

HISTORY OF USS DACE (SS 247)

The Electric Boat Company of Groton, Connecticut, laid the keel of hull number SS 247 in their new Victory Yard on July 22, 1942.

April 25, 1943, Mrs. O. Pomeroy Robinson christened this hull the DACE and sent her sliding into the waters of the Thames River -- the first submarine to be launched at the Victory Yard.

Three officers and about ten members of the crew of the DACE were present for the launching. Her prospective commanding officer was Lieutenant Commander J.F. Enright, Naval Academy class of 1933. Her Executive Officer was Lieutenant Commander W.G. Holman, Class of 1936. Other officers assigned to the ship were: Lieutenant C.R. Clark, Jr., USN, Engineering Officer; Lieutenant H.D. Thorton, USNR, gunnery officer; Lieutenant (junior grade) F.P. Thomas, USN, Commissary Officer; Ensign E.T. Jones, USN, Assistant Engineering Officer; and Ensign C.C. Erhard, USNR, Communications Officer.

On July 23, 1943, Captain W.W. Foster, of the Electric Boat Company, got the DACE underway and brought her alongside the pier at the U.S. Submarine Base, New London. The officers and crew, dressed in blues waited silently on the dock for their ship. At 1700, that afternoon, they marched aboard. After a brief ceremony the ship was formally handed over to the crew.

The next two weeks were spent in the New London area.

Over fifty per cent of the crew were green hands, fresh from Submarine School. Only seventeen men had ever been on a war patrol before. Full advantage had to be taken of this period to organize this outfit into coordinated submarine crew.

On August 9, 1943, the USS DACE went to sea for the first time on a short trip to Newport, Rhode Island. She spent a few days there test firing torpedoes then returned to New London. Prior to her arrival she made her first deep dive, without incident.

On September 6, 1943, the DACE got underway for Pearl Harbor. She stopped for a few days at the Submarine Base, Colon, Canal Zone, then completed her trip.

On October 3, the USS DACE arrived at Pearl Harbor. For two and a half weeks she went through the tests, drills, and exercises prescribed by Commander Submarines, Pacific Fleet, to prepare her for war. Finally, on October 20, heavily laden with torpedoes, fuel, ammunition and food, the DACE set sail on War Patrol Number One.

WAR PATROL NUMBER ONE

The USS DACE stopped at Midway from October 24-27 in order to repair one engine. On October 27, she crossed the 180th meridian for the first time. On the 31st, the barometer started dropping. On November 2, it dropped 18 points in seven hours and the DACE encountered her first heavy weather.

On the 4th, she entered her patrol area which was off the coast of the southern-most Japanese island. For several days she patrolled the area submerged in the daytime and surfaced at night.

First contact was made the night of November 7, while on the surface. There seemed to be two large ships and two small ones. The target fired at was similar to the KYAKKO MARU of 6,783 tons. One hit was felt and lots of black smoke poured out of the targets stack.

The DACE returned for a second attack but this time a large oiler with two escorts loomed up ahead. One of the escorts challenged her. She ignored the challenge and fired more torpedoes -- no results. The Japs flashed search-lights and dropped depth charges but the DACE had cleared the area on the surface.

The patrol continued off the coast of MIKI SAKI. Numerous planes and a few small picket boats were sighted but nothing worth-while.

On November 11, the USS DACE surfaced early in the evening in the bright moonlight. At 2130, a patrol boat was sighted. The DACE turned away and tried to open the range. The patrol boat now was revealed as a destroyer which commenced chasing. When the destroyer had closed the DACE to 6,000 yards, the submarine fired a spread of torpedoes. The Japs did not make the expected final dive so the DACE submerged -- and fast. The Jap rushed over the top and dropped four depth charges -- not close, then continued away at high speed.

Days of routine patrolling went by. Planes were sighted and evaded by diving. Small picket boats were always present, but no worth while targets were sighted.

On November 14, she shifted to the southern part of the area and about midnight sighted HACHIJO JIMA about 40 miles away.

At the break of dawn on the 15th, an aircraft carrier of the SHOKAKU-class, and at least three destroyers passed just outside of torpedo range. It was impossible to get closer to them while the boat was submerged.

On the 19th, at about 1800, while the ship was submerged a tanker and an escort were sighted. Everything looked good for a submerged attack but the Japs became suspicious and the tanker turned away. The escort located the DACE and attacked. The first depth charge was close, light bulbs broke, cork flew off the bulkheads, and few cables were pushed further into the ship.

Within an hour three more patrol boats joined the fun and tried to relocate the DACE. Fourteen more depth charges were dropped -- none very close. About 2100, the patrol boats gave up and left the vicinity. The DACE surfaced at 2315, found herself alone so she cleared the area.

The DACE remained in her area but out of sight of land on a shipping lane for the next few days. One small ship, possibly a "Q" ship and one CHIDORI were sighted at a distance but no worth-while contacts appeared.

Finally on December 4, the DACE was ordered back to Midway for rest and refit.

The combat insignia was not authorized for this patrol at this time. The Patrol lasted for 53 days.

The refit for the second patrol was started on December 11th while the crew rested on Midway.

On December 28, Lieutenant Commander J.F. Enright, USN, was relieved as Commanding Officer by Lieutenant Commander B.D. Claggett, U.S. Naval Academy Class of 1935. From December 29 through January 4, 1944, the new Commanding Officer trained his crew in and around Midway. During this time Vice Admiral C.A. Lockwood, Jr., USN, spent a day on the DACE observing the training exercises. January 7, the ship was completely loaded and sent out on her second war patrol.

From January 7 to 18, daily drills and dives were held for training purposes. A few plane contacts were made but the submarine was evidently undetected. On the 15th, the DACE was transferred to the operational command of Task Force 72. On the 18th the DACE entered her assigned area located between the Bismarck Archipelago and the Caroline Islands.

From the 18th to the 26th, the ship patrolled her area on the surface. Once a lot of wreckage and a lifeboat were sighted, and once six Jap planes were seen. On the 23rd, Pulosuk Island was sighted about 30 miles away. On the 24th, the area off Manila Reef was patrolled on the Palau-Truk shipping route.

Contact was established the night of the 26th on a large tanker with two escorts. For three hours the group was tracked in order to determine their course and speed. The DACE turned in to attack. Unfortunately, one of the escorts complicated the attack by interposing itself between the sub and the main target. The sub passed successfully behind the escort and fired torpedoes at the tanker. A couple of minutes later two violent explosions shook the sub but no flashes were seen because of rain squall. The target fired two red rockets. Three more explosions were then heard. The DACE turned away with one escort, which appeared to be a destroyer, chasing her. For a long time the destroyer stayed about a mile and a half dead astern then it seemed to give up the chase and left.

The DACE then went back after the target which was still on the surface and making about 16 knots. The sub was unable to catch up with her before daylight, so the chase was abandoned and normal patrol routine resumed.

On the 28th, the sub started working her way slowly to Tulagi for fuel. A couple of friendly subs were encountered and several aircraft were detected. On February 2, the DACE arrived in Tulagi and commenced fueling and minor voyage repairs. On the third, she got underway again for patrol south of the Caroline Islands near Truk. Three or four of the usual plane contacts were made but none noticed the DAVE because she dived out of sight.

From February 6, to 11, the submarine patrolled her area on the surface and dived two or three times a day to avoid the numerous aircraft in that particular area.

On the 11th, a convoy of five ships were contacted but because it was impossible to close them the DACE lost contact and tried to intercept them further along their possible track. Two hours later they were contacted again but closer investigation showed that they were small and not worthy of torpedo fire. Tracking was discontinued.

From the 12th to 17th, she conducted her patrol off of Helene Shoals.

On the 17th, the DACE moved to a patrol area west of Truk near Pulusuk Island. Several plane contacts were made.

On February 22nd, she exchanged signals with the USS PERMIT. At midnight, that same day, the DACE received orders to return to Milne Bay, New Guinea.

Enroute to Milne Bay, she met the USS DARTER and the two subs proceeded in company the rest of the way.

This patrol also was not successful and the combat insignia was not authorized. The patrol lasted 49 days.

WAR PATROL NUMBER THREE

After a two week rest period spent at Camp Beeman, Milne Bay the officers and crew returned to the DACE on March 11th much refreshed. The DACE was ready for sea on March 16. She got underway on her third war patrol in company with the USS FLOUNDER and escorted by the USS BACHE. On March 18, she arrived at Langemak Bay to pick up passengers for special missions. She then departed for her area late the same afternoon.

After reconnoitering the coast near Hollandia, Netherlands New Guinea, at close range for two days and a night, the DACE closed in on the surface, after dark, March 23rd. During this period the DACE had taken many photographs and made sketches of the coast and surrounding terrain. At 2315, she put off five commandos in a rubber boat -- distance to the beach one mile. At 0213 March 24th, she put off two more boats with six commandos.

For the next two days the DACE took pictures of the coast, sighting nothing but a hospital ship and an occasional patrol boat.

Upon completing these missions the ship returned to Seeadler Harbor, Admiralty Islands for fuel arriving midday the 27th. The next day she headed out once more bound for the patrol area. On March 31, she received a two-bomb straddle from a Jap bomber which dived out of the clouds. On April 4th, the DACE sighted an aircraft carrier leaving Davao Gulf but could not close to attack. At 0012 April 6th, the DACE contacted a task force of three Jap cruisers and four destroyers. Two torpedoes were fired at each cruiser at 0042. There were no hits. At 0130 the next morning, the DACE contacted an escorted freighter, but after a prolonged chase, the sub was detected and received three depth charges. She was unable to attack.

The DACE received orders April 10th to meet the badly damaged USS SCAMP, and escort her home. That evening contact was established and the DACE and the SCAMP commenced their long trek back to the base, arriving at Seeadler Harbor April 16th. On April 19th, the DACE got underway for patrol once again.

During this time the DACE had a very interesting experience. The ship made a routine dive to evade a Jap plane. Due to the excitement of the moment and temporary loss of power the boat nosed gently over to an angle of 52 degrees. Everyone was forced down to the forward bulkhead. The Chief Radioman, J.H. Jemison, USN, slid out of the radio shack, inadvertently grabbed the knocker valve on the high pressure air manifold and blew the main ballast tanks. The Captain ordered all back full. Control was regained just before the boat breached so that she stayed out of sight under the surface.

That same day another emergency dive ended up with a 37 degree down angle. It seemed to be the day for steep dives. Everything stayed under control from then on, and the ship regained her normal stability. There was no further excitement until the 26th when a periscope was sighted. This was avoided.

The evening of the 27th, several destroyers were contacted but they got away. On May 2nd, the DACE chased for several hours a large tanker escorted by two destroyers. Hampered by reduced speed due to a generator casualty, and impending dawn, the DACE fired five torpedoes at the tanker from long range. Unfortunately there were no hits, and close gun fire from the escorts drove the DACE off. One fairly close depth charge was dropped."

That afternoon, after a long and nerve-racking patrol, the DACE headed for home, and arrived at Brisbane, Australia, May 13, 1944.

This patrol was considered successful for purposes of awarding the Submarine Combat Insignia. The patrol lasted 59 days.

WAR PATROL NUMBER FOUR

After a 30-day refit, including two weeks leave in Brisbane, Sydney, and environs, the DACE was ready for sea. She headed north June 13th with a new Executive Office, Lieutenant Commander R.C. Benitez, USN. Various training exercises were conducted under Commander C.C. Burlingame, USN. She arrived at Seeadler Harbor in the Admiralties June 20th. The next day, the DACE departed for her area and on the way opened the "ACEY DACE" Movie Theater with a showing of "No Time For Love." June 26th, she entered the area and commenced hunting Japs in earnest.

The DACE patrolled submerged close to the Mindanao Coast during the day and on the surface at night. Many contacts were made, all of which either got away or were too small to be worth-while targets. The great number of planes contacted indicated considerable activity in Davao Gulf. Finally on July 9th, the DACE made a submerged attack on a large transport with two escorts. She scored at least three hits. Various countermeasures made observation of final results impossible. A total of 43 depth charges were dropped, too close for comfort, but not close enough for severe damage.

On July 16th, the DACE penetrated Sarangani Bay and took periscope photographs. At dawn, July 20 off Port Lebak, she contacted a well escorted tanker which passed just out of range. Surfacing later that morning the DACE started a long and hazardous chase in full view of the shore. The target was not seen again and the disappointment was intense.

Just after dawn July 26 smoke was seen on the horizon. This contact was chased all day, the DACE being forced to submerge eight times to avoid detection by planes. That night after dark contact was re-established and at 0049, the next morning, the DACE attacked on the surface. Ten torpedoes were fired into a convoy of three ships and six escorts -- one ship was sunk. The DACE was forced to submerge to avoid being rammed. Twenty-six depth charges were dropped.

The afternoon of July 31st, a submerged attack was made on a small unescorted freighter. One hit sank it at once but another torpedo exploded prematurely just outside the ship. It shook the boat and shattered light bulbs and gauge faces. The next morning the last four torpedoes were fired at a medium-sized freighter with four escorts. The freighter nimbly dodged all torpedoes while the escorts climbed on the DACE to the tune of 10 close depth charges. Later that morning the DACE, having expended all torpedoes, headed for the "barn." She arrived at Seeadler Harbor, August 6th, and left for Brisbane the next day. The DACE ran through very heavy weather in the Coral Sea, but arrived safely in Brisbane, Australia, on August 12th.

This patrol was successful for purposes of awarding the Submarine Combat Insignia. The duration of the patrol was 60 days.

WAR PATROL NUMBER FIVE

Two hectic weeks of renewing acquaintance and visiting in Sydney, Toowoomba, Southport, Coolangatta, Redcliffe and other areas along the east coast of Australia finally terminated with the announcement that the DACE had received an excellent refit and was ready for her fifth war patrol.

On September 1st, under the command of Commander B.D. Claggett, in company with the USS DARTER and escorts, the DACE departed from Brisbane. That same evening, while making a trim dive, a submerged object jarred the boat. Next morning an investigation with shallow-water diving apparatus revealed that the sonar head would be inoperative for the rest of the trip. Commander R.H. Crane, USN, training officer came aboard September 4th, and observed all battle and emergency drills for two days. Finally on the 10th, the DACE moored alongside the USS COUCAL at Darwin to replenish food and fuel. After an uneventful transit of Banka Passage the patrol area was reached and the DACE commenced mine sweeping operations. With 20-millimeter gun fire she sank six drifting type mines and exploded one moored type (parts of which became firmly imbedded in the desk, and narrowly missed the Officer of the Deck). Reconnaissance and mine-sweeping assignments terminated on the 27th, when we moored alongside the USS ORION in Mios Qoendi Lagoon, Schouten Islands.

An untimely casualty to the master gyro compass forced the DACE into the "Reluctant Dragon Club" and departure was delayed until October 3. She then proceeded via Sibutu and East Ape Pass and reached the assigned area of Palawan Passage and Balabac Strait on October 10. The 13th proved a lucky day when a seven ship convoy of tankers and freighters with two destroyers escorting was sighted. Shortly after midnight on the 14th (after the navigator labored over charts, bearings, soundings, and ranges) the DACE had firmly established her position inside a treacherous area of reefs, shoals and islands and proceeded to attack. While firing (on the surface) one torpedo ran erratic and only expert maneuvering allowed the boat to continue the attack and avoid her own torpedo which porpoised and circled and threatened the DACE's existence. Torpedo explosions in the targets alerted the destroyers and their tracers streaked through the air but no splashes of falling enemy shells were noticed. The DACE cleared the area at full speed to reload. Results of this attack were one 10,000-ton tanker sunk and one 7,500 ton transport sunk. Approaching daylight forced the ship to leave the hazardous area. On the 19th, two nosey, alert, Jap anti-submarine destroyers avoided our torpedoes and promptly retaliated with depth charges. Again shortly after midnight on the 22nd, while exchanging information with the USS DARTER, the radar contacted high speed enemy ships -- definite indication of men-of-war. In conjunction with the DARTER the DACE, making maximum speed on the surface, set a course to intercept these desirable targets. But the enemy's radical change of course plus the advantage of greater speed permitted him to escape untouched and unseen.

Our orders were to return to the base. However the Skipper had that "funny-feeling in his bones" and requested that the DACE be given permission to extend her time in the "hot spot." The next night (and again minutes after midnight) while talking to the DARTER, a long range radar contact put us in pursuit of the enemy. In this instance a failure in our most vital piece of equipment caused us to lose touch with our future targets. Teamwork on the part of the DARTER and our communication set-up permitted us to continue our chase. Meanwhile the expertly trained technicians worked "like mad" and in a short time had our equipment back in shape. At about 0200, an enemy task force of 12 big and important men-of-war surrounded by fast, cautious "tin-cans" was being plotted and recorded. So the Old-Man's hunch had materialized and the DACE and DARTER were making preparations for the big event to take place at dawn.

