

UNUSUAL INCIDENTS

COLLISION SUBMERGED BETWEEN FLOUNDER AND HOE

A rescued prisoner of the Japanese was reported as having stated there was a prevalent saying in Singapore in 1944 that one could walk from there to Japan on the tops of American submarine periscopes. Far fetched as this whispered exaggeration was there were several areas where the concentration of submarines was very heavy and on more than one occasion several submarines might be making a submerged attack on the same group of ships within a few thousand yards of each other. FLOUNDER (Cdr. J. E. Stevens) and HOE (Cdr. M. P. Refo III) were patrolling submerged off the French Indo China Coast in the vicinity of Pulo Kambir on the 23rd of February 1945. HOE's area was adjacent and just to the north of FLOUNDER's but a four knot current had been experienced there and believing herself on the southern boundary of her area HOE had set course north in mid-morning. At 1700 while at 60 feet, speed 1.8 knots, in position 13-30.9 N, 190-29.1E, HOE struck what she thought was a rock. The shock seemed to be forward on the starboard side and the ship took a four degree up angle and broached. Commander Refo

ordered battle stations and blew all main ballast tanks. Upon reaching the bridge all was clear but for an unidentified ship hull down on the horizon to the northeast. Meanwhile reports from below failed to indicate any underwater damage and sound heads and pit log operated normally and could be housed easily. HOE maneuvered at 4 engine speed to open the range before being sighted by the ship over the horizon meanwhile verifying her position by cut as being in 65 fathoms of water. At 1711 a float plane forced HOE to dive and she commenced the approach on the unidentified vessel which turned out to be a hospital ship.

The FLOUNDER had been running at 65 feet on course 090T on the afternoon of the 23rd and all was clear by sound and periscope. At 1700 the whole ship suddenly gave a peculiar shudder. FLOUNDER started deep. Thirty seconds later the ship gave another shake and water started entering the boat through the APR cable. The shear valve was closed and the leak stopped. Sound then reported a tremendous rush of air and high speed screws starting and stopping on the starboard bow.

FLOUNDER had by this time figured out that someone had run into them. The screw noises started to get fainter so at

1711 FLOUNDER came to periscope depth and took a look. All was clear for practically at the same moment HOE had dived for the plane contact. The hopeful concensus of opinion on FLOUNDER by then was that they had run into a submerged Jap submarine and sunk her.

At 1920 FLOUNDER heard a noise like blowing air on the starboard bow and shortly thereafter sighted a surfaced submarine about 3,000 yards away which proceeded to the north-east at high speed. FLOUNDER tentatively identified her as a U.S. submarine and definitely as HCE when later that night despatches clarified the fact that the two had had a submerged collision, the first and only one on record. A survey of the damage revealed that HOE had passed over FLOUNDER from starboard to port just forward of the periscope shears leaving a 25 foot gash in the superstructure just aft of the 4 inch gun, badly bending the vent line to #2 normal fuel oil tank and the 10 pound blow line, and deeply denting #2 normal fuel oil tank. The stanchions and deck of the forward 20mm gun platform were bent, the SJ mast badly bent and the APR antenna broken and twisted.

HISTORY OF USS FLOUNDER (SS 251)

The submarine FLOUNDER completed six war patrols in the Pacific during her 13 months service, and is famed for sinking a German submarine of 700 tons just north of Lombok Strait in the Southern Sunda Islands near Java on 10 November 1944. She also sunk two cargo vessels of 4,000 and 5,000 tons.

USS FLOUNDER was constructed by the Electric Boat Company, Groton, Connecticut during 1943 and was named for the "four-eyed" flounder which is found in the ocean waters from North Carolina to the Gulf of Mexico, living entirely along the shores.

The keel of FLOUNDER was laid on 5 December 1942. She was launched on 22 August 1943, with Mrs. Astrid H. McClellan, wife of a foreman at the Electric Boat Company, serving as sponsor. The submarine was commissioned on 29 November 1943 at the Submarine Base, New London, Connecticut. Commander Carl A. Johnson, USN, assumed command.

Following the commissioning, a month of training was conducted in Long Island Sound. She left New London on 5 January 1944, and headed for Panama and eventually to the Southwest Pacific area for duty. The period in Panama provided two weeks of training exercises. FLOUNDER departed for the Southwest Pacific Area on 4 February 1944. She moored alongside the submarine tender FULTON in Milne Bay, New Guinea on 5 March, where she underwent a ten day period of voyage repairs and loading.

FLOUNDER commenced her first war patrol on 16 March 1944. This patrol was conducted in an area east of Halmahera Island off New Guinea. No ships were sunk and no damage was inflicted upon the enemy, however, on 21 March 1944, after submerging on a plane contact, a bomb exploded knocking paint and cork off the bulkheads. FLOUNDER took station on a scouting line on the 22nd between Palau and Truk in support of a carrier strike on Truk. The submarine took station northeast of Morotai Island on 3 April 1944, patrolling a scouting line from Palau to Halmahera Island in support of the Hollandia invasion.

The patrol ended with FLOUNDER back alongside the tender EURYALE in Milne Bay on 9 May 1944. Following this patrol, Commander James E. Stevens, assumed command of the submarine, relieving Commander Johnson.

FLOUNDER commenced her second war patrol on 3 June 1944 which was conducted west of Halmahera Island. On the 17th, the submarine picked up a contact north and east of that island. The contact turned out to be a Japanese transport, and FLOUNDER fired four torpedoes from her stern tubes. All four torpedoes found their mark, sinking the 4,000 ton transport.

The transport had three escorts, which commenced dropping depth charges. Approximately 30 depth charges were dropped by the escorts in an attempt to sink FLOUNDER, however, there was no damage.

Two enemy aircraft attacked the submarine on 24 June 1944, dropping a bomb which exploded about 100 feet abeam to port. This bomb knocked out the auxiliary power, blacking out the ship. Three additional bombs were dropped, but did no further damage. This patrol ended on 11 July 1944 when FLOUNDER arrived at the Submarine Repair Base, Brisbane, Australia. She received the Submarine Combat Insignia for this patrol.

The submarine commenced her third war patrol on 1 August 1944. She put to sea on this date and headed for Davao Gulf. After a brief stop at Manus Island to take on fuel, she commenced lifeguard duties for the THIRD Fleet in Davao Gulf during the first battle of the Philippines.

FLOUNDER operated in this vicinity for three days, and on the last day, two enemy fighters approached as though they were to relieve the air cover which had departed shortly before. When they were detected, the planes were very close and the officer-of-the-deck immediately submerged the submarine. The aircraft strafed FLOUNDER, however, no damage resulted. This patrol ended on 5 October 1944 at the Submarine Repair Unit, Brisbane Australia.

On 27 October 1944, FLOUNDER commenced her fourth war patrol. She stopped at Darwin, Australia on 5 November 1944 for fuel and stores. The ship contacted a 700 ton German submarine just north of Lombok Strait on 10 November 1944. FLOUNDER fired four torpedoes from her stern tubes at the German submarine, hitting her with two. The German submarine was sunk as a result of the two torpedoes.

The patrol continued in this area, and on 21 November 1944 an attack was made on a two-ship convoy with two escorts. Three hits were claimed from six torpedoes fired from the bow tubes, and credit was given for damaging a ship of 5,000 tons.

Following this, FLOUNDER was depth charged for about three hours. A total of 21 depth charges were dropped in an attempt to sink FLOUNDER, however, only three of the charges came close. The fourth war patrol ended in Freemantle, Australia on 13 December, and FLOUNDER received the submarine combat Insignia for this patrol.

FLOUNDER commenced her fifth war patrol on 7 January 1945, however, it was necessary to return to port for repairs to her port propeller. She departed again on the 14th, stopping at Exmouth Gulf for fuel. FLOUNDER transitted Lombok Strait on 20 January, and passed through Karimata Strait on the 24th. She entered the patrol area off Cape Barella in the South China Sea on 29 January 1945.

On the afternoon of 10 February while submerged and shadowing a convoy close to the shore, the sound watch picked up a noise similar to a torpedo. This noise shifted to a bearing of 180 degrees relative, remaining steady and getting very loud. Evasive action was taken by the submarine and the sound finally disappeared about two minutes later. It is believed that this was a torpedo from USS PARGO who made four hits in a tanker that same afternoon.

On the afternoon of 12 February, a Japanese task force containing two battleships was sighted. FLOUNDER followed at a maximum speed for 24 hours before giving up the chase.

Later that night she made an attack on an enemy patrol boat. FLOUNDER fired four torpedoes, two of which ran erratically. Only maximum speed and maximum rudder saved the patrol boat. One torpedo passed under the stern and very close up the starboard side, and the other torpedo broached abeam to port.

Late on the afternoon of 23 February, FLOUNDER had a collision with USS HOE while both submarines were submerged. Both boats only sustained minor damage. The fifth war patrol ended in Subic Bay on 25 February 1945.

USS FLOUNDER's Sixth war patrol commenced on 15 March 1945 and was conducted in the Gulf of Tonkin. On the night of 29 March, FLOUNDER stood by while a force of PBM's bombed an enemy convoy. The convoy disappeared from her radar screen, and the submarine commenced a search for the crew of a downed plane. The search was to no avail, FLOUNDER performed lifeguard duties on 6, 9 and 10 April 1945, with the patrol ending at Saipan on 22 April 1945. The ship continued on an easterly course, pausing at Pearl Harbor from 3 to 7 May enroute to the Navy Yard, Mare Island, California. She arrived there on 14 May 1945.

On 18 May 1945, Commander John R. Middleton, Jr., USN, relieved Commander Stevens as commanding officer.

After a navy yard overhaul and a two week shakedown period, FLOUNDER left San Francisco on 6 August 1945 enroute to Pearl Harbor, arriving on 15 August. On 21 August, she headed for Guam only to return to Pearl Harbor on 24 August.

The submarine departed for Panama and New York, arriving at the latter on 18 September 1945.

