

HISTORY OF USS BASHAW (SSK 241) (EX SS 241)

As the American offensive rolled across the Pacific, submarines were employed to support actions as pickets, weather stations, and landing reconnaissance raiders; but their most important function was cutting enemy communications to his great sea empire, boldly pursuing and attacking shipping in Japanese home waters.

The history of the USS BASHAW began on 4 December 1942, when her keel was laid at the Electric Boat Company, Groton, Connecticut. She was named for the large cat-fish which is commonly found in the Illinois and Mississippi Rivers. At the launching on 25 July 1943 she was sponsored by Mrs. Norman Ives, wife of Captain Norman S. Ives. On 25 October the BASHAW was commissioned and turned over to her first commanding officer, Lieutenant Commander R. E. Nichols, USN.

Extensive training exercises were conducted in Long Island Sound, Key West, Florida, and off Perlas Islands, Canal Zone. Then on 3 March 1944 she arrived in Milne Bay, New Guinea, and reported to Commander Task Force 72 for duty. Seven days later the BASHAW steamed out on her first patrol in company with the USS BLACKFISH. At this time the Japanese Fleet was stationed at Tawi Tawi in the Sulu Archipelago. They were expecting a thrust at the Marianas and a simultaneous strike at Wewak, New Guinea. This concentration was an effort to base the fleet as close as possible to these scenes of impending action. As a counter measure, American submarines were stationed on the arc of a circle with a 60-mile radius from Toagel Mlungui Passage, to cover all escape routes. The BASHAW was placed southeast of Mindanao to cover that route to the Marianas. The submarines shifted into intercepting positions from day to day as information on the Japanese fleet was received. The BASHAW's first opportunity for action came on the night of 21 March 1944. In a surface radar attack she fired six torpedoes for one hit on a 4,500 ton submarine tender. Position could not be gained for further attack, but the damaged ship was sunk the following day by a carrier plane. In a daylight surface attack on 27 April the submarine demolished a 50 ton trawler with the 4-inch and 20 mm guns, and damaged three 60-ton trawlers. On 10 May she returned to Brisbane, Australia for her first routine refit.

The BASHAW nosed out of Brisbane on 27 May headed for areas adjacent to Mindanao and the Celebes Sea to conduct her second war patrol. On 25 June the 6,440 ton transport YAMAMIYA MARU was contacted. In a night surface radar attack six torpedoes were fired for three hits, sinking the transport. This was the only contact of the patrol, and on 16 July she moored alongside the EURYALE at Seadler Harbor for refit.

Training exercises were conducted following the refitting, but by 7 August the raider was steaming out for her third patrol along the Mindanao coast in the Mindanao Sea and Moro Gulf. On 8 September a night radar approach was conducted on a 2,813 ton cargo ship. Upon closing the BASHAW surfaced to periscope depth and fired a six torpedo salvo. The salvo fanned out, scoring three hits to send the YANAGIGAWA MARU to the bottom. The next day the BASHAW

took lifeguard station for the carrier air strikes on Cagayan, Mindanao in the Phillipine Islands. The same day she concerted her efforts with four "Hellcats" to sink a 225 ton inter-island supply ship which was loaded with drums of fuel oil. One prisoner was taken aboard from the sinking ship, and turned over to Allied authorities at the end of the patrol. On the 19th a fighter pilot was rescued. The BASHAW then returned to Brisbane, arriving 4 October 1944.

The submarine commenced her fourth patrol on 27 October as a member of a wolf pack with the GUAVINA and FLOUNDER. The hunting grounds for this foray were the vicinity of Tizard Bank and the coast of Indo China. By this time targets were becoming harder to find, but on 21 November a 5,000 ton tanker crossed the BASHAW's track. After a daylight periscope approach, four torpedoes were fired to score one hit. No further attack was made on the damaged tanker. Continuing the patrol in the South China Sea, a large enemy task force was sighted on 14 December 1944. Unfortunately the force was so heavily escorted the BASHAW had to content herself with sending a contact report. Christmas Day the submarine made a submerged transit of Lombok Strait on her return run to Fremantle, where she arrived December 31st.

During the refitting period Lieutenant Commander Hoke S. Simpson, USNR relieved Commander Nichols as skipper. On 26 January 1945 the BASHAW steamed out on her fifth patrol to be conducted along the east coast of Hainan Island, the eastern part of Tonkin Gulf and off the northeastern coast of Indo China. A 250 ton sea truck was sunk with torpedo fire on 10 February, and the same day she coordinated with the FLASHER to sink another 150 ton sea truck with gunfire. An unsuccessful attack was made on a small escorted freighter on the 25th. Then while the BASHAW decoyed the escort the FLASHER finished off the freighter. She joined with the FLASHER again on the 27th to sink two 70 ton sea trucks with gunfire, and damaged two more 250 tonners the next day. The BASHAW's luck improved on 5 March when, while patrolling in the vicinity of Hue, a 10,000 ton tanker was contacted. Groping her way through a murky fog, the sub gained attack position and fired six torpedoes. Two good hits were scored, sending the RYOEI MARU to her grave. This was the last 10,000 tonner torpedoed in the South China Sea. The next day another 250 ton sea truck carrying Japanese Marines was sunk with 4" gunfire. The BASHAW ended the successful patrol on 12 March when she moored alongside the GRIFFIN in Subic Bay.

She departed on the sixth war patrol on 27 March 1945. This was conducted in areas off the Indo-China coast and the east and northeastern coasts of Hainan Island. No worthwhile contacts were made, and the sub returned to Subic Bay on 29 April for onward routing to Mare Island, California, and her first overhaul.

Upon completion of the overhaul on 13 August 1945, she departed for Pearl Harbor. The war ended while enroute, and the BASHAW returned to Mare Island.

During her wartime career the USS BASHAW earned five Battle Stars on the Asiatic-Pacific Area Service Medal for participating in the following operations:

- 1 Star/Asiatic-Pacific Raids -- 1944
Palau, Yap, Ulithi, Woleai raid -- 30 March - 1 April 1944
- 1 Star/Western Caroline Islands operation
Assaults on Philippine Islands -- 9 - 24 September 1944
- 1 Star/Leyte operation -- 27 October - 16 December 1944
- 1 Star/SECOND Submarine War Patrol -- 27 May - 16 July 1944
- 1 Star/FIFTH Submarine War Patrol -- 25 January - 12 March 1945

By Directive dated January 1947 the BASHAW was placed out of commission, in reserve, based at Mare Island. In December 1952 she was recommissioned, and as of July 1953 is active with the U.S. Pacific Fleet.

* * * * *

STATISTICS

| | |
|-----------------|-----------------------|
| OVERALL LENGTH: | 312 feet |
| BEAM: | 27 feet |
| SPEED: | 20 knots |
| DISPLACEMENT: | 1,525 tons |
| COMPLEMENT: | 8 officers; 72 men |

Compiled: 25 January 1954

U. S. S. BASHAW (SS-241)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIACHRONOLOGICAL HISTORY OF U.S.S. BASHAW (SS 241)

- 4 Dec. 1942 Keel laid at Electric Boat Co., Groton, Conn.
- 25 July 1943 Launched at Electric Boat Co., Groton, Conn.
Sponsored by Mrs Norman Ives.
- 25 Oct. 1943 Commissioned as a vessel in the United States Navy at the Submarine Base, New London, Conn. Captain Cutts Commanding Officer, Submarine Base, New London, Conn., accepted the vessel from Captain W. J. Foster of the Electric Boat Co., Groton, Conn. Lieutenant Commander R. E. Nichols, U.S.N. assumed command.
- 26 Oct.-10 Nov. 1943 Initial loading period. Conducted training exercises in Long Island Sound.
- 1 Nov.-15 Nov. 1943 Conducted contact torpedo firing at Gould Island, Narragansett Bay, R.I.
- 15 Nov.-7 Dec. 1943 Conducted training exercises in Long Island Sound. Completed final loading.
- 7 Dec.-15 Dec. 1943 Enroute from Submarine Base, New London, Conn., to Naval Operating Base, Key West, Fla. Conducted training exercises enroute.
- 15 Dec. 1943 - 8 Jan. 1944. Furnished services for Fleet Sound School, Key West, Fla. Conducted training exercises.
- 9 Jan.-13 Jan. 1944 Enroute from Key West, Fla., to Balboa, C. Z., conducting training exercises enroute.
- 14 Jan. 1944. Transited Panama Canal.
- 15 Jan.-4 Feb. 1944 Conducted final training exercises in company with U.S.S. FLOUNDER, and U.S.S. GOLST off Ferns Islands, C.Z.
- 4 Feb.-3 Mar. 1944 Enroute from Canal Zone to Milne Bay, New Guinea. Reported to Commander Task Force SEVENTY-TWO for duty. Conducted training exercises enroute.

U. S. S. BASHAW (SS-241)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CHRONOLOGICAL HISTORY OF U.S.S. BASHAW (SS-241)

| | |
|-------------------------|---|
| 3 Mar.-10 Mar. 1944 | Moored to U.S.S. FULTON undergoing voyage repairs. Completed final loading for war patrol. |
| 10 Mar. 1944. | Departed Milne Bay in company with U.S.S. BLACKBISH for first war patrol, in area bounded by the equator on the south, the Caroline Islands on the north, and Mindanao, P.I., on the west. |
| 21 Mar. 1944 | Damaged 4,500 ton Japanese Submarine Tender in a night surface radar attack. Fired six torpedoes and obtained one hit. Latitude 06-52N, Longitude 136-17E. Tender was sunk by a carrier plane on the following day. |
| 27 April 1944 | Sank one 50 ton trawler and damaged three 60 ton trawlers in a daylight gun attack, using the 4 inch and 20mm guns. Latitude 03-29.00N, Longitude 131-39E. |
| 10 May-24 May 1944 | Conducted routine patrol refit and repairs at U.S. Submarine Repair Unit 124, Brisbane, Australia. <u>Submarine Combat Insignia</u> awarded for first patrol. |
| 24 May-27 May 1944 | Conducting final patrol loading. |
| 27 May 1944 | Departed Brisbane, Australia for second war patrol via Seeadler Harbor, Admiralty Islands, in areas adjacent to Mindanao, P.I., and the Celebes Sea. |
| 25 June 1944 | Sank one medium Japanese transport and damaged one medium Japanese freighter in a night surface radar attack. Six torpedoes were fired for three hits. Latitude 3-36N, Longitude 127-19E. |
| 16 July-30 July 1944 | Conducted routine refit alongside U.S.S. SURYALN, Seeadler Harbor, Admiralty Islands. <u>Submarine Combat Insignia</u> awarded for second war patrol. |
| 31 July-6 Aug. 1944 | Conducted training exercises and completed final loading. |

U. S. S. BASHAW (SS-241)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CHRONOLOGICAL HISTORY OF U.S.S. BASHAW (SS-241)

- 7 Aug. 1944 Departed Resadler Harbor for third war patrol in the following area: Eastern Mindanao coast, Mindanao Sea, and Moro Gulf.
- 8 Sept. 1944 Sank one large passenger freighter type A.K. in a night radar approach, followed by a periscope attack. Six torpedoes fired, three hits. Latitude 08-14N, Longitude 121-47E.
- 9 Sept. 1944 On station to provide life guard services for Fleet Air Strike on Cagayan, Mindanao, P.I.
- 9 Sept. 1944 Coordinated 4 inch gun with strafing attack by four F6F's to sink a 225 ton inter-island supply ship carrying fuel oil in drums.
- 9 Sept. 1944 Rescued Felomino Corpez of Cebu City, Filipino quartermaster, who had been serving aboard the Japanese supply ship which had been sunk by gunfire and strafing. Treated him for serious leg wounds. Retained him aboard as prisoner and turned him over to Allied authorities at completion of patrol.
- 19 Sept. 1944 Rescued Ensign Herman L. Koshee, USNR, Fighter Squadron 15, off Cagayan, Mindanao, P.I.
- 4 Oct. 1944 Third war patrol completed. Arrived Submarine Base, Brisbane, Australia. Submarine Combat Insignia awarded for third war patrol.
- 5 Oct. 1944 Conducted routine refit at Submarine Repair Unit #124, Brisbane, Australia.
- 24 Oct. 1944 Final loading for war patrol.
- 27 Oct. 1944 Departed Brisbane, Australia, for fourth war patrol in the vicinity of Tizard Bank and the coast of Indo China as a member of a coordinated search and attack group consisting of the U.S.S. FLOUNDER (OTC) and U.S.S. GUAVINA.

SERIAL

U. S. S. BASHAW (SS-241)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CHRONOLOGICAL HISTORY OF U.S.S. BASHAW (SS 241)

- 21 Nov. 1944 Damaged one 5,000 ton tanker in a daylight periscope approach. Four torpedoes fired, one hit obtained. Latitude 10-30N, Longitude 114-59E.
- 14 Dec. 1944 Sighted strong enemy task force while on offensive reconnaissance in South China Sea. Unable to attack. Sent contact report.
- 25 Dec. 1944 Made submerged transit of Lombok Strait.
- 31 Dec. 1944 Completed fourth war patrol, arrived Fremantle, Western Australia.
- 1 Jan. 1945 Conducted normal refit alongside U.S.S. BURYAIR.
- 5 Jan. 1945 Lieutenant Commander Hoke S. Simpson, U.S.N., relieved commander Richard E. Nichols, U.S.N., as commanding officer.
- 15 Jan.-24 Jan. 1945 Conducted training exercises and final loading.
- 26 Jan. 1945 Departed Fremantle, Western Australia for fifth war patrol in area along the east coast of Hainan Island, eastern part of Tonkin Gulf and off the northeastern coast of Indo-China.
- 10 Feb. 1945 Sank one 250 ton (sugar charlie) sea truck by torpedo fire. Coordinated with U.S.S. FLAMER to sink a second 150 ton (sugar charlie) sea truck by gunfire. Latitude 20-24N, Longitude 111-33E.
- 25 Feb. 1945 Made unsuccessful attacks on small escorted freighter. Freighter sunk by U.S.S. FLAMER. Latitude 20-30N, Longitude 111-49E.
- 27 Feb. 1945 Coordinated with U.S.S. FLAMER in a gun attack to sink two 70 ton sea trucks. Latitude 19-25N, Longitude 11-21E.

U. S. S. BASHAW (SS-241)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CHRONOLOGICAL HISTORY OF U.S.S. BASHAW (SS 241)

- 28 Feb. 1945. Damaged two 250 ton (30) sea trucks by gunfire. Five 4" hits obtained on first target and two hits on the second target. Latitude 20-01N, Longitude 111-25E.
- 5 March 1945 Sank 10,000 ton tanker in a daylight, surface, radar approach in a heavy fog. Fired six torpedoes, two hits obtained. Latitude 16-46N, Longitude 108-41E.
- 6 March 1945 Sank a 250 ton (30) sea truck by 4" gunfire. Sea truck was carrying Imperial Marines. Attempted to pick up a survivor but all refused to be rescued.
- 12 March 1945 Completed fifth war patrol. Moored alongside U.S.S. GILPIN, in Subic Bay, P.I. Submarine combat Insignia awarded for fifth war patrol.
- 14 Mar.- 21 Mar. 1945 Conducted normal refit alongside U.S.S. ANTHEDON.
- 21 Mar - 26 Mar. 1945 Conducted training exercises. Completed final loading for war patrol.
- 27 March 1945 Departed Subic Bay, P.I., for sixth war patrol in areas off the Indo-China coast and the east and north-eastern coasts of Hainan Island.
- 29 April 1945 Completed sixth war patrol. Arrived at Subic Bay, P.I.
- 30 April 1945 Departed Subic Bay, P.I., for Navy Yard, Mare Island, Calif., via Guam and Pearl Harbor.
- 8 May 1945 Arrived at Guam. Moored alongside U.S.S. HOLLAND.
- 9 May 1945 Departed from Guam for Pearl Harbor.
- 18 May 1945 Arrived at Pearl Harbor, T.H.
- 20 May 1945 Departed Pearl Harbor, T.H. for Navy Yard, Mare Island, Calif., for overhaul.
- 27 May 1945 Arrived at Navy Yard, Mare Island, California.

U. S. S. BASHAW (SS-241)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CHRONOLOGICAL HISTORY OF U.S.S. BASHAW (SS 241)

- 28 May - 13 Aug. 1945 Undergoing Navy Yard overhaul.
- 13 Aug. 1945 Departed from Navy Yard, Mare Island, Calif., for Pearl Harbor, T.H. War ended while enroute.
- 22 Aug. 1945 Arrived at Pearl Harbor, T.H.
- 27 Aug. 1945 Departed from Pearl Harbor, T.H. for Navy Yard, Mare Island, California.
- 5 Sept. 1945 Arrived at Navy Yard, Mare Island, California. Commenced preservation work incident to placing ship in a reserve status.

SUMMARY OF PATROL RESULTS

| NO. OF PATROL | NO. AND TYPE OF SHIPS SUNK | TOTAL TONNAGE OF SHIPS SUNK | NO AND TYPE OF SHIPS DAMAGED | TOTAL TONNAGE OF SHIPS DAMAGED | AVIATORS DOWN |
|---------------|---|-----------------------------|----------------------------------|--------------------------------|---------------|
| 1 | 1 Trawler | 60 | 1 Submarine Tender 3 Trawlers | 4,680 | 0 |
| 2 | 1 Transport | 4,500 | 1 Freighter | 5,800 | 0 |
| 3 | 1 Large Freighter *1 Coastal Supply ship | 7,725 | NONE | NONE | 1 |
| 4 | NONE | NONE | 1 Small Tanker | 5,000 | 0 |
| 5 | 1 Tanker 4 Sea Trucks | 10,700 | 2 Sea Trucks | 400 | 0 |
| 6 | NONE | NONE | NONE | NONE | 0 |

* Coordinated submarine gun and plane strafing attack.

OFFICE OF THE
REGISTRAR
U. S. S. BASHAW (SS-241)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA
COMMUNICATIONS SUBMARINE
PACIFIC FLEET
ADMINISTRATION

23 October 1945.

From: The Commanding Officer.
To : The Secretary of the Navy.
Subject: Ship's History.
Reference: (a) ALpac 202.
Enclosure: (A) Chronological History of U.S.S. BASHAW (38241).

1. In accordance with reference (a), a history of the U.S.S. BASHAW (38241) is submitted herewith.

HOKE S. SIMPSON.

Copy to:
CINCPac
ComSubPacAd

INTRODUCE OTHERS TO YOUR LIFE ABOARD BASHAW.

Frequently yell "EMERGENCY DEEP," run into the kitchen and sweep all pots, pans and dishes off of the counters onto the floor, then yell at your wife for not having the kitchen area "Stowed for Sea!"

Use 18 scoops of coffee per pot and allow it to sit for five to six hours before drinking.

Put on headphones (don't plug them in) and stand in front of your stove. Say (to no one in particular) "stove manned and ready," stay there for three or four hours. Say (again, to no one in particular) "stove secured," then put the headphones away.

Don't watch movies except in the middle of the night. Have your family vote on which movie to watch, then show a different one.

Sit in your car for six hours at a time with the motor running but don't leave your driveway. Log readings of your oil pressure, water temperature, speedometer and odometer every 15 minutes.

Sleep with your dirty laundry.

53241/A16
Serial (011)

U. S. S. BATTLE (53241)
c/o Fleet Post Office
San Francisco, Calif.

U-C-R-F-I-D-E-A-S-T-I-A-L:

31 December 1944.

From: En. Commanding Officer.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Submarine Division 1-2.
 (2) The Commander Training Squadron 10.
 (3) The Commander Task Force 71.

Subject: U. S. S. BATTLE (53241), Report of Air Patrol
 number FCIW.

Enclosure: (A) Subject Report.
 (B) Flight Chart. (OFF 71 only).

1. Enclosure (A), covering the FCIW air patrol of this vessel conducted in the SOUTH OCEAN area during the period 27 October 1944 to 31 December 1944 is submitted herewith.

RS Mitchell
A. S. 110 111.

Serial (011)

CONFIDENTIAL:Subject: U.S.S. BASHAW (SS 241) - Report of
FOURTH War Patrol.A. PROLOGUE:

Arrived Brisbane, Australia on 4 October 1944 from THIRD War Patrol. Refit and repairs accomplished during the period 5 - 23 October by Submarine Repair Unit # 134.

Repairs included docking, minor repairs to sea valves and bottom; installation of third 20 MT mount, centrifugal type trim pump. Readiness for sea date 27 October 1944.

B. NARRATIVE.27 October 1944:

1412 (I) Underway for FOURTH War Patrol, proceeding in company with U.S.S. FLOUNDER and GUAVINA. Training officer, Commander F.O. LYNCH in USS FLOUNDER.
2104 (I) Joined escort, HMAS GLADSTONE off CALCUTTA HEAD.
1200 (I) Posit: Brisbane, Miles: 96
Australia. Fuel :1405

28 - 31 October 1944.

Enroute TORRES STRAIT conducting combined training exercises with HMAS GLADSTONE, USS FLOUNDER and USS GUAVINA.

28 Oct. 1944: 1200 (I) Posit: 24 - 42 S Miles: 255
154 - 50 E Fuel : 3020

29 Oct. 1944: 1200 (I) Posit: 20 - 40 S Miles: 265
156 - 1 E Fuel : 3655

30 Oct. 1944: 1200 (I) Posit: 16 - 11 S Miles: 286
155 - 41 E Fuel : 3335

30 October 1944:

1425 (I) HMAS GLADSTONE released and proceeded independently to Milne Bay. FLOUNDER, GUAVINA and BASHAW enroute entrance to TORRES STRAIT.
1200 (I) Posit: 13 - 57 S Miles: 272
152 - 24 E Fuel : 3470

1 November 1944:

Enroute TORRES STRAIT.

1200 (I) Posit: 11 - 01 S Miles: 343
147 - 55 E Fuel : 4780

CONFIDENTIAL:

Subject: U. S. S. BEECH (35241) - Report of
ECURTL War Patrol.

2 November 1944:

- 0622 (I) Sighted BEECHER 047 11.48. Commenced transit TOBES STRAIT.
- 1206 (I) Pilot boarded FLOUNDER for remainder of passage of strait.
- 1700 (I) FLOUNDER dropped pilot.
- 1200 (I) Posit: 10 - 01 S Miles: 320
143 - 03 E Fuel : 4245

3 - 5 November 1944:

Enroute D. B. ID, AUSTRALIA in company with FLOUNDER and GUAVERA. Conducted drills, gun firing, radar tests and wolf pack communication drills enroute.

- 3 Nov. 1944: 1200 (I) Posit: 10-36 E Miles: 329
137-38 E Fuel : 3800

- 4 Nov. 1944: 1200 (I) Posit: 10-34 S Miles: 326
131-37 E Fuel : 3590

5 November 1944:

- 1020 (I) Pooled to FLOUNDER in nest with GUAVERA and CHANTRELLE at D. B. ID, AUSTRALIA.
- 1200 (I) Posit: DARWIN Miles: 116
AUSTRALIA Fuel : 1300

6 November 1944:

Shifted to operational control CTF 71. Fueled, replenished stores, accomplished minor repairs. Received new operation order assigning FLOUNDER, GUAVERA and BEECH as coordinated search and attack group. Task Unit Commander - Commanding Officer, U. S. S. FLOUNDER.

- 1200 (I) Posit: DARWIN, AUSTRALIA.

7 November 1944:

- 0622 (H) Underway for patrol area. BEECH proceeding independently to patrol station south of BADDING STRAIT.
- 1200 (H) Posit: 12 - 10 S Miles: 245
129 - 35 E Fuel : 3240

CONFIDENTIAL:

Subject: U.S.S. BASTIAN (SS241) - Report of FOURTH War Patrol.

8 - 9 November 1944:

Enroute BADONG STRAIT. Training dives enroute as schedule permitted.

| | | | | |
|--------------|----------|------------|------------|------------|
| 1200 (E) | Posit: | 13 - 04 S | Fuel: | 15430 |
| | | 123 - 55 E | Miles: | 5304 |
| 9 Nov. 1944: | 1.00 (H) | Posit: | 10 - 25 S | Fuel: 4000 |
| | | | 113 - 21 E | Miles: 341 |

10 November 1944:

0314 (H) Picked up strong radar signals on search receiver, 90 megs; probably from station on PABEL ROCK.

0505 (H) Submerged at southern entrance to BADONG STRAIT. Patrolled entrance between NUSA BAR and PABEL ROCK during the day. No contacts.

1914 (H) Surfaced.

2200 (H) Orders received from CTF 71 to proceed to patrol area in SOUTH CHINA SEA in accordance with operation order. Commenced transit of LONGON STRAIT.

2345 (H) SF radar contact on patrol vessel at 2300 yards. Avoided and tracked. Apparently not detected although he had a zero angle on the bow when first contacted. Position six miles north of NUSA BAR.

| | | | | |
|----------|--------|------------|--------|------|
| 1200 (H) | Posit: | 03 - 51 S | Miles: | 175 |
| | | 115 - 25 E | Fuel: | 2265 |

11 November 1944:

0312 (H) Completed transit of LONGON.

0509 (H) Submerged southeast of SHAN TAI.

1900 (H) Surfaced.

2120 (H) Contacted and spoke southbound GUININGO by SF radar.

| | | | | |
|----------|--------|------------|--------|------|
| 1200 (H) | Posit: | 07 - 09 S | Miles: | 186 |
| | | 116 - 20 E | Fuel: | 2785 |

12 November 1944:

Proceeding north through SHANGHAI STRAIT.

0523 (H) Submerged for trim and deep dive.

CONFIDENTIAL:

Subject: U. S. S. BARTON (33 241) - Report of TOWNSEND
War Patrol.

12 November 1944:

0700 (H) Surfaced. Numerous sailboats in sight all day.
0906 (H) Sighted unidentified aircraft at about 8 miles,
closing; submerged to avoid detection. (Aircraft
contact # 1). Remained submerged to close
CAPE MANDAR.
1843 (H) Surfaced. Proceeding northward 10 miles off
CAPE MANDAR. Dodged numerous sailboats in vicini-
ity of cape.
1200 (H) Posit: 04 - 22 S Miles: 217
118 - 02 E Fuel: 3050

13 November 1944:

Enroute patrol station via MANAFAKA STRAIT.

1027 (H) Submerged. Visibility poor for aircraft sighting.
1200 (H) Surfaced. Visibility improved.
1954 (H) Completed passage of strait.
2343 (H) Contacted and spoke southbound BREMEN.
1200 (H) Posit: 00 - 31 S Fuel: 312
118 - 22 E Miles: 4495

14 November 1944:

Enroute patrol station in CHINESE SEA.

0609 (H) Submerged south of SIKUWA PASSAGE.
1815 (H) Surfaced.
2324 (H) Commenced transit SIKUWA PASSAGE.
1200 (H) Posit: 03 - 03 N Miles: 193
119 - 43 E Fuel: 2635

15 November 1944:

0220 (H) Completed uneventful transit. Radar signals, 150
megs. on search receiver when in vicinity of
BONCAC PT.
0605 (H) Completed passage PEARL PASS - BOO CAN. Pro-
ceeding northeast in SOUTH SEA.
0708 (H) Submerged to routine torpedoes.
1335 (H) Surfaced.

CONFIDENTIAL:

Subject: U. S. S. B. SEAN (SS241) - Report of Enroute
War Patrol.

15 November 1944:

- 1418 (H) Sighted aircraft, identified as "MVI3" at about
8 miles, closing. (Aircraft contact #2). Submerged.
1530 (H) Surfaced.
1621 (H) Sighted unidentified aircraft headed in at about
7 miles. (Aircraft contact #3). Submerged.
1828 (H) Surfaced.
2020 (H) Converted #4 P.B.T. Submerged to flush out tank.
2031 (H) Surfaced.
1200 (H) Posit: 06 - 21 N Miles: 229
119 - 51 E Fuel: 3355

16 November 1944:

Enroute patrol station via CUYO EAST PASS.

- 0528 (H) Submerged east of CAGAYAN ISLAND. Closed to fix
position.
1102 (H) Surfaced. Proceeding north through CUYO EAST
PASS.
1144 (H) Sighted unidentified aircraft at about 9 miles,
headed in. (Aircraft contact #4). Submerged.
1336 (H) Sighted aircraft at 7 miles. (Aircraft contact
#5). Resembled "RUFE". Submerged to avoid
detection.
1445 (H) Surfaced.
1447 (H) Sighted unidentified aircraft at 8 miles, clo-
sing. (Aircraft contact #6). Dove.
1810 (H) Surfaced.
1200 (H) Posit: 09 - 31 N Miles: 213
121 - 32 E Fuel: 2940

17 November 1944.

Enroute patrol station via CUYO EAST PASS.

- 0510 (H) Submerged in APO EAST PASS, MINDORO STRAIT.
1000 (H) Sighted aircraft, identified as B-25, flying
low on westerly course. (Aircraft contact #7).
1340 (H) Sighted unidentified aircraft on easterly course.
(Aircraft contact #8).
1832 (H) Surfaced.
2150 (H) Completed passage MINDORO STRAIT.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FOURTH War Patrol.

17 November 1944: - Cont'd:

1200 (H) Posit: 12 - 23 N Miles: 203
120 - 45 E Fuel: 2810

18 November 1944:

Enroute station via SOUTH CHINA SEA.

- 0315 (H) SJ radar interference. Attempted challenge by SJ. Indications of reply but unable to read. Should be BARBEL southbound.
- 1518 (H) SD contact at 12 miles; closing. (Aircraft contact # 9). Submerged to avoid detection.
- 1825 (H) Surfaced. Received orders from CTF 71 assigning BASHAW offensive reconnaissance in DANGLONG GROUND east of TIZARD BANK.
- 1200 (H) Posit: 13 - 10 N Miles: 305
116 - 40 E Fuel: 3900

19 November 1944:

Enroute reconnaissance station.

- 0742 (H) Submerged to close WEST YORK ISLAND and fix position. Visibility poor.
- 1150 (H) Visibility improved. Sighted WEST YORK ISLAND. Surfaced and closed. Island about 25 feet high. Maximum radar range 10,000 yards. Proceeded southward to TIZARD BANK.
- 1330 (H) Sighted IRVING REEF. With choppy sea and good visibility, breakers on reef visible at about six miles with high periscope.
- 1529 (H) FLOUNDER surfaced on starboard beam. Exchanged information. Changed course to close TIZARD BANK for a look before dark.
- 1752 (H) Sighted BLAD REEF through high periscope. Nothing in northeast portion of TIZARD BANK. With excellent visibility and moderate swell, sea breaking on BLAD REEF visible at about six miles. Filled in blank portion of chart with fathometer readings.
- 2055 (H) Closed FLOUNDER and arranged limits of patrol areas during reconnaissance.
- 1200 (H) Posit: 11 - 10 N Miles: 242
115 - 07 E Fuel: 2155

CONFIDENTIAL:

Subject: U.S.S. BASKIN (SS241) - Report of FOURTH
War Patrol.

20 November 1944:

Patrolling east of TIZARD BANK.

- 0700 (H) Trim and deep dive.
0839 (H) Surfaced. Visibility good so decided to explore
passage between NAM YIT ISLAND and UNION REEFS.
0930 (H) Sighted ELLAD REEF.
1040 (H) Sighted NAM YIT ISLAND. Closed for better look.
No sign of habitation. Maximum radar range 12,000
yards. Island very low. Continued south of NAM
YIT and plotted soundings. Channel clear and deep.
Nothing seen in TIZARD with high periscope. Reefs
to west of NAM YIT visible at 5 miles.
1324 (H) Completed search of TIZARD. Submerged to routine
torpedoes.
1625 (H) Surfaced. Patrolled northwest of TIZARD during the
night.
1200 (E) Posit: 11 - 10 W Miles: 199
114 - 20 E Fuel: 1680

21 November 1944:

Patrolling northwest of TIZARD BANK.

Returned to eastward of TIZARD during the morning
and conducted submerged patrol. Heavy seas build-
ing up during the morning.

- 1430 (E) Sighted masts of two ships bearing 252 true, range
15,000 yards, angle on bow 60 starboard. Commence-
d approach. (Ship contact # 1).
1500 (H) Targets identified as one medium AK similar to
TAIAN MARU and one medium tanker, escorted by one
"Sea Defense" class and one medium to large TC.
Tracked on a base course of 020 true, speed 5-1/2
knots, zig zagging at short and irregular intervals.
Low speed probably due to heavy seas. Periscope
observations difficult.

From initial set-up, chances of gaining favor-
able firing position didn't look good. After a
three hour approach, however, managed to close to
3000 yards on the AK; tanker was on the far side
and overlapping astern just before firing.

CONFIDENTIAL:

Subject: U. S. S. BASSON (SS241) - Report of TORPEDO War Patrol.