The DARTER made the first run and did a beautiful job of destroying Jap men-of-war. Shortly thereafter the DACE expertly executed attack at dawn which cost the Japs their biggest heavy-cruiser--the MAYA. Of course a destroyer counter attack followed and the noise of torpedoes, the cruiser's magazines exploding, the depth charging, and the sinking ships' breaking up noises were terrific. The same night a crippled heavy cruiser with two torpedoes was trying to seek the safety of a nearby port, but the two subs had other thoughts for that choice target so plans were made accordingly. Around midnight the DARTER went aground on Bombay Shoal. At 0140 on the 24th, with the DARTER still aground, the attack was broken off so that the DACE could stand by to render any services possible.

When it was recognized that the DARTER couldn't be saved only one alternative was left -- rescue the personnel. Hurriedly the DARTER crew was transferred in small rubber boats through surf and breakers to the DACE. On the last trip the Commanding Officer of the DARTER came aboard and the final destruction of the unfortunate DARTER was planned. While this job was being accomplished using torpedoes and guns and enemy plane appeared and dropped a couple of bombs. Luckily she selected the DARTER as his target. This interruption forced a stop to her destruction. So, with two full submarine crews aboard an already over-crowded sub, she proceeded to Freemantle, Western Australia. These two crews were together in one submarine for two weeks.

This patrol was successful for purposes of awarding the Submarine Combat Insignia. The duration of this patrol was 67 days.

At Freemantle, Western Australia, an excellent refit of normal duration, conducted by the USS EURYALE, was completed and the DACE was ready for her sixth war patrol. On November 21st, Commander B.D. Claggett (after four patrols as Commanding Officer) was relieved by Commander O.R. Cole, Jr., USN.

December second the DACE in company with the USS BERGALL starting her run which took her to Exmouth Gulf, Western Australia, and through Lombok Straits. DACE and BERGALL parted company while DACE doubled back to investigate a radar contact. Then the DACE proceeded along the Singapore -- Hong-Kong trade route with the hopes of intercepting some enemy traffic. This hope wasn't realized so the DACE continued on to Pulau Gambir. The channel between Pulau Gambir and the mainland was an excellent night refuge for shipping so the DACE was assigned the task of making that spot less desirable. After the many hours the navigator spent in determining currents, depths, reefs, the task of mining this channel was started at 0330 on December 16th, and was completed one hour and fifteen minutes later. Later that afternoon loud explosions were heard but the heavy seas prevented any visual verification of what the DACE thought to be the results of an effectively mined area.

The next assignment was the area off Camranh Bay. Heavy seas and strong wind made for a miserable existence. Submerged patrolling proved difficult because of the sea conditions. On the 19th, a convoy of five large ships with three escorts was sighted and the attack started. Bad weather was certainly in the enemy's favor. At times the targets could not be seen and again the periscopes would be exposed too much. Depth control was difficult but expertly handled. Just as the first torpedo was to be sent on its way, a series of four depth charges or bombs went off which shook the boat violently, and cork and paint chips filtered down from the overhead. More depth charges followed the initial pattern, starting some oil leaks, causing light bulbs to break, and more paint and cork to fall. The DACE decided to break off the attack and evade. She hit bottom, and while resting there anxiously waiting for the escorts to go away, the strong current took charge, and carried the DACE bumping, turning, scraping and clanking along the bottom. How the boat avoided being detected will never be known. She surfaced, after making some repairs and proceeded to an area farther north. At 0459, on the 21st, another contact put us in hot pursuit of the enemy, but after closing the range she decided the target was too small and an unsuccessful attack would only divulge her position, so the sub abandoned the chase. The enemy had another idea and promptly proceeded to launch his own attack. The DACE outdistanced the chaser without being recognized or seen and dove to definitely lose him. On that dive a main engine was flooded so she surfaced at 0750 and located the trouble. At 0100 on the 22nd, while heading into the seas at slow speed, the topside damage was repaired and the engine was put back in commission. During the next few days numerous contacts were made which were either impossible to attack or too small to do anything about. Christmas Day was just another day of patrol except that the cook and baker did an excellent job of preparing a delicious and unforgettable dinner.

While running on the surface many floating mines were detected so the lookouts were doubly cautious. On the 28th, another opportunity presents itself -- this one resulting in sinking one medium freighter of 4,000 tons and damaging one medium freighter of 4,000 tons. In the days that followed, planes and small ships were contacted but not targets of any size worthy of torpedoes were sighted so our presence remained a secret.

December 31st, a worth, -while periscope contact of two columns of ships was made at 1000. The Captain's plan was to avoid the ever-closing escorts which were shielding the group and to locate himself between the two columns. While trying to keep in close touch with all the ships and still keep our presence unknown the Captain sighted planes -- which served to increase to our already numerous interferences. Intense anti-submarine measures were being employed by the protectors of the Japanese ships so the Skipper had to be extremely careful. Fortunately for the Japs and unfortunately for the DACE, an escort carrier (which was the target singled out for her attack) was at an excessive range for our torpedoes -- or else sighted and avoided our torpedoes, and consequently got away untouched. A plane dropped a depth bomb but his aim was off, so no damage was done. At 1233, while making preparations for surfacing another bomb was dropped -- this one also not too close. After surfacing at 1433, we set out to run down the evasive targets but a plane, forced us to dive two minutes later and again a depth charge was felt -- but wasn't close either. In the next hour or so more depth charges were dropped -- but fortunately none did any damage.

The next few days were spent in normal patrol and on January 7th, the DACE made preparations for the trip to Saipan. On the 8th, two suspicious vessels which were investigated, proved to be Chinese junks. They were left untouched. On January 17th, the DACE reached Saipan and moored alongside the USS SKIPJACK alongside the USS FULTON. On the 18th, the DACE departed Saipan enroute Pearl Harbor, where she arrived on the twenty-eighth.

The patrol was successful for purposes of awarding the Submarine Combat Insignia. The duration of this patrol was 58 days.

On January 28th, 1945, the DACE arrived in Pearl Harbor where she received voyage repairs. She then proceeded to the San Francisco Bay Area for her first Navy Yard overhaul.

From February 8th, until April 25th, the ship underwent a complete and satisfactory overhaul at the Submarine Repair Basin, Bethlehem Steel Company. During this period all personnel and offices were given 30 days leave and were transferred and new men reported aboard. Lieutenant Commander R.C. Benitez, USN, was relieved as Executive Officer and Navigator by Lieutenant F.J. Ruder, USN, on March 12, 1945.

April 26th, the DACE departed San Francisco enroute Pearl Harbor in company with the USS WHALE.

The two subs arrived Pearl Harbor on May fifth. For six days they under-went a voyage refit then started the training period with Captain C.C. Burlingame, USN, as training officer.

The seventh war patrol started May 25th. Two subs, the DACE and the USS CABEZON, left for the cold waters of the Kuriles Islands.

On the 29th, they laid over at Midway for fuel and supplies

From April 30th, till June 7th, the two ships, enroute to station, conducted training exercises and drills individually and together. The evening of the 7th, they separated and headed in for their patrol stations. The DACE closed the coast that night and dived in Kunashiro (Channel) between the islands of Shikotan and Kunashiri.

Early that morning two sailing vessels were sighted through the periscope. The DACE tracked them with difficulty in the ever thickening fog. Finally preparations were made and at 0945, she surfaced in smooth water in a fog with Japanese islands only a few miles on either side of them. At a range of only 1600 yards she opened fire with her five-inch gun and automatic weapons.

The first shot from the forward gun hit the largest sailing vessel in the bow. In a couple of minutes, a five-inch shell which hit amidships started a roaring fire. Jap flags painted on the side made perfect targets for the gun crews. The DACE closed in to 500 yards and made certain the destruction was complete. She then turned her attention to the other sailing vessel.

A small rowboat with one or maybe two survivors was being rowed furiously into the fog towards the nearest beach. The second vessel was completely deserted. In a few minutes it too was reduced to a smouldering wreck.

By this time, the fog had cleared enough so that the nearby shores were visible. The DACE moved away from the scene of the wreckage, then dived.

This was the first time the DACE had ever surfaced and fired her guns at an enemy ship.

The DACE finally left the area on the ninth of June and headed into the Sea of Okhotsk.

The early morning of June 10th, a large freighter and a small tanker were sighted about eight miles ahead. The DACE went ahead full speed in order to run around the ships and get ahead of them. At one time the fog cleared up enough to show a large destroyer escort only six miles away. For a couple of minutes the personnel on the bridge watched this Japanese warship, then the fog obscured her again.

An hour later another escort was seen for a few minutes, then disappeared. The convoy now consisted of two rather potent escorts, one freighter, and a small tanker.

At about noon all hands had lunch, then the sub waited dead ahead of the convoy. In a half hour the first escort came into sight and the DACE submerged.

Silently the DACE slipped unseen under the water between the two escorts. The freighter was dead ahead and coming towards her bows on. The DACE maneuvered out of the way, and with the freighter only 380 yards away, she fired. Almost instantly the first torpedo hit the freighter with a tremendous explosion amidships. Quickly more torpedoes were fired at the smaller tanker but none hit. The Captain took a quick look at the escorts through the periscope and discovered one of them coming straight for the submarine. Quickly another torpedo was fired at this escort, then the DACE dived deep. Just before the periscope was lowered a quick glance at the freighter proved that the first torpedo had done its job well. As she dived to deeper depths the noise of the freighter breaking up on her way towards the bottom was clearly audible through the hull.

A couple of minutes of silence passed, then four depth charges shook the boat. Someone remarked: "If you think that was loud wait until you hear the next ones." The breaking up noises from the freighter continued. The escort could be heard coming back for another run. A quick set-up was made and another torpedo was fired.

Shortly afterwards and explosion that sounded like a torpedo hit, rumbled through the boat. In quick succession 19 more explosions went off overhead. Five minutes of silence passed. Twelve depth charges exploded close by and shook the ship slightly.

For the next few hours the DACE silently eased away from the searching escorts, one of which was probably badly damaged. Finally late that afternoon after four hours of freezing quiet the DACE came close to the surface for a periscope look -- all clear. The heaters were turned on and everyone restored circulation in their numb limbs by stamping their feet and drinking hot coffee.

After dark, the DACE surfaced in very rough seas. She went back to the scene of the action but could locate no wreckage. She then headed for the area of Kita Uruppu Channel.

June 11-16, the DACE patrolled back and forth in the channel. Some days were exceptionally clear and the snow-capped peaks of Shimishura Take towered high over her. Other days were foggy and bleak.

On the 16th, the DACE joined company with the CABEZON, the USS APOGON and the USS MANTA. The four subs made a wide patrol sweep up the eastern side of the KURILES. During this sweep the first plane for this patrol was contacted -- no bombs.

On the 17th, the pack received orders to search for the crew of a U.S. Army plane which had been forced down near Araido To. Each sub headed for her assigned area and arrived there next day early. The whole day was spent on the surface in a light mist and only five to ten miles away from Araido to. Most of the time the lofty island was clearly visible.

The aviators could not be found. That afternoon a single Jap plane took off from a nearby air field and searched a while on the other side of the island. He never saw the DACE although she was only 15 miles away. An hour later, another plane appeared only 6 miles away so the DACE dived.

That eve after she had surfaced the DACE sighted quite a bit of gunfire about 20 miles away but could not find out what it was all about.

On the 18th, the DACE proceeded down the western side of the Kuriles along. Later that night she contacted a single ship. For a couple of hours she tracked and ran around the ship in order to get ahead of it. During this time, several distant underwater explosions were heard. The APOGON had located a convoy and was working it over.

Shortly after midnight the DACE was ahead of her target. It was very dark, but the water was constantly illuminated with phosphorescence. She turned toward her target and waited on the surface in the darkness. Soon the target was close enough and the torpedoes were fired. The water was churned into a brilliant blue flame by force of the expulsion of the torpedoes. Each torpedo left a brilliant streak in the highly phosphorescent water. The Jap saw them coming and maneuvered so that they passed down both sides of him. By this time, the ships were very close and had materialized into a heavily armed anti submarine MIKURA-class frigate. The DACE rapidly turned away and bent on full power. A cloud of exhaust smoke poured out of her engines and momentarily hid her from view. Twin flashes appeared on the bow of the Jap and two explosions resounded through the air. A faint cheer went up from the crew below -- they thought the Jap had been hit by the DACE's torpedoes. Two shells exploded ahead of the DACE. Another salvo came so close that the whistling of the shells could be heard in the conning tower. One exploded close to the ship. The DACE fired more torpedoes -- no luck. She dived rapidly and deep, and fired yet another torpedo. This was not a case of hitting the target -- it was a case of saving the DACE for V-J Day. The next three minutes were spent hanging on as the sub rocked and was shaken by 18 large and loud depth charges.

The DACE maneuvered and evaded far below the surface while the Jap attempted to relocate her. He dropped 18 more charges which were not too close. A couple of hours later he had wandered so far away from the DACE that she secured from battle stations and allowed everyone not on watch to turn in for well-earned rest. Some slight damage from the depth charging was noticed, but nothing serious -- only the usual broken light bulbs, scattered cork insulations, some small leads broken and some small valves backed off of their seats.

June 20-26, the DACE patrolled in the Sea of Okhotsk.

One day during a heavy overcast, the bridge watch were startled to hear the whine of an approaching airplane. As the sub dived, the last man down the hatch saw the Jap plane roar about 100 feet overhead. A half-minute later the sub was under and bullets were dropping on to the hull as the plane tried to strafe. One small depth bomb went off, but it missed by a wide margin.

Once during this time the DACE dropped a few shells into a sulphur refinery close to the beach at Moyoro Wan, but it was so hazy that no results were observed.

On the 26th, the DACE joined the other members of the wolf pack and continued a sweep through the Okhotsk Sea, and along the lower channels of the Kuriles Island chain.

On the 27th, she closed in one morning on a contact and finally recognized her as a Russian Merchant ship -- a lend-lease Liberty type ship.

On the second of July, the subs operated independently and the DACE went to Kita Uruppu channel for patrol.

No contacts were made, so on July 6th, the DACE and CABEZON again joined company and left the area.

The patrol was deemed successful for the Submarine Combat Insignia. The duration of this patrol was 47 days.

POST - WAR PERIOD

The DACE and CABEZON arrived at Midway on July 25, 1945. For two weeks the relief crew overhauled the ship while the officers and crew enjoyed themselves sunning, fishing and engaging in competitive sports. The DACE and CABEZON engaged in an athletic competition for a plaque to be presented to the winning ship. The DACE now has the plaque as a trophy in her forward battery passageway.

On August 4th, the two subs got underway for another war patrol. they arrived at Saipan on August 13th for voyage repairs.

The ship was all ready to leave on August 15th, 1945, at 1400. At ten in the morning, Japan agreed to surrender terms, and the patrol was delayed indefinitely.

For two weeks the DACE remained in Saipan. A quarter of the crew and officers were assigned to man any Jap subs which might appear for surrender. They returned to the DACE ten days later without seeing a Jap submarine.

On September 1, 1945, the DACE set sail for Pearl Harbor in company with the USS ORION, USS RAY, USS CREVALIE and USS ICEFISH.

After an uneventful trip they all arrived in Pearl Harbor on September 10, 1945, and waited for the orders which would take them all home for good.

On September 13, 1945, the DACE, MUSKALLUNGE, CREVALLE, and GATO departed for Panama and home. The DACE was scheduled to return to New London on October 5th. She had made seven war patrols in two years and two months active duty, and sunk or damaged over 73,000 tons of enemy ships.

By Directive dated January 1947, USS DACE (SS 247) was later placed out of commission, in reserve, attached to the U. S. Atlantic Reserve Fleet.