In January 1947, FLOUNDER was placed out of commission and in Reserve. The submarine earned two Battle Stars in the Asiatic-Pacific Area Service Medal for participating in the following operations:

- 1 Star/Submarine Assessment -- 9 November 1944
- 1 Star/Western New Guinea Operation
 - Biak Island Operation -- 3 - 21 June 1944

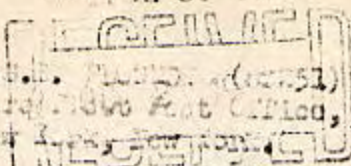
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STATISTICS

OVERALL LENGTH	311 feet
BEAM	27 feet
SPEED	18 knots
DISPLACEMENT	1808 tons

* * * * *

OFFICE OF THE



U.S.S. FLOUNDER (32251)
 Commanding Officer,
 Pearl Harbor, Hawaii, U.S.N.
 COMMANDER SUBMARINE
 PACIFIC FLEET
 ADMINISTRATION

29864
 32251/19

RESTRICTED

18 October 1945.

From: The Commanding Officer.
 To: The Secretary of the Navy.
 Subject: Factual History of Submarines returned from Pacific Duty.
 Reference: (a) ComSublant Ltr. AL2/(4417) of 25 September 1945.
 (b) ComSubpac/dComd dispatch 220206 of September 1945.
 (c) ComSubpac/dComd Rest. Ltr. FP12-10(A)/AL2 Serial 3199 of 24 September 1945.
 Enclosure: (A) Factual History of U.S.S. FLOUNDER (32251).
 1. The Factual History required by references (a), (b) and (c) is herewith submitted.

JOHN R. MIDDLETON.

Copy to:

ComSublant.
 ComSubpac/dComd ✓
 CinCPac. Pearl.

of

U.S.S. FLOUNDER (SS251)

1. Pre-Commissioning and Commissioning Data.

- a. Keel was laid at the Victory Yard, Electric Boat Company, Groton, Connecticut, on 5 December 1942.
- b. Launched on 22 August 1943.
- c. Sponsored by Mrs. C. L. McClellan, the wife of one of the employees of the Electric Boat Company.
- d. Commissioned at the U.S. Submarine Base, New London, Connecticut, on 29 November 1943.
- e. The first commanding officer was Commander Carl A. Johnson, 62652, U.S. Navy.

2. Pre-war Period.

After commissioning a month of training was conducted in Long Island Sound. During the initial deep test dive, the ship was taken to her test depth with an empty fuel ballast tank; a tank designed to withstand a pressure differential of 15 pounds per square inch. The pressure at the test depth was a proximately 135 pounds per square inch. Luckily no damage was incurred and all hands never forgot their close call. The Flounder left New London, Conn., on 5 January, 1944, headed for Panama and eventually to the Southwest Pacific area for duty. An air escort of a PB2Y2 was provided for the entry into Panamanian waters. While still several hours out of port an approaching large merchantman was identified as friendly. Two large spouts of water shot up, one short and one over with the Flounder acting as a target for the armed guard of the merchantman. The Flounder submerged immediately and remained submerged until the merchantman was well out of sight.

The period in Panama provided two weeks of training exercises. On 4 February 1944 the Flounder departed for the Southwest Pacific Area. On 7 February 1944 she put into Acolian Bay, Balta Island, Galapagos, for fuel. Upon completion of the fueling, King Neptune came aboard and all pollywogs on board were vigorously initiated into the mysteries of the Realm of the Deep. Late the same afternoon the Flounder departed. On 5 March 1944 she moored alongside the U.S.S. FORTEN (AM-11) in Milne Bay, New Guinea. There followed a ten day period of voyage repairs and loading. On 16 March 1944 the first war patrol was commenced.

3. War Narrative.First War Patrol.

This patrol was conducted in an area east of Halmahera Island and north of the western end of New Guinea. Passage to the area was taken via

FACTUAL HISTORY

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U.S.S. FLOUNDER (SS251)

Vitiaz Straits. No ships were sunk and no damage was inflicted upon the enemy. After submerging on a plane contact on 21 March 1944, a bomb exploded close enough to knock paint and cork off the bulkheads and break several light bulbs. The Flounder took station on a scouting line on 22 March 1944 across a line between PALAU and TRUK in support of a carrier strike on TRUK. On 3 April 1944 the Flounder took station northeast of Sorotel Island, patrolling a scouting line from PALAU to HALMAHERA Island in support of the HOLLANDIA invasion. The patrol ended when the Flounder moored alongside the U.S.S. *SKINKIE* (SS22) in Milne Bay, New Guinea, on 9 May 1944 to be refitted by the Submarine Division One Hundred Eighty-one Relief Crew.

Second war patrol.

During the period between the first and second war patrols Commander James E. Stevens 63353, U.S. Navy became commanding officer. This patrol commencing on 3 June 1944, was conducted west of HALMAHERA Island. However, after a contact report, a Japanese transport was sunk on 17 June 1944 north and east of that island with four hits from four torpedoes fired from the stern tubes. The enemy ship was of 4,000 tons and had three escorts. About thirty depth charges were received in retaliation. On 24 June 1944 two enemy planes made an undetected approach on the ship, dropping a near miss bomb which was seen in the air by the lookouts. The bomb exploded about 100 feet abeam to port as the diving alarm was being sounded. This bomb knocked out the auxiliary power, blinding out the ship. Before control of the ship was regained a large down angle was obtained. Three more bombs did no further damage. This patrol ended on 11 July 1944 when the Flounder put in for a refit by the Submarine Repair Unit, Navy #134 at Brisbane, Australia. This patrol was designated successful and the Submarine Combat Insignia was awarded.

Third war patrol.

This patrol commenced on 1 August 1944, when the ship put to sea on that date headed for Savno Gulf. A stop was made at Manus Island for fuel. A hospital ship was allowed to pass on the night of 22-23 August 1944. During this patrol lifeguard duties were performed for the Third Fleet in Savno Gulf during the First Battle of the Philippines for three days. On the last day two enemy fighters approached as though they were to relieve the air cover which had departed shortly before. When the mistake was detected, the planes were very close and the officer-of-the-deck immediately submerged with strafing from the planes causing no damages. The patrol ended on 5 October 1944 with the succeeding refit being accomplished by the Submarine Repair Unit at Brisbane, Australia.

U.S.S. FLOUNDER (SS251)

Fourth war patrol.

This patrol commenced on 27 October 1944. A stop was made at Darwin, Australia, on 5 November 1944 for fuel and stores. On 10 November 1944 a German submarine of 700 tons was sunk with two hits from four torpedoes fired from the stern tubes. This attack occurred just north of Lombok Strait. The patrol was continued in the war zone Ground area. On 21 November 1944 an attack was made on a two-ship convoy with two escorts. Three hits were claimed from six torpedoes fired from the bow tubes and credit was given for damaging a ship of 5,000 tons. Three hours of death charging followed during which 21 charges were received with only about three being close. On 23 November 1944 a hospital ship was allowed to pass. This patrol ended at Fremantle, Australia, on 13 December 1944. The succeeding refit was accomplished by the U.S.S. BULLHEAD (SS22) and Submarine Squadron Eighteen Relief Crews. This patrol was considered to be successful and the submarine combat insignia was awarded.

Fifth war patrol.

This patrol commenced on 7 January 1945. It was necessary to return to port to correct a faulty fathometer and a relay port propeller. Again departed on 14 January. Stopped at South Gulf for fuel on 17-18 January. During the night of 20-21 January Lombok Strait was transitted and the Flounder passed through Karimata Strait on the night of 24-25 January. Patrol area was entered off Cape Verolla in the South China Sea on 27 January 1945. Major Jenkins and Warrant Officer Chew of the Australian Army were carried aboard until 1 February when they were transferred to the U.S.S. FARGO (SS204). On 10 February in the afternoon while submerged and shadowing a convoy close to the shore the sound watch picked up a noise similar to a torpedo. This noise shifted to a bearing of 130 degrees relative, remaining steady, and getting very loud. Evasive action was taken and the sound finally disappeared about two minutes later. This may have been a torpedo from the U.S.S. WAGO who made four hits in a tanker that same afternoon. Later that evening a hospital ship was allowed to pass. The afternoon of 12 February 1945 a Japanese task force containing two BB class battleships was sighted but could not be closed. This force was followed at maximum speed for twenty-four hours before the chase was given up. Friendly aircraft directed the Flounder toward the task force but the superior speed of the latter in the more than moderate seas made the chase hopeless. About midnight on 21 February 1945 Major Jenkins and Warrant Officer Chew returned to the Flounder from the Fargo. Later that night on an attack against what appeared to be a patrol boat two of four torpedoes fired ran erratically. Only maximum speed and maximum rudder saved the ship with one torpedo passing under the stern and very close up the starboard side and the other torpedo breaching abeam to port. Late on the afternoon of 23 February a collision with the U.S.S. HOA was sustained while both submarines were submerged.

FACTUAL HISTORY

of

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U. S. S. FLOUNDER (SS251)

Fifth war patrol (Cont'd).

Only minor damages were sustained by the Flounder. That evening the AKA MARI was observed and allowed to pass. The patrol ended in Subic Bay on 25 February 1945. The refit was to be accomplished by the Submarine Division one Hundred Twenty-Two Relief Crew and the U. S. S. GAITHER.

Sixth war patrol.

This patrol commenced on 15 March 1945 and was conducted in the Gulf of TILAM. No mail was received during the stay in Subic Bay. However, mail was delivered to the Flounder by the U. S. S. SEA ROBIN and U. S. S. GUNNARD. On the night of 29 March 1945 the Flounder stood by while a force of PBM's bombed an enemy convoy. While the planes were attacking the dropped radar counter measure "windows" and the convoy could no longer be distinguished. The result was that the convoy disappeared from the Flounder's radar. The Flounder attempted to find the crew of a downed plane with no luck. Lifeguard duties were performed on 6, 9 and 10 April 1945. The patrol ended at Saipan on 22 April 1945. The ship continued on an easterly course, pausing at Pearl Harbor from 3 to 7 May 1945, enroute to U. S. Navy Yard, Mare Island, California, arriving there on 14 May 1945.

After a routine war time navy yard overhaul and a two week shakedown period the ship left the San Francisco Area on 6 August 1945 enroute to Pearl Harbor where she arrived on 15 August. On 21 August she headed for Guam only to return to Pearl Harbor on 24 August. She left for Panama and New York arriving in the latter port on 18 September 1945. Commander John H. Middleton, Jr. 75031, U. S. Navy relieved Commander Stevens as Commanding Officer on 18 May 1945.

4. Summary of Patrol Results (As credited by Force Commander).

<u>Patrol</u>	<u>Number of Ships</u>	<u>Number & Type Sunk</u>	<u>Total Tonnage of Ships Sunk</u>	<u>Number and Type of Ships Damaged</u>	<u>Total Tonnage Ships Damaged</u>	<u>Total Aviators Rescued</u>
1.	0		0	0	0	0
2.	1	AK	4,000	0	0	0
3.	0		0	0	0	0
4.	1	SS	700	1	AK 5,000	0
5.	0		0	0	0	0
6.	0		0	0	0	0
<u>Total</u>	<u>1</u>	<u>AK</u>	<u>4,700</u>	<u>1</u>	<u>AK 5,000</u>	<u>0</u>
War	1	SS				

OFFICE OF THE

U. S. S. FLOUNDER (SS251)

c/o Fleet Post Office
New York, N. Y.

