

HISTORY OF SHIPS NAMED GURNARD

The nuclear powered submarine GURNARD (SS(N)-662) is the second ship of the fleet to bear the name of a family of European and American salt-water fishes. She commemorates "fleet-type" submarine GURNARD (SS-254), who earned the Navy Unit Commendation and six battle stars for World War II service.

The gurnards, spiny-finned marine fishes having the head protected by a bony armor and with three pairs of fingerlike ventral feelers, constitute the family Triglidae. Seven species of American gurnard, found in the South Atlantic, constitute the genera Merulinus and Prionotus, not used here for food. The genus Trigla contains several European species of food fish. The American forms are frequently referred to as sea robins.

The first GURNARD (SS-254) was built at the Electric Boat Company, Groton, Connecticut. Her keel was laid 2 September 1941. She launched 1 June 1942, sponsored by Miss Suzanne Slingluff, daughter of Commander Frank Slingluff, U.S. Navy (Ret). The submarine commissioned 18 September 1942, Lieutenant Commander Charles H. Andrews, U.S. Navy, commanding.

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

After training out of New London, Connecticut, GURNARD departed 2 November 1942 for Rosneath, Scotland, arriving the 15th. She got under way from Rosneath 29 November for her first war patrol in the Bay of Biscay. After 24 days on station without sighting an enemy ship, GURNARD returned to Rosneath 27 December.

GURNARD departed Rosneath 25 January 1943 for refit at New London in preparation for duty in the Pacific. She arrived at Pearl Harbor 26 May and, after a period of training, was ready for her second war patrol.

Departing Pearl Harbor 12 June 1943 GURNARD paused at Midway Atoll enroute to her station off Toagel Mlungui Passage, west of Babelthuap Island in the Palaus. On the morning of 29 June she sighted a six-ship Japanese convoy escorted by two destroyers and a patrol plane. Closing the convoy as it neared the passage, GURNARD fired spreads of torpedoes, in quick succession, from her bow and stern tubes at two freighters. Splashes of enemy shells were now seen close aboard GURNARD's periscope as one of the escorting destroyers made directly for her. While diving and rigging for depth-charge attack, breaking-up noises were heard but results could not be observed. The enemy escorts dropped 24 depth charges without effect.

Still in the same area the morning of 1 July 1943, GURNARD intercepted four enemy merchant ships accompanied by six escorts. She fired bow and stern spreads at a large escort ship and at one of the merchantmen. One torpedo of the first spread hit the escort, the detonation being followed by a heavy cloud of dense black smoke. The second salvo resulted in a hit on the intended target, as well as a "bonus" hit on a second ship attempting to maneuver out of the way. Smoke from the torpedoed escort hampered visibility, and GURNARD was now forced to dive as four small aircraft bombs fell nearby.

Running deep, the submarine now boldly headed for the center of the convoy. Three heavy depth-charge attacks, the first close enough to jolt her, left her unharmed. Evading her attackers, GURNARD came to periscope depth at 1122. To her surprise, she now spotted a Japanese aircraft carrier with an air escort. Firing three torpedoes at less than 2,000 yards, GURNARD saw two of them hit before being driven down by depth bombs from the escorting planes. Before going deep, the submarine came about and fired a "parting shot" from her stern tubes. Shortly after submerging "much rumbling noise" and "a terrific booming explosion" were heard.

On the morning of 2 July, GURNARD boldly attempted a surface chase of two distant Japanese cargo ships. Attacked by a patrol plane, she was forced to submerge before attaining attack range.

GURNARD now moved off to the northwest of the Palau, searching for enemy ships and working her way back down toward Toagel Mlungui Passage. Back off the passage 6 July, GURNARD maneuvered to take position to attack an expected Japanese convoy. Two depth charges, exploding close aboard, caused a momentary loss of power on the submarine's diving planes. GURNARD immediately took a steep "up" angle and headed for the surface. Before she could surface within easy gun range of the enemy warship, her upward motion was finally stopped at a depth of only 55 feet. She now "dropped like a rock" with a large "down" angle on her diving planes. Before depth control could be regained she had passed the 450-foot mark. In spite of this harrowing experience she had suffered no major damage and, on 11 July, attacked another convoy.

Sighting four enemy cargo ships with an escort ship at 0254, GURNARD maneuvered into position and, at dawn, sank cargo ship TAIKO MARU, 1925 tons. Evading an ineffective depth charge attack, she headed home with her torpedoes expended.

She returned to Pearl Harbor 26 July 1943, then GURNARD stood out 6 September for the South China Sea and her third war patrol. Enroute to her patrol station on 18 September, she sighted an enemy merchantman escorted by a destroyer. Detected while making her approach, the submarine was forced down by an intense depth charge attack which caused little damage but enabled the enemy to escape.

On station in the shipping lane north of Pescadores Channel in the Formosa Straits, GURNARD sighted an unescorted Japanese cargo ship 30 September 1943. A four-torpedo salvo produced a "dud" hit. After another fruitless attack, GURNARD dove deep to evade a Japanese airplane and escort ship arriving on the scene. A depth-charge attack which shook down bits of paint and cork from her overhead left her undamaged, and she successfully eluded her attacker.

Smoke was sighted on the horizon 7 October at 1112. This was seen to be from two merchantmen, which GURNARD now began to track. Two more cargo ships and then an escort ship now joined the convoy. By 0139 on the 8th GURNARD was in her desired position. Approaching undetected on the surface, she fired four torpedoes. Quickly coming about, she shot another spread from her stern tubes. Leaving cargo ship TAIAN MARU (5,659 tons) and Transport Cargo Ship DAINICHI MARU (5,813 tons) sinking behind her, GURNARD departed at full speed under enemy gunfire.

At 2225 on 9 October 1943, GURNARD made radar contact with a Japanese merchantman. Closing the target, she attacked at 0120 on the 10th. Two torpedo hits appeared to do only minor damage. Gaining position again after a fast surface chase, the submarine fired her last two torpedoes without effect. Without torpedoes, GURNARD had to reluctantly abandon her pursuit. She returned to Pearl Harbor 28 October 1943.

Underway for her fourth war patrol 28 November, GURNARD paused at Midway for engine repairs. Heavy seas slowed her passage to her patrol area off the southeast coast of Honshu, Japan. A surface attack after dark on 22 December 1943 left a Japanese merchantmen damaged. Contacting a five-ship convoy during the night of 22-23 December, GURNARD made three torpedo attacks without result.

A radar contact at 0400, 24 December 1943, led to an attack on three enemy cargo ships convoyed by three escorts. At 0710 GURNARD fired two torpedoes at Cargo Ship SEIZAN MARU NO.2, (1,198 tons). Both hits, they broke her back and sank her in two minutes. GURNARD had to take evasive action to avoid being rammed as the two surviving merchantmen began maneuvering radically to avoid attack. Lining her stern tubes up on another cargo ship, the submarine fired two more torpedoes which sent TOFUKU MARU to the bottom. Heavily attacked by the angry escorts, GURNARD went deep to withstand an 88-charge barrage.

An unusual sight showed up on GURNARD's radar screen on the evening of 27 December 1943--a single large merchantman, escorted by no less than ten destroyers. After repeated attempts to pierce this heavy screen GURNARD finally succeeded. In position at 2350, she fired her last four torpedoes. Two hits left the target dead in the water, but in fifteen minutes the damaged ship was again under way. GURNARD returned to Pearl Harbor 7 January 1944.

Standing out of Pearl Harbor 16 April 1944 for her fifth war patrol in the eastern Celebes Sea south of Mindanao, GURNARD was on station by 4 May. Only two days later she encountered a Japanese troop convoy carrying an infantry division south from Shanghai. These troops were intended as reinforcements for New Guinea in the hope of stopping or delaying General MacArthur's expected offensive. Sighting the convoy on the morning of 6 May, GURNARD closed on its starboard beam. In position at 1300, she fired two three-torpedo salvos which hit four of the Japanese transports. As one of the escorting destroyers headed for her, GURNARD went to deep submergence and rigged for depth charge attack. During the heavy depth-charge attack which followed, breaking-up noises were heard, indicating that GURNARD's torpedoes had struck home. After the submarine had evaded 98 depth charges the escorts broke off their attack. GURNARD came to the surface shortly after to discover one of the torpedoed transports still afloat and burning. Shortly after midnight she shelled the stricken ship without result. Another torpedo finally sank the transport. GURNARD was credited with sinking transports ADEN MARU, TAIJIMA MARU, and TENSHINZAN MARU, with the loss of thousands of Japanese soldiers who would otherwise have been a formidable reinforcement for the New Guinea garrison. This blow is considered to have had "a material influence" on Japanese strategy in the New Guinea area.

Patrolling off the approaches to Davao Gulf on 18 May 1944, GURNARD sighted what proved to be "either a large cruiser or a battleship," zigzagging at high speed and escorted by two destroyers. Poor visibility due to squally weather made this fast target a difficult one; as GURNARD was about to fire an escort passed close across her bow and forced her to delay shooting. Taking advantage of the last opportunity to fire, she discharged a spread of six torpedoes. One of the poppet valves, designed to automatically flood to compensate for the sudden loss of weight when the torpedoes were fired, failed to function. To keep herself from broaching in full view of the Japanese warships, GURNARD "flooded negative" and went deep before she could observe the result of her shots. Two torpedo explosions were heard; the destroyers then unloaded a barrage of 32 depth charges, "some...too nicely placed for comfort."

At 0925 on 24 May 1944, GURNARD sighted two Japanese cargo ships with two escorts south of Mindanao. An unsuccessful attack on the merchantmen was followed by an uncomfortably accurate depth charging by the "well-schooled" escorts.

In the early afternoon of the same day, GURNARD sighted a second enemy convoy; two oilers, two cargo ships, and three escorting destroyers. Slipping past the "not-so-alert" escorts, at 1414, she fired four torpedoes at 10,090-ton oiler TATEKAWA MARU. Leaving her target ablaze and settling, GURNARD dove to escape the aroused escorts. Breaking-up noises heard soon after told of the sinking of the tanker, one of the ships being assembled for the forthcoming Battle of the Philippine Sea.

South of Mindanao 31 May, GURNARD contacted three battleships with surface and air escort. She closed at her maximum submerged speed, but this proved insufficient. Unable to close the distance between them to less than five miles, the submarine had to grudgingly give up the chase. "To have in sight," her report read, "the targets all submarine officers dream about and yet be unable to close them to a firing range remains a bitter disappointment."

Refueling at Darwin, GURNARD ended her patrol 11 June 1944 at Fremantle, Australia. She had chalked up one of the highest single-patrol tonnage scores of the Pacific war, her four kills totalling 29,795 tons of enemy shipping. She was awarded the Navy Unit Commendation for "outstanding heroism in action" during her second, third, fourth and fifth war patrols: "Holding relentlessly to her missions in defiance of watchful aircraft patrols and surface escort vessels, the USS GURNARD daringly pierced the enemy's screen to strike at heavily protected convoys and combatant units in these restricted waters. She boldly closed range and sent her gunfire and torpedoes into one target after another despite continual hostile bombing and depth-charge attacks... Executing these hazardous patrols with the indomitable aggressiveness, courage and skill characteristic of her gallant officers and men, the GURNARD achieved a record of heroism in combat in keeping with the highest traditions of the United States Naval Service."

GURNARD's sixth war patrol was made in the waters around the eastern Netherlands East Indies (now Indonesia) and the southern Philippines. Departing Fremantle 8 July 1944, she refueled at Darwin the 15th and set her course north into the Banda Sea. While patrolling off Peleng Strait east of Celebes she made contact at 1255 on the 27th with three Japanese cargo ships escorted by four small warships. GURNARD's approach to the radically-maneuvering convoy was difficult; at one point, as she attempted to gain firing position, an enemy course change brought three ships steaming directly over her. Finally in position, at 1437 GURNARD fired three torpedoes at the lead merchantman. Swinging to starboard, she fired her three remaining torpedoes at the second ship. No hits were scored on the first target; two hits damaged the second. Depth charging caused considerable minor damage, but by 1635 GURNARD was able to return to periscope depth and clear the area.

Off Stroomen Kaap north of Celebes 15 August 1944, GURNARD made an attack on a CHIDORI-Class torpedo boat, firing four torpedoes but scoring no hits. The Japanese warship quickly counterattacked, but the submarine evaded her and continued her patrol. She made another attack, this time on a small freighter guarded by two escort ships, in the Mindanao Sea 20 August. No hits resulted, and GURNARD weathered the surface and air attack that followed.

Turning south through the Sulu and Celebes Seas, GURNARD entered Makassar Strait. Here she sighted no Japanese ships, but many local fishing craft, boarding two of them to determine if they were being used by the enemy as "spotters." She continued on through Lombok Strait and arrived at Fremantle 5 September 1944. On the 12th Commander Norman D. Gage, USN, relieved Commander Andrews as commanding officer.

GURNARD's seventh war patrol was in support of "King Two," the massive amphibious assault on Leyte. To guard against the expected appearance of the Japanese fleet, submarines were deployed from the East Indies to Japan covering the approaches to the Philippines. GURNARD stood out of Fremantle 9 October 1944 to take her station in the South China Sea north of Sarawak. Patrolling off Tandjoeng Datoe, northwest of Borneo, at midday on the 21st she sighted a slow Japanese Singapore-bound convoy attacked by a sister submarine the previous day. GURNARD pursued, intending a dawn attack. Chasing the convoy westward across the South China Sea the rest of that day and through the night, the submarine sighted her targets again at 0606 on the 22nd. Persistent efforts to maneuver into firing position resulted in only one opportunity for a shot, near midnight on the 22nd. A fortunate Japanese turn caused GURNARD's torpedoes to miss. Under gunfire and depth charge attack, she was forced to turn away and return to her patrol station. Another approach resulted in no hits. (0128) Convoy alerted and scattered.

West of Miri, Borneo, on the early morning of 2 November, GURNARD sighted five Japanese ships. Eighteen hours of patient tracking were rewarded by two fatal hits on cargo ship TAIMEI MARU shortly after midnight on the 3rd. GURNARD took up a lifeguard station east of the Anambas Islands between Borneo and Malaya on 5 November, planted a minefield 6 November off Tandjoeng Datoe, Sarawak, and then returned to her lifeguard station through the 8th. On the night of the 8th she made an unsuccessful attack on a Japanese tanker.

Turning south into the Java Sea and through Lombok Strait, GURNARD returned to Fremantle 17 November 1944.

GURNARD's eighth and ninth war patrols were carried out in the South China Sea. Departing Fremantle 11 December 1944, she patrolled the area north of Singapore and east of Cam Ranh Bay, Indo China, in preparation for the invasion of Luzon. During the entire patrol only three contacts were made, and the submarine was unable to close any of them. She returned to Fremantle 1 February 1945.

Lieutenant Commander G. S. Simmons assumed command 5 March, and on the 10th GURNARD departed Fremantle on her ninth and last war patrol.

Operating in a "wolfpack" with sister submarines HAMMERHEAD (SS-364) and BONEFISH (SS-223), GURNARD encountered poor hunting. Few contacts were made, enemy air activity was nonexistent, and the many native fishing boats encountered were a hindrance. One attack was made 26 March. Two Japanese destroyer escorts were sighted in bright moonlight; GURNARD made a surface approach in heavy seas and fired four torpedoes, but without result. On this patrol GURNARD sank two floating mines and struck an uncharted underwater pinnacle 18 April, causing minor damage. She ended her patrol at Pearl Harbor 9 May 1945.

Three days later GURNARD got under way for the United States, arriving at Mare Island 18 May for a major overhaul. She departed 11 August for Pearl Harbor, while enroute the Pacific war came to an end. On the 21st she entered Pearl Harbor, continuing on to Midway the 26th and departing Midway 1 September 1945.

GURNARD arrived at San Francisco 11 September for inactivation overhaul. She decommissioned 27 November 1945 and joined the Mare Island Group, Pacific Reserve Fleet.

She was activated at San Francisco Naval Shipyard 1 July 1949 to assist in naval reserve submarine training. Departing San Francisco under tow 27 November 1949, she arrived at Pearl Harbor 9 December and was berthed at Bishop's Point to train a naval reserve submarine division.

With the disestablishment of the reserve division in 1953, GURNARD was again taken in tow 4 May 1953, arriving at Tacoma, Washington 18 May and being assigned to the Naval Station, Tacoma, Washington for reserve training. Her name was struck from the Navy List 1 May 1961. Her hulk was sold for scrapping 26 September 1961 to National Metal and Steel Corporation, Terminal Island, California.

Six of GURNARD's nine war patrols of World War II, her second through her seventh, were judged "successful" for award of the Submarine Combat Insignia. Besides receiving the Navy Unit Commendation for outstanding heroism during her Second, Third, Fourth and Fifth War Patrols, she received six battle stars for the operations listed below:

1 Star/SECOND SUBMARINE WAR PATROL - PACIFIC:
12 Jun-22 Jul 1943

1 Star/THIRD SUBMARINE WAR PATROL-PACIFIC:
6 Sep-28 Oct 1943

1 Star/FOURTH SUBMARINE WAR PATROL-PACIFIC:
28 Nov 1943-7 Jan 1944

1 Star/FIFTH SUBMARINE WAR PATROL - PACIFIC:
16 Apr-11 Jun 1944

1 Star/SIXTH SUBMARINE WAR PATROL - PACIFIC:
8 Jul-5 Sep 1944

1 Star/SEVENTH SUBMARINE WAR PATROL - PACIFIC:
9 Oct-17 Nov 1944

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Period July 8 to September 5, 1944 operating under Comtaskforce 71.1 Operation Order No. 89-44.

(A) PROLOGUE.