SUMMARY OF PATROL RESULTS

No. of Patrols	Number and Type of Ships Sunk	Tonnage of Ships Sunk	Number and Type of Ships Damaged	Tonnage of Ships Sunk
1	0	0	Freighter (EC) KYOKKO MARU type	6,783
2	0	0	Tanker (EU)	10,000
3	0	0	0	0
4	1-AK (EU) 1-SMC (EU)	2,000 1,200	1 AP (EU)	10,000
5	1-AO (EU) 1-AP (EU) 1-CA (ATAGO class)	10,000 7,500 12,500	0	0
6	1-AK	4,000	1 AK	4,000
7	1-AK EIHUKU class (EU)	4,000	1 PF (MIKURA) (EC)	1,500

No. of Patrols	Number and Type of Ships Sunk	Tonnage of Ships Sunk	Number and Type of Ships Damaged	Tonnage of Ships Sunk
	1-MIS Sea-truck (EC)	300		
	1-MIS Lugger (EC)	100		
TOTAL FOR WAR	9	41,600	5	32,283

USS DACE earned seven Battle Stars on the Asiatic-Pacific Area Service Medal for participating in the following operations:

- 1 Star/Asiatic-Pacific Raids - 1944
Truk Attack -- 16 to 17 February 1944
- 1 Star/Western New Guinea Operation
Cape Sansapor Operation -- 30 July to 31 August 1944
- 1 Star/Leyte Operation
Battle of Surigao Strait -- 24 to 26 October 1944
- 1 Star/Luzon Operation -- 12 December 1944 to 1 April 1945
- 1 Star/Submarine War Patrol - Pacific -- 20 October to 11 December 1943
- 1 Star/Submarine War Patrol - Pacific -- 16 March to 13 May 1944
- 1 Star/Submarine War Patrol - Pacific -- 25 May to 10 July 1945

She also earned the NAVY UNIT COMMENDATION on 22 to 23 October 1944 while on her fifth war patrol in the Pacific.

STATISTICS

OVERALL LENGTH	312 feet
BEAM	27 feet
SPEED	20 knots
DISPLACEMENT	1,468 tons



THE FIRST DACE

USS DACE (SS 247) was commissioned 23 July 1943, at Electric Boat Company, Groton, Connecticut, under command of LCDR J. F. Enright, USN. She departed New London for patrol action in the Western and Southwestern Pacific areas via Pearl Harbor. Prior to her second war patrol LCDR B. D. Claggett, USN, relieved as Commanding Officer. Under LCDR Claggett, DACE completed four successful patrols. She was awarded the Navy Unit Commendation for her fifth patrol. It was during this patrol that DACE successfully engaged and destroyed MAYA, an ATAGO class cruiser of 12,500 tons, the pride of the Japanese Cruiser Fleet. Also during this patrol DACE successfully accomplished the daring at-sea rescue of all hands from DARTER, her sister ship, who had run aground during the above action. Both DACE and DARTER were under air attack during the final stages of the rescue.

Following the fifth patrol, CDR. B. D. Claggett, USN, was relieved by CDR. O. R. Cole, USN. DACE's sixth and seventh patrols were equally successful. DACE participated in several special missions and operations; notably, Operation "Hailstone," the first carrier strike on the Japanese sea and air bastion, Truk, February 1944, and Operation "King Two," the invasion of Leyte, P. I., October 1944. DACE's official patrol record credits her with sinking 9 vessels, 41,600 tons, and damaging 5 vessels, 32,283 tons.

On September 13, 1945, DACE departed Pearl Harbor for home, after seven war patrols in two years and two months of active duty. In January 1947, USS DACE (SS 247) was placed out of commission, in 1951 was recommissioned and in 1955 was transferred to the Italian Navy in which she now serves as LEONARDO da VINCI.



#USS DACE#
#LAUNCHED#



Mr. J. H. ...
2 ...
West ...

FC5-18/A16-3

SUBMARINE SQUADRON EIGHTEEN

Bn

Serial 0219

Care of Fleet Post Office,
San Francisco, California.

CONFIDENTIAL

7 November 1944.

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number Five.

7. The Squadron Commander heartily congratulates the DACE on this fine patrol. In addition to the heavy damage inflicted on the enemy the DACE's performance in saving an entire submarine crew from capture or destruction is an outstanding performance and merits the sincere appreciation of the entire submarine service.

(Signature)
ELIOT H. BRYANT

CONFIDENTIAL

ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(A) PROLOGUE

August 12, 1944

Arrived Brisbane, Australia after completing fourth war patrol. Given normal refit by Submarine Repair Unit, Navy #134, in which the following major items were accomplished:

- (1) Overhauled #3 and #4 main engines.
- (2) Installed Gould type trim pump.
- (3) Installed new 7MC.
- (4) Moved 40mm aft.
- (5) Filled propeller shafts with sand.

August 27, 1944

Crew returned aboard from leave. Given five day testing and loading period. Sailing date set for 1 September 1944.

Lieutenant F.P. THOMAS, USN and Lieut.(jg) C.C. ERHARD, Jr., D-V(G), USNR were detached. Lieut.(jg) E.H. JONES, A-V(RS), USNR and Ensign Philip BANTA, E-M, USNR reported aboard for duty.

September 1, 1944

1350(K) Underway in accordance with Commander Task Force 72 operation Order S56-44 in company with USS DARTER, HMAS WARRNAMBOOL and HMAS WHYALLA. Conducted training exercises with WARRNAMBOOL and WHYALLA until evening of 4 September when WARRNAMBOOL was detached. Continued training with WHYALLA until evening of 5 September when WHYALLA departed. Numerous Zed, day and night radar runs and a day and night end around were conducted. No torpedoes were fired. All guns were fired at float target.

The evening of 1 September while making a trim dive a slight jar was felt while passing

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
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40 feet. Readings and tests taken that night indicated no trouble in the QC-JK sound head which was rigged out at the time. After the deep dive the following morning the QC head showed a zero ground. Lt. M. GODEK, USNR and YOUNGER, C.M., CMOMM, USN investigated head using the shallow water diving outfit and found a large dent in QC side. JK side apparently okay. Studs holding head were also loose indicating we hit something. Pit log and QB apparently all right. QC completely out of commission.

September 2, 1944.

Conducting training enroute DARWIN.

September 3, 1944.

Training enroute DARWIN.

September 4, 1944.

Training enroute DARWIN.

1750(K) Commander R.H. CRANE, USN transferred from USS DARTER to act as training officer.

September 5, 1944.

Training enroute DARWIN.

1540(K) Commander R.H. CRANE, USN left ship. HMAS WHYALLA departed. Training completed. This type of underway training is excellent but it is strongly recommended that faster targets be furnished, or a slower speed of advance be maintained in order that the runs could be made more expeditiously.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(B) NARRATIVE

<u>NAME</u>	<u>RANK OR RATE</u>	<u>NO. OF PATROLS COMPLETED</u>
CLAGGETT, B.D.	Commander, USN	8
BENITEZ, R.C.	Lt. Comdr., USN	8
GODEK, M.	Lieut., D-V(G), USNR	3
REID, S.F.	Lieut., D-V(G), USNR	3
DORWORTH, W.J., Jr.	Lt.(jg), E-V(G), USNR	3
EBEL, A.A.	Lt.(jg), E-V(RS), USNR	5
JONES, E.H.	Lt.(jg), A-V(RS), USNR	1
CALDWELL, H.H.	Lt.(jg), U.S.N.	2
JONES, E.T.	Ensign, USN	5
BANTA, P.	Ensign, E-M, USNR	1
MURPHY, H.A.	CTM(PA), USN	5
HUNTER, D.G.	CQM(AA), USN	8
WRIGHT, C.L.	CRT(T), V6, USNR	5
PARDEN, L.B.	CEM(AA), USN	12
YOUNGER, C.M., Jr.	CMoMM(PA), USN	12
MONROE, F.A.	CMoMM(AA), USN	12
MORSE, R.W.	CY(AA)	5

6 to 10 September

Enroute DARWIN in company with USS DARTER.
Conducted numerous approaches and radar tracking
drills on each other.

10 September

0915(k) Moored alongside USS COUCAL, DARWIN Harbor.
Set clocks back one hour to "ITEM" time. All
times "ITEM" unless otherwise indicated.

1530 Commenced fueling after USS DARTER com-
pleted.

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

10 September (Cont'd)

- 2130 Completed fueling, taking on lub oil, water
and topping off provisions.
- 2140 Underway in company with USS STINGRAY en-
route patrol area.

11 September

Enroute area.

- 0613 Made trim dive.
- 0634 Surfaced.
- 0740 Sighted STINGRAY; first of several sight-
ings during the day.
- 0907 S.D. contact 18 miles. No reply to I.F.F.
challenge. (Aircraft contact #1)
- 1235 S.J. contact on plane, 19,000 yards. No
reply to I.F.F. challenge. (Aircraft con-
tact #2)
- 1600 S.J. contact on plane, range 16,000 yards.
No reply to I.F.F. challenge. Identified as
friendly. (Aircraft contact #3)
- 2300 Passed between TIMOR and LETI Islands.
Entered enemy controlled waters.

12 September

Enroute area.

- 1825 S.D. burned out transformer. This looks bad
as there is no spare and this must be insulated
against 20,000 volts.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

13 September

Enroute area.

0018 Exchanged recognition signals with DARTER
by means of S.J. radar.

0602 Made trim dive.

0655 Surfaced.

Day completely overcast with low hanging
clouds; bad for aircraft spotting. S.D. is
still out. Have rewind coil once but that
burned out too. Trying again.

1145 Sighted unidentified plane bearing 110°T,
range 3½ miles. Submerged. (Aircraft con-
tact #4)

1233 Surfaced.

2135 S.J. contact on plane, range 25,000 yards.
(Aircraft contact #5)

2250 S.J. contact on plane, range 20,000 yards.
(Aircraft contact #6)

2320 S.J. contact on plane, range 21,850 yards.
(Aircraft contact #7)

2337 S.J. contact on plane, range 9,500 yards.
(Aircraft contact #8) This plane closed to
5,500 yards. Did not dive because bearing
was changing indicating he was not making run
on us and we were passing through BANKA Pass-
age.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

13 September (Continued)

Noted large fire on northwest tip of CELEBES.
Plotted in at $01^{\circ}-42'$ N, $125^{\circ}-00'$ E. First,
thought it was flood lights on landing field,
but later could make out smoke and flames.

14 September

Enroute area.

0036 Completed transit of BANKA Passage.

0400 S.D. back in commission. Excellent work
on the part of Lt.(jg) A.A. EBEL, USNR and
WRIGHT, C.L., CRT(T), USNR. After two days
work they have rewound a transformer coil
that stands up under 20,000 volts.

1205 Sighted plane. Distance 18 miles. Looks
like B-24 but no reply to I.F.F. challenge.
Passed well clear. (Aircraft contact #9)

1413 Arrived on station. Commenced patrolling
at one engine speed on scouting line.

1432 Made trim dive.

1505 Surfaced.

Have received no instruction as to speed to
use in patrolling station, or how long I am
to remain on patrol before fueling, so have
decided to use one engine speed, 75/90. This
will enable me to cover my sector twice daily
and still not use an excessive amount of fuel.

1814 Sighted unidentified plane, range 7 miles.
Submerged to avoid detection. (Aircraft contact #10)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

14 September (Continued)

1850 Surfaced.

15 September

Patrolling line.

0740 Commenced mine sweeping operations. Sank six drifting type mines and exploded one moored type mine with 20mm. See section ITEM for description. All mines were in a tide rip. Decided to move patrol line 10 miles west to avoid this tide rip.

1606 Submerged for training. Held fire control drill.

1658 Surfaced.

2329 S.J. interference--probably MINGO.

16 September

Patrolling line.

0020 Exchanged recognition signals and dope with MINGO by S.J. radar.

0800 S.D. contact 9 miles. Could not see plane in rain squall. Submerged. (Aircraft contact #11)

0858 Surfaced.

1209 S.D. contact 11 miles. Closed to 9 miles so submerged. (Aircraft contact #11) Held fire control drill.

1346 Surfaced.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

17 September

Patrolling line.

1546 Plane contact on S.J. radar, range 18,000
yards. Submerged to avoid detection. (Air-
craft contact #13)

1645 Surfaced.

2320 Radar interference. Exchanged information
with MINGO.

18 September

Patrolling line.

0721 S.D. contact 9 miles, closed to 4 as we
submerged. Plane not sighted in rain squall.
(Aircraft contact #14)

0617 Surfaced.

1504 S.J. plane contact 12,000 yards. Not
sighted in rain squall. Submerged to avoid
detection. (Aircraft contact #15)

1545 Sighted float-type plane ZERO through peri-
scope. (Aircraft contact #16)

1623 Surfaced.

2330 Radar interference. Probably MINGO.

19 September

Patrolling line.

0225 Communicated with MINGO by S.J. radar.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

19 September (Continued)

0903 Sighted unidentified bomber while making peri-
scope sweep. Distance nine miles. Submerged
to avoid detection. (Aircraft contact #17)

1009 Surfaced.

1605 Submerged for fire control drill.

1654 Surfaced.

20 September

Patrolling line.

0407 S.J. contact on plane, range 23,000 yards.
Closed to 20,000 yards, then disappeared.
(Aircraft contact #18)

0855 Unidentified aircraft sighted, range 7
miles. Submerged to avoid detection. (Air-
craft contact #19)

0942 Surfaced.

1130 Submerged.

1146 Surfaced.

1604 Submerged for fire control drill.

1705 Surfaced.

21 September

Patrolling line.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

21 September (Continued)

0900 Sighted two-engine bomber. S.D. range 14 miles, northerly course. Did not dive. (Aircraft contact #20)

1140 S.D. contact 24 miles. (Aircraft contact #21)

1523 Submerged for drills and training.

1553 Surfaced.

22 September

Patrolling line.

0425 S.J. contact on aircraft 18,000 yards. Closed to 15,000 yards. (Aircraft contact #22)

0900 BETTY-type bomber sighted, range 15 miles. Did not dive. (Aircraft contact #23)

0945 BETTY-type bomber sighted, range 9 miles. Submerged to avoid detection. Watched it cross three miles ahead. (Aircraft contact #24)

1007 Surfaced.

1008 S.D. contact 12 miles. Sighted float type ZERO. Submerged to avoid detection. Watched it cross ahead. (Aircraft contact #25)

1034 Surfaced.

1100 Sighted float-type ZERO, range 10 miles. Observed it turn and start in. Submerged. (Aircraft contact #26)

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

22 September (Continued)

1212 Surfaced.

1630 Submerged.

1705 Surfaced.

23 September

Patrolling line.

1606 Made dive by hand. Time 90 seconds.

1700 Surfaced.

24 September

Patrolling line.

0520 Received Commander Task Force 72's serial
72 directing us to return to WOENDI.

0830 Submerged.

0921 Surfaced.

1207 Entered Safety Lane. Departed patrol line.

1216 S.D. contact 8 miles. Submerged to avoid
detection. (Aircraft contact #27)

1434 Surfaced.

25 September

Enroute WOENDI.

0335 S.J. contact on STINGRAY. Exchanged rec-
ognition signals and dope.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

25 September (Continued)

0550 Made dawn dive.

0707 Surfaced.

0810 Sighted HALMEHERA Island bearing 135°T,
distance 60 miles.

Sighted numerous friendly planes throughout
the day.

26 September

Enroute WOENDI.

0522 S.J. contact--9,000 yards. Exchanged rec-
ognition signals with DARTER.

During the day sighted various friendly air-
craft on patrol and bombing missions.

27 September

Enroute WOENDI.

0230 S.J. contact on BIAK Island bearing 245°T,
range 50 miles.

0745 Entered WOENDI Lagoon.

0825 Moored alongside U.S.S. SALAMONIE.

1430 Completed fueling.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

27 September (Continued)

1723 Moored alongside U.S.S. ORION (AS18). Received a delightful reception from Commander Submarine Squadron 16, Commander Submarine Division 162, and all hands of U.S.S. ORION. This vessel has never been so royally received or treated. Accomplished all of our work requested and suggested and in addition accomplished additional jobs. All in all they made our visit most pleasant at a very advanced base.

28 September to 30 September

Moored alongside tender. Following items of work accomplished:

- (1) Repaired JK-QC sound head.
- (2) Repaired S.D. and S.J. radar.
- (3) Replaced sensitive element of master gyro.
- (4) Repaired port propeller.

1 October

Conducted training operations, and tested port propeller which had been bent by submarine mooring alongside. Propeller satisfactory submerged to 80 r.p.m. Above that speed very noisy. No excessive vibration at full power on the surface.

2 October

Master gyro discovered to have a variable error of from 7 to 10 degrees. Tender worked on same all day to no avail and finally renewed sensitive element. Did not have time to check this before dark so DACE very reluctantly joined "Reluctant Dragon 'Club'" and sail-

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

2 October (Continued)

ing was postponed to 0530 the third.

3 October

0530 Underway for patrol in accordance with
Commander Task Force 71 dispatch orders 139-44.

0902 Made trim dive.

0916 Surfaced.

Numerous friendly plane contacts during
next three days which will not be listed.

0955 Sighted convoy of friendly ships on oppo-
site course.

4 October

Enroute area.