21 November 1944:

- 1727 (H) Torpedo run of 3100 yards, 110 starboard track. Not too good but the best we would get so commenced firing four torpedoes, 150 ° spread at the AK. Target zigged left during the firing, further opening up tanker.
Heard erratic running for 200 yards starboard side shortly after firing. Bent dee to avoid.
 - 1729-37 (H) Heard one torpedo hit. Torpedo run checked with range to tanker. Believe missed stern of AK and hit tanker which was overlapping.
 - 1733 (H) Heard series of muffled explosions. Got depth charges.
 - 1743 (H) First depth charge, not close. Evaded at deep depth and southerly direction with no trouble. Adjacent reefs limited evasive courses somewhat.
 - 2026 (H) Last of twenty-one depth charges.
 - 2115 (H) Surfaced. Reloaded. Bent contact report to FLOUNDER and GUAVINA. Returned to scene of attack after reloading.
 - 2145 (H) SJ radar interference from FLOUNDER.
 - 2252 (H) Sighted red glow on horizon. Headed toward. Glow turned out to be a ship on fire. Tracked ship as stopped and drifting down on ELHAD RELF with the sea.
Asked the FLOUNDER what his bearing was from burning ship and if he had contact with remainder of convoy.
- 1200 (H) Posit: 10 - 32 N Fuel: 2610
 114 - 43 E Miles: 202

22 November 1944:

- 0100 (H) Ship still burning very brightly. Observed several explosions on board followed by an increase in the intensity of the fire. Visibility too good for a surface kill. Appeared unlikely that ship would survive until morning but if she did GUAVINA to westward could insure destruction, so commenced search to northward for remainder of convoy. FLOUNDER had no contact except burning ship.

CONFIDENTIAL:

Subject: U. S. S. BASHAW (SS241) - Report of FOURTH
War Patrol.

22 November 1944:

- 0614 (E) Submerged for patrol across northeastern route through reefs. Squally and overcast with rough seas.
- 1012 (E) Sighted escort vessel on northeasterly course. Closed to investigate. Identified as similar to PC of yesterday, all alone and searching.
- 1817 (E) Surfaced. No further contacts.
- 2045 (E) Radar interference from FLEET. Exchanged information and arranged search for the night. Said he hit medium AK yesterday afternoon but had no contacts today. May not be any remainder of convoy.
- 1200 (E) Posit: 11 - 25 W Miles: 134
115 - 24 Fuel: 1240

23 November 1944:

Continued search northeast of TITARD. No further contacts during the night. Commenced return to station.

- 0630 (E) Submerged patrol. Rough seas, squalls and poor visibility. Position uncertain.
- 1821 (E) Surfaced.
- 1200 (E) Posit: 10 - 32 E Miles: 147
115 - 04 E Fuel: 1115

24 November 1944:

Patrolling north of TITARD. Heavy seas, squally weather and poor visibility. Position doubtful so remained north of WEST YORK ISLAND.

- 0550 (E) Submerged.
- 1412 (E) Weather and visibility improved. Surfaced and attempted to make landfall on WEST YORK ISLAND.
- 1812 (E) No landfall. Patrolled northward during the night.
- 1200 (E) Posit: 11 - 42 N Miles: 139
115 - 19 E Fuel: 1735

CONFIDENTIAL:

Subject: U. S. S. BASHAN (SS241) - Report of FOURTH War Patrol.

25 November 1944:

Patrolling northeast of TIZARD BANK. Orders received from CTF 71 discontinuing reconnaissance and directing FLOUNDER, GUAVINA and BASHAN to proceed to station east of IMBO-GALBA. Heeded for rendezvous point in new area.

1200 (H) Posit: 10 - 32 N Miles: 282
115 - 03 E Fuel : 2945

26 November 1944:

Enroute rendezvous point in new area.

2042 (H) Contacted FLOUNDER and GUAVINA. Group Commander assigned BASHAN station north and east of POULO GALBIR.

1200 (H) Posit: 12 - 01 N Miles: 259
111 - 03 E Fuel : 3100

27 November 1944:

0600 (H) Submerged. Patrolled two miles east of NUI ONG CAN during the day.

1135 (H) Sighted small coastal land of about 1000 tons on northerly course about one half mile off the coast. Range 12,000 yards. Angle on bow 60 degrees starboard. Commenced approach.

Tracking at 7 knots up the coast passing behind NUI ONG CO island. Broke off approach. Target not worth a long range shot and unable to obtain favorable firing position.

Observed medium caliber gun on stern, another probable medium caliber on bow of ship, and a peculiar antennae mast arrangement over the pilot house. Possibly used for patrol duty.

1903 (H) Surfaced.

1200 (H) Posit: 13 - 53 N Miles: 131
109 - 22 E Fuel : 1400

28 November 1944:

Conducted surface patrol across TAMAO-YULINHAN-SAIGON lanes. Aircraft contact # 10. No other contacts.

CONFIDENTIAL:

Subject: U. S. S. BABY (33241) - Report of 1944
War Patrol.

28 November 1944: - Cont'd:

1200 (H) Posit: 13 - 47 N Miles: 242
111 - 41 E Fuel : 2125

29 November 1944:

0034 (H) Contacted and spoke GUMBI A.
0553 (H) Submerged. Patrolled off KUI KO point, south of
PULAU CAMER.
1905 (H) Surfaced. Patrolled north along coast of KUI CAM
island during the night.
1200 (H) Posit: 13 - 33 Miles: 145
109 - 22 E Fuel : 1540

30 November 1944:

0553 (H) Submerged. Patrolled two miles northeast of KUI
CAM island. Sighted two "SAM" float planes,
apparently searching the coast during the day.
(Aircraft contacts # 10 and # 11).
1917 (H) Surfaced. Orders received from CFB 71 during night
assigning BABY station on reconnaissance line
southeast from KUI CAM light. Headed south toward
new station.
1200 (H) Posit: 13 - 54 N Miles: 165
109 - 22 E Fuel : 1275

1 December 1944:

Proceeding reconnaissance station southeast of
KUI CAM light.

0540 (H) Submerged twenty miles east of CAMERON BAY.
1037 (H) Picked up echo ranging bearing 020 true. Shortly
thereafter sighted masts on same bearing, and "SAM"
float plane circling overhead.
Commenced approach. Masts developed into
two large tankers with escorts ahead and on near
flank, and masts of third on far side. Initial
angle on the bow 70° port, estimated base course
240°, speed 14 knots. Zigzagged at five to ten
minute intervals.

CONFIDENTIAL:

Subject: U. S. S. BASSA (33 241) - Report of GOLF II War Patrol.

1 December 1944:

Closed at standard speed for thirty minutes with a few brief looks.

1127 (H) With a minimum range of 7300 yards on near tanker, formation sighted away, presenting 140° port angle. Had hopes of getting off a shot on near tanker until this time. Accelerated approach.

Surface chase useless as convoy will be in CAMPER BAY or inside 10 station curve south of CAMP PADIRAY before dark. Surface attack tone is not feasible due to fuel moon.

1858 (H) Surfaced.

2040 (H) Contacted and exchanged information with FICW LER. Station on reconnaissance line delayed by CTF 71 so commenced return to area. Group Commander assigned BASSA station off RON O.I.

1200 (H) Posit: 12 - 13 N Miles: 103
109 - 39 E Fuel: 1465

2 December 1944:

Submerged. Patrolled two miles east of RON O.I. during the day. Sighted two luggers and small trawler along the coast. No other contacts.

1200 (H) Posit: 12 - 40 N Miles: 138
109 - 30 E Fuel: 1090

3 December 1944:

Surface patrol east of CAMPER BAY.

1500 (H) Sighted float plane at about five miles. Submerged to avoid detection. (Aircraft contact 12.)

1657 (H) Surfaced. Heavy swell during day and frequent squalls. Wind increasing and shifting to the north.

1200 (H) Posit: 11 - 05 N Miles: 235
110 - 49 E Fuel: 2940

4 December 1944:

Headed for rendezvous point with CHAVIN. FICW LER departed area due to low fuel. Group Commander now in CHAVIN.

CONFIDENTIAL:

Subject: U. S. S. RASNA (33241) - Report of FOURTH
War Patrol.

4 December 1944:

- Received message from GUVINA delaying rendezvous due to weather conditions. Wind now about 30 knots, extremely heavy seas and driving rain.
- 0650 (H) Submerged east of CAMR M. BAY. Unable to maintain periscope patrol. Wind and sea still increasing.
- 1840 (H) Surfaced. Rode out storm on northerly course during the night. Maximum speed about 3 knots.
- 1200 (H) Posit: 12 - 49 N Miles: 94
110 - 29 E Fuel : 915

5 December 1944:

Patrolling east of HCN DOI.

- 0014 (H) Submerged. Wind decreased slightly. Able to maintain periscope watch with some difficulty. Continuous rain during the day.
- 1645 (H) Surfaced. Closed coast to attempt radar fix.
- 2340 (H) Contacted and exchanged information with GUVINA.
- 1200 (H) Posit: 12 - 59 N Miles: 113
109 - 49 E Fuel : 1060

6 December 1944:

- 0625 (H) Submerged. Patrolled coast east of HCN DOI. Weather moderated somewhat. Still heavy rains and a 4 knot southerly current as a result of the storm.
- 1846 (H) Surfaced.
- 1200 (H) Posit: 12 - 39 N Miles: 137
109 - 40 E Fuel : 1190

7 December 1944:

- 0704 (H) Submerged east of HCN DOI. Wind and seas increased again.
- 1846 (H) Surfaced.
- 2255 (H) Contacted GUVINA by BJ.
- 1200 (H) Posit: 13 - 05 N Miles: 139
110 - 14 E Fuel : 1130

CONFIDENTIAL:

Subject: U. S. S. BASHA (33241) - Report of FOURTH
War Patrol.

8 December 1944:

Patrolling east of HOW DOI - CAPE VARELLA.

0620 (H) Submerged. Weather conditions continue to be poor.
Strong southerly current, heavy rains, rough seas.

1845 (H) Surfaced.

1200 (H) Posit: 12 - 55 E Miles: 103
109 - 47 E Fuel: 920

9 December 1944:

Patrolling east of HOW DOI - CAPE VARELLA.

0630 (H) Submerged.

1845 (H) Surfaced.

1200 (H) Posit: 11 - 53 N Miles: 93
109 - 30 E Fuel: 745

10 December 1944:

BASHA assigned station on reconnaissance line
southeast of HOW DOI light. Departed area for
new station.

1200 (H) Posit: 11 - 32 N Miles: 92
109 - 56 E Fuel: 655

11 - 13 December 1944:

Patrolling station on reconnaissance line. Con-
tinued heavy seas and poor visibility.

1200 (H) Posit: 11 - 16 N Miles: 82
109 - 50 E Fuel: 655

12 Dec. 1944: 1200 (H) Posit: 11-42 E Miles: 101
110-30 E Fuel: 650

13 Dec. 1944: 1200 (H) Posit: 11-16 N Miles: 95
110-41 E Fuel: 510

CONFIDENTIAL:

Subject: U. S. S. BATA (33241) - Report of TOWNET
War Patrol.

14 December 1944:

Weather moderated considerably. Still heavy swells but clearer skies. Obtained good morning fix.

- 0611 (N) Sighted contacts bearing 150 true. Commenced tracking.
 - 0625 (N) Range still closing. Our maximum speed into heavy swells about 15 knots. Too light to remain on surface any longer without being sighted so dove and commenced approach.
 - 0631 (N) Identified contacts as task force of two KAWASO BB's, one CL similar to OYAMA class, five KUBUKI DD's, air cover by two "F4U" float planes. Base course 020°, speed 19 knots.
 - 0654 (N) Minimum range 7950 yards. Only two Mark XIV torpedoes available for low power shot. As task force was as yet unreported, deemed an early contact report of more value than improbable chance of hitting with these two torpedoes.
 - 0624 (N) Surfaced and sent out contact report. Headed up last bearing of force for an hour and a half. Fast speed still about 15 knots into sea. Unable to regain contact.
- Returned to station. Sent out additional information on contact. Considerable difficulty experienced in getting these two messages off.
- 1200 (N) Posit: 11 - 11 N Miles: 158
110 - 22 E Fuel: 1465

15 December 1944:

Patrolling station on reconnaissance line.

- 0257 (N) Received orders from CTF 71 terminating patrol. Headed south.
- 0956 (N) Sighted unidentified aircraft on converging course at about 9 miles. Submerged. (Aircraft contact 13).
- 1024 (N) Surfaced.
- 1200 (N) Posit: 10 - 04 N Miles: 148
109 - 37 E Fuel: 2150

CONFIDENTIAL:

Subject: U. S. S. EAGLE (33241) - Report of FOURTH War Patrol.

16 December 1944:

Enroute KARIMATA STRAIT.

- 0602 (H) Sighted unidentified object on horizon bearing 259 true. Submerged and closer to investigate. Proved to be the bow of a sunken ship. Bow still afloat with about 15 feet exposed. Stern apparently firmly anchored to the bottom. Lat: 06 - 05 N; Long: 108 - 01 E. No identifying marks. Expended two torpedoes to remove this navigational hazard, no hits. Abandoned further attempts.
- 1800 (H) Directive from CTF 71 to receive BERGALL crew from PADDLE or ANGLER if necessary. Headed for NORTH NATUNA island.
- 2300 (H) Contacted and exchanged information with PADDLE. No contact with ANGLER by PADDLE. Searched north and west of NORTH NATUNA during night. Told PADDLE we would search northwest coast tomorrow. Said he had previously searched north coast.
- 1200 (H) Posit: 06 - 12 N Miles: 148
108 - 04 E Fuel: 1015

17 December 1944:

- 0603 (H) Submerged. Searched northwest and north coast from a mile off shore. Nothing seen.
- 1912 (H) Surfaced.
- 2356 (H) Rendezvoused with PADDLE.
- 1200 (H) Posit: 04 - 56 N Miles: 107
107 - 46 E Fuel: 645

18 December 1944:

Continued search in vicinity of NATUNA island in company with PADDLE.

- 1930 (H) Message received says BERGALL and ANGLER already well south of barrier. Heaved great sigh of relief.
- 2145 (H) Terminated patrol on orders of CTF 71. Headed for KARIMATA STRAIT.
- 1200 (H) Posit: 04 - 49 N Miles: 110
108 - 02 E Fuel: 515

CONFIDENTIAL:

Subject: U. S. S. BASHAW (33241) - Report of FOURTH
War Patrol.

19 - 20 December 1944:

Enroute KARIMATA STRAIT.

1200 (H) Posit: 03 - 07 N Miles: 130
107 - 15 E Fuel: 940

20 Dec. 1944: 1200 (H) Posit: 00 - 47 N Miles: 134
106 - 37 E Fuel: 985

21 December 1944:

2030 (H) Commenced transit KARIMATA. Contacted and
spoke MINGO.

2210 (H) Contacted and spoke CURRY RD.

1200 (H) Posit: 01 - 08 S Miles: 154
107 - 44 E Fuel: 1365

22 December 1944:

0350 (H) Contacted and spoke QUIBAREO.

0500 (H) Completed passage of KARIMATA.

2040 (H) Contacted and spoke KOCK.

1200 (H) Posit: 03 - 34 S Miles: 176
109 - 20 E Fuel: 1785

23 December 1944:

Enroute LOMBOK STRAIT.

1200 (H) Posit: 05 - 06 S Miles: 212
112 - 03 E Fuel: 2135

24 December 1944:

Enroute LOMBOK STRAIT. (Aircraft contact # 15.)

1200 (H) Posit: 07 - 01 S Miles: 193
114 - 49 E Fuel: 2155

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FOURTH
War Patrol.

25 December 1944:

- 0030 (H) Contacted and spoke TAMBAKITO.
0040 (H) SJ contact on patrol craft at 6700 yards. Position fifteen miles north of northern entrance to LOBOK.
Avoided.
0330 (H) SJ contact on two patrols, range 6600 yards. Tracked on northerly courses about five miles apart in center of strait. Avoided. These two reversed course and headed for south entrance of strait when we finally got through them.
0457 (H) Time spent in avoiding patrols delays our schedule. Now getting very light and still about ten miles from southern entrance to strait. Two patrols still about 5000 yards on each quarter. Submerged. Spent Christmas Day in LOBOK backing northerly current. Third patrol showed up coming up from south entrance after diving. Patrols milled around for awhile after we submerged and then departed.
0724 (H) Sighted PFF float plane over southern entrance of strait on easterly course. Aircraft contact # 16.
1943 (H) Surfaced. Completed transit of LOBOK.
2105 (H) Contacted and spoke BLUESHILL by SJ.
2214 (H) Contacted and spoke BREAM by SJ.
1200 (H) Posit: 08 - 43 S Fuel: 2570
112 - 43 E Miles: 195

26 - 28 December 1944:

Enroute EMBAYMENT GULF. Aircraft Contact # 16.

28 December 1944:

- 0125 (H) Contacted and spoke HARBORND by SJ.
0705 (H) Contacted and spoke TAMBAKITO.
0941 (H) Moored to fuel barge EMBAYMENT GULF.
2013 (H) Departed EMBAYMENT GULF. Total fuel at EMBAYMENT about 8000 gals.

29 - 31 December 1944:

Enroute FREEMANTLE, AUSTRALIA.

31 December 1944:

- 0920 (H) Moored; FREEMANTLE, AUSTRALIA.

CONFIDENTIAL:

Subject: U. S. S. BAEFAN (93241) - Report of ROYAL
War Patrol.

C. WEATHER.

The weather in the South China Sea during the month of December was all bad. Strong winds and heavy seas from the north accompanied by much rain made navigation difficult, depth control at periscope depth difficult and sometimes impossible, and generally lessened the effectiveness of a submarine patrol in this area.

D. TIDAL INFORMATION:

During the month of November in the "Dangerous Ground" area of the South China Sea, the currents were found to be almost negligible which greatly facilitated navigation around the numerous reefs. West of Dangerous Ground, during the month of December, the currents were found to be variable and unpredictable. The general set was in a southerly direction, with a drift of from 1 to 5 knots. In Lombok Strait during the West Monsoon, the currents agreed with the tides as given in the tide tables; during the eight hour flood the current was to the north at a rate of 3 to 4 knots; during the 4 hour ebb slack water was found in the narrow part of the strait.

E. NAVIGATIONAL INFORMATION:

Nothing unusual. A wreck of a large ship was seen in the following position: Lat: 03 - 05 N; Long: 105 - 01 E. This was apparently on the bottom with about 15 feet of the bow above water and did not appear to be drifting with the current. It is a definite hazard to navigation.

F. SHIP CONTACTS:

| NO. | DATE TIME | LAT LONG | TYPE | INIT- IAL RANGE | EST. | HOW | REMARKS |
|-----|----------------------|---------------------|--|-----------------------|------------------------|--------------------------------|-------------------------------|
| | | | | | COU SE A.D SPEED | CON- TAC- TED | |
| 1 | 1430 (H) 11-21-44 | 10-21 N 114-56 E | 1 medium freighter 1 AØ 1 PC 1 "Sea De- fense"esc- ort | 15,000 | 020 M 5.5 kt | COB Per- isc- o' o' 1 | See torpedo attack 1 |

33241/A16
Serial (011)

U. S. S. BAXAM (33241)

CONFIDENTIAL:

Subject: U. S. S. BAXAM (33241) - Report of POW
War Patrol.

F. SHIP CONTACTS: - Cont'd:

| NO. | DATE TIME | LAT LONG | TYPE | INIT- IAL RANGE | DIST. COURSE AND SPEED | HOW CON- TACT- ED | REMARKS |
|-----|----------------------|---------------------|---------------------------------|-----------------------|---------------------------------|----------------------------|--------------------------------------|
| 2 | 1012 (H) 11/22 | 11-22 N 115-22 E | 1 PC | 10,000 | 025 T 6 kts | OOD Peris- cope | Same as escort contact # 1. |
| 3 | 1135 (H) 11/27 | 13-49 N 109-18 E | Small Maru (1000 tons) | 12,000 | 340 T 6 kts | OOD Peri- scope | |
| 4 | 1037 (H) 12/1 | 12-18 N 109-45 E | 2 AO 3 es- corts | 20,000 | 240 T 14 kts | OOD Peri- scope | |
| 5 | 0611 (H) 12/14 | 10-48 N 110-17 E | 2 BB 1 CL 5 DD | 27,000 | 020 T 19 kts | L.O. | |

G. AIRCRAFT CONTACTS:

| NO. | LAT. LONG. | TYPE | DIST- ANCE | ELEV- ATION | HOW SIGHTED |
|-----|---------------------|-------------------------------------|---------------|----------------|----------------|
| 1 | 04-14 S 118-08 E | Bomber | 5 mi | 1° | L.O. |
| 2. | 06-29 N 119-54 E | Navis Bomber | 9 mi | 4° | Capt |
| 3 | 06-41 N 120-00 E | Unknown | 9 mi | 3° | L.O. |
| 4 | 09-29 N 121-29 E | B-24 | 10 mi. | | L.O. |
| 5 | 09-35 N 121-36 E | Mono- plane Uniden- tified | 8 mi | 4° | L.O. |

CONFIDENTIAL:

Subject: U. S. S. BAKER (33241) - Report of WOODS
War Patrol.

C. AIRCRAFT CONTACTS: - Cont'd:

| NO. | LAT. LONG. | TYPE | DIST- ANCE | ALTA- TION | HOW SIG'LED |
|-----|---------------------|-------------------|---------------|---------------|----------------|
| 6 | 09-35 N 121-36 E | Unident- ified | 12 mi | 1° | CC |
| 7 | 12-27 N 120-43 E | S-25 | 4 mi | 1° | CC |
| 8 | 12-31 N 120-40 E | Unid. Bomber | 6 mi | 4° | CCD |
| 9 | 13-07 N 116-02 E | Unident- ified | 14 mi | | SD |
| 10 | 13-39 N 111-09 E | | 10 mi. | | SD |
| 11 | 13-53 N 109-24 E | Unidenti- fied | 6 mi | 3° | CCD |
| 12 | 13-55 N 109-25 E | Unidenti- fied | 6 mi | 5° | CCD |
| 13 | 12-10 N 109-45 E | Unidenti- fied | 9 mi | | CCD |
| 14 | 11-17 N 110-39 E | Float Type | | 2° | LC JCCD |
| 15 | 10-20 N 109-40 E | Unidenti- fied | 10 mi | 2° | LC |
| 16 | 05-03 S 112-00 E | Unidenti- fied | 5 mi | 5° | LC |
| 17 | 07-65 S 114-52 E | Unidenti- fied | 1 mi | 3° | CCD |
| 18 | 08-30 S 115-42 E | Wester | 11 mi | 2° | CCD |
| 19 | 13-05 S 115-05 E | Unidenti- fied | 10 mi | 3° | LC |

CONFIDENTIAL:

Subject: U.S.S. BASHAW (33241) - Report of FOURTH
War Patrol.

H. TORPEDO ATTACK REPORT.

USS BASHAW (33 241) TORPEDO ATTACK # 1 PATROL # 4

TIME: 1727 (K) DATE: 11-21-44 LAT: 10-30 N LONG: 114-59 E

TARGET DATA - DAMAGE INFLECTED

DESCRIPTION: Sighted convoy of medium AK similar to "LILA"
MAYO (N. 134, ONI 103-J Rev) and one medium AO
escorted by one "Sea Defense" class escort and
one IC at periscope depth, early afternoon on
the 21st. Visibility bad; sea rough. Initial
range - 15,000 yards.

WILL DAMAGE OF POSSIBLE SINK:

| <u>NUMBER</u> | <u>TYPE</u> | <u>RANGE</u> | <u>TYPE (IF KNOWN)</u> |
|---------------|-------------|--------------|------------------------|
| 1 | AO | 5,000 | KU |

DAMAGE DETERMINED BY: One torpedo hit. Torpedo run
checked with range to tanker.

(AK) TARGET DRAFT: 20' COURSE: 045-020 SPEED: 5 $\frac{1}{2}$ kts.
RANGE (at firing) 3100 yards.

OWN SHIP DATA

SPEED 2.5 COURSE 000 T DEPTH 61' ANGLE (at firing) 20° down

FIRE CONTROL AND TORPEDO DATA

TYPE ATTACK: Daylight periscope attack. Initial range 15,000;
ACE 60 S. Tracked on base course 020 T, speed 5 $\frac{1}{2}$ knots. Zig
zagging at 4 to 10 minute intervals. After three min approach
fired four torpedoes spread 150°, torpedo run 3100 yards,
110 S track at the medium AK. Tanker on star side of AK and
overlapping astern at firing. Torpedo deep by erratic running
torpedo. Timed torpedo hit on tanker while going deep. Be-
lieve missed stern of AK and hit tanker. Misses due to
erratic run, comparatively low range and small speed error.

33241/A16
Serial (011)

U. S. S. BARKLEY (33241)

COMBILIT FINAL:

Subject: U. S. S. BARKLEY (33241) - Report of P. W. W.
War Patrol.

H. TORPEDO CONTACT RECORD - Cont'd:

| | | | | |
|------------------|---------------------|---------|---------|---------|
| Tubes Fired: | 3 | 4 | 5 | 6 |
| Gyro Angle | 352 | 351 | 349 | 348 |
| Depth Set | 8' | 8' | 8' | 8' |
| Power | High | High | High | High |
| Hit or Miss | Miss | Miss | Miss | Hit |
| Erratic (Yes-no) | One torpedo erratic | | | |
| Mk Torpedo | 14-3A | 14-3A | 14-3A | 14-3A |
| Serial No. | 39685 | 26426 | 40615 | 24511 |
| Mk Exploder | 6-5 | 6-5 | 6-5 | 6-5 |
| Serial No. | 25774 | 10684 | 17169 | 6236 |
| Actuation Set | Contact | Contact | Contact | Contact |
| Actuation Actual | | | | Contact |
| Mk Warhead | 16-1 | 16-1 | 16-1 | 16-1 |
| Serial No | 17651 | 11663 | 12975 | 3573 |
| Explosive | PCN | TCN | U. C. | PCN |
| Fire Interval | | 11 sec | 11 sec | 13 sec |
| Type spread | Divergent, 3° | | | |
| Sea Conditions | Force three | | | |

Overhaul activity Submarine Repair Unit, Navy 134.

REMARKS: - Torpedo from tube # 3 or # 4 ran erratic.
Reason unknown.

CONFIDENTIAL:

Subject: U.S.S. BASSON (33241) - Report of FOURTH
War Patrol.

I. MINES:

On 13 November 1944 in position - Lat: 00 -
04.5 N.; Long: 113 - 54 E. in Makassar Strait one float-
ing horned type mine was sighted. It was similar to type
140, C.P. 898.

J. ANTI-SUBMARINE MEASURES AND EVASION TACTICS:

No new measures noted.

K. MAJOR DEFECTS AND DAMAGE:

High Pressure Air Compressor:

Considerable difficulty was experienced with
the starboard high pressure air compressor. This machine
was overhauled during the last refit; operation was satis-
factory for the first fifteen hours. The first indication
of trouble was the first stage pressure building up too
high. The valves were inspected and found in but the
trouble continued. Upon disassembling the compressor the
third and fourth stage rings were found to be broken. The
first and second stage rings frozen. The compressor showed
evidence of pumping oil and firing.

All rings were replaced and the compressor
was put back in operation. After ten hours of running the
same trouble reappeared. The machine was again torn down.
This time salt water was found in the third stage. A
test showed the third stage cooler to be leaking. The for-
ward piston was found not to swim freely on its ball and
socket joint. Examination showed large pits where the ball
had been scored to a depth of 1/32 inch. This was caused
by an obstruction in the oil hole in the connecting rod.

The leaking cooler and the damaged rings
were replaced. The ball and socket joint was ground in
and the machine was placed back in operation.

The compressor functioned fairly well for
the rest of the patrol although the worn ball and socket
joint has a tendency to overheat.

CONFIDENTIAL:

Subject: U. S. S. BASHAW (SS241) - Report of FOURTH
War Patrol.

7. MAJOR DEFECTS AND DAMAGES - Cont'd:

Fuel Oil Purifier:

On October 29th inspection revealed a badly worn drag bushing on the #1 Fuel Oil Purifier. A crack was found running half way around the drag body below the threads where the drag shell screws on. The drag body could not be repaired by ship's forces and was replaced by a spare received in Darwin on November 5th. At the time of replacement the broken part had been in use for 959 hours.

Exhaust Valves:

During the patrol 16 main engine exhaust valves were replaced. Four of these had holes burned through the faces. The remaining twelve showed slight signs of burning. All valves had between 900 and 1200 hours in use. One cylinder head was replaced where a seat was found cracked under a burned valve. Since the manufacturer recommends overhaul of all exhaust valves after 1000 hours of operation, an immediate inspection is made of the valves of any cylinder showing a higher than average firing temperature and low compression pressure.

BO. PLATES:

On November 6th the bakelite arm holding the contacts for the accelerating relay in the bow plane tilting panel was discovered broken. This appears to be a regular casualty occurring at least once each patrol. The contact was replaced from spares.

EVAPORATORS:

275 hours after the last acid cleaning of the #2 evaporator pressure reached six pounds. For two consecutive nights the still was run and then flushed at hourly intervals until the pressure dropped to 5-1/4 pounds. The salting was caused by improper flow regulation during rough weather. For the rest of the patrol the evaporators were flushed for three hours after securing instead of two.

CONFIDENTIAL:

Subject: U.S.S. BASTIAN (33241) - Report of WATCH
War Patrol.

K. MAJOR DEFECTS AND DAMAGES: - Cont'd.

Flexible Hose Connection:

In view of the difficulties encountered by the FLOUNDER and BRUM, in connection with the spare flexible rubber couplings on the discharge side of the main engine lube oil pumps the following is of note:

The Machinery Allowance Lists Group 345, page 10, line 20 calls for two special fittings as per I.E. print 2072-61, nos. 5, 6 and 7 to be supplied as spares. These are 1 1/2 inch couplings with 3 inches inside diameter, 8 hole 7-15/16 inch flanges, and 6-3/16 inch bolt circle. The spares supplied this vessel are 1 1/2 inch couplings with 4-1/2 inch inside diameter, 10 hole 7-1/4 inch flanges and 7-3/4 inch bolt circle. These spares will be exchanged for the proper size at the earliest opportunity.

Mark Eighteen Torpedoes:

Performance:

No mark 18.1 torpedoes were fired.

Care and Upkeep:

Eight mark 18.1 torpedoes were received in acellent condition from Brisbane and carried in the after torpedo room.

The routine prescribed by the mark 18 board was closely followed. After the first two battery charges it was found that a charge every nine days would suffice. No major defects were encountered. Dead cells and battery grounds were conspicuous by their absence. One hydrogen burner was replaced. A half hour check was kept on the amperage of the burner circuit; a reading of 4.7 amps was maintained.

During the last fortnight of the patrol #7 and #9 hydrogen circuit bulbs burned dim. No person for chi could be found. This defect will be checked during refit.

CONFIDENTIAL

Subject: U.S.S. BASHAW (SS241) - Report of FOURTH
War Patrol.

L. RADIO: Cont'd:

(1) a faulty master oscillator switch;
(2) inexperience as to the effect of atmospheric conditions and long distance transmission and reception encountered in our patrol area; and
(3) a certain amount of poor cooperation from shore stations. Having to make repeated calls before getting response not only is poor security but it also allows added time for the enemy to begin jamming. Yet a contact report cannot be sent out "blind" in hopes that someone will receipt for it later. There is no reason to believe that our transmitter was off frequency because it was zero beat against our LR-1 frequency meter before each transmission. The frequency meter was checked with NPM and Bell Connex.

6. VHF communications between submarines at close range were unsatisfactory on the one occasion attempted while on station. This method of communications seemed quite good during training exercises but on station transmission and reception were not both possible on the same channel. It is possible that the automatic tuning motor may have slipped on its shaft, or poor atmospheric conditions may have been sole responsible. The tuning will be checked during refit.

Although a separate antenna was installed for VHF during the last refit, communications could not be conducted while the SD radar was operating due to interference from that source. It appears that the VHF frequencies are too close to the SD radar frequency for the selectivity of the receiver.

M. RADAR:

SJ - 1:

1. Operation of the SJ-1 radar was satisfactory during the patrol. Only one major breakdown occurred while on station. The equipment was out of commission for about two hours at this time. Ranges obtained were good on both land and ship targets. Submarines were usually contacted between eight and ten thousand yards and land echos were received to the limit of the main sweep on the "A" scope.

CONFIDENTIAL:

Subject: U. S. S. BAKER (33241) - Report on Pacific War Patrol.

L. RADIO: - Cont'd:

Ten minutes were then required for delivery of a group message. Check on Bakers showed this message was badly garbled.

During the morning of 14 December we attempted to contact any of all Australian shore radio stations on 4470 Kcs. Finally broadcast the message on that frequency, got no response. Shifted to 12705 Kcs. and later to alternate frequency 4145, then 3290. VLG was working on the latter frequency and received for our message at 0213. This message because of its importance was transmitted to VLG about four hours later along with our third serial, on 12705 Kcs. It is believed that VLG failed to relay the message, 140045.

Communications attempted unsuccessfully on 4470 and 3290 Kcs. on night of 17 December but accomplished very satisfactorily on 4235 Kcs.

Operation of the TEL-12 master oscillator circuit has been unstable and erratic during the last patrol. During the last refit the master oscillator and master oscillator frequency selector switch were cleaned and checked for defects but none were found. Yet on 14 December during attempted transmission it was found that the master oscillator switch was evidently not making good contact. On 16 December during all day submerged operations the master oscillator compartment was opened and inspected by the ship's force. Sliding contacts of high frequency master oscillator tank coil L1 were found to have a hard film of dirt. These were cleaned and the master oscillator and amplifier circuits tuned at various frequencies with greatly improved results. It is recommended that all sliding contacts be carefully cleaned with fine abrasive such as crocus cloth and a very thin film of petrolatum applied. This should be done during refit period because of the time required for the master oscillator compartment to regain the temperature necessary for frequency stability (about 5 hours).

