after a long night of surface attacks followed by two "polishing off" torpedo hits shortly after daylight. We arrived in PEARL on 28 January 1944, having seen no more enemy shipping worthy of torpedo fire.

The Ninth Patrol was conducted in the NANSEI SHOTO -- most of it near OKINAWA JIMA. Enroute to this station a small freighter was sunk near KITA DAITO JIMA. While patrolling submerged in the strait just north of OKINAWA, a two-ship convoy was sighted standing north. About eleven that evening we put one torpedo hit in a tanker but did not stop him. After a two-hour end-around run, a split salvo was fired -- two at the freighter and four at the tanker. Three torpedoes found their marks, sinking the freighter and stopping the tanker. The tanker was able to get underway again, however, and another end-around run was made on him. By daylight we were in only fair position but being close to AMAMI O SHIMA had to dive and commence an attack. Four torpedoes fired at a rather long range all missed the target who was alerted and immediately headed for port. His escort showed no inclination to fight. During the day the area was combed by anti-submarine patrols, both air and surface but they were unable to locate us.

We then spent several weeks hunting around OKINAWA. Two convoys were sighted but one could not be closed and a long range attack against the second was not successful. While patrolling on the surface awaiting orders to return home, two torpedoes were fired at us from a Jap submarine. A timely sighting by a lookout followed by prompt evasive action on the part of the Officer of the Deck caused both to miss. On the return to an Advance Base, an escorted medium freighter was contacted just north of KITA DAITO JIMA. For a while it looked as though he would get by but much to his disadvantage he decided to put into the landing place on the western coast of the island. This was like shooting a sitting duck. As his escort made a wide sweep to seaward, we eased in and two hits obliterated the target. His escort was unsuccessful although fairly determined on his counter-attack with depth charges. This patrol ended on 11 April at MAJURO ATOLL in the MARSHALL ISLANDS.

Patrol number ten was started on 4 May when we headed for the WESTERN CAROLINES. At dawn on 24 May we were surface patrolling about 300 miles north of PALAU when contact was made on two medium freighters escorted by a destroyer and two smaller escorts. These ships were south-bound and very "submarine conscious". The FLYING FISH dived for attack at 0715 but the convoy passed out of range to the eastward. A daylight end-around run was completed about 1500 when we dived for our second try. Again we were unsuccessful -- the convoy passing to the westward. By 2200 we were again in favorable position ahead and commenced a surface torpedo attack. Unfortunately we were discovered just as we commenced firing and all ships were able to evade the torpedoes. Then commenced another chase -- this time with the FLYING FISH leading and the destroyer chasing. Just as we were ready to fire torpedoes at him (the range was closing fast) he swung hard left to unmask his guns and opened fire. His second salvo was in the air as we sounded the diving alarm. We went deep, followed by 28 depth charges.

HISTORY - (Continued)

This destroyer, however, had other work to do and by midnight we were again on the surface to commence the long chase. Just as dawn broke the following morning we sighted the convoy on our port beam and at 0730 dived for the attack. At 1020 we obtained four hits -- three of which sank one freighter and the fourth damaged the other. This made the escorts pretty angry and they gave us their best attention for a solid two hours. Planes from PALAU joined them later in the afternoon. For the next few weeks we patrolled the ULITHI - YAP - PALAU circuit with no success and with few contacts other than enemy aircraft. No more torpedoes were fired during this patrol. By the 10th of June our fuel supply, due to much high speed surface patrolling, was getting quite low and we asked to be sent in somewhere to replenish it. By this time our forces had secured the ADMIRALTY ISLANDS and fuel was available there -- only a short distance away. Our patrol was accordingly continued and we were ordered to SAN BERNARDINO STRAIT between LUZON and SAIPAN to watch for the Japanese Fleet. On the 15th of June they steamed by us -- out of range -- at high speed -- bound for their defeat in the First Battle of the Philippine Sea -- the famous "turkey shoot" in the MARIANAS. Our contact report was cleared quickly by radio and was of assistance to our surface forces engaged in the SAIPAN operation. Following this we covered one avenue of escape for the Jap Task Force by patrolling south of MINDANAO. On the 29th of June we entered SEEDLER HARBOR, ADMIRALTY ISLANDS, refueled and departed immediately for BRISBANE, AUSTRALIA for our refit, rest and recuperation.