60251/49

Ser. 145-45.

NOV 20 1945
SUBMARINE

23 November 1945.

RESTRICTED

From: The Commanding Officer.
To: The Secretary of the Navy.

Subject: Supplemental Material to Ship's Factual History.

Reference: (a) Cinclant despatch 130352 of November 1945.

1. List of Commanding Officers during war with home addresses is as follows:

Commander Carl A. JOHNSON, U.S. Navy.
November 1943 to May 1944.
New London, Conn.

Commander James J. STEVENS, U.S. Navy.
May 1944 to May 1945.
139-10 37th Ave.,
Flushing, New York.

Commander John R. WILLETTON, U.S. Navy.
May 1945.
21 Judson Place,
Rockville Centre, New York.

2. List of officers and men who have performed outstanding actions with descriptions of that action, awards granted, and home addresses is as follows:

Comdr. J. J. STEVENS, U.S. Navy, 139-10 37th Ave., Flushing, N.Y. Commanding Officer during the vessel's fourth war patrol during which he sank a German submarine and damaged a 5,000 ton freighter. Awarded bronze star medal.

Lt. F. F. FURNEY, U.S. Navy, 1348 National Road, Wheeling, West Va. TBS operator during the vessel's fourth war patrol during which a German submarine was sunk and a 5,000 ton freighter damaged. Awarded letter of Commendation and citation.

Lt. W. S. WILLIAMS, U.S. Navy, 2951 Ivy Drive, Oakland, California. Diving Officer during the vessel's fourth war patrol during which a German submarine was sunk and a 5,000 ton freighter damaged. Awarded letter of Commendation and citation.

JOHN R. WILLETTON.

Copy to: Cinclant, ComSubAdCom, etc.

USS FLOUNDER (SS251)

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Following the commissioning, a month of training was conducted in Long Island Sound. She left New London on 5 January 1944, and headed for Panama and eventually to the Southwest Pacific area for duty. The period in Panama provided two weeks of training exercises. FLOUNDER departed for the Southwest Pacific area on 4 February 1944. She moored alongside the submarine tender FULTON in Milne Bay, New Guinea on 5 March, where she underwent a ten day period of voyage repairs and loading.

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In January 1947, FLOUNDER was placed out of commission and in Reserve. She was stricken from the Navy List in 1960.

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1 Star / Western New Guinea Operation

Biak Island Operation -- 3-21 June 1944

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- e. The first commanding officer was Commander Carl A. Johnson, 62652, U.S. Navy.

PRE-WAR PERIOD:

After commissioning a month of training was conducted in Long Island sound. During the initial deep test dive, the ship was taken to her test depth with an empty fuel ballast tank; a tank designed to withstand a pressure differential of 15 pounds per square inch. The pressure at the test depth was approximately 135 pounds per square inch. Luckily no damage was incurred and all hands never forgot their close call. The FLOUNDER left New London, Conn., on 5 January, 1944, headed for Panama and eventually to the Southwest Pacific area for duty. An air escort of a PB2Y2 was provided for the entry into Panamanian waters. While still several hours out of port an approaching large merchantman was identified as friendly. Two large spouts of water shot up, one short and one over with the FLOUNDER acting as a target for the armed guard of the merchantman. The FLOUNDER submerged immediately and remained submerged until the merchantman was well out of sight.

The period in Panama provided two weeks of training exercises. On 4 February 1944 the FLOUNDER departed for the Southwest Pacific Area. On 7 February 1944 she put into Aeolian Bay, Balta Island, Calapagos, for fuel. Upon completion of the fueling, King Neptune came aboard and all pollywogs on board were vigorously initiated into the Mysteries of the Realm of the Deep. Late the same afternoon the FLOUNDER departed. On 5 March 1944 she moored alongside the USS FULTON (AS11) in Milne Bay, New Guinea. There followed a ten day period of voyage repairs and loading. On 16 March 1944 the first war patrol was commenced.

WAR NARRATIVE:

First War Patrol: This patrol was conducted in an area east of Halmahera Island and north of the western end of New Guinea. Passage to the area was taken via Vitiaz Straits. No ships were sunk and no damage was inflicted upon the enemy. After submerging on a plane contact on 21 March 1944, a bomb exploded close enough to knock paint and cork off the bulkheads and break several light bulbs. The FLOUNDER took station on a scouting line on 22 March 1944 across a line between Palau and Truk in support of a carrier strike on Truk. On 3 April 1944 the FLOUNDER took station northeast of Norotai Island, patrolling a scouting line from Palau to Halmahera Island in support of the Hollandia invasion. The patrol ended when the FLOUNDER moored alongside the USS EURYALE (AE22) in Milne Bay, New Guinea, on 9 May 1944 to be refitted by the Submarine Division One Hundred

Eighty-One Relief Crew.

Second War Patrol. During the period between the first and second war patrols Commander James E. Stevens, U.S. Navy became commanding officer. This patrol commencing on 3 June 1944, was conducted west of Halmahera Island. However, after a contact report, a Japanese transport was sunk on 17 June 1944 north and east of that island with four hits from four torpedoes fired from the stern tubes. The enemy ship was of 4,000 tons and had three escorts. About thirty depth charges were received in retaliation. On 24 June 1944 two enemy planes made an undetected approach on the ship, dropping a near miss bomb which was seen in the air by the lookouts. The bomb exploded about 100 feet abeam to port as the diving alarm was being sounded. This bomb knocked out the auxiliary power, blacking out the ship. Before control of the ship was regained a large down angle was obtained. Three more bombs did no further damage. This patrol ended on 11 July 1944 when the FLOUNDER put in for a refit by the Submarine Repair Unit, Navy #134 at Brisbane, Australia. This patrol was designated successful and the Submarine Combat Insignia was awarded.

Third War Patrol. This patrol commenced on 1 August 1944, when the ship put to sea on that date headed for Davao Gulf. A stop was made at Manus Island for fuel. A hospital ship was allowed to pass on the night of 22-23 August 1944. During this patrol lifeguard duties were performed for the Third Fleet in Davao Gulf during the first Battle of the Philippines for three days. On the last day two enemy fighters approached as though they were to relieve the air cover which had departed shortly before. When the mistake was detected, the planes were very close and the officer-of-the-deck immediately submerged with strafing from the planes causing no damages. The patrol ended on 5 October 1944 with the succeeding refit being accomplished by the Submarine Repair Unit at Brisbane, Australia.

Fourth War Patrol. This patrol commenced on 27 October 1944. A stop was made at Darwin, Australia, on 5 November 1944 for fuel and stores. On 10 November 1944 a German submarine of 700 tons was sunk with two hits from four torpedoes fired from the stern tubes. This attack occurred just north of Lombok Strait. The patrol was continued in the Dangerous Ground area. On 21 November 1944 an attack was made on a two-ship convoy with two escorts. Three hits were claimed from six torpedoes fired from the bow tubes and credit was given for damaging a ship of 5,000 tons. Three hours of depth charging followed during which 21 charges were received with only about three being close. On 23 November 1944 a hospital ship was allowed to pass. This patrol ended at Fremantle, Australia, on 13 December 1944. The succeeding refit was accomplished by the USS EURYLE (AE22) and Submarine Squadron Eighteen Relief Crews. This patrol was considered to be successful and the Submarine Combat Insignia was awarded.

Fifth War Patrol. This patrol commenced on 7 January 1945. It was necessary to return to port to correct a faulty fathometer and a noisy port propeller. Again departed on 14 January. Stopped at Exmouth Gulf for fuel on 17-18 January. During the night of 20-21 January Lombok Strait was transited and FLOUNDER passed through Karimata Strait on the night of 24-25 January. Patrol area was entered off Cape Varella in the South China Sea on 29 January 1945. Major Jinkins and Warrant Officer Chew of the Australian Army were carried aboard until 1 February when they were transferred to the USS PARGO (SS264). On 10 February in the afternoon while submerged and shadowing a convoy close to the shore the sound watch picked up a noise similar to a torpedo. This noise shifted to a bearing of 180 degrees relative, remaining steady, and getting very

loud. Evasive action was taken and the sound finally disappeared about two minutes later. This may have been a torpedo from the USS PARGO who made four hits in a tanker that same afternoon. Later that evening a hospital ship was allowed to pass. The afternoon of 12 February 1945 a Japanese task force containing two battleships was sighted but could not be closed. This force was followed at maximum speed for twenty-four hours before the chase was given up. Friendly aircraft directed the FLOUNDER toward the task force but the superior speed of the latter in the more than moderate seas made the chase hopeless. About midnight on 21 February 1945 Major Jenkins and Warrant Officer Chew returned to the FLOUNDER from the PARGO. Later that night on an attack against what appeared to be a patrol boat two of four torpedoes fired ran erratically. Only maximum speed and maximum rudder saved the ship with one torpedo passing under the stern and very close up the starboard side and the other torpedo broaching abeam to port. Late on the afternoon of 23 February a collision with the USS HOE was sustained while both submarines were submerged. Only minor damages were sustained by the FLOUNDER. That evening the AWA MARU was observed and allowed to pass. The patrol ended in Subic Bay on 25 February 1945. The refit was to be accomplished by the Submarine Division One Hundred Twenty-Two Relief Crew and the USS GRIFFIN.

Sixth War Patrol. This patrol commenced on 15 March 1945 and was conducted in the Gulf of Tonkin. No mail was received during the stay in Subic Bay. However, mail was delivered to the FLOUNDER by the USS SEA ROBIN and USS GURNARD. On the night of 29 March 1945 the FLOUNDER stood by while a force of PBM's bombed an enemy convoy. While the planes were attacking the dropped radar counter measure "Windows" and the convoy could no longer be distinguished. The result was that the convoy disappeared from the FLOUNDER's radar. The FLOUNDER attempted to find the crew of a downed plane with no luck. Lifeguard duties were performed on 6, 9 and 10 April 1945. The patrol ended at Saipan on 22 April 1945. The ship continued on an easterly course, pausing at Pearl Harbor from 3 to 7 May 1945, enroute to U.S. Navy Yard, Mare Island, California, arriving there on 14 May 1945.