In summary, our transmission troubles may be traced to three causes:

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FOURTH
War Patrol.

M. RADAR: Cont'd:

SJ - 1: - Cont'd:

While the "steerable sweep" aids in searching with the PPI it does not facilitate tracking targets since taking ranges causes loss of the target on the PPI. It is suggested that at 20,000 yard sweep be added to the PPI unit. It is believed that this would greatly aid in attacking or tracking targets at ranges from 8000 to 20,000 yards. With the present 40,000 yard scale resolution of several targets and tracking is difficult at ranges around 10,000 yards. It is believed that this alteration could be accomplished simply by connecting a .23 megohm resistor between one of the spare contacts on range selector switch S()1A and the plate of the saw tooth generator V()2, and a .176 megohm resistor between a similar spare contact on range selector switch S()1B and the grid (terminal 1) of the square wave multivibrator V()1.1.

2. It is suggested that some other means of keying the radar transmitter other than primary keying of the high voltage power supply be used. Some method of blocking the modulator, V9, might be employed. While this might necessitate a more elaborate initial installation it would result in fewer breakdowns of the high voltage system. No spare high voltage transformer is carried in the equipment spares.

SD - 4:

1. Operation of the SD radar has been fair during the patrol. This equipment was operated for the most part only five or ten seconds out of each minute for searching. The radiation keying switch installed during the last refit has greatly facilitated this type of operation. On several occasions aircraft were detected by lookouts at ranges within that of the SD.

This was either due to nulls in the radiation pattern or to a possibility that the R.F. generator was oscillating at two different frequencies since good ranges were obtained at other times. Frequency checks and constant plate current seemed to indicate that the

CONFIDENTIAL:

Subject: U. S. S. RAMONA (33241) - Report of CONFIDENTIAL
Air Patrol.

M. RADAR: - Cont'd:

Part 1: - Cont'd:

There was one instance when the V.F. section of the transmitter became detuned and poor land echoes resulted. The trouble was corrected during the next scheduled period by installing a new magnetron and test oscillator tube and tuning the transmitter with the C-60AMM wavemeter and echo box.

While operating on 22 November the primary 110 volt AC to the equipment failed. Power was available at the radar circuit on the I.C. switchboard and no fuses had opened. The radar junction box in the ceiling tower was opened and visual inspection showed the leads to terminals 7 and 8 buried open at the lugs. The circuit was repaired and the equipment operated normally. This breakdown was probably due to a combination of heavy load and an initial poor connection at the terminals and connecting lugs.

On 2 December a double star began to appear on the "A" scope. It was necessary to shut down the equipment for 30 minutes to replace tubes in the regulated power supply for that unit. After minor adjustments the equipment operated normally.

While enroute from Brisbane to Port Darwin a jump in the trace of the PPI developed accompanied by a pulsing of the regulator-pilot light. The trouble was not found and the PPI was exchanged with the radar scope at Port Darwin for a new unit as there was not sufficient time to completely check the old PPI before leaving for station. Only minor adjustments made and routine maintenance were necessary in addition to the above.

During the last refuel at Brisbane a variable delayed sweep (steerable sweep) was installed in conjunction with the PPI unit. This caused the PPI sweep to start at that range set on the range unit. This "magnified" concentric 8,000 yard range circles between 0 and 40,000 yards and also increased the length of the PPI sweep to 120,000 yards. On several occasions land echoes were received to the full extent of this sweep.

While the steerable sweep aids in searching with the PPI it does not facilitate tracking targets since trailing ranges caused loss of the target on

COMM. FILE:

Subject: U. S. S. B-312 (33241) - Report of FOURTH
V. Patrol.

REPAIR: - Cont'd:

SD - 1: - Cont'd:

the PPI. It is suggested that a 20,000 yard sweep be added to the PPI unit. It is believed that this would greatly aid in attacking or tracking targets at ranges from 8000 to 20,000 yards. With the present 40,000 yard scale resolution of several targets and tracking is difficult at ranges around 10,000 yards. It is believed that this alteration could be accomplished simply by connecting a .23 megohm resistor between one of the spare contacts on the range selector switch 3(J)LA and the plate of the saw tooth generator V(1)2, and a .176 megohm resistor between a similar spare contact on range selector switch 3(J)1B and the grid (terminal 1) of the square wave multivibrator V(1)1.1.

2. It is suggested that some other means of keying the radar transmitter other than primary keying of the high voltage power supply be used. Some method of locking the modulator, V9, might be employed. While this might necessitate a more elaborate initial installation it would result in fewer break-downs of the high voltage system. No spare high voltage transformer is carried in the equipment spaces.

SD - 4:

1. Operation of the SD radar has been fair during this patrol. This equipment was operated for the most part only five or ten seconds out of each minute for searching. The radiating switch installed during the last refit has greatly facilitated this type of operation. On several occasions aircraft were detected by lockouts at ranges within that of the SD.

This was either due to nulls in the radiation pattern or to a possibility that the R.F. generator was oscillating at two different frequencies since good ranges were obtained at other times. Frequency checks and constant plate current seemed to indicate that the oscillator frequency was stable. Particular attention will be paid to the choice of a stable frequency during the next refit.

CONFIDENTIAL:

Subject: U. S. S. BASSON (33241) - Report of FOURTH
War Patrol.

M. RADAR: - Cont'd:

INTERPREL ON ACCIDENTS:

The 3J-1 was used quite extensively for recognition and communication with friendly submarines with varied success. Reception by earphones was so weak that most reception was obtained visually from "railings" on the "A" scope. Experimentation was attempted with a small amplifier but it has not yet proved satisfactory because it decreased the signal to noise ratio too much. Communication seemed to improve toward the end of the patrol as the quartermasters of the watch became more experienced at reading the scope. Much trouble and confusion was caused by a mixture of visual and radio communication procedure. It is strongly suggested that visual procedure be made a standard practice. This may be slower but it is definitely the surer method and is consistent with the recognized procedure with which 3J communications begin.

One great disadvantage of 3J communications is its withdrawal of the equipment from normal search. In one instance during the patrol the commanding officer was so absorbed in receiving a message that an enemy carrier got within 7000 yards and was first reported by a lookout. While the radar operators are repeatedly reminded to take a sweep this often means breaking off in the middle of a message. It is suggested that the 3J-1 be used only for challenging and initiating communications and that further communications than this be conducted by infra red light or some other secure method.

3J-1 INTERFERENCE:

While operating on the evening of 7 December a peculiar type of interference was observed on both the "A" scope and the PFI. The grass on the "A" scope appeared to have a sine wave variation in amplitude and the PFI had concentric rings of greater intensity. The number of rings and side waves could be changed by changing our pulse rate. At minimum pulse rate about eight peaks or rings were visible on the 40,000 yard sweep. No bearing was obtained on the interference. It first

SS241/A16
Serial (011)

U. S. S. BASHAN (SS241)

CONFIDENTIAL:

Subject: U. S. S. BASHAN (SS241) - Report of FOURTH
War Patrol.

M. RADAR: - Cont'd:

BJ-1 INTERFERENCE: - Cont'd:

appeared weak on all bearings, built up to a maximum and then slowly decreased.

On the evening of 14 December the same type of interference was again seen and a fairly definite bearing was obtained while the interference was still weak.

SM - 2:

The general operation of the SM-2 during the entire patrol has been successful. No major breakdowns occurred during the patrol. During the first week at sea the set became unusually noisy. This was remedied by replacing the 955 oscillator tube.

In refit the SPA-1 pulse analyser was installed to be used in conjunction with the SM-2. The SPA-1 gave satisfactory operation during the majority of the patrol.

On 22 December a short developed in the cathode ray tube of the SPA-1 causing the bleeder resistor R201 to short out. This short also caused a distorted trace on the scope and blown fuses in the line.

The operation of the SPA-1 with the SM-2 is a great help in recognizing contacts and determining the type of contact. The addition of the SPA-1 definitely makes the SM-2 easier to operate. It also makes the SM-2 more sensitive when tuned to a definite contact.

Twice during the patrol a contact on the SM-2 was reported which was analyzed as rain. The pulse rate varied from 500 to 1000 and the signal increased in intensity as the rain increased.

TOTAL HOURS OF OPER. EQUIP - - - - - 1098
TOTAL HOURS OF OPERATION THIS PATROL - - - - 670
TOTAL NUMBER OF CONTACTS THIS PATROL - - - - 23

33241/A16
Serial (011)

U. S. S. BATES (33241)

CONFIDENTIAL:

Subject: U. S. S. BATES (33241) - Report of FORT
War Patrol.

M. RADAR: - SN-2 CONTACTS: - 11/7 - 12/9/44

| DATE | POSITION | COU- RSE | BAND | DIAL REALTIME | FR | REMARKS: |
|-------|---------------------|-------------|------|--------------------|--------------|--|
| 11/7 | 127-15 E 12-35 S | 251 | A | 150 210 | 90 | Strong pulse, strong *sweep across us. |
| 11/7 | 127-15 E 12-35 S | 151 | A | 155 95 | 400 | Very strong pulse. |
| 11/8 | 122-09 E 12-13 S | 295 | A | 123 38 | 400 | Strong sweep every 5 min. 30 sec duration |
| 11/8 | 121-27 E 12-53 S | 295 | A | 170 225 | 90 | Spontaneous sweep. Varying FR |
| 11/9 | 116-02 E 06-50 S | 270 | A | 155 95 | 400 | One strong sweeping signal. |
| 11/10 | 115-45 E 09-50 S | 270 | A | 150 92 | | Sweeping signal. |
| 11/10 | 115-34 E 09-06 S | 100 | A | 220 100 | 1000 | Sweeping contact. 2 min. interval. |
| 11/10 | 115-34 E 09-06 S | 000 | A | 220 100 | 1000 | Two sweeping signals. |
| 11/12 | 118-32 E 03-44 S | 025 | A | 150 90 | 60 | Prob. SD radar. |
| 11/13 | 119-30 E 01-04 S | 007 | A | 144 35 | 60 | Prob. SD radar. |
| 11/15 | 119-45 E 00-13 S | 010 | A | 150 90 | 200 | One very strong con- tact. 10 sec. |
| 11/15 | 120-00 E 06-50 N | 030 | A | 200 140 | 250 | Very strong sig. Possibly AI. |
| 11/16 | 120-39 E 08-03 S | 031 | A | 150 90 | 200 | One contact |
| 11/26 | 110-07 E 12-46 S | 345 | A | 140-100- 60-30 | 60 | One every 10 sec. 33251 |
| 12/1 | 110-00 E 12-15 N | 125 | A | 150 90 | 500 | Very Strong signal. Possibly radar. |
| 12/3 | 110-40 E 11-10 N | 220 | A | 140 90 | 60 | Weak. Possibly SD. |
| 12/7 | 110-00 E 12-46 N | 325 | A | 10-200- 120-140 | 500- 1000 | Ind. that heavy rain caused radar. |

CONFIDENTIAL:

Subject: U. S. S. BASTY (33241) - Report of PCWETI
War Patrol.

M. RADAR - SS-2 CONTACTS: - Cont'd:

| DATE | POSITION | COU- RBE | DIAL BAND | READINGS RFS | PPF | REMARKS: |
|-------|---------------------|-------------|--------------|-----------------|---------|---|
| 12/21 | 110-07 N 01-17 S | 130 | A | 145 | 85 60 | Possible SD. |
| 12/21 | 109-54 E 02-01 S | 120 | A | 240 | 180 500 | Warning once every min. Very strong |
| 12/25 | 115-57 E 07-45 S | 290 | A | 128 | 85 60 | Possible SD. |
| 12/25 | 115-58 E 08-30 S | 130 | A | 128 | 85 60 | 10 sec. interval. |
| 12/25 | 115-51 E 08-45 S | 160 | A | 160 | 100 500 | Single contact. |
| 12/25 | 115-51 E 09-25 S | 180 | A | 220-115- 100 | 1000 | 3 sec. int. 30 sec. duration. Very strong Land based. |

M. RADAR: - SS-1 INTERFERENCE:

| DATE | POSITION | COU- RBE | FREQUENCY | REMARKS |
|-------|---------------------|-------------|-----------|--|
| 11/11 | 06-56 S 117-53 E | 025 | 3000 mcs | Challenge answered. USS CHILMARK. |
| 11/13 | 01-04 S 119-30 E | 007 | " | USS BREAN |
| 11/15 | 06-30 N 120-00 E | 020 | " | Very weak. |
| 11/15 | 06-30 N 120-00 E | 030 | " | Trained on us 10 + short period. |
| 11/17 | 13-00 N 120-00 E | 000 | " | Very intermittent. Very weak. |
| 11/18 | 13-05 N 119-50 E | 270 | " | Challenge ed. No answer. |
| 11/18 | 13-50 N 115-35 E | 184 | " | Very weak. No bearing. |
| 11/19 | 10-20 N 115-02 E | 010 | " | Challenge answered. USS NEWBORN. |
| 11/20 | 10-45 N 115-36 E | 315 | " | Very strong. Challenge ed. No answer. |

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Serial (011)

U. S. S. BASTY (38241)

COMMUNICATIONS:

Subject: U. S. S. BASTY (38241) - Report of FOURTH
War Patrol.

RADAR: - 31-1 IMPROPER USE: - Cont'd:
COU-
DATE POSITION RSE FREQUENCY REMARKS:

| | | | | |
|-------|----------------------|-----|----------|--|
| 11/20 | 10-45 N 113-30 E | 315 | 3000 mcs | Medium strength. |
| 11/21 | 10-09 N 115-00 E | 175 | " | Sweeping 33. |
| 1/22 | 11-54 N 115-20 E | 000 | " | Sweeping 25-1. |
| 1/22 | 11-54 N 115-20 E | 000 | " | Weak signal. |
| 1/26 | 12-50 N 110-45 E | 275 | " | Challenge answered. USS FLOUNDER. |
| 1/27 | 12-11 N 109-23 E | 125 | " | Challenge answered. USS FLOUNDER. |
| 1/27 | 12-11 N 109-23 E. | 125 | " | Challenge answered. USS CHAVINA. |
| 1/29 | 13-57 N 110-11 E | 229 | " | Challenge answered. USS CHAVINA. |
| 1/30 | 13-10 N 109-56 E | 167 | " | Very weak. |
| 2/1 | 12-15 N 110-09 E | 149 | " | Challenge answered. USS FLOUNDER. |
| 2/2 | 12-42 N 109-50 E | 035 | " | 31-1. |
| 2/5 | 11-50 N 110-20 E | 300 | " | Weak. |
| 2/5 | 13-55 N 110-53 E | 040 | " | Challenge answered. USS CHAVINA. |
| 2/6 | 13-00 N 109-56 E | 290 | " | 31-1. |
| 2/6 | 12-51 N 110-00 E | 040 | " | Challenged. No answer. |
| 2/7 | 12-46 N 110-06 E | 325 | " | Unident. returns on 11E which disappeared when PRF was changed. Possibly aircraft. |
| 2/7 | 12-46 N 110-06 E | 325 | " | Challenge answered. USS CHAVINA. |

33241/A16
Serial (011)

U.S.S. BAGLEY (SS241)

CONFIDENTIAL:

Subject: U.S.S. BAGLEY (SS241) - Report of FOURTH
War Patrol.

U. RADAR: - 3J-1 INTERFERENCES: - Cont'd:

COU-

| DATE | POSITION | RSE | PERIOD | CY | REMARKS |
|-------|---------------------|-----|--------|------|--|
| 12/8 | 13-13 N 110-00 E | 000 | 3000 | meas | 3J-1 |
| 12/9 | 14-29 N 110-53 E | 000 | " | | 3J-1 |
| 12/10 | 11-52 N 110-22 E | 000 | " | | 3J-1 |
| 12/14 | 10-57 N 110-55 E | 020 | " | | 3J-1 |
| 12/14 | 11-21 N 110-21 E | 300 | " | | Blocked IPI. Partially block- ed "A" scope. IPI 1500 to 2500. Probably Jap. Stopped abruptly. |
| 12/16 | 05-08 N 100-52 E | 200 | " | | Challenge answered. USS TADDLE. |
| 12/17 | 04-40 N 107-45 E | 000 | " | | Challenge answered. USS TADDLE. |
| 12/21 | 01-17 S 100-00 E | 150 | " | | Challenge answered. USS KINGO. |
| 12/21 | 01-40 S 111-56 E | 150 | " | | Challenge answered. USS GUNFORD. |
| 12/22 | 03-50 S 109-37 E | 115 | " | | Challenge answered. USS ROCK. |
| 12/22 | 03-55 S 109-23 E | 115 | " | | Challenge answered. USS GUNFORD. |
| 12/25 | 07-45 S 115-57 E | 190 | " | | Challenge answered. USS TAMAMITO. |
| 12/25 | 07-45 S 115-57 E | 180 | " | | 3J-1 radar. |
| 12/25 | 07-45 S 115-57 E | 180 | " | | Target on same bearing. |
| 12/25 | 09-25 S 115-23 E | 180 | " | | Challenge answered. USS BLUEGILL |
| 12/25 | 09-25 S 115-23 E | 180 | " | | Challenge answered. USS BRAN. |

COMMERCIAL:

Subject: U. S. S. BASHAW (33241) - Report of FOURTH
War Patrol.

C. TEMPERATURE LOGS:

| DATE | LAT: | LONG | TEMP OF ISC- THERMAL | DEPTH OF ISC- THERMAL | TYPE OF LYING LAYER | TEMP OF DEEPEST SUBSURF- FACE |
|-------|---------|----------|----------------------------|-----------------------------|---------------------------|--|
| 11/9 | 10-40 S | 11-23 E | 61° F | 200 ft | Neg | 62° F at 320' |
| 11/16 | 07-03 S | 121-30 E | 60° F | 100 ft | Neg | 77° F at 220' |
| 11/16 | 13-00 S | 116-00 E | 60° F | 150 ft | Neg | 73° F at 220' |
| 11/21 | 10-20 N | 114-10 E | 60° F | 100 ft | Neg | 70° F at 270' |
| 11/28 | 13-45 N | 111-24 E | 79° F | 120 ft | Neg | 68° F at 220' |
| 11/30 | 13-56 N | 109-25 E | 77° F | 220 ft | | 77° F at 220' |
| 12/1 | 12-13 N | 110-00 E | 80° F | 100 ft | Neg | 75° F at 230' |
| 12/2 | 12-40 N | 109-31 E | 77° F | 220 ft | | 77° F at 220' |
| 12/3 | 11-10 N | 110-52 E | 60° F | 150 ft | Neg | 76° F at 240' |

D. HEALTH, FOOD AND HABITABILITY:

The usual number of cases of colds, athletes foot, gingivitis and head rash were encountered. Three lacerations requiring sutures were sustained. All were cleaned with green soap, dusted with sulfathiazole powder and sutured with cat gut. In one case a look out was knocked against the periscope shears by heavy seas and received a laceration of the forehead requiring six sutures. No evidence of skull fracture or intracranial injury was present. Three cases of gastro-enteritis were encountered. Two were successfully treated with oral antibiotics. The third, characterized by generalized abdominal pain, localizing in right lower quadrant, and low grade fever, was treated by bed rest, ice pack to the abdomen and nutrition by mouth. Temperature and pain subsided after two days with no recurrence. Decayed teeth caused toothaches in two men one of whom was relieved by a temporary zinc oxide and eugenol filling and the other by extraction of the tooth.

In view of the length of the patrol the variety and quality of the food were excellent.

Usual good habitability reduced somewhat by relatively long periods of rough weather.

E. PERSONNEL:

Performance of duty by all hands during this patrol continued to be of the highest order.

COMMERCIAL:

Subject: U. S. S. BASHAW (33241) - Report of FOURTH
War Patrol.

C. TEMPERATURE LOGS:

| DATE | LAT: | LONG | TEMP OF ISC- THERMAL | DEPTH OF ISC- THERMAL | TYPE OF LYING LAYER | TEMP OF DEEPEST SINKING- ZONE |
|-------|---------|----------|----------------------------|-----------------------------|---------------------------|--|
| 11/9 | 10-40 S | 11-23 E | 61° F | 200 ft | Neg | 62° F at 320' |
| 11/16 | 07-03 S | 121-30 E | 60° F | 100 ft | Neg | 77° F at 220' |
| 11/16 | 13-00 S | 116-00 E | 60° F | 150 ft | Neg | 73° F at 220' |
| 11/21 | 10-20 N | 114-10 E | 60° F | 100 ft | Neg | 70° F at 270' |
| 11/28 | 13-45 N | 111-24 E | 79° F | 120 ft | Neg | 68° F at 220' |
| 11/30 | 13-56 N | 109-25 E | 77° F | 220 ft | | 77° F at 220' |
| 12/1 | 12-13 N | 110-00 E | 80° F | 100 ft | Neg | 75° F at 230' |
| 12/2 | 12-40 N | 109-31 E | 77° F | 220 ft | | 77° F at 220' |
| 12/3 | 11-10 N | 110-52 E | 60° F | 150 ft | Neg | 76° F at 240' |

D. HEALTH, FOOD AND HABITABILITY:

The usual number of cases of colds, athletes foot, gingivitis and head rash were encountered. Three lacerations requiring sutures were sustained. All were cleaned with green soap, dusted with sulfathiazole powder and sutured with cat gut. In one case a look out was knocked against the periscope shears by heavy seas and received a laceration of the forehead requiring six sutures. No evidence of skull fracture or intracranial injury was present. Three cases of gastro-enteritis were encountered. Two were successfully treated with oral antibiotics. The third, characterized by generalized abdominal pain, localizing in right lower quadrant, and low grade fever, was treated by bed rest, ice pack to the abdomen and nutrition by mouth. Temperature and pain subsided after two days with no recurrence. Decayed teeth caused toothaches in two men one of whom was relieved by a temporary zinc oxide and eugenol filling and the other by extraction of the tooth.

In view of the length of the patrol the variety and quality of the food were excellent.

Usual food habitability reduced somewhat by relatively long periods of rough weather.

E. PERSONNEL:

Performance of duty by all hands during this patrol continued to be of the highest order.

APPENDIX PLAL:

Subject: U.S.S. EAS. 3 (83241) - Report of POWPAT
War Patrol.

PERSONNEL: - Cont'd:

| | |
|---|----|
| Qualified men on board at beginning of patrol | 51 |
| Non-qualified men on board at beginning of patrol | 23 |
| Men qualified during patrol | 11 |

R. MILES STEAMED - FULL SPEED:

| | Miles Steamed | Fuel Used |
|---------------------------|------------------|----------------|
| From Brisbane to Darwin | 2,025 | 32,770 |
| From Darwin to station | 1,125 | 18,835 |
| On station | 7,515 | 79,515 |
| From station to Fremantle | 1,500 | 16,500 |
| | <u>12,765</u> | <u>147,620</u> |

S. DURATION:

| | |
|---------------------------|----------------|
| From Brisbane to Darwin | 9 days |
| From Darwin to station | 4 days |
| On Station | 45 days |
| From Station to Fremantle | 6 days |
| | <u>64 days</u> |
| Days submerged | 35 days |

T. PROPORTION OF CARRYING CAPACITY:

| <u>CARRYING CAPACITY</u> | <u>FULL</u> | <u>DISBURGERS</u> | <u>PERSONNEL</u> |
|--------------------------|-----------------|-------------------|------------------|
| 18 | 7,000 (Exmouth) | 7 days | 5 days |

U. RADIO AND AIRMAIL COUNTER MEASURES:

None observed. See sections L and M.

V. REMARKS:

None.

Serial 0387

Care of Fleet Post Office ,
San Francisco, California.
31 December 1944.

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

FIRST ENDORSEMENT to
U.S.S. BASHAW - Report
of Fourth War Patrol.

From: The Commander Submarine Squadron EIGHTEEN.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Submarines, SEVENTH FLEET.
(2) The Commander SEVENTH FLEET.

Subject: U.S.S. BASHAW (SS 241) - Report of Fourth War Patrol.

1. This fourth patrol of the U.S.S. BASHAW was the first under operational control of this task force. BASHAW formed a unit of a coordinated search and attack group commanded by the Commanding Officer of the U.S.S. FLOUNDER (SS251). The patrol was conducted between Dangerous Ground and the Indo-China coast.

2. One torpedo attack was made. This was a day periscope attack on a two ship convoy east of TIZARD BANK in Dangerous Ground, on 21 November 1944. Four torpedoes were fired at a medium freighter, range 3100 yards, eight foot depth setting, 110° track. At least one of the torpedoes ran erratic forcing the BASHAW deep before results could be observed. One torpedo hit was heard, timed to be a hit in a medium tanker overlapping the stern of the freighter. A depth charge attack prevented further observation. A full salvo of six torpedoes would have given better chance of success in the attack.

3. A burning ship was sighted that night upon surfacing. The Commanding Officer considered that the ship was a total loss and would probably sink before morning; therefore he continued his search for the original convoy. We know that the enemy has shown remarkable ingenuity in getting cripples in to port and it is believed that expenditure of torpedoes was warranted even if light conditions dictated a submerged attack. However the Squadron Commander was not there and the judgment of the Commanding Officer has always been beyond reproach.

4. The BASHAW rendered invaluable service on 14 December 1944 in sighting and making contact report on a strong enemy task force. This was the first report of this force and the contact report had far-reaching results. Attack could not be made, the minimum range attained being 7950 yards.

Serial 0387

Care of Fleet Post Office,
San Francisco, California.
31 December 1947.C-O-N-F-I-D-E-N-T-I-A-IFIRST ENDORSEMENT to
U.S.S. BASHAW - Report
of Fourth War Patrol.Subject: U.S.S. BASHAW (SS241) - Report of Fourth War Patrol.

5. The transit of Lombok Strait was made submerged. Three patrols were encountered. They conducted a search, probably based on information from shore radar.

6. The BASHAW returned from patrol in good material condition. A normal refit by U.S.S. MURYALE (AS22) and Submarine Division 182 relief crew will be conducted. The report on material, particularly electronic gear, is very complete.

7. The state of cleanliness upon return was truly excellent. The morale and health of the crew was high in spite of the fact that this was a sixty-six day patrol.

8. The Squadron Commander welcomes the BASHAW back into the fold and congratulates the Commanding Officer, officers, and crew upon the damage inflicted on the enemy.

C. C. Burlingame

C.C. BURLINGAME,
Acting.

FE24-71/A16-3

UNITED STATES NAVY

12b/pr SUBAD, M. I.

Serial 078

14 January 1945 19:45

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

SECOND ENDORSEMENT to:
USS BASHAW Com: Ltr. A16-3
Serial 011, dated 31 December,
1944. Report of Fourth War
Patrol.

| | |
|--------------|--|
| SUBAD | |
| ASST SUBAD | |
| MATERIAL | |
| OPERATIONS | |
| DOCTOR | |
| COMB. CPT. | |
| PERSONNEL | |
| DISBURSING | |
| RECOGNITION | |
| BARRACK OFF. | |
| REPAIRS OFF. | |
| TELEMAN | |

From: The Commander Submarines, SEVENTH FLEET.
To: The Commander in Chief, UNITED STATES FLEET.
Via: The Commander, SEVENTH FLEET.

Subject: U.S.S. BASHAW (SS241) - Report of Fourth War
Patrol - Comment on.

1. The Fourth War Patrol of the BASHAW was conducted in the vicinity of TIZARD BANK and the coast of INDO-CHINA as a member of the coordinated search and attack group consisting of FLOUNDER (OTC), BASHAW and GUAVINA.

2. On 21 November BASHAW made her only attack when she fired at one AK in a formation of two MARUS, and timed a hit in the other ship, an AO. That evening BASHAW made contact with a stopped and burning ship at 2252 which was considered a total loss and further expenditure of torpedoes not warranted.

3. On 16 December, in position (06-05N 108-01E), BASHAW sighted the floating bow of a sunken ship whose stern was apparently firmly anchored to the bottom. Two torpedoes were fired and both missed.

4. The award of the Submarine Combat Insignia is not authorized for this patrol.

5. The Task Force Commander compliments the Commanding Officer, Officers and Crew of the BASHAW upon inflicting the following damage upon the enemy:

DAMAGED

1 - AO (Medium) (EU)

5,000 Tons (Attack No. 1)

JAMES FIFE.

Serial 078

14 January 1945.

C-O-N-F-I-D-E-N-T-I-A-LSECOND ENDORSEMENT to:

USS BASHAW Conf. Ltr. A16-3
 Serial 011, dated 31 December,
 1944. Report of Fourth War
 Patrol.

Subject: U.S.S. BASHAW (SS241) - Report of Fourth War
 Patrol - Comment on.

DISTRIBUTION:

| | | | | |
|-------------------|------|--------|-------------------------------|-------|
| Cominch | (3) | Direct | CTG-71.5 | (2) |
| Vice Opnav | (2) | Direct | CTG-71.8 | (2) |
| Vice Opnav Op-23c | (1) | | CTG-71.9 | (2) |
| Com1stFlt | (1) | | DivComsSubRon-12 | (lea) |
| Com2ndFlt | (1) | | DivComsSubRon-18 | (lea) |
| Com7thFlt | (2) | | DivComsSubRon-26 | (lea) |
| ComSubs1stFlt | (30) | | S/M School, N.L. Conn. | (2) |
| ComSubs2ndFlt | (4) | | SubAd, Mare Island | (2) |
| CTF-71 | (7) | | Comdt. Navy Yard, Puget Sound | (1) |
| CTG-71.3 | (2) | | S/MS 7thFlt | (1) |
| CTG-71.4 | (2) | | | |

J. B. Miller
 J. B. MILLER,
 Flag Secretary.

THIS REPORT WILL BE DESTROYED PRIOR
 TO ENTRY INTO ENEMY CONTROLLED WATERS.

File No:
SB241/A16

U.S.S. BASKIN (SS241)
c/o Fleet Post Office
San Francisco, Calif.

Serial: (013)

March 12, 1945.

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

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Via : The Commander Submarine Division 182.
The Commander Submarine Squadron 18.
The Commander Task Force 71.
The Commander Submarine SEVENTH Fleet.
The Commander SIXTH Fleet.

Subject: U.S.S. BASKIN (SS241) - Report of War Patrol
Number FIFTH.

Enclosure: (A) Subject Report.
(B) Track Chart. (STF 71 only).

1. Enclosure (A) covering the FIFTH war patrol of this vessel conducted off the east coast of HAINAN ISLAND, in the eastern part of TONGKIN GULF and off the north-east coast of INDO-CHINA during the period from January 25, 1945 to March 12, 1945 is forwarded herewith.

HORR S. SIMPSON.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH
war patrol.

A. PERFORMANCE:

On 1 December 1944 returned from FOURTH war patrol to PERTONIAN, BASE SINGAPORE, ran degaussing range and made 300000 miles U.S.S. BRYALE. On 1 January 1945 officers and crew left ship after being relieved by Asst. Comdr. C. C. BURLINGAME from Subdiv 182. U.S.S. BRYALE was refit tender.

During the refit from 1 January to 15 January the following major materiel changes were accomplished:

1. Ion exchangers installed in battery tanks.
2. Doubler plates installed under main engine sumps.
3. New type antenna reflector installed on SN-1 radar, and a 20,000 yard sweep added to R.P.I.
4. APN-1 radar detection receiver installed in place of SN-2 receiver, SPA pulse analyzer retained.
5. Lower hatches installed in after battery, after engine room and after torpedo room.
6. Torpedo tube outboard vents blanked off.

On 15 January 1945 officers and crew returned to the ship. Commander Richard E. NICHOLS, USN was relieved as Commanding Officer by Lieutenant-Commander Hoke S. SIMPSON, USNR. Lieut. B.F. WORCESTER, III, USNR was detached. The following new officers reported aboard:

Lieut. C. R. JONES, USN.
Lt(jg) E.D. LONGFELLOW, (E) R, USNR.
Lt(jg) R. E. PEARSON, (DE)L, USNR.

The training and loading period lasted from 15 January until 25 January 1945. This included sound, electronics and cavitation tests; two days and one night independent training for the new Commanding Officer, and three days and two nights intensive training with Comdr. C.C. BURLINGAME, USN, ComSubDiv 182, as training officer. During the training period three exercise torpedoes were fired.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

(B) NARRATIVE:

The following officers and Chief Petty Officers are attached to this vessel:

| <u>NAME AND GRADE/POSITION:</u> | <u>NO. OF PATROLS PRIOR TO # 5</u> |
|---|------------------------------------|
| Lt-Cdr. H.S. JOHNSON, (DE), USNR | 8 |
| Lt. G.E. WYNN, (DE) | 7 |
| Lt. K.E. ROBERTS, (DE), USNR | 4 |
| Lt. C.P. JONES, USN | 0 |
| Lt. J.K. DEERMAN, (DE), USNR | 4 |
| Lt(jg) L.M. CLAPPNER, III, (DE) L R, USNR | 1 |
| Lt(jg) E.D. LONGFELLOW, (E) R, USNR | 0 |
| Lt(jg) R. C. SWAN, (DE), USNR | 3 |
| Lt(jg) R.E. PEARSON, (DE) L, USNR | 0 |
| BURNETTE, James G., CHL, (SS), USN | 4 |
| HULL, Wm. T., CMOMM AA (T), (SS), USN | 6 |
| JONES, Joseph F., CY(AA), (SS), USN | 8 |
| JONES, William R., CTM(AA), (SS), USN | 9 |
| OSTROWSKI, Casimir J., CMOMM(T), (SS) USN | 6 |
| SACCO, Gabriel M., CEM(AA), (SS), USN | 7 |
| SHIPMAN, Bill (n), CPHM AA (T), (SS), USN | 3 |

January 25, 1945:

- 1505 (H) Underway from alongside U.S.S. EURYALE, FREMANTLE, W.A. commencing FIFTH war patrol.
- 1700 (H) Started coordinated attack exercises with USS HAWKBILL on convoy of two PFs, P 144 and P 145.
- 2300 (H) Completed exercises. Continued northward in joint zone.