The Eleventh Patrol was a long, hard one commencing with our departure from BRISBANE on 1 August and ending at PEARL HARBOR, 22 October -- a period of 83 days. This included an offensive patrol in DAVAO GULF, MINDANAO, a trip to NEW GUINEA for more fuel, a period of scouting in the CELEBES SEA, during the PALAU operation of our fleet, lifeguard duty for carrier strikes on CELEBES, and a short tour in the area between LUZON and FORKOSA. One small convoy was unsuccessfully attacked in DAVAO GULF and a new landing strip was discovered near MENADO, CELEBES but the remainder of the patrol was disappointing to say the least. We were bombed several times by Nip aircraft but sustained no damage. Four hospital ships were closed for identification but of course were not attacked. Of Twelve Patrols this was the only one considered not successful.

We were happy then to return to the West Coast for a long overhaul in the San Francisco Bay Area followed by one month's special duty out of San Diego.

We departed on our Twelfth War Patrol on 29 May 1945, leaving GUAM on that date. We were one of a group of submarines called HYDEMAN'S HELLCATS bound for the SEA OF JAPAN on operation "BARNEY". Commander Earl T. HYDEMAN, USN, in U.S.S. SEA DOG was the senior Commanding Officer of the group and the term "BARNEY" was used in honor of Commander William B. SIGLAFF, USN who had done much of the preliminary planning and research. Our sub-group, consisting of U.S.S. TINOSA and U.S.S. BOWFIN in addition to the FLYING FISH, entered the SEA on 6 June and departed on the 24th. We arrived in PEARL HARBOR on 4 July. From the standpoint of tonnage sunk, this was a disappointing patrol. Our station was in the vicinity of SEISHIN and RASHIN -- two important ports in northern KOREA -- about 40 miles south of VLADIVOSTOK. On our first attack, two torpedoes were fired at a small freighter leaving SEISHIN. One hit but did not sink him immediately. A third torpedo was fired to finish him off, but the target sank before the torpedo reached it. The following night another small freighter in-bound for RASHIN was contacted and sunk. In the morning, one survivor was rescued -- he being the only one of about 15 who did not play dead or avert his head when invited on board. The prisoner was a Private in the Japanese Army -- one of the armed guard gun crew of the freighter sunk. Three other attacks on medium-large freighters were unsuccessful but our guns accounted for ten small craft sunk and two damaged. The ten were sailing vessels carrying bricks from RASHIN to SEISHIN and the two damaged were tugs towing barges. Fog allowed these two to get away and beach themselves before being destroyed. Several RUSSIAN merchantmen were sighted and allowed to go their way unmolested. Fortunately, the remaining ships of the group were more successful and our total tonnage sunk amounted to more than 100,000. The patrol was characterized by lack of opposition from the enemy but was made rather hazardous by the fact that we had to thread our way through dangerous mine fields. Our methods and the locale of entry and departure are not yet for publication.

HISTORY - (Continued)

On the 13th of August we departed PEARL HARBOR for our 13th War Patrol. Some 36 hours after departure came the welcome order to return to port -- that the war for the FLYING FISH was quite likely finished.

The above report covers facts and may be regarded as an unofficial account of our part in the war. The account has been written by officers who actually made the patrols. There are many other side-lights which, although they had little to do with the war, may make interesting reading. A few follow.

While submerged close inshore off SEISHIN many small harbor craft were contacted. Four juicy targets lay behind a breakwater -- safe from torpedo fire. It was while we were looking over these ships and trying to figure some way to get them that a small tug towing two barges was sighted and headed straight for our periscope. To avoid detection the periscope was lowered and we tracked the tug by sound. As he was drawing aft, close aboard along our port side, his screws suddenly stopped. Upon raising the periscope for a quick look, it was seen that the two barges were loaded with huge boulders. Had the steersman on the first barge been so inclined he could have spit on the periscope -- it was that close. It suddenly dawned on us that these people were building a new breakwater and for a few anxious moments it looked as though they might build it on top of us! Needless to say we got out of that hole as quickly as possible.

One day on our Ninth Patrol we were close inshore off HAKAGUSUKI WAN (now BUCKNER BAY) patrolling submerged. The Commanding Officer on making a routine periscope observation noticed a blur in the periscope optical field which looked suspiciously like a webbed foot. It turned out to be a sea bird of some sort using the height of our scope to aid him in fishing. Sudden twists of the scope would throw him off balance but failed to dislodge him. It was only by lowering the periscope under water that we could induce him to leave and when we would raise it again he would come right back! It took several raisings and lowerings to convince the guy that this was not a safe perch.