Arrived Fremantle, Western Australia from fifth war patrol on June 11, 1944. Ran degaussing range and conducted sound tests prior to mooring. U.S.S. GRIFFIN conducted normal refit of 14 days. Major work items - correct low insulation readings #2 main motor and install new type oil wiper rings all main engines. Commenced underway trials and training June 26. Explosion or flash over #2 main motor necessitated returning to tender for further repairs. Readiness for sea period delayed four days. Conducted 3.5 days of training which included 9 hours on a daylight and dark convoy exercise; fired three exercise torpedoes.

Flashing not necessary. Conducted sound tests. Tests revealed necessity of entering drydock for repairs to correct howl in both propeller shafts.

Engineering Officer and First Lieutenant - Gunnery Officer detached, received one experienced and one unexperienced officer as replacements. Commander J. R. Z. Reynolds reported aboard for P.C.O. patrol.

Readiness for sea July 8, 1944.

(B) NARRATIVE

July 8

1445 H Underway from Fremantle. Exercised with target until 2227 at which time departed exercise areas for patrol station via Darwin. Conducting training dives, ship and fire control drills enroute to station.

July 9

1155 H Sighted and exchanged calls with south bound U.S.
18-05 S submarine.
113-10 E

1200 H Sighted Catalina type aircraft bearing 330° T, distant 8 miles. (Plane contact #1).

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July 10

0035 H Interference on SJ radar as from another U.S.
26-35 S submarine. Closed and at 0057 exchanged recog-
112-22 E nition signals and calls with south bound U.S.
submarine.

July 11

1040 H Sighted and exchanged calls with south bound U.
19-28 S S. submarine.

114-02 E

July 12

0338 to Interference on SJ radar bearing about 067° T.
0625 H No echoes. As we expect to pass a U.S. submarine
17-23 S on opposite course about this time and the changes
117-21 E of bearings indicate a ship on opposite course
did not close to investigate.

July 13

0408 H Sighted and exchanged calls with friendly war
14-52 S ship which was proceeding on opposite course.
121-29 E

July 15

0720 H Joined escort and proceeded to Darwin, Australia.

1005 H Moored to Boom Jetty, Darwin. Topped off fuel,
lubricating oil, fresh water, and few items of
fresh provisions. Received orders to conduct
first part of patrol in eastern approaches of
Saleier Strait. Departure delayed about two hours
until receipt of main engine machinery spares from
Fremantle. As usual, Commander K. Martin-Smith
was most cooperative in filling our needs.

1815 H Underway from Darwin for patrol area.

July 16

0010 H Radar interference on SJ. Keyed radar and ex-
12-13 S changed calls with U.S. submarines. Did not make
129-30 E sight contact.

1003 H SD radar contact 14 miles. At 1005 sighted three
10-25 S unidentified bombers on southerly course. They
127-29 E did not close us. (Plane contact #2)

1030 H Contact on SD radar at 18 miles, plane not
10-22 S sighted, least range 18 miles. (Plane contact
127-28 E #3)

During darkness passed northward through Barrier
east of Timor. Proceeding at three engine speed
in order to be able to dive when in sight of land
July 17 and arrive off eastern approaches of
Saleier Strait at dawn July 18.

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Noted two bright lights visible about twelve miles on cliff about 250 feet above sea level on north coast of Wetar. Lat. 7-38 S, Long. 126-23 E.

July 17

0900 H Entered patrol area.

0911 H Contact on SD radar 24 miles. Plane not in sight,
06-34 S cloud cover about 70%, 5000 feet. (Plane contact
124-39 E #4), submerged. Do not want to reveal our presence in area prior to making an attack.

1032 H SD clear, surfaced.

July 18

0543 H Submerged to conduct periscope patrol off eastern
5-41 S entrance of Saleier Strait. During the day
120-46 E observed three schooner rig sailboats in vicinity of Point Lassa and 2 square rig sailboats in Saleier Strait.

1843 H Surfaced, during night patrolled on N - S courses across route from Saleier Strait to Tioro Strait; remained about 10 miles from Saleier Strait in order to have good radar cover of this vicinity.

July 19

0531 H Submerged for periscope patrol about 6 miles off
5-40 S eastern entrance of Saleier Strait. During morning
120-38 E sighted three schooner rig sailboats in vicinity of Point Lassa.

1111 H Sighted masts of ship (Ship contact #1) on east-
05-39 S erly course coming through Saleier Strait north
120-34 E of Sarontang Island. Commenced approach. Target developed to be medium size, trawler type, patrol boat. 1158 H Broke off attack; no gun action as I wish to remain undetected in this locality until we have a shot at a worth-while target.

2004 H Sighted about five white flares in vicinity of Point Lassa. No indications of surface craft.

July 20 Submerged during morning twilight for periscope patrol near eastern entrance of Saleier Strait and on direct route to Tioro Strait.

0750 H Sighted masts of ship heading south along coast
5-40 S near Point Lassa. (Ship contact #2). Small AK
120-36 E with 2 escorts. Closed Saleier Strait at high speed submerged, but nearest range to target was

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about 8000 yards as target passed around Point Lassa, very close to shores, and headed west. We were within seven miles of Point Lassa when target was initially sighted.

This confirms a previous conjecture that targets probably do not travel the direct route from Tiore Strait to Saleier Strait but pass from Tiore Strait directly west to Limpogeh Rocks and then hug shoals and coast to Point Lassa. (Had to prove it to myself) Shifted patrol station to 2-3 miles off Point Lassa, close to coast but 6 miles north of main route through Saleier Strait.

Did not pursue target as by the time we could transit Saleier Strait submerged, open out about six miles from land, surface and make end around with no air opposition, target would be in shoal, mineable waters in vicinity of Tana Keke (5-30 S, 119-20 E).

1850 H Surfaced; during night patrolled across eastern approaches Saleier Strait.

July 21

0455 H Contact on SJ radar, 7000 yards. Closed and
5-18 S determined by sighting that this was a small
120-34 E craft. 0523 H Submerged for periscope patrol
about three miles off Point Lassa. At daylight,
radar contact of 0455 H was seen to be a
schooner rig sailboat. About fifteen sailboats
were sighted in this vicinity during the day.

1847 H Surfaced. Patrolled eastern approaches Saleier Strait during night. Weather rainy, visibility poor.

July 22

0302 H Radar contact 6000 yards; sound contact on same
5-37 S bearing, light, fast screw. Target tracked on
120-43 E course 070° T, speed 7 knots. Closed for sight
identity. At 3100 yards target seen to be a
small patrol craft or fishing boat, avoided.

0529 H Submerged for periscope patrol about 3 miles
off Point Lassa. Sighted several sailboats and
two small motor boats during the day.

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1549 H Sighted masts and commenced approach (Ship contact
5-30 S #3). Target developed to be a small coastwise
120-29 E steamer of about 200 tons. Did not use gun as
wish our presence to remain unknown.

1855 H Surfaced, patrolled across and on route from
Saleier Strait to Tiomo Strait.

July 23

0526 H Submerged for periscope patrol in entrance to
4-59 S Tiomo Strait. Sighted several small sailboats
121-49 E during the day. 1820 H Surfaced. During night
conducted search across southern end of Gulf of
Boni. Radar contacts at 2356 and 0035 developed
to be small sailboats, avoided.

July 24

0527 H Submerged for periscope patrol near eastern
5-35 S entrance Saleier Strait.
120-36 E

1851 H Surfaced, patrolled off Saleier Strait during
night.

July 25

0530 H Submerged for patrol off eastern entrance
Saleier Strait (5-37 S, 120-37 E),

0740 H Sighted smoke to northward, commenced approach
5-37 S (Ship contact #4). This developed to be a small
120-33 E coastwise steamer of about 1000 to 1500 tons
which hugged coast and turned west through
Saleier Strait. In position for attack but did
not fire because of small size of target, its
shallow draft, torpedoes which missed would end
on beach, do not wish to reveal presence on
hunch that larger ship may come this way today.

0750 H Two small trawlers (Ship contact #5) stood down
from north and joined above target off Point
Lassa. They may have been escorts but from their
screening disposition I believe their arrival at
Point Lassa at same time as target a coincidence.
A third similar trawler followed about two miles
as stern. All passed through Saleier Strait to
westward.

0904 H Sighted float type plane bearing 280° T, distant
5-38 S 10 miles. (Plane contact #5)
120-34 E

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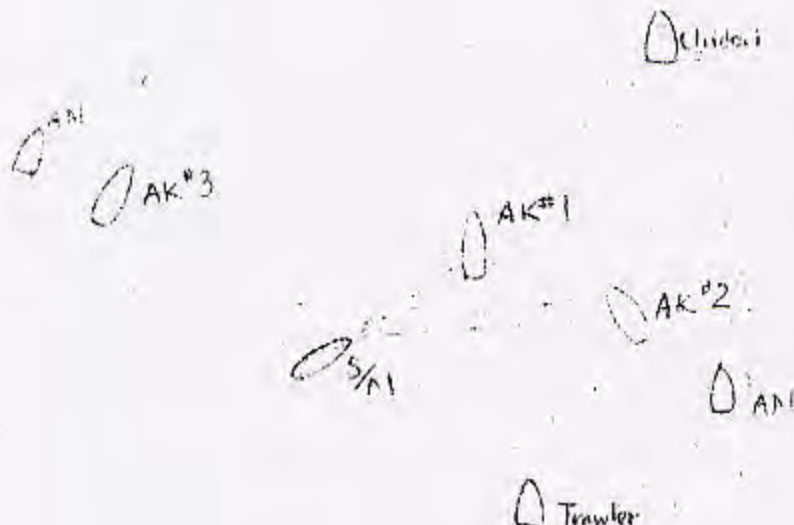
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- 1829 H Surfaced, proceeding to Celebes Sea via Tutoa Passage and Grayhound Strait
- July 26
0914 H Passing through Tutoa Passage sighted aircraft
5-27 S bearing 310° T, distant about 12 miles, sub-
123-15 E merged (Plane contact #6)
- 1023 H Surfaced. Sighted about 5 sailboats in Passage.
Passed through Grayhound Strait during darkness.
- July 27
0525 H Submerged for patrol near entrance of Peleng Strait (1-05 S, 123-40 E).
- 0955 H Surfaced to shift position in strong current and submerged at 1034 H.
- 1255 H Sighted smoke (Ship contact #6). This devel-
1-18 S oped to be a convoy of 3 AK's plus 4 escorts
123-36 E (2 AM's, 1 Chidori, 1 trawler) on northerly course running close to eastern coast of Peleng. Commenced approach. Ships were disposed as indicated below. AK's were zigging radically but not together or in same directions (e.g. one would zig right at same time another was steady or zigging left, etc.). This made the formation appear as a ragged column, a rough line of bearing or nothing in particular according to courses of respective ships. Because of this zig plan, the distance between adjacent ships varied from 500 to 2000 yards. Attempted to reach a position in the center of the formation in order to fire bow tubes at two AK's and stern tubes at the third. (In retrospect my judgement in this "whole hog" attempt is open to criticism). Because of the complexity of zigs one escort and 2 AK's passed directly over us while we were attempting to reach a firing position in the center of the target formation. This unusual zig plan required more than the normal number of periscope observations. The fact that we weren't sighted or detected by sound is attributed to inefficiency on the Japs' part). Did not reach position to fire all tubes. At 1437 H fired 3 bow tubes at AK #1, range 1500 yards, track 106 P, gyros 002 and 3

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bow tubes at AK #2, range 2120 yards, track 98 P, gyro 030. (Range and position of #3 AK not good for firing electric torpedoes from stern tubes). All torpedoes set on 6 feet.



No hits sighted on AK #1. While firing observed that target #1 was zigging and noticed that the propeller of this ship was half awash (Zig was applied in T.D.C.). She was small, about 2000 tons, and with her bow well up was probably drawing less than six feet. (I shouldn't have fired at her). See paragraph (H). At one time AK #1 was nearly obscured by the blue smoke from torpedoes.

Saw and heard two hits on #2 AK, one about 20 feet inside of her bow and the other about 100 feet aft of this. The sounds of hits were not loud, the one nearest the bow raised a column of water about 20 feet high, the other about 35 feet high. I watched this ship for fully two minutes after she was hit, she didn't appear to change course, slow up, break up or even settle a little by the bow. The old story of low order explosions and faulty exploders is supposed to be history; the two above hits didn't look like

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healthy explosions. Light explosions were heard on sound, some on time were after the periscope was down and before depth charging started; perhaps the target suffered more than I noticed.

At 1441 H two escorts were headed towards us so went deep under a layer, only 5 depth charges, not close. Could hear pinging but not screws so at 1533 H back to periscope depth. At this time there was one AM about 2000 yards away headed for us. She had apparently made sound contact after we passed above the negative layer and approached periscope depth. Went deep again and soon thereafter two ships made passes over us, one dropped a pattern of four charges, the other five. These were too close, cracked switches, broke lights and lifted a few relief valves in steering hydraulic system. Escorts apparently then lost us as no more charges were heard. At 1635 H back to periscope depth, one AM about 7000 yards astern, pinging; other ships of convoy not in sight.

1848 H Surfaced, patrolled to northward.

July 28 Patrolling on surface along probable convoy route.

0829 H Sighted plane (Plane contact #7) bearing
00-29 S 115° T, going into cloud about 15 miles
123-42 E away (SD not in use), submerged.

1311 H Surfaced to search along convoy routes.

July 29 Heading north to new patrol station via
Molukka Passage.

0929 H Contact on SD radar, 6 miles (Plane contact
00-50 N #8). Plane not in sight, cloudy, sub-
125-04 E merged.

1124 H Surfaced.

1140 H Radar contact at 17 miles, plane not in
sight. (Plane contact #9).

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- 1222 H Two contacts on SD radar 9 and 11 miles (Plane
01-03 N contact #10), cloudy, planes not in sight, dove
125-16 E to deep submergence.
- 1340 H At periscope depth, sighted Nate type plane circling
position where we dove. At 1345 plane passed
out of sight to SE.
- 1651 H Surfaced, 100% cloud ceiling 3000 to 5000 feet.
- 1658 H SD radar contact (Plane contact #11), 15 miles.
01-12 N At 1705 range 7 miles, plane not in sight, dove.
125-24 E At 1707-30 depth 190 feet heard one small bomb
not close.
- 1849 H Surfaced, proceeding to patrol station via Bangka
Passage. Interference on SJ radar from 1905 H to
0010 as from another SJ. Sent challenge by keying
SJ, no response.
- July 30
0934 H Sighted aircraft (Plane contact #12), range about
03-24 N four miles, altitude 4000 feet, no radar contact,
123-47 E type not identified, submerged.
- 1305 H Surfaced, searching along probable convoy routes.
July 31
0519 H Submerged for periscope patrol off eastern
entrance Tapiantana Channel, 6-25 N, 122-19 E.
- 1915 H Surfaced, patrolling along convoy route to
Basilan Strait.
- Aug. 1
0805 H Sighted plane, dove (Plane contact #13), bearing
05-27 N 005° T, distant about 7 miles, no indication on
122-41 E radar. Submerged. At 0810 heard one bomb, not
close.
- 1245 H Sighted Adam type plane, through periscope,
05-37 N searching this vicinity (Plane contact #14).
122-52 E
- 1420 H Sighted same plane as contact #14.
- 1825 H Surfaced, patrolling off eastern entrance Basilan
Strait.

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Aug. 2

0535 H Submerged for periscope patrol near eastern entrance Basilan Strait.

1232 H Sighted land based monoplane, distant about
6-51 N 10 miles on SE course (Plane contact #15).
122-39 E1542 H Sighted Adam type plane on northerly course,
06-51 N distant about 10 miles (Plane contact #16).
122-37 E

1912 H Surfaced. Patrolled in north end of Moro Gulf during night.

Aug. 3

0511 H Submerged for periscope patrol along shipping
07-07 N lane across north end of Moro Gulf. Sighted
122-48 E two sailboats during the day.

1912 H Surfaced. Patrolled 15 to 30 miles off Basilan Island during night.

2228 H Sighted vessel bearing 308° T. Investigated,
06-26 N this developed to be a small patrol or fish-
122-40 E ing vessel, avoided (Ship contact #7).

Aug. 4

0520 H Submerged for periscope patrol eastern approaches Basilan Strait (6-51 N, 122-51 E).

0952 H Sighted mast, stack and bridge of what
06-50 N appeared as a patrol boat on easterly course.
122-39 E (Ship contact #8). Unable to close for complete identification.1515 H Sighted plane (Plane contact #17) circling
06-54 N low south of Zamboanga, bearing 272° T.
122-34 E

1520 H Sighted 2 planes (Plane contact #18) flying low near Sibago Island.

1906 H Surfaced, patrolled off Basilan Island.

Aug. 5

0511 H Submerged for periscope patrol off eastern approaches Basilan Strait. 6-42 N, 122-41 E.

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1145 H Sighted plane (Plane contact #19) bearing 220° T,
6-58 N distant about 8 miles.
122-36 E

1153 H Sighted 2 planes (Plane contact #20) bearing 235°
T, distant 9 miles.

1305 H Sighted masts bearing 017° T, distant about 7
6-56 N miles. This developed to be same vessel as ship
122-33 E contact #8. Endeavored to close for better
identification, target echo ranging, lost her in
rain squall. No other vessels in company with
this patrol boat.

1903 H Surfaced, patrolled off Basilan Island.

Aug. 6

0509 H Submerged for periscope patrol eastern approaches
Basilan Strait. 6-51 N, 122-43 E.

0915 H Sighted plane, "Kate" (Plane contact #21); bear-
6-51 N ing 000° T, distant 8 miles, on westerly course.
122-38 E

0926 H Sighted plane, "Rufe" (Plane contact #22), bear-
6-51 N ing 045° T, distant about 5 miles on westerly
122-37 E course.