0334 Radar contact on NARWHAL--exchanged recog-
nition signals with S.J.

0713 Sighted U.S. submarine through high peri-
scope. Assumed to be STRINGRAY.

1840 S.J. contact on NAUTILUS. Passed time of
day by S.J.

2250 Plane contact on S.D. and S.J. closing.
Pulled flare and was answered with Very Stars.
Identified as Black Cat making an excellent
run on us as his bearing had been steady from
a range of 9 miles. (Aircraft contact #28)

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

5 October

Enroute area.

- 0307 Another Black Cat making run. Identified ourselves as before. (Aircraft contact #29)
- 0343 S.J. contact on MOROTAI Island bearing 248°T, range 45 miles.
- Numerous friendly S.D. contacts throughout day--not using I.F.F.
- 2000 Put on third engine in order to transit SIBUTU tomorrow night and thus gain an additional day in area.

6 October

Enroute area on three engines.

- 0620 Trim dive.
- 0635 Surfaced.
- Took resistance readings on Main Generators-- #2 shows only 100,000 ohms on the armature. Cleaned it entirely and still the same reading. Will use it in case of emergency only.
- 1530 Set clocks back one hour to Zone -8. All times now "HOW".
- 1600 Sighted plane, distance 12 miles. Did not dive. (Aircraft contact #30)
- 2215 Commenced transit of SIBUTU.
- 2234 Completed transit.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

7 October

Enroute area.

0526 Dawn dive.

0635 Surfaced.

0640 S.D. contact; 12 miles. Did not dive.
(Aircraft contact #31)

0803 S.D. out of commission. Sky completely
overcast. Bad for spotting planes, so at

0841 Submerged until it clears or S.D. repaired.

1539 Surfaced. S.D. repaired.

8 October

Enroute area.

0517 Decided to conduct submerged patrol off
southern tip of PANAY during morning in order
to kill time to arrive at EAST APO pass at
night.

1341 Surfaced.

2009 Commenced transit of EAST APO pass.

2300 Completed passage.

9 October

Enroute area.

0521 Dawn dive.

0710 Surfaced.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

9 October (Continued)

- 0712 Sighted unidentified plane, range 8 miles.
Submerged. (Aircraft contact #32)
- 0814 Surfaced.
- 1221 S.D. contact 13 miles. Did not dive.
(Aircraft contact #33)
- 2300 Received CAVALLA and BECUNA's contact report.
From first message it appears that convoy is
headed down PALAWAN Passage, but BECUNA's posi-
tion indicates passage through Dangerous Grounds.
Decided to send message to DARTER requesting
rendezvous at northern edge of area in order
to work this together and cover more area. In
this way will keep ahead of convoy and take
advantage of additional reports.

10 October

Enroute area:

- 0500 Rendezvoused with DARTER. Received orders
for submerged patrol of eastern half of PALAWAN
Passage.
- 0613 Submerged for patrol.
- 1111 Sighted BETTY bearing 110°T, range 10 miles.
(Aircraft contact #34)
- 1830 Surfaced. Commenced patrol of 100 fathom
curve.

11 October

Surface patrol.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

11 October (Continued)

- 0210 Rendezvoused with DARTER. Received word that she would patrol BALABAC Strait--we patrol off shoal as yesterday.
- 0535 Dawn dive.
- 0728 Surfaced.
- 0815 S.D. contact 9 miles. Submerged. (Aircraft contact #35)
- 0915 Surfaced.
- 0925 S.J. contact 10 miles. Two BETTY's sighted on southerly course. One fighter on northerly course. Did not dive. (Aircraft contact #36)
- 0958 S.D. contact 21 miles. Six bombers flying in formation, northerly course. (Aircraft contact #37)
- 1215 S.D. contact at 17 miles. Not sighted--did not dive. (Aircraft contact #38)
- 1232 S.D. contact at 13 miles, closing. Submerged. (Aircraft contact #39) Hold fire control drill.
- 1420 Surfaced.
- 1424 S.D. contact 8 miles. Submerged as he closed to 6 miles. (Aircraft contact #40)
- 1546 Surfaced.
- 2230 Received Commander Task Force 71 serial #45.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

12 October

Patrolling PALAWAN Passage.

- 0130 Rendezvoused with DARTER. Received instructions to patrol western entrance of BALABAC Strait.
- 1835 Surfaced.
- 2200 Rendezvoused with DARTER. Received orders to patrol BALABAC again plus dope on DARTER's convoy.

13 October

Patrolling western approach of BALABAC Strait.

- 0545 Submerged at the 100 fathom curve southwest of BALABAC Island.
- 0802 Heard echo ranging bearing 085°T.
- 0809 Sighted smoke bearing 090°T. Commenced approach using standard speed--looks every 15 minutes.
- 0937 Sighted masts.
- 0958 Sighted seven ship convoy with two escorting destroyers. Range 18,000 yards, angle on bow 90 starboard. Convoy is by. Will have to chase tonight. They came due south from BALABAC Island sticking to the shallow water along the island and hugging the coast the whole way. I have closed to the 50 fathom curve, but have been unable to get any closer than 16,000 yards. Do not think it wise to go any deeper into this Strait.

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

13 October (Continued)

1019 Commenced clearing BALABAC Strait.

Convoy is the one attacked by DARTER yesterday. It consists of three large A.O.'s and four large A.K.'s, one of which might be an A.P. They were escorted by two destroyers, one leading and the other patrolling on starboard quarter of the formation. Ships were formed in two loose columns of three ships each led by the A.K.'s with the A.O.'s at the rear. The third A.O. which looked larger and more modern than the others was in the middle of the formation flanked by the A.P. and an A.K. This middle group of three overlapping ships makes a beautiful target.

1100 Sent contact report on 2880. Repeated at 1200, 1600, and 1700.

1527 Surfaced to clear Strait and start end around.

1530 S.D. contact at 6 miles. Submerged. (Aircraft contact #41). Surfaced at 1555.

1830 Rendezvoused with DARTER. Gave them all available dope and decided that we would chase convoy south inside of reefs. DACE to attack from ahead, DARTER from quarter. Estimated we would be in position at midnight. Will make night attacks and return to area for tomorrow's patrol.

2240 Radar contact on convoy bearing 181°T, range 23,000 yards. Commenced tracking and end around. Sent contact report on 2880.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

14 October

Tracking convoy to gain attack position.

0010 Slowed to listen for echo ranging and
discovered three sets of echo rangers.

0015 Battle stations. Have determined convoy's
base course to be 220° T; he is using constant
helm zig-zag plan superimposed on a regular
plan whose legs are 25° each side of base course.
Speed 7.5 knots checks nicely. The night is
dark with various rain squalls. However the
horizon is good between the rain squalls. Saw
the DARTER at 9,000 yards in one of these
light spots. Land background makes it hard
to see anything but dark shapes in the target
group. Will go in for bow shot at the middle
target group which consists of the following:
one large A.P. or A.K., one large A.O. plus
another A.K. They are all overlapping and
make a beautiful target. All pips on radar
screen line up and vary in range only by 500
yards each. Will then turn right and fire
stern tubes at leading group on way out. Will
fire at fairly long range as the dope is
checking perfectly and I want to evade on the
surface in order to make another attack be-
fore dawn.

0018 Started closing slowly for attack.

ATTACK 1A:

0102-15 Commenced firing six tube salvo at center
ship in starboard flank--large A.P. or A.K.;
torpedo run 4,000 yards, 65° starboard track,
small gyro angles, 8 second firing interval,

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

14 October (Continued)

depth set 6 feet, 1° divergent spread. Target group is still overlapping with the A.O. 500 yards abeam of the target, and the other A.K. 500 yards abeam of the A.O.

- 0102-35 Received report from bridge that number three torpedo was making a circular run to the right. Gave left full rudder and all ahead flank to clear torpedo, followed by right full rudder to bring stern tubes to bear on leading group of ships.
- 0102-57 Completed firing bow tubes; shifted to leading group which consists of two large overlapping A.K.'s.
- 0104-55 Heard and saw torpedo #1 hit near target. Large cloud of steam and smoke persisted for several minutes.
- 0105-30 Heard and saw #2 hit middle target of group. Escorts commenced firing--no splashes noted.

ATTACK 1B:

- 0105-55 Commenced firing stern tubes at leading target. Torpedo run 5,000 yards, 90° starboard track, small gyro angles, 10 second firing interval, 6 foot depth, 1° divergent spread. The two A.K.'s are still overlapping making a perfect target.
- 0107-20 Heard explosion in target group.
- 0111-28 Torpedo explosion. Timed to be #7 in near target--large A.K.
- 0111-47 Torpedo explosion. Timed to be #8 in the same. These explosions felt by DACE; not observed probably due to heavy Winton smoke screen. They were felt, heard, and seen by DARTER.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

14 October (Continued)

0119 Very heavy explosion in target group. Sounds like a boiler explosion.

Continued opening at flank speed with escort closing. Do not believe he saw us, but just chased out in the direction he thought the attack was coming from. Pulled well clear in order to make reload and give DARTER an opportunity to attack.

Of the seven ships and three escorts the following was observed after the attack. One target group was tracked south into KIMANIS Bay. DARTER tracked this outfit, and observed it to consist of five large ships, and one escort. One cripple remained stopped at position of attack guarded by two escorts. This ship appeared to be a tanker as observed by DACE and DARTER. One ship noticeably absent. The final box score appears to be: one large A.K. (E.C.) 7,500 tons sunk; one large A.P. or A.K. (E.C.) 7,500 tons damaged; and one large A.O. (E.C.) 10,000 tons severely damaged and probably sinking. The (E.C.) classification is given from daylight observations made by both DARTER and DACE. The A.O. is believed to have been in a sinking condition because she was stopped indicating a hit in the engineering spaces, and was closely guarded by two destroyers--one close in taking off crew or trying to tow, and the other patrolling at a range of 4 to 5 thousand yards. The remaining five ships had proceeded with only one escort indicating that the cripple was in great need of help and protection.

The three misses in the bow tubes are hard to explain, unless they were caused by the swinging of the ship while avoiding the erratic torpedo run from #3 tube. This erratic run was

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14 October (Continued)

apparently due to faulty depth control as the torpedo was first sighted leaping completely out of the water. It then took a zig left across the bow, and then circled right porpoising, and snorting like an angry bull. After about a 120° turn to the right it settled down on a steady course and went over the hill much to everyone's relief.

0140 Reload completed. Decided to take 15 minutes off for trim dive having heard SEAHORSE's story about being too light to submerge after a surface reload. Discovered we were 10,000 lbs. light which was quickly remedied, and surfaced to proceed with attack.

DARTER apparently following main body south so I will go after the cripple.

Made a try from the west but was driven off by the patrolling escort. He apparently picked us up by sound, only making two-thirds, at about 9,000 yards. I don't think he actually saw us as he didn't follow us out when we headed away and did not shoot. However he came for us and would not let us close target. During this approach discovered DARTER trying to close from southwest.

0300 Tried to make approach from the north, and had no better luck, so at

0408 Started clearing area in order to get back to my patrol station in PALAWAN Passage. Have been away from there for some time now and do not consider it wise to leave it unguarded for another day in view of orders to

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

14 October (Continued)

report expected major units of the Jap fleet. Will have to leave the rest of this convoy to HAMMERHEAD and the boys down south. Did not send another contact report as they were on schedule.

- 0544 Submerged southwest of MANTANANI Island proceeding to station.
- 1015 Surfaced for fix for passage through shoals into PALAWAN Passage.
- 1037 Submerged.
- 1121 Hit uncharted shoal; depth 60 feet; wiped off starboard sound head, but apparently no other damage. During next ten minutes was aground and off again two more times.
- 1138 Surfaced to clear shoals.
- 1144 S.J. plane contact 10,000 yards. Tried to dig fox hole to hide in but was brought up abruptly at 57 feet. (Aircraft contact #42) Stopped; lowered periscopes, S.D. mast, and waited for expected bombing that never materialized.
- 1215 Surfaced for another go at trying to clear shoals. Ran on four engines for 20 minutes with fathometer readings varying from 6 to 10 fathoms.
- 1234 In PALAWAN Passage--clear of shoals.
- 1253 Submerged for patrol.
- 1826 Surfaced proceeding to rendezvous with DARTER.

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ENCLOSURE (1)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

15 October

Patrolling PALAWAN Passage.

0125 Made rendezvous with DARTER. Was informed that they observed all four of our hits, and that one target of convoy was missing. Received orders to patrol BALABAC Passage for next three days.

0630 Submerged at 100 fathom curve southwest of BALABAC Island.

1835 Surfaced.

16 October

Enroute to position southwest of BALABAC Strait.

0537 Submerged in assigned position.

1845 Surfaced. Headed back to BALABAC.

17 October

Patrolling BALABAC Strait.

0534 Submerged on 100 fathom curve southwest of BALABAC Island.

1830 Surfaced proceeding to rendezvous with DARTER.

2230 Rendezvoused with DARTER. Instructed to patrol PALAWAN passage. DARTER to patrol BALABAC.

Subject: U.S.S. DAGE (SS247), Report of War Patrol
Number FIVE.

18 October

Patrolling PALAWAN Passage.

0534 Submerged for patrol.

1824 Surfaced.

19 October

Patrolling PALAWAN Passage.

0233 Received message assigning evening rendezvous to form combined search for BLUEGILL's convoy.

0954 Sighted submarine bearing 207°T. Commenced approach until recognized as friendly; fired identification smoke float and at

1005 Surfaced 3,000 yards from DARTER.

1010 S.J. and sight contacts on two ships bearing 051°T, range 18,000 yards. Submerged; went to battle stations and commenced approach.

ATTACK #2:

1020 Targets in sight through periscope appear to be two P.C.'s or small destroyers. They are in line abreast--right hand one has a 10° port angle on the bow; selected that for target and started closing track.

1025 Original target has zigged left giving me an angle of 70° starboard. Shifted to other target which has a 20° starboard angle on the bow--range 11,000 yards, speed high. Kept looking for convoy but have seen nothing else.

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Subject: U.S.S. DACE (SS247), Report of War Patrol
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19 October (Continued)

Action of these two indicate they are on an A.S. search. Swinging right closing track at standard speed.

1033 Target has zigged right giving me a large port angle, so again shifted to right hand target which has a 20° port angle on bow. I seem to be on base course so decided to head in: tracking one target to get speed and take which ever target gave me a good set up at firing point. Both targets are echo ranging, and seem to be covering the area pretty thoroughly. Sea is moderate with about three foot waves, weather overcast, periscope fogging badly.

1037-30 Target heard to speed up on sound. Took a look and observed heavy black smoke on star-board target, angle on bow zero, range 4,200 yards. Believe we have been picked up. Gave right full rudder to get off track for stern tube shot. Have speed check of 16 knots, but will have to increase that now.

1039-30 Next look shows a 15° port angle on the bow. Set up looks good. Am about 700 yards off track so slowed to one-third speed still swinging right for 90° port track. Noticed three letter signal flying but could not decipher it. Later learned this was just after DARTER firing so was probably a signal about torpedo wakes.

1040-20 Next look shows that he has zigged further right, angle on the bow now 70 port, range 2,800 yards. Torpedo run is going to be long, but will take a chance using a 200% spread. Speed checks at 18 knots. At this time identi-

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19 October (Continued)

fied the destroyer as FUBUKI class. This is the first good look I have had of them due to a combination of periscope fogging, and small angle on the bow at the closer range.

1045-10 Commenced firing a salvo of four torpedoes from the stern tubes; 124 port track, 3,000 yard torpedo run, 200% spread, six foot depth, small gyro angles. Firing on #10 tube was delayed due to a fuse failure in ready light circuit.

As #10 tube fired observed a 40° zig away. There goes the ball game.

1046-45 Heard a depth charge, followed by numerous small explosions sounding like shot gun shells. Destroyers observed to be searching a point about 5,000 yards to south of us.

1052 Two more depth charges. Destroyers still searching area well distant but working up in this direction.

1057-30 Destroyers are still closing our position, in slow deliberate approach, angle on bow of one has been zero for some time now. Other one is pinging on his beam and appears to be coaching this one on; so at

1058-30 With range of 2,200 yards angle on bow zero, decided that discretion was the better part of valor and started deep rigging for depth charge and evaded to the north and west. They pulled all of the tricks of pinging and listening, but apparently could not get a definite fix on us.