January 26, 1945:

In joint zone enroute EXMOUTH GULF, W.A. conducting training exercises.

- 1200 (H) Posit: Lat: 29-18 S Miles: 300
 Long: 112-53 E Fuel: 3540

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH
war patrol.

January 27, 1945:

In joint zone enroute BEMOUTH GULF, W.A.,
conducting training exercises.

- 1215 (H) Sighted U.S. submarine in high periscope.
Headed up under way toward bow to ex-
change with. Submarine submerged.
- 1217 (H) Turned in from our first last observed pos-
ition of submarine.
- 1235 (H) Submarine surfaced. Arranged recognition
signals with U.S.S. BASHAW (SS407) on SF
radar. PFFY followed submarine out to
32,000 yards on SF radar; obviously freak
atmospheric conditions.
- 1200 (H) Posit: Lat. 24-32 S Miles: 361
Long: 112-22 E Fuel: 5275

January 28, 1945:

- 0425 (H) Sighted WILKING HEAD light bearing 090 true.
- 0616 (H) Entered BEMOUTH GULF.
- 0854 (F) Moored starboard side to fuel barge Y10.
Topped off with fuel, aired bedding and all
hands enjoyed the sunshine.
- 1650 (H) Underway.
- 1930 (H) Departed BEMOUTH GULF. Headed northward in
joint zone conducting training exercises
and section dives.
- 1200 (H) Posit: Lat: BEMOUTH GULF Miles: 239
Long: For fuel Fuel: 1465

January 29, 1945:

Underway in joint zone.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

January 29, 1945: - Cont'd:

2235 (H) Contact on SJ radar bearing 312 true, range 6500 yards. No indication of radar. Target tracked on southerly course; speed 9 knots. Could have been IJMS SPIRIT or HMS VORACIOUS. Maneuvered to avoid.

1200 (H) Posit: Lat: 14-28 S Miles: 265
 Long: 114-22 E Fuel: 4275

January 30, 1945:

Underway in joint zone.

1304 (H) Lookout reported unidentified aircraft at a distance of about eight miles heading our way. (Aircraft contact #1). Submerged.

1340 (H) Surfaced.

1200 (H) Posit: Lat: 14-48 S Miles: 265
 Long: 114-36 E Fuel: 4275

January 31, 1945:

0550 (H) Submerged to check trim.

0608 (H) Surfaced.

1548 (H) Picked up LOMBOK ISLAND on SJ radar, range 78,000 yards.

1810 (H) Strong 195 mcs. contact on APR. Apparently land based.

2000 (H) Started through LOMBOK STRAIT.

2055 (H) Interference on SJ radar. Exchanged recognition signals with USS ROCK (SS274).

2230 (H) Completed transit of LOMBOK STRAIT. All quiet. Many thanks to USS BERGALI and RAAF Liberators.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH
war patrol.

January 31, 1945: - Cont'd:

2315 (H) Strong pip on SJ radar, range 15,000 yards. Changed bearing rapidly and disappeared. SD radar not manned at the time. Probable aircraft contact but no indication on APR of airborne radar.

1200 (H) Posit: Lat: 10-13 S Miles: 264
Long: 115-33 E Fuel: 4275

February 1, 1945:

Underway on the surface in the JAVA SEA.

0605 (H) Submerged to pass undetected between GOA GOA and KANGREAN ISLANDS. Sighted eleven sailboats during the passage.

1234 (H) Surfaced 15 miles from GOA GOA and proceeded on surface.

1200 (H) Posit: Lat: 06-56 S Miles: 213
Long: 114-48 E Fuel: 2685

February 2, 1945:

Underway on surface.

0847 (H) Sighted mine, apparently moored-type which had broken loose; covered with barnacles and rust. Fired twelve clips of 30 caliber and one clip of 20 MM in an unsuccessful effort to sink it. Hit it 5 times with the 30 caliber and once with the 20 MM, but only scattered some rust. USS BREAM reported later in the day sinking a floating mine in the same position. Wonder how?

1119 (H) Submerged to check trim and repair SJ radar.

1248 (H) Surfaced.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

February 2, 1945: - Cont'd:

- 1343 (H) Sighted U.S. submarine ahead on opposite course. No SJ interference. Closed and exchanged recognition signals and calls with USS BLUEM (SS243) by light.
- 1425 (H) Sighted unidentified submarine on starboard bow about 10 miles away.
- 1430 (H) Exchanged recognition signals and calls with USS BLUEM (SS243) on SJ radar.
- 1200 (H) Posit: Lat: 02-45 S Miles: 235
 Long: 111-26 E Fuel: 3565

February 3, 1945:

- 0100 (H) Entered southern part of KARIMATA STRAIT.
- 0302 (H) Picked up weak sweeping contact on APR, 160 mos., 750 PRF. This gradually faded out.
- 0627 (H) Submerged to remain undetected in KARIMATA STRAIT.
- 1935 (H) Surfaced. Picked up KARIMATA ISLAND on SJ radar at 60,000 yards.
- 2300 (H) Cleared KARIMATA STRAIT.
- 1200 (H) Posit: Lat: 02-40 S Miles: 165
 Long: 109-15 E Fuel: 2880

February 4, 1945:

Underway for assigned area.

- 0635 (H) Submerged for trim dive.
- 0713 (H) Surfaced. Weather overcast with scattered rain squalls. Not very good for 'plane sighting. Keyed SD 5 seconds in each 30 seconds.
- 0840 (H) Sighted PEDJANTAN ISLAND in high periscope.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH
war patrol.

February 4, 1945: - Cont'd:

- 1000 (H) Raised BADAS ISLAND on SJ radar, 44,000 yards.
- 1146 (H) Strong pip on SD radar, 8 miles, closing. (Aircraft contact # 2). Submerged.
- 1310 (H) Surfaced. Continued to man SD.
- 1420 (H) Sighted what appeared to be a mast of a ship dead ahead through the high periscope. Reversed course and started tracking.
- 1442 (H) SJ interference on same bearing as ship.
- 1447 (H) Reversed course and exchanged recognition signals with USS HAREHEAD (SS 365).
- 1649 (H) Raised PUNGIBOE ISLAND on SJ radar, range 45,000 yards.
- 1805 (H) Noticed weak SJ radar interference ahead and astern. Challenged both without results.
- 1958 (H) Strong radar interference ahead. Exchanged recognition signals and calls with USS KRAKEN (SS379).
- 1200 (H) Posit: Lat: 00-02 N Miles: 266
Long: 106-48 E Fuel: 3365

February 5, 1945:

Underway for assigned area.

- 0512 (H) Picked up strong SJ interference on port bow. Commenced challenge.
- 0523 (H) Contact on SJ radar at 8,800 yards, same bearing as interference. Continued to challenge.
- 0530 (H) Range closed to 8,000 yards, started tracking and continued to challenge.
- 0545 (H) Exchanged recognition signals and calls with USS BOARFISH (SS327).

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

 February 5, 1945:

- 0650 (H) Submerged for trim dive. Noticed bad air leak and went below periscope depth to check it.
- 0740 (H) Returned to periscope depth and sighted U.S. submarine with 20 degree AOB, range 3,500 yards. All clear on the sound gear.
- 0745 (H) Paralleled submarine's course, fired identification grenades and surfaced.
- 0750 (H) Exchanged recognition signals with USS BERGALL (SS 320).
- 0800 (H) Transmitted course and speed to BERGALL and suggested we separate somewhat in case of aircraft contacts. BERGALL replied with course and speed and suggested BASHAW discontinue keying the SD radar. At
- 0845 (H) Lookout reported aircraft in direction of BERGALL about 15 miles away but headed toward us purposefully. (Aircraft contact # 3). Submerged.
- 0850 (H) Established communication with BERGALL on sound gear and asked if he saw plane. He identified it as a "FRANCES", and said sighting was mutual; and expressed opinion that SD radar had been D/F'd. I'm not convinced. Stayed down long enough for the BERGALL to arrive and draw away.
- 1047 (H) Surfaced.
- 1132 (H) Weak jamming on SD and APR, no definite pulse rate, 120-150 cps.
- 1247 (H) Jamming disappeared. About one minute later lookout sighted unidentified bomber, distance about eight miles, crossing our bow. Submerged. (Aircraft contact # 4).

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

February 5, 1945: - Cont'd:

- 1350 (H) Surfaced.
- 2100 (H) Received message from CTF 71.1 telling BASHAW and FLASHER to patrol area C-1; FLASHER, OTC.
- 1200 (H) Posit: Lat: 03-45 N Miles: 246
Long: 108-55 E Fuel: 3070

February 6, 1945:

Underway for assigned area.

- 0641 (H) Made trim dive.
- 0715 (H) Surfaced.
- 1945 (H) SJ interference bearing 334 true. Exchanged recognition signals and calls with USS BLUEBACK (SS 326).
- 1200 (H) Posit: Lat: 07-58 N Miles: 197
Long: 108-45 E Fuel: 3485

February 7, 1945:

Underway for assigned area. Running forty to fifty miles off the INDO-CHINA coast so as not to interfere with boats working close in.

- 0548 (H) Picked up interference on SJ radar bearing 009 true. At first this did not look like interference from another SJ, but as it grew stronger it began to look like the SJ pattern.
- 0600 (H) Began challenging in direction of interference. Nothing in sight and no pip on the radar. (NOTE: Sunrise at 0703).
- 0608 (H) Still challenging without any answer. Changed course to head for source of interference.
- 0626 (H) Sighted unidentified submarine in dim light of morning twilight on same bearing as interference. Still challenging with no answer.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

February 7, 1945: - Cont'd:

- 0626 (H) Started to close to high speed to challenge with light. Posit: Lat 10-51 N., Long: 110-08 E.
- 0630 (H) Submarine submerged without answering challenge on SF. Feel reasonably certain he never sighted us as we were against dark background and he was barely visible to the east. Perhaps one of ours but his position does not check very well with my idea of location of our boats in this area. Opened out to the north and at
- 0645 (H) Made trim dive and deep dive to check for density layers.
- 0725 (H) Surfaced and proceeded north toward assigned area.
- 1856 (H) Received message from USS FLASHER asking for rendezvous in area on night of ninth.
- 1200 (H) Posit: Lat. 11-29 N Miles: 251
 Long: 110-02 E Fuel : 3610

February 8, 1945:

- Underway for assigned area.
- 0040 (H) SF radar interference cleared. Challenged and received reply from USS COBALT.
- 0653 (H) Made trim dive.
- 0732 (I) Surfaced. Decided to go into the area on the surface; get radar land fix tonight in vicinity of WILKINSON ISL; cover routes south on the surface during the day tomorrow; and then rendezvous with the FLASHER to discuss plans for thoroughly covering area.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH
war patrol.

February 8, 1945: - Cont'd:

2250 (H) Strong AFR contact, 190 mcs, 1000 PRF,
sweeping every three minutes. Probably
land-based radar in vicinity of YULINKAN
BAY.

1200 (H) Posit: Lat: 15-40 N Miles: 241
Long: 110-06 E Fuel: 3585

February 9, 1945:

0000 (H) Picked up HAINAN ISLAND on SJ radar bearing
352 true, range 63,000 yards. Closed to
obtain fix and cover entrance to YULINKAN
BAY, then headed south along possible route
from YULINKAN BAY to TOURANE.

0647 (H) Sighted large unidentified object almost
dead ahead, 15-20,000 yards. No radar con-
tact. Reversed course to remain undetected.

0657 (H) Lost object in rain squall. Changed course
to last true bearing. Very gray, overcast
day (as usual) with numerous rain squalls,
much fog and very limited visibility.

0715 (H) Object emerged from rain squall dead ahead.
Simultaneous visual and radar contact at
10,000 yards. Looked big and I thought we
had a ship. Submerged to remain undetected
and lock the situation over.

0850 (H) After tracking for an hour and a half, still
unable to identify target. Course was 210
true, speed 5. Surfaced and started end
around. Target in and out of rain squalls
usually barely visible.

1050 (H) Weather cleared suddenly in direction of
target. Got good broadside view of large
sampan with two tremendous reddish-colored
sails. Let him go.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

February 9, 1945: - Cont'd:

- 1315 (H) Weather good for being sighted by but not for sighting aircraft. Did not wish to use SD radar, so maintained surface patrol across probable course of mine.
- 1635 (H) Visibility started to improve.
- 2000 (H) SJ interference cleared. Exchanged recognition signals and lights with USS FLASHER.
- 2144 (H) FLASHER came alongside and passed over plans for covering the mine. Requested and received permission to resume tomorrow patrolling to westward in TONKIN GULF.
- 2200 (H) Received message telling us to rendezvous with USS CUTLASS night of the eleventh.
- 1200 (H) Posit: Lat: 17-09 N Miles: 255
 Long: 108-35 E Fuel: 2495

February 10, 1945:

- 0758 (H) Sighted drifting mine. Tried Springfield this time. Several hits failed to explode it. At this time we were trying to stay in a rain squall in order to remain on the surface undetected. While maneuvering around the mine, rain squall went on its way. Decided to let the mine go and continue surface patrol. Possibly it sank later.
- From 0800 (H) to 1200 (H) covered all possible convoy routes northwest through TONKIN GULF. Nothing sighted.
- 1300 (H) Weather cleared around the horizon and the thick overcast broke up. Submerged.
- 1910 (H) Surfaced.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH
war patrol.

February 10, 1945: - Cont'd:

2020 (H) SJ radar interference bearing 066 true. Exchanged calls with FLASHER and told him of fruitless search. Continued patrolling across probable convoy route in accordance with plans of OTC, Comdr. GRIDER in FLASHER.

1200 (H) Posit: Lat: 17-21 N Miles: 213
Long: 108-13 E Fuel: 2130

February 11, 1945:

0652 (H) Submerged to spend the day patrolling across possible convoy route.

1900 (H) Surfaced and headed for rendezvous with USS GUITARRO.

1906 (H) SJ interference bearing 106 true. Headed in that direction.

1920 (H) Exchanged recognition signals and calls with USS GUITARRO.

1935 (H) Came alongside and delivered publications to USS GUITARRO in accordance with instructions from CTF 71. Returned to area.

1200 (H) Posit: Lat: 16-47 N Miles: 124
Long: 109-28 E Fuel: 880

February 12, 1945:

0654 (H) Submerged to patrol across probable convoy routes.

1455 (H) Sighted unidentified bomber through periscope. (Aircraft contact # 5).

1916 (H) Surfaced. Headed north to get land fix on HAINAN ISLAND. Weather has not permitted a celestial navigation fix since we passed GREAT NATUNA ISLAND on February 5.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

February 12, 1945: - Cont'd:

2330 (H) Received message from FLASHER changing patrol area and outlining plans for surface patrol tomorrow. Headed for new patrol area.

1200 (H) Posit: Lat 25-35 N Miles: 224
 Long: 122-00 E Alt: 2935

February 13, 1945:

Patrolling on station. Received message that plane had sighted task force to the south heading in this direction. Sea from the north, force 4, and 10 knot wind from the north. Scattered low overcast with numerous rain squalls. Manning both SJ and SD radar; keying the SD about every 40 seconds.

0815 (H) Contact on APR, 160 deg., 500 PRF, sweeping. Gradually faded out.

1153 (H) Contact on SD at 8 miles, closing. (Aircraft contact # 6). Submerged.

1247 (H) Surfaced. Steering course 180 true, in line of bearing with FLASHER 20 miles to the west.

1345 (H) Received message from FLASHER to reverse course.

1500 (H) Contact on APR, 145 deg, 500 PRF.

1515 (H) Enemy task force over top of rain squall thirteen miles away bearing 165 true (ship contact # 1). Sighted by lookout. No SJ contact. Consisted of two ISE class battleships, one TONE class heavy cruiser, and three destroyers. Secured the SD radar and went to four engine speed hoping to stay on the surface until we could get on the track. Unfortunately no near rain squalls ahead.

U.S.S. BASHAW (SS241)

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

February 13, 1945: - Cont'd:

- 1517 (H) Strong pip suddenly appeared on SJ screen at 24,000 yards. Ordered SJ secured. Commanding Officer took a check with high periscope (target not visible from bridge platform) and observed that the bearing had changed to 165 and angle on the bow appeared to be about 40 port. Saw large puff of black smoke from leading battleship and COB of lookout platform reported that leading ship had catapulted a plane. At this time enemy was just emerging into clear area. Do not believe we were sighted.
- 1520 (H) No sign of plane which disappeared into clouds. Took another range check with SJ and secured it again. Range had closed to 24,000 yards. Observed another puff of smoke from leading battleship.
- 1521 (H) Large caliber shell landed about 2000 yards on starboard quarter with a loud roar and a tremendous splash. Still believe that we could not have been sighted, but he certainly suspected our presence. Felt that nothing could be gained by staying on the surface. We could make only 14 knots into the sea and range was closing slowly. Submerged and came to the normal approach course. From
- 1525 (H) to 1640 (H) ran at standard speed, slowing to 2/3 every 15 minutes for a look. Closed to 9,000 yards at which time target zigged away radically and rapidly opened range.
- 1712 (H) Surfaced with enemy in sight about 34,000 yards away. Sent contact report and started chasing on 4 engines.
- 1737 (H) Target gradually drew away and disappeared. Continued to chase.
- 1755 (H) Contact on SD radar at 14 miles. (Aircraft contact # 7).

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

February 13, 1945: - Cont'd:

- 1810 (H) Two contacts on SD radar, one at 22 and one at 24 miles. (Aircraft contact # 8).
- 1815 (H) Strong contacts on ASD, one saturating the screen, the other southwest sector, both sweeping; 1845, 1848, 1849.
- 1827 (H) Lookout sighted unclassified bomber about 5 miles on port beam 21000 parallel course. (Aircraft contact # 9). Submerged.
- 1935 (H) Surfaced.
- 1950 (H) Exchanged radio on SD radar with FLASHER and received instructions for tomorrow's operation.
- 2340 (H) Aircraft contact on SJ radar, range 11,000 yards. (Aircraft contact # 10). Bearing remained steady and range closed rapidly to 6,000 yards. Submerged. Believe this was one of ours.
- 1200 (H) Posit: Lat: 16-35 N Miles: 223
Long: 111-02 E Fuel: 2935

February 14, 1945:

- 0002 (H) Surfaced.
- 0245 (H) Momentary contact on SJ at 15,000 yards in same direction as SJ interference from FLASHER. Learned later that plane made a pass a FLASHER at 1400 sine. SJ interference disappears. Patrolled surface all day near joint. There in event we could be of life-guard assistance.
- 2000 (H) Received message from USN 71 changing patrol area.
- 2115 (H) Closed FLASHER and received plans for covering new area off the east coast of HAINAN.

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war patrol.

February 14, 1945: - Cont'd:

1200 (H) Posit: Lat: 17-42 N Miles: 262
Long: 112-21 E Fuel : 3200

February 15, 1945:

0654 (H) Made trim dive.

0720 (H) Surfaced. Patrolling 17-20 miles off PT. SIFA; FLASHER submerged close in shore.

0818 (H) Sighted drifting mine, 18-46 N; 110-57 E.
Sprayed with 250 rounds of 30 calibre.
Hit it numerous times with no results.

1500 (H) Visibility cleared with scattered overcast.
Very poor plane sighting weather, so at

1502 (H) Submerged.

1854 (H) Surfaced. Continued off-shore patrol.

1200 (H) Posit: Lat. 18-46 N Miles: 182
Long. 110-53 E Fuel : 1448

February 16, 1945:

Patrolling 20 miles off PT. SIFA, east
coast of HAINAN. FLASHER in-shore.

0650 (H) Made dive to check trim and wash out #4
MBT which was converted from a FBT last
night during the first weather calm enough
to allow a man on deck.

0707 (H) Surfaced.

0950 (H) Weather cleared somewhat with scattered
overcast. Poor for plane-sighting. Sub-
merged.

1807 (H) Surfaced.

2130 (H) SJ interference. Exchanged calls with
FLASHER.

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Subject: U.S.S. BASHAW (SS 241) - Report of FIFTH
war patrol.

February 16, 1945 - cont'd:

1200 (H) Posit: Lat. 18-54 N Miles: 142
Long. 110-03 E Fuel: 970

February 17, 1945:

Patrolling off the east coast of HAINAN.

0649 (H) Made trim dive.

0707 (H) Surfaced.

1710 (H) Sighted submarine bearing 270 true. Ex-
changed calls with FLASHER and received
instructions for joint patrol to north.
Headed toward new patrol point.

1200 (H) Posit: Lat. 18-55 N Miles: 210
Long. 110-50 E Fuel: 1725

February 18, 1945:

Patrolling in area north east of HAINAN.

1112 (H) Large pip on SJ radar at 10,000 yards; clos-
ing. Sighted flying boat coming out of clouds
with zero angle on the bow. (Aircraft con-
tact #11). Submerged. SD radar was being
keyed irregularly about every 40 seconds; no
contact on SD and no AFR contact.

1231 (H) Surfaced. Manned SJ, AFR and SD radar; SD
being keyed about every 40 seconds.

1638 (H) Aircraft contact on SD, range 19 miles, rap-
idly closed to 14 miles. Almost simul-
taneous aircraft contact on SJ radar, range
11,000 yards, bearing changing rapidly,
range closing slowly. (Aircraft contact
#12). Submerged.

1712 (H) Surfaced. Returning to patrol off PT. SIFA.

2052 (H) Picked up SJ interference from FLASHER. Ex-
changed calls and received instructions
changing plans for tonight and tomorrow.
Headed for new patrol point.

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Subject: U.S.S. BASHAW (SS 241) - Report of FIFTH war patrol.

February 20, 1945 - Cont'd:

- 1400 (H) Our position doubtful. Visibility about 4,000 yards. Headeast repairing SJ radar.
- 1710 (H) SJ radar back in commission. Surfaced eight miles east of PT. BINT. Patrolling 8 miles off shore. Visibility 10,000, improved and entire shore line became plainly visible. Decided to remain on surface.
- 1722 (H) Picked up FLASHER'S interference to eastward.
- 1845 (H) SJ contact at 28,000 yards in direction of FLASHER. Came on the screen like a plane contact. SJ interference disappeared, and so did contact. SD not marked.
- 1847 (H) SJ contact on same bearing, range 12,000 yards and closing fast. Horizon clear with very low 100% overcast. (Aircraft contact #15). Submerged. Did not sight plane.
- 1910 (H) Surfaced. Closed beach to 5 miles for night patrol.
- 2215 (H) Received message from FLASHER on SJ radar outlining plans for covering eastern approaches to HAINAN STRAIT. Decided for new patrol point.
- 1200 (H) Posit: Lat. 13-47 N Miles: 127
 Long. 110-36 E Fuel: 325

February 21, 1945:

Patrolling enroute new station in line of bearing with USS FLASHER off east coast of HAINAN.

- 1615 (H) Received contact report from FLASHER of two unidentified ships. We are on track. Also have FLASHER'S radar interference.
- 1635 (H) Sighted FLASHER and picked her up on SJ radar. Received message on SJ radar that FLASHER was going to submerge ahead of targets and look them over. Opened out along target's track.
 At

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war patrol.

February 21, 1945 - Cont'd:

- 1732 (H) No word from FLASHER. Reversed course.
- 1832 (H) Sighted two small ships, one somewhat larger than the other. (Ship contact #2) could not identify in low surface haze. Opened ahead and started tracking.
- 1858 (H) Radar interference. Received message from FLASHER that targets were two sea trucks.
- 1920 (H) Had lost sight of targets in darkness. Closed until we had radar contact. Received message from FLASHER expressing opinion that it was too dark for gun action. Told FLASHER I thought they were big enough for torpedoes; CIC said to take first shot at them. Commenced approach and at
- 2054 (H) Fired stern tubes; (Torpedo attack #1). Three MK. 18 torpedoes at second target which appeared to be a 250 ton sea truck and one MK. 18 at the leading target which appeared somewhat smaller. Torpedoes were set on 2 feet rired down the sea, sea about force three; time to run 1500 yards. The first three torpedoes breached about 50 yards astern and appeared to jump from wave to wave all the way to the target. The fourth torpedo breached about 10 yards astern and was not definitely seen again, although the Commanding Officer thought he saw it on the port beam a few seconds later.
- 2057 (H) One hit on larger target seen and heard from bridge (below decks personnel reported two hits). Target sank almost immediately. Just prior to firing visibility improved somewhat so that targets could have been seen through gun sights at a range of 900 - 1100 yards. Considered shifting to gun action but in spite of size of targets decided to continue torpedo approach for several reasons; among them the fact that in the 18 months we have been in commission have never fired a MK 18 war shot and have never fired a war shot from the after room.

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Subject: U.S.S. BASHAW (SS 241) - Report of FIFTH war patrol.

February 21, 1945 - Cont'd:

- 2100 (H) Reported results to FLASHER and suggested gun action on remaining target. FLASHER gave us the go ahead signal and said she would follow us in.
- 2106 (H) Commenced approach and opened fire at 1100 yards. (Gun action pa). Four inch gun failed to fire, the feared 20 MM jammed with a ruptured cartridge case after 10 rounds had been fired and the after 20 MM would not train far enough forward to bear on the target. Target turned toward us and endeavored to close. Continued run, closing to 800 yards, and raked the target with 1000 rounds of 30 caliber from M.G.'s. Target observed to stop and small fires started in superstructure. FLASHER followed 500 yards astern of us and made two nice runs, getting many hits with her four inch. BASHAW made second run firing 30 caliber MG and 20 MM, during which time the target rolled over and sank.
- 2210 (H) Received message from FLASHER that she was searching wreckage of gas victims for survivors. Headed back toward point of torpedo attack.
- 2245 (H) Sighted more than 50 oil drums in the water and much wreckage. Received message from FLASHER that she had two prisoners.
- 2250 (H) Sighted twenty people in one group clinging to bits of debris. As we passed close they set up a terrific wailing. Decided two prisoners from this outfit was the greatest plenty. Continued toward new patrol point.
- 1200 (H) Posit: Lat. 19-54 N Miles: 182
 Long. 151-34 E Fuel: 1540

February 22, 1945:

- 0300 (H) Reached new patrol station. Patrolling in line of bearing 155 - 335 true covering eastern approaches to HAINAN STRAIT. BASHAW to the north; FLASHER to the south.
- 0630 (H) Made trim dive.

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February 22, 1945 - Cont'd:

- 0700 (H) Surfaced. Weather overcast with low surface haze.
- 1113 (H) Aircraft contact on SJ radar. (Aircraft contact #16). Plane on starboard bow. Range closed rapidly and on constant bearing to 12,000 yards. Submerged. (No APR contact).
- 1158 (H) Surfaced.
- 1200 (H) Posit: Lat. 20-54 N Miles: 184
 Long. 111-56 E Fuel: 1310

February 23, 1945:

Patrolling on surface eastern approaches to HAINAN STRAIT with USS FLASHER.

- 0600 (H) Moved search line 50 miles south to cover HAINAN east coast traffic as well as HAINAN STRAIT.
- 0923 (H) Raised TAYA ISLANDS on SJ radar; range 42,000 yards.
- 1200 (H) Posit: Lat. 20-06 N Miles: 180
 Long. 111-38 E Fuel: 1290

February 24, 1945:

Patrolling on surface off NE coast of HAINAN with USS FLASHER.

- 0245 (H) Strong sweeping signal on APR, 180 mes, 500 FRF. Unable to account for this one. Faded out shortly.
- 0632 (H) Made trim dive.
- 0654 (H) Surfaced.
- 1112 (H) Lookout sighted 4 fighter type planes, (Aircraft contact #17), crossing our bow in a northerly direction. No contact on SJ, SD,

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February 24, 1945 - Cont'd:

- 1112 (H) Cont'd: - - or AFR contact; range about 10 mi. Submerged to avoid detection.
- 1151 (H) Surfaced. Visibility very poor; low overcast and surface haze.
- 1157 (H) Strong interference on SD in form of railings. No AFR contact.
- 1222 (H) Interference disappeared.
- 1310 (H) Aircraft contact on SD at 4 miles. (Aircraft contact #18). Submerged with contact at 3-1/2 miles.
- 1340 (H) Surfaced. Visibility still bad.
- 1454 (H) Aircraft contact on SD radar; range 4 miles. Aircraft contact #19). Submerged.
- 1517((H) Surfaced. Weather improving somewhat.
- 1925 (H) SJ interference from USS FLASHER.
- 2008 (H) Picked up FLASHER at 13,000 yards on SJ radar. He reported no results but many aircraft contacts during the day. Suggested we shift scouting line 30 miles northward and received okay.
- 1200 (H) Posit: Lat. 20-19 N Miles: 199
 Long. 111-35 E Fuel: 1455

February 25, 1945:

Patrolling on surface north east of HAINAN STRAIT, USS FLASHER 20 miles to the south. Believe most of the traffic passed west of HAINAN and hugs CHINA coast in blind bombing zone.

- 1039 (H) Sighted 4 masts to the north of us. Sent contact report to the FLASHER and started tracking.

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war patrol.

February 25, 1945 - Cont'd:

- 1050 (H) Targets tracked at a very low speed. Began to suspect they were small craft. Started closing for a better look. Visibility closing in.
- 1129 (H) Aircraft contact on SD radar at 15 miles. (Aircraft contact #20). Range closed fairly rapidly to 3 miles. Submerged to avoid detection.
- 1214 (H) Came to 50 feet preparatory to surfacing; sighted masts of our targets. Decided to close and look them over submerged.
- 1300 (H) Targets turned out to be two large Chinese junks. Opened out to surface unobserved.
- 1400 (H) Targets no longer visible through periscope. Started to surface and observed two fighter-type aircraft through periscope. (Aircraft contact #21).
- 1409 (H) Aircraft disappeared into clouds.
- 1435 (H) Surfaced and proceeded with surface patrol. Observed two masts through high periscope. Thought they were our junks and did not check true bearing carefully enough. Made up message to FLASHER telling them of false contact. Never sent this.
- 1500 (H) Quartermaster manning high periscope remarked that targets were putting out much smoke for junks. Checked true bearing and immediately discovered we had two new targets. (Ship contact #3). Started tracking.
- 1540 (H) Target checked on course 200 true; speed 12 knots. Submerged on track and started approach.
- 1615 (H) Target identified as one small MTM AK (1200 - 2500 tons) and one typical escort vessel which looked like a cross between a Frigate (PF)

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February 25, 1945 - Cont'd:

- 1615 (H) Cont'd: - - and a Chidori Torpedo Boat, but not exactly like either one. Possibly a so-called DE-TNA type. Sea was fairly rough, about force four, and it was necessary to run at 30 turns to hold depth; and to come to periscope depth in order to see anything.
- 1628 (H) Targets were sighting acoustically. While maneuvering for bow to bow on freighter, got in position for what looked like a perfect stern tube shot at six o'clock. Set MK 18's aft on 4 feet and ab
- 1632 (H) Commenced firing at escort. (Torpedo attack #2). Gyro angled from 178 to 162, torpedo run 1000 yards, track angle 115° - 125 port. As third torpedo was fired observed escort two-block two large red flags at each yard arm, a large blast of steam came out of his whistle and a large column of smoke out of his stack. He spun on a dime and started toward us. First three torpedoes missed ahead. Escort either saw periscope on observation before firing ('scope up less than fifteen seconds) or heard fish start run. Checked fire.
- 1636 (H) Obtained new set up, gyro angle 178, angle on the bow about 3 - 5 starboard, range 750 yards, torpedo run about 400 yards; and fired "down the throat" shot. Since he already knew where we were, should have changed depth setting to zero or two feet and got torpedo breach, but this was an afterthought.
- 1637 (H) Torpedo missed or passed under. Went deep to 150 feet - 180 foot depth here - and stuffed cotton in our ears. Escort's first run was pretty good, passing over our stern; but no depth charges were dropped and there was no evidence of contact charges. He got progressively worse and further away. At
- 1650 (H) Returned to periscope depth. Freighter was out of firing range. Escort searching about 4,000 yards away. At

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February 25, 1945 - Cont'd:

- 1700 (H) He dropped two depth charges and proceeded after AK. Watched them go out of sight in surface haze. When we could no longer hear echo ranging at
- 1808 (H) Surfaced. Immediately picked up target visually and on radar at 15,000 yards. Commenced end around, keeping target within radar range to facilitate tracking.
- 1822 (H) Picked up FLASHER'S radar interference. Too weak for communication.
- 1923 (H) Gave FLASHER the story by SJ radar. Continued to pull ahead and track target. He was making 12 knots on base course 210 true. Zigging widely and erratically.
- 2030 (H) Ahead of target on port bow about 2000 yards off the track. Visibility much too good for surface attack. Target plainly visible at 10,000 yards. Sent message to FLASHER on SJ and at
- 2050 (H) Submerged to radar depth. Range to target 10,000 yards.
- 2059 (H) Range to target 6,000 yards. Could see them in periscope. Submerged to periscope depth. Target was on left leg of zig and we were closing track too fast, so turned to parallel and opposite course.
- 2109 (H) Target still on left leg, generated range 1500 yards. Started swinging left to reduce gyro angle and got ping range of 2000 yards. Set this into the TDC. In view of length of time target had been on left leg should have accepted larger gyro angle and fired immediately. However, at
- 2110 (H) Commenced firing forward tubes, gyro angle 354 - 344, track angle about 90 port, range 2000 yards, using constant bearing method. (Torpedo attack #3). Between third and

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February 25, 1945 - 2110 (H) - Cont'd:

fourth torpedo, target was seen to zig radically. At the time thought target was turning toward, but realized later that this was probably normal zig to the right, and target could not have seen torpedo wakes so soon. All missed.