1030 H Sighted small trawler (Ship contact #9) standing
6-52 N to south east near Basilan Island.
122-36 E

1425 H Sighted plane, "Adam" (Plane contact #23), bear-
6-55 N ing 307° T, distant about 4 miles on northerly
122-34 E course.

1905 H Surfaced. Patrolled off Basilan Island.

Aug. 7

0153 H Passed spherical object which appeared to have
horns, this resembled a contact mine adrift.
6-17 N, 122-37 E.

0510 H Submerged for periscope patrol off eastern end
of Basilan Strait. 6-54 N, 122-37 E.

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0747 H Sighted Adam type plane (Plane contact #24)
6-55 N bearing 192° T, distant about 5 miles on
122-36 E course 015° T.

1907 H Surfaced, patrolled along south coast of Sulu Islands.

Aug. 8

0516 H Submerged for periscope patrol south of Jolo.
5-38 N, 121-15 E.

Sighted several sailboats during the day.

1855 H Surfaced.

2353 H Sighted possible green flare bearing 090° T.
5-15 N Investigated and found nothing in that
121-39 E vicinity.

Aug. 9 Submerged during daylight for periscope patrol
& 10. south of passes through Tapiantana Islands.
5-59 N, 122-08 E.

Aug. 11 Submerged during daylight for periscope patrol
vicinity 5-48 N, 121-35 E.

Aug. 12 Patrolling on surface along convoy routes
from Sulu Archipelago to southeast; sighted
much debris in vicinity 3-38 N, 122-55 E.
During night searched to west from 2-10 N,
123-20 E.

Aug. 13 Submerged during daylight for periscope patrol
off Stroomen Kaap. 1-30 N, 120-57 E.

1220 H Sighted motor junk of about 75 tons (Ship con-
1-29 N tact #10) headed eastward and close to coast.
120-56 E.

1231 H Heard distant explosion.

1445 H Sighted trawler (Ship contact #11) headed
1-25 N eastward close to coast.
120-56 E

0836 H Surfaced, patrolled traffic lanes off Stroomen
Kaap during night.

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Aug. 14

0523 H Submerged for periscope patrol about five miles
1-24 N off Stroomen Kaap. Surfaced during evening twi-
120-40 E light, patrolled same vicinity to sea during
night.

Aug. 15

0512 H Morning twilight, sighted outline of vessel,
1-25 N radar range about 6000 yards. Tracked and det-
120-44 E emined speed to be slow. 0522 H Submerged.
0528 H Target seen to be a schooner rig sailboat.
0540 H Sighted another small sailboat with sail
not rigged lying to about one mile from us. As
visibility increased sighted two more gaff rig
sailboats to east of us. Small sailboat close
aboard has five men in it, no signs of fishing.
As visibility improved all sailboats continued
to move around on no particular courses in this
vicinity. These are undoubtedly spotters as
they weren't in evidence in this vicinity during
last two days.

0715 H Heard echo ranging from two sources, bearing
250° T.

0728 H Sighted masts of two ships bearing 227° T (Ship
1-26 N contact #12) distant about 8 miles. These
120-52 E developed to be one CM-4 with a Chidori as
escort. Conducted approach on CM-4. At 0754
range to CM-4 about 2400 yards and submarine
nearly to firing position, both CM-4 and Chidori
reversed courses. At this time I noticed sig-
nalling from CM-4. The target had been warned
of the presence of a submarine. (Both ships
headed away on radical zig zag courses.)

We were about 1500 yards from the nearest sailboat
and between the sailboat and target. At this
time four men in the nearest sailboat, even though
she had a sail rigged, were observed to be rowing
away from our position.

Although the surface was mirror calm making the
sighting of a periscope by target easy, I'm sure
spotters in the sailboat reported our presence
to the CM because:

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- (1) Chidori did not head for us immediately.
- (2) Men in boat rowed frantically away from submarine position.
- (3) Periscope was not sighted during subsequent approach on Chidori during which 31 observations were made between 0759 and 0924.

At 0759 Chidori reversed course and headed towards submarine, CM-4 continued to westward and eventually passed out of sight. Commenced approach on Chidori. Subsequent actions revealed she was returning to search for submarine. Chidori maneuvered on radical courses within 3000 yards of submarine. Submarine maneuvered to reach position for stern shot with electric torpedoes. Stern tubes were made ready and then secured at 0821 and 0905 when target maneuvered away just before reaching a good firing position.

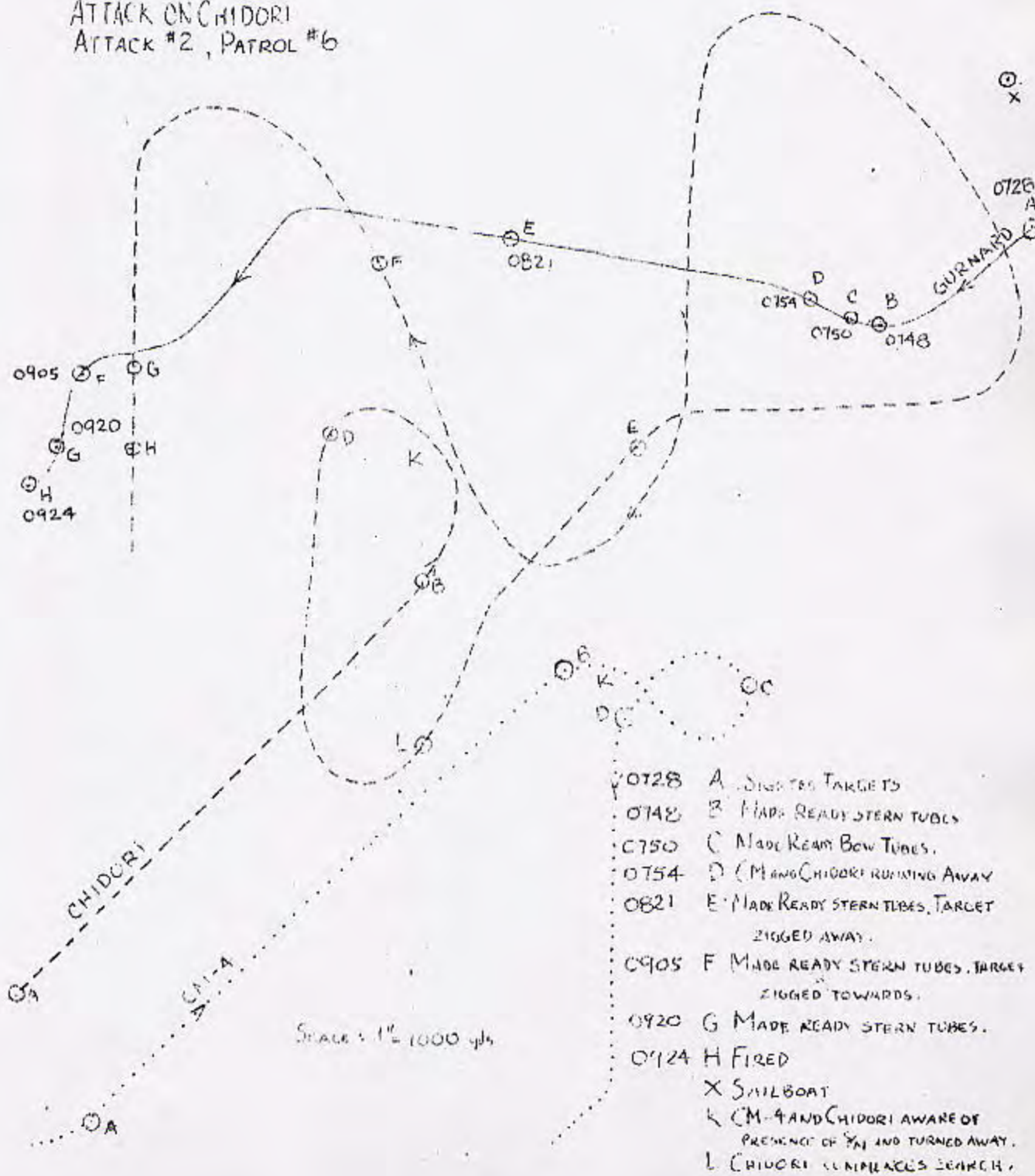
Finally at 0924 fired four electric torpedoes from stern tubes, range 900 yards, track 1003, mean gyro 19 R, depth 4 feet. No hits. See paragraph (H). Target did not change from her course at time of firing until 0927. At 0926 heard an explosion. At 0928 Chidori heading towards submarine with small angle on bow, went deep and took evasive action. At 0932 heard 3 explosions. (Following chart shows tracks of submarine, CM-4 and Chidori).

USS GURNARD

AUG. 16, 1944

ATTACK ON CHIDORI

ATTACK #2, PATROL #6



- 0728 A SIGHTED TARGETS
- 0748 B MADE READY STERN TUBES
- 0750 C MADE READY BOW TUBES
- 0754 D (MANG) CHIDORI RUNNING AWAY
- 0821 E MADE READY STERN TUBES, TARGET ZIGGED AWAY.
- 0905 F MADE READY STERN TUBES, TARGET ZIGGED TOWARDS.
- 0920 G MADE READY STERN TUBES.
- 0924 H FIRED
- X SHIPBOAT
- K CM-4 AND CHIDORI AWARE OF PRESENCE OF GURNARD AND TURNED AWAY.
- L CHIDORI COMPLETES SEARCH.

Scale: 1" = 1000 yds

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At 1037 at periscope depth. CI-4 and Chidori echo ranging and standing to eastward along coast about 9000 yards away. At 1110 sighted Dave type plane circling vicinity of attack (Plane contact #25). This plane was in sight until 1305.

1833 H Surfaced.

Aug. 16 Patrolling on surface along probable shipping lanes vicinity 3-03 N, 123-10 E. Received orders to shift patrol area and extend patrol ten days; headed for Sibutu Passage for possible transit tonight.

Aug. 17

0300 H Off southern approaches of Sibutu Passage, position doubtful. Unable to definitely fix position from radar cuts. Complete overcast and land partially obscured by haze. Decided to delay transit of Sibutu Passage until tonight. 0537 Submerged and proceeded to close land at 2 knots in order to fix position. Unable to definitely fix position from several cuts; headed away from land. At 0626, depth 63 feet, bow struck submerged, uncharted pinnacle and boat slowly took an up angle of about 6 degrees. Surfaced immediately and backed full, ship not stranded. Cleared vicinity to southward on surface; no evident damage to bow shutters, sound heads, or pitometer log. Subsequent cuts and sun line taken when sun broke through clouds at 0715 indicated that submarine had been set to westward during the night.

0800 H Submerged in southern end of Sibutu Passage. Surfaced at dark and proceeded north to Sulu Sea.

Aug. 18 Patrolling on surface along shipping routes heading for Mindanao Sea.

During routine dive the lookout in crows nest failed to hear "CLEAR THE BRIDGES". By the time he was aware, from sound of vents, that ship was diving and reached the hatch

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it was closed. He dove over the side and was later recovered none the worse from this experience.

Sighted and avoided four sailboats during the day. From their position and action these sailboats appear to be spotters about 10 miles off coast of Zamboanga Peninsula.

- 1513 H Sighted flight of 4 planes (Plane contact #26),
7-51 N distant about 10 miles, submerged.
121-45 E
- 1703 H Surfaced. During night proceeded through Mindanao Sea.
- Aug. 19 Submerged during daylight, patrolling western approaches Surigao Strait.
- AUG. 20
- 0511 H Submerged for periscope patrol. 9-01 N, 123-12 E.
- 0532 H Sighted merchant ship escorted by two trawlers (Ship contact #13). Commenced approach. Target is small, similar to Busyo Maru, about 2500 tons, in light draft, a poor target for torpedoes but this being late in patrol decided to fire at her.
- 0619 Fired four torpedoes from bow tubes, mean range 1800, gyro 007, track 135 S. No hits.
- 0623 One explosion very close aboard, sounded and felt like a bomb. Plane had not been sighted previously, nearest escort at least 1000 yards away.
- 0624 Trawler headed towards us, went deep and commenced evasive tactics. Heard and felt 15 depth charges until 0643.
- 0741 H At periscope depth, target and escorts about six miles away headed towards Bohol Strait.
- 0818 H Had just completed periscope observation and at
8-54 N 75 feet on way to 85 feet, sound heard fast
123-07 E moving noise pass over submarine. At least five men in forward torpedo room heard something pass over bow. Went to periscope depth. At 0820 sighted plane circling close aboard, (Plane contact #27) no surface craft in sight. It is

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possible that plane had sighted us a few minutes previously while we were at periscope depth and dropped a torpedo. Went to 150 feet and moved away from this locality for about one half hour.

Searched submerged along traffic routes to southwest for remainder of day. During night patrolled off Coronado Point.

Aug. 21 Submerged at daylight for periscope patrol
7-54 N off Dulunguin Point.
121-58 E

0838 H Sighted land based bomber (Plane contact #28)
7-44 N bearing 300° T, distant about 5 miles, headed
121-58 E on NE course.

Sighted square rig sailboat sailing in this vicinity during the day.

1342 H Sighted small trawler standing to north close
7-47 N to coast (Ship contact #14).
122-01 E

Surfaced at dark and patrolled about twelve miles off Balintacan Point during night.

Aug. 22
0518 H Submerged for periscope patrol off Dulunguin
7-43 N Point. At daylight sighted about four miles
121-54 E away the same sailboat as seen yesterday.
Believe this to be a spotter.

0605 H Sighted 6 motor junks (Ship contact #15)
7-44 N standing south close to coast. Do not con-
121-55 E sider a gun engagement on these worth
revealing our presence.

0856 H Sighted plane bearing 041° T, distant about
7-45 N 10 miles on southerly course (Plane contact
122-00 E #29).

1855 H Surfaced, patrolled west of Coronado Point
during night.

Aug. 23 Submerged during daylight for periscope
patrol about 10 miles off Coronado Point.

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Aug. 24 Patrolling on surface across possible shipping routes heading towards east coast of Palawan.

Aug. 25 Submerged at dawn for periscope patrol off
9-37 N Puerto Princesa. During the day noticed follow-
118-58 E ing plane activity near landing field at Lat.
9-45 N, Long. 118-45 E (All considered Plane
contact #30).

1. 0827-31 H, 5 pursuit planes circled field and headed south;
2. 0856 H, 1 bomber, Sally, stood in from south and landed.
3. 0917 H, 3 pursuit planes took off and headed south.
4. 1010 H, 3 pursuit planes landed.
5. 1052 H, 1 bomber, Sally, took off and headed to eastward.
6. 1055 H, 3 pursuit planes landed.
7. 1137 H, 1 bomber, Sally, stood in and landed.
8. 1217 H, 2 bombers, Betty, stood in from south and landed.
9. 1226 H, 1 pursuit plane circling over field.

Weather deteriorated during afternoon, fog, rain and poor visibility. No plane activities observed.

1910 H Surfaced. Patrolled across traffic routes along east coast of Palawan during the night.

Aug. 26 Submerged during morning twilight for periscope
9-40 N patrol off Puerto Princesa.
118-56 E

Observed the following plane activity over field at Lat. 9-45 N, Long. 118-45 E (All considered Plane contact #31).

0710 H, 2 "Sally" type bombers took off.
0730 H, 6 "Sally" type bombers took off.

About 0900, weather became rainy and foggy. Land in sight intermittently during remainder of day. No other plane activities observed.

1902 H Surfaced. Proceeded towards west coast of Zamboanga Peninsula.

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2105 H Radar contact at 2700 yards. Sighted uniden-
9-25 N tified craft (Ship contact #16). Tracked and
119-22 E determined this vessel to be on approximate
course 230° T, speed 5. Closed to 2100 yards,
observed target to be too small for torpedo
but unable to determine whether it was a small
junk, patrol craft or a submarine flooded down
(Weather rainy). No indications that it was
using radar. This didn't prove that it wasn't
a U.S. submarine.

Another U.S. Submarine was expected in this
vicinity tonight or tomorrow. As there was
little to gain by firing on a small junk or
patrol but much to lose in shooting at a
friendly submarine decided to avoid further
contact and cleared vicinity.

2316 H Sighted white flare similar to type used by
9-18 N planes for drift sight.
119-37 E

Aug. 27

0906 H Sighted 2 bombers on northerly course bearing
8-40 N 270 T, distant about 5 miles. Submerged
121-52 E (Plane contact #32). 1051 H Surfaced.

1120 H Sighted 3 bombers on southerly course bearing
8-36 N 080 T, distant about 15 miles (Plane contact
122-04 E #33). Proceeded at slow speed headed towards
planes. Planes failed to sight us and dis-
appeared to southward.

1303 H Sighted Betty type bomber on southerly
8-26 N course bearing 341° T, distant about 7 miles.
122-22 E Submerged (Plane contact #34).

Patrolling northwest of Coronado Point about
15 miles off coast.

1846 H Surfaced. Patrolled along and across ship-
ping lanes off west coast of Zamboanga during
the night.

Aug. 28 Patrolling on surface across shipping lanes
north of Sulu Archipelago.

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1014 H Went along side small square rig sailboat to
7-21 N examine it for rockets or spotters' gear. Boat
121-15 E contained four Moro men with small load of
cordage, no signs of spotter activity. They
claimed to be enroute Jolo to Iloilo City. Gave
them some food and released them.

Aug. 29 During night departed area and headed for Pre-
mantle via Sibutu Passage and Makassar Strait.
Patrolling on surface near 100 fathom curve
along east coast of Borneo.