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ENCLOSURE (4)

Subject: U.S.S. DACE (SS247), Report of War Patrol
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19 October (Continued)

- 1353 Have not heard them for over an hour so started up for a look. Excessive water in motor room bilges has caused salt water to enter port reduction gear lub oil sump. Want to get that cleared up before we surface.
- 1428 At periscope depth. Continued submerged patrol on starboard shaft flushing out port sump tank.
- 1500 Tried to raise DARTER on 2880 to see if she has any dope. No luck.
- 1700 Again unsuccessful in trying to raise DARTER.
- 1800 Have flushed out port reduction gear sump tank twice now. Oil seems clear so put shaft back in commission.
- 1821 Surfaced. Proceeding to rendezvous with DARTER.
- 2015 Rendezvoused with DARTER. Received orders for combined search via line throwing gun. We are to patrol eastern half. Submerged at northern edge of area during day. Sweeping north at night. Will patrol this area for last two days on station.

20 October

Patrolling eastern part of PILAWAN Passage.

- 0435 Received DARTER's contact report on two destroyers. We are north of her position so will be able to intercept if they come this way.

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Number FIVE.

20 October (Continued)

- 0444 Have DARTER's radar interference but no sign of their targets.
- 0525 Decided targets must have gone south so submerged on station.
- 1130 Master gyro shows variable error. Put it out of commission and commenced repairs.
- 1150 Surfaced for sun line.
- 1158 Submerged.
- 1825 Surfaced.
- 2200 Master gyro back in commission.
- 2341 S.J. interference--probably DARTER.

21 October

Patrolling PALAWAN Passage.

- 0056 Received DARTER's message saying she was returning to BALABAC.
- 0526 Submerged on assigned station.
- 1816 Surfaced.

22 October

Patrolling PALAWAN Passage.

- 0040 Received DARTER's report of three ships headed northeast. Set course to intercept at four engine speed.
- 0115 Received amplifying report giving course 020^{OT}, speed 20 knots. Set course to intercept at their 0500 position. This is the closest point I can intercept. I will be

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Subject: U.S.S. DACE (SS247), Report of War Patrol
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22 October (Continued)

on station at 0430 which will be just about right. I will track from ahead for a dawn submerged attack. Indications are they are battleships which means they probably have radar.

Continued to receive excellent hourly position reports from DARTER. This is an excellent example of combined operations. DARTER is furnishing all the dope so that all that is necessary is for us to be in front of them. They have not only furnished us with hourly positions, but have given us the zig-zag plan and speed: 22 knots.

- 0430 Patrolling normal to their track at their 0500 position.
- 0515 Received report that target had changed base course to 335^{OT}. Set course to try to intercept. Haven't much chance to get in unless they change course to north or east.
- 0716 Received report that DARTER had lost contact.
- 1015 Have covered all possible interception courses. Discontinued search; set course for home; sent serial three giving negative results of search.
- 1050 Received Commander Task Force 71's serial 12 giving air contact on convoy headed through area.
- 1639 Sent serial four requesting extension of patrol to work convoy.
- 1708 Submerged to flush out fuel ballast tank.

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23 October (Continued)

- 0530 Can make out dim shape of leading target. Angle on the bow looks small. Started heading toward.
- 0532 Heard five torpedo explosions. DARTER must be getting in.
- 0534 Four more torpedo hits. DARTER is really having a field day. Can see great pall of smoke completely enveloping spot where ship was at last look. Do not know whether he has sunk but it looks good. Ship to left is also smoking badly. Looks like a great day for the DARTER. Can see two destroyers making smoke headed for scene. There is much signalling, shooting of very stars, etc. It is a great show. The big ships seem to be milling around; I hope they don't scatter too far for me to get in. Light is still pretty bad but I have counted eight large ships, battleships or cruisers plus two destroyers. Two of these large ships have been hit so far.
- 0538- Four depth charges; distant.
0544

ATTACK #3

- 0542 The situation is beginning to clear up. I have now picked a target--it looks like a battleship. Angle on bow 10 port, range 7,000 yards. Commenced swinging left for 90° port track.
- 0545 Have identified target as a heavy cruiser of the ATAGO or NACHI (F.C.) class. There are two of these, but can now see a larger ship astern--looks like a battleship. Famous statement: "Will let them go by--they are only heavy cruisers." Shifted targets. He is taking

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Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

22 October (Continued)

1618 Surfaced.

2350 Rendezvoused with DARTER.

23 October

Patrolling PALAWAN Passage talking to
DARTER.

0025 Radar contact 30,000 yards bearing 137^{OT}.
Secured conference and commenced tracking.

0030 S.J. out of commission. Fall in eastern
of DARTER until we get it repaired.

0122 S.J. back in commission--continued track-
ing gaining position ahead.

0200 Plot shows a steady course of 038^{OT}, speed
15 knots. Formation consists of twelve ships
formed in two columns of four heavy ships
each with destroyers flanking. Distance be-
tween columns 5,000 yards. Much radar pres-
ent on detector.

0400 DACE and DARTER both ahead of formation.
DARTER says she will take western column and
instructed DACE to take station to northeast
ahead of eastern column for dawn attack.
This will assure one of us getting in no
matter which way they zig. If they hold
course we will both get in. I have not sent
any contact reports because the excellent
ones furnished by Task Group Commander leaves
nothing for me to add.

0510 DARTER submerged.

0517 Submerged 18,000 yards ahead of the st'bd.
column 12,000 yards northeast of DARTER.
Could made out dim shapes from the bridge,
but could not identify anything.

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0554-41 Commenced firing a salvo of six bow tubes; torpedo run 1,800 yards, 115 track, small gyro longitudinal spread from forward aft: four to hit, one a quarter length ahead, another a quarter length astern. Have increased his speed to 18 knots because of the excessive bow wave he is making.

0554-54 Fired #2.

0555-05 Fired #3.

0555-13 Fired #4.

0555-23 Fired #5.

0555-31 Fired #6.

Took quick look around and saw next battleship still had a zero angle on the bow, range close so started deep turning into his wake.

0556-04 First hit.

0556-16 Second hit.

0556-25 Third hit.

0556-43 Fourth hit.

JP had been tracking the cruiser and target screws for some time. Immediately after the fourth hit JP heard the target's screws stop.

0601 Heard two tremendous explosions both on
and sound and through the hull. These explosions
0602-30 were apparently magazines as I have never heard anything like it. The soundmen reported that it sounded as if the bottom of the ocean was blowing up. They were obviously shallow as there was neither any shaking of the boat

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23 October (Continued)

evasive action from the DARTER's position; if he doesn't settle down and present a good set-up there are two more coming up the line. This is really the submariner's dream--sitting right in front of a task force. If I only had some torpedoes aft! After the DARTER's attack the formation has broken up so that I can't estimate too well how the ships were originally formed, but now with the better light conditions I have seen the following: two ATAGO or NACHI cruisers leading a battleship or CA--my target; there are two other BB's believed to be ISE class in column about 1,500 yards to the westward and behind my target presenting a zero angle on the bow; there are several destroyers milling around DARTER's position about 6 miles away; there is one large unidentified ship well to eastward--this looks like either a carrier or perhaps another battleship; however, I can't make him out very well. Total eight heavy ship, four DD's.

0552

The two cruisers passed ahead at about 1,500 yards. They were overlapping; appeared to be running screen for my target presenting a beautiful target--a submarine should have 24 torpedo tubes. Had a beautiful view of them and identified them positively as ATAGO or NACHI class. My target can be seen better now, and appears to be a KONGO class battleship (E.U.). He looks larger than the two cruisers that have just passed ahead--he has two stacks, and superstructure appears much heavier. Have not checked the identification as well as I should as I have been busy getting complete composition of force which I consider essential for contact report. Sound also reports target screws as heavier and slower than those of cruisers.

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23 October (Continued)

nor water swishing through the superstructure. Nothing could cause this much noise except magazines exploding.

0603

Heard tremendous breaking up noises. This was the most grusome sound I have ever heard. I was at first convinced that it was being furnished by the DACE, and called for a check of all compartments and was much relieved to receive reports that everything was all right. Noise was coming from the northeast--the direction of the target, and it sounded as if she was coming down on top of us. I have never heard anything like it. Comment from Diving Officer: "We better get the hell out of here!" After about five minutes of these tremendous breaking up noises, continued to have smaller ones and much crackling noises for next twenty minutes. These noises could be heard on sound and throughout the boat. I am convinced that this ship sank; nothing else can explain the noises. If additional proof is necessary the following is submitted: screws were heard to stop therefore it is reasonable to presume she could not have continued with the remainder of the force. If she proceeded north at reduced speed she would have been given adequate protection; of the four destroyers conducting the depth charge attack--three were seen by DARTER around the crippled cruiser at 0830. It is logical to assume that each cripple would have had two destroyers if there were two cripples. Finally, it is logical to assume that if one cripple went south both would go south and if this had happened DARTER would have seen our victim.

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Subject: U.S.S. DACE (SS247), Report of War Patrol
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- 0605 First depth charge--not close but they got progressively better and we received a severe working over for the next half hour. Total depth charges recorded was 36 of which it is estimated 32 were sent to us; would like a more equal distribution next time. Attack was highlighted by one division depth charge practice which was definite first team work. Later four perfect individual runs were made in which no charges were dropped; could hear their screws through the hull for about two minutes as they came in; tracked them directly overhead from bow aft and hear them go out astern. This suspense was worse than the depth charging. Evaded to south at deep submergence. Had screw noises, close pinging, and some bombs until after nine o'clock.
- 1030 Still have echo ranging, but it is distant, so started up.
- 1100 At periscope depth--nothing in sight. Commenced reload, adjusted trim, served breakfast.
- 1121 Sighted float type plane (ZEKE). (Aircraft contact #43). He continued to patrol over damaged CA the rest of the afternoon.
- 1200 Reload, completed, back to normal except the port reduction gear which has salted up again. Started working on it.
- 1214 Sighted BETTY-type plane. (Aircraft contact #44)
- 1255 Changed course to head for distant echo ranging.
- 1425 Saw tops of masts, bearing 359°T--headed for same.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

23 October (Continued)

- 1510 Can now make out target as a damaged ATAGO cruiser guarded by two destroyers patrolling well out. He also has air cover. Decided that possibilities on getting in for a daylight attack are pretty slim. Cruiser is definitely stopped at scene of DARTER attack, and doesn't look like there is much possibility of his getting underway. Will clean salt water out of sump this afternoon, get in a partial charge tonight, and make a submerged night attack.
- 1722 Port shaft back in commission.
- 1845 Surfaced. Sent serial five to Commander Task Force 71 giving composition of enemy task force, and results of attack. Gave DARTER the dope on cripple, and was directed to rendezvous with her.
- 2053 Made radar contact with enemy bearing 351^{OT}, range 24,000 yards. Commenced tracking and sent information to DARTER. Target is now underway on southwesterly course, speed varying from four to six knots. DARTER cancelled rendezvous and directed DACE to track from port bow.
- 2256 DARTER said she would try surface attack from quarter. If she was forced down or chased off by destroyers we were to attack from bow.
- 2330 Received message that DARTER was making end around to west, was instructed to attack when ready. Commenced end around for better background for submerged attack. Night is dark but have good horizon to east and will be able to make out target against it.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
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24 October

Making end around on port side of cripple.

0007 Received message from DARTER saying she was aground. Decided to delay attack until I can get more information. Do not want to alert enemy or be held down while DARTER is aground. Target is having difficulty making way to southwest at speed from four to six knots. If DARTER can get off will still have sufficient time for attack; if DARTER can not get off believe my job is to rescue crew and destroy DARTER first, and then attack. Started closing DARTER's position.

0124 Ran through large oil slick from cruiser.

0140 Contacted DARTER aground on BOMBAY Shoal.

0153 Flooded down and approached DARTER--got line over from bow to DARTER's stern and commenced rescue operations. Salvage impossible as tide has gone out leaving DARTER screws out of water. Reef is fan-shape here, and I have breakers all along starboard side about 50 yds. away. Looks like good water to port.

Transferring DARTER personnel via two rubber boats--a slow task. Used up half the battery maneuvering to keep off reef. Current setting me on.

0439 Last boat load containing Commanding Officer and Executive Officer of DARTER came aboard. Cast off and backed clear. Received word that demolition charges and warhead were set for 0455 so decided to wait until then before torpedoing.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

24 October (Continued)

- 0500 Have heard slight explosion, but can see no damage. Torpedo war head did not go off; demolition charge might have.
- 0510 Fired two torpedoes at DARTER; 140 port track. Both exploded on reef. Depth set four feet and zero.
- 0530 Fired two more on a 180° track--first missed slightly to starboard and exploded on far reef--its depth setting zero. Second one set at four feet looked like a perfect hit just under quarter but caused no apparent damage. It must have hit reef just under DARTER.
- 0545 Commenced firing with deck gun. Expended 30 rounds of ammunition for 21 hits. These appeared to do little damage except to start a fuel oil fire in a forward fuel group which caused much black smoke.
- 0558 Caught by plane in the unenviable position of lying to with 25 men topside. Submerged with ammunition on deck and gun trained out. Heard two explosions which sounded like small bombs quite distant. Plane apparently picked DARTER for target. (Aircraft contact #45)
- 0710 BETTY is still patrolling over DARTER.
- 0805 Surfaced to send message to Commander Task Force 71 requesting assistance in destroying DARTER. Tried every frequency, but could raise no one. Finally got some surface ship to accept it, but continued trying to get a receipt on ship to shore or 2880 KC's, until
- 0950 S.D. contact nine miles. Submerged. (Aircraft contact #46)

CONFIDENTIAL

ENCLOSURE (A) ,

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

24 October (Continued)

- 1018 Heard echo ranging.
- 1036 Sighted destroyer approaching DARTER. Destroyer approached reef and lay to with a BETTY furnishing a very effective AS screen flying fifty feet off water. Pulled clear.
- 1830 Surfaced and started closing DARTER. Will make sweep around and come in from northwest for better light conditions.
- 2001 Radar contact on DARTER. Started slow approach to see if any activity is present. If destroyer is gone will send boarding party with DACE demolition outfit: covering them with automatic weapons.
- 2020 Received serial 18 saying ROCK would come to demolish DARTER.
- 2112 When 2,000 yards from DARTER picked up definite echo ranging on sound. This was so close that it was heard by both the Commanding Officer and the Commanding Officer of DARTER who were on the bridge at the time. Cleared area at high speed. Believe this was a submerged submarine making an approach on DACE. Eight distinct pings were heard by the sound operator. Bright moonlight night; no targets were visible and nothing on radar. Decided it unwise to make surface approach and sent results to Commander Task Force 71. Requested permission to depart area.

25 October

Awaiting orders.

0600 Received order to proceed to FREEMANTLE.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

25 October (Continued)

0742 S.D. contact 8 miles. Submerged to avoid
detection. (Aircraft contact #47)

1830 Surfaced.

1225 S.D. contact 23 miles. (Aircraft contact
#48)

1230 S.J. and S.D. contact 10 miles. Submerged.
(Aircraft contact #49)

1307 Surfaced.

26 October

Enroute FREEMANTLE.

0330 Departed area.

1104 Submerged.

1112 Surfaced.

27 October

Enroute FREEMANTLE.

1005 Sighted sailboat bearing 243⁰T, range 10
miles.

28 October

1418 S.J. and S.D. radar contact 15 miles.
Disappeared at 21 miles. (Aircraft contact #50)

1700 Submerged to delay entrance to KARIMATA
Strait until nightfall.

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

28 October 1944 (Continued)

1854 Surfaced.

2040 Commenced transit of KARIMATA Strait.

29 October

0500 Cleared KARIMATA Strait undetected.

0829 Master gyro out of commission; shifted to auxiliary.

0912 S.D. contact 26 miles. (Aircraft contact #51).

1238 Sighted sailboat bearing 145^{OT}, range 10 miles. Avoided.

1307 Sighted two more sailboats bearing 138^{OT}, range 10 miles. Avoided.

2100 Master gyro back in commission.

30 October

0025 Sighted sailboat bearing 180^{OT}, range eight miles. Avoided.

0304 Sighted sailboat. Avoided.

0505 S.J. contact bearing 190^{OT}, range 5,000 yards. Small boat.

0537 Submerged.

0615 Surfaced.

Numerous sailboats sighted and avoided during day.

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ENCLOSURE (1)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

30 October (Continued)

1515 Submerged.

1832 Surfaced.

31 October

Sighted numerous fishing boats north of
LOMBOK. Avoided.

0420 S.J. contact bearing 209⁰T, range 9,000
yards. Identified as a patrol boat or
possible submarine patrolling north of strait.

0501 Submerged for transit of LOMBOK Strait.

1316 Cleared Strait.

1527 Surfaced to air out boat. With 165 people
on board used several bottles of oxygen and
much CO2 absorbent. Conditions were not bad.