After a routine war time navy yard overhaul and a two week shakedown period the ship left the San Francisco area on 6 August 1945 enroute to Pearl Harbor where she arrived on 15 August. On 21 August she headed for Guam only to return to Pearl Harbor on 24 August. She left for Panama and New York arriving in the latter port on 18 September 1945. Commander John R. Middleton, Jr, U.S. Navy relieved Commander Stevens as Commanding Officer on 18 May 1945.

SUMMARY OF PATROL RESULTS: (As credited by Force Commander):

Six War Patrols

1 AK and 1 SS sunk (4,700 tons)

1 AK damaged (5,000 tons)

(History taken from FLOUNDER letter of 23 Nov 1945)

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

(A) PROLOGUE

Arrived from Pacific War Patrol at Fremantle, Western Australia on December 13, 1944 and escorted alongside U.S.S. EURYALE. Conducted sound tests and ran the measuring range while entering port. The relief crew of Submarine Division One Eighty One took over and conducted normal relief.

The following alterations were completed:

1. Pallet hatches were installed in the after battery, engine room, and after torpedo room.
2. The radar detection equipment, SN-2 was replaced by the APR.
3. Loran radio navigational equipment was installed.

On December 29, 1944 commenced seven days of underway trials and training. Electronics and sound tests were held, conducted day and night approaches, fired all calibers of guns, and held drills.

(B) NARRATIVE (All times How)

OFFICERS AND CHIEF petty OFFICERS ON BOARD

<u>NAME</u>	<u>RANK OR RATE</u>	<u>NO. OF PATROLS</u>
STEVENS, James Edward	Captain	8
KENNEY, Franklin Robert	Lieutenant	5
COOPER, Francis William	Lieutenant	5
WILLIAMS, Robert Edward	Lieutenant	12
VISSAT, Paul Louis	Lieutenant	1
MACMILLAN, Charles Fay	Lieutenant (jg)	5
GRAIN, Harold Lee	Lieutenant (jg)	10
MILLER, Wayne Forrest	Lieutenant (jg)	1
BURGESS, John Samuel	Ensign	2
BORDEN, John Martin	CEM	12
DOUGHERTY, Thomas Arthur	CEM	5
KNAPP, Edson (n)	CMEM	12
LEE, Gilbert Franklin	CEM	5
McCUE, Edmund Jerome	CMEM	7
MILLER, Eugene Chris	CEM	3

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

January 7, 1945

1400 Underway for patrol.

1600-1800 Conducted radar tracking exercises on U.S.S. CORPUS CHRISTI.

January 8, 1945

Enroute Plymouth Gulf conducting fire control and general drills.

January 9, 1945

Enroute Plymouth Gulf.

Fathometer had developed very low ground readings (see defects). Reported this to CTF 71 and was directed to return Fremantle.

2005 Reversed course and headed for Fremantle.

January 10, 1945

Enroute Fremantle.

January 11, 1945

Enroute Fremantle.

January 12, 1945

0930 Moored alongside U.S.S. HAKE at Berth 3, Submarine Repair Unit, Fremantle. Received gold star in lieu of second "Reluctant Dragon Card" with a suitable citation signed by the president of the society, Commander C. C. Burlingame.

January 14, 1945

1300 Underway for patrol area. Fathometer had been repaired and port propeller had been replaced due to excessive noise.

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

January 14, 1945 (Cont'd)

1500-1800 Conducted radar tracking with HMAS DUBBO.

January 15, 1945

Enroute Exmouth Gulf conducting fire control and general drills.

January 16, 1945

Enroute Exmouth Gulf conducting fire control and general drills.

January 17, 1945

0946 Moored alongside fuel barge Exmouth Gulf. Spent day and night conducting test with Major Jenkins equipment.

January 18, 1945

0515 Underway from alongside fuel barge in Exmouth Gulf enroute patrol area.

0617 Exchanged calls with HMAS P319 in Exmouth Gulf.

0746 Exchanged recognition signals with the U.S.S. PARGO.

1955 Exchanged recognition signals and information with the U.S.S. GAYMAN.

January 19, 1945

Enroute patrol areas conducting training dives, general and fire control drills.

2035 Exchanged recognition signals with the U.S.S. COBIA.

January 20, 1945

Enroute patrol area conducting training dives, fire control and general drills.

Plan to transit LOMBOK STRAIT tonight after moonset.

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

January 20, 1945 (Cont'd)

2100 While still about 45 miles from STRAIT picked up radar interference on the APR. It seemed to be search radar taking one and one half minutes for a revolution, 200 mgs, pulse rate 100, pulse width $\frac{1}{2}$ micro seconds. He never seemed to pick us up.

January 21, 1945

0001 Completed transit of LOMBOK STRAIT at four engine speed. Radar interference disappeared as we entered STRAIT.

0121 Radar contact bearing 028° (T), range 8,400 yards. Took avoiding action. Sighted this fellow as we passed. He was very small, not as big as one of our BB. Chasers.

0237 Radar contact bearing 325° (T), 5,000 yards. Avoided, did not see him.

0243 Clear of LOMBOK STRAIT.

0250 Radar interference on APR. Frequency 178 mgs, pulse rate 250, pulse width 5 micro seconds. This radar was either dead on us or was a non directional radar. There was no evidence of sweeping.

0253 ST radar contact on plane bearing 113° (T), range 11,000 yards. Range opened rapidly and plane seemed to fly through LOMBOK STRAIT. Radar interference on APR died out rapidly. (Plane contact #1).

0551 Submerged. Routined torpedoes.

1912 Surfaced.

January 22, 1945

Enroute patrol area.

0605 Submerged.

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

January 22, 1945 (Cont'd)

1923 Surfaced, nothing sighted all day except numerous sail boats.

Received message directing FLOUNDER to form pack with U.S.S. GARDNER on arrival in area.

January 23, 1945

Enroute patrol area

0715 Submerged.

1943 Surfaced. Nothing sighted.

January 24, 1945

Enroute patrol area.

0626 Submerged.

1946 Surfaced.

2207 Commenced transit of KARIMATA STRAIT.

January 25, 1945

Transitting KARIMATA STRAIT.

0040 Exchanged recognition signals with southbound U.S.S. GURKARD.

0610 Completed transit of STRAIT.

0657 Submerged.

1949 Surfaced.

January 26, 1945

Enroute patrol area.

1732 Sighted unidentified small plane. (Plane contact #2).

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

January 26, 1945 (Cont'd)

- 1733 Submerged.
- 2001 Surfaced. Sighted several sail boats during the day, avoided.

January 27, 1945

Enroute patrol area.

- 0345 Exchanged recognition signals with southbound U.S.S. SAGUO.
- 0912 Sighted unidentified bomber type plane headed for us. Submerged. (Plane contact #3).
- 1035 Surfaced. All clear.

January 28, 1945

- 0615 Exchanged recognition signals with the U.S.S. BLACKFIN.
- 1907 Exchanged recognition signals with the U.S.S. KRAKEN.

January 29, 1945

- 0655 Submerged in southern half area, routed torpedoes.
- 1936 While making an APR and SJ sweep prior surfacing picked up an extremely strong signal on the APR on 130 mps, pulse rate 1,000, pulse width 8 micro seconds. Almost simultaneously SJ had contact at 7,000 yards bearing 170° (T). This contact rapidly opened out and APR contact faded. This was undoubtedly a radar equipped plane that happened to be flying over us. (Plane contact #4).
- 1943 Surfaced.
- 1947 Contact on APR faded out entirely.
- Spent rest of night looking for the HAKE.

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

January 30, 1945

- 0640 Submerged off CAPE VARELLA.
- 0851 Picked up pingings, bearing 225° (T). Weather at this time was very thick, visibility about 4,000 yards. Pinging continued but could not sight anything. Finally at
- 0935 Sighted one escort, a PC or DE and shortly thereafter two more following him. This looked like an anti submarine sweep until at
- 0937 The weather cleared somewhat and sighted the tops of one ship bearing 270° (T), too far past for a shot. Also discovered that the current had carried us considerably south of our original position. (Ship contact #1).
- 0950 Sighted a plane (JAKE) patrolling over the convoy. (Plane contact #5).
- 2003 Surfaced.

January 31, 1945

- 0538 Contacted the HAKE. Ordered him patrol close to VARELLA for next four days.
- 0702 Submerged ten miles off coast.
- 1248 Sighted one of our own PBM.
- 1910 Surfaced.

February 1, 1945

Patrolling off coast on surface in accordance with CTF 71 instructions. No contacts.

- 2000 Received orders to transfer Major Jenkins to the PARGO.

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

February 2, 1945

- 0010 Made contact on PARCO's radar and commenced closing.
- 0110 Started transfer of Major Jenkins and Warrant Officer Casw and their gear to the PARCO by rubber boat. Due to the amount of the party's gear the transfer took quite awhile.
- 0220 Completed transfer.
- 0503 Exchanged recognition signals with the U.S.S. BLUESACK.
- 1200 Submerged.
- 1911 Surfaced. No contacts.

February 3, 1945

- 0100 Exchanged calls and information with the HAKE.
- 0642 Submerged close to the coast at northern limit of our area.
- 1503 Picked up pinging bearing 325° (T). Visibility was about 3,000 yards. Pinging passed from north to south but nothing was ever sighted. (Ship contact #2).
- 1515 Seven depth charges went off. Fairly close but not on us.
- 1918 Surfaced. Received contact report from the CHAR. He apparently has seen same outfit we had heard. He reported it as three AC's and ridge escorts. Convoy may have anchored GET NARON BAY.

February 4, 1945

- 0020 Contacted HAKE and told him convoy might pass VARELLA later in day.
- 0647 Submerged fifteen miles off coast.

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

February 4, 1945 (Cont'd)

- 1916 Surfaced.
- 1935 Exchanged recognition signals with HAKE. He reported no convoy had passed VARELLA. Told him I would patrol VARELLA and for him to patrol HON DOI.

February 5, 1945

- 0637 Submerged close to VARELLA. Routining torpedoes.
- 1933 Surfaced, no contacts.

February 6, 1945

- 0624 Submerged close to VARELLA.
- 1247 Sighted two low flying JAKES patrolling up and down the coast. (Plane contact #6).
- 1306 Sighted two JAKES patrolling the coast. Maybe the same ones as in the morning. (Plane contact #7).
- 1332 Our JAKES in sight again. (Plane contact #8).
- 1420 JAKE back again. (Plane contact #9).
- 1420 Picked up bearing bearing 320° (T).
- 1515 Sighted tops of 2 ships. Battle stations and started approach. (Ship contact #3).
- 1525 Ships identified as 2 large tankers, angle on the bow 20° starboard. As approach began we seemed to be on the base course of targets. First we have starboard angle on the bow and then port.
- 1610 Targets zigged away to starboard and continued to zig away so that they passed us at about 6,000 yards. We did not fire due to excessive range. This maneuver broke our hearts. The ships had air cover and three PC's for escorts.