Near PALAU we surfaced one evening under a fine mess of yellow-tail fish. Unfortunately there were not enough to feed the entire crew but those who did eat declared them the finest tasting fish they'd ever had.

Eighty-five miles east of CATANDUANES ISLAND (off the east coast of LUZON) we passed through two enormous flocks of small butterflies. Their origin and destination is still a puzzle to us.

On the third war patrol the FLYING FISH crossed the Equator for the first time. Because we were in enemy controlled waters, none of the traditional ceremonies could be afforded. By the Tenth Patrol, however, the enemy's control had been considerably lessened and a limited celebration was possible. On the night before the crossing, Davey Jones was received on board to give complete instructions for the following day. Although the ceremonies may not have been quite so elaborate as those observed on larger ships, all who crossed the line on these two occasions are shellbacks, tried and true.

One dark night in the JAPAN SEA, a lookout was surprised to feel a light touch on his shoulder. Upon investigation, he found a very weary bat using his shoulder as a resting place. We were over 100 miles from land at the time. Although "Benny the Bat" lived on board for several days he never revealed his nationality which might have been Japanese, Manchurian, Korean, or Russian.

On that part of the Eleventh Patrol which was spent in the CELEBES SEA, many days were spent patrolling on the surface. Very few contacts were made and most of these were on native craft who were allowed to proceed unmolested. A number of sailing canoes were encountered apparently bound from HALMAHE RA to SANGAI ISLANDS. Most were filled with native peoples and what appeared to be their entire belongings which were, of course, pitifully few. One canoe had a chicken lashed to either end of a cross-piece on his mast. All would douse sail at our close approach sitting very still while we circled them. In one canoe the white flag was on a pivoted mast which allowed the steersman to hoist it with one hand while holding the tiller with the other. They were very grateful for rice and sugar which we gave them and repaid us as best they could with bananas.

HISTORY - (Continued)

It was also in the CELEBES SEA that we encountered a whale in three pieces. We can think of nothing but bombs or depth charges that could break up a creature of this size. Our conjecture is that some Jap wasted some ammunition on a phoney submarine contact.

We have had several pets on board. Our dog "STORM" made the Twelfth Patrol and two cats were all set for the Thirteenth, which never materialized. One of the latter was a thin, hungry looking tomcat named "GEEDUNK" who left the ship on the afternoon of 17 August 1945 for a liberty in HONOLULU and has been A.O.L. ever since.

GENERAL DESCRIPTION OF THE BOAT

Basically, the FLYING FISH is a submarine of the Fleet Type, being further designated a "Portsmouth Boat". She is 311'8" long, 27' wide, displaces 1800 tons on the surface and 2400 tons submerged. The Hull is composed of two shells, one within the other. The inner shell is known as the pressure hull and is built to withstand great sea pressure. Around the inner shell is the outer hull which forms the tanks in which the ship's fuel oil supply is carried, and also those tanks which are flooded to allow the ship to submerge.

Within the pressure hull, the ship is divided into nine watertight compartments: the forward torpedo room, the forward battery, the control room, the conning tower, the after battery and crew's space, the forward engine room, the after engine room, the maneuvering room, and the after torpedo room. The forward torpedo room, located at the extreme forward end of the boat, provides sleeping quarters for about fifteen men in addition to housing six of the ten torpedo tubes on the ship. Also in the forward room is located the escape trunk which affords a means of escape to the surface, should the ship sink.

The forward battery or officers' quarters is divided into five staterooms and the wardroom. Berthing allowances are provided for eight officers, the Captain and five C.P.O.'s. Beneath the deck of the officers' quarters is the battery well which houses one of the two 126-cell lead-acid storage batteries.

Aft of the forward battery is the control room which is the focal point for running the ship. In this compartment are located the diving stations, the inter-communication systems, the manifolds for controlling the air, so vital to a submarine, the hydraulic system which supplies power to close the outboard openings when the ship dives, and the drainage and trimming systems. Directly above the control room is the conning tower. It is in this compartment that the periscopes, sound gear and other attack equipment are housed. From here, the Captain and the attack party conduct the approach on the enemy vessel. The ship is normally steered from this compartment also.

The crew's space and after battery, the next compartment aft of the control room, contains messing facilities for the entire crew and sleeping quarters for 45 men. Beneath the deck there are storerooms, refrigerating spaces for food storage and the other 126-cell storage battery.