1540 Submerged.

1845 Surfaced.

2055 Exchanged recognition signals with REDFIN
and BARBERO and gave them dope on LOMBOK.

1 November

Enroute FREEMANTLE.

2 November

0600 Exchanged messages with HADDO.

0706 Submerged.

0732 Surfaced.

CONFIDENTIAL

ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

3 November

Enroute FREEMANTLE.

4 November

Enroute FREEMANTLE.

5 November

Enroute FREEMANTLE.

1512 Submerged.

1543 Surfaced.

2010 S.D. contact at 10 miles. Did not close.
(Aircraft contact #52)

6 November

Enroute FREEMANTLE.

0535 Exchanged calls with escort.

Moored alongside U.S.S. EDRYALE port side
to in nest with LAPON.

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(C) WEATHER

Weather conditions as described in Sailing Directions were encountered. Frequent squalls, low hanging clouds, and hazy atmosphere predominated.

(D) TIDAL INFORMATION

Variable currents were experienced in PALAWAN Passage, however, a set from north to northeast with an average drift of .6 knots predominated in the vicinity of 9°N.

(E) NAVIGATIONAL AIDS

- (1) No navigational aids were observed.
- (2) A shoal, extent unknown, exists in Lat. 06-55N Long. 116-02E. DACE hit bottom at 57 feet here. Position determined by radar fix on MONTANINI Island one hour prior to grounding.
- (3) Following observations were made in Dangerous Ground:

- (a) SABINA Shoal - Sighted breakers and rock at 10.5 miles.
- (b) BOXILL Reef - Breakers at 6 miles.
- (c) SECOND THOMAS Shoal - Not sighted at 10 miles.
- (d) ELICIL ANNE Reef - Not sighted at 10 miles.
- (e) FIRST THOMAS Shoal - Breakers at 8 miles.
- (f) MISCHIEF Reef - Sighted at 12 miles. Very low with several large rocks widely scattered. Appear to be ships at a distance.

CONFIDENTIAL

ENCLOSURE (..)

(F) SHIP CONTACTS:

TIME	&	:	:	:	EST.	:	HOW	:
:	DATE	:	L.T. &	:	:	:	COURSE	:
10:	:	LONG.	:	TYPE(S)	:	RANGE	& SPEED	:
:	:	:	:	:	:	:	ACTED	:
:	:	:	:	:	:	:	:	REMARKS
:	:	:	:	(4) Large A.K.	:	:	:	:
:	0802H	:	07-07N:	(3) Large A.O.	:	1800T.	Sound	Attack #1A & 1B
1:	13 Cct:	116-44E:	:	(3) large D.D.	18 mi.	8 Kts.	Pinging:	:
:	1010H	:	08-55N:	(2) FUBUKI	:	190°T.	SD & SJ:	:
2:	19 Cct:	116-48E:	:	D.D.'s	9 mi.	18 Kts.	Radars	Attack #2
:	:	:	:	:	:	:	:	Estimated composi-
:	0025H	:	08-34N:	Major Orange	:	0380T.	S.J.	tion: 3 B.B's; 1
3:	23 Cct:	116-15E:	:	Task Force	15 Mi.	15 Kts.	Radar	CV, 4 CR, 4DD; ATK #3
:	1018H	:	09-22N:	:	:	3500T.	Sound	:
4:	24 Cct:	116-48E:	:	D.D.	12 mi.	18 Kts.	P'ng.	Investigated D RFR

(2) AIRCRAFT CONTACTS

TIME	DATE	LAT. & LONG.	TYPE(S)	RANGE	EST. COURSE & SPEED	HOW CONTACTED	REMARKS
0907I	11-10S					SD	
1:11Sept	128-48E	UNK.	18 mi.			Radar	
1235I	10-24S					SJ	
2:11Sept	128-28E	UNK.	10 mi.			Radar	
1600I	09-43S					SJ	
3:11Sept	128-12E	UNK.	8 mi.			Radar	
1145I	00-35S					SD	
4:13Sept	126-23E	UNK.	5 mi.			Radar	
2135I	01-25N					SJ	
5:13Sept	125-30E	UNK.	13 mi.			Radar	No lights.
2250I	01-40N					SJ	
6:13Sept	125-25E	UNK.	10 mi.			Radar	No lights.
2320I	01-52N					SJ	
7:13Sept	125-20E	UNK.	11 mi.			Radar	No lights.
2337I	01-50N					SJ	
8:13Sept	125-13E	UNK.	5 mi.			Radar	No lights.
1205I	03-55N					SD	
9:14Sept	122-52E	E-24	18mi.			Radar	
1814I	04-38E					SD	
10:14Sept	122-25E	UNK.	7 mi.			Radar	
0800I	03-48N					SD	
11:16Sept	122-16E	UNK.	10 mi.			Radar	
1209I	03-42N					SD	
12:16Sept	122-21E	UNK.	11 mi.			Radar	

(G) AIRCRAFT CONTACTS (Continued)

NO	DATE	TIM & LONG.	LAT. & LONG.	TYPE(S)	RANGE	EST. COURSE & SPEED	HOW ACTED	CONT#	REMARKS
		:1548I	: 04-14N				: SJ		
13	17Sept	:122-28E	: 03-22N	UNK.	: 10 mi.		: Radar		
		:0721I	: 03-22N				: ID		
14	18Sept	:122-26E	: 03-22N	UNK.	: 8 mi.		: Radar		
		:1504I	: 04-09N				: SJ		
15	18Sept	:122-25E	: 04-11N	UNK.	: 6 mi.		: Radar		
		:1545I	: 04-11N				: Peri-		
16	18Sept	:122-26E	: 03-34N	PEPE	: 3 mi.		: scope		
		:0900I	: 03-34N				: Peri-		
17	19Sept	:122-30E	: 04-20N	UNK.	: 8 mi.		: scope		
		:0407I	: 04-20N				: SJ		
18	20Sept	:122-30E	: 03-19N	UNK.	: 12 mi.		: Radar		
		:0855I	: 03-19N				: SD		
19	20Sept	:122-30E	: 03-31N	UNK.	: 7 mi.		: Radar		
		:0900I	: 03-31N				: SD		
20	21Sept	:122-48E	: 03-26N	UNK.	: 14 mi.		: Radar		2 engine bomber
		:1140I	: 03-26N				: SD		
21	21Sept	:122-52E	: 04-22E	UNK.	: 24 mi.		: Radar		
		:0425I	: 04-22E				: SJ		
22	22Sept	:122-45E	: 03-32N	UNK.	: 9 mi.		: Radar		
		:0900I	: 03-32N				: SD		
23	22Sept	:122-39E	: 03-24N	UNK.	: 15 mi.		: Radar		
		:0945I	: 03-24N				: ID		
24	22Sept	:122-39E	: 03-23N	BETTY	: 9 mi.		: Radar		
		:1008I	: 03-23N				: SD		
25	22Sept	:122-39E	: 03-23N	FOPE	: 12 mi.		: Radar		

CONFIDENTIALENCLOSURE (4)(G) AIRCRAFT CONTACTS (Continued)

NO	TIME & DATE	LAT. & LONG.	TYPE(S)	RANGE	EST. COURSE & SPEED	HOW CONT- ACT ID	REMARKS
	:1100I	: 03-17N:				: SD	
26:	22 Sept	:122-39E:	PETE	: 10 mi.		: Radar	
	:1216I	: 03-26N:				: SD	
27:	24 Sept	:122-35E:	UNK.	: 8 mi.		: Radar	
	:2250I	: 02-37N:				: SD	
28:	5 Oct	:138-08E:	PBY	: 12 mi.		: Radar	Friendly
	:0307I	: 02-50N:				: SD	
29:	5 Oct	:129-12E:	PBY	: 9 mi.		: Radar	Friendly
	:1600I	: 04-48N:				: SD	
30:	6 Oct	:121-15E:	UNK.	: 18 mi.		: Radar	
	:0640H	: 12-25N:				: SD	
31:	7 Oct	:120-03E:	UNK.	: 12 mi.		: radar	
	:0712H	: 12-25N:				: SD	
32:	9 Oct	:119-01E:	TRANSPORT	: 8 mi.		: Radar	
	:1221H	: 11-42N:				: SD	
33:	9 Oct	:118-46E:	UNK.	: 13 mi.		: Radar	
	:1111H	: 09-07N:				: Peri-	
34:	10 Oct	:117-10E:	BETTY	: 10 mi.		: scope	
	:0815H	: 09-19N:				: SD	
35:	11 Oct	:117-21E:	UNK.	: 9 mi.		: Radar	
	:0925H	: 09-14N:	(2) BETTYS			: SJ	
36:	11 Oct.	:117-17E:	(1) ZEKE	: 12 mi.		: Radar	
	:0958H	: 09-16N:				: SD	
37:	11 Oct	:117-10E:	BETTY	: 20 mi.		: Radar	

(G) AIRCRAFT CONTACTS (Continued)

NO	TIME & DATE	LAT. & LONG.	TYPE(S)	RANGE	EST. COURSE & SPEED	HOW ACTED	CONT- ACTED	REMARKS
38	:1215L 11 Oct	: 09-09N :117-19E	BOMBER	: 17 mi.	:	: SD : Radar	:	
39	:1232L 11 Oct	: 09-12N :117-16E	UNK.	: 13 mi.	:	: SD : Radar	:	
40	:1424L 11 Oct	: 09-17N :117-15E	UNK.	: 8 mi.	:	: SD : Radar	:	
41	:1530L 13 Oct	: 07-42N :116-38E	UNK.	: 6 mi.	: UNK.	: SD : Radar	:	
42	:1144L 14 Oct	: 06-55N :116-02E	UNK.	: 5 mi.	: UNK.	: SD : radar	:	
43	:1121L 23 Oct	: 09-16N :117-14E	ZEKE	: 8 mi.	: VARIOUS	: Peri- : scope	:	Patrolling over crippled CA.
44	:1214L 23 Oct	: 09-18N :117-13E	BETTY	: 8 mi.	: VARIOUS	: Peri- : scope	:	Same as #43
45	:0558L 24 Oct	: 09-26N :116-55E	BETTY	: 6 mi.	: 250 ^{KT} . :250 Kts.	: SD : Radar	:	Bombed DARTER
46	:0950L 24 Oct	: 09-26N :116-50E	UNK.	: 9 mi.	: VARIOUS	: SD : Radar	:	Patrolling near DARTER 50' off water.
47	:0742E 25 Oct	: 09-57N :117-08E	UNK.	: 20 mi.	: UNK.	: SD : Radar	:	
48	:1225E 25 Oct	: 09-53N :116-14E	UNK.	: 23 mi.	: UNK.	: SD : radar	:	
49	:1230E 25 Oct	: 09-51N :116-13E	UNK.	: 10 mi.	: UNK.	: SD & SD : radars	:	

CONFIDENTIAL

ENCLOSURE (A)

(G) AIRCRAFT CONTACTS (Continued)

NO	Date	Time & Date	Lat. & Long.	TYPE(S)	RANGE	Est. Course & Speed	HO V	CO IT-	ACTED	REMARKS
		:1418H	: 01-06S:							
50	:28 Oct	:107-45E:	UNK.		: 21 Mi.	: UNK.	: S) Rad.			
		:0912H	: 04-23S:				: S)			
51	:29 Oct	:110-17E:	UNK.		: 26 Mi.	: UNK.	: Radar			
		:2010H	: 30-50S:				: S)			
52	:5 Nov.	:114-07E:	UNK.		: 10 mi.	: UNK.	: Radar	: Friendly		

CONFIDENTIAL

ENCLOSURE (A)

Subject: U.S.S. DECE (SS247), Report of War Patrol
Number FIVE,

(H) TORPEDO ATTACK REPORT FORM

U.S.S. DECE (SS247) Torpedo Attack No. 1-A Patrol #5

Time: 0102H Date: 10/14/44 Lat. 06-05N Long. 115-55E

TARGET DATA - DAMAGE INFLECTED

Description: Seven ship convoy escorted by three large destroyers and consisting of one large AF or AK, 7,500T; three large AK's, 7,500T; and three large AO's, 10,000T. This was the same convoy that had been contacted the previous morning, and attacked by DARTER on 12 October.

Ship(s) Damaged or: Probably sunk one large AO, (E.U.)
Probably Sunk: 10,000T, and damaged one large
AF or AK, 7,500T. (E.U.)

Damage determined by: One observed torpedo hit on each target and the presence of at least one cripple after the convoy had fled the scene of the attack. AO could not stay with convoy and when last contacted was lying to with two escorts standing by.

Target draft: 20' Course: 2180T Speed: 7.5 Range 4,500
(at firing)

OWN SHIP DATA

Speed: 8 Course: 1100T Depth: Surface Angle -- (at
firing)

FIRE CONTROL AND TORPEDO DATA

Type attack: Night radar attack on the surface using the T.D.C. with radar ranges and bearings to obtain the firing set-up. A divergent spread was fired and the constant bearing method used.

CONFIDENTIAL

ENCLOSURE (..)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(H) TORPEDO ATTACK DATA - 1A

Tubes fired:	#1	#2	#3	#4	#5	#6
Track angle:	61 $\frac{1}{2}$ S	62S	61 $\frac{1}{2}$ S	64S	65 $\frac{1}{2}$ S	64
Gyro angle:	346 $\frac{1}{2}$	346	346	347	348	344 $\frac{1}{2}$
Depth set:	6'	6'	6'	6'	6'	6'
Power:	High	High	High	High	High	High
Hit or Miss:	Hit	Hit	Erratic	Miss	Miss	Miss
Erratic:	No	No	Yes	No	No	No
Mark torpedo:	23	23	23	23	23	23
Serial No:	49564	49591	41206	49527	49747	49370
Mark Exploder:	6-5	6-5	6-5	6-5	6-5	6-5
Serial No:	12763	1085	13958	12440	17176	17181
Actuation						
Set:	CONTACT	CONTACT	CONTACT	CONTACT	CONTACT	CONTACT
Actuation						
Actual:	CONTACT	CONTACT	- -	- -	- -	- -
Mark Warhead:	16-1	16-1	16-1	16-1	16-1	16-1
Serial No:	12219	11461	2771	13491	1598	4114
Explosive:	TORPEX	TORPEX	TORPEX	TORPEX	TORPEX	TORPEX
Firing						
Interval:	- -	10	8	7	8	9
Type Spread:	- - - - -	- - - - -	DIVERGENT	- - - - -	- - - - -	- - - - -
Sea Conditions:	- - - - -	- - - - -	FLAT CALM	- - - - -	- - - - -	- - - - -
Overhaul						
Activity:	-	-	-	-	-	-
	Submarine Repair Unit, Navy No. 134					

REMARKS: All torpedoes were observed to run HSN with the exception of #3. It porpoised many times on various courses upon leaving the tube. Finally passed aft close aboard to starboard on or near the surface.

CONFIDENTIAL

ENCLOSURE (4)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(H) TORPEDO ATTACK REPORT FORM

U.S.S. DACE (SS247) Torpedo Attack No. 1-B Patrol #5

TIME: 0106H Date: 10/14/44 Lat. 06-05N Long. 115-55E

TARGET D.T.L. - DAMAGE INFLICTED

Description: Same convoy as described in attack #1-A.

Ship(s) Sunk: One large L.K. (7,500t) (E.U.).

Ship(s) Damaged or
Probably Sunk:

Damage determined by: Two observed torpedo hits; and
the presence of only five ships in the convoy after it
flood the scene of the attack. The presence of only
five ships corroborated by DATER.

Target Draft: 30 Ft. Course: 218° Speed: 7.5 Range: 5,400
(at firing)

OUR SHIP D.T.L.

Speed: 15 Course: 290° Depth: Surface Angle - - (at firing)

FIRE CONTROL AND TORPEDO D.T.L.

Type Attack: Night radar attack on the surface using
the T.D.C. with radar ranges and bearings to obtain the
firing set-up. -- divergent spread was fired and the
constant bearing method used.

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ENCLOSURE (A)

Subject: U.S. DACE (SS247), Report of War Patrol
Number FIVE.