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

February 6, 1945 (Cont'd)

1940 Surfaced, all clear.

Figured that our targets had anchored for night in VAN FONG BAY. Directed HAKE to watch VAN FONG BAY while we watched further south.

February 7, 1945

0315 Exchanged recognition signals with BERGALL. Told him that tankers were probably anchored in VAN FONG BAY. He said he would submerge and patrol off HOA MAI POINT. We proceeded south and at

0630 Submerged off CAMRANH BAY.

0830 Sighted two JAKES to north of us patrolling coast. (Plane contact #10).

0947 Heard what seemed to be two torpedo explosions and observed a tremendous column of white smoke rising at least a thousand feet in the air. Apparently the BERGALL had smacked at least one of the tankers. This began a counter attack that lasted until noon in which at least 90 charges and bombs were dropped.

We waited for the rest of the convoy but none came. Maybe the BERGALL got them both.

1232 Sighted a PB4Y over the area of the counter attack. He dispersed the three planes that were circling the area and apparently chased off the escorts because no further depth charges were heard.

1705 Heard pinging and sighted a JAKE and five more charges in the direction of the BERGALL attack. Apparently they are still looking for him (Plane contact #11).

1941 Surfaced, all clear.

February 8, 1945

0229 Exchanged recognition signals with the BERGALL. He requested that we close for a talk.

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

February 8, 1945 (Cont'd)

- 0250 Closed BERCALL who reported that he was alright and had hit two tankers. He said he was proceeding to his area.
- 0530 Exchanged recognition signals with FARGO. He reported he would patrol off VARELLA.
- 0635 Submerged off FOM DOE.
- 0805 Sighted JAKE patrolling coast. (Plane contact #12).
- 0958 Distant explosions, nothing in sight.
- 1005 Sighted 2 ZEKES headed south over the coast. (Plane contact #13).
- 1016 Another explosion.
- 1455 Sighted 3 ZEKES headed south over the coast. (Plane contact #14).
- 1937 Surfaced.
- 2001 Exchanged recognition signals by radar with the HAKE. Told him to patrol off PUIAU CAMBIR. Informed him I would be north of VARELLA. Our area now from 13° to 14° latitude.
- 2210 Exchanged recognition signals and information with the FARGO.

February 9, 1945

- 0631 Submerged fifteen miles north VARELLA. This position gives VARELLA coverage all day because of the strong tide the FARGO is bound to be set south of the Cape while we are set down on it.
- 1216 Sighted JAKE and RUFY patrolling the coast. (Plane contact #15).
- 1225 Sighted FBAY headed south along the coast.

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

February 9, 1945 (Cont'd)

1940 Surfaced, nothing by today.

February 10, 1945

- 0300 Directed PARGO and HASE to proceed and patrol off CAMRANG Bay. Set course for the above bay.
- 0629 Submerged off coast enroute new station.
- 1003 Sighted a JAKE headed north patrolling the coast. (Plane contact #16).
- 1225 Sighted a JAKE patrolling the coast. (Plane contact #17).
- 1245 Sighted a PB4Y chasing a JAKE. The JAKE fled over the land and we observed anti aircraft fire astern of the PB4Y.
- 1325 Picked up ping bearing 325° (T).
- 1340 Sighted an EMILY flying south. (Plane contact #18).
- 1345 Sighted two tankers and three PC escorts bearing 330° (T) hugging the coast. (Ship contact #4). We were too far out for an attack. We were almost on station when we were eleven miles off the coast. Were following convoy down coast when at
- 1422 Sound reported a torpedo bearing 136 relative. The bearing changed rapidly until it got to 180 relative where it remained steady and got louder. Needless to say this looked pretty ominous. We went deep and this thing seemed to finally sputter out bearing remaining steady. This sputter was heard by the soundman and one officer. There were two possibilities for this noise. One is that one of the Jap planes dropped some sort of an acoustic fish or that we got in the way of one of the PARGO's torpedoes. The second seems more possible because the escorts did not seem alerted when we first heard the torpedo's screws.

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

February 10, 1945 (Cont'd)

- 1526 One explosion, not close.
- 1541 Another explosion, not close.
- 1559 Came to periscope depth, all clear but 2 JAKES bearing 210° (T), distance 5 miles. (Plane contact #19). Planes stayed in sight rest of afternoon.
- 1754 One explosion, not close.
- 1826 Sighted Hospital Ship bearing 343° (T), distance 8,000 yards. Ship was HEKIVA MARU class. (Ship contact #5).
- 1943 Surfaced, all clear.
- 1953 Exchanged recognition signals with the PARGO. He said he had made four hits in a tanker so I guess it was one of his fish that we heard.
- 2130 Proceeding to new station.

February 11, 1945

- 0636 Submerged.
- 1521 Sighted a small patrol boat or cargo ship bearing 180°, distance 3 miles. He was too small for a torpedo and it was too rough for gun action. (Ship contact #6).
- 1933 Surfaced.

February 12, 1945

- 0641 Submerged.
- 1235 Sighted a PB4Y headed northwest.
- 1530 Heard loud noise which may have been distant explosion.

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

February 12, 1945 (Cont'd)

- 1611 sighted two battleships, Ise class, bearing 099° (T), distance 15,000 yards. The angle on the bow of the leading ship when we sighted it was about 70° port. It was soon apparent that we could not close these targets which was heartbreaking to say the least. (Ship names #?)
- Tracked targets which seemed to be on a base course of 325° (T), speed 14 or 15 knots. Also a third unidentified ship was sighted with the BB's.
- 1705 Ships out of sight in periscope.
- 1730 Prepared to surface. Got a probable APR contact which faded out.
- 1745 Surfaced and started pursuit. This seemed hopeless as the best speed we could get into the fairly heavy seas that were running was 16 knots. Sent contact reports. Directed other boats in pack to pursue.

February 13, 1945

- Still pursuing task force at top speed but with no contact.
- 0522 Picked up a plane on SJ radar, bearing 264° (T), range 9,500 yards. No APR contact. Plane pulled away from us rapidly. (Plane contact #30).
- 0842 Made SJ contact of plane bearing 034° (T), range 8,670 yards. This plane was sighted visually soon after and was identified as a B-24. Established contact with this plane by VHF and reported that we knew where the task force was. He informed us they were bearing 345° (T) then as, range about 40 miles. This Liberator seemed delighted to see us and thereafter about once an hour he would return from shadowing to give us the latest dope on the enemy.

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

February 13, 1945 (Cont'd)

It soon became apparent that we were slowly losing out in our chase but we continued on in hopes that something would show them up or to act as lifeguard if any attacking planes were shot down.

- 1000 Made contact on VHF with Army planes that were forming up for an attack on the task force.
- 1012 A PB4Y flew by and said they were about to scatter the task force and asked us if we would care to play tag. We answered with a strong affirmative.
- 1200 We learned that the flyers were not going to attack due to low cloud cover.
- 1345 Task force was now about 60 to 70 miles ahead of us and pulling away. Nothing had happened to slow them down and no planes were down so we gave up the pursuit. Bid our PB4Y friend goodbye and started back to our area. He reported that he was returning to his base for fuel.

To-days operation demonstrated what fine work could be done by planes and subs working to-gather. The only trouble was that we were on the wrong side of the enemy. If we had been ahead of this task force the planes could have directed us into a perfect firing position. Communications were excellent and the planes most cooperative.

- 2120 Received orders for our pack and the BLACKFIN to take up life guard stations in areas B6 and B7. Sent orders to pack and BLACKFIN and headed for lifeguard station.
- 2330 Picked up plane on ST radar bearing 130° (T), range 8,000 yards. No APR contact. (Plane contact #21).
- 2331 Range rapidly decreased to 6,000 yards, submerged.
- 2359 Surfaced, all clear. This plane may have been friendly.

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

February 14, 1945

On surface all day life guarding. No contacts, no planes down.

1900 Received orders for our pack to patrol C-3. Sent patrol assignments to ships in pack: HAKE off PULAO HARBOR, FARGO off VARELIA, FLOUNDER north of VARELIA. Headed for our area.

February 15, 1945

0636 Submerged to patrol off coast.

0840 Sighted 3 SAMOYS headed north along the coast. (Plane contact #22).

1450 Sighted JAKE bearing 185° (T), distance 8 miles. (Plane contact #23).

1938 Surfaced.

February 16, 1945

0630 Submerged north of VARELIA.

0745 Pinging bearing 337° (T).

0748 Sighted 2 ships southbound hugging the coast. (Ship contact #8).

0806 Targets developed into 2 medium tankers with 2 PC or DE escorts. Went to battle stations and started approach.

0851 Targets went behind PERFORATED ROCKS making them impossible to reach. Trailed convoy in hopes that FARGO might turn them back. Nothing happened.

0928 Sighted a SAMOY flying north along the coast. (Plane contact #24).

0945 Forced to clear the coast because we were now in the FARGO area.

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

February 16, 1945 (Cont'd)

- 1505 Sighted 2 JAKES bearing 230° (T), distance 10 miles.
(Plane contact #25).
- 1545 A third JAKE joined the other two. (Plane contact
#26).
- 1936 Surfaced.
- 2030 Contacted PREGO and told him I would patrol off
HON DOI tomorrow.

February 17, 1945

- 0632 Submerged north of PALAU CAMPB.
- 0848 Sighted a JAKE patrolling over the coast. (Plane
contact #27)
- 0950 Sighted a SALLY bearing 255° (T), distance about
5 miles. (Plane contact #28).
- 1247 Sighted a JAKE bearing 300° (T), distance about
10 miles, patrolling the coast. (Plane contact #29).
- 1939 Surfaced. No contacts seen.

February 18, 1945

- 0632 Submerged off HON DOI.
- 0822 Sighted 2 NELLIS bearing 270°, distance one half mile.
They were flying about 150 feet off the water.
(Plane contact #30).
- 0835 Sighted 2 small escorts and 2 very small ships coming
between HON DOI and HON GOM on a northerly course.
These ships were hit with a torpedo.
- 1100 Sighted an unidentified plane bearing 000° (T), distance
10 miles. (Plane contact #31).
- 1428 Sighted 2 NELLIS bearing 200° (T), distance 6 miles.
(Plane contact #32). These planes circled in our
vicinity for about half an hour.