1350 H Sighted small trawler (Ship contact #17). Com-
2-15 N menced closing for gun action. Before distance
118-30 E could be reduced to effective gun range trawler
escaped through reef vicinity Lat. 2-10 N, Long.
118-18 E.

Aug. 30 Patrolling on surface.

0946 H Sighted small sailboat. Closed it to determine
1-18 S possibility of it being engaged in spotter
118-05 E activity. When close aboard we signalled boat
crew to douse sail. At no action fired 20 mm
across bow of sailboat. At this four men on
deck of sailboat climbed over her side. One of
them worked her rudder with a bamboo pole as he
hung under the stern. While endeavoring to
take boat alongside as she continued under sail,
stove a hole in her side. At this ten more men
appeared from her bilges. Took all 14 on board
with a few chests. When sailboat shifted tack
she filled up and sank. Twelve of these men
appeared to be Malayan with the other two possibly
of some other extraction. Their chests contained
clothing and papers. One contained a few rolls
of Dutch Bills issued by the Bank of Japan.
Retained papers and a few bills for intelligence
purposes and returned other effects.

At 1205 H closed another sailboat. She also
contained 14 men, all appeared to be of Indian
extraction. Examined her. She had a small
cargo of salt plus an assortment of clothing,
glassware, and personal effects. Removed some
papers for intelligence

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Loaded the 14 men from the first sailboat aboard her, gave her a sack of rice, bread and corn meal and released her. 1915 H Sighted three other sailboats. Passed one close aboard. She had about ten people including a woman and girl, all appeared to be Malayan.

All sailboats sighted were, two masted, schooner rig, about 20 to 40 feet long. All were on south easterly courses apparently enroute from Borneo to Celebes.

Aug: 31 Proceeding on surface. Sighted four sailboats during daylight in vicinity of 7-00 N, 116-20 E. Passed through Lombok Strait during night.

Sept. 5
0637 H Sighted Rottneest Light, proceeding to Fremantle Harbor.

1008 H Berthed at Fremantle, Western Australia.

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(C) WEATHER.

The weather in general was fair. Frequent squalls with resulting poor visibility were encountered when close to mountainous coasts.

(D) TIDAL INFORMATION.

Currents in general conformed to information contained in coast pilots and as indicated on charts.

(E) NAVIGATIONAL AIDS.

No navigational lights were lighted. Fixes were frequently obtained from mountain peaks.

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(F) SHIP CONTACTS. P - Periscope SD - Day Surface Sighting
R - Radar SW - Night Surface Sighting

No.	Time Date	Lat. Long.	Type(s)	Initial Range	Est. Crs. Est. Spd.	How Con- tacted
1	1111 H 19 July	5-39S 120-34E	Patrol trawler	6 miles	062° 10 knots	P
2	0750 H 20 July	5-40S 120-36E	1 Small AK 2 escorts	6 miles	180° 11 knots	P
3	1549 H 22 July	5-30S 120-29E	Very small AK-200 Ts.	6 miles	265° 7 knots	P
4	0740 H 25 July	5-37S 120-33E	1 Small AK	6 miles	180° 7 knots	P
5	0750 H 25 July	5-37S 120-33E	3 Trawlers	4 miles	180° 7 knots	P
Remarks: Possibly escorts for contact #4.						
6	1255 H 27 July	1-18S 123-36E	3 AKs, 4 escorts	8 miles	350° 7 knots	P
Remarks: Escorts were 2 AK's, 1 Chidori, 1 Trawler.						
7	2228 H 3 Aug.	6-26N 122-40E	Trawler	6 miles	200° 6 knots	SW
Remarks: Patrol or fishing boat. Bright moonlight.						
8	0952 H 4 Aug.	6-50N 122-39E	Patrol Craft	5 miles	090° 8 knots	P
9	1030 H 6 Aug.	6-52N 122-36E	Small Trawler	6 miles	150° 7 knots	P
10	1220 H 13 Aug.	1-29N 120-56E	Small Junk	5 miles	090° 8 knots	P
Remarks: About 75 tons.						
11	1445 H 13 Aug.	1-25N 120-56E	Small Trawler	5 miles	090° 7 knots	P

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(F) SHIP CONTACTS. P - Periscope SD - Day Surface Sighting
R - Radar SN - Night Surface Sighting

No.	Time Date	Lat. Long.	Type(s)	Initial Range	Est. Crs. Est. Spd.	How Con- tacted
12	0728 H 15 Aug.	1-26N 120-52E	1 Chidori 1 CM-4	8 miles	090° 10 knots	P

Remarks: Zig zagging.

13	0532 H 20 Aug.	9-01N 123-10E	1 AK 2 Trawlers	6 miles	048° 12 knots	P
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Remarks: Small AK with 2 trawler escorts.

14	1342 H 21 Aug.	7-47N 122-01E	Trawler	6 miles	010° 7 knots	P
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15	0605 H 22 Aug.	7-44N 121-55E	8 Motor Junks	5 miles	190° 6 knots	P
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16	2105 H 26 Aug.	9-25N 119-22E	Unident- ified	1.5 miles	230° 5 knots	R
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Remarks: Unable to see clearly in dark.

17	1350 H 29 Aug.	2-15N 118-30E	Small Trawler	7 miles	175° 9 knots	P
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(G) AIRCRAFT CONTACTS.

Contact No.	1	2	3	4	5	6
S Date	July 9	July 16	July 16	July 17	July 25	July 26
U Time (All H)	1200	1003	1030	0911	0904	0914
B Posit. Lat.	18-05S	10-25S	10-22S	6-34S	5-38S	5-27S
M Posit. Long.	113-10E	127-29E	127-28E	124-39E	120-34E	123-15E
A Speed	14	12	14	18	2	16
R Course	356	336	336	289	180	030
I Trim	Surf	Surf	Surf	Surf	Per	Surf
N Min. since	Contin-	Contin-	Contin-	Contin-	Not in	Not in
E last SD srch	uous	uous	uous	uous	use	use
Number	1	3	Not	Not	1	1
A Type	Cata.	Bombers	sighted	sighted	Flt. Bip	Bomber
I Pro mission	Pat	Unk	Unk	Unk	Unk	Unk
R How contacted	0	0	0	0	P	SD
C Initial range	8 miles	14 mi.	18 mi.	24 mi.	10 mi.	12 mi.
R Elev. angle	3	5	-	-	3	3
A Range & Rel.	Unk	Unk	-	-	ND	Unk
F Brng of plane	Unk	or	-	-	ND	or
T When it detected S/M	Unk	ND	-	-	ND	ND
C Sea state	4	2	2	2	1	1
O Sea dir. (Rel)	220	000	000	160	270	000
N Vis. miles	10	12	12	20	12	20
D Clouds ht.	3000	2000	2000	5000	-	5000
I Clds % Ovcst	100	100	100	70	20	20
T Moon Brng Rel	Day	Day	Day	Day	Day	Day
I Moon angle	Day	Day	Day	Day	Day	Day
O Moon % Illum	Day	Day	Day	Day	Day	Day

ND = S/M not detected, Unk = range of detection unknown.

Trim - Surf = Fully surfaced, Surf Lt = Surface low trim,

Per = Periscope depth, Rad = Radar depth.

Radar - 00 = Radar out of order, 0 = Plane initially picked up on radar.

Probable Mission - Pat = patrol, H = hunt for S/M, Esc = Escort, Trans = In transit, Unk = Unknown.

Initial Range - 0 = S/M not aware of plane until bombed.

Type S/M Camouflage this patrol (Vertical = light gray, Horizontal = Black).

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(G) AIRCRAFT CONTACTS.

Contact No.	7	8	9	10	11	12
S Date	July 27	July 29	July 29	July 29	July 29	July 30
U Time (All H)	0829	0929	1140	1222	1658	0934
B Posit. Lat.	00-29S	00-50N	00-58N	01-03N	01-12N	03-24N
M Posit. Long.	123-42E	125-04E	125-10E	125-16E	125-24E	123-47E
A Speed	12	14	14	14	14	14
R Course	220	040	040	040	040	299
I Trim	Surf	Surf	Surf	Surf	Surf	Surf
N Min. since	Not in	Keyed 5	Contin-	Contin-	Contin-	Keyed 5
E last SD srch	use	sec/min	uous	uous	uous	sec/min
Number	1	1	1	2	1	1
A Type	-	-	-	-	-	PosDave
I Pro mission	Unk	Unk	Unk	Unk	Unk	Unk
R How contacted	SD	0	0	0	0	SD
C Initial range	15	6	17	11	15	4
R Elev. angle	3	-	-	-	-	60
A Range & Rel.	Unk	Unk	Unk	Unk	Unk	Unk
F Brng of plane	or	or	or	or	Unk	or
T When it detected S/M	ND	ND	ND	ND	Unk	ND
C Sea state	1	1	1	1	1	0
O Sea dir. (Rel)	030	180	180	180	180	0
N Vis. miles	18	15	15	15	15	12
D Clouds ht.	2000	2000	2000	2000	2000	4000
I Clds % Ovcast	70	60	60	60	60	99
T Moon Brg Rel	Day	Day	Day	Day	Day	Day
I Moon angle	Day	Day	Day	Day	Day	Day
O Moon % Illum	Day	Day	Day	Day	Day	Day

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(G) AIRCRAFT CONTACTS.

Contact No.	: 13	: 14	: 15	: 16	: 17	: 18	:
S Date	: Aug. 1	: Aug. 1	: Aug. 2	: Aug. 2	: Aug. 4	: Aug. 4	:
U Time (All H)	: 0805	: 1245	: 1232	: 1542	: 1515	: 1520	:
B Posit. Lat.	: 05-27N	: 05-37N	: 06-51N	: 06-51N	: 06-54N	: 06-54N	:
M Posit. Long.	: 122-41E	: 122-52E	: 122-39E	: 122-37E	: 122-34E	: 122-34E	:
A Speed	: 14	: 2	: 2	: 2	: 2	: 2	:
R Course	: 330	: 040	: 270	: 240	: 185	: 185	:
I Trim	: Surf	: Per	: Per	: Per	: Per	: Per	:
N Min. since	: Keyed 5	: Not in	: Not in	: Not in	: Not in	: Not in	:
E last SD srch	: sec/min	: use	: use	: use	: use	: use	:
	:	:	:	:	:	:	:
Number	: 1	: 1	: 1	: 1	: 1	: 2	:
A Type	: Dave	: Adam	: Betty	: Adam	: -	: -	:
I Pro mission	: Pat	: Pat	: Trans	: Pat	: -	: -	:
R How contacted	: SD	: P	: P	: P	: P	: P	:
C Initial range	: 7	: 8	: 10	: 10	: 12	: 12	:
R Elev. angle	: 1	: 2	: 2	: 2	: 2	: 1	:
A Range & Rel.	: Unk	: ND	: ND	: ND	: ND	: ND	:
F Brng of plane	: Unk	: ND	: ND	: ND	: ND	: ND	:
T When it det-	: Unk	: ND	: ND	: ND	: ND	: ND	:
ected S/M	:	:	:	:	:	:	:
C Sea state	: 0	: 0	: 0	: 0	: 0	: 0	:
O Sea dir. (Rel)	: 0	: 0	: 0	: 0	: 0	: 0	:
N Vis. miles	: 10	: 15	: 16	: 16	: 20	: 20	:
D Clouds ht.	: 2000	: 5000	: 4000	: 4000	: 5000	: 5000	:
I Clds % Ovcast	: 100	: 20	: 40	: 40	: 30	: 30	:
T Moon brg Rel	: Day	: Day	: Day	: Day	: Day	: Day	:
I Moon angle	: Day	: Day	: Day	: Day	: Day	: Day	:
O Moon % Illum	: Day	: Day	: Day	: Day	: Day	: Day	:
N							
S							

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(G) AIRCRAFT CONTACTS.

Contact No.	19	20	21	22	23	24
S Date	: Aug. 5	: Aug. 5	: Aug. 6	: Aug. 6	: Aug. 6	: Aug. 7
U Time (All H)	: 1145	: 1153	: 0915	: 0926	: 1425	: 0747
B Posit. Lat.	: 06-58N	: 06-58N	: 06-51N	: 06-51N	: 06-55N	: 06-55N
M Posit. Long.	: 122-36E	: 122-36E	: 122-38E	: 122-37E	: 122-34E	: 122-36E
A Speed	: 2	: 2	: 2	: 2	: 2	: 2
R Course	: 000	: 000	: 280	: 280	: 020	: 180
I Trim	: Per	: Per	: Per	: Per	: Per	: Per
N Min. since	: Not in:	: Not in:	: Not in:	: Not in:	: Not in:	: Not in:
E last SD srch	: use	: use	: use	: use	: use	: use
Number	: 1	: 2	: 1	: 1	: 1	: 1
A Type	: Bomber	: Pursuit	: Kate	: Rufe	: Adam	: Adam
I Pro mission	: Unk	: Unk	: Unk	: Unk	: Pat	: Pat
R How contacted	: P	: P	: P	: P	: P	: P
C Initial range	: 8	: 9	: 8	: 5	: 4	: 5
R Elev. angle	: 1	: 1	: 1	: 2	: 2	: 2
A Range & Rel.	: ND	: ND	: ND	: ND	: ND	: ND
F Brng of plane	: ND	: ND	: ND	: ND	: ND	: ND
T When it detected S/M	: ND	: ND	: ND	: ND	: ND	: ND
C Sea state	: 1	: 1	: 0	: 0	: 1	: 0
O Sea dir. (Rel)	: 090	: 090	: 0	: 0	: 030	: 0
N Vis. miles	: 12	: 12	: 14	: 14	: 14	: 12
D Clouds ht.	: 3000	: 3000	: 4000	: 4000	: 4000	: 3000
I Clds % Ovcst	: 90	: 90	: 70	: 70	: 60	: 60
T Moon org Rel	: Day	: Day	: Day	: Day	: Day	: Day
I Moon angle	: Day	: Day	: Day	: Day	: Day	: Day
O Moon % Illum	: Day	: Day	: Day	: Day	: Day	: Day

N
S

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(G) AIRCRAFT CONTACTS.

Contact No.	: 25	: 26	: 27	: 28	: 29	: 30	:
S Date	: Aug. 15	: Aug. 18	: Aug. 20	: Aug. 21	: Aug. 22	: Aug. 25	:
U Time (All H)	: 1110	: 1513	: 0820	: 0838	: 0856	: A.M.	:
B Posit. Lat.	: 01-27N	: 07-51N	: 08-54N	: 07-44N	: 07-45N	: 09-38N	:
M Posit. Long.	: 120-52E	: 121-45E	: 123-07E	: 121-58E	: 122-00E	: 118-51E	:
A Speed	: 2	: 15	: 2	: 2	: 2	: 2	:
R Course	: 000	: 025	: 230	: 170	: 020	: various	:
I Trim	: Per	: Surf	: Per	: Per	: Per	: Per	:
N Min. since	: Not in	: Not in	: Not in	: Not in	: Not in	: Not in	:
E last SD srch	: use	: use	: use	: use	: use	: use	:
Number	: 1	: 4	: 1	: 1	: 1	: 21	:
A Type	: Dave	: -	: -	: Sally	: -	: various	:
I Pro mission	: H	: Unk	: H	: Trans	: Trans	: -	:
R How contacted	: P	: SD	: P	: P	: P	: P	:
C Initial range	: 5	: 10	: 2	: 5	: 10	: 5-15	:
R Elev. angle	: 2	: 4	: 40	: 2	: 2	: 2-5	:
A Range & Rel.	: ND	: Unk	: Unk	: ND	: ND	: ND	:
F Brng of plane	: ND	: Unk	: Unk	: ND	: ND	: ND	:
T When it detected S/L	: ND	: Unk	: Unk	: ND	: ND	: ND	:
C Sea state	: 0	: 1	: 1	: 0	: 0	: 0	:
O Sea dir. (Rel)	: 0	: 030	: 180	: 0	: 0	: 0	:
N Vis. miles	: 18	: 20	: 15	: 15	: 12	: 15	:
D Clouds ht.	: 5000	: 6000	: 4000	: 4000	: 4000	: 5000	:
I Clds % Ovcst	: 30	: 30	: 70	: 30	: 80	: 100	:
T Moon Brg Rel	: Day	: Day	: Day	: Day	: Day	: Day	:
I Moon angle	: Day	: Day	: Day	: Day	: Day	: Day	:
O Moon % Illum	: Day	: Day	: Day	: Day	: Day	: Day	:
N							
S							

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U.S.S. GUINARD (SS254) - Report of Sixth War Patrol.

(G) AIRCRAFT CONTACTS.

Contact No.	: 31	: 32	: 33	: 34
S Date	: Aug. 26	: Aug. 27	: Aug. 27	: Aug. 27
U Time (All H)	: AM	: 0906	: 1120	: 1303
B Posit. Lat.	: 9-41N	: 8-40N	: 8-36N	: 8-26N
M Posit. Long.	: 118-52E	: 121-52E	: 122-04E	: 122-22E
A Speed	: 2	: 15	: 15	: 15
R Course	: 270	: 105	: 105	: 105
I Trim	: Per	: Surf	: Surf	: Surf
N Min. since	: Not in	: Not in	: Not in	: Not in
E last SD srch	: use	: use	: use	: use
Number	: 8	: 2	: 3	: 1
A Type	: Sally	: Bomber	: Bomber	: Betty
I Pro mission	: -	: Trans	: Trans	: Trans
R How contacted	: P	: SD	: SD	: SD
C Initial range	: 5-10	: 5	: 15	: 7
R Elev. angle	: 2-5	: 5	: 2	: 30
A Range & Rel.	: ND	: Unk	: ND	: Unk
F Brng. of plne	: ND	: or	: ND	: or
T When it detected S/M	: ND	: ND	: ND	: ND
C Sea state	: 2	: 1	: 1	: 1
O Sea dir. (Rel)	: 270	: 080	: 080	: 080
N Vis. miles	: 15	: 10	: 20	: 20
D Clouds ht.	: 5000	: 3000	: 6000	: 6000
I Clds % Ovcst.	: 100	: 100	: 60	: 50
T Moon Brg Rel	: Day	: Day	: Day	: Day
I Moon angle	: Day	: Day	: Day	: Day
O Moon % Illum.	: Day	: Day	: Day	: Day
N				
S				

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(H) ATTACK DATA.