(H) TORPEDO ATTACK DATA 1-B

Tubes Fired:	#7	#8	#9	#10
Track Angle:	89S	89½S	91S	89½S
Gyro Angle:	194	189	194½	194½
Depth Set:	6'	6'	6'	6'
Power:	--	--	--	--
Hit or Miss:	Hit	Hit	Miss	Miss
Erratic:	No	No	No	No
Mark Torpedo	18	18	18	18
Serial No.:	53768	54075	54013	53899
Mark Exploder:	4-7	4-7	4-7	4-7
Serial No:	16134W	16589W	16626W	16425W
Actuation Set:	CONTACT	CONTACT	CONTACT	CONTACT
Actuation Actual:	CONTACT	CONTACT	--	--
Mark Warhead:	18	18	18	18
Serial No:	98	96	159	43
Explosive:	TORPEX	TORPEX	TORPEX	TORPEX
Firing Interval:	--	11	10	10
Type Spread:	-- -- --	-- DIVERGENT	-- -- --	-- -- --
Sea Conditions:	-- -- --	-- FLAT CALM	-- -- --	-- -- --
Overhaul Activity:	Submarine Repair Base, Navy #134			

REMARKS: All torpedoes were observed to run HSN.
These torpedoes had been charged two days
previous to firing.

CONFIDENTIAL

ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(H) TORPEDO ATTACK REPORT FORM

U.S.S. DACE (SS247) Torpedo Attack No 2 Patrol No. 5

TIME: 1043H Date: 10/19/44 Lat. 08-55N Long. 116-48E

TARGET DATA - DAMAGED IMPLICATED

Description: Two FUBUKI class Destroyers.

Ship(s) Sunk: None.

Ship(s) Damaged or
Probably Sunk: None.

Damage Determined by: - -

Target Draft 9' Course: 255° Speed: 18 Range: 1800 yds.
(at firing)

OWN SHIP DATA

Speed: 2.5 Course: 146° Depth: 65' Angle: 0 (at firing)

FIRE CONTROL AND TORPEDO DATA

Type Attack: Submerged day periscope attack using the T.B.C. with periscope bearings and ranges to obtain the firing set-up. The constant bearing method was used. A divergent spread set in, and a salvo of four torpedoes were fired from the stern tubes at the leading destroyer. Misses due to zig away by target.

CONFIDENTIAL

ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(H) TORPEDO ATTACK DATA - #2

Tubes Fired:	#7	#8	#9	#10
Track Angle:	123 $\frac{1}{2}$	123	125	143
Gyro angle:	165	165 $\frac{1}{2}$	163 $\frac{1}{2}$	146
Depth Set:	6'	6'	6'	6'
Power:	--	--	--	--
Hit or Miss:	Miss	Miss	Miss	Miss
Erratic	No	No	No	No
Mark Torpedo	18	18	18	18
Serial No:	93381	54039	53889	53966
Mark Exploder	4-7	4-7	4-7	4-7
Serial No:	16640W	16224	16413W	16461W
Actuation Set:	CONTACT	CONTACT	CONTACT	CONTACT
Actuation Actual:	--	--	--	--
Mark War Head	18	18	18	18
Serial No:	124	40	45	576
Explosive:	TORPEX	TORPEX	TORPEX	TORPEX
Firing Interval:	--	10	12	28
Type Spread:	-- -- --	-- -- --	-- -- --	-- -- --
Sea Condition:	-- -- --	-- -- --	-- -- --	-- -- --
Overhaul Activity:	Submarine Repair Unit, Navy #134 --			

REMARKS: Torpedoes were heard to leave the tubes
correctly and run HSN

CONFIDENTIAL

ENCLOSURE (A).

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(H) TORPEDO ATTACK REPORT FORM

U.S.S. DACE (SS247) Torpedo Attack No. 3 Patrol No. 5

TIME: 0554H DATE: 10/23/44 LAT. 09-28N LONG. 117-20E

TORPEDO DATA - DAMAGE INFLICTED

Description: KONGO type battleship or CA escorted by two
ATAGO or NACHI cruisers.

Ship(s) Sunk: One KONGO Class Battleship or CA (E.U.).

Ship(s) Damaged or

Probably Sunk: None

Damage Determined by: Four timed torpedo hits on
target, accompanied by two tremendous explosions
from direction of target. Very loud breaking-up noises
from direction of target started eight minutes after
first hit and persisted for thirty minutes. These
noises were also heard by DARTER.

Target draft: 27½' Course: 049°T Speed: 17 Range 1700
(at firing)

OWN SHIP DATA

Speed: 3 Course: 140°T Depth: 65' Angle: 0 (at firing)

FIRE CONTROL AND TORPEDO DATA

Type Attack: Submerged dawn periscope attack using the
T.D.C. with periscope ranges and bearings
to obtain the firing set-up. A longitud-
inal spread was set in by point of aim
method and a salvo of six torpedoes were
fired from the bow tubes.

CONFIDENTIAL

ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(H) TORPEDO ATTACK DATA - #3

Tubes Fired:	#1	#2	#3	#4	#5	#6
Track Angle:	114P	115 $\frac{1}{2}$ P	118P	119P	120P	121P
Gyro Angle:	331	334	338 $\frac{1}{2}$	341	344	348
Depth Set:	10'	10'	10'	10'	10'	10'
Power:	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH
Hit or Miss:	Miss	Hit	Hit	Hit	Miss	Hit
Erratic:	No	No	No	No	No	No
Mark Torpedo:	23	23	23	23	23	23
Serial No:	49513	49295	49377	41194	49524	49474
Mark Exploder:	6-5	6-5	6-5	6-5	6-5	6-5
Serial No:	12730	17171	17139	14150	17079	17132
Actuation Set:		CONTACT	CONTACT	CONTACT	CONTACT	CONTACT
Actuation Actual:	--	CONTACT	CONTACT	CONTACT	--	CONTACT
Mark Warhead:	16	16	16	16	16	16
Serial No:	1592	2052	2552	10071	812	11175
Explosive:	TPX	TPX	TPX	TPX	TPX	TPX
Firing Interval:	--	13	11	8	10	8
Type Spread:	--	--	--	LONGITUDINAL	--	--
Sea Conditions:	--	--	--	FLAT CALM	--	--
Overhaul Activity:	--	S/M Repair Unit	--	Navy #134	--	--

REMARKS: There is no explanation for #5 not hitting.
All torpedoes left the tubes correctly.

CONFIDENTIAL

ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(H) TORPEDO ATTACK REPORT FORM

U.S.S. DACE (SS247) Torpedo Attack No. 4 Patrol No. 5

TIME: 0500H Date: 10/24/44 LAT. 09-26N LONG. 116-55E

TARGET DATA - DAMAGE INFLICTED

Description: U.S.S. DARTER (SS227) aground on
BOMBAY Shoal, South China Sea.

Ship(s) Sunk: None

Ship(s) Damaged or
probably sunk: None

Damage determined by: - -

Target Draft: 0' Course: 230°T Speed 0 Range 1,000
(at firing)

OWN SHIP DATA

Speed: 0 Course: 230° Depth: Surface Angle: 0 (at
firing)

FIRE CONTROL AND TORPEDO DATA

Type Attack: Day radar attack on the surface using the
T.D.C. with radar ranges and radar and
periscope bearings to obtain the firing
set-up. All fish were fired to hit using
the constant bearing method. All torpedoes
exploded on the reef.

CONFIDENTIAL

ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(H) TORPEDO ATTACK DATA - #4

Tubes Fired:	#1	#2	#3	#4
Track Angle:	140P	140P	180	180
Gyro Angle:	355	359	358	356
Depth Set:	4'	0	0	4'
Power:	HIGH	HIGH	HIGH	HIGH
Hit or Miss:	MISS	MISS	MISS	MISS
Erratic:	No	No	No	No
Mark Torpedo:	23	23	23	23
Serial No.:	49503	49560	49646	49824
Mark Exploder:	6-5	6-5	6-5	6-5
Serial No.:	13281	10165	17072	14006
Actuation Set:	CONTACT	CONTACT	CONTACT	CONTACT
Actuation				
Actual:	--	--	--	--
Mark Warhead	16	16	16	16
Serial No.:	9059	4713	4612	4420
Explosive:	TNT	TNT	TNT	TNT
Firing				
Interval:	Torpedoes fired over period 15 min.			
Type Spread:	- - - - - NONE - - - - -			
Sea Condition:	- - - - - FLAT CALM - - - - -			
Overhaul Activity:	S/M Repair Unit, Navy No. 134			

REMARKS: All torpedoes exploded against coral reef
on which the DARTER was aground.

CONFIDENTIAL

ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(E) GUN ATTACK REPORT FORM

U.S.S. DACE (SS247) Gun Attack No. 1 Patrol No. 5

TIME: 0530H DATE: 10/21/44 LAT. 09-26N LONG. 116-55E

TARGET DATA - DAMAGE INFLECTED

Damaged: U.S.S. D. RITER (SS227) aground and abandoned
on BOMBYI Shoal, PALAWAN Passage.

Damage Determined by: Twenty-one observed hits with
4" 50 cal. high capacity shells.

DETAILS OF ACTION

Type Gun: 4" 50 cal. deck gun.

Type Ammunition: High capacity - 26 rounds.
Common - 4 rounds.

Type Attack: Local control was used with radar ranges.
The 4" 50 cal. shells appeared very in-
effective against the steel pressure hull.
Action was broken off upon the approach
of enemy aircraft.

CONFIDENTIAL

ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(I) MINES

Seven mines were sunk by 20mm fire in the vicinity of Lat. 03-37N, Long. 122-32E. Of these one was a moored type mine fitted with the conventional horns. This mine exploded when hit with gunfire; the remaining six mines were of the drifting type. They were tear shaped, fitted with vanes or fins, and painted either a solid black or red. These mines were sunk, but not exploded by gunfire.

All the above were found in a tide rip and within a radius of ten miles of the above position.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS

No new anti-submarine measures were encountered. All contacts were escorted by three or more destroyers. The escorts for the convoy encountered 13 October were echo ranging night and day. The escorts for the task force were not echo ranging prior to the attack.

The counter measures encountered after attacks number 1 and 2 were quite ineffective. The one after the attack on the task force was quite effective; however, the Japanese shortage of destroyers is indicated by the small number encountered with this important task force.

The usual evasive tactics of going deep and clearing area on varying courses keeping escorts astern were used.

(K) MAJOR DEFECTS AND DAMAGE

(A) RADIO AND SOUND:

(1) S.D. Radar.--A short from primary to secondary in filament section of oil filled main power transformer caused oil to boil, thus exploding the case and burning out the primary. Transformer rewound using one fourth inch of varnished CAMBRIC insulation; case was soldered and refilled with hydraulic oil. Transformer stood 20,000 volts across windings and was replaced with spare 200 hours later.

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(K) MAJOR DEFECTS AND DAMAGE (Continued)

(A) RADIO AND SOUND (Continued)

(2) Several high resistance joints in the center conduction of the R-F coax were found dirty. One of these being where the coax leaves the transmitter had the same effect as a short one fourth wave length away across the oscillation tubes thus preventing the latter from oscillating. Repair consisted of dismantling the R-F plumbing and cleaning all joints.

(3) QC-JK head struck by submerged object on QC side denting head and bending spider. Although head itself was not damaged the bending of the spider cut the leads and shorted them. JK side could be used at reduced efficiency. Head repaired by ORION. QB head was wiped when ship grounded while submerged.

(B) ENGINEERING:

(1) Auxiliary Engine--Cap on wrist pin on #8 unit worked loose. Subsequent rise in temperature due to friction between cap and cylinder liner allowed the wrist pin to expand and thus lock the needle bearing. Wrist pin carried away and piston seized. Liner and a new unit were installed.

(2) Port Main Motor and Reduction Gear Sump--Excessive leakage through stern tubes at deep submergence allowed water to reach the level of the attached lub oil pump flange. Water entered sump tank on two occasions and it is believed a faulty gasket is causing the leak. Sump pumped dry, flushed, and oil renewed in each instance.

(3) Gyro Compass--Three different times during the patrol the master gyro was placed out of commission because of a variable error. The sensitive

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(K) MAJOR DEFECTS AND DAMAGE (Continued)

(B) ENGINEERING (Continued)

element was renewed by ORION but three weeks later this error again appeared. It is believed that the casualties were caused, not by the sensitive element, but by the damping or follow up systems. The only abnormal condition existing is the splashing of oil from the sump by the north rotor. In each case repairs were effected by securing the gyro, cleaning the mercury, and the damping system. This is a serious casualty as the gyro is not dependable and was the cause of much concern during the patrol. A thorough check of the entire system is requested.

(C) ORDNANCE:

An air leak developed in a MK23 torpedo at the valve group connection of the high pressure air line from the preheater. Leak was repaired by silver soldering. Torpedo ran HSW.

(L) RADIO

Reception was reliable at all times with the 9 megacycle band best for night use, and either the 12 or 16 megacycle band best during the day. No Japanese attempts at jamming were noticed.

No difficulty was encountered in night transmission from the area, but it was impossible to get receipt for day transmission of DACE serial eight. It was sent blind and later retransmitted on Bakers. South of the barrier enemy jamming and false receipting was experienced. (See section U).

The use of the area frequency for communication with the DARTER was excellent and presented no problems. No jamming was experienced. Communication using vertical antenna was unsatisfactory with both boats submerged; however, with one boat on the surface limited use could be made of it.

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(N) RADAR

SJ - Performance of SJ was very good. Again it was used during the day as well as at night to search for aircraft. Approximately one third of the aircraft contacts were by SJ with ranges up to and exceeding 15 miles. Contact on an enemy battleship force was made at fifteen miles. In addition to normal tube failure the only casualties experienced were grounding of the secondary of the high voltage rectifier filament transformer shorting the high voltage power supply, and the shorting of condenser C-16 shorting the plate of the bias generator to ground.

SD - As far as results were concerned the SD performed very well by picking up planes up to thirty miles and consistently above fifteen and twenty. Maintenance, however, was a problem due partially to instability caused by low resistance readings in the mast. (See Major Defects).

SN-2 - While tracking the Jap task force on 23 October the SN-2 picked up an enemy radar on 150 megacycles with a P.V.F. of approximately 2,000 cycle per second.

(N) SOUND

Sound conditions in the area were good. Echo ranging could be heard as far as eighteen miles and attacking destroyers seemed to have little difficulty in locating and maintaining contact with DACE after the attack on October 23rd.

Sound heads were damaged on two occasions. (See Major Defects)

(O) DENSITY LAYERS

Good density layers were encountered in the area.

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(O) DENSITY LAYERS (Continued)

Below are tabulated layes observed:

<u>DATE</u>	<u>LAT.</u>	<u>LONG.</u>	<u>SURFACE TEMP.</u>	<u>DEPTH OF LAYER</u>	<u>TEMP. DROP</u>
9-19	03-42N	122-29E	86	220	3
9-20	05-07N	122-42E	85	Thermocline	5
10-7	07-17N	120-23E	86	230	3
10-8	11-36N	122-43E	84	200	4
10-13	07-21N	116-13E	83	260	9
10-15	07-40N	116-43E	84	260	10
10-16	07-07N	115-01E	85	260	13
10-17	07-41N	116-39E	85	260	10
10-19	07-30N	117-03E	83	220	13
10-23	09-25N	117-20E	83	210	11

(P) HEALTH, FOOD, and HABITABILITY

Health of both officers and men was above average although near the end of the patrol several cases of patrol fatigue were noticed, especially among those men who have made five or more patrols. One case of cellulitis of the leg had to be transferred before departure from advanced base. Food was well prepared and served. Habitability was that expected of this type boat in tropical waters.

After the DARTER crew came on board living conditions became crowded but not to the extent imagined when 165 men are carried. Men were assigned to compartments and requested to remain there the major part of the time. There was only time for two meals but soup was available throughout the day. Maximum time submerged was ten and one half hours. Liberal use was made of CO2 absorbent and O2 in order to revitalize the air.

Although there was no room to spare and the quality and quantity of food declined the last few days it is believed that no one suffered any undue hardship during the last eleven days of the patrol.

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(Q) PERSONNEL

(a) Number of men on board during patrol - - - - 74
 (b) Number of men qualified at start of patrol - 51
 *(c) Number of men qualified at end of patrol - - 8
 (d) Number of unqualified men making their
 first patrol - - - - - 13
 (e) Number of men advanced in rating during
 patrol - - - - - 3
 (f) DARTER officers and crew - - - - - 81

*Because of the crowded conditions on board qualifications had to be stopped prior to departure from area.

The training of officers and crew is excellent. Their performance of duty under combat conditions is in keeping with the highest traditions of the Naval Service. During the various attacks and also during the rescue operations and subsequent attempt to destroy the DARTER numerous individuals displayed outstanding courage and resourcefulness. These men are recommended for suitable awards in a separate letter.

Appreciation is expressed for the conduct of the DARTER personnel while on board. Although conditions were crowded due to the limited space available in a submarine their conduct made a pleasant cruise out of what could have been an intolerable situation.