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Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

February 18, 1945

- 1836 Pinging on JK bearing 305° (T). Sighted 2 escort vessels on a southerly course, range about 11,000 yards.
- 1938 Surfaced.
- 2330 Held back momentarily. Gave ARGO VANDALA as he said he had finally solved it. Gave NAME TULAU GR BIR. FLOUNDER at sea to take plane contacts. HAKE reported he would leave area on the night of the 20th.

February 19, 1945

- Patrolling on surface 40 miles off coast.
- 1310 Contacted PE4Y who reported nothing in our area.

February 20, 1945

- 0123 Received contact report from the PARGO. Target was a radar pip making 16 knots.
- 0125 Changed course and increased speed to close contact.
- 0300 Received message from PARGO that he had sunk his target.
- 0340 Contacted PARGO on radar and learned that he had sunk a large destroyer.
- Spent day patrolling on surface. No information from planes.
- 2043 Exchanged recognition signals with the U.S.S. CAVALIA.
- 2344 Exchanged recognition signals with the PARGO and closed for transfer Major Jenkins and Warrant Officer Chew back to us.

February 21, 1945

- 0022 Commenced transfer of Major Jenkins.

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Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

- 0222 Completed transfer. This had been a tough job due to the rough weather. In the process the Major lost some very valuable personal gear.
- 0647 Submerged south of FULAU GAMBIER. Our area now northern half C-3.
- 1050 Sighted JAKE patrolling coast. (Plane contact #33).
- 1421 Sighted JAKE patrolling coast. (Plane contact #34).
- 1942 Surfaced.
- 2300 Radar contact bearing 254° , range 11,000 yards. Started end around. Course of target 170° (T), speed 8. (Ship contact #11).
- 2330 Sighted target which was difficult to identify but appeared to be a patrol boat.

February 22, 1945

- 0300 Moonset, sky was completely overcast, night was pitch dark, started attack.
- 0402 Range now 1,800 yards, target still not identified but definitely not a submarine. A very bright searchlight came on from the beach. This was located just north of VARELLA. The beam searched but did not pick us up. Opened fire and fired four bow tubes. Range 1,800 yards, track angle 75° port, gyro angles practically zero, depth set four feet. The ships speed 3.5 knots. As soon as the torpedoes started out we could see that the two fired from tubes #5 and #6 were running erratically. The torpedo from #5 started turning off to starboard while the one from #6 started turning off to port. They both started turning off as soon as they left the tubes, they did not broach. The torpedoes from #3 and #4 seemed to run normally.

Speed was increased to everything we had in order to get away from our own fish. Suddenly one torpedo passed close under our stern and passed up our starboard side not 10 repeat 10 feet away.

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February 22, 1945 (Code 12)

At this time it was running straight and apparently at its proper depth. A few minutes later another torpedo breached on our port beam distance about fifty yards. This one was running slowly and had just about reached the end of the run. More and more tactical maneuvers and finally enough time (two tactical maneuvers) had passed for all torpedoes to have run their course. Sound could not hear anymore torpedoes running and we cleared the area at blast speed. This had been a terrifying experience and one which no member of the FLOUNDER's crew from the Captain on down ever wants to repeat. During this severe nerve strain all members of the crew behaved in accordance with the highest traditions of the Naval Service.

The cause of the erratic runs has not been determined as yet. The torpedoes had been routined regularly and thoroughly. The sea was not rough and they were fired down sea. One theory is that their tails struck the shutter doors upon firing.

During the evasion of the torpedoes the target had been forgotten. During our maneuvers we passed close aboard an ordinary looking junk which I suppose was our target. If he was, he was some sort of a ducky because he never should have given us a pip at 10,000 yards and a saturation pip at 3,500 yards.

Yes, there were no hits.

It seems that always during moments of great stress amusing incidents occur. At least they are amusing afterwards. As we were leaving the area we decided to give the ballast tanks a blow with the turbo blow. Just before the turbo blow was started the control room talker calmly informed all hands by phone that we were going to "blow up". All hands braced for the shock.

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Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

February 22, 1945 (Cont'd)

0633 Submerged to spend a quiet day in the area.

1933 Surfaced.

February 23, 1945

0540 Exchanged recognition signals with the U.S.S. HOE, who was north of us.

0620 Sighted numerous lights on the beach just north of QUI NHON.

0627 Submerged to patrol coast north of QUI NHON.

1018 Sighted a NEEL headed south bearing 290° (T), distance 10 miles. (Plane contact #35).

1255 Sighted a JAKE on a northerly course bearing 210° (T), distance 6 miles. (Plane contact #36).

1258 Heard pinging bearing 210° (S).

1402 Sighted small AK, with two IC escorts and air cover, bearing 260° (T). They were on a northerly course. They passed behind FULU GAMBER and entered QUI NHON harbor. (Ship contact #12).

1600 Changed course to 090° (T) to clear coast.

1700 All clear on sound, all clear by periscope, depth 65 feet. Suddenly the whole ship gave a peculiar shudder. Started deep. 30 Seconds later ship gave another shake and water started entering boat through the HP valve. Shear valve was closed and stopped leak. Sound soon reported a tremendous rush of air and high speed screws, starting and stopping on our starboard bow. By this time we had figured out that someone has run into us. Screws began to get fainter so at

1711 Came to periscope depth and took a look. Calm seas, blue skies, nothing in sight. We were then convinced we had run into a Jap sub and we hoped that he had sunk.

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Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

February 23, 1945 (Cont'd)

- 1724 Sound reported screws bearing 047° (T). Sighted large hospital ship (AWA MARU) on a southerly course bearing 037° (T), range 15,000 yards. (Ship contact #13).
- Took stock of our damage. The hull and tanks seemed to be intact. The APR antenna seemed to be gone. SJ reflector seemed to be gone. Everytime we cut in the bridge repeater all receivers would make a loud 10 RMW's. Submer one periscope would raise but not train. From this we figured that a smaller submarine traveling at a shallower periscope depth had passed over us.
- Decided to wait until darkness in hope other sub would surface before we did.
- 1920 Sound reported noise like air blowing on our starboard bow. Took a look through the periscope and sighted a surfaced submarine on our starboard bow, range about 3,000 yards, angle on the bow 75° port. Took another look and in the fading light identified him as a U.S. submarine. At least he looked so much like one that I could not shoot. This submarine proceeded off to the northeast at high speed. At least he looked alright.
- 1932 Surfaced. She came up on an even keel and stayed that way, indicating that all tanks and piping were still sound.
- Went to bridge to survey damage. Discovered a 25 foot gash in the superstructure on the starboard side just aft of the 4 inch gun. Looked closer and found the vent pipe to #2 normal fuel oil tank and the 10 pound blow line were badly bent but still holding. The stanchions and deck of the forward 20 millimeter gun platform were bent, and the SJ mast badly bent, and the APR antenna was broken and twisted.
- 1933 Set course for SUBIC BAY. Found that SJ would act as a receiver. Of course it couldn't be trained and could not be worked as a transmitter. The APR was put back in commission by hooking it up to the BN antenna.

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Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

February 23, 1945 (Cont'd)

- 1934 Tried to call the HOE, who we strongly suspected now, by VHF and on Wolf Pack frequency but with no success.
- 2230 Sent message to CTF 71 reporting our collision and reported we were headed for SUBIC BAY.

February 24, 1945

- 0100 No one has admitted hitting us. Maybe the other fellow was a Jap, but I don't think so.
- 0400 Received a message from the HOE telling that he had hit us.
- 0700 Inspected damage in daylight and found no additional damage except a rather deep dent in #2 normal fuel oil tank.

February 25, 1945

- 1035 Moored alongside U.S.S. PAMPANITO in SUBIC BAY.

(C) WEATHER

The weather along the Indo China Coast was on the whole poor. The visibility was constantly reduced by low clouds and haze and frequent passing rain squalls. The sea was seldom less than a force three.

(D) TIDAL INFORMATION

The currents along the Indo China Coast are very strong 1 1/3 - 3 knots making it impossible to maintain station.

(E) NAVIGATIONAL AIDS

No navigational aids were encountered. CAPE VARELLA and PULAU GAMBIR lights appeared intact but were never observed lighted.

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NO.	TIME DATE	LAT LONG	TYPE(S)	INITIAL RANGE	EST	HOW CONT	REMARKS
					COURSE SPEED		
1.	:0351 :1/30/45:	:12-42N :109-32E:	:UNK.	:	:North	:S	:Poor visi- :bility, no :seen.
2.	:1503 :2/2/45:	:13-40N :109-16E:	:3 :Escorts	:	:South	:S	:Not sighte
3.	:1420 :2/6/45:	:13-00N :109-50E:	:2 :Es	:2,000 :yards	:1500 :11 Kts	:S	:
4.	:1325 :2/10/45:	:11-55N :109-36E:	:2 :Es	:15,000 :yards	:1950 :11 Kts	:S	:
5.	:1826 :2/10/45:	:12-48N :109-26E:	:1 :Hawa Maru	:8,000 :yards	:South	:P	:
6.	:1521 :2/11/45:	:09-40N :109-48E:	:1 :Es	:6,000 :yards	:South	:P	:
7.	:1611 :2/12/45:	:09-50N :110-07E:	:1 :Es (Es)	:18,000 :yards	:3250 :15 Kts	:P	:
8.	:0745 :2/16/45:	:14-00N :109-52E:	:2 :Es or Es	:	:1000 :10 Kts	:S	:
9.	:0835 :2/18/45:	:12-40N :109-30E:	:2 :Es	:10,000 :yards	:3100 :10 Kts	:P	:
10.	:1536 :2/18/45:	:12-34N :109-40E:	:2 :Es	:14,000 :yards	:South	:F&S	:
11.	:2300 :2/21/45:	:13-30N :109-30E:	:1 :Es	:11,000 :yards	:1700 :8 Kts	:SD	:Later pro- :ved to be :Junk.
12.	:1402 :2/23/45:	:13-50N :109-30E:	:1 :Small Es	:18,000 :yards	:North	:P	:Probably :entered :QUI NHON
13.	:1724 :2/23/45:	:13-30N :109-50E:	:1 :AMA MARU	:19,000 :yards	:South	:P	:

(G) AIRCRAFT CONTACTS

NO.	TIME DATE	LAT LONG	TYPE(S)	INITIAL RANGE	EST	HOW CONT	REMARKS
					COURSE SPEED		
1.	:0253 :1/21/45:	:08-42S :115-51E:	:UNK.	:5 :Miles	:South	:SJ	:Had APR cc :same time.
2.	:1732 :1/26/45:	:1-30W :106-36E:	:UNK.	:6 :Miles	:	:	:Sight: Dove.
3.	:0912 :1/27/45:	:04-42N :107-09E:	:UNK.	:10 :Miles	:	:	:Sight: Headed for :us, dove.