U.S.S. GURNARD TORPEDO ATTACK NO. 1A PATROL NO. 6.

Time: 1437 H. Date: 27 July 1944.

Lat. 1-18-30 S; Long. 123-36 E.

DESCRIPTION: Small (LHM) type AK of 2000 to 3000 tons.
One of 3 AK's with four escorts. All
zigging radically.

SHIP'S SUNK: None.

SHIP'S DAMAGED: None.

TARGET 5' to 6' COURSE Zigging SPEED $7\frac{1}{2}$ knots RANGE 1500
DRAFT 326-276
(at firing)

OWN SHIP DATA

SPEED 3.7 knots COURSE 017-010 DEPTH 64' ANGLE $\frac{1}{2}^{\circ}$ down
(at firing)

FIRE CONTROL AND TORPEDO DATA

TYPE ATTACK: Initial contact by periscope on smoke. Day
submerged periscope attack. Used T.D.C.
and plot. While firing marked continuously
with periscope.

Weather hazy, 100% cloud cover. Visibility
about 12 miles. Slight chop, few scattered
white caps. Sound conditions fair, pro-
pellers audible at about 4000 yards.

Not detected prior to firing

Evasive tactics consisted of running silent
below 3° negative gradient with stern
towards A/S vessels.

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(H) ATTACK DATA.

Torpedo Attack 1A. 1437 H, 27 July 1944.

Tubes Fired	#6	#5	#4
Track Angle	128P	98P	83P
Gyro Angle	001-30	002-30	001-30
Depth set	6'	6'	6'
Power	High	High	High
Hit or Miss	Miss	Miss	Miss
Erratic	No	No	No
Mark Torpedo	23	23	23
Serial No.	53171	61654	61631
Mark Exploder	6-5	6-5	6-5
Serial No.	12636	17388	14440
Actuation Set	Contact	Contact	Contact
Actuation Actual	--	--	--
Mark Warhead	16	16	16
Serial No.	9378	12307	4839
Explosive	Torpex	Torpex	Torpex
Firing Interval	--	8s	10s
Type Spread	0	2 1/4L	2 1/4R
Sea Conditions	Divergent Divergent Divergent No swell, slight chop, few scattered white caps.		
Overhaul Activity	U.S.S. GRIFFIN.		

Remarks: Attack #1A - no hits observed. Target was observed to be zigging while firing. Applied course change to T.D.C. between each shot, hence different track angles. Target was small and was in light draft with propeller about 50% awash. Misses could have been caused by firing on knuckle of zig or more probably from underrunning small shallow draft target.

The following analysis substantiates the assumption that torpedoes ran under target:

(1) A range error of (+) or (-) 900 yards applied to actual range used changes gyro angles less than 1°.

(2) Target could have been on any course between 252° and 337° and with the spread employed, assuming speed used was correct, at least one torpedo of salvo would have hit.

(3) Speed was probably correct, or nearly so, as two hits were obtained while using the same speed on target #2 AK of the same convoy.

(4) Assuming speed was in error it could have been (-) 2 knots or (+) 1.8 knots from that used and still not cause all torpedoes to miss.

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(H) ATTACK DATA.

U.S.S. GURNARD TORPEDO ATTACK NO. 1B PATROL NO. 6.

Time: 1437 H Date: 27 July 1944.

Lat. 1-18-30 S; Long. 123-36 E.

DESCRIPTION: (MFM) type AK about 5000 tons (EU): One of 3 AK's in convoy with 4 escorts, all zigging radically.

SHIP'S DAMAGED OR
PROBABLY SUNK: One.

DAMAGED DETERMINED BY: Observed and heard two torpedo hits.

TARGET 20: COURSE 317 SPEED $7\frac{1}{2}$ knots RANGE 2120
DRAFT (at firing)

OWN SHIP DATA

SPEED 3.3 knots COURSE 008 $\frac{1}{2}$ 010 DEPTH 64' ANGLE $\frac{1}{2}^{\circ}$ down

FIRE CONTROL AND TORPEDO DATA

TYPE ATTACK: Same as attack 1A.

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(H) ATTACK DATA, 1437 H, 27 July 1944. Torpedo Attack #1B.

Tubes Fired	#3	#2	#1
Track Angle	96P	98P	100P
Gyro Angle	032	028-30	029-30
Depth set	6'	6'	6'
Power	High	High	High
Hit or Miss	Hit	Hit	Miss
Erratic	No	No	No
Mark Torpedo	23	23	23
Serial No.	49208	49321	49253
Mark Exploder	6-5	6-5	6-5
Serial No.	12802	14429	14428
Actuation Set	Contact	Contact	Contact
Actuation Actual	Contact	Contact	—
Mark Warhead	16	16	16
Serial No.	12983	12955	12929
Explosive	Torpex	Torpex	Torpex
Firing Interval	--	11s	8s
Type Spread	0	2 3/4L	2 3/4R
	Divergent	Divergent	Divergent
Sea Conditions	No swell, slight chop, few scattered white caps.		
Overhaul Activity	U.S.S. GRIFFIN.		

Remarks: Attack 1B, saw and heard two hits, second about 20 feet inside of bow, first about 120 feet from bow. Columns of water from explosions were not high being about 20 feet and 35 feet respectively.

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U.S.S. GURNARD TORPEDO ATTACK NO. 2 PATROL NO. 6

Time: 0924 H, Date: 15 August, 1944.
Lat. 1-25 N, Long. 120-52 E.

Target Data - Damage Inflicted

Description: Torpedo Boat - Chidori.

Ships Sunk: No hits.

Target Draft 6 feet Course 180 Speed 10.5 K Range 890-910
(at firing) yards

OWN SHIP DATA

Speed 2.6 knots Course 260-261 Depth 66 feet Angle 1° up
(at firing)

Fire Control and Torpedo Data

Type Attack: Initial contact while submerged by sound hearing echo ranging, later sighted target by periscope. Day submerged attack. Used T.D.C. and plot; Marked continuously with periscope while firing.

Weather clear, 20% cloud cover, visibility about 15 miles. Mirror smooth sea, very slight swell.

Sound conditions good, target screws audible at 5000 yards.

Possibility that target had doubtful sound contact at time of firing though target did not change course until three minutes after firing.

Evasive tactics consisted of running silent below 2° negative temperature gradient with stern towards A/S vessel.

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(H) ATTACK DATA.

Torpedo Attack #2. 0924 H, 15 August, 1944.

Tubes fired	#7	#8	#9	#10
Track Angle	95S	97S	101S	105S
Gyro Angle	193	198	206	199
Depth set	4'	4'	4'	4'
Power	--	--	--	--
Hit or Miss	Miss	Miss	Miss	Miss
Erratic	No	No	No	No
Mark Torpedo	18	18	18	18
Serial No.	53573	54021	53861	53501
Mark Exploder	4-7	4-7	4-7	4-7
Serial No.	17007	16415	16614	16489
Actuation Set	Contact	Contact	Contact	Contact
Actuation Actual	--	--	--	--
Mark Warhead	18	18	18	18
Serial No.	878	380	1165	809
Explosive	Torpex	Torpex	Torpex	Torpex
Firing Interval	--	8 sec.	10 sec.	8 sec.
Type Spread	1 3/4L	1 3/4R	5 1/2R	5 1/2L
Sea Conditions	Smooth, slight swell.			
Overhaul Activity	BRU, Navy #127.			

Remarks: The reason for no hits is not known. Sound heard noise of electric torpedo but could not tell wheather all four ran normally.

Post firing analysis shows that:

(1) Range could be (-) 600 or (/) 2000 yards different from that used without changing gyro angle on firing.

(2) With the spread used at least one torpedo should have hit under each of the following individual errors in data:

- Speed / 4.5 knots.
- Speed - 4.5 knots.
- Target course 35° towards.
- Target course 70° away.

(3) If target course was in error 30° away, speed could still have been off (/) or (-) 4.5 knots and one torpedo should have hit.

(4) If target course was in error 30° towards speed could still have been (-) 2 knots or (/) 4.5 knots and one torpedo should have hit.

(5) Torpedoes did not span target as greatest lateral space between torpedoes at 1000 yard range was 192 feet (target length 268 feet).

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(H) ATTACK DATA.

Torpedo Attack #2 (Cont'd).

It is believed that:

- (1) Torpedoes ran under target.
- (2) Chidori was making less speed than we used, or made sound contact on submarine or torpedoes about when we fired, and slowed or stopped to listen. In such a case torpedoes passed ahead.

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(H) ATTACK DATA.

U.S.S. GURNARD TORPEDO ATTACK NO. 3 PATROL NO. 6

Time: 0619 H; Date: 20 August, 1944.
Lat. 9-01-15 N, Long. 123-11-00 E.

Target Data - Damage Inflicted

Description: Small MFM AK similar to Busyo Maru,
about 2500 tons in light draft.

Ships Sunk: None - No hits.

Target Draft 8 feet Course 043 Speed 12 knots Range 1810
(at firing)

OUR SHIP DATA

Speed 2.9 knots Course 350 $\frac{1}{2}$ -352 Depth 66' Angle 0
(at firing)

Fire Control and Torpedo Data

Type Attack: Initial contact by periscope while sub-
merged. Day submerged attack using plot
and T.D.C. Marked continuously with
periscope while firing.

Weather clear, 70% cloud cover. Visi-
bility about 15 miles. Sea condition
one, choppy but no white caps.

Sound conditions good, target screws
audible at 6000 yards.

Evasive tactics consisted of running
deep and silent (no gradient) with
stern pointed towards A/S vessel. A/S
vessels did not use echo ranging.

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(H) ATTACK DATA. 20 August, 1944, 0619 H.

Torpedo Attack #3.

	#1	#2	#3	#4
Tubes Fired				
Track Angle	133 S	134 S	136 S	137 S
Gyro Angle	006	004-30	004-30	010
Depth set	6'	6'	6'	6'
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.	53259	61896	61633	49257
Mark Exploder	6-5	6-5	6-5	6-5
Serial No.	17400	16943	14418	14420
Actuation Set	Contact	Contact	Contact	Contact
Actuation Actual	--	--	--	--
Mark Warhead	16	16	16	16
Serial No.	12956	12681	3424	3453
Explosive	Torpex	Torpex	Torpex	Torpex
Firing Interval	--	7s	9s	9s
Type Spread	3/4R	3/4L	2 1/2 L	2 1/2 R

(Divergent)

Sea Conditions Slight chop.
Overhaul Activity U.S.S. GRIFFIN.

Remarks: Target zigged away just prior to reaching the firing bearing for an original set up on a 95° track. The resulting large track angle was poor and reduced the effective target length of a normally short target.

Post firing analysis shows that:

(1) Range could have been in error (✓) or (-) 900 yards without changing gyros.

(2) Target speed could have been in error (✓) or (-) 2.8 knots, other data being correct, without causing a miss with the spread used.

(3) A course error of 10° away would be sufficient to make two torpedoes span target.

(4) A course error of more than 17° away would be sufficient to make all torpedoes miss.

(5) Torpedoes set at 6 feet could have underrun the shallow draft target.

It is possible that final actual target course after zig just prior to firing was more to left (away) than used. This, if more than 10°, could have caused misses.

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(I) MINES.

A floating object sighted during darkness at 0153 H, August 7, 1944 in position Lat. 6-17 N, Long. 122-37 E resembled a spherical mine with horns. It could have been a contact mine adrift.

On August 15 noted a CM-4 type minelayer maneuvering in vicinity Lat. 01-20 N, Long. 120-49 E. No actual mine laying activities were observed.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS.

The ships in the convoy attacked on July 27 were zig zagging radically but not simultaneously or in the same direction. One would zig right while another would be steady or zigging left.

The activities of sailboats off Stroomen Kaap, Lat. 01-20 N, Long 120-49 E, on August 15 indicate very strongly that these sailboats were placed on the route of Jap shipping to determine if a submarine was present prior to the arrival of shipping in that vicinity.

From the noise heard and maneuvers of a plane sighted after our attack on August 20, there is a possibility that the plane fired an aerial torpedo at the submarine while we were at periscope depth.

(K) MAJOR DEFECTS AND DAMAGE.

Torpedoes.

Sixteen Mk 23 and eight Mk 18 torpedoes were loaded for this patrol.

Torpedo troubles other than normal were as follows:

Mark 23

(1) Torpedo #49741 was found to have a leaky starting piston. The air from this leak lifted exhaust valves. It was necessary to manufacture a new starting piston. After six attempts with brass stock and no success a satisfactory starting piston

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(K) MAJOR DEFECTS AND DAMAGE.

was finally made from a monel bolt. Exhaust valves were cleaned and resealed with tacki-wax. On charging to 2800 PSI torpedo acted normal. It was not fired.

(2) After torpedo #61652 had been loaded in the tube it was noted, on a subsequent routining, to be leaking air. Water had been forced into the combustion pot. On removing cap from water compartment and with starting valve closed air leaked continuously through the water filling cap opening. This indicated a leaky pig tail connection or a leaky bulkhead at the water compartment. As this was one of the last 6 Mk 23's on board it was desired not to render it inoperative by a major overhaul. A 1/8 inch hole was drilled in the water compartment filling plug to bleed off the leaking air. Exhaust valves were cleaned and resealed with tacki-wax. The air pressure of this torpedo dropped from 400 to 600 PSI per day, otherwise it remained normal.

Mark 18

(1) Routining and inspections after departure on patrol revealed that:

(a) Torpedo #53501 did not have a jumper on the forward end of the battery. This torpedo would have gone as far as the impulse pressure would blow it had it been fired in the condition received.

(b) In torpedo #53786 the inlet lead of the ventilation system was pushed up and brazed in such a fashion that it was difficult to blow air through the small lead. This necessitated ventilating once a day.

(c) The electrolyte in several pilot cells was below plate level.

(d) Several spiders had to be filed down considerably in order to make hand hold plates fit tightly on the seats.

(e) Apparently one activity makes ventilation alterations and another supplies vent plugs. The plugs supplied were too large.

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(K) MAJOR DEFECTS AND DAMAGE.

(2) On July 17 it was necessary to jump out cells 13 through 18, a complete section, on torpedo #53537 in order to eliminate an otherwise persistent ground. On syphoning the electrolyte from one cell, electrolyte drained from two other cells in this Section indicating three cracked cells.

(3) On August 22 an explosion which was not heard or indicated by any outward signs occurred in torpedo #53622 which was loaded in a tube.

(a) History as follows:

(1) Last charge, August 18, specific gravity 1.255, voltage 172.

(2) Ventilated on August 19 and 21.

(3) August 22 - burner light on at 1720. Noticed to be out at 1745. (No explosion was heard). Waited until surfacing to pull torpedo.

(4) At 1855 pulled torpedo from tube and removed burner hand hole plate. No smoke evident but a very pungent odor was emitted from the torpedo.

(5) This torpedo had been on board since July 8 and had been charged 6 times. No troubles had been encountered on any of the charges.

(b) Inspection revealed:

(1) Battery compartment forward bulkhead blown off, all studs sheared, torpex exposed.

(2) Battery compartment charred.

(3) Battery compartment after bulkhead dished in opposite direction of design. (Crease around torpedo outer shell in locality of the seam for this bulkhead)

(4) Small spiral of Nichrome-V wire burner found on cell top.

(5) Ten cells with vent caps blown off completely.

(6) Two cells with top of vent caps blown off.

(7) Main terminal for motor leads bent.

(8) Motor compartment and motor leads charred.

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(K) MAJOR DEFECTS AND DAMAGE.

(c) Following action was taken:

- (1) Exploder removed from head.
- (2) Motor leads and battery jumpers removed.
- (3) Air flask bled down.
- (4) Short circuited cells (These were smoking) left to discharge.
- (5) Ventilated with 200% air about every 2 hours.
- (6) Tops of all cells washed with solution of bicarbonate of soda.

(d) From the appearance of damage the initial explosion occurred in the after end of the battery compartment.

#1 MAIN ENGINE.

July 24 - During routine check of #1 main engine considerable water was found in the crankcase. A hydrostatic test was applied and fresh water leaks were observed at the lower ends of 1, 2, 6, 9, 10, 12, 13, 14 and 15 liners. Pulled #14 and #15 units and renewed seal rings - liner to water inlet (Dwg. No. N26935 pc 6 part 3236936) and all necessary gaskets. Seal rings appeared to be twisted and pinched. Engine put back in commission and tested. Water leaks remedied on these units. Engine still loses fresh water. Engine hours 1175.3.

July 25 - Pulled #12 and #13 units on #1 main engine and renewed same liner to water inlet seal rings. Engine hours 1175.3.

July 27 - Pulled #6 unit. Found one broken compression ring and mashed liner to water inlet seal rings. Renewed five (5) compression rings (Dwg. No. N25039 pc 5 part 3240558) and two oil control rings (Dwg. No. N25039 pc 6 part 3240559), and two liner to water inlet seal rings (Dwg. No. N26935 pc 6 part 3236936). Engine hours 1188.3. The old type oil control ring was used as there were no spares of the new type aboard.