(R) MILES SETAIND - FUEL USED

	MILES	GAL. FUEL
Base to Area - BRISBANE--BARRIER	3,513	45,577
WONDI ---Area	699	8,505
In Area - Part 1 (CELEBES SEA)	2,992	26,443
Part 2 (D-6)	6,999	59,720
Area to Base - CELEBES - WONDI	699	7,400
BARRIER - FREMANTLE	1,500	15,000

TOTAL 16,402Mi. 162,645Gal.

CONFIDENTIAL

ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(S) DURATION

Days enroute area	- - - - -	14
Days in area	- - - - -	39
Days enroute area--MIOS WOENDI	- -	2
Days enroute area--FREEMANTLE	- -	6
Days at MIOS WOENDI	- - - - -	6
	TOTAL-	67
Days Submerged	- - - - -	16

(T) FACTORS OF ENDURANCE REMAINING

TORPEDOES

FUEL

PROVISIONS

PERSONNEL

0

1,000 gals.

3 days

7 days

Limiting factor this patrol: Expenditure of torpedoes.

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(U) RADIO AND RADAR COUNTERMEASURES

RADIO COMMUNICATIONS - JAMMING BY THE ENEMY

1. Ship or station: U.S.S. DACE (SS247)
2. Position, bearing and altitude when enemy radio signals were observed: _____
3. Position of Transmitting Station: 150S; 1150E
4. Date & Time of Jamming: 2200H on 11/1/44 to 0100H on 11/2/44 and 2300H to 2400H on 11/2/44.
5. Frequencies jammed: 840 Kc
6. Describe signal jammed: Own signal CW
7. Use of circuit: Operational
8. Was enemy jamming signal stable: Yes
9. What was ratio of strength of own signal to enemy jamming signal: 1 to 4
10. What was power output of own transmitter at time of jamming: 200 watts
11. Location of enemy jammer:
Shipborne _____ Airborne _____ Landbased _____ Unknown X
12. Type of jamming signal: was random keyed CW
13. Effectiveness of jamming: Very effective
14. Action taken to overcome jamming: was to slightly shift frequency and to send breaks during the jamming
15. Bandwidth covered by enemy jamming signals: was 10 kcs in receivers used.

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ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(U) RADIO AND RADAR COUNTERMEASURES

RADIO COMMUNICATIONS - JAMMING BY THE ENEMY(Cont'd)

16. Did jamming transmitter appear to be monitored by a
look-in receiver: Yes
Additional trouble was encountered with false trans-
missions. False receipts for DACE serial 12 were ob-
tained from enemy stations using the calls VIXO and
ZLN. When trying to send DACE 13 three stations us-
ing VIXO and two stations using VLM were encountered.
When asked to authenticate the enemy stations asked
us to stop transmitting or said they had nothing more
for us. Both messages were received by VIXO due to
excellent work by their operators.
17. If frequency was shifted, how long before enemy jam-
med new frequency: Frequency shifted but could not
establish communication. Enemy did not jam. Had to
resort to original frequency to clear message.

CONFIDENTIAL

ENCLOSURE (A)

Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.

(U) RADIO AND RADAR COUNTERMEASURES

INTERCEPTION OF ENEMY RADAR TRANSMISSIONS

1. Ship or Station: U.S.S. DACE (SS247)
2. Area covered on this mission: Phillipine Area from 10/7/44 to 10/26/44
3. Was enemy radar:
Shipborne: X Airborne: Landbased: Unknown:
(Battleship or heavy cruiser)
(a) Describe enemy installation: Unknown
4. Intercept equipment: SN-2
5. (a) Frequency: 150Mcs. Dial Readings: 150, 180 Mcs.
(b) PRF 3000 cps How Measured: Est. by tone
(c) Pulse Width: Unknown How Measured:
(d) Sketch Pulse:
(e) Was Lobe Switching Used: No.
(f) Polarization of enemy signal: Not determined.
(g) Sweep Rate: 4 rpms
6. (a) Was radar used for surface or air search, GL, SLC, GOI, or AI: Search (whether surface or air not determined).
7. Action of enemy radar including distances and bearings at which he searched, tracked, faded, etc.: Radar was first detected at 12 miles after radar contact (SJ) had been established. Enemy made two sweeps then secured for one minute. At one time the tone disappeared and only a high noise level was heard for about thirty minutes. Sweeping disappeared indicating a possible casualty to enemy radar.

EXTRA

REC'D NO. 19
NOV 21 1944

FE24-71/A16-3

UNITED STATES NAVY

12b/pr

Serial 01590

25 December 1944.

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

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

Subject: U.S.S. DACE - Revision of damage inflicted during Fifth War Patrol.

Reference: (a) ComSubs7thFlt 2nd End. FE24-71/A16-3 (Serial 01458) of 30 November 1944 to USS DACE Conf. Ltr. A16-3/09, dated 6 Nov. 1944 (Report of Fifth War Patrol).
(b) ONI 222-J (A Statistical Summary of the Japanese Navy).

1. The assessment of damage inflicted on the enemy during the subject War Patrol, was credited by reference (a) as follows:

SUNK

1 - AO (Large - EU)	10,000 Tons	{ Attack No. 1 }
1 - AP (Large - EU)	7,500 Tons	{ Attack No. 1 }
1 - CA (ATAGO Class - EU)	9,900 Tons	{ Attack No. 3 }

Total 27,400 Tons

2. Reference (b) indicates that the latest Statistical Summary of the Japanese Navy estimates the ATAGO class cruiser as being of 12,500 tons displacement rather than the former estimate of 9,900 tons. Damage is therefore revised as follows:

SUNK

1 - AO (Large - EU)	10,000 Tons	{ Attack No. 1 }
1 - AP (Large - EU)	7,500 Tons	{ Attack No. 1 }
1 - CA (ATAGO Class - EU)	12,500 Tons	{ Attack No. 3 }

Total 30,000 Tons

R. W. CHRISTIE.

FE24-71/A16-3

UNITED STATES NAVY

Serial 01458

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

SECOND ENDORSEMENT to:
USS DACE Conf. Ltr.
A16-3/09, dated 6 November
1944. 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. DACE (SS247) - Report of Fifth War
Patrol - Comment on.

1. DACE Fifth War Patrol was conducted in CELEBES SEA; and in the SOUTH CHINA SEA as a member of a coordinated Search and Attack Group composed of DACE and DARTER.
2. Routine reconnaissance duty in the CELEBES SEA from 14 September to 24 September was productive of no torpedo targets. In position (03-37N 122-32E) DACE disposed of seven floating mines.
3. At 0958 on October 13th, while submerged, DACE sighted a convoy heading south from BALABAC ISLAND, too distant to attack. He cleared BALABAC STRAIT and surfaced with the convoy out of sight at 1530. As a result of decisions reached during a rendezvous held with DARTER at 1830, DACE was ordered to take station for attack on the starboard bow of the convoy which was estimated to be proceeding southward inside of N. FURIOUS SHOALS. Radar contact was regained at 2240, and in these shallow and foul waters, he delivered a long range attack at 0102 from 4000 yards. Ten torpedoes were fired, resulting in four hits on two targets. DACE reloaded, made a trim dive, and returned to the vicinity of a heavily damaged cripple. DACE did not follow the convoy because he assumed, first, that DARTER was in contact with the main body; and, secondly, that restricted waters in the vicinity of SOUTH HILL ROCK were not suitable for multiple submarine attacks. However, DARTER had not followed the convoy, but had also remained in the vicinity of the cripple. The presence of two patrolling escorts deterred further attack by either submarine.
4. At 0025 on the 23rd of October both DACE and DARTER contacted and tracked a large Task Force heading north through PALAWAN PASSAGE. A pre-dawn submerged attack was wisely chosen on the assumption that this was the most effective form of dual submarine attack upon a Task Force which was unlikely to radically alter base course in PALAWAN PASSAGE until after morning navigational positions had been plotted. This plan worked out perfectly. DARTER attacked at 0532, and the Task Force was still

REC'D NO 01357
SUBAD, M. I.
12a/1e
NOV 12 1944
30 November 1944.

SUBAD		
ASST SUBAD		
MATERIAL		
OPERATIONS		
DOCTOR		
COMM. OFF.		
PERSONNEL		
DISBORSING		
RECOGNITION		
BARRACKS OFF.		
CHIEF OF OFF.		
CLERK		

Serial 01458

30 November 1944.

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

USS DACE Conf. Ltr.

A16-3/09, dated 6 November
1944. Report of Fifth
War Patrol.Subject: U.S.S. DACE (SS247) - Report of Fifth War
Patrol - Comment on.

apparently unwilling to risk radical change in base course, because it steamed on and twenty minutes later DACE struck, sinking an ATAGO Class CA. In a short period of time this submarine team sank two heavy cruisers and damaged a third.

5. At 1100 DACE was back at periscope depth, and at 1510 she made out DARTER'S stopped cruiser. The Commanding Officer decided not to attack until after dark because the presence of air cover and two destroyers made daylight submerged attack inadvisable until his very tired crew had been given a short rest period.

6. At 2053 radar contact was regained on the damaged cruiser, and DACE was ordered to track from enemy's port bow, and await DARTER'S attack before launching her own. Tracking was discontinued at 0007 when DACE broke off contact to assist DARTER who was aground on BOMBAY SHOAL.

7. DACE arrived at the scene of DARTER grounding at 0140 and stood by to render assistance as required. By 0439 all DARTER'S personnel had been rescued. The assistance rendered to DARTER is a splendid example of effective seamanship.

8. DACE was unable to place a torpedo hit in DARTER'S hull because all four of her torpedoes exploded on the reef. She did succeed in scoring twenty one hits with her four inch gun, but these hits appeared to do little damage except to start a fuel oil fire in the forward fuel group.

9. The award of the Submarine Combat Insignia is authorized for this patrol.

10. The Force Commander congratulates DACE Commanding Officer, Officers and Crew upon their contribution to the great victory scored in the Second Battle of the PHILIPPINES. The DACE - DARTER team struck the first blow. The following damage was

Serial 01458

30 November 1944.

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

SECOND ENDORSEMENT to:

USS DACE Conf. Ltr.
A16-3/09, dated 6 November
1944. Report of Fifth War
Patrol.

Subject: U.S.S. DACE (SS247) - Report of Fifth War
Patrol - Comment on.

inflicted upon the enemy:

SUNK

1 - AO (Large - EU)	10,000 Tons (Attack No. 1)
1 - AP (Large - EU)	7,500 Tons (Attack No. 1)
1 - CA (ATAGO Class - EU)	<u>9,900 Tons</u> (Attack No. 3)

Total 27,400 Tons

R. W. CHRISTIE.

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)		ComSubRon-12	(2)
Com2ndFlt	(1)		DivComsSubRon-12	(1)
Com7thFlt	(2)		DivComsSubRon-18	(1)
ComSubs1stFlt	(30)		DivComsSubRon-26	(1)
ComSubs2ndFlt	(4)		ComSubDiv-162	(1)
CTF-71	(7)		S/M School, N.L. Conn.	(2)
CTG-71.3	(2)		SubAd, Mare Island.	(2)
CTG-71.4	(2)		S/Ms 7th Flt	(1)

P. F. STRAUB, Jr.,
Flag Secretary.

THIS REPORT WILL BE DESTROYED PRIOR
TO EVERY INFO ENEMY CONTROLLED WATERS.

Serial 0219

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

7 November 1944.

FIRST ENDORSEMENT to
U.S.S. DACE (SS247)
Report of Fifth 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. DACE (SS247), Report of War Patrol
Number Five.

1. The fifth war patrol of the DACE is divided into two parts. The first part, from 1 to 27 September, the DACE was on a patrol line under operational control of CTF-72. No contacts were made although aircraft contacts were plentiful. She returned to Mios Woendi and after six days in port she departed under operational control of CTF-71 joining the DARTER in a coordinated attack group under Commander D.H. McClintock, Commanding Officer of the DARTER, for patrol in the vicinity of Palawan Passage. Three torpedo attacks were made.

2. Attack No. 1-A On 13 October DACE sighted a convoy previously reported and attacked by DARTER. The convoy remained in mineable waters which prevented a day submerged attack. After dark an end around was made in conjunction with U.S.S. DARTER. Six steam torpedoes were fired in a night surface attack range 4,000 yards. This long range was imposed by the possibility of mine fields close in. Two hits were registered in two ships. One torpedo made an erratic run and the maneuvers of the DACE to avoid probably accounts for the four misses since she kept firing while swinging to clear the erratic torpedo.

Attack No. 1-B followed immediately thereafter. Four Mark 18 torpedoes were fired at two overlapping freighters at extreme range. Two hits were made in one freighter and were observed by DARTER. The DACE then pulled out, reloaded and came back in to polish off a cripple which had been left behind by

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the convoy. Alert escorts frustrated her attempts to attain attack position. Further attempts could not be made because of the necessity of arriving on a new patrol line in obedience to orders.

Attack No. 2 was a coordinated attack on one of two Fubuki destroyers probably on an anti-submarine search. The DARTER got in an unsuccessful attack. Shortly thereafter the DACE fired four Mark 18 torpedoes in a day periscope attack from good position. A zig away just after firing the last torpedo caused all torpedoes to miss. The destroyers conducted a search but no depth charge attack.

Attack No. 3 on 23 October, shortly after midnight while in company with the DARTER, radar contact was made on what developed to be a large task force enroute up Palawan Passage. With beautiful teamwork the DACE took position ahead of the starboard column of ships and the DARTER the port column. The submarines submerged in good position ahead, just before daylight. Within fifteen minutes the DACE heard the DARTER attack, five hits followed two minutes later by four more. Ten minutes later at 0600 the DACE identified her column as being two Atago class heavy cruisers with a third vessel astern identified as a Kongo class battleship. Five other heavy vessels were in sight with a significantly light destroyer screen. In order to get the heavier ship astern the two Atagos were allowed to pass; then, from excellent position at a range of 1800 yards, six torpedoes were fired, spread by periscope. Four hits were obtained. The DACE went deep to avoid the escorts. Tremendous explosions and breaking up noises were heard for a half hour. A counterattack was made by the escorting destroyers. In the afternoon, upon return to periscope depth, one Atago cripple guarded by two destroyers was sighted. The DACE closed this target during daylight and after contacting DARTER upon surfacing that night commenced an end around on a southwesterly course on the cruiser which was making about five

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knots. Just after midnight on 24 October the DACE received word that the DARTER had run aground on Bombay Shoal. The DACE broke off the approach on the cruiser and went to the rescue of the DARTER.

3. Displaying superb seamanship the Commanding Officer maneuvered the DACE within fifty yards of the reef on which DARTER was aground and by means of both vessel's rubber boats all DARTER personnel were removed to the DACE. The demolition charges in the DARTER failed to function so the DACE fired her four remaining torpedoes at the hulk. All torpedoes exploded on the reef without apparent damage to the DARTER. The deck gun was manned and twenty-one hits scored with little apparent damage. Fire was interrupted by the arrival of a plane just before dawn. During the day a Japanese destroyer arrived on the scene but evidently departed about sunset. After dark the DACE closed the DARTER to put aboard the DACE's demolition charge. When about one mile off loud pinging was heard, although in bright moonlight, nothing was seen, leading to the conclusion that it was from a submarine. It could not have emanated from the DARTER as all sound gear had been wrecked. The DACE pulled clear and departed for Fremantle. The trip to base was uneventful, Lombok Strait being transited submerged.

4. The DACE returned in very good material condition and will be refitted by the U.S.S. EURYALE and One Eighty-One - Two relief crew.

5. Of special interest is the sighting and sinking of six drifting and one moored type mine in the middle of the Celebes Sea. Communications by the two submarines was remarkably good and accounts in large part for the success of the group. The Commanding Officers' remarks regarding traffic lanes and the enemy's use of Dangerous Ground are particularly valuable.

6. Even though the DACE had 165 men on board for the return trip the state of cleanliness and morale was excellent.

SS247/A16-3/09

U.S.S. DACE (SS247)

Care of Fleet Post Office,
San Francisco, California,
6 November 1944.

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From: The Commanding Officer.
To: The Commander-in-Chief, United States
Fleet.
Via: (1) The Commander Submarine Division 181.
(2) The Commander Submarine Squadron 18.
(3) The Commander Task Force 71.
(4) The Commander SEVENTH Fleet.
Subject: U.S.S. DACE (SS247), Report of War Patrol
Number FIVE.
Enclosure: (A) Subject Report.
(B) Track Chart to CTF-71.
(C) Special Reports.

1. Enclosure (A), covering the fifth war patrol of this vessel conducted in the CULLEES Sea, PALAWAN Passage, and Dangerous Ground during the period September 1 to November 6, 1944 is forwarded herewith.


B.D. CLAGGETT.