- 2112 (H) Still believed target was headed toward us. Escort was on starboard quarter. Went to 150 feet.
- 2115 (H) Nothing happened, so returned to periscope depth. Visibility not good in direction of target and nothing visible. Could still hear echo-ranging.
- 2145 (H) Came to radar depth. All clear.
- 2148 (H) Two depth charges. Not close.
- 2155 (H) Surfaced.
- 2203 (H) Sighted two (possibly three) flashes as from explosions in direction target had disappeared. Headed in that direction.
- 2320 (H) SJ interference. Received message from FLASHER that she sank AK, and escort continued heading south. OTC assigned new patrol point farther from coast. Headed in that direction.
- 1200 (H) Posit: Lat. 39-35 N Miles: 206
 Long. 111-42 W Fuel: 1755

February 26, 1945:

- 0212 (H) OOD and forward lookout sighted plane bearing 075 relative about one mile away heading toward us. (Aircraft contact #22). Plane had one red light on. Submerged.
- 0236 (H) Surfaced.

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February 26, 1945 - Cont'd:

- 0605 (H) Strong interference on SD radar. No APR contact.
- 0952 (H) Lockout sighted medium 2 engine bomber about 7 miles away, headed toward. (Aircraft contact #23). Submerged to avoid detection.
- 1020 (H) Surfaced.
- 1144 (H) Aircraft contact on SD at 24 miles. (Aircraft contact #24). This soon went out of range.
- 1830 (H) Received message from FLASHER changing patrol station to a point east of PT. SIFA, east coast of HAINAN.
- 2135 (H) Sighted small object ahead. Picked it up on radar at 8000 yards. Started tracking.
- 2201 (H) Target tracked at 4 knots. Closed and identified it as Chinese junk.
- 1200 (H) Posit: Lat. 20-40 N Miles: 230
 Long. 112-30 E Fuel: 1810

February 27, 1945:

Underway for new patrol point.

- 0740 (H) Received contact report from FLASHER. Changed course to intercept targets.
- 0828 (H) Sighted two small lugger-type Sea Trucks (70 - 100 tons) (Ship contact #4). Communicated this fact to the FLASHER who replied that she was closing for gun action.
- 0900 (H) Closing target. Watched FLASHER make first run, scoring numerous 4 inch and small caliber hits on both targets setting both afire.
- 0930 (H) Made run on first lugger, hitting it 3 - 1/4 times with 4 inch. (Gun attack #2). Target sank shortly thereafter.

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February 27, 1945 - Cont'd:

- 0937 (H) FLASHER reported hits of additional target to the north. Scanned 4 inch gun crew and opened out to see what we had.
- 0950 (H) FLASHER returned to original targets and made firing run on the one still afloat. Identified third target as a sail boat.
- 1000 (H) FLASHER headed south leaving target ablaze.
- 1014 (H) Made one more run on this target. Observed about six people on the poop deck when run started. First 4 inch shell covered the poop deck. Four additional hits with 4 inch. Closed to 400 yards and raked what was left with 20 MM. Left lugger in a sinking condition.
- 1357 (H) On station. Submerged to work on SJ radar.
- 1649 (H) Surfaced.
- 2100 (H) OTC directed us to patrol independently to the northward. Headed for new station.
- 1200 (H) Posit: Lat. 19-12 N Miles: 253
 Long. 111-24 E Fuel: 2625

February 28, 1945:

Underway toward new patrol point NE of HAINAN STRAIT.

- 0224 (H) Strong pip on SJ radar at 19,000 yards. Disappeared almost immediately.
- 0230 (H) Lookout sighted aircraft on same bearing as SJ contact. (Aircraft contact #25). Appeared to be heading toward us. No AFR contact. Submerged.
- 0258 (H) Surfaced. Sighted aircraft dead ahead. It disappeared into clouds. No contact on SD, SJ or AFR. Did not dive.
- 0431 (H) Aircraft contact on SD radar at 9 miles, closing. (Aircraft contact #26). Fairly bright moonlight night. Submerged.

U.S.S. BASHAW (SS241)
c/o Fleet Post Office,
San Francisco, Calif.

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war patrol.

February 28, 1945: - Cont'd:

- 0505 (H) Surfaced.
- 0641 (H) Sighted 4 small ships through high periscope.
(Ship contact # 5). SI radar contact at
13,000 yards. Started tracking.
- 0725 (H) Targets on a southerly course, speed 6.
Appear to be sea-trucks, but identification
not certain.
- 0758 (H) Lookout sighted plane on our starboard quarter,
range about 5 miles. (Aircraft Contact
27). Submerged to avoid detection. Decided
to close targets submerged.
- 0924 (H) Identified targets as 4 sea-trucks in column.
The leading one was about 150 tons with what
appeared to be a large M.G. mounted on the poop
deck. The next two were lugger-type, about
75 - 100 tons. The last one was exact duplicate
of FUJI MARU Sugar-Charlie sea-truck,
273 tons, with one M.G. in evidence on top of
deck house.
- 0940 (H) Surfaced and approached targets from port
quarter. Opened fire at 2400 yards on largest
target. Observed 4 hits, two of which demolished
cock house but did not set target afire.
The target under fire speeded up, and on parallel
courses we passed the others at about 10
knots. The two luggers did not change course
but the leading sea-truck turned stern toward
us. As we passed the leading one, shifted
fire to him and scored two 4 inch hits which
started his smoking.
- 1000 (H) The original target closed us to 1800 yards
and opened fire with small M.G. Very inaccurate
at that range but it seemed as though
there were a lot of bullets flying around the
gun crew and the bridge. Shifted fire to the
original target and obtained one additional
hit amidships. M.G. fire stopped.

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- 1044 (H) Aircraft contact on SD radar, range 8 miles. (Aircraft contact # 29). With 19 men topside and only 3 miles off the beach, decided to terminate the action. Submerged.
- 1020 (H) Through the periscope could see only one sea-truck (the large one) and he was still underway. Fine smoke in the direction of the others. Decided to leave this location before surfacing.
- 1400 (H) Surfaced.
- 1634 (H) Contact on SD radar, 19,000 yards. Generally clear except for clouding in direction of contact. Closed rapidly to 15,000 yards. Definitely a plane. (Aircraft contact # 29). Submerged.
- 1910 (H) Surfaced.
- 2030 (H) Received message from CTF 71 to clear area and join BLOWER off TOURANE, north-east coast of INDO-CHINA.

March 1, 1945:

- 2000 (H) Weak ST interference.
- 2043 (H) Exchange of messages received message from BLOWER outlining plans for operations over tonight and tomorrow with operations tomorrow night.
- 1200 (H) Posit: Lat: 14° 12' N Miles: 326
 Long: 113° 16' E Fuel: 3270

March 2, 1945:

Patrolling eight miles north of TOURANE. Numerous sail boats. Also, many different APR contacts in this area.

- 0637 (H) Made trim dive.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH
war patrol.

March 2, 1945: - Cont'd:

- 0722 (H) Surfaced in heavy fog. Closed beach to five miles and continued surface patrol.
- 0934 (H) Fog lifted. Submerged.
- 1024 (H) Fog closed in. Surfaced.
- 1040 (H) Fog lifted. Lifted suddenly, this time for good. Submerged. Closed CAPE TOURANE.
- 1941 (H) Surfaced.
- 2240 (H) Rendezvoused with USS BLOWER. Came alongside and received plans for covering area.
- 1200 (H) Posit: Lat: 16-28 N Miles: 175
Long: 108-17 E Fuel: 1245

March 3, 1945:

Patrolling on surface 20 miles NE of
CAPE TOURANE.

- 1003 (H) SJ radar contact 9,600 yards. Sighted 3 fighter type planes diving at us. (Aircraft contact 4:30). Submerged. Range was 7600 yards when SJ recovered. Nothing dropped. Took advantage of this time to make minor adjustment to the SJ.
- 1124 (H) Surfaced. Still have numerous AFR contacts in this area. Principally 135 nos. with varying PMP's and 18V's at 145-55 nos. with varying PMP's and 18V's. On several occasions tried to check the general direction from which these emanated, by swinging ship; but with a sweeping contact this proved impossible.
- 1200 (H) Posit: Lat: 16-29 N Miles: 261
Long: 108-25 E Fuel: 1830

March 4, 1945:

Patrolling on surface north of CAPE TOURANE.
This is our day in-shore.

U.S.S. BASHAW (SS241)

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March 4, 1945: - Cont'd:

- 0630 (H) Submerged. Patrolling about 3 miles off the beach. Literally dozens of sailboats around us all day.
- 1807 (H) Sighted through periscope two twin-engine twin-tail bombers (B-29) (Aircraft contact # 31).
- 1946 (H) Surfaced.
- 2108 (H) Two targets on SJ radar, range 22,000 yards. (Ship contact # 6). Commenced closing and tracking. Targets very close to the beach.
- 2119 (H) Targets already in the entrance to TOURANE BAY. Impossible to close. Don't know which direction they came from. They steered devious courses entering the harbor, indicating possibility of a mine field.
- 1200 (H) Posit: Lat: 16-12 N Miles: 149
Long: 108-19 E Fuel: 1125

March 5, 1945:

Patrolling on surface about 20 miles north of CAPE TOURANE.

- 0430 (H) Contact on SJ radar at 32,000 yards. Commenced tracking. Target tracked on course 200 true, speed 150 knots. No APR contact so judged it to be one of our own search planes. (Aircraft contact # 32).
- 0552 (H) Strong APR contact 195 nos., 1000 PRF, sweeping. We have had this type and on in this locality, and assumed it was land-based at CAPE TOURANE.
- 0732 (H) SJ radar contact bearing 209 true, range 18,000 yards (direction of TOURANE BAY) (Ship contact # 7). Should have picked this target up earlier but since installation of new antenna head both the "A" scope and PPI have been saturated with second sweep echoes when within 20 - 30 miles of high land. This necessitates constant shifting

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March 5, 1945: - Cont'd:

- 0732 (H) Cont'd: - - of pulse rate by SJ operator and consequent reduction in efficiency of coverage.
- 0738 (H) Target appeared to be headed in a northerly direction. (BULLERMAN BAY probable destination). Changed course to stay ahead of him and continued tracking. Peculiar weather conditions as follows. Calm sea, very little wind, and a low thick fog bank. The fog was not more than 100 - 200 feet high and blue sky was clearly visible overhead. Close to the water, however, it was thick enough to cut, with occasional open patches, and visibility varying from 500 to 4000 yards.
- 0800 (H) Target tracking on course 055 true, speed 14. On radar is locked as though we have two large ships with intermittent pips on undetermined number of escorts. Sent contact report to the BLOWER, BRILL and "any and all submarines" on area frequency. No receipt.
- 0806 (H) On port bow of target, 16,000 yards ahead, SJ contact on aircraft. (Aircraft contact # 33). Plans on our starboard beam, initial range 13,000 yards, closing fast. When range closed to 3,000 yards, submerged. No new APR contact. Still had one fairly strong, 195 mes, 1000 PRF.
- 0814 (H) Surfaced. Range to the target about 13,000 yards. Identified at least three escorts on PPI. Also, SJ contact on plane which appears to be circling over convoy.
- 0825 (H) Aircraft headed our way again. Waited until range closed to 6,000 yards, steady bearing, and submerged.
- 0825 (H) Communication Officer handed me message just received from our search plane reporting 5 ship convoy and advising that aircraft was trailing. This confirmed my guess that SJ contact could have been friendly aircraft.

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March 5, 1945: - Cont'd:

- 0830 (H) Echo-ranging from at least two different sources in direction of convoy. Visibility at this time about 1500 yards.
- 0832 (H) Surfaced 10,000 yards from nearest escort. Sent plain language message to plane telling him we had contact, he was driving us down, and to track down. No receipt.
- At this range we plotted in the main target and 3 escorts; one on port bow, about 3,000 yards on the port beam, and one on port quarter. Radar reported that main target could be two large ships in column about 75 yards apart, or one very large ship which was giving extra strong pips on island structure.
- 0834 (H) Received contact report from BLOWER reporting 0800 position of tanker and two escort vessels, course 030 true. Position same as we had them at 0800. Assume they were not in fog bank then and BLOWER had looked them over submerged.
- 0840 (H) - 0940 (H) Continued tracking and crossing over to starboard side to see what escort situation was over there. Target not zigging.
- 0930 (H) Sent contact report again on area frequency. No receipt. Believed the target was valuable enough to call in some other boats in case we missed, so sent contact report to CTF 71 hoping a re-broadcast would reach other packs in this area. No receipt.
- 0942 (H) Plotted in one escort on starboard bow of target about 2,000 yards out from track. Occasional SF contact on plane still circling convoy. Started surface approach. Planned to pass 2000 yards from escort, swing in around his stern and fire from target's starboard quarter.
- 1000 (H) As we rapidly closed range, the two battle radar operators, Richard W. CALDWELL, RTlc(T), USNR and Ralph B. CROWELL, jr., FC(S)2c, USNR togeth-

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March 5, 1945: - Cont'd:

- 1000 (H) Cont'd: - - er with the entire fire-control party did an outstandingly excellent job of keeping me informed of the positions of the escorts, and our relative position to the target. It became evident that the starboard escort was dropping back to target's starboard quarter, and to carry out original plan would give us excessively large track angle.
- 1006 (H) Swung hard right at flank speed to cut in ahead of escort, stopped to kill headway, and when pit log read 12 knots fired six torpedoes forward, depth set 6 feet, torpedo run 3700 - 3300 yards, 110 starboard track angle, 0 gyro angle, 200 % divergent spread, estimating target's length to be 400 feet. (Torpedo attack # 4). As last torpedo went out, shifted radar back to escort who was 1490 yards on our port beam. Went ahead flank and turned to open out, expecting him to pop out of the fog at any minute.
- 1009 (H) Two very loud and solid-sounding explosions 8 seconds apart, timed for # 5 and # 6, followed 29 seconds later by a more muffled explosion. Hoped that we had been lucky enough to get a hit in one of the far escorts but never saw anything to substantiate this wishful thinking.
- 1015 (H) Heard no depth charges, but it was evident that the escort was following down torpedo tracks and probably our wake. Range 2,000 yards, opening slowly, and we are making over 19 knots. Target tracked as stopped.
- 1033 (H) Range to escort 9,000 yards, target faded from the screen at 16,000 yards; and we came out of the fog bank into the wide open spaces. Light surface haze, visibility estimated at 16,000 to 20,000 yards.
- 1042 (H) Escort quit chasing just before he got to the edge of the fog bank and went back to the

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March 5, 1945: - Cont'd:

- 1042 (H) Cont'd: - - scene of the accident. Headed north, maintaining radar contact, to put myself on target's original track.
- 1115 (H) About 8 miles from scene of firing, on target's original track. Radar still stopped, escorts milling around. Visibility improving rapidly. Decided to make best return the initiative by staying on the surface in this position for the time being. Lowered sound head and heard two ships echo-ranging.
- 1152 (H) Heard two depth charges.
- 1228 (H) Sighted one end of a large ship rising out of the water. Could see only 3 escorts. Two were circling ship in opposite directions and one appeared to be patrolling back and forth to northward.
- 1230 (H) Two more depth charges.
- Considered making a submerged approach on the escorts but decided chance of success would be better when they had settled down on a definite course and speed. If they waited long enough before leaving, good chance for a night surface attack.
- 1321 (H) Three escorts started toward YULINKAN in column. Had changed the track somewhat, and found they were giving us about 40 part angle on the bow. Commenced tracking end end around. Speed of aircraft is amazing.
- 1356 (H) Target tracking at 22 knots, and we were pulling ahead nicely. Visibility variable from 12,000 to 20,000 yards. When it would close in, closed to radar range (13,000 yards); and when weather cleared, opened out so we could just see targets in high periscope. Evidently over anxious to maintain contact because target spotted us. Last DE in column presented zero AOB and opened fire with his forward

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March 5, 1945: - Cont'd:

- 1356 (H) Cont'd: - - gun (about 4.7 inch). Splashes never came closer than 2,000 yards and he soon ceased firing but continued to chase. The sweeping APR contact we have had all morning bothered us and seemed very strong, so feel we were safe from this escort.
- 1414 (H) At 19.5 knots we were better than holding our own, and we sailed around until we were paralleling course of other two escorts, and drawing ahead. Figured we could still get ahead of them on track, but they introduced a ring-er.
- APR contact 150 mes, 750 PRF saturating the screen and steady on us.
- SJ picked up the plane on our starboard bow, range 16,000 yards. (Aircraft contact # 34). He was coming right on in, so when range reached 13,000 yards, made the best dive this Commanding Officer has ever seen. Pit log read 19.9 knots when we sounded the alarm, 13 knots when we passed periscope depth, and we levelled off at 100 feet 59 seconds after the order to clear the bridge.
- 1425 (H) Returned to periscope depth. Had echo-ranging but unable to see target.
- 1515 (H) Echo-ranging faded out.
- 1550 (H) Surfaced. It would have been impossible to catch the 3 DE's before they reached YULINKAN, so sent contact report to BRILL and CHEUB. CHEUB acknowledged. Headed back to firing point to see what we could find.
- 1650 (H) Simultaneous radar and visual contact with what turned out to be bow of ship, range 16,000 yards. Could see nothing near it so started closing to take pictures and try to identify.

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 March 5, 1945: - Conclude

- 1701 (H) Radar contact on starboard beam, range 14,000 yards. Target located in that direction showed the aspect of a ship, evidently the fourth one we saw. Hoping we might have hit one of them, and engine bomber diving at us, we increased range closing faster than the ship could count range scale. Aircraft burst # 39, submerged.
- 1735 (H) Unable to pierce aircraft or escort through the perimeter, but heard no echo-ranging. Two depth charges, 500 lbs. Sighted wreckage submerged. Using periscope stadimeter and last radar range. Range just 80 - 100 feet of low sea level, out of water. Stern of sinking tanker anchored on the bottom.
- 1905 (H) Surfaced and closed wreckage. Sighted oil slick about 6 miles long and 2 miles wide.
- 1952 (H) No debris or other surface evidence. Decided to complete the job. Closed to 1000 yards. Fathometer reading 300 feet. Fired # 5 tube. Missed.
- 2003 (H) Fired # 6 tube - KILL. Target seemed to settle somewhat, smoke slightly and nothing else. Decided that was the best we could do. APR contact 150 yards, 1500 ft., formation strength, but exploding.
- Headed back to sea area.
- 2030 (H) At 7,000 yards, p.p. suddenly disappeared from radar screen. Returned to firing point and found that wreck had disappeared.
- Final verdict: BUNK: one large tanker. The estimate of tanker is based on the sighting by the BLOWER. The estimate of "larg" is based on the size of the radar pip, the fact that target was making 14 knots, and the fact that target was at least 450 feet long.

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March 5, 1945: - Cont'd:

2100 (H) Received message from CTF 71 concerning special recon mission on March 8th and 9th. Reported results to USL BLOWER. She informed us she was leaving area.

1200 (H) Position: Lat. 16-70 N Miles: 276
Long. 103-45 E Fuel: 3250

March 6, 1945:

Patrolling NE of CAPE TOURANE. Decided to stay 12-15 miles off shore and patrol on surface.

0849 (H) Sighted small ship from bridge, (Ship contact # 3), coming from direction of yesterday's firing. No radar contact. Started tracking.

0900 (H) Target tracks at about 6 knots, headed for TOURANE.

0907 (H) Submerged on track to look him over.

1000 (H) Target is small sea-truck (100 tons). Planned to let him open out and then battle surface.

1030 (H) Second sea-truck sighted, about 6 miles astern of the first. This second one was much larger. Sugar-Charlie type, about 250 tons, with two life-boats on deck house, and one M.G. visible.

1106 (H) Let him go by and surfaced astern. Had underestimated his size and range was 7200 yards when I expected it to be about 4000 yards.

Manned the 4 inch gun and closed on four engines.

1125 (H) Opened fire when range was about 3800 yards. (Gun attack # 4). Target kept stern toward us and maneuvered radically. Only three hits

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March 6, 1945: - Cont'd:

- 1125 (H) Cont'd: - - in first 20 rounds. After range had closed to 3000 yards, began hitting 4 out of 5 times. Continued to close range until 900 yards, at which time ceased firing.
- 1151 (H) During the attack on larger lower lif-boats. One was damaged by our fire and the other was later observed to be empty with no one in it.
- 1152 (H) Closed wreckage and hoisted over 50 Japs in the water, some were on half-submerged rafts, some were clinging to debris, but most were just swimming around. Almost all had on life-belts that resembled water-wings; all wore very new looking khaki uniforms (trousers and jackets), and all had on caps with the Jap Marine Corps insignia.
- 1155 (H) Maneuvered to try to get one aboard. The "whole" crew would have no part of it and turned their backs whenever the boat came alongside. Tried to encourage them with a few rounds from the "dummy gun", inadvertently shooting air but they simply put their heads under water and refused to cooperate.
- 1200 (H) Several on a raft indicated they would like to come aboard. Went alongside, but they were all wounded, apparently badly. Since we will probably have no additional passengers before the end of the patrol, decided not to bother with the "slightly used" ones. Wind and sea building up rapidly, from off-shore, and even the survivors on the rafts under water about half the time. Decided to leave them to shift for themselves. Only 12 miles north of TOURANE and haven't seen any planes yet today; cleared area and continued surface patrol.

From what we saw, estimate there were approximately 75 marines on this sea-truck.

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March 6, 1945: - Cont'd:

- 1730 (H) Received message from CTF 71 changing special rescue mission and suggesting rendezvous with USS HOE on March 7th or 8th.
- 1800 (H) Changed course to move down coast toward HOE's area, staying 15 to 20 miles off the coast.
- 2000 (H) Sent message to CAVALLIA that we were entering her area and suggested joint patrol until rendezvous with HOE could be arranged.
- 2300 (H) Received message from CAVALLIA assigning us an area to patrol, surfaced or submerged at discretion.
- 1200 (H) Posit: Lat: 16-18 E Miles: 276
 Long: 108-32 E Fuel: 2720

March 7, 1945:

- 0116 (H) Weak SJ interference, probably from CAVALLIA. Never strong enough for communications.
- 0630 (H) Sent HOE message asking for information. He replied nothing accomplished so far.
- 0711 (H) Made trim dive. Decided to patrol on sur-15 - 20 miles off shore in order to intercept any messages and keep up with the progress HOE's mission.
- 0733 (H) Surfaced. Weather overcast with numerous rain squalls. Wind and sea building up.
- 1127 (H) Aircraft contact on SD radar at 10 miles. (Aircraft contact # 36). Picked up almost simultaneously on SJ at 20,000 yards. Followed on SJ radar. Bearing changing rapidly, range opening. Lost contact at 11 miles.
- 1520 (H) Contact on SJ radar, range 26,700 yards. (Aircraft contact # 37). Bearing changing rapidly.

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March 7, 1945: - Cont'd:

- 1520 (H) Cont'd: - - Plane seems to be flying over beach.
- 1522 (H) Received message from CTF 71 directing us to endeavor to effect rescue tomorrow night if HOE is unsuccessful tomorrow morning.
- 1900 (H) Weak SJ intercepts heard this off and on all night on various bearings.
- 1200 (H) Posit: Lat: 14-45 N Miles: 238
 Long. 109-50 E Fuel: 1860

March 8, 1945:

Patrolling off east coast of INDO-CHINA. Wind and sea building up. Headed north into the sea at slow speed keeping out in by radar fixes on land.

- 0358 (H) and 0430 (H) Contacts on SJ radar. In both cases picked up contact on starboard bow at range about 10,000 yards. Passed down our starboard side at range 6,000 yards and followed them out to 13,000 yards astern of us. Very solid pipes; cracked at 150 knots. Must have been aircraft, but can't imagine what they're doing out in this weather.
- 0800 (H) During the night, one one engine, one third speed, steering north, found we had averaged 4 knots by pit log and were slightly south of where we started.
- 0910 (H) HOE reported no results.
- 1125 (H) Headed south to close PULO GAMBIR island.
- 1226 (H) Exchanged calls with USS CAVALLA on SJ. Sighted CAVALLA on opposite course.
- 1513 (H) Submerged 10 miles NE of PULO GAMBIR and closed it submerged.
- Found we were getting 3 knot southerly set.

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March 8, 1945 - Cont'd:

- 1919 (H) Surfaced 1 1/2 miles off the beach. Closed to one mile. 15 - 20 foot waves, 25 knot wind from the north.
- 2130 (H) No contact. Dived out to 8 - 10 miles off the beach. Sent report to CTF 71.
- 2245 (H) Exchanged calls with USS HOPE on SJ radar.
- 1200 (H) Posit: Lat: 14-31 N Miles: 155
Long: 102-29 E Fuel: 1375

March 9, 1945:

Patrolling 10 miles off PULO GAMBIR island.

- 0634 (H) Submerged 8 miles east of PULO GAMBIR. Figured with 3 knot set we could work our way in at 2/3 speed.
- 0800 (H) Found we had a 5 knot current setting 155 true. All we could do to hold our own. Considered surfacing and approaching from a different angle but felt it better not to risk signaling today.
- 0828 (H) Sighted aircraft through periscope. (Aircraft number 30) looked to be a B-24. Watched to south of PULO GAMBIR island.
- 1408 (H) Sighting by sight and sound contact on 2 DE's heading south about three miles off beach. Unable to close them with this current. Would have been right on their track had we been over where we should have been.
- 1914 (H) Surfaced and closed PULO GAMBIR island. Still fairly light.
- 1935 (H) When range had closed to 9,000 yards, received message from CTF 71 to cancel rescue attempts.

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war patrol.

March 9, 1945: - Cont'd :

1935 (H) Cont'd: -- Am sure there was nothing between
us and the beach when we left.

Headed for Subic Bay.

2008 (H) Exchanged recognition signals with USS HDE and
gave him the available information on the res-
cue mission.

1200 (H) Posit: Lat: 14-33 N Miles: 132
Long: 107-31 E Fuel : 995

March 10, 1945:

Enroute Subic Bay. Still in submarine patrol area.
Weather still bad.

1200 (H) Posit: Lat: 14-23 N Miles: 211
Long: 111-14 E Fuel : 1830

March 11, 1945:

Enroute Subic Bay.

1200 (H) Lat: 14-40 N Miles: 307
Long: 115-15 E Fuel : 3570

March 12, 1945:

Enroute Subic Bay.

1224 (H) Moored in port alongside U.S.S. GRIFFIN, Subic
Bay.

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH
WIP patrol.

C. WIND AND SEA:

During the month of February, the weather off the east coast and north east coast of HAINAN ISLAND was considerably variable, with frequent rain squalls and low visibility. The wind and sea were from the north east with an average force of about six (Beaufort Scale).

B. TIDE INFORMATION:

A constant set to the south was experienced off the east and north east coast of HAINAN ISLAND with an average velocity of from .5 to 1.5 knots varying with the strength of the wind and sea. During the early part of March a slight set to the south east was observed off HOUANG BAY, but the current was never greater than .5 knots.

E. NAVIGATIONAL AIDS:

No navigational aids were observed. Due to consistently overcast weather all navigation while on station was by means of radar fixes on land.

F. SHIP CONTACTS:

| NO. | DATE TIME | LAT LONG | TYPE | INI- TIAL RANGE | EST. CRSE AND SPD | HOW CON TAC TED | RE- MAR- KS |
|-----|------------------|---------------------|---------------------------------|-----------------------|----------------------------|--------------------------|--|
| 1 | 1515 (H) | 16-40 N 111-40 E | 2 BR 1 CA 3 LD | 13 mi | 345 T 16 kts | LO | Unable to close |
| 2 | 1832 (H) 2/21 | 20-27 N 111-40 E | 1 SD 1 SC (See Trucks) | 9000 yds | 230 T 6 kts | SJ | See Tor- edo attack #1 & Gun attack # 1 |

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F. SHIP CONTACTS: - Cont'd:

| NO. | DATE TIME | LAT LONG | TYPE | INI- TIAL RANGE | EST CRSE AND SPD. | HOW CON RE TAC MAR TED KS |
|-----|------------------|---------------------|---|-----------------------|----------------------------|---|
| 3 | 1510 (H) 2/25 | 20-38 N 111-45 E | Small AK BY sea corb | | 210 T 12 kts | Hi See per- torp- isc- edo ope att- acks 2 & 3 |
| 4 | 0828 (H) 2/27 | 19-25 N 111-21 E | 2 lug- gers (Sea trucks) | 11000 yds | 190 T 4 kts | LO See gun attack # 2 |
| 5 | 0641 (H) 2/27 | 20-13 N 111-42 E | 1 SC 1 SD 2 lugg- ers (Sea trucks) | 14000 yds | 215 R 6 kts | Hi See per- gun isc- attack ope # 3 |
| 6 | 2055 (H) 3/4 | 16-18 N 108-21 E | 2 type unk- now | 16000 yds | 150 T 3 kts | SJ Enter- ed har- bor |
| 7 | 0732 (H) 3/5 | 16-29 N 108-25 E | 1 lar- ge AO 4 es- corts | 18000 yds | 035 T 14 kts | SJ See torp- edo attack # 4 |
| 8 | 0849 (H) 3/6 | 16-25 N 108-33 E | 1 SC (Sea truck) | 14000 yards | 225 T 7 kts | Per- See isc- gun ope attack # 4 |

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F. SHIP CONTACTS: - Cont'd:

| NO. | DATE TIME | LAT LONG | TYPE | INI- TIAL RANGE | EST. | HOW | RE |
|-----|-----------------|---------------------|------|-----------------------|--------------------|-------------------|------------------------------------|
| | | | | | CRSE AND SPD | CON TAC TED | MAR KS |
| 9 | 1408 (H) 3/9 | 15-30 N 109-30 E | ES-1 | | 180 15 kts | Echo | Un- ran- ging to close |

G. AIRCRAFT CONTACTS:

| NO. | TIME DATE | LAT LONG | TYPE | DIST- ANCE | ELEV- | HOW |
|-----|------------------|---------------------|------------------|---------------|-----------|----------------|
| | | | | | ATION | CON- TACTED |
| 1 | 1304 (H) 1/30 | 14-35 N 114-47 E | Single engine | | 6 deg | LO |
| 2 | 1146 (H) 2/4 | 00-01 S 108-44 E | Unk | 8 mi | | SD |
| 3 | 0845 (H) 2/5 | 03-37 N 107-09 E | FRAN- CES | 8 mi | 1 1/2 deg | LO |
| 4 | 1247 (H) 2/5 | 03-03 N 106-03 E | Unid | 8 mi | 4 deg | LO |
| 5 | 1455 (H) 2/12 | 17-28 N 109-13 E | Unid Bomber | 9 mi | 3 deg | Per |
| 6 | 1153 (H) 2/12 | 15-35 N 111-02 E | Unk | 14 mi | | SD |
| 7 | 1755 (H) 2/13 | 17-01 N 110-58 E | Unk | 14 mi | | SD |
| 8 | 1810 (H) 2/13 | 17-01 N 110-58 E | Unk | 22 mi | | SD |
| 9 | 1827 (H) 2/13 | 17-01 N 110-58 E | Unk | 8 mi | 3 deg | LO |
| 10 | 2340 (H) 2/13 | 17-25 N 111-00 E | Unk | 5 mi | | SD |

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G. AIRCRAFT CONTACTS: - Cont'd:

| NO | TIME DATE | LAT LONG | TYPE | DIST-ANCE | ELEV-ATION | HOW CONT-ACTED |
|----|------------------|---------------------|----------------|-----------|------------|----------------|
| 11 | 1112 (H) 2/18 | 19-56 N 112-07 E | Emily | 5 mi | 1/2 deg | SJ & Hi |
| 12 | 1639 (H) 2/18 | 16-39 N 111-44 E | Unk | 14 mi | | SD |
| 13 | 1115 (H) 2/19 | 19-34 N 111-34 E | Unk | 11 mi | | SJ |
| 14 | 1442 (H) 2/19 | 19-32 N 111-29 E | Flight- ere | 8 mi | 3 deg | LO |
| 15 | 1848 (H) 2/20 | 18-38 N 110-43 E | Unk | 6 mi | | SJ |
| 16 | 1113 (H) 2/22 | 20-54 N 111-58 E | Unk | 10 mi | | SJ |
| 17 | 1112 (H) 2/24 | 20-17 N 111-34 E | Unk | 12 mi | 1/2 deg | LO |
| 18 | 1310 (H) 2/24 | 20-17 N 111-34 E | Unk | 4 mi | | SD |
| 19 | 1453 (H) 2/24 | 20-18 N 111-39 E | Unk | 4 mi | | SD |
| 20 | 1132 (H) 2/25 | 20-17 N 111-42 E | Unk | 8 mi | | SD |
| 21 | 1409 (H) 2/25 | 20-38 N 111-43 E | Flight- ere | 10 mi | 2 deg | Per |
| 22 | 0212 (H) 2/26 | 20-19 N 111-51 E | Unk | 1 mi | 4 deg | OOD |
| 23 | 0952 (H) 2/26 | 20-34 N 112-30 E | Sally | 7 mi | 2 deg | LO |
| 24 | 1144 (H) 2/26 | 20-34 N 112-30 E | Unk | 24 mi | | SD |

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G. AIRCRAFT CONTACTS: - Cont'd:

| NO. | TIME DATE | LAT LONG | TYPE | DIST- ANCE | ELEV- ATION | HOW CONT- ACTED |
|-----|------------------|---------------------|-----------------|---------------|----------------|-----------------------|
| 25 | 0230 (H) 2/28 | 19-48 N 131-34 E | Unk | 15 mi | 2 deg | LO |
| 26 | 0431 (H) 2/28 | 19-48 N 131-34 E | Unk | 9 mi | | SD |
| 27 | 0728 (H) 2/28 | 20-01 N 111-24 E | Unk | 5 mi | | LO |
| 28 | 1004 (H) 2/28 | 20-01 N 111-38 E | Unk | 8 mi | | SD |
| 29 | 1634 (H) 2/28 | 20-37 N 111-30 E | Unk | 8 mi | | SJ |
| 30 | 1003 (H) 3/3 | 16-29 N 108-34 E | 3 Zepes | 4 mi | | SJ & Hi scope |
| 31 | 1807 (H) 3/4 | 16-11 N 108-22 E | 2 Nells | 2 mi | 8 deg | Per |
| 32 | 0440 (H) 3/5 | 16-21 N 108-30 E | Prob. B-24 | 16 mi | | SJ |
| 33 | 0806 (H) 3/5 | 16-21 N 108-30 E | Unk | 7 mi | | SJ |
| 34 | 1414 (H) 3/5 | 17-05 N 108-47 E | Unk | 7 mi | | SJ |
| 35 | 1701 (H) 3/6 | 16-53 N 108-45 E | 2 eng bomber | 7 mi | 2 | SJ Capt |
| 36 | 1127 (H) 3/7 | 14-23 N 109-30 E | Unk | 10 mi | | SD SJ |
| 36 | 1127 (H) 3/7 | 14-23 N 109-30 E | Unk | 10 mi | | SD SJ |
| 37 | 1520 (H) 3/7 | 14-22 N 109-34 E | Unk | 13 mi | | SJ |
| 38 | 0828 (H) 3/9 | 13-36 N 109-29 E | Unk | 1 mi | 10 deg | per |

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

H. TORPEDO ATTACK REPORT:

USS BASHAW (SS241) TORPEDO ATTACK # 1 PATROL # 5

TIME: 2053 DATE: 2-21-45 LAT: 20-24 N LONG: 111-33 E

TARGET NAME & DAMAGE INFLECTED

DESCRIPTION: Night surface contact. At 1830, 21 February 1945 sighted 2 targets bearing 023 true, approximately 2000 yards. Tracked targets on course 220, speed 12 knots in column. Leading target appeared to be a 180 ton Sugar Dog. Other ship appeared to be a 250 ton Sugar Charlie. Tracked target until 1900 when maneuvered to obtain firing position for stern tube shot, 1500 yard torpedo run, 180 gyro angle, 90 starboard track. Planned to fire 100 % spread at larger ship, second in column, then shift to leading small target and fire remaining torpedo.