The ship is driven by Diesel-electric power supplied by four Fairbanks-Morse main engines and four Elliott generators, one for each engine. There are two main engines in each engine room and, in addition, the forward engine room holds an auxiliary engine-generator set which may be used for propulsion in an emergency or to keep the batteries in a fully charged condition on the surface.

The maneuvering room is the center of electrical and propulsive control of the ship. In this compartment, the power supplied by the generators is guide to the 4 motors beneath the deck. The motors are connected to reduction gears which in turn drive the two shafts carrying the screws which drive the ship. Of course, the engines cannot be run while the ship is submerged. In that state, power for propulsion is supplied by the storage batteries to the motors through the control station in the maneuvering room.

The after torpedo room, the caboose of the ship, is very similar to the forward room. It has sleeping accommodations for about 15 men and houses the other four torpedo tubes.

U. S. FLYING FISH (SS:)

GENERAL DESCRIPTION - (Continued)

The deck of the FLYING FISH is small in comparison with the underwater body but there is sufficient room to mount two 5" guns, two 40MM guns and also room enough to have a nightly movie for all hands when the ship is in port.

SUMMARY OF ENEMY SHIPS SUNK OR DAMAGED BY U.S.S. FLYING FISH

PATROL	S U N K		TOTAL	D A M A G E D		TOTAL
	TYPE	TONNAGE		TYPE	TONNAGE	
1				Tanker	5,000	
1				Destroyer	1,215	
1				-TOTAL-		6,215
2	Patrol vessel	450		Battleship	29,300	
2			450	-TOTALS-		29,300
3	Destroyer	1,368				
3	Destroyer	1,368				
3			2,736	-TOTAL-		
4	Freighter	7,000		Freighter	7,150	
4	Freighter	6,000				
4			13,000	-TOTALS-		7,150
5	Freighter	6,000		Freighter	7,260	
5	Freighter	7,000		Freighter	5,000	
5	Freighter	9,000				
5	Freighter	6,000				
5			28,000	-TOTALS-		12,620
6	Passenger-Freighter	8,506		Freighter	8,614	
6	Auxiliary Schooner	250*				
6			8,756	-TOTALS-		8,614
7	Freighter	7,000		Aux.Aircraft carrier	17,150	
7				Freighter	8,000	
7				Freighter	7,000	
7			7,000	-TOTALS-		32,150
8	Freighter	5,270				
8	Tanker	10,500				
8			15,770	-TOTAL-		
9	Freighter	2,000		Tanker	7,500	
9	Freighter	5,000				
9	Freighter	3,500				
9			10,500	-TOTALS-		7,500
10	Freighter	4,000		Freighter	4,000	
10			4,000	-TOTALS-		4,000
11	-----	-----	-----	-----	-----	-----
12	Freighter	880		Tugs (2)	50*	
12	Freighter	2,000				
12	Fishing boats (10)	250*				
12			3,130	-TOTALS-		50

* - BY GUN FIRE.

ALL OTHERS TORPEDOED.

U. S. FLYING FISH (SS220)SUMMARY OF ENEMY SHIPS SUNK OR DAMAGED - (Continued)

GRAND TOTAL -- SUNK -- 20 SHIPS FOR - - - - - 93,342 TONS
 (Includes: 15 freighters, 2 destroyers,
 1 patrol vessel, 1 tanker, 1 aux-
 iliary schooner, 10 fishing boats.)

GRAND TOTAL -- DAMAGED -- 12 SHIPS FOR - - - - - 107,599 TONS
 (Includes: 7 freighters, 1 destroyer,
 1 battleship, 1 auxiliary aircraft
 carrier, 2 tankers, 2 tugs.)

S U N K A N D D A M A G E D - - - - - 200,941 TONS

SUMMARY OF MILES STEAMED AND DAYS SPENT ON PATROL

<u>PATROL</u>	<u>MILES STEAMED EACH PATROL</u>	<u>DAYS ON PATROL</u>	<u>DAYS SUBMERGED ON PATROL</u>
1	8,255	70	30
2	6,947	34	11
3	6,850	50	34
4	8,292	54	25
5	8,807	49	28
6	12,339	55	21
7	9,321	33	10
8	10,692	59	17
9	10,583	48	16
10	15,112	61	19
11	20,033	83	25
12	8,216	37	9
TOTALS	125,447	633	245

AVERAGE NUMBER OF MEN ON BOARD - - - - - 68

AVERAGE NUMBER OF OFFICERS ON BOARD - - - - - 9

TOTAL NUMBER OF DIVES

(FROM 10 DECEMBER 1941 to 15 AUGUST 1945) - - 1,263.