July 31 - Pulled #9 liner and found it cracked and the seal rings, liner to water inlet, badly chewed up. The upper bearing halves of #9 and #1 unit were wiped badly where they rub on one another and showed

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(K) MAJOR DEFECTS AND DAMAGE.

signs of melting. Journal not damaged. Renewed, liner (Dwg. No. N25035 pc A part 3249346), two (2) seal rings liner to water inlet (Dwg. No. N26935 pc 6 part 3236936), two upper connecting rod bearings for #1 and #9 unit (Dwg. No. N25033 pc 5 part 3239898) and two (2) lower halves for same (Dwg. No. N25033 pc 6 part 3239899). Engine hours 1201.5.

Note: This liner had a small crack in exactly the same place as the cracks in liners previously renewed this patrol. (See defects #2 main engine)

AUG. 2 - Pulled #12 unit to remedy fresh water leak around liner. Found connecting rod bearing scored, renewed with bronze back bearings (Dwg. No. N25033 pc 5 part 3239898 upper half and lower half pc 6 part 3239899). Renewed liner to water inlet seal rings which were frayed and broken (Dwg. No. N26935 pc 9 part 3236936). Renewed all necessary gaskets. Engine back in commission but still losing fresh water. Engine hours 1205.9.

AUG. 3 - Pulled #2 unit to remedy fresh water leak around liner. Inspected liner, connecting rod bearings and rings. Renewed liner to water inlet seal rings which were badly pinched (Dwg. No. N26935 pc 9 part 3236936). Engine back in commission but still have not licked all fresh water leaks. Engine hours 1209.9.

AUG. 6 - Pulled #10 unit to remedy fresh water leak around liner. Water was found to be leaking into the air box. Inspected liner, piston, piston rings, connecting rod bearings. Renewed same liner to water inlet seal rings. Engine hours 1212.8.

During the month overhauled and ground in all indicator cocks #1 main engine.

#2 MAIN ENGINE.

July 11 - The fresh water pump pressure and the water level in the sight glass of the fresh water expansion tank of #2 main engine were noticed to be fluctuating excessively. The engine was stopped and a hydrostatic test applied. An inspection was made through the exhaust port handhole plates. Water was running down the inside of #12 liner. The engine was put out of commission and the liner pulled. A crack was found in the liner at a 3 o'clock position on the liner wall as

U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(K) MAJOR DEFECTS AND DAMAGE.

viewed while facing the engine and looking down into the liner. This crack was about 3 inches long and started near the bottom of the combustion chamber. Engine hours 673.8. Renewed cylinder liner assembly (Dwg. No. N25035 pc A part 3249346). Seal rings liner to water inlet ring (Dwg. No. N26935 pc 9 part 3236936), and all gaskets. No reason could be found for this casualty.

July 17 - #2 main engine out of commission with the same casualty as was experienced on 11 July 1944. This time it was #2 unit. The crack was in the same place on the liner. Renewed liner (Dwg. No. N25035 pc A part 3249346), liner to water inlet seal rings (Dwg. No. N26935 pc 9 part 3236936), and all gaskets. Engine hours 769.2. The circulating water system in the head and liner were blown with 225# air and a wire run through the water channels to see if any were clogged up. All were found to be clear.

During the last refit the pistons were dropped and all oil control rings renewed. The upper and lower connecting rod bearings to #2 unit were renewed but no further work which would have had any bearing on the failure of either #12 or #2 liner was done.

#3 MAIN ENGINE.

July 25 - During routine inspection of #3 main engine found that forward inboard holding down bolt was sheared off. Renewed this. Engine hours 779.7.
Aug. 20 - The shaft bearing on the attached salt water pump of #3 M.E. carried away causing the impeller to rub the impeller casing. Disassembled pump and replaced with spare pump. Engine hours 1061.4.

#4 MAIN ENGINE.

On 14 July 1944 excessive fluctuation of the fresh water pump pressure and water level in the sight glass of the expansion tank were noticed. A test was applied and fresh water was found to be leaking around the outside of #9 unit liner and down the inside of #12 unit liner. #9 liner was pulled and it was discovered that one of the liner to water

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(K) MAJOR DEFECTS AND DAMAGE.

inlet seal rings was chewed up badly and water was leaking by. Renewed two seal rings (Dwg. No. N26935 pc 9 part 3236936), all necessary gaskets and reassembled unit. Engine hours 1053.3.

July 15 - #12 liner was found to have a crack in the same place as the cracked liner on #2 engine. Renewed liner (Dwg. No. N25035 pc A part 3249346), liner to water inlet seal rings (Dwg. No. N26935 pc 9 part 3236936), and all necessary gaskets. Engine hours 1066.2.

Aug. 23 - Pulled #14 liner #4 M.E. to remedy fresh water leak. Renewed liner to water inlet seal rings. Engine hours 1225.4.

This engine was given a complete overhaul by Relief Crew, Subdiv 121 prior to this patrol. All heads, liners and pistons were pulled and inspected. All rings, all connecting rod bearings, and #8 lower main bearing were renewed during refit.

COMMENTS.

It is recommended that one of the cracked liners be cut in two across the crack to determine if there is some restriction in the circulating water space that causes rust to form and clog up the channel completely. Improper cooling and consequently excessive heat at this point seems to be the only logical conclusion that can be drawn as to the cause of cracking in the same relative position of all liners unless the liners themselves are faulty at that point.

It is further recommended that during refit the fresh water cooling system of these engines be completely flushed out, preferably with some rust and grease cutting solvent. With the boats moving around from base to base and using different water it is possible that excessive rusting does occur during periods of idleness and particularly when the systems are drained during refit and allowed to stand idle without flushing.

The number of leaks resulting from twisted and pinched seal rings makes it obvious that greater care should be taken during the installation of liners by refit personnel.

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U.S.S. GURNARD (SS254) - Report of Sixth Air Patrol.

(L) RADIO.

Received	First	Serial 26	080304 July
	Last	Serial 20	041519 September

Transmitted	First	GURNARD first	121201 July
	Last	GURNARD six	022000 September

Missed Serial 31 of 24 July.

Reception: Reception of VIXO was generally good. In the area 9250 gave the best reception. This frequency was blocked by a strong station on the 1600Z sked when in Moro Gulf. Deliberate jamming was noted in this area 1700-1900 Z.

Two contact reports were received on the area frequency. Voice signals were received from operating submarines on two occasions.

Transmission: No difficulty was experienced in transmitting. On 24 August KRM relayed our transmission to VIXO.

Material: Slight interference from the SJ on RAL-7 receivers.

(M) SD-2 RADAR.

Operation of the SD-2 radar was good for 302 hours of operation. Maximum range obtained was 24 miles. While operating the set, all plane contacts were made by radar with the exception of two, at which time the set was being keyed 5 seconds per minute.

SJ RADAR.

The SJ operation was good for 220 hours. No ship contacts were made other than small sailboats. These small boats were contacted up to 5,000 yards. Land pips were received up to 160,000 yards. On the occasion of this extreme range the pip was on the second sweep as verified by the pip moving when the pulse rate was varied. The land in this case was 12,000 feet high. Numerous pips from atmospheric were observed. An attempt was made to use the SJ for plane search during daylight. No contacts were made although several planes were sighted.

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(M) SJ RADAR.

All failures were routine in nature such as tube and cable failures. The two cable failures in the range indicator indicate a general renewal of cables in this unit which has been in use two years.

(N) SOUND GEAR AND SOUND CONDITIONS.

Sound conditions were average throughout the patrol. No unusual conditions were experienced.

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U.S.S. GURNARD (SS254) - Report of Sixth War Patrol.

(P) HEALTH, FOOD, AND HABITABILITY.

- (1) Health in general was good. Time was lost for the following cause:

Catarrhal fever, acute - 6 days

- (2) The food in general was very good. It was varied and very well prepared. The quality and variety of meats issued for this patrol were not up to the high standards of those of previous patrols. No fresh frozen vegetables were available for issue.

- (3) Habitability while using the booster blower and cooler installation to furnish more air forward was very good.

(Q) PERSONNEL.

- (a) Number of men on board during patrol - 71.
(b) Number of men qualified at start of patrol - 48.
(c) Number of men qualified at end of patrol - 64.
(d) Number of unqualified men making their first patrol - 18.
(e) Number of men advanced in rating during patrol - 18.

The performance of duty of all hands was of the highest order and left nothing to be desired.

Two officers completed work for qualification in submarines during this patrol.

Lectures, conducted by officers were held daily for all unqualified men until every subject necessary for qualification had been thoroughly covered.

Although the lack of worth while torpedo contacts made this patrol very boring and disappointing, the morale of all hands remains high.

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U.S.S. GUNNARD (SS254) - Report of Sixth War Patrol.

(R) MILES STEAMED - FUEL USED.

Base to area	2651 miles	36,520 gallons
In area	7495 miles	70,390 gallons
Area to base	2545 miles	38,628 gallons

(S) DURATION.

Days enroute to area	-	8.5
Days in area	-	43
Days enroute to base	-	7.5
Days submerged	-	34

(T) FACTORS OF ENDURANCE REMAINING.

Torpedoes	Fuel	Provisions	Personnel Factor
10	1500	25	6 days in area

Patrol ended in accordance with operation order.

(U) REMARKS.

None.

FE24-71/A16-3

UNITED STATES NAVY

REC'D NO 1208

SUBAD, M. I.

12/omh
OCT 9 1944

Serial: 01074

22 September 1944. (A:1) INIT

CONFIDENTIAL

SUBAD		
ASST SUBAD		
MATERIAL		
OPERATIONS		
DOCTOR		
COMM OFF	✓	
PERSONNEL		
DISBURSING		
RECOGNITION		
BARRACKS OFF		
TORPEDO OFF		
NAEMAN		

SECOND ENDORSEMENT to:
USS GURNARD Conf. Ltr.
A16-3 serial 018,
dated 5 September, 1944.
Report of 6th 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. GURNARD (SS254) - Report of Sixth War Patrol -
Comment on.

- GURNARD's Sixth War Patrol was conducted in BANDA, MOLUKKA, CELEBES, SULU, and MINDANAO SEAS.
- Few worthwhile contacts were made although the assigned areas were thoroughly covered. The decrease in the volume of traffic through these formerly productive areas is attributable to the Allied advances westward. Adequate coverage of these areas by submarine patrol continues to be a strategic necessity.
- One Mark 18 torpedo was badly damaged by a hydrogen explosion while it was loaded in the tube. It was most likely caused by low current in the hydrogen burner circuit. The explosion was not heard, but the pilot light was observed to be out. This casualty re-emphasizes the necessity for accurate adjustment of the current in the hydrogen burner circuit, and prompt withdrawal and inspection of the torpedo when the pilot light is observed not burning.
- This patrol is designated "successful" for the award of the Submarine Combat Insignia.
- The Force Commander congratulates GURNARD's Commanding Officer, Officers, and Crew on inflicting the following damage on the enemy:

DAMAGED

1 AK (Medium - IU) - 4000 Tons (Attack No. 1B)

R. W. CHRISTIE.

Serial 0190

Care of Fleet Post Office,
San Francisco, California,
9 September 1944.CONFIDENTIALFIRST ENDORSEMENT to
U.S.S. GUNLARD - Report
of Sixth War Patrol.Subject: U.S.S. GUNLARD (SS254) - Report of Sixth War Patrol.

4. The GUNLARD will be refitted by the U.S.S. GRIFFIN and Submarine Division 121-2 Relief Crew within the normal period. During the patrol, GUNLARD experienced considerable main engine trouble with liner to water inlet seal rings and cracked liners. Stock of seal rings was exhausted and the tender manufactured them from their stock of compounded neoprene, type GM 45 diameter. It was noted when installing gaskets that they rolled on lip and became pinched necessitating replacement during refit of engines because they were passing fresh water. The GRIFFIN has since perfected the process of compounding neoprene of harder, less-elastic, type 60 diameter and the trouble with imperfect or pinched gaskets has been eliminated. It is believed that GUNLARD's cracked liners were due to the gaskets used. The fresh water cooling system of all four engines will be flushed out during refit.

5. State of cleanliness of the ship and health of the crew is excellent. Morale is high despite the disappointing results obtained.

6. The Squadron Commander is pleased to welcome the Commanding Officer, Officers, and Crew back from a long, arduous mission and hopes that better fortune will attend GUNLARD on the next patrol.

J.B. Gidens.

Serial 0190

Care of Fleet Post Office,
San Francisco, California,
9 September 1944.

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FIRST ENDORSEMENT to
U.S.S. GURMAID - Report
of Sixth War Patrol.

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

Subject: U.S.S. GURMAID (SS254) - Report of Sixth War Patrol.

1. The sixth war patrol of the U.S.S. GURMAID was of 60 days duration, 46 of which were spent north of the barrier. While the patrol was well conducted in characteristic aggressive GURMAID fashion, despite interference from numerous patrol craft and enemy planes, contacts with worthwhile torpedo targets were disappointingly few.

2. GURMAID fired 14 torpedoes in three submerged attacks. Attack #1 was made on a convoy consisting of 3 AK's with 4 escorts. Three torpedoes were fired at each of two AK's from ranges of 1,500 and 2,120 yards respectively with favorable track and gyro angles. No hits were made on the first target due either to its shallow draft or change of course shortly after firing, while two hits were observed on the second target. These appeared to be possible low order explosions and no effects were noted on the target before GURMAID was forced deep by the escorts. A series of explosions were heard before depth charging commenced, however, which possibly originated from the target. In attack #2, four torpedoes set at 4 feet were fired at a CHIDORI escort which was searching for GURMAID. Although range and track angles were favorable no hits were made. GURMAID fired four torpedoes in attack #3 on a small AK escorted by 2 trawler type craft. No hits were observed. Four minutes after firing an explosion, probably from an aircraft bomb, was felt close aboard and GURMAID went to deep submergence. Escorts dropped a series of 15 depth charges.

3. About two hours after the third attack, while GURMAID was proceeding to 85 feet after a periscope observation, a fast moving noise was heard to pass over the forward torpedo room. Upon returning to periscope depth, a plane was sighted circling not far away, leading to the conclusion that an airplane torpedo had been fired at GURMAID.

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

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol.

(A) PROLOGUE.

Arrived Fremantle, Western Australia, from Sixth War Patrol on 5 September 1944, and after running the magnetic range and conducting surface sound tests, moored alongside U.S.S. GRIFFIN and commenced a normal refit under the supervision of Submarine Division 121 and GRIFFIN.

On 12 September, pursuant to orders of ComTaskFor 71, Lieutenant Commander Norman D. GAGE, U.S.N. relieved Commander Charles H. ANDREWS, U.S.N. as Commanding Officer.

The refit, which included routine docking and installation of A.P.R. and V.R.F. equipment, was completed on 19 September, on which date the officers and crew returned aboard.

Additional sound tests taken during refit necessitated re-docking to change both propellers. This was completed by 20 September. Further sound tests taken on that date and on the 21st indicated excessive noise in both shafts, and in the rudder assembly. Accordingly, the ship was docked again on the 22nd for a complete overhaul of the rudder assembly, a check of strut and stern tube bearings, and renewal of the port propeller which was found to have incorrect pitch. This work was completed on 30 September, and satisfactory sound tests were made on 1 October 1944.

Training was conducted from 3 to 7 October, which included day and night approaches, a night convoy exercise, and the firing of three exercise torpedoes. Captain G. W. Patterson, Jr., ComSubDiv-121, acted as training officer and his advice and help were greatly appreciated.

Final loading was completed on 8 October, one new officer, Ensign Richard T. KRALLER, USNR, reported aboard, and readiness for sea was set for 9 October 1944. Departure was delayed four hours by emergency repairs to both main bearings of number four generator.

U.S.S. STEWARD (SS254) - reports of Seventh War Patrol.

(b) NARRATIVE. (All Times EST)

OFFICERS AND CHIEF PARTY OFFICERS ATTACHED
AND TOTAL PATROLS MADE

Commander Norman D. GAGE, USN.	74901	6
Lieut. Comdr. George S. SIMMONS, 3rd, USN.	82645	7
Lieut. (jg) Henry T. LOWELL, E-V(G), USNR.	172196	5
Lieut. (jg) William O. BURNELL, D-V(G), USNR.	186746	5
Lieut. (jg) Thomas L. RITTENHOUSE, E-V(G), USNR.	227619	4
Lieut. (jg) Bruce W. STODDARD, E-V(RS), USNR.	229044	3
Lieut. (jg) William L. SIPLE, USN.	282871	3
Ensign Frank A. JONES, D-V(G), USNR.	268377	2
Ensign Richard T. KRÄMER, E-V(G), USNR.	311591	1
Frank J. MELE, CTM(AA)(T), U.S.N.	223-64-17	5
Edward D. KLIMEK, CEM(AA)(T), U.S.N.	299-95-93	7
Jack E. MARKLEY, CRM(AA)(T), U.S.M.	234-23-21	7
John J. McGOVERN, CMOMM(AA), U.S.N.	299-98-99	7
Joseph B. HERCHELROTH, CMOMM(AA), U.S.N.R.	243-53-22	4
William O. THOMSON, CY(AA), U.S.N.	207-30-28	1

9 October 1944

- 1700 Underway for Seventh War Patrol in accordance with ComTaskGroup 71.1 Operation Order No. 145-44, dated 8 October 1944.
- 1720 Joined escort, H.M.A.S. IPSWICH, and proceeded to exercise area to make trim dive and conduct night exercises.
- 2257 Completed exercises, released escort, and set course for BERMOUTH GULF.

10 October 1944

Enroute BERMOUTH GULF, conducting training dives and drills.

- 1232 Sighted a northbound friendly submarine.

Noon Position: Lat. 29-28 S. Long. 113-03-5 E.