SHIPS SUNK: 1 Sugar Charlie 250 tons

DAMAGE DETERMINED BY: Saw and heard timed hit on 1st target which disintegrated in a cloud of black smoke and was not seen again. Radar pip disappeared. Second target was not damaged.

TARGET DRAFT: 8' COURSE: 220 SPEED: 6 RANGE: 1950

1ST TARGET DATA

SPEED: 2 COURSE: 300 BEARING: 023 ANGLE: 0

FIRE CONTROL AND TORPEDO DATA

TYPE ATTACK: Fired 100 % Divergent spread of 3 Mk 18-1's from stern tubes at 2nd target in column, the first to hit, the second to pass ahead, and the third to pass astern, using radar ranges and TBT bearings with check bearings between each shot. Gyro angles 184 - 186, track angles 77-79 starboard. Shifted fire to leading ship and fired remaining torpedo to hit, gyro angle 193, track angle 88 starboard. Torpedoes were set on 2 feet and fired down trough of the sea.

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

H. TORPEDO ATTACK REPORT: - Cont'd: -----

| | | | | |
|-------------------|----------|-----------|------------|---------|
| Tubes fired | 7 | 8 | 9 | 10 |
| Track | 76 S | 77 S | 78 S | 88 S |
| Gyro | 184 | 185 | 186 | 193 |
| Depth set | 2 | 2 | 2 | 2 |
| Hit or Miss | Miss | HEE | Miss | Miss |
| Erratic | No | No | No | No |
| Mk. Torpedo | 18-1 | 18-1 | 18-1 | 18-1 |
| Serial # | 57218 | 57160 | 57210 | 56464 |
| Mk. Exploder | 8-5 | 8-5 | 8-5 | 8-5 |
| Serial # | 8612 | 9324 | 8756 | 16871 |
| Actuation Set | Contact | Contact | Contact | Contact |
| Actuation Actual | | Contact | | |
| Mk. Warhead | 18 | 18 | 18 | 18 |
| Serial: | 2098 | 1597 | 3060 | 1285 |
| Explosive | TPX | TPX | TPX | TPX |
| Firing Interval | | 14 S | 12 S | 40 S |
| Type spread | Hit | 2/3 ahead | 2/3 astern | Hit |
| Sea Conditions | 4 | 4 | 4 | 4 |
| Overhaul activity | AMTENDON | Same | Same | Same |

Remarks: The torpedoes porpoised continually all of the way to the target. # 8 torpedo, aimed to pass ahead, was timed to hit, indicating target speed estimate was low or that torpedoes ran slower than normal due to porpoising. # 10 torpedo aimed to hit 2nd target may have passed astern. No end or run explosions heard.

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH
war patrol.

H. U.S.S. BASHAW (SS241) - Report of FIFTH
war patrol.

USS BASHAW (SS241) KOREEDO ATTACK # 2 PATROL # 5

TIME: 1632 DATE: 2-21-45 LAT: 20-38 N LONG: 111-49 E

TARGET TYPE AND DAMAGE INFLECTED

DESCRIPTION: At 1530, 21 February 1945, sighted masts and smoke on the horizon at 018 true. Sky was overcast, sea of force 3 from NE. Tracked target on course 220 true, speed 12. At 1540 dove ahead of targets track and 15 minutes later heard echo ranging and sighted masts bearing 011 true. Ships identified as one small MF freighter (about 2000 tons) and one DE escort on starboard bow of freighter.

SHIPS SUNK: 0 SHIPS DAMAGED: 0

TARGET DRAFT: 8 COURSE: 200 SPEED: 12 RANGE: 1000

WAVELENGTH DATA

SPEED: 3 COURSE: 090 DEPTH: 60 ANGLE: 0

FIRE CONTROL AND KOREEDO DATA

TYPE ATTACK: Torpedoes transferred between targets, fire 4 MK 18's from bow tubes at escort on 90 port track; then fire 6 MK 18's from bow tubes at freighter with a 50 starboard track angle. Attempted to get ping range; no ping. Just after firing third torpedo, escort hoisted two red flags, blew whistle, and presented 30 port angle on the bow. Checked fire. With 5 starboard angle on the bow, generated range 750, torpedo run 400, fired remaining torpedo aft "down the throat". Missed.

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H. 10 TORPEDO ATTACK REPORT: - Cont'd:

| | | | | |
|--------------------|----------|----------|----------|---------|
| Tubes fired | 7 | 8 | 9 | 10 |
| Track | 115 P | 120 P | 125 P | 5 S |
| Gyro angle | 172.5 | 168 | 162 | 178 |
| Depth | 4 | 4 | 4 | 4 |
| Hit or Miss | Miss | Miss | Miss | Miss |
| Erratic | No | No | No | No |
| Mk. Torpedo | 18-1 | 18-1 | 18-1 | 18-1 |
| Serial # | 57209 | 56495 | 57164 | 36061 |
| Mk. Exploder | 4-7 | 4-7 | 8-5 | 8-5 |
| Serial # | 16301 | 17115 | 17014 | 9140 |
| Actuation Set | Contact | Contact | Contact | Contact |
| Actuation Actual | --- | --- | --- | --- |
| Mk. Warhead | 18 | 18 | 18 | 18 |
| Serial # | W1316 | W1075 | 1036 | 1504 |
| Explosives | TPX | TPX | TPX | TPX |
| Firing Interval | | 8" | 8" | 3' |
| Type Spread | 1 ahead | 1 astern | 2 ahead | Hit |
| Sea Conditions | 3 | 3 | 3 | 3 |
| Overhaul: Activity | LORVILLE | Same | ANTHEDON | Same |

REMARKS: Torpedoes ran hot, straight and normal. Believe torpedoes either under-ran target or passed ahead as target turned toward. No end of-run explosions heard.

U.S.S. BASHAW (SS241)
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CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH
war patrol.

H. TORPEDO ATTACK REPORT: - Cont'd:

USS BASHAW (SS241) TORPEDO ATTACK # 3 PATROL # 5

TIME: 2109 DATE: 2-25-45 LAT: 20-07 N LONG: 111-27 E

TARGET 1 - DAMAGE INFLECTED

DESCRIPTION: Surfaced in the evening one hour and thirty
minutes after attack. No sight and radar contact
on convoy, range 15,000 yards. Made end around to
east of target which appeared to be zig zagging 30
degrees either side of true course 210, speed 12:
Both targets could be seen from the bridge at 10,000
yards. At 2050 reached position 10,000 yards
ahead on track of target and went to radar depth.
When range closed to 4000 yards went to periscope
depth.

SHIPS SUNK: 0 SHIPS DAMAGED: 0

000 TORPEDO DATA

SPEED: 4 COURSE: 325 DEPTH: 60 ANGLE: 0

FIRE REPORT AND TORPEDO DATA

TYPE ATTACK: Maneuvered to place 5 Mk 14's from bow tubes
on 90 port track of the freighter. With gen-
erated range 1500 yards obtained ping range of 2000
yards. Set this range into the T.D.C. and commenced
firing using diverged spread from HOT out. After
firing third torpedo target appeared to change cour-
se toward and comb torpedo wakes. Checked fire.
Set 10 port angle on the bow into T.D.C. and fired
4th torpedo to hit.

U.S.S. BASHAW (SS241)

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war patrol.H. TORPEDO ATTACK REPORT: - Cont'd:

| | | | | |
|-------------------|----------------|-----------------|--------------------|---------|
| Tubes fired | 1 | 2 | 3 | 4 |
| Track angle | 93 | 93 | 96 P | 10 P |
| Gyro angle | 309 | 247 | 244 | 354 |
| Depth set | 6 | 6 | 6 | 6 |
| Power | Hi | Hi | Hi | Hi |
| Hit or Miss | Miss | Miss | Miss | Miss |
| Erratic | No | No | No | No |
| Mk. Torpedo | 14-3A | 14-3A | 14-3A | 14-3A |
| Serial # | 63493 | 63481 | 26505 | 26025 |
| Mk. Exploder | 6-5 | 6-5 | 6-5 | 6-5 |
| Serial # | 9511 | 26968 | 25303 | 26623 |
| Actuation Set | Contact | Contact | Contact | Contact |
| Actuation Actual | --- | --- | --- | --- |
| Mk. Warhead | 16-1 | 16-1 | 16-1 | 16-1 |
| Serial # | 19452 | 14970 | 19604 | 15008 |
| Explosive | TPX | TPX | TPX | TPX |
| Firing Interval | | 9" | 14" | 31" |
| Type spread | 1 ahead MOT | 1 astern MOT | 2 ahead hit MOT | |
| Sea conditions | 3 | 3 | 3 | 3 |
| Overhaul Activity | Baryala | Same | Same | Same |

REMARKS: Target changed course during firing and combed torpedo tracks. This appeared to be a 10 degree port angle on the bow just prior to firing 4th torpedo; may have been 170 degree port in which case, # 4 torpedo would have passed astern. No end of run explosions heard.

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

H. TORPEDO ATTACK REPORT: - Cont'd:

USS BASHAW (SS241) TORPEDO ATTACK # 4 PATROL # 5

TIME: 1006 DATE: 3-5-45 LAT: 16-26 N LONG: 108-41 ETARGET DATA - DAMAGE INFLICTED

DESCRIPTION: At 0732 obtained radar contact bearing 209 true, range 18,000 yards. Sky was clear overhead with low lying fog. Visibility averaged 1500 yards during the approach, frequently closing to 500 yards and occasionally opening to 4000 yards. 0800 Target group appeared to be a large ship with four escorts. Tracked targets at 13,000 - 14,000 yards on course 035 true, speed 14, not zig zoggling. Dove twice at 0806 and 0825 for SJ contact (aircraft) closing on a steady bearing to 3 miles. 0832 Surfaced and resumed tracking. Had intermittent SJ contact of aircraft which appeared to be circling convoy. 0845 Plot showed 3 escorts in column on port side of target. With target bearing 184 true, range 14,000 yards, AOB 30 port, commenced working ahead to attack from starboard side. 0945 Contacted 4th escort on targets starboard bow. Planned to fire astern of starboard escort on 90 - 100 starboard track but as firing point was approached this escort dropped back to target's starboard quarter making it necessary to fire ahead of escort whose bearing was 230 relative. Firing range was 2700 yards, torpedo run 3850 - 3300 yards.

SHIPS SUNK:

| <u>NUMBER</u> | <u>TONS</u> | <u>TONNAGE</u> | <u>NAME</u> |
|---------------|-------------|----------------|-------------|
| 1 | 10 | 10,000 | |

DAMAGED DETERMINED BY: Two loud explosions were heard throughout the ship along for hits by # 5 and # 6 torpedoes. This was followed by a muffled explosion 29 seconds later. Radar pip decreased in size until lost at 16,000 yards. Target tracked as stopped. At 1200 observed 80 to 100 feet of bow of ship protruding vertically from water at firing point. Large oil slick observed in vicinity.

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH
war patrol.

H. TORPEDO TRACK REPORT: - Cont'd:

TARGET DRAFT: 25' COURSE: 035 T SPEED: 14 RANGE: 3700

GENERAL DATA

SPEED: 12 COURSE: 023-302 DWT: Surface ANGLE: 0

FIFTH CONTROL AND TORPEDO DATA

TYPE ATTACK: Tracked target with radar ranges and bearings throughout the approach. Because of visibility was never able to see target's or escorts before firing. T.D.C., Control Room Plot (CRP) and Coming Over Plot all checked on course 035 true, speed 14. Kept relative position of escort and target plotted in on maneuvering board. Used 200 % spread from ahead to astern.

| Tubes fired | 1 | 2 | 3 | 4 | 5 | 6 |
|------------------|----------|----------|----------|----------|----------|----------|
| Track angle | 110 S | 111 S | 114 S | 114 S | 115 S | 115 S |
| Gyro angle | 01°20' | 01°50' | 02°50' | 359°50' | 00°00' | 00°30' |
| Depth | 6 | 6 | 6 | 6 | 6 | 6 |
| Hit or Miss | Miss | Miss | Miss | Miss | HIT | HIT |
| Power | Hi | Hi | Hi | Hi | Hi | Hi |
| Erratic | No | No | No | No | No | No |
| Mk. Torpedo | 14-3A | 14-3A | 14-3A | 14-3A | 14-3A | 14-3A |
| Serial # | 66131 | 24600 | 67824 | 36124 | 63797 | 25816 |
| Mk. Exploder | 6-5 | 6-5 | 6-5 | 6-5 | 6-5 | 6-5 |
| Serial # | 26252 | 17168 | 26262 | 13693 | 27751 | 27117 |
| Actuation Set | Cont-act | Cont-act | Cont-act | Cont-act | Cont-act | Cont-act |
| Actuation Actual | | | | | Cont-act | Cont-act |
| Mk. Warhead | 16-1 | 16-1 | 16-1 | 16-1 | 16-1 | 16-1 |

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H. TORPEDO ATTACK REPORT: - Cont'd:

| Tube | 1 | 2 | 3 | 4 | 5 | 6 |
|-------------------|----------|------------|------------|-------------|-------------|-----------|
| Serial | 19738 | 15077 | 19555 | 19725 | 19684 | 19608 |
| Explosive | TPX | TPX | TPX | TPX | TPX | TPX |
| Firing Interval | | 8" | 11" | 11" | 8" | 12" |
| Type Spread | 2° ahead | 1.2° ahead | 1.2° ahead | 1.2° astern | 1.2° astern | 2° astern |
| Sea Conditions | 1 | 1 | 1 | 1 | 1 | 1 |
| Overhaul Activity | Euryale | Same | Same | Same | Same | Same |

REMARKS: One torpedo was observed to "fish-tail" for several seconds before settling down on course. All torpedoes ran hot, straight and normal. No end of run explosions were heard.

SUPPLEMENT TO TORPEDO ATTACK # 4 PATROL # 5TIME: 1949 DATE: 3-5-45 LAT: 15-46 N LONG: 108-41 ETARGET DATA - DAMAGE IMPLICATED

DESCRIPTION: At 1700 sighted 100 feet of bow of ship protruding vertically above water at firing point of # 4 attack. 1701 Dive for aircraft. 1905 Surfaced and commenced closing wreck. Slowed to fire 1 torpedo at wreck which was sitting on the bottom in 330 feet of water.

FIRE CONTROL AND TORPEDO DATA

TYPE ATTACK: Fired on course for 0 gyro angle from 1000 yards with periscope, TRS and radar bearings checking. Torpedo missed. Obtained another set up and 10 minutes later (2003) fired second torpedo on course for 0 gyro angle, range and torpedo run 1000 yards. Observed and heard torpedo hit. Depth set on 10 feet. Target disappeared twenty minutes later.

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH
war patrol.

H. TORPEDO ATTACK REPORT: - Cont'd:

| | | |
|-------------------|---------|---------|
| Tubes fired | 5 | 6 |
| Track Angle | --- | --- |
| Gyro angle | 359.5 | 354.5 |
| Depth Set | 10 | 10 |
| Power | BT | BT |
| Hit or Miss | Hit | Miss |
| Erratic | No | No |
| Mk. Torpedo | 14-3A | 14-3A |
| Serial # | 66213 | 66229 |
| Mk. Exploder | 6-5 | 6-5 |
| Serial # | 14233 | 26185 |
| Actuation Set | Contact | Contact |
| Actuation Actual | Contact | --- |
| Mk. Warhead | 16-1 | 16-1 |
| Serial # | 19708 | 15014 |
| Explosive | TPX | TPX |
| Firing Interval | --- | --- |
| Sea Conditions | 1 | 1 |
| Overhaul Activity | Buryale | Sane |

REMARKS: Both torpedoes were heard by sound operator to run hot, straight and normal. 1st miss was believed due to small size of target.

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war patrol.

H. GUN ATTACK REPORT:

USS BASHAW (SS241) GUN ATTACK # 1 PATROL # 5

TIME: 2125 DATE: 2-21-45 LAT: 20-24 N LONG: 111-33 E

TARGETS DESTROYED AND DAMAGE INFLECTED

SUNK: One 150 ton (Sugar Dog) sea truck

DAMAGE DETERMINED BY: Observed target settle by stern,
roll over and sink.

DETAILS OF ACTION

Sighted two sea trucks heading 043 true, one Sugar Dog and one Sugar Char 10. Closed targets on course 220 true, speed 6. Following successful torpedo attack on larger sea truck, opened all guns and closed second target. Opened fire at 1100 yards. 4 inch gun missed. Forward 20 MM jammed with ruptured cartridge case after firing 10 rounds. After 20 MM would not train properly and could not be brought to bear. Both 30 caliber machine guns scored several hits starting small fires in superstructure of target. U.S.S. FLASHER following 500 yards astern target made run, scoring several 4 inch hits and 20 MM hits and destroying target. U.S.S. BASHAW made second run, scoring 30 caliber and forward 20 MM obtaining hits. Target rolled over and sank.

Expended 1500 rounds of 30 caliber, 90 rounds of 20 MM HEI and 90 rounds of 4" HEI. Following 4 inch hangfire, 2nd round was fired and jettisoned. A 2nd hangfire occurred and round was jettisoned. Gun Captain did not receive warning signal on these two rounds of 4" common had been set for before jettisoning them. Gun was secured. Post-mortem inspection failed to reveal any casualty to the firing mechanism and gun fired properly a few days later.

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H. GUN ATTACK REPORT: - Cont'd:

USS BASHAW (SS241) GUN TRACK # 2 PATROL # 5

TIME: 0933 DATE: 2-20-44 LAT: 10-25 N LONG: 111-21 E

TARGET DATA - DAMAGE INFLECTED

SUNK: Two 70 ton (Sugar Dog) Sea Trucks.

DAMAGE DETERMINED BY: See sea truck sink. Passed close aboard from the south and observed it to be a burned out shell with superstructure destroyed, and in a sinking condition.

DETAILS OF ACTION

0828 Sighted two sea trucks at 336 true, course about 200 true. USS BASHAW made run on targets obtaining 4" and machine gun hits, setting both targets afire and several additional fires. 0929 USS BASHAW opened fire at 2000 yards, fired 3 rounds of Common and 5 rounds of H.C. for 4 hits on one target; this target observed to sink 20 minutes later. 0936 Secured 4" gun. Made second run at 1014. Opened fire with 4" gun on remaining sea truck, which was burning but showed no signs of sinking. Fired 5 rounds 4" H.C. for 2 hits. Rammed both 20 MM guns and made third run. Fired from 200 yards obtaining several hits and starting additional fires.

Expended 3 rounds of 4" Common, 16 rounds 4" H.C., 40 rounds of 20 MM HEF and 40 rounds 20 MM HET, obtaining 5 hits with 4" and numerous hits with 20 MM. Visibility was unlimited, sea force 4. These small targets were nearly completely hidden in troughs of waves half of the time making fire control difficult.

USS BASHAW (SS241) GUN TRACK # 2 PATROL # 5

TIME: 0954 DATE: 2-20-44 LAT: 20-01 N LONG: 111-25 E

TARGET DATA - DAMAGE INFLECTED

DAMAGED: One 250 ton (Sugar Dog) Sea Truck
One 150 ton (Sugar Dog) Sea Truck

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

H. GUN ATTACHE REPORT: - Cont'd:

DAMAGE DETERMINED BY: - Observed 5 hits on 1st target and two hits on 2nd target. Upon observed through periscope 15 minutes later, both targets were still underway.

DETAILED ACTION

At 0641 sighted 4 small ships bearing 305 true, range 3,600 yards. Commenced tracking and around. At 0758 sighted plane at 1,000 yards and continued approach submerged. Identified targets as 4 sea trucks; one Sugar Dog type, about 150 tons, two larger type, about 75 tons, one Sugar Beetle type, 270 tons. Targets were in column in track 060, speed 6, course 200 true. Small caliber guns were observed on the two largest sea trucks. The Sugar Beetle was observed to speed up to 10 - 11 knots during the action. Sky overcast, visibility 14,000 yards, sea force 1.

0940 Surfaced 8000 yards on port beam of targets, circled to the left and closed target east in column on its port quarter. At 2000 yards opened 4" gun. Opened fire at 2400 yards. Fired 2 rounds of 4" common and 15 rounds 4" H.C. (PDF) for 4 hits, one in beam, 2 in bridge superstructure, and one in waterline amidships. Heavy smoke from 4" shells obscured targets and obscured fire control. Shifted fire to next ship, 2000 yards, range 2000 yards and fired 4 rounds H.C. (PDF) for 3 hits, one in starboard quarter about six feet above waterline, the other in the poop deck. 1st target closed up with small caliber machine gun on P'ERMA. No hits. Shifted fire to 1st target, range 1700 yards. 1st target made contact 8 miles. Fired on round 4" H.C. (PDF) for hit on superstructure amidships. Cleared deck and dove.

Expended 2 rounds 4" common, 20 rounds 4" H.C. (PDF) for 7 hits and jettisoned 2 rounds H.C. prior to diving. Upon surfacing 4 hours later, breach cover was discovered to have worked down to main deck near dog house. Tompion had worked overboard. One short round, stowed in ready box and subjected to sea pressure was jettisoned.

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

H. GUN ATTACK REPORT # Cont'd:

USS BASHAW (SS241) WAR ATTACK # 4 PATROL # 5

TIME: 1125 DATE: 3-27-68 LAT: 16-18 N LONG: 108-32 E

SUNK: One 250 ton Sugar Charlie (Sea Truck).

DAMAGE DETERMINED BY: Star target sink.

DETAILS OF ACTION

0845 Sighted small ship bearing 020 true, range approximately 10-12,000 yards. Tracked on course 200, speed 4 - 5 knots. 0907 Drove to look target over before battle surfacing. 0945 Identified target as 60 - 70 ton Va (Larger). While waiting for target to pass by before surfacing astern of him sighted a second larger vessel on same course and speed. Identified as 250 ton Sugar Charlie (Sea-truck). 1105 Surpassed 7000 yards on starboard quarter of larger target and closed. Sea force 2, sky clear with surface haze. Increasing easterly wind and sea increased, drenching gun crew and making it difficult to keep telescope sights dry. Opened fire with 4" gun at 1125, range 3800 yards. Range closed steadily to 900 yards at which time (1145) larger sank. Target kept stern toward and maneuvered radically.

Expended 35 rounds of 4" H.C. (PDF) and 11 rounds of 4" common. At the greater range obtained on 2 or 3 hits for first 20 rounds fired. After the range had closed to 1700 yards, obtained about 80 % hits for a total of about 15 or 20 hits. Used visual spots in deflection and radar spots in range.

I. MINES.

Four floating spherical moored-type mines with horns were sighted. Unsuccessful attempts were made to sink or explode each mine using 30 cal. carbine, 30 cal. Springfield, 30 cal. machine gun and 20 MM HEI and HEF ammunition. Although hits were observed with all of the above types of ammunition at ranges from 150 to 300 yards, no mines were exploded or sunk. If obtainable, we plan to use 20 MM AP on mines in the future.

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH
war patrol.

I. MINES: - Cont'd:

| <u>NO.</u> | <u>DATE</u> | <u>LAT</u> <u>LONG</u> | <u>REMARKS</u> |
|------------|-------------|---------------------------|---|
| 1 | 2 Feb. 45 | 04 - 56 N 111 - 44 E | Not identified. Moor- ed type with horns. Much marine growth. |
| 2 | 10 Feb. 45 | 17 - 26 N 108 - 11 E | Not identified. Moor- ed type with horns. |
| 3 | 15 Feb 45 | 18 - 46 N 110 - 57 E | Type 45 (OP 898. App- eared clean and new. |
| 4 | 19 Feb. 45 | 19 - 34 N 111 - 34 E | Type 140 (OP 898). Rus- ty with moderate amount of marine growth. |

J. ANTI-SUBMARINE MEASURES AND EVASIVE TACTICS.

Anti-submarine measures can best be de-
scribed as encouraging. Most of this patrol was spent
on the surface and aircraft contacts were fairly numer-
ous. None of them got in position for a very good run,
but it seemed to me they passed up one or two fair opp-
ortunities to shake us up.

Seven different escort vessels were seen,
and all were practically identical. The superstructure
was bulkier than that of a torpedo boat, square bridge,
one gun forward shielded or in a partial turret, two or
three similar guns aft. The forward gun was very close
to the bridge structure. This type had broken decks
with slender stack, slightly raked, just aft of
bridge structure.

Foremast was 85 to 95 feet high with
what could have been a radar at the top. (Not horn
type). Mainmast was small stick type with cross arm,
much smaller than on the Jap Frigates. Have never
seen anything exactly like these before, and they dont
correspond with any of our pictures or silhouettes.
Probably a version of the Jap DE UN-1 or UN-2. Maxi-
mum speed, about 17 to 18 knots. The one encountered
on February 25 was echo-ranging on 15.2 kes. The

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH
war patrol.

J. AIR-SUBMARINE MEASURES: - Cont'd:

fact that he spotted us did be attributed to our mistakes rather than his efficiency. Once having made contact it seemed that he was now reluctant to follow it up.

All of the others were echo-ranging on very low frequencies 15 to 20 kcs, and two of them could not be heard in our 43 listening gear.

On March 5 we were spotted on the surface by three of these IJN. Only one chased us and he seemed more interested in driving us off than taking any definite offensive action.

When sea conditions will permit shallow depth settings, our passive tactics will be based on the theory that the "best defense is a good offensive."

K. MAJOR DEFECTS AND DAMAGE:

MAIN ENGINES:

On January 26 during the eight to twelve watch smoke was suddenly discovered coming from under the micro-rod hard hole covers on Number 4 Main Engine. Compression readings taken immediately revealed a pressure of 300 pounds on unit 15 as against a 450 average on the others. The piston was pulled and found cracked half way around the top. The cooling nozzle was clogged and a burr was found on the crankpin. This had wiped the bearing. The piston, connecting rod bearing, spray nozzle, and rings were replaced from spares.

MUFFLERS:

After a total of 1122 hours since installation the Number one muffler gave way between the forward end and the flange of the elbow. This was repaired by using "C" clamps manufactured from strap iron. Compressed asbestos and sheet GRS were placed over the hole. Then the clamps were fastened to the flange between muffler and elbow with an extension of the clasp bearing down on the GRS and asbestos. In order to prevent the patch from moving, bolts were threaded through the clamp extension. When tightened these bore down on

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

K. MAJOR DEFECTS AND DAMAGE: - Cont'd:

the CRS and asbestos holding it in place over the hole. After another one hundred engine hours the hole had extended half way around the pipe. It was then necessary to use asbestos, CRS, wire and white line which served the purpose of keeping the engine quiet until the end of the patrol. Number 4 muffler gave way after 1222 hours. Heavy weather prevented repair.

BATTERY:

On February 29 the cells in both battery tanks were discovered to be rolling with the ship as much as 3/16 of an inch. This movement was accompanied by laboring on the part of the wedges. No wedges were loose enough to be pulled by hand. Movement was by rows rather than by specific cells, the center rows shifting more than the others continually flexing the busses at the ends of the tanks. Partial re-wedging will be requested during the coming refit.

FLEXIBLE HOSE CONNECTION:

On March 1st the flexible rubber coupling on the discharge side of the attached lube oil pump on Number Four Main Engine gave way. To replace it a special fitting made up by the SURYALE during the last refit was used. The spares issued to this vessel by the contractor were not the correct size and were turned in to the tender in January 1945. The rubber coupling failed after 3500 hours.

ORDNANCE - TORPEDOES:

Mk 18-1 torpedoes were carried aft and no difficulties in charging or routineing were encountered. All were fired at shallow draft vessels with sea force 3 to 4 and ran hot, straight and normal. 4 Mk 18-1 fired with 2 foot depth setting at two sea trucks with sea force 4 ran straight but purpoised all the way to the target. One hit sank one sea truck.

Hot wires burned out in torpedoes # 57218, 57160, 57120 and 56464, Mk 18-1's received from USS ANIHEDON within a few days after departing on patrol.

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 These hot wires as well as those in 2 other Mk 18-1's from USS ANTHEDON were found to have been installed without the coils of the wire being properly stretched out.

A ground was discovered in the hot wire circuit of torpedo # 57127, Mk 18-1 received from USS ANTHEDON and was traced to a flooded afterbody terminal flange (Salt water). This torpedo had not been in a flooded tube since being loaded aboard.

GENERAL:

Two 4 inch misfires occurred during gun action # 1.

Several 20 MM jams occurred during 3 of 4 gun actions and all were due to failure of an apparently properly loaded cartridge to fire. Primers appeared to have been properly struck. Most of these occurred with 20 MM M&P, SEDN serial 3874, lot 2G-SJ-43 received from Submarine Base, Balboa, C.Z. in January 1944. Two cases 20 MM H&I, SEDN serial 4718, lot 37-H received from Submarine Base, Balboa, C.Z. failed to fire after primers appeared to have been properly struck.

L. RADIO:

Radio communication has in general, been satisfactory. One base serial was missed, serial Jig on the first or second of March. Rerun schedules were carefully checked on the nights of the 2nd and 3rd but the serial was evidently not rerun. Signals during the day time became successively unreliable due to weak and fading signals on the 15 and 16 thousand kcs band. Random messages copied during the day have been decrypted more through persistence in decoding than through good reception. The 9000 kcs band gave a strong but drifting signal from late afternoon to early morning when it fades out. No serious interference from other stations has been encountered. Radio Washington (NCS) has an excellent signal near the 22030 kcs Baker Frequency during part of the day but can be tuned out.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

M. RADAR: - Cont'd:

fore for communication purposes. While it was impossible to contact another submarine fifteen to twenty miles away by VHF communication was easily accomplished by radar provided the receiving operator was on the alert for signals. In order to attract an operators attention the pulse rates could be synchronized when it was desired to send a message.