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4) AIRCRAFT CONTACTS (Cont'd)

NO.	TIME DATE	LAT LONG	TYPE(S)	INITIAL RANGE	EST. COURSE SPEED	HOW CONT	REMARKS
4.	:1936 :1/29/45	:12-48N :109-40E	:UNK.	: 3 1/2 : miles	:	:APR & :SJ	:
5.	:0950 :1/30/45	:14-47N :109-32	:JAKE	:	: North	: P	: Over convoy
6.	:1247 :2/6/45	:13-06N :109-30	:2 JAKES	: 1 : mile	:	: P	: Patrolling : coast.
7.	:1305 :2/6/45	:13-05N :109-30	:2 JAKES	: 2 : miles	:	: P	:
8.	:1332 :2/6/45	:12-54N :109-30	:2 JAKES	: 4 : miles	:	: P	:
9.	:1420 :2/6/45	:12-48N :109-30	:JAKE	: 5 : miles	:	: P	:
10.	:0830 :2/7/45	:11-35N :109-13	:JAKES	: 7 : miles	:	: P	:
11.	:1705 :2/7/45	:11-22N :109-22	:1 JAKE	:	: Circ. to : North	: P	:
12.	:0805 :2/8/45	:12-38N :109-30	:1 JAKE	: 4 : miles	:	: P	: Patrolling : coast.
13.	:1005 :2/8/45	:12-31N :109-31	:2 ZEKES	: 4 : miles	: North	: P	: Over : coast.
14.	:1455 :2/8/45	:12-28N :109-31	:3 ZEKES	: 5 : miles	: North	: P	: Over : coast.
15.	:1216 :2/9/45	:13-08N :109-25	:JAKK & :RUFF	: 5 : miles	:	: P	: Patrolling : coast.
16.	:1003 :2/10/45	:12-07N :109-30	:JAKE	: 8 : miles	: North	: P	: Patrolling : coast.
17.	:1225 :2/10/45	:11-55N :109-28	:JAKE	: 5 : miles	:	: P	: Patrolling : coast.
18.	:1340 :2/10/45	:11-55N :109-26	:EMILY	:	: South	: P	:
19.	:1559 :2/10/45	:11-46N :109-26	:2 JAKES	: 5 : miles	: Circ.	: P	: Stayed in sight : all afternoon.
20.	:0522 :2/13/45	:12-40K :111-25	:UNK.	: 4 5/4 : miles	:	: SJ	:
21.	:2330 :2/13/45	:13-49K :110-31	:UNK.	: 4 : miles	:	: SJ	: Dove.
22.	:0840 :2/15/45	:13-41N :109-23	:3 SALYS	: 1 1/2 : miles	: North	: P	:
23.	:1450 :2/15/45	:13-00N :109-30	:JAKE	: 8 : miles	:	: P	:

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AIRCRAFT CONTACTS (Cont'd)

NO.	TIME DATE	LAT LONG	TYPE(S)	INITIAL RANGE	EST.	HOW CONT	REMARKS
					COURSE SPEED		
24.	:0928 :2/16/45	:12-51N :109-26	:SAILY	:4 :miles	:North	:P	:
25.	:1505 :2/16/45	:12-51N :109-25	:2 JUNKS	:10 :miles	:	:P	:
26.	:1545 :2/16/45	:12-51N :109-25	:3 JUNKS	:10 :miles	:	:P	:1 JUNK joined cont.#2
27.	:0848 :2/17/45	:12-51N :109-21	:JUNK	:6 :miles	:	:P	:
28.	:0950 :2/17/45	:12-51N :109-25	:SAILY	:5 :miles	:	:P	:
29.	:1246 :2/17/45	:12-51N :109-27	:JUNK	:10 :miles	:	:P	:
30.	:0822 :2/18/45	:12-51N :109-29	:2 NEELIE	:4 :miles	:North	:P	:
31.	:1100 :2/18/45	:12-51N :109-29	:JUNK	:10 :miles	:	:P	:
32.	:1428 :2/18/45	:12-51N :109-31	:2 WELLS	:6 :miles	:	:P	:Circ. about near us.
33.	:1050 :2/21/45	:12-51N :109-26	:JUNK	:5 :miles	:	:P	:Patrolling coast.
34.	:1421 :2/21/45	:12-51N :109-28	:JUNK	:	:	:P	:Over coast.
35.	:1018 :2/23/45	:12-51N :109-20	:WELL	:10 :miles	:	:P	:
36.	:1255 :2/23/45	:12-51N :109-21	:JUNK	:6 :miles	:North	:P	:

(H) ATTACK DATATORPEDO ATTACK REPORT FORMU.S.S. FLOUNDER
Time: 0402 (H)TORPEDO ATTACK NO. 1
Date: 22 Feb. 1945PATROL NO. FIVE
Lat. 12-51N-109-31ETORPEDO DATA - DAMAGE INFLECTED

Description: Radar contact made on single large sailing Junk at 11,000 yards.

Ships Sunk: None.

Ships Damaged or probably sunk: None.

Target Draft: 5' Course 140° Speed 6 Range at Firing 1,350 Y

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(H) ATTACK DATA (Cont'd)

OWN SHIP DATA

Speed: 5 Course 260° Depth Surface Angle 0 (At firing).

FIRE CONTROL AND TORPEDO DATA

Type attack: Night surface radar attack. Did not identify target until after firing when we almost rammed him.

Tubes Fired:	#6	#5	#4	#3
Track Angle:	64°	65½°	66°	67°
Gyro Angle:	356	354	354	353
Depth Set:	4'	4'	4'	4'
Power:	High	High	High	High
Hit or Miss:	Miss	Miss	Miss	Miss
Erratic:	Yes	Yes	No	No
Mark Torpedo:	14-3A	14-3A	14-3A	23
Serial No:	63634	63560	63563	50250
Mark Exploder:	6-5	6-5	6-5	6-5
Serial No:	19982	8745	19938	19972
Actuation Set:	Contact	Contact	Contact	Contact
Actuation Actual:				
War Warhead:	16-1	16-1	16-1	16-1
Serial No:	19586	19579	19595	11290
Explosive:	Torpex	Torpex	Torpex	Torpex
Firing Interval:		9 Secs.	11 Secs.	9 Secs.
Type Spread:	1½ L	½ L	½ L	1½ L
Sea Condition:	Force 3 from 010° T.			
Over haul Activity:	U.S.S. EURYALE (AS22)			
Remarks:	63634 Made circular run to port. 63560 Made circular run to starboard.			

(I) MINES

No mines encountered.

(J) ANTI SUBMARINE MEASURES AND EVASION TACTICS

Anti submarine measures are fairly intense along the Indo China Coast. All convoys have air cover. The usual air cover consisted of from one to three Jakes. Near the end of the patrol several Helens were sighted on anti submarine patrol. These Helens were probably brought out because the search Liberators seemed to be too much for the Jakes.

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(J) ANTI SUBMARINE MEASURES AND EVASION TACTICS (Cont'd)

Only one sweep at night by radar equipped planes was encountered and we very nearly surfaced under him. Daily sweeps were flown up and down the coast.

All convoys were pretty heavily provided with surface escorts. Most of the escorts were PC or EB type. All of them were pinging constantly. That was usually the first indication of the approach of a convoy. That and the sighting of planes.

(K) MAJOR DEFECTS AND DAMAGE

DAMAGE SUSTAINED IN SUBMERGED COLLISION WITH USS HOE

1. Approximately twenty (20) feet of superstructure side plating and secondary bracing and deck stringers carried away between frames 41 and 42 along the starboard side. Damage to deck stringers extending inboard approximately six (6) feet.

2. Minor bending on external salvage connections.
(Officers quarters high salvage and control room low salvage.)

3. Minor bending of forward 20 MM platform deck and life line stanchions.

4. Bending the ten pound blow line to #1 M.B.T.

5. Partially collapsing main vent duct to #2A M.B.T.

6. Severe damage to SF radar equipment including carrying away the antenna top bearing and twisting the upper half of the radar mast off on a 45° angle to port. The mast was forced into the gear assembly on the conning tower sufficiently to ruin the latter and damage the hull fittings.

7. The entire AIR antenna assembly was carried away and the shear valve was closed through the cable to prevent flooding of the control room.

8. The upper bearing of #1 periscope shear received a certain amount of the shock to the radar antennas causing sufficient damage to prevent raising #1 periscope but not enough to prohibit raising and lowering the scope.

9. Denting #2 normal fuel oil tank.

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(K) MAJOR DEFECTS AND DAMAGE (Cont'd)

TORPEDOES

Sixteen air torpedoes (MK 23 and 14-3A) were carried forward and six electric torpedoes (MK 18-1) aft. A few major defects were experienced with both types of torpedoes.

- #65452 (MK 23) had no fuel, no water and no fuel compartment plug.
- #50250 (MK 23) had no water.
- #56051 (MK 18-1) ventilation supply and exhaust lines are the same size, preventing proper ventilation while torpedo is in tube.
- #56473 (MK 18-1) stop valve frozen in open position; charging check valve jammed open later while gauging the air flasks. After considerable effort, the charging check valve was disassembled and found in such a rusty condition that it was almost beyond repair. During this work a momentary short caused the motor to turn shearing the shaft between the two propellers. A new piece was manufactured from a stop bolt.
- #50250 (MK 23) body was flooded when tubes made ready. This was caused by leak of gasket in after body manifold plate.

Many minor defects were also experienced, these were namely: dirty black oil in high pressure air of all MK 18-1 torpedoes; no tacki wax in any of the after body hot wire flanges, some screws loose or broken and most of stop valve spindles leaked.

L) RADIO

Bakers broadcasts were normal. Fading was worst from 0230 to 0430. NPG Bars was close to 9250 Kcs and at times the interference from this station was strength five. No other interference or jamming was experienced. The new system of re-transmission - for - receipts functioned with moderate success.

No major defects occurred with the radio equipment. The Wolf Pack frequencies were good. Reception was generally quite good, and present no difficulties if all boats are on frequency.

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(L) RADIO (Cont'd)

Excellent results were obtained on VHF. On several occasions identity of planes was established by calling on VHF and then conversation was maintained. One occasion was in trailing the task force. The planes gave us very good information of the disposition, course and position of the enemy. The planes at the time could not see us as we were 40 miles behind the ships. We were certain that if further operations had occurred any of the fliers could have been rescued or if the force could have been turned we would have had early enough information to maneuver for possible attack.