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol. _

11 October 1944

Enroute BERMOUTH GULF, conducting training dives and drills.

1405 Sighted and exchanged recognition with south-bound friendly submarine.

Noon Position: Lat. 25-00 S. Long. 111-17.5 E.

12 October 1944

Enroute BERMOUTH GULF, conducting training dives and drills.

0155 Sighted FLASHING HEAD LIGHT.

0440 Entered BERMOUTH GULF.

0624 Sighted friendly aircraft identified as Tiger Moth type used by R.A.A.F.

0720 Moored port side to U.S.S. Y-10 and commenced fueling.

1000 Completed fueling, having received 12,900 gallons.

During the day all topside fittings were greased, paintwork was touched up and a broken pin in the bow plane rigging out gear was replaced. All hands enjoyed the swimming and many new rates and promotions were properly christened.

As leaving the Gulf in darkness would prevent firing at the wreck on N.W. Cape, a battle surface drill was held in the afternoon, firing 13 rounds of 4 inch at an improvised target.

Prior to departure, the R.A.A.F. informed us that our I.F.F. equipment had indicated "Emergency" when we entered the Gulf. The emergency switch was checked in the "Off" position, and the equipment seemed to be operating properly. However, the spare transponder was installed as a possible correction. The R.A.A.F. was asked to check us on our way out and make a report if we still indicated "Emergency".

2050 Underway clearing the GULF.

2132 Cleared ERMOUTH GULF and set course for LOMBOK STRAIT.

2145 Made trim dive.

2245 Interference on SJ radar which continued intermittently for the next hour. Attempted recognition with no results.

Noon Position: ERMOUTH GULF

13 October 1944

Enroute LOMBOK STRAIT, conducting training dives and drills.

0020 Interference on SJ radar which continued intermittently until 0340.

1050 Interference on SD which continued intermittently until 1130.

2010 Interference on SJ radar which continued until 2328. Attempted recognition with no results.

2030 Received information that I.F.F. still indicated "Emergency" on departure from ERMOUTH GULF. On disassembly of the emergency switch, the wiring was found reversed, so the switch was actually on when indicating off.

Noon Position: Lat. 16-47 S. Long. 113-50.5 E.

14 October 1944

Enroute LOMBOK STRAIT, conducting training dives and drills.

0004 Interference on SJ radar continuing until 0345. Attempted recognition was unanswered.

2015 Interference on SJ radar. Exchanged recognition with friendly submarine.

Noon Position: Lat. 14-17 S. Long. 114-58 E.

U.S.S. GURWARD (ES254) - Report of Seventh War Patrol.

15 October 1944

Enroute LOMBOK STRAIT, conducting training dives and drills.

0030 Interference on SJ radar. Exchanged recognition with friendly submarine.

1530 Held Battle Surface Drill, firing 2 rounds of 4 inch and 120 rounds of 20mm ammunition.

2006 SJ radar contact on NUSA BESAR.

2245 Interference on SJ radar. Exchanged recognition with friendly submarine.

Noon Position: Lat. 11-18 S. Long. 115-28 E.

16 October 1944

Approaching LOMBOK STRAIT.

0010 Commenced transit of STRAIT at four engine speed.

0230 Completed transit and set course to pass about 10 miles east of SEKALA ISLAND. During transit the A.P.R. was used constantly and two definite indications of radar were observed at 177 mcs. and 204 mcs. The former seemed to steady on us occasionally and indicated lobe switching.

0550 Submerged for trim.

0647 Surfaced.

0700 Submerged for aircraft contact. (Aircraft Contact #1). Plane was sighted by lookout in direction of sun but was not identified. He thought it to be a two engine bomber or transport. SD was running at the time but gave no indication of contact.

0724 Plane not in sight at periscope depth. Decided to stay submerged for a few hours to routine torpedoes.

U.S. NAUTICAL CHARTS

U.S. NAUTICAL CHARTS - Report of Seventh War Patrol

- 1255 Surfaced.
- 1302 Sighted SEKALA ISLAND bearing 320°T.
- 1346 Sighted small trawler bearing 300°T., close in shore towards SEKALA ISLAND. (Ship Contact #1).
- 1655 Changed course to head for KARIMATA STRAIT passing south of GREAT MASALEMBO ISLAND, and ANNE FLORENCE REEF.
- 1843 Strong interference on SJ radar, probably from another friendly submarine.
- 2340 Radar contact on GREAT MASALEMBO ISLAND bearing 319°T., distance 20 miles.
- Noon Position: Lat. 7-07.3 S. Long. 116-22.7 E.

17 October 1944

In JAVA SEA, enroute KARIMATA STRAIT.

- 0820 Submerged. Decided to spend today and tomorrow submerged to avoid detection, and transit strait tomorrow night.
- 1848 Surfaced.
- Noon Position: Lat. 4-57.6 S. Long. 112-24.4 E.

18 October 1944

In JAVA SEA, enroute KARIMATA STRAIT.

- 0600 Submerged about thirty-five miles from DISCOVERY EAST BANK.
- 1918 Surfaced.
- 1943 Radar contact on DISCOVERY EAST BANK bearing 305°T., distance 21,000 yards.
- 2020 The light on DISCOVERY EAST BANK was not burning.

~~U.S.S. GURNARD (SS254) - Report of Seventh War Patrol.~~

U.S.S. GURNARD (SS254) - Report of Seventh War Patrol.

- 1400 Entered Patrol Area.
- 1843 Surfaced. Set course to head for traffic route off TG. DATOE passing south of GREAT NATONA ISLAND.
- 2039 Radar contact on SERAJA ISLAND bearing 070°T., distance 22 miles.
- 2340 Passed within 12 miles of SOBBI KETCHIL and the light was not seen to be burning.

Noon Position: Lat. 1-53.6 N. Long. 108-12.5 E.

21 October 1944

Enroute Focal Point off TANJONG DATOE, BORNEO.

- 0614 Submerged about 25 miles from TG. DATOE.
- 1222 Sighted three columns of smoke to the left of TG. DATOE, bearing 163°T. (Ship Contact #2).
- 1245 True bearing has increased indicating they are heading for DATOE.
- 1320 After closing and observing with 17 feet of periscope only smoke is visible, and from all indications they are approaching the point from very close to the 10 fathom curve.
- 1405 Convoy is definitely rounding TG. DATOE and our best estimate indicates they will pass within 3 miles of the point.
- 1450 Convoy has passed DATOE and the smoke, which was all that was seen, is out of sight. Decided that this might be remnants of convoy attacked by Blue sub off IIRI yesterday, and that they were headed for SINGAPORE via API PASS at not over ten knots. At this rate, we could make the run around the SOUTH NATONA ISLANDS and cover their eight and ten knot circles prior to dawn.
- 1515 Surfaced and set course to intercept convoy west of ST. PETERS LIGHT, passing north of SOBBI KETCHIL.

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

U.S.S. GUARD (SS-254) - Report of Seventh War Patrol.

2340 SJ radar out of commission with loss of high voltage.

Noon Position: Lat. 2-14.2 N. Long. 109-46.6 E.

22 October 1944

Searching for Convoy west of ST. PETERUS LIGHT.

0420 SJ radar back in commission but an intermittent short still persists.

0437 Radar contact bearing 110° T. at 14,000 yards. (Ship Contact #3).

0438 Turned to close range as pip is very small and commenced tracking.

0523 Commenced attack from starboard bow with target tracking at 10 knots on a straight course of 265° T.

0543 At 2,700 yards target was identified as a trawler type escort too small for torpedoes, so decided to discontinue attack and continue search for convoy which he might be part of.

0606 Sighted masts and smoke of several ships 12 to 14 miles to northward. (Ship Contact #4).

0608 Submerged as it is getting light fast and we are only five miles from the trawler, who is probably an advance scout.

0634 Masts of at least 15 ships including escorts are visible and there are probably more on the far flank out of sight.

0700 As the range is still pretty great and as we now have only two torpedoes loaded aft, decided that our best chance for success would be to track submerged until we get all tubes loaded, and then make an end around.

U.S.S. GUNNARD (SS254) - Report of Seventh Air Patrol.

- 0734 Convoy is tracking at ten knots on base course 265°T., which follows the route recommended for SINGAPORE on H.O. Chart 5501. The closest observation obtained indicated 15 ships with at least two large tankers. Of the two escorts seen well enough to identify, one resembled a DE and the other a PC. The former had a bulge on his foremast and the other a cross tree affair, both indicating radar.
- 1141 Surfaced and commenced chasing having loaded all tubes aft.
- 1300 Sighted smoke and made radar contact on three ships of convoy bearing 310°T., distance 17,000 yards. Convoy is still tracking according to schedule, and we plan to be in position ahead by 1900 when they will be about 60 miles from the 20 fathom curve off SINGAPORE.
- 1845 Lost contact, having pulled ahead out of visual and radar range.
- 1915 Turned to close convoy to regain contact before possible nightly change of base course, which is quite probable as they have time to kill if they plan to arrive off SINGAPORE at dawn.
- 2007 Regained contact on proper bearing, but a reduction in speed is indicated.
- 2015 Flot now shows a speed of 9 knots.
- 2026 A.S.M. indicates radar interference at 98 mcs.
- 2046 With good position 45° on port bow and 12,000 yards from largest target, headed in for attack.
- 2054 Nearest escort at 7,000 yards fired a green flare, turned towards and fired three quick shots in our direction. This looks like a radar contact, although we may have been sighted.
- 2055 Reversed course, with much disappointment and went ahead flank to lose the escort.

- 2054 Three more shots, not close. We can't say much for his shooting but he certainly did his job of keeping us away and scattering the convoy. We have lost the element of surprise but we will attempt to open out to the eastward and come in again.
- 2110 Heading for convoy again with escort still chasing to southward, five miles away.
- 2143 Radar contact on convoy at 17,000 yards. This is a different group than the previous outfit indicating convoy has split into two parts. This one seems to be on base course 320°T. at 10 knots. Decided to work around and attack from starboard flank where the visibility is more in our favor.
- 2202 One escort at 4,900 yards started our way but apparently changed his mind, and we are continuing to pull ahead.
- 2259 Sighted much signalling between escorts with green blinker lights. Hope we are not the subject of conversation.
- 2307 The convoy has no apparent organization and is all spread out in separate groups. We are now 11,000 yards on the starboard bow of two medium AK's, the tail end group, who are tracking at 10 knots on course 340°T.
- 2320 Selected these AK's as targets, and headed in for attack planning to fire three at each.
- 2338 Both targets are overlapping now at a mean range of 2,600 yards with one escort on this side and a little ahead.
- 2339 With close to 90 starboard tracks and zero gyros, commenced firing six torpedoes forward using a divergent spread to cover the overlapping targets. During firing the targets were observed to open up fast, so an increased spread was added to the last two torpedoes.

U.S.S. GURNARD(53254) - Report of Seventh War Patrol.

- 0125 Escort, henceforth known as Joe, turned left about thirty degrees having apparently reached his assigned station, putting us 2,200 yards on his port quarter heading under his stern. Target is at 3,400 yards with another escort on his far bow.
- 0126 Passing astern of Joe at 1,800 yards making 14 knots and thinking that he must be really blind.
- 0128 With range to target of 2,300 yards, commenced firing four tubes forward with a good set up on 110° port track and zero gyro.
- 0129 Completed firing, put Joe astern at 1,400 yards and commenced a hasty retreat.
- 0130 Joe is awake now and blinking "Q" to which we have no answer. Two explosions at 1:45 and 2:00 after firing were reported from below, but nothing was heard or seen from the bridge, so it looks as though we missed again. There is too little evidence of any damage so none is claimed.
- 0131 Joe is apparently satisfied we are not friendly and has turned towards at 2,650 yards firing his gun. Fortunately, his aim is as bad as his vision.
- 0136 Heard several depth charges.
- 0137 Reload completed forward.
- 0142 Lost Joe at 7,200 yards, and secured from battle stations, deciding to call this a bad deal. Convoy is definitely alerted and scattered now, and it just doesn't seem to be our night.
- 0152 Heard last of seven explosions, all probably depth charges.
- 0213 Set course to return to patrol station off TG. DATOL, thoroughly disappointed, but we hope wiser for the experience.

U.S.S. GUARD (SS254) - Report of Seventh Day Patrol.

0620 Submerged to patrol along the routes to SINGAPORE and to give all hands a rest.

1918 Surfaced.

2200 Received instructions to patrol Southwest approaches to BRUNEI BAY, BORNEO.

2225 Completed conversion of #4 F.B.T. and set course for BRUNEI BAY.

Noon Position: Lat. 1-31.2 N. Long. 106-39.0 E.

24 October 1944

Enroute assigned station Southwest of BRUNEI BAY, BORNEO.

0005 SJ radar out of commission with burned out condenser in high voltage rectifier.

0159 SJ radar back in commission.

0209 Radar contact on MIDAI ISLAND bearing 350°T., distance 20 miles.

0609 Submerged for trim.

0656 Surfaced.

1041 Sighted smoke and tops of masts in high periscope bearing 156°T. (Ship Contact #5).

1042 Turned towards target, determined true bearing to be increasing, and commenced tracking.

1120 We are gradually working around ahead keeping mast in sight in periscope. Initial estimate indicates target on about 255°T. at about 15 knots. Radar does not have contact, and we are using estimated ranges.

1150 As we close this target the mast appears more and more like a tower suggesting a possible

U.S.S. GUMPER (SS254) - Report of Seventh War Patrol

battleship. Two officers who saw a battleship contacted by this vessel on her fifth patrol, agree that this target could quite possibly be one also. It is a little too early to expect the target recently attacked by a Blue sub to northward, if it is still afloat, but in view of recent reports, the presence of another is considered a likely possibility. So, deeming it better to be safe than sorry, decided to send a contact report.

- 1230 Completed transmission of contact report.
- 1559 Lost sight of target.
- 1637 Sighted target bearing 081°T., which puts us right on his track as his course has been checking on 260°T.
- 1827 Radar still has no contact, which makes this look very suspicious as the range should be close enough for contact by now. We are beginning to believe our target is not what we thought it to be.
- 1910 Turned towards target to close range and gain contact.
- 1920 Sighted target in high periscope. He still looks the same, but with radar getting land at 24,000 and not getting the target, it looks as though we have been badly fooled.
- 1924 Decided we were closing too much, so reversed course. Before the turn was completed, radar made contact at 10,000 yards and then we knew we had been taken in.
- 1927 Increased speed to flank to open range and avoid being sighted in bright moonlight. The A.F.R. now shows interference at 85 mcs., having been clear up to this point.

- 1933 The possible sighting is now a fact, as the target has fired three shots in our direction. Although we are in a hurry, we take time to blush for assuming a small ship at short range to be a large one at long range.
- 1938 He is firing continually now, but they are all short, and the range is beginning to open faster after blowing safety and negative. Our target is still unidentified, but his guns are definitely of small caliber and his speed is less than 18 knots.
- 1958 Saw the last of 25 shots from the target who is now 13,000 yards astern. We are gradually clearing to south and east as the moon disappears under the clouds.
- 2013 Heard one more shot, but did not see the flash!
- 2034 Commenced working around to northeast to return to assigned station, having lost all contact with target.

Noon Position: Lat. 3-29.5 N. Long. 109-19 E.

25 October 1944

Enroute assigned station Southwest of BRUNEI BAY, BORNEO.

- 0225 Completed transmission of message correcting yesterday's contact report, and giving results of attacks off SINGAPORE. Jap interception and jamming delayed transmission considerably.
- 0616 Submerged for trim.
- 0657 Surfaced.
- 2033 Commenced patrol north of TG. BARAM covering southwest approaches to BRUNEI BAY, between SOUTH LUCONIA SHOALS and TG. BARAM.

Noon Position: Lat. 4-23.3 N. Long. 110-35.1 E.

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol.

26 October 1944

Patrolling southwest approaches to BRUNEL BAY,
BORNEO.

0555 Submerged for daylight patrol.

1300 Land is plainly in sight at 55 feet, but nothing
can be distinguished to get a cut on. Our posi-
tion is not too certain.

1843 Surfaced, patrolling as before.

Noon Position: Lat. 4-45.0 N. Long. 113-48.0 E.

27 October 1944

Patrolling southwest approaches to BRUNEL BAY,
BORNEO.

0558 Submerged for daylight patrol.

1112 Sighted an unidentified aircraft bearing 138°T.,
distance about 15 miles headed south. (Aircraft
Contact "3").

1841 Surfaced, patrolling as before.

The weather has been heavily overcast the last
few days and we cannot distinguish any land well
enough to determine our position. Occasional
soundings have been taken to keep out of trouble.

Noon Position: Lat. 4-43.8 N. Long. 113-52.0 E.

28 October 1944

Patrolling southwest approaches to BRUNEL BAY,
BORNEO.

0548 Submerged for daylight patrol.

1838 Surfaced, patrolling as before.

Noon Position: Lat. 4-43.0 N. Long. 114-03.6 E.

29 October 1944

Patrolling southwest approaches to BRUNEL BAY,
BORNEO.

- 0310 Radar contact on two ships bearing 155°T., distance 25,000 yards. (Ship Contact #6).
- 0311 Turned to close targets, increased speed and commenced tracking.
- 0352 Four targets are visible on radar now and they seem to be on about 240°T. at eight knots, heading for TG. BARAM close to the 20 fathom curve. We are working around to get ahead.
- 0419 Interference on A.P.R. at 80 mcs., sweeping 50 times per minute.
- 0500 Targets have changed course to about 220°T.
- 0545 Radar has lost targets at 25,000 yards but smoke is visible in the high periscope, bearing 117°T.
- 0600 Masts of four large ships and two escorts are now in sight. The visibility is very poor and land cannot be seen. Our plot however, indicates the convoy to be passing close to TG. BARAM
- 0618 Secured #3 generator with a heavy ground.
- 0620 Lost sight of targets from bridge and in high periscope. The visibility is getting worse in that direction.
- 0630 Submerged. Decided to remain submerged and remedy the ground on #3 generator in view of the necessity of working in the control cubicle. The targets are believed to have headed for LIRI, but considering the possibility of their heading south via TG. SIRIK, we can afford to remain submerged long enough to complete the work, and still get ahead of them tonight.