Ranges were about average during the majority of the time on station. Submarines being contacted from eight to twelve thousand yards. Land two thousand feet high was usually seen at about seventy five to eighty thousand yards. There were notable exceptions to the above. On one occasion an American submarine was followed out to thirty two thousand yards; this was probably due to abnormal conditions caused by air "diets". Second sweep land echos were seen for the first time on this equipment. The first time they were observed navigation showed the range to be eighty eight miles at the time the contact was made. Later second sweep echos were so numerous both on the "A" scope and the PPI as to blanket certain echos off the screen. This was quite undesirable as on one occasion we picked up a target at 18,000 yards and lobed on it almost immediately. We feel that but for the screen being obscured by the second sweep echos we would have made contact at 25,000 yards. Aircraft were contacted at ranges up to forty thousand yards. It is believed that the new grated type antenna installed during the last refit period greatly increased the efficiency of this equipment as an aircraft detector.

Material difficulties were limited to tube replacements and tuning of the transmitter. The "A" scope became excessively bright during the first week of the patrol and had to be replaced. On February 27 the crystal current dropped to .2MA and the ring time was reduced almost two thousand yards. The beat oscillator tube and the 705A IR tube were replaced and a new crystal installed. The transmitter was tuned with the aid of the 60ABW frequency meter. On surfacing after tuning the equipment excellent results were obtained. The ring time using the OBU echo box was slight-

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

M. RADAR: - Cont'd:

ly over six thousand yards. After the equipment had been in operation for about an hour the crystal current again dropped and the range time fell off. A new crystal was installed and good results were again obtained. During the mid watch the same trouble developed. As it was not advisable to put the equipment out of commission for any great length of time the trouble was temporarily corrected by installing a new crystal. At this writing this crystal has been in operation about fifteen hours and is still satisfactory. It is believed that the trouble is with the TR tube or the TR cavity. If the present crystal fails the TR system will be thoroughly checked. Maximum crystal current is adjusted to .6MA on this equipment. On February 28 it was necessary to replace the first IF tube in the range indicator to bring the grass up to optimum operating level.

During the last refit period several field changes were made on this equipment. The increased signal overload modification has greatly improved the operation by making weak pips much easier to see. The addition of a twenty thousand yard sweep on the PPI was very helpful. Most of the radar approaches were made using this sweep. Changing the position of the audio output in the cathode circuit of VT from 330 ohms above ground to the cathode of 77 (2200 ohms above ground) greatly increased the strength of the communications signals received. With the 330 ohm tap the signals could often be read visually from the "A" scope before they were even heard in the phones. It is believed that this change increased the communication range of the equipment at least one hundred percent. The OBU echo box was a great aid in checking the receiver tuning in the absence of targets; however, the 60AEM is still preferred for tuning the transmitter.

SD-4 EQUIPMENT: - Fair results were obtained from the SD-4 radar. Ranges varied from six to twenty four miles. However, the SJ was more reliable in picking up aircraft than the SD. The only materiel replacements were one RF tube (the first) and the port whip of the antenna. No explanation can be given for the breaking of this whip. The break occurred

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

M. RADAR: - Cont'd:

where the whip connects to the cross arm of the antenna. A spare whip was installed without difficulty.

The 30 radar continues to cause considerable interference on the RAD radio receiver. A number of remedies have been tried but only with fair results.

N. SOUND CLEAR LISTENING RANGES:

| Contact No. | 1 | 2 | 3 | 4 | 5 |
|---------------------------------|---------------------|--------------|--------|--------|-----------|
| Date | 2/13 | 2/25 | 2/25 | 3/5 | 3/9 |
| Time (H) | 1600 | 1630 | 1903 | 0740 | 1408 |
| Depth (Fath) | 650 | 30 | 30 | 55 | 21 |
| Latitude (N) | 16-40 | 20-38 | 20-07 | 16-30 | 13-34 |
| Long. (E) | 110-58 | 111-54 | 111-27 | 108-50 | 109-30 |
| Course | Various | Var. | Var. | Var. | Var. |
| Speed | " | " | " | " | " |
| Keel Depth (Ft) | 60 | 60 | 60 | 18 | 60 |
| Type target | Taskfor | DE | DE | 4DE | 2 DE |
| Tonnage | Various | Small | Small | Small | Small |
| Speed (Kts) | 16 | 10 | 10 | 12 | 12 |
| Turn Count | -- | 160 | 160 | -- | -- |
| Type sound equip. in use by S/M | JK-QC QB JP-1 | Same | Same | JK-QC | JK-QC |
| What did sound first pick up | Screws | Echo-ranging | Same | Same | Same |
| Frequency Band | Low | 18.2 | 18.2 | 15.0 | 16.2 15.0 |
| Maximum range contact held | 10,000 | 8,000 | 15,000 | 15,000 | 16,000 |

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N. SOUND GEAR LISTENING RANGES: - Cont'd:

| Contact No. | 1 | 2 | 3 | 4 | 5 |
|-----------------------------|--------|-------|-------|--------|--------|
| Maximum Range JT-1 | 6000 | 3000 | 3000 | | |
| Range Contact lost (yds) | 10,000 | 2,000 | 300 | 15,000 | 16,000 |
| Initial Range (yd) | 10,000 | 6,000 | 3,000 | 16,000 | 14,000 |

REMARKS: Due to the shallowness of the water at location of contacts 2 to 5, echo ranging contacts were made at relatively short ranges (about 15,000 yards). Maximum range obtained on escort screw contacts was 7,000 yards.

An attempt to take a ping range on the escort, contact # 2, failed (periscope range at the time 1,200 yards. During the second approach on the target group a ping range of 2000 yards was obtained on a small AK.

O. DENSITY LAYERS.

Due to the shallow water in which this patrol was conducted no bathythermographic data was obtained.

P. HEALTH, FOOD and HAITABILITY

General health was excellent. No cases of illness or injury occurred.

The food, although well prepared, was not as varied as on previous patrols. This condition was largely due to the lack of variety of meats and canned vegetables which were available at the N.S.D., Fremantle, W.A. or from the U.S.S. BURYALE.

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

Q. PERSONNEL:

| | |
|---|----|
| (a) Number of men on board during patrol | 74 |
| (b) Number of qualified men at start of patrol | 52 |
| (c) Number of men qualified at end of patrol | 62 |
| (d) Number of unqualified men making their first patrol | 11 |
| (e) Number of men advanced in rating during patrol | 4 |

R. MILES SWEPT - FUEL USED

| | | |
|-------------------|---------|---------|
| PREMANILE TO AREA | 1,532.1 | 23,835 |
| In area | 7,447.0 | 79,955 |
| Area to Subic Bay | 582.0 | 7,560 |
| TOTAL | 9,561.1 | 110,510 |

S. DURATION

| | |
|--------------------------------|----|
| Days enroute Fremantle to area | 7 |
| Days in area | 37 |
| Days enroute Subic Bay | 3 |
| TOTAL | 47 |
| Days submerged | 9 |

T. FACTORS OF ENDURANCE REMAINING:

| <u>TORPEDOES</u> | <u>FUEL</u> | <u>PROVISIONS</u> | <u>PERSONNEL FACTOR</u> |
|------------------|-------------|-------------------|-------------------------|
| 4 | 19,000 | 20 days | 14 days |

Limiting factor: Patrol terminated by order of CTF 71.

U. RADIO AND RADAR COUNTERMEASURES:APR-1, SPA-1 REPORT:

The APR-1 receiver was installed during the last refit to replace the SN-2 receiver. The APR-1 using the SPA-1 in conjunction, operated very satisfactorily during the entire patrol.

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Subject: U.S.S. BASHAW (38241) - Report of FIFTH war patrol.

U. RADIO AND RADAR COUNTERMEASURES: - Cont'd:

Due to the fact that the APR-1 is much more sensitive than the SP-2 some difficulty was encountered during the beginning of the patrol in distinguishing between ship noises and the actual radar contacts. After studying literature supplied on Japanese frequencies and pulse rates and identifying ship noises by the use of the SPA-1 and also by removal of the antenna. The APR-1 proved very valuable as a warning device. The receiver was used whenever the SP-4 was not in operation which made for almost 24 hour operation.

Noise was encountered on 158 mcs and 278 mcs from radiation from the SP-4 radar. Interference occurs at 200 mc and 300 mc when the SP-4 is being keyed.

On February 5th a very peculiar electrical interference occurred. This interference was a very strong strength, steady signal with a pulse rate varying from 30 - 60 and with no exact width. This occurred strongest at frequencies between 125 and 150 mcs. This interference was also causing the SD-4 receiver to be blocked so that no contact could be recognized. It was determined by the use of the pulser circuit in the SD-4 that this interference came from an outside source. It is suggested that this might have been some systematic jamming.

Numerous times during the patrol the APR-1 gave warning of aircraft some 12 minutes before aircraft was sighted or contact was made by radar. The SD-4 had two contacts at 22 and 24 miles two minutes before any APR-1 contact on one occasion. Several times we attempted to check the approximate direction from which interference came by swinging ship and utilizing the directional features of the APR antenna. This was a complete failure.

There were no major breakdown of equipment. On the third week of the patrol the noise level seemed to decrease with maximum gain and increase with lowered gain. Trouble was traced to the A.V.C. cir-

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

U. RADAR AND RADAR COUNTERMEASURES: - Cont'd

cuit caused by too little negative voltage swing; the 5Y3GT rectifier tube was regulated with good results. It was found that the tracking unit TR-2 was very sensitive to jans caused by 500⁰ cycles to be located in their sockets. This was found to be the source of spontaneous noise several times during the patrol.

The Ship operated satisfactorily during the patrol. The use of the PR-1 makes for more reliable operation of the ALP-1 because of the more positive recognition and identification of radar contacts.

ALP-1 PR-1 CONTACTS

| <u>TIME DATE</u> | <u>LAT LONG</u> | <u>CYCLE PER SEC</u> | <u>BEAM READINGS</u> | <u>PULSE PER WIDTH</u> | <u>STRENGTH</u> |
|--|---------------------|----------------------|----------------------|------------------------|-----------------|
| 1820 (H) 1/31 | 09-14 S 115-34 E | 070 14 | 197 mcs | 1000 7 | 5 |
| Possible enemy land based radar. 30 sec. duration of contact. 4 min. sweep. Initial land contact 24 miles. | | | | | |
| 0155 (H) 2/5 | 01-54 N 106-53 E | 005 16 | 298 mcs | 750 | 5 |
| Strong steady signal. | | | | | |
| 1130 (H) 2/5 | 03-44 N 107-39 E | 320 15 | 125 to 150 | 30 to 60 | 5 |
| Possible jamming or an electrical interference. Very strong, blocking the PR-1. | | | | | |
| 2245 (H) 2/8 | 17-46 N 109-33 E | 140 19 | 195 mcs | 1000 12 | 3 |
| Sweeping contact. Possibly land based. 3 min. time between sweeps. | | | | | |
| 0130 (H) 2/9 | 16-13 N 109-18 E | 180 15 | 200 mcs | 160 15 | 2 |
| Weak steady signal. | | | | | |

U.S.S. BASHAW (SS241)

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Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

U. RADIO AND RADAR COUNTERMEASURES: - Contd

| <u>TIME</u> <u>DATE</u> | <u>LAT</u> <u>LONG</u> | <u>COURSE</u> <u>SPD.</u> | <u>DIST.</u> <u>HEIGHTS</u> | <u>FREQ.</u> <u>WIDTH</u> | <u>STRENGTH</u> <u>GTH</u> |
|---|---------------------------|------------------------------|--------------------------------|------------------------------|-------------------------------|
| 2145 (H) 2/12 | 18-10 N 109-15 E | 000 14 | 1000 mcs | 1000 12 | 5 |
| Strong steady signal. Possibly land based. Near land 65,000 yards. (Specified) | | | | | |
| 1455 (H) 2/13 | 18-45 N 110-45 E | 000 14 | 150 mcs | 500 | 3 |
| Possibly noise of electrical interference. | | | | | |
| 1455 (H) 2/13 | 18-45 N 110-45 E | 000 14 | 145 mcs | 500 7 | 2 |
| Possibly search radar. Shipborne. | | | | | |
| 1830 (H) 2/13 | 17-04 N 111-10 E | 347 14 | 155 mcs | 1000 10 | 5 |
| Very strong contact. Keyed every 30 secs. Two contacts; one weaker. Two aircraft contacts on SD-4 at 22 and 24 miles 30 minutes before. SD-4 blocked by their interference. This gave 12 min. warning before sight contact. | | | | | |
| 0250 (H) 2/24 | 20-16 N 111-42 E | 155 | 180 mcs | 500 10 | 5 |
| Possible aircraft radar. | | | | | |
| 0225 (H) 2/26 | 19-25 N 111-24 E | 310 10 | 220 mcs | 350 5 | 5 |
| Possible aircraft radar. Sight contact 3 min. afterward. Possibly friendly. Flying with lights. A strong, wide sweeping beam. | | | | | |
| 2000 (H) 3/2 | 16-16 N 108-28 E | 070 15 | 150 mcs | 500 7 | 5 |
| Slow sweep (3 min). Probably land based. | | | | | |
| 0440 (H) 3/3 | 16-27 N 108-42 E | 210 10 | 195 mcs | 1000 8 | 3 |
| Very slow sweep. | | | | | |
| 0527 (H) 3/3 | 16-27 N 108-42 E | 070 | 195 mcs | 1000 8 | 4 |
| Same as 0440 contact. | | | | | |

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of FIFTH war patrol.

U. RADIO AND RADAR COUNTERMEASURES: - Contd:

| <u>TIME DATE</u> | <u>LAT LONG</u> | <u>COURSE</u> | <u>DIAL READINGS</u> | <u>PRF</u> | <u>PULSE WIDTH</u> | <u>STRENGTH</u> |
|--|---------------------|---------------|----------------------|------------|--------------------|-----------------|
| 1600 (H) 3/3 | 16-24 N 108-49 E | 270 10 | 195 mcs | 1000 | 8 | 4 |
| Slow sweep square pulse with ragged top. Above contacts labeled on us and changed from 8 to about 4 microseconds. Tried to swing ship to take bearing. Unsuccessful. | | | | | | |
| 1920 (H) 3/3 | 16-26 N 108-17 E | 260 10 | 155 mcs | 1000 | 10 | 3 |
| 2000 (H) 3/3 | 16-26 N 108-26 E | 090 10 | 152 mcs | 500 | 7 | 3 |
| 2200 (H) 3/3 | 16-25 N 108-46 E | 090 10 | 152 mcs | 500 | 7 | 5 |
| Above three contacts have very slow sweep and are possibly land based. Nearest land - 27,000 yds. Third contact was for two minutes duration. | | | | | | |
| 0830 (H) 3/5 | 16-38 N 108-28 E | 020 19 | 152 mcs | 500 | 7 | 3 |
| Weak. Sweeping. Possibly land based. Two pulsed; which is probably lobing. Second pulse fades in and out. | | | | | | |
| 1130 (H) 3/5 | 16-46 N 108-45 E | 275 18 | 195 mcs | 1000 | 8 | 4 |
| Strong sweep contact. Square pulse. Shipborne radar from DE type escort vessel. | | | | | | |
| 2010 (H) 3/5 | 16-45 N 108-41 E | 160 18 | 150 mcs | 1000 | 12 | 3 |
| Possibly aircraft. Keyed. One contact. | | | | | | |

V. REMARKS:

Nothing not already covered in body of report.

Serial 054

Care of Fleet Post Office,
San Francisco, California,
17 March 1945.

CONFIDENTIAL

FIRST ENDORSEMENT to
U.S.S. BASHAW - Report
of Fifth War Patrol.

From: The Commander Submarine Squadron TWELVE.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Submarines, SEVENTH FLEET.
(2) The Commander NEW ENGLAND FLEET.
Subject: U.S.S. BASHAW (SS-321) - Report of Fifth War
Patrol.

1. The BASHAW's fifth war patrol was of 47 days duration, 37 of which were spent in the search areas. Lieutenant Commander H.S. Simpson, USNR, was in command and it was his first war patrol as Commanding Officer.

2. BASHAW made 5 torpedo attacks on three of five contacts which the commanding officer considered worthy of torpedoes; in addition, four gun attacks were made, two of which were in joint action with FLASHER.

3. Two contacts that were not developed into attacks were first on a task force consisting of 2 BB's, 1 CA and 3 DD's and second a radar contact on 2 unidentified ships. On the first BASHAW was unable to close due to radical zig of force; one of the BB's fired a large calibre shell at BASHAW which landed 2000 yards short. On the second of the contacts the two unidentified ships were tracked into Tourane Bay precluding attack.

4. Torpedo Attacks:

Attack No. 1: In night surface attack 4 mark 16's set at 2 foot were fired; 3 were fired at an SC and 1 at an SD which was in company with SC. One hit was made in the SC which disintegrated.

Attack No. 2: The contact consisted of one small AK with one DE as escort. During approach AK made radical zig and BASHAW shifted to DE. Three mark 16's set at 4 foot were fired at a range of 1000 yards. DE avoided torpedoes and headed for BASHAW. Five minutes later 1 mark 16 set at 4 foot was fired in a down-the-throat shot at DE with a torpedo run of 450 yards. Torpedo missed, possibly running under.

Attack No. 3: This attack was made on the AK in convoy of attack No. 2 after an end-around; contact report was given to FLASHER. In a night submerged periscope attack, 4 mark 14's were fired range 2000 yards. Target zigged radically between firing of third and fourth torpedoes; all missed ahead. Two depth charges were dropped, no damage suffered. BASHAW saw two or three explosive flashes in direction of AK and later received report from FLASHER that she sank the AK.

Serial 054

Care of Fleet Post Office,
San Francisco, California,
17 March 1945.

CONFIDENTIAL

FIRST ENDORSEMENT to
U.S.S. BASHAN - Report
of Fifth War Patrol.

From: The Commander Submarine Squadron TWELVE.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Submarine, SEVENTH FLEET.
(2) The Commander NEW YORK FLEET.
Subject: U.S.S. BASHAN (SS-333) - Report of Fifth War
Patrol.

1. The BASHAN's fifth war patrol was of 47 days duration, 37 of which were spent in the Pacific Ocean. Lieutenant Commander H.S. Simpson, USNR, was in command and it was his first war patrol as Commanding Officer.

2. BASHAN made 5 torpedo attacks on three of five contacts which the commanding officer considered worthy of torpedoes; in addition, four gun attacks were made, two of which were in joint action with FLASHER.

3. Two contacts that were not developed into attacks were first on a task force consisting of 2 BB's, 1 CA and 3 DD's and second a radar contact on 2 unidentified ships. On the first BASHAN was unable to close due to radical zig of force; one of the BB's fired a large calibre shell at BASHAN which landed 2000 yards short. On the second of the contacts the two unidentified ships were tracked into Tourano Bay precluding attack.

4. Torpedo Attacks:

Attack No. 1: In night surface attack 4 mark 16's set at 2 feet were fired; 3 were fired at an SC and 1 at an SD which was in company with SC. One hit was made in the SC which disintegrated.

Attack No. 2: The contact consisted of one small AK with one DE as escort. During approach AK made radical zig and BASHAN shifted to DE. Three mark 16's set at 4 feet were fired at a range of 1000 yards. DE avoided torpedoes and headed for BASHAN. Five minutes later 1 mark 16 set at 4 feet was fired in a down-the-throat shot at DE with a torpedo run of 450 yards. Torpedo missed, possibly running under.

Attack No. 3: This attack was made on the AK in convoy of attack No. 2 after an end-around; contact report was given to FLASHER. In a night submerged periscope attack, 4 mark 14's were fired range 2600 yards. Target zigged radically between firing of third and fourth torpedoes; all missed ahead. Two depth charges were dropped, no damage suffered. BASHAN saw two or three explosive flashes in direction of AK and later received report from FLASHER that she sank the AK.

Serial 0678~~CONFIDENTIAL~~
~~C-O-N-F-I-D-E-N-T-I-A-L~~

16 April 1945.

SECOND ENDORSEMENT to:
USS BASHAW Conf. Ltr.
A16 Serial 013 dated
12 March, 1945. Report
of Fifth War Patrol.

From: The Commander Submarines, SEVENTH FLEET.
To: The Commander in Chief, UNITED STATES FLEET.
Via: The Commander, SEVENTH FLEET.

Subject: U.S.S. BASHAW (SS241) - Report of Fifth War
Patrol - Comment on.

1. The Fifth War Patrol of the BASHAW, under the command of Lieutenant Commander H. S. SIMPSON, U.S.N.R., was conducted in the SOUTH CHINA SEA off the Coast of INDO-CHINA and south of HAINAN.
2. On 21 February, BASHAW conducted a night surface radar attack on two small vessels, and with a torpedo depth setting of two feet, made at least one hit which demolished one 250 ton (EU) Sugar Charlie. On 25 February, BASHAW made a submerged attack on a small AK and one escort. The attack was detected just after the third torpedo was fired and the target apparently maneuvered to avoid the attack. A fourth torpedo fired down the throat, missed the attacking escort. The same target group detected BASHAW's second attack, that night, and again maneuvered to avoid. The fourth attack was made at 1006 (E) on 5 March, when BASHAW took advantage of a low-lying fog and attacking on the surface sank a large tanker with two hits. That evening, at 1700, BASHAW sighted the bow of his sunken tanker protruding vertically above water, and fired two more torpedoes for one hit which caused the wreck to completely disappear beneath the waves.
3. BASHAW made a series of four gun attacks on enemy small craft. The first, conducted with FLASHER during the evening of 21 February, sank the small ship which had been in company with BASHAW's victim of her first torpedo attack. On 27 February, BASHAW again joined with FLASHER to sink two sea trucks. The third and fourth attacks were conducted on 28 February and 6 March respectively, when BASHAW alone sank one 250 ton sea truck and damaged two others. An untimely aircraft appearance necessitated breaking off the third attack before the targets could be sunk.
4. The award of the Submarine Combat Insignia is authorized for this aggressive first war patrol in command for Lieutenant Commander SIMPSON.

Serial 0678C-O-N-F-I-D-E-N-T-I-A-L

16 April 1945.

SECOND ENDORSEMENT to:

USS BASHAW Conf. Ltr.
 A16 Serial 013 dated
 12 March, 1945. Report
 of Fifth War Patrol.

Subject: U.S.S. BASHAW (SS241) - Report of Fifth War
 Patrol - Comment on.

5. The Force Commander congratulates the Commanding Officer, Officers, and Crew of the BASHAW upon the completion of this fighting war patrol during which eight attacks were made on the enemy and the following damage was inflicted:

S-U-N-K

| | |
|---|------------------------------|
| 1 - AO (Large - EU) | 10,000 Tons (Attack #4) |
| 1 - Sugar Charlie (EU) | 250 Tons (Attack #1) |
| 1 - Sugar Dog (150 Tons - EU) (Shared with FLASHER) | 100 Tons (Attack #1)* |
| 2 - Sea Trucks (Small - 100 Tons - EU) (Shared with FLASHER) | 100 Tons (Attack #2)* |
| 1 - Sugar Charlie (EU) | <u>250 Tons</u> (Attack #4)* |
| Total | 10,700 Tons |

D-A-M-A-G-E-D

| | |
|--------------------|------------------------------|
| 1 - Sugar Dog (EU) | 250 Tons (Attack #3)* |
| 1 - Sugar Dog (EU) | <u>150 Tons</u> (Attack #3)* |
| Grand Total | <u>400 Tons</u> |
| Grand Total | 11,100 Tons |

* - Damage inflicted by gunfire.

ELIOT H. BRYANT,
 Chief of Staff.

SS241/A16

Serial (014)

CONFIDENTIAL:

Subject: U.S.S. BASHAW (33241) - Report of SIXTH war patrol.

A. PROLOGUE:

On March 12, 1945 returned from FIFTH war patrol to Subic Bay, P.I. Moored alongside USS GRIFFIN for two days waiting for another tender to arrive. On March 14, 1945 shifted berths and moored alongside USS ANTHEDON. Officers and crew remained aboard and supervised a seven day refit.

Began training and loading period on March 21, 1945. This included electronics, sound and cavitation tests; one day of independent operations; and one day of Mark twenty-seven approaches and practice approaches, with Commander G.R. DONOHO, USN as training officer.

B. NARRATIVE:

At the beginning of this vessels SIXTH war patrol the following officers and chief petty officers were on board:

| <u>NAME AND CLASSIFICATION</u> | <u>NO. PRIOR PATROLS</u> |
|---|--------------------------|
| Lieut-Comdr. HOKE S. SIMPSON, (DE), USNR | 9 |
| Lieut. GEORGE E. EVERLY, USN | 8 |
| Lieut. K. HARRISON ROBERTS, (DE), USNR | 5 |
| Lieut. CHARLIE R. JONES, USN | 1 |
| Lieut. JACK-K. DEBENHAM, (DE), USNR | 5 |
| Lt(jg) LEWELLYN M. CLEVENGER, III, (DE) L R, USNR | 2 |
| Lt(jg) ROY C. SWAN, (DE), USNR | 4 |
| Lt(jg) RAYMOND E. PEARSON, (DE) L, USNR | 1 |
| Ensign EUGENE M. MASICA, USN | 0 |
| BURNETTE, James G., 273 95 61, CRM, (SS), USN | 5 |
| HULL, William T., 201 73 75, CMoMM AA(T), (SS), USN | 7 |
| JONES, Joseph F., 311 49 61, CY(AA), (SS), USN | 9 |
| OSTROWSKI, Casimir J., 234 13 26, CMoMM(T), (SS), USN | 8 |
| BACCO, Gabriel M., 234 12 72, CEM(AA), (SS), USN | 8 |
| SHIPMAN, Bill (n), 356 60 79 CPhM AA (T), (SS), USN | 4 |
| WEBB, Jewell W., 346 55 60, CEM(T), (SS), USN | 6 |

March 27, 1945:

0055 (I) Underway from alongside USS ANTHEDON commencing SIXTH war patrol.

0200 (I) Rendezvoused at entrance to Subic Bay with escort.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of SIXTH
war patrol.

arch 27, 1945 - Cont'd:

- 300 (I) Made trim dive.
314 (I) Surfaced. Proceeding westward toward joint zone.
500 (I) Reached joint zone. Escort departed.
550 (I) Sighted and exchanged recognition signals with
USS BAYA and USS BLENNY.
Sighted numerous friendly planes during the day.
200 (I) Posit: Lat: 14 - 51 N Fuel: 5235
Long: 115 - 53 E Miles: 352

arch 28, 1945:

Proceeding westward in joint zone conducting
training exercises and section dives.

- 200 (I) Posit: Lat: 14 - 05 N Miles: 351
Long: 112 - 24 E Fuel: 4370

arch 29, 1945:

Set clocks back one hour to HOW time.

- 253 (H) Arrived in assigned area and joined five boat
wolf pack. Exchanged calls with USS BLUEBACK
and received instructions for patrolling off
Indo-China coast.
649 (H) Submerged off Indo-China coast. Heard distant
explosions all morning. Sighted numerous sail
boats.
940 (H) Surfaced.
950 (H) Exchanged calls with USS BERGALL.
205 (H) Exchanged calls with USS BLUEBACK.
200 (H) Posit: Lat: 13 - 37 N Miles: 180
Long: 109 - 24 E Fuel: 2285

arch 30, 1945:

- 326 (H) Radar contact at 26,000 yards. Closed and sight-
ed light on horizon on same bearing.
346 (H) Target turned out to be properly marked Hospital
ship headed south. Not identified.
651 (H) Made trim dive.
704 (H) Surfaced. Patrolling surfaced on assigned
station 30 miles off Indo-China coast.
200 (H) Posit: Lat: 13 - 34 N Miles: 311
Long: 110 - 13 E Fuel: 3500

CONFIDENTIAL:

Subject: U. S. S. BASHAW (SS241) - Report of SIXTH war patrol.

March 31, 1945:

0030 (H) Exchanged calls with USS BERGALL, USS BLUEBACK and USS BLUEGILL.
 0626 (H) Made trim dive.
 0637 (H) Surfaced. Patrolling surfaced on station 15 miles off Indo-China coast.
 1200 (H) Posit: Lat: 13 - 38 N Miles: 303
 Long: 109 - 38 E Fuel : 3440

April 1, 1945:

0600 (H) Submerged 4 miles off Indo-China coast. Closed to one mile to conduct submerged patrol. Surrounded by hundreds of sail boats all day.
 1405 (H) Sighted ship to north-east. Went to battle stations.
 1420 (H) Ship turned out to be properly marked Hospital Ship heading south at fourteen knots. Identified as TAKASAGO MARU.
 1937 (H) Surfaced.
 1200 (H) Posit: Lat: 13 - 38 N Miles: 134
 Long: 109 - 33 E Fuel : 1040

April 2, 1945:

0643 (H) Made trim dive.
 0655 (H) Surfaced. Patrolling surfaced on assigned station 30 miles off Indo-China coast.
 1200 (H) Posit: Lat: 13 - 25 N Miles: 254
 Long: 110 - 25 E Fuel : 1963

April 3, 1945:

0624 (H) Submerged on assigned station 10 miles off Indo-China coast. Gyro compass out of commission. Remained submerged to repair it.
 1945 (H) Surfaced. New wolf pack with USS BLUEGILL, USS BASHAW and USS CROAKER.
 1200 (H) Posit: Lat: 12 - 43 N Miles: 154
 Long: 107 - 38 E Fuel : 1490

April 4, 1945:

0608 (H) Submerged to patrol 1 mile off Indo-China coast.

CONFIDENTIAL:

U.S.S. BASHAW (SS241)

subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

April 4, 1945: - Cont'd:

932 (H) Surfaced.

200 (H) Posit: Lat: 13 - 53 N Miles: 161
Long: 109 - 22 E Fuel: 1480

April 5, 1945:

608 (H) Submerged to patrol 1 mile off Indo-China coast.

202 (H) Heard several distant explosions. Unable to determine direction.

931 (H) Surfaced.

124 (H) Radar target at 16,000 yards. Started tracking. Target turned out to be a sail boat.

200 (H) Posit: Lat: 13 - 52 N Miles: 144
Long: 109 - 21 E Fuel: 1260

April 6, 1945:

000 (H) Searching close in shore for any possible shipping. Went up to entrance of BAY de XUAN DAY, a known Japanese anchorage. Surrounded by hundreds of sail boats, large and small, but no targets in the harbor.

010 (H) Exchanged calls with UNS CROAKER. Followed her out to 22,000 yards on SJ radar.

608 (H) Submerged to patrol 1 mile off Indo-China coast.

934 (H) Surfaced.

200 (H) Posit: Lat: 13 - 52 N Miles: 154
Long: 109 - 20 E Fuel: 1290

April 7, 1945:

026 (H) Target on SJ radar at 40,000 yards. Commenced closing and tracking. Target tracked on stopped.

100 (H) Radar pip increased in size until range was 20,000 yards, at which time it was a saturation pip. Then began to decrease in size.

200 (H) Closed to 3,000 yards and identified target as sail boat.

There has been some theory advanced that these sail boats have radar reflectors and act as decoys for enemy submarines. I think this is highly improbable. In this area we noticed this same radar phenomenon of remarkable ranges every night from about mid-night to 0200.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of SIXTH
war patrol.

April 7, 1945 - Cont'd:

0515 (H) APR contact - 160 mcs - 400 pulse rate. This was with us constantly and was tentatively identified as land-based in vicinity of KAMRANH BAY.

0603 (H) Made trim dive.

0635 (H) Surfaced to patrol assigned station 5 to 15 miles off CAPE VARELLA and HON DOI.

1524 (H) Sighted PB4Y Navy search plane, range 8 miles.

1200 (H) Posit: Lat: 12 - 06 N Miles: 267
Long: 109 - 46 E Fuel: 2290

April 8, 1945:

0438 (H) Exchanged calls with USS HARDHEAD.

0547 (H) Exchanged calls with USS ROCK.

0626 (H) USS ROCK came alongside and sent over mail for us and USS BLUEGILL.

0958 (H) Made trim dive.

1007 (H) Surfaced to patrol assigned area fifteen miles off Cape Varella.

1200 (H) SD radar contact at 9 miles; closing rapidly.

1203 (H) Sighted PB4Y, range 6 miles. Unable to contact on VHF.

1215 (H) Plane circled us and exchanged signals by light.

1750 (H) Numerous sail boats as usual. Average SJ radar range to these about 16,000 yards. Went alongside one to look it over; Nothing but harmless natives, but not very friendly.

2057 (H) Went alongside USS BLUEGILL to deliver their mail, exchange movies and discuss plans for covering the area.

1200 (H) Posit: Lat; 12 - 19 N Miles: 257
Long: 109 - 33 E Fuel: 2090

April 9, 1945:

0608 (H) Submerged to patrol 1 mile off Indo-China coast (Hon Doi).

1728 (H) Sighted ship to south of us heading north about three miles off the coast.

1810 (H) Ship turned out to be properly marked Hospital Ship similar to FUSO MARU, but with a clipper bow and a cruiser stern. Took several pictures.

1943 (H) Surfaced.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

April 13, 1945:

- 0002 (H) Contact on SJ radar, range 9,100 yards. Tracked on southerly course, speed 5 knots.
- 0100 (H) Closed to 2,000 yards. Stopped and listened for screws. Nothing heard on sound gear. Closed to 400 yards. Identified target as sail boat.
- 0626 (H) Made trim dive.
- 0636 (H) Surfaced to patrol assigned area, 15 miles east of Cape Varella.
- 0648 (H) Aircraft contact on SD and SJ radar, range 13 miles. Not sighted.
- 2100 (H) Converted #4 F.B.T. to M.B.T. and submerged to wash it out.
- 2118 (H) Surfaced.
- 2200 (H) USS CROAKER came alongside and passed over instructions for patrolling area.
- 1200 (H) Posit: Lat: 12 - 57 N Miles: 124
Long: 109 - 25 E Fuel: 1541

April 14, 1945:

Patrolling on surface 15 miles east of Cape Varella.