Another instance occurred with the FBAY area search planes from the Philippines. Although within 35 miles he could not see us and as it was late he continued on to the base. We carried on good communications until he was about 100 miles away. Some trouble was found in trying to receive the planes on the low frequencies (Back frequencies).

Chungking broadcasts were listened to every night it was possible to shift the receivers. The information from Chungking was good although in most cases the traffic had moved to far to be of value to our particular area.

Tuning up antenna immediately after surfacing and after a frequency change gives number of boats operating and frequency plan of wolf packs.

Request Bakers for more press and sports items.

(M) RADAR

SD functioned well on way to area but was not used north of the Barrier. Single planes were picked up at ranges of 32 miles with ease when in use.

SJ aircraft contacts were obtained demonstrating the improved antenna pattern with the new type reflector. Otherwise ranges were normal north of the Barrier - second trace pips at 50 miles. South of the Barrier the unusual atmospheric conditions gave at one time a range of 32,000 yards on a submarine, and at two other times exchanged recognition signals at approximately two hundred miles.

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(M) RADAR (Cont'd)

RCM

Only a few contacts were made on APR. Those were near Lombok Straits. One on the southern end and positively identified as shore based. The second was apparently airborne. A British 200 mc. land radar at Exmouth was received until 80 miles from Lombok Strait.

CASUALTIES

In the submerged ramming, the SJ radar antenna was pushed around on the port side leaving the head and reflector strained on 000°. Interference could be received but no energy could be emitted. The torque tube was bent at 45° angle, pulling the worm drive of the feeder unit up, dishing it in and shearing off all teeth of the gears.

The APR antenna was smashed and flooded into the control room necessitating closing the shear valve.

During the patrol the Klystron, the crystal, and the EPI scope were the only major repairs necessary.

(N) SOUND

In most cases contacts were picked up by sound shortly before sight. JP sound functioned excellently and could hear screws and pinging shortly after sight contact. The QB and JK could not hear screws until the range closed considerably. It was found that the escorts have developed a system of varying frequency while echo-ranging. This made it necessary to shift frequencies quite often in a normal watch to be sure the sound watch would not miss the pinging. Then it would be some time before it could be determined just how many escorts were present due to their being on various frequencies. There were no double-pings in this system because the enemy operators can tell their own pings from the other operators easily. Sound conditions were excellent in this shallow water with a sand bottom as would be expected. A great many explosions were heard - some definitely depth charges and others quite indefinite. One convoy leaving Camranh Bay passed to the south dropping a charge or two at intervals between five and ten minutes as they went down the coast.

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-----(N) SOUND (Cont'd)

The fathometer was flooded upon return from the last patrol. Enroute to Exmouth regular readings were taken on the new head. The sound readings dropped rapidly necessitating a return to Fremont for repairs. The fathometer functioned perfectly during the patrol.

(O) DENSITY LAYERS

<u>Time and Date</u>	<u>Position</u>	<u>Gradient</u>
0318 30 December	31-57N 115-35E	Isothermal to 240' Isoballast to 300'
0340 5 January	31-58N 115-34E	Isothermal to 230' Isoballast to 300'
12 January	32-30N 115-30E	Isothermal to 300'
2220 18 January	17-38N 115-47E	12° Negative gradient between 80 and 300'
2300 19 January	12-40N 115-06E	11° Negative gradient between 80 and 300'
2157 20 January	07-35N 115-48E	Isothermal to 200' 9° Negative to 300'
2258 28 January	12-16N 109-38E	Isoballast 100' to 300'
2302 30 January	11-30N 109-30E	Isoballast to 300'
0623 10 February	11-59.5N 109-40E	Isothermal to 340'
2240 11 February	9-48N 110-00E	Isothermal to 120' 16°

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(P) HEALTH, FOOD AND HABITABILITY

Health in general was excellent. The only sickness was one case of trench mouth near the end of the patrol.

Habitability was good.

(Q) PERSONNEL

(a) Number of men on board during patrol.	75
(b) Number of men qualified at start of patrol.	49
(c) Number of men qualified at end of patrol.	53
(d) Number of unqualified men making their first patrol.	10
(e) Number of men advanced in rating during patrol.	9

(R) MILES STEAMED - FUEL USED

Permanente to Area	3,039 Miles	Fuel Used 39,790 Gals.
in Area	5,946 Miles	Fuel Used 69,657 Gals.
Area to Subic Bay	60 Miles	Fuel Used 1,250 Gals.

(S) DURATION

Days enroute to area.	14	(Returned to Perth and started again).
Days in Area	36	
Days enroute Subic	1	
Days submerged	26	

(T) FACTORS OF ENDURANCE REMAINING

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provisions</u>	<u>Personnel Factor</u>
18	26,000 Gals	7 Days	10 Days

Limiting factor this patrol. - Damage caused by collision.

CONFIDENTIAL

Subject: U.S.S. FLOUNDER - Report of War Patrol Number FIVE.

(U) REMARKS

1. This was a very disappointing patrol in that we had lots of contacts but never could reach the targets. They ran most of the time in water of about 100 fathoms. They ran behind all islands and finally never ran at night. The only ships that went through our area at night were the destroyers. The PRIGG - got one of them.
2. The two good points to patrol in area C-3 are close in to Cape Varolla and HOE P-3. During our period of patrol the current was so strong that even by steaming 600' (T) one third speed we made 100° good at a speed of 2 to 3 knots.
3. The morale of the crew was excellent. The behavior under the unusual strain of this patrol was excellent. One man, ASTICH, RM2c, U.S.N.R. is particularly deserving of credit for his work on the sound gear. His performance of duty was outstanding and will be covered in separate correspondence.
4. In regard to the collision, all that can be said is that we were right in the middle of our area and didn't expect anyone else to be in it. Probably the reason the sound gear didn't pick up the HOE was due to the fact that our air compressors were running.

PACK PATROL SUMMARY

5. The results of our pack patrol were one tanker probably sunk and one large destroyer sunk both by the PRIGG. There was no opportunity for wolf pack tactics. Each boat was given a station along the coast for close in underway patrol. During the last three days, two boats were stationed in close and one at sea to receive search plane contact reports.

Serial 0565

21 March 1945.

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

SECOND ENDORSEMENT to:
 USS FLOUNDER Conf. Ltr.
 A16-3(6) No date.
 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. FLOUNDER (SS351) - Report of Fifth War
 Patrol - Comment on.

1. The Fifth War Patrol of the FLOUNDER, under the command of Commander J. E. STEVENS, U.S.N., was conducted in the SOUTH CHINA SEA off the Coast of INDO-CHINA.
2. On 12 and 13 February FLOUNDER was in contact with an enemy task force which she was unable to close for attack. Her experiences in communicating with our aircraft, both Army and Navy, are very interesting, and indicate the possibilities of combined aircraft submarine coordination. This technique is being carefully worked out, and is becoming increasingly important in these areas.
3. Many contacts were made with traffic along the INDO-CHINA Coast, but FLOUNDER was unable to close for attack. On 22 February a night surface radar attack was made on an unidentified target, and FLOUNDER was forced to radically maneuver in order to evade two erratic torpedoes.
4. On 23 February the FLOUNDER was cruising submerged when she collided with the U.S.S. HCE. It is almost providential that only very minor damage was done to FLOUNDER, and none to HCE.
5. The award of the Submarine Combat Insignia is not authorized for this patrol.
6. The Force Commander congratulates the Commanding Officer, Officers and Crew of the FLOUNDER upon the completion of this patrol and upon extricating themselves from the very difficult and precarious position which resulted from erratic torpedo performance on 22 February.

JAMES FITE.

Serial 051

Care of Fleet Post Office,
San Francisco, California,
8 March 1951.~~CONFIDENTIAL~~FIRST ENDORSEMENT to
U.S.S. FLOUNDER - Report
of Fifth War Patrol.

From: The Commanding Officer Submarine FLOUNDER.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Submarine, COMSUBPACFLT.
(2) The Commander SQUADRON TWELVE.

Subject: U.S.S. FLOUNDER - Report of Fifth War
Patrol.

1. The FLOUNDER's FIFTH war patrol was of 30 days duration, 36 of which were spent in the assigned area.
2. Although several contacts were made by FLOUNDER only one was developed into an attack. Many contributing factors were the causes for FLOUNDER's inability to close too closely sufficiently in order to effectively attack our enemy's activity. The most important factor was the weather that prevailed in FLOUNDER's assigned area. On the contacts of February 18, 19 and 22 the convoys sighted were hugging the coast and were very difficult to enter too shallow for submerged attacks; all three of these convoys were contacted during daylight. On February 20 the FLOUNDER's efforts to develop an attack was frustrated by tactical rigging of enemy; however, FLOUNDER's contact report to BERTALD resulted in BERTALD successfully attacking convey. The FLOUNDER's effort to keep in contact with the Task Force sighted on February 20 demonstrated the close cooperation that can be maintained between subsurface and the search and attack plane group and is worthy of note even though FLOUNDER was unable to close.
3. The FLOUNDER's under surface attack on 22 February in which two of the four torpedoes fired ran erratic, and one of the erratic runs barely missed the FLOUNDER, was hampering experience for all hands. Torpedo tubes were given a careful preliminary check but no defects were found which could have accounted for the erratic runs. Dummy torpedoes will be fired from tubes #5 and #6, after they are given a complete check, during the refit period in order to ensure that their operation is correct.
4. The termination of the patrol due to an underwater collision with another friendly submarine was a regrettable incident. This accident was not due to any fault or negligence on the part of the Commanding Officer or other personnel of the FLOUNDER. Fortunately damage was minor.

Serial 051

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

CONFIDENTIAL

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

Subject: U.S.S. FLOUNDER (SS251) - Report of Fifth War
Patrol.

5. Refit and repairs will be accomplished by GRIFFIN and Relief Crew 102. It is believed that the damage caused by the collision can be satisfactorily corrected for the conduct of next patrol.

6. Despite the harrowing experiences of erratic torpedoes and underwater collision, the morale of personnel was high and the ship was exceptionally clean upon return from patrol.

7. The Commander Submarine Squadron TWELVE welcomes the Commanding Officer, Officers, and Crew of the FLOUNDER to Subic Bay and Camp Coo and congratulates them upon the completion of their arduous patrol. It is sincerely hoped that the disappointments of this patrol will be wiped out by outstanding successes on the next one.

C. W. WILLIAMS.