- 1402 (H) Made training dive.
- 1415 (H) Surfaced.
- 1432 (H) Sighted USS BLUEGILL. She reported experiences with sail boats similar to ours. Boarded one this morning and found only harmless natives.
- 1200 (H) Posit: Lat: 12 - 59 N Miles: 252
Long: 109 - 48 E Fuel: 1650

April 15, 1945:

Patrolling on surface 15 miles east of Cape Varella.

- 0345 (H) Sighted large fire on coast near HON DOI. This turned out to be a tanker previously beached by BLUEGILL and now completely destroyed by demolition charges.
- 0911 (H) Made training dive.
- 0926 (H) Surfaced.
- 1402 (H) Made training dive.
- 1417 (H) Surfaced.
- 1200 (H) Posit: Lat: 13 - 37 N Miles: 283
Long: 109 - 34 E Fuel: 2790

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

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- 0002 (H) Contact on SJ radar, range 9,100 yards. Tracked on southerly course, speed 5 knots.
- 0100 (H) Closed to 2,000 yards. Stopped and listened for screws. Nothing heard on sound gear. Closed to 400 yards. Identified target as sail boat.
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- 1402 (H) Made training dive.
- 1417 (H) Surfaced.
- 1200 (H) Posit: Lat: 13 - 37 N Miles: 283
Long: 109 - 34 E Fuel: 2790

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

April 16, 1945:

0541 (H) Submerged to patrol 1 mile off Cape Varella.
 1047 (H) Sighted PB4Y through periscope making daily search of coast.
 1946 (H) Surfaced.
 1200 (H) Posit: Lat: 12 - 53 N Miles: 138
 Long: 109 - 28 E Fuel: 1010

April 17, 1945:

0542 (H) Submerged to patrol 1 mile off Cape Varella.
 1245 (H) Sighted PB4Y through periscope making daily search of coast.
 1345 (H) Again sighted PB4Y. Watched him drop several bombs on unidentified target on the beach about five miles north of Varella.
 1940 (H) Surfaced.
 1957 (H) Exchanged calls with USS CROAKER on SJ. She informed us that we had been ordered north.
 2030 (H) Received despatch from CTG 71.1 ordering us to patrol and perform life guard duties in area north of Hainan. Headed for new area.
 1200 (H) Posit: Lat: 12 - 54 N Miles: 144
 Long: 109 - 28 E Fuel: 1170

April 18, 1945:

Underway to new area.
 1421 (H) Made training dive.
 1426 (H) Surfaced.
 2100 (H) Two weak sweeping APR contacts. Probably from Yulinkan Bay.
 1200 (H) Posit: Lat: 16 - 07 N Miles: 339
 Long: 109 - 37 E Fuel: 3760

April 19, 1945:

Underway along the east coast of Hainan to new area.
 0108 (H) Contact on two planes on SD and SJ radar; range 8 miles. Closed to 4-1/2 miles and then opened out. No APR contact. Unable to raise them on VHF or area frequency.
 0947 (H) Passed ten miles off North Taya Island.
 1031 (H) Made training dive.
 1039 (H) Surfaced.

CONFIDENTIAL:Subject: U.S.S. BASHAW (SS241) - Report of SIXTH
war patrol.April 19, 1945: - Cont'd:

- 1324 (H) Aircraft contact on SD at 23 miles. Closed rapidly. Sighted plane at 9 miles, coming in with zero angle on the bow. Unable to establish communication on VHF, area frequency or life guard frequency. Submerged when range closed to 6 miles. Contact tentatively identified as PBY.
- 1342 (H) Surfaced.
- 1343 (H) APR contact - 180 mc - 200 PRF.
- 1450 (H) APR contact - 81 mc - 350 PRF. This is apparently land-based radar in the vicinity of ST. JOHN'S ISLAND near HONG KONG.
- 1701 (H) Aircraft contact on SD at 9 miles. Unable to establish communication.
- 1941 (H) Exchanged calls with USS BLACKFISH on SJ. She is patrolling approximately same area to which we were ordered.
- 1200 (H) Posit: Lat: 20 - 05 N Miles: 320
Long: 111 - 36 E Fuel: 3060

April 20, 1945:

Patrolling on surface NE of Hainan, coming as close to China coast as blind bombing zone will permit. Numerous Chinese Junks in this area.

- 0800 (H) Set clocks ahead one hour to ITEM time.
- 1742 (I) Aircraft contact on SD at 15 miles. This was the fifth unidentified plane contact today. Unable to establish communication with any of them. Aircraft closed rapidly to 4 miles. Not sighted. Submerged.
- 1804 (I) Surfaced.
- 1200 (I) Posit: Lat: 20 - 44 N Miles: 277
Long: 111 - 23 E Fuel: 3240

April 21, 1945:

Patrolling on surface NE of Hainan.

- 0848 (I) Aircraft contact on SD at 11 miles. Also on SJ. Followed in to 6 miles. Unable to establish communication. Did not sight. Plane went away.
- 1412 (I) Exchanged calls with USS BLACKFISH. Gave him our interpretation of the plans for covering this area. He replied that he was shifting stations to the eastward.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (33241) - Report of SIXTH war patrol.

April 21, 1945: - Cont'd:

Sighted several hundred Chinese Junks during the day; as many as 30 or 40 at one time.

1200 (I) Posit: Lat: 21 - 04 N Miles: 276
Long: 112 - 07 E Fuel : 2880

April 22, 1945:

Patrolling on surface NE of Hainan.

0656 (I) Made trim dive.
0723 (I) Surfaced.
2148 (I) Several unidentified plane contacts during the day. Unable to establish communication with any of them. At this time one closed to 3-1/2 miles. Submerged.

2202 (I) Surfaced.
1200 (I) Posit: Lat: 21 - 16 N Miles: 298
Long: 112 - 32 E Fuel : 3290

April 23, 1945:

Patrolling on surface NE of Hainan.

0810 (I) Picked up several aircraft visually, on SD and SJ; ranges 5 to 11 miles. Unable to establish communication. Not positively identified, but very large bombers. Could have been B-24's or B-29's. Lost contact at 18 miles.

1617 (I) Aircraft contact on SD at 10 miles. Plane closed rapidly to 4 miles. Did not sight. Submerged.

1642 (I) Surfaced.
1200 (I) Posit: Lat: 20 - 27 N Miles: 310
Long: 111 - 23 E Fuel : 3470

April 24, 1945:

Patrolling on surface NE of Hainan.

0826 (I) Aircraft contact on SD at 14 miles. Picked up visually and on SJ at 5 miles. Plane not positively identified. Two engine bomber, and could have been Japanese. Crossed our bow at range of 4 miles, but showed no interest in us.

1200 (I) Posit: Lat: 20 - 46 N Miles: 326
Long: 111 - 31 E Fuel : 3510

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

April 25, 1945:

- Patrolling on surface NE of Hainan.
- 1134 (I) Aircraft contact on SD at 24 miles. Poor visibility. Plane closed rapidly to 5 miles. Submerged.
- 1152 (I) Surfaced.
- 1200 (I) Posit: Lat: 20 - 41 N Miles:
Long: 111 - 23 E Fuel :

April 26, 1945:

- Patrolling on surface NE of Hainan.
- 1320 (I) Received properly authenticated message from unidentified plane on area frequency addressed to us: "Bearing 127°, Distance 30." Endeavored to communicate further with plane on both area and life guard frequencies without success.
- 1840 (I) Sighted two aircraft, one unidentified bomber and one unidentified fighter; range 15 miles. Unable to establish communication.
- 2138 (I) Received message from CIC 71.1 directing us to return to Subic Bay. Headed toward joint zone. Several unidentified plane contacts during the night. None approached closer than 7 miles.
- 1200 (I) Posit: Lat: 20 - 22 N Miles:
Long: 111 - 24 E Fuel : 3910

April 27, 1945:

Underway toward joint zone along east coast of Hainan.

- 0435 (I) Aircraft contact on SD at 21 miles. Closed to 6 miles and then opened out. Peculiar interference on FPI 'scope of SJ; similar to that we have seen before from Navy PBM and PBX search planes. Unable to establish communication.
- 0723 (I) Made trim dive.
- 0734 (I) Surfaced.
- 1000 (I) Aircraft contact on SD at 14 miles. Sighted PB4Y at 10 miles. He closed to 3 miles and looked us over, then went on his way. Unable to establish communication on VHF, area frequency or life guard frequency. No IFF response.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

April 27, 1945: - Cont'd:1200 (I) Posit: Lat: 17 - 54 N Miles: 388
Long: 111 - 13 E Fuel: 6170April 28, 1945:

Enroute to Subic Bay.

1200 (I) Posit: Lat: 14 - 59 N Miles: 406
Long: 114 - 27 E Fuel: 7240April 29, 1945:0600 (I) Made rendezvous with escort.
1100 (I) Moored alongside USS ANTHEDON.C. WEATHER:

The weather was unusually good throughout the month of April.

D. TIDAL INFORMATION:

No unusual tides or currents were noticed. A constant set to the north east was experienced off the east and north-east coast of Hainan.

E. NAVIGATIONAL AIDS:

No navigational aids were observed.

F. SHIP CONTACTS:

| NO. | TIME DATE | LAT LONG | TYPE | INITIAL RANGE | EST. CRSE AND SPD | HOW CON- TAC- TED | RE- MARKS |
|-----|---------------------|---------------------|--------------------|---------------|-------------------|-------------------|-----------|
| 1 | 0325 (H) 3-30-45 | 13-36 N 109-47 E | Hosp- ital Ship | 25,300 yds. | 145 T 12 kt | SJ LO | |

Own course 270 true, speed 13.5 knots. Target appeared to be alone. SS326 also contacted target. Target was well lighted up.

U.S.S. BASHAW (SS241)

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

F. SHIP CONTACTS: - Cont'd:

| NO. | TIME DATE | LAT LONG | TYPE | INI-TIAL RANGE | EST. CRSE AND SPD | HOW CON-ACT-ED |
|-----|-----------|---------------------|-------------------|----------------|-------------------|--------------------|
| 2 | 1405 (H) | 13-38 N 109-23 E | Hosp-ital Ship | 13,000 yards | 170 T 14 kt | OOD (Periscope) |

Sighted by OOD through periscope - submerged. First true bearing 045. Target closed to 9,000 yards. Identified as TAKASAGO MARU.

| | | | | | | |
|---|--------------------|---------------------|-------------------|--------------|-------------------------|---------------------|
| 3 | 1728 (H) 4-9-45 | 13-39 N 109-29 E | Hosp-ital Ship | 12,000 yards | north- only 3 kts | OOD (Periscope). |
|---|--------------------|---------------------|-------------------|--------------|-------------------------|---------------------|

Sighted by OOD through periscope - submerged. First true bearing 162 true. Closed to 3,500 yards. Not identified. Similar to FUSO MARU

G. AIRCRAFT CONTACTS:

Off the east coast of Cape Varella, Indo-China, usually had one or two contacts daily. The majority of these were identified as friendly, and none were identified as enemy. Daily, on the surface, communications were established when the search planes entered the area; and we received a report of the search before the plane left.

Off the north-east coast of Hainan we had numerous aircraft contacts, day and night. Several of these were positively identified as friendly but in no instance were we able to establish communications or get an IFF response. It would seem that the Army planes covering this area either guard radio frequencies with which we are not familiar, or guard the frequencies at their leisure.

Only one of these contacts was tentatively identified as enemy, and that one was not belligerent.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

H. TORPEDO ATTACKS:

None.

GUN ATTACKS:

None.

I. MINES:

None encountered.

J. ANTI-SUBMARINE MEASURES:

None.

K. MAJOR DEFECTS AND DAMAGE:

ENGINEERING DEP'T:- #2 EVAPORATOR: - On April 12th silver nitrate tests indicated salt water in the distillate of #2 Evaporator. Total coil hours at this time were 1281.8. Hours since cleaning and testing were 148. The unit was disassembled and pin holes were discovered in coils two and six. Coils five and six were so jammed together that they could not be separated. The holes were silver-soldered and the evaporator reassembled. Operation was normal and no further indications of salt water were noted.

#2 LOW PRESSURE BLOWER: - After surfacing on April 4th excessive sparking was noticed at the commutator of the blower motor. The motor was immediately secured. The inspection plates were pulled, the commutator cleaned and checked for high mica. A bar to bar check was made and two coils were discovered shorted together. This was traced to some loose solder between two coil connections at the risers. The connections were also loose. These were cleaned, resoldered, and coated with glyptal. Operation returned to normal.

ORDNANCE DEP'T:- A full voltage ground was discovered on one electric torpedo, Mk 18-1, register # 57076, battery serial # 1793 during the first battery charge of the torpedo after its receipt on board from the USS ANTHEDON, 26 March 1945. After following the normal preliminary procedure, this torpedo was put on charge at the 7 amp rate. After one hour of charge a full voltage ground was detected in the charging panel and traced to a section

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

K. MAJOR DEFECTS AND DAMAGE: - ORDNANCE: Cont'd

of the battery positive lead and charging plug lead between the battery compartment after bulkhead and the connection of the leads to the #6 field pole. At one point, the taped insulation on the leads was worn and wet and touching one of the bulkhead ribs. After cleaning thoroughly, the lead was retaped; the ground eliminated.

L. RADIO:

Only one missing serial - #56 - during last three days of March. None since.

Baker frequencies 4370 useless in patrol area. Heard only during early morning hours - too much static and interference to be read.

9250 kcs. best frequency for most of day and night but has heavy interference during first evening schedule - usually clears up by 1330 GCT - stays clear until 1630 GCT when voice transmission renders it unreliable for about an hour.

12630 kcs. very good during most of day and night. Usually fades during mid-day and after mid-night for two to three hour periods.

1617.0 kcs. very useful during early morning and afternoon.

Wopacc frequencies - Most subs use preliminary call up - sometimes losing as much as 30 minutes in calling in violation report. Procedure bad. These frequencies are very noisy - both static and other transmitters but are suitable for close range work.

VHF operation has been unsatisfactory in as much as we have been unable to work another station more than 3000 yards away. Reception ranges seem normal. Apparently fault lies in our transmitter. Unable to determine trouble.

No major casualties to either transmitting or receiving equipment. Receiver protective relay operation unsatisfactory.

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Subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

L. RADIO: - Cont'd:

The transmitter blower motor failed. Since frequency stability unaffected did not attempt repairs because surface operation made inadvisable to place transmitter in necessary inoperative and unstable condition.

M. RADAR: - SJ-1 - Operation:

The operation of the SJ-1 radar was satisfactory and reliable during the SIXTH war patrol. The equipment was used extensively for navigation as well as for normal searching.

Land ranges from forty two thousand yards on a six hundred foot island up to one hundred thousand yards on higher land were obtained. Second sweep land echoes were seen almost constantly while operating off Hainan, Indo-China and the China Coast. In addition to the normal second sweep echoes which appear fuzzy and narrow in bearing a "ghost" echo was seen on the morning of 24 April. This target first appeared at 10,800 yards; closed rapidly to 10,000 yards; remained at this range for about two minutes and then disappeared. The pulse rate was changed proving the contact to be a secondary echo. The pip covered more than ten degrees on the PPI and had the appearance of a large ship contact. Our position at the time: 20 - 45 N; 111 - 27 E.; contact bearing 225 true.

Aircraft contacts were made usually from twelve to twenty thousand yards. However, there were exceptions when planes closed to a shorter range before being picked up. Small sail boats averaged from seven to fifteen thousand yards, birds often appeared out to three thousand yards. The condition of the sea seemed to affect the operation of the radar in some cases. During rough weather the second sweep land echoes would usually disappear and the first sweep land ranges would be reduced. It was during periods of calm that the exceptional ranges were obtained. On the evening of 4 April a pip was seen close to the beach at a range of forty three thousand yards. Considering the range and the size of the pip the target seemed to be quite large. The range was closed. At twenty thousand yards the pip was still the same size. From fifteen thous-

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

M. RADAR: - SJ-1: - Operation: - Cont'd:

and yards the pip became weaker. It was just possible to keep contact at ten thousand yards. The target was finally identified as a sail boat. This phenomenon was believed due to favorable atmospheric conditions that probably produced air "ducts".

SJ-1 - Materiel:

There were no major breakdowns during the patrol. Only tube replacements and minor adjustments were necessary with one exception. On April 9th, during a routine check it was found that the trace on the "A" scope did not appear. The 2X2 tube in the range indicator was replaced correcting the trouble. On April 15th intermittent noise and high grass was seen on the "A" scope along with changes in intensity on the PPI. The 717A tubes in the Transmitter-Receiver were replaced and two of the IF tubes in the Range Indicator that seemed unusually noisy when knocked were also renewed. A new coax from the IF input jack on the front panel of the Range Indicator to the IF amplifier strip was also installed. Two condensers, C26 and C21.1, 21.2 seemed to be leaking badly and were also replaced. The trouble did not appear again. The flexible shaft that drives the PPI seemed to be broken or slipping on April 22nd as the PPI bearings and those of the bearing indicator did not agree. The trouble was due to the fitting on the PPI end of the shaft slipping on the flexible spring conductor of the shaft.

SD-4:

Good results were obtained from the SD-4. Planes were usually contacted between ten and twelve miles and were followed out in some cases to twenty miles. The megger readings on the SD mast dropped to below one megohm after several all day dives. The insulator at the top of the mast was cleaned by scraping and with alcohol and the reading went up to infinity. However, after long dives the resistance would again drop. The trouble was corrected by cleaning the insulator and then applying two heavy coats of glyptol to prevent water from entering the rubber cover of the insulator.

CONFIDENTIAL:

Subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

N. SOUND GEAR LISTENING RANGES:

| | |
|---------------------------------|---------------|
| CONTACT NO. | 1 |
| DATE | 9 April |
| TIME | 1738 (I) |
| WATER DEPTH (FATHOMS) | 65 |
| LATITUDE | 12 - 40 N |
| LONGITUDE | 109 - 26 E |
| COURSE | 000 T |
| SPEED | 2.5 knots |
| KEEL DEPTH | 63 feet |
| TYPE TARGET | Hospital Ship |
| TONNAGE | 9,500 |
| SPEED | Slow |
| TURN COUNT (RPM) | 180 |
| Type sound equip. in use by S/M | JK - QC |
| What did sound first pick up | Screws |
| In freq. band. | 15,0 |
| Maximum range contact held | 6,000 yards. |
| Maximum range - JP-1 | Not manned. |
| Range contact lost | 6,000 yards |

1. Sound conditions on the day of this contact were very bad, a ping range being attempted with no echo obtained.

2. There was only this one sound contact on this patrol - the JP-1 sound gear not being manned.

O. DENSITY LAYERS:

Due to the shallow water in which this patrol was conducted no bathythermographic data was obtained.

P. HEALTH, FOOD AND HABITABILITY:

General health was good. One man was on the sick list for a period of ten days due to cellulitis infection of the right knee which was very slow in re-

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Subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

P. HEALTH, FOOD AND HABITABILITY: - Cont'd:

sponding to treatment. One man received a lacerated wound on the top of the head caused by a torpedo tube door wrench falling on his head while he was working on the lower forward tube. Three sutures were required.

The quality of the food available at Subic Bay was much better than at Fremantle, W. A. The food was well prepared and the variety good throughout the patrol.

Q. PERSONNEL:

| | | |
|-----|---|----|
| (a) | No. of men on board | 76 |
| (b) | No. of men qualified at start of patrol | 61 |
| (c) | No. of men qualified at end of patrol | 70 |
| (d) | No. of unqualified men making 1st patrol | 6 |
| (e) | No. of men advanced in rating during patrol | 3 |

R. MILES STRAILED - - - FUEL USED

| | | |
|---------------|------|--------|
| Subic to area | 700 | 5,100 |
| In area | 7010 | 70,292 |
| Area to Subic | 764 | 5,400 |
| Total | 8474 | 80,792 |

S. DURATION:

| | |
|---|----|
| Days enroute ¹ from Subic Bay to Area: | 2 |
| Days in area | 29 |
| Days enroute ² Area to Subic Bay | 2 |
| Total | 33 |
| Days submerged | 10 |

T. FACTORS OF ENDURANCE REMAINING:

| <u>TORPEDOES:</u> | <u>FUEL</u> | <u>PROVISIONS</u> | <u>PERSONNEL FACTOR</u> |
|-------------------|-------------|-------------------|-------------------------|
| 25 | 35,000 | 30 days | 15 days |

Limiting factor; - Patrol terminated by order of CTF 71.

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U. RADIO AND RADAR COUNTERMEASURES:

During the entire patrol run the operation of the SPA-1 and the APR-1 was very satisfactory.

There were no major breakdowns in the equipment. The gear was out of operation only one half hour during the entire patrol. The cause of this was the inoperation of the power training motor due to the breaking of two leads to the reversing switch. This trouble was corrected by replacing leads and switch.

It was found that the TN-2 unit was picking up second harmonic frequencies and also frequencies created by the 30 mc. JF frequency. This was found by experimenting with the TN-1 unit. Using this unit the contact came in much stronger than with the TN-2.

During the patrol many land-based radar contacts but no shipborne radar contacts were encountered.

The gear was operated in conjunction with the SD-4 radar. This making the operation of the APR-1 and the SPA-1 almost continuous.

| | |
|--|------|
| Total hours of operation for equipment | 1428 |
| Total hours of operation this patrol | 577 |
| Total number of contacts this patrol | 31 |

ENEMY APR CONTACTS:

| TIME DATE | LAT LONG | CRSE SPD | DIAL READINGS | PULSE PRF | STREN- WIDTH | GTH |
|--|---------------------|-------------|------------------|--------------|-----------------|-----|
| 2115 (I) 3-27 | 14-57 N 115-43 E | 270 17 | 180 mc | 250 7 | 3 | |
| Steady signal. Square pulse. Swung ship and contact faded out. Possible friendly aircraft. | | | | | | |
| 1450 (I) 3-28 | 13-56 N 111-55 E | 270 14 | 180 mc. | 85 7 | 2 | |
| Pulse rate not accurate. Possible aircraft. | | | | | | |
| 0510 (H) 3-29 | 13-33N 109-46 E | 310 15 | 150 mc | 1000 10 | 5 | |
| Possible aircraft. Steady. Later keyed. | | | | | | |
| 0505 (H) | 13-02 N 109-43 E | 000 12 | 158 mc. | 800 10 | 5 | |
| Keyed at irregular intervals. Possible aircraft. | | | | | | |

CONFIDENTIAL:Subject: U.S.S. BASHAW (SS241) - Report of SIXTH
war patrol.ENEMY AFR CONTACTS: - Cont'd:

| TIME DATE | LAT LONG | CRSE SPD | DIAL READINGS | PRF | PULSE WIDTH | STREN- GTH. |
|--|----------------------|-------------|------------------|-----|----------------|----------------|
| 0515 (H) 4-7 | 12 -17 N 109-37 E | 220 14 | 162 mc. | 400 | 8 | 5 |
| Sweeping. 40 second intervals. | | | | | | |
| 0930 (H) 4-7 | 12-14 N 109-42 E | 180 12 | 105 mc. | 250 | 40 | 3 |
| Weak. Sweeping. 2 minute intervals. Very wide pulse. Possible land based. | | | | | | |
| 1835 (H) 4-7 | 12-17 N 109-37 E | 270 12 | 162 mcs. | 400 | 8 | 5 |
| Same as 0515 contact on 4-7. 4 rpm. | | | | | | |
| 0940 (H) 4-8 | 11-52 N 109-48 E | 350 10 | 162 mcs. | 400 | 8 | 3 |
| Possible land based. | | | | | | |
| 2300 (H) 4-9 | 12-37 N 109-34 E | 005 10 | 105 mcs | 250 | 40 | 3 |
| Weak. Seemed to be a very slow sweep. Wide pulse. | | | | | | |
| 0830 (H) 4-11 | 12-18 N 109-41 E | 180 10 | 162 mcs. | 400 | 8 | 3 |
| Sweeping. Weak. Possible land based. | | | | | | |
| 0930 (H) 4-11 | 12-10 N 109-41 E | 180 10 | 105 mcs. | 250 | 40 | 3 |
| Same as 4-9 - 2300 | | | | | | |
| 1816 (H) 4-11 | 12-05 N 109-37 E | 000 10 | 152 mcs. | 400 | 8 | 5 |
| S5 on first contact. Same as 0510 on 4-7. | | | | | | |
| 0900 (H) 4-12 | 12-17 N 109-44 E | 140 10 | 162 mcs. | 400 | 8 | 3 |
| Weak when first picked up. Increased rapidly to S3. Same as 1816 on 4-11. | | | | | | |
| 1800 (H) 4-12 | 12-25 N 109-45 E | 180 10 | 162 mcs. | 400 | 8 | 5 |
| Same as 0515 on 4-7. | | | | | | |
| 0915 (H) 4-12 | 12-17 N 109-44 E | 140 10 | 105 mcs. | 250 | 40 | 3 |
| Same as 2300 on 4-9. | | | | | | |

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Subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

ENEMY APR CONTACTS: - Cont'd:

| TIME DATE | LAT LONG | CRSM SPD | DIAL READINGS | PRF | PULSE WIDTH | STRENGTH |
|--|---------------------|-----------|---------------|------|-------------|----------|
| 0930 (H) 4-13 | 13-21 N 109-53 E | 030 10 | 105 mes. | 250 | 40 | 3 |
| Weak. Sweeping. Same as 2300 on 4-9. | | | | | | |
| 2030 (H) 4-18 | 17-47 N 109-55 E | 040 14 | 154 mes. | 300 | 7 | 5 |
| 30 sec. sweeping contact. Very strong. Possible land based. Not picked up during last patrol run in same area. | | | | | | |
| 2130 (H) 4-18 | 17-54 N 109-55 E | 140 14 | 198 mes. | 1300 | 10 | 3 |
| Very fast sweep. Wide pulse. Square. | | | | | | |
| 1330 (H) 4-19 | 20-30 N 111-30 E | 000 10 | 182 mes. | 200 | 10 | 5 |
| Steady signal. Possible aircraft. | | | | | | |
| 1445 (H) 4-19 | 20-54 N 111-36 E | 000 14 | 109 mes. | 350 | 18 | 2 |
| Sweeping slowly. | | | | | | |
| 1445 (H) 4-19 | 20-54 N 111-36 E | 000 14 | 167 mes. | 350 | 7 | 3 |
| Sweeping slowly. | | | | | | |
| 2000 (H) 4-19 | 21-15 N 112-37 E | 255 14 | 162 mes. | 300 | 7 | 3 |
| Slow. Sweeping. Possible land based. | | | | | | |
| 1030 (I) 4-21 | 21-01 N 111-51 E | 080 14 | 167 mes. | 350 | 7 | 3 |
| This contact trained on us steady for two minutes then was keyed in dots and dashes which looked like code; then was keyed very steady; then keyed off. Friendly sub in vicinity at the time. Also possible friendly aircraft radar. | | | | | | |
| 1145 (I) 4-21 | 21-02 N 112-05 E | 080 14 | 162 mes. | 300 | 7 | 3 |
| Weak. Sweeping. Possible land based. | | | | | | |

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Subject: U.S.S. BASHAW (SS241) - Report of SIXTH war patrol.

ENEMY APR CONTACTS: - Cont'd:

| TIME DATE | LAT LONG | CRSE SPD | DIAL READINGS | PRF | PULSE WIDTH | STREN-GTH. |
|---|---------------------|-----------|---------------|------|-------------|------------|
| 1500 (I) 4-21 | 21-34 N 112-52 E | 090 14 | 167 mcs. | 350 | 7 | 3 |
| Weak. Same as 1030 on 4-21. | | | | | | |
| 2300 (I) 4-21 | 21-06 N 111-41 E | 070 14 | 130 mcs. | 2000 | (n) | 5 |
| Possible confusion with VHF transmission or noise. | | | | | | |
| 1600 (I) 4-22 | 21-10 N 112-30 E | 070 14 | 167 mcs. | 350 | 7 | 3 |
| Same as 1030 on 4-21. Possible harmonic of 81 mcs. | | | | | | |
| 1945 (I) 4-23 | 19-39 N 111-20 E | 180 14 | 109 mcs. | 350 | 20 | 3 |
| Very slow sweep. Possible land based. Sweeping for one minute duration. Square pulse. | | | | | | |
| 0445 (I) 4-24 | 20-55 N 111-28 E | 000 15 | 81 mcs. | 350 | 30 | 3 |
| Possible land based. Also on 108 mcs. 30 mcs. IF. | | | | | | |
| 0625 (I) 4-24 | 20-43 N 111-29 E | 180 14 | 80 mcs. | 350 | 8 | 5 |
| Possible land based. Also on 157 mcs. | | | | | | |
| 1100 (I) 4-24 | 20-38 N 111-30 E | 000 14 | 157 mcs. | 300 | 7 | 3 |
| Weak. Sweeping. | | | | | | |

V. REMARKS:

There was absolutely no traffic along the east coast of Indo-China while we were there. The same is true of the east coast of Hainan. Any traffic which might have passed west of Hainan hugged the coast in the shallow water of the blind bombing zone, out of the reach of submarines.

While from the overall point of view it is encouraging to know that Japan's sea lanes between the empire and the Indies are definitely severed, it certainly makes for a disappointing submarine patrol.

Serial ()

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FIRST ENDORSEMENT to
U.S.S. BASHAW (SS241)
conf. ltr. SS241/S16 serial
(014) dated 29 April 1945.

From: The Commander Submarine Squadron TWENTY-SIX.
To: The Commander-in-Chief, United States Fleet.
Via: (1) The Commander Submarines, Seventh Fleet.
(2) The Commander Seventh Fleet.

Subject: U.S.S. BASHAW (SS241) - Report of Sixth War Patrol.

1. The sixth war patrol of U.S.S. BASHAW (SS241) was conducted in the SOUTH CHINA SEA off the east coast of FRENCH INDO CHINA and in the area east of HAINAN and south of KWANGTUNG. The first part of the patrol was coordinated with BLUEBACK (Pack commander), BE GULL, BLUEGILL, and CROAKER. The patrol lasted for 34 days, four of which were spent enroute to and from SUBIC; 10 days were spent submerged.

2. Despite thorough area coverage and close in patrol of coastal traffic lanes no contacts worthy of torpedo fire were made. Three properly marked enemy hospital ships were sighted. The lack of enemy air activity off the INDO CHINA coast is noteworthy.

3. Excess torpedoes and critical spares will be removed, voyage repairs will be completed and BASHAW will return to the United States for navy yard overhaul.

4. The squadron commander regrets the lack of targets encountered during this well conducted patrol and wishes the personnel of BASHAW a successful "Golden Gate Patrol" and an enjoyable period of well earned relaxation from combat.

E. E. Bacon, Jr.
E. E. BACON, Jr.

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UNITED STATES NAVY

11/hn

Serial 0134-A

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

25 June 1945.

SECOND ENDORSEMENT to:
USS BASHAW Conf. Ltr.
Al6 Serial 014, dated 29
April 1945. Report of
Sixth War Patrol.

From: The Commander Submarines SEVENTH FLEET.
To: The Commander in Chief, UNITED STATES FLEET.
Via: The Commander SEVENTH FLEET.
Subject: U.S.S. BASHAW (SS241) - Report of Sixth War Patrol,
Comment on.

1. The Sixth War Patrol of the BASHAW, under the command of Lieutenant Commander HOME S. SIMPSON, (DE), U.S.N.R., was conducted in the SOUTH CHINA SEA off the Coast of INDO-CHINA and East of HAINAN. From 29 March to 17 April BASHAW was a member of the BLUEBACK and the BLUEGILL Coordinated Groups.

2. No enemy contacts were made on this patrol. Two hospital ships constituted the sum total of all traffic which the enemy essayed to move along the INDO-CHINA Coast during the period that BASHAW constituted one of the submarine blockade units of that traffic route. The lack of contacts is proof of the efficiency of BASHAW and other submarines and aircraft involved in this blockade.

3. From 18 April to 27 April BASHAW was assigned duties on the lifeguard stations in the HAINAN Area. No rescue services were required.

4. The award of the Submarine Combat Insignia is not authorized for this patrol.

5. The Force Commander congratulates the Commanding Officer, Officers and Crew of the BASHAW on their completion of this arduous patrol during which ten days were spent on lifeguard station and an intensive search for enemy traffic was constantly maintained.

JAMES WILFE.

Serial 0134-A~~CONFIDENTIAL~~

25 June 1945.

SECOND ENDORSEMENT to:
 USS BASHAW Conf. Ltr.
 A16 Serial 014, dated 29
 April 1945. Report of
 Sixth War Patrol.

Subject: U.S.S. BASHAW (SS241) - Report of Sixth War Patrol,
 Comment on.

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THIS REPORT WILL BE DESTROYED PRIOR
 TO ENTRY INTO ENEMY CONTROLLED WATERS.

J. B. Miller
 J. B. MILLER,
 Flag Secretary.