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol,

- 1455 Surfaced. Number three generator is still out of commission, but the ground has been isolated to the negative cable between the generator and the cubicle.
- 1456 Commenced search along route from TG. BARAM to TG. SIRIK.
- 1555 Several sun lines, the first sights in several days, indicate our D.R. to have been considerably in error to the southwest. This indicates that the targets were further north when contacted, and that their subsequent track took them closer to shoal water with MIRI pretty definitely their destination.
- 2000 A good star fix confirmed our sun lines and on the basis of this we feel certain convoy stopped at MIRI. However, we will continue search along our present track, and then return closer to the coast in case they continued on to southward.
- 2115 Number three generator back in commission with the ground reduced to safe limits.
- 2200 Changed course to close coast having covered convoy's probable 8 knot positions along the outside track to SIRIK.
- 2400 Changed course to head back up the coast well inside the 20 fathom curve to search along the inside route.
- Noon Position: Lat. 4-30.0 N. Long. 113-32.0 E.

30 October 1944

Searching for Convoy along coast of BORNEO between TG. SIRIK and TG. BARAM.

- 0100 We feel certain that convoy stopped at MIRI, so changed course to head out from coast and return to patrol station northwest of TG. BARAM.
- 0706 Submerged for trim.

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol.

0803 Surfaced for daylight patrol.

Noon Position: Lat. 5-08 N. Long. 113-52.5 E.

31 October 1944

Patrolling southwest approaches to BRUNEI BAY,
BORNEO.

- 0240 SJ radar out of commission with recurrent intermittent short.
- 0350 SJ radar back in commission.
- 0605 Submerged for trim.
- 0658 Surfaced for daylight patrol.
- 1235 Struck a submerged log which hit the pit log rodmeter putting the pit log out of commission.
- 1340 Sighted smoke bearing 144^{OT}. towards the coast, and closed to investigate.
- 1400 True bearing has not changed which indicates smoke is probably on land. However, will close a little more to be sure.
- 1420 Aircraft contact on SD at 14 miles. (Aircraft Contact #4).
- 1423 Sighted masts of several ships bearing 045^{OT}. just to the left of TG. BARAN. (Ship Contact #7). At first they looked like isolated trees, but trees don't normally smoke. Commenced tracking from ahead.
- 1432 Masts of three vessels can now be distinguished in high periscope. Initial estimate indicates a course of about 220^{OT}. at 10 knots.
- 1435 Sight and SD contact at 14 miles on an unidentified aircraft flying very low and close to the coast. (Aircraft Contact #5).

U.S.S. GURNARD(38254) - Report of Seventh War Patrol.

- 1438 Plane disappeared from sight and radar and apparently landed near MIRI.
- 1500 Completed installation of new pit log rodmeter having forced the old one out as it could not be raised.
- 1509 Submerged on convoy's present track. We are in good position if they continue on and if they close the coast, we can keep contact with them and get them tonight.
- 1530 The convoy, which consists of two large Marus and two escorts, is now on 170°T, definitely closing the coast, and is close to if not inside the 20 fathom curve which rules out a submerged approach. We are continuing to close however, to keep contact.
- 1733 The true bearing is now drawing to the left and one escort can be seen heading in the opposite direction indicating the convoy is probably headed in for an anchorage.
- 1839 Surfaced and headed in towards coast to regain contact.
- 1857 A.P.R. indicates radar interference at 85 mcs.
- 1920 Made radar and sight contact on two large ships bearing 085°T. at 19,000 yards.
- 1928 Tracking definitely indicates these ships to be anchored inside the ten fathom curve.
- 1937 Sighted one DL type escort at 16,000 yards patrolling up and down about 4,000 yards to seaward of the larger ships.
- 1950 Escort is still in sight patrolling back and forth.
- 2000 With a full moon and the possible existence of a mined anchorage, decided that attempting an attack was not worth the risk.

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

U.S.S. GURDARD(SS254) - Report of Seventh War Patrol.

2002 Set course to return to assigned station southwest of BRUNEI BAY.

2358 Sent contact report with hope that sub to southward could attack convoy after they get through API PASS.

Noon Position: Lat. 4-47.5 N. Long. 113-40.0 E.

1 November 1944

Patrolling southwest approaches to BRUNEI BAY, BORNEO.

0230 SJ radar gave up the ghost with a few fireworks when our intermittent short returned again.

0612 Submerged. Decided to patrol submerged and give the radar experts an opportunity to spread out and repair damage.

1735 Surfaced.

The SJ radar is now in full commission, after practically a complete overhaul. Considerable credit is due Lieutenant (jg) B. W. STODDARD, E-V(RS), USNR and C. A. BROWN, RT2c., USNR, for their untiring effort and success in effecting repairs.

2100 Received orders to discontinue reconnaissance patrol of southwest approaches to BRUNEI BAY.

2200 Decided to continue to southwest and patrol west of MIRI, and then head down towards TG. DATOE.

Noon Position: Lat. 5-20.2 N. Long. 114-25.5 E.

2 November 1944

Patrolling west of MIRI, BORNEO.

0612 Sighted five ships dead ahead bearing 260°T., suddenly appearing out of a rain squall at a distance of 10 to 12 miles. (Ship Contact #8).

U.S.S. GURKARD (SS254) - Report of Seventh War Patrol

- 0613 Reversed course and increased speed to avoid being sighted, as superstructure of the rear and closest ship, identified as a large tanker, was clearly visible. The identity of the others and the composition of the convoy could not be determined as they disappeared in a rain squall.
- 0623 Commenced an end around to southward from astern of the convoy. Initial estimate indicates the convoy on about 250°T.
- 0632 During rare periods of clear visibility masts of one ship can be seen in high periscope. Plot indicates a base course of 250°T. at 8 knots.
- 0732 Radar contact bearing 272°T. at 27,000 yards.
- 0800 Convoy has changed base course to 295°T. Visibility continues to be bad with almost steady rain, and we are alternately opening and closing to keep radar contact when masts are not in sight.
- 1147 Convoy now bears 045°T. and is tracking on base course 305°T, still at 8 knots. Continued poor visibility, sometimes as low as 1,000 yards, is making tracking difficult and slowing up the end around.
- 1241 Aircraft contact on SD at 14 miles. (Aircraft Contact #6). The plane was sighted by O.C.D. shortly after initial contact and it was identified as a "Betty". He ducked behind a cloud at 10 miles and a few minutes later came out and headed for us.
- 1250 Submerged when range closed to 7 miles, and turned towards targets' track. Plane did not attack.
- 1320 Plane not in sight at periscope depth.
- 1348 Surfaced. The visibility has improved considerably and masts of three large ships and three escorts can now be seen.
- 1406 Aircraft contact on SD at 11 miles. (Aircraft Contact #7).

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

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol. -

- 1408 Submerged when range closed to 8 miles. Plane was not sighted.
- 1445 Plane not in sight at periscope depth.
- 1500 Surfaced with nothing in sight.
- 1619 Sighted smoke from convoy bearing 055°T. The visibility has now improved enough to keep masts in sight, and we are making good progress with the end around.
- 1814 Having arrived in position ahead of convoy, turned toward to close to radar range.
- 1847 Contacted convoy on radar bearing 142°T. at 17,500 yards. As it is not dark enough for a night attack, decided to track convoy until moonrise and make a submerged approach.
- 1907 A.P.R. indicates radar interference at 85 mcs.
- 1910 Convoy made a radical left zig to course 245°T. leaving us on the wing starting another end around.
- 2000 Convoy has zigged back to his original course of 310°T., apparently satisfied that the security of a nightly change of base course has been fulfilled in a one hour leg. This called for reversing our field once again to get back in the game.
- 2055 Convoy has changed base course again, this time to 350°T., which will keep us running a bit longer.
- 2200 Received instructions to be on lifeguard station east of ANANIAS ISLANDS at 0300 on 4 November.
- 2217 Convoy now bears 102°T. and is tracking on a straight course 350°T. at 8.2 knots. clearly

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

U.S.S. GUNLARD(SS254) - Report of Seventh War Patrol.

visible in the bright moonlight are three large engines aft tankers and three escorts. There is a good possibility that this is the same convoy we tracked into MIRI on the 29th.

2343 At last we are ahead, so turned towards convoy to close range.

2350 Sighted convoy bearing 172°T. and flooded down.

2352 Radar contact at 20,000 yards.

2358 Submerged to radar depth and went to battle stations.

Noon Position: Lat. 4-28.3 N. Long. 111-38.5 E.

3 November 1944

Making submerged approach on Convoy at radar depth.

0006 At 15,000 yards from leading tanker with a zero angle on the bow, submerged to periscope depth. The convoy is apparently in a staggered column with one escort leading, and one on each flank. We hope to be able to fire stern tubes at the leading tanker and the bow tubes at the other two.

0007 Sighted a green flare fired by one of the escorts.

0011 Convoy has changed course to the right and now have a thirty or forty portangle on the bow. This upset our plans and was a big disappointment after gaining such good position. It was entirely unexpected as convoy had been tracking steadily on course 350°T. for three hours. Commenced closing the track at standard speed to get in an attack on the last two tankers. We are sure of their speed, and we should get a fair estimate of their course. As ranges will probably not be very accurate, will attempt to fire straight shots on 90 tracks.

0041 An attempted ping range failed, so will use generated ranges. We will have to fire from a position ahead of the flank escort as he is about abeam of the second tanker.

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

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol.

- 0048 With a generated range of 3,500 yards, near 900 port tracks and small gyros, commenced firing six torpedoes forward, three at each of the last two tankers in the column, with the leading one closer.
- 0050 As we turned to bring stern tubes to bear, sound reported fast screws bearing 085° relative. Attempted to get a look, but we ducked on the turn. So, we went down and rigged for depth charge with no hits yet observed. At 3'-15" from the first shot one explosion was heard and two more were heard at 4'-10" and 4'-20".
- 0106 As no counter attack developed, and as no screws were audible, started up from 300 feet through a 10° layer.
- 0121 Broke through the layer at 230 feet after slow progress at 100 turns, and heard one very loud explosion which shook the boat considerably. Started down but stopped at 275 feet and headed up again. As no escort screws were audible and since the two sets of echo ranging from the bearing of the firing point were directed nowhere near us, considered that this explosion was probably the tanker's boilers blowing up.
- 0125 JP reported considerable disturbance, thought to be breaking up noises.
- 0152 At periscope depth all that can be seen at firing point is a heavy cloud of dense black smoke covering considerable area.
- 0200 Smoke is still very heavy and one escort can be seen nearby.
- 0212 Smoke is beginning to disappear now.
- 0227 Surfaced with nothing in sight.
- 0230 Commenced search for convoy. "
- 0257 As convoy is now at least twenty miles away, and as we have only 24 hours to make the 330 miles to our lifeguard station, decided to give up the chase.

U.S.S. GURNARD (SS254) - Report of Seventh War Patrol

- 0258 Set course for lifeguard station east of ANAMBAS ISLANDS.
- 1430 Received instructions postponing lifeguard assignment. Set course to head for traffic route between TG. SIRIK and TG. DITOE.
- 1752 Sighted SOLBI BISSAR ISLAND bearing 230°T., distance 20 miles.
- Noon Position: Lat. 4-13.5 N. Long. 109-18.0 E.

4 November 1944

Patrolling traffic route west of TG. SIRIK, BORNEO.

- 0130 Received instructions to be on station for lifeguard duty at 0800 tomorrow.
- 0200 Set course for assigned station east of ANAMBAS ISLANDS.
- 0620 Submerged for trim. Decided to remain down long enough to thoroughly check all main engines.
- 1005 Surfaced.
- Noon Position: Lat. 3-25.2 N. Long. 109-27.2 E.

5 November 1944

Enroute assigned Lifeguard Station east of ANAMBAS ISLANDS.

- 0629 Submerged for trim.
- 0644 Surfaced.
- 0745 Set watch on all lifeguard frequencies.
- 0800 Commenced patrolling on assigned station.
- 1747 Sighted tops of small patrol vessel bearing 219½°T., distance about 10 miles. (Ship Contact 9).

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

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol.

1840 Secured watch on lifeguard frequencies, having received no signals. Set course for station for special mission.

Noon Position: Lat. 2-51.6 N. Long. 106-55.6 E.

6 November 1944

Enroute station for Special Mission.

1915 Received instructions to be on station for lifeguard duty at 0800 tomorrow. Decided to continue plans to execute special mission, although it will delay arrival on lifeguard station about one hour.

2050 Commenced special mission.

2124 Completed special mission. This is covered by a separate report to ComTaskFor-71.

2129 Set course for lifeguard station.

Noon Position: Lat. 2-43.0 N. Long. 109-32.0 E.

7 November 1944

Enroute assigned lifeguard station east of ANANIAS ISLANDS.

0744 Submerged for trim.

0800 Surfaced and set watch on all lifeguard frequencies.

0943 Commenced patrolling on assigned station.

1300 Secured watch on lifeguard frequencies. Again, nothing was heard from planes.

1312 Set course to patrol trade routes passing north of North MATOKA Islands.

2340 Received instructions to be on station for lifeguard duty tomorrow afternoon.

2344 Reversed course to return to assigned lifeguard station.

Noon Position: Lat. 2-58.0 N. Long. 106-55.0 E.

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol. -

- 2147 Closed target to 11,300 yards and located one escort between us and target patrolling on target's port side. We are right on target's track so decided to open out and come in from the starboard bow where we should have a clear field.
- 2151 Went to battle stations.
- 2210 Target has made an unexpected zig which indicates a possible change of base course. We are in good position, but will continue tracking a little longer to check this zig.
- 2225 Target is now checking on base course 220⁰T. at same speed and with same zig plan.
- 2236 We are now in good position on target's starboard bow. As we have no torpedoes forward, and it is too dark for a submerged approach, we will have to head in, swing and fire, and take a chance on being sighted on the turn. It would be handy if we could back in.
- 2238 Radar has located another escort on the target's starboard side which means we no longer have the clear field we expected.
- 2242 Both escorts seem to be patrolling back and forth from bow to quarter on each side of target.
- 2246 With good position on the starboard bow, and good information, headed in for attack planning to pass astern of the escort, turn and fire on about an 80 track with 160 gyros when the target is on his far right leg.
- 2247 Loaded number nine tube to give us a four torpedo salvo. This tube could not be kept loaded due to slow flooding past the outer door, probably from an unseated gasket.
- 2251 The escort is being very accomodating by pulling ahead so we can pass under his stern. At 9,000 yards the target can be clearly identified as a very large tanker.

U.S.S. GURMARD(SS254) - Report of Seventh War Patrol

- 2300 The escort looks like a large PC, perhaps one of the new sea defense vessels.
- 2302 At 3,700 yards the target is zigging right according to schedule.
- 2303 The escort has reversed course at 2,500 yards acting as though he were suspicious of our presence, but do not believe we have been sighted.
- 2305 Turned to bring stern tubes to bear before next zig and before we are detected.
- 2306 Commenced firing aft at 3,000 yards on 115 starboard track with about 25 right gyros.
- 2307 The escort, now at 2100 yards, turned on his searchlight and trained it in our direction for a short period, shortly thereafter the target was seen to turn away.
- 2310 Nothing has been heard from the torpedoes and the target is still on his way, so it looks as though we missed again. The escort is still playing with his searchlight, but doing nothing else.
- 2313 Secured from battle stations very disappointed, and changed course to clear the area and head for home with one torpedo left aft.

Noon Position: Lat. 2-55.0 N. Long. 106-50.0 E.

9 November 1944

Enroute KARIMATA STRAIT.

- 0030 Attempted to transmit contact report on area frequency and also send message to CTF-71 but found transmitter out of commission.
- 0330 Transmitter in commission. The trouble was found to be a broken connection on a condenser in the antenna coupling circuit.

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

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol.

- 0437 Completed transmission of both messages.
- 0628 Submerged for trim.
- 0654 Surfaced.
- 0730 Departed patrol area. Set course for KARIMATA STRAIT, passing east of TAMBELAN ISLANDS and west of PANGKI ISLAND.
- 0813 Aircraft contact on SD at 16 miles. (Aircraft Contact #8).
- 0816 Submerged as range closed to 10 miles. Plane was not sighted.
- 0920 Plane not in sight at periscope depth.
- 0926 Surfaced.
- 0940 Sight and SD contact at 13 miles on a twin engine transport plane heading west. (Aircraft Contact #9).
- 0954 Lost sight of aircraft.
- 2130 Completed conversion of #3 & #5 P.B.T.'s.
- Noon Position: Lat. 1-27.0 N. Long. 107-43.0 E.

10 November 1944

Enroute KARIMATA STRAIT.

- 0630 Sighted KARIMATA ISLAND.
- 0700 Submerged 4.5 miles from entrance to Strait to remain undetected.
- 1259 Sighted SEROTOE ISLAND.
- 1850 Surfaced.
- 2000 Commenced transit of KARIMATA STRAIT.
- 2010 Sighted a steady white light of low intensity in the approximate location of SEROTOE ISLAND LIGHT.
- Noon Position: Lat. 1-22.5 S. Long. 108-05 E.

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

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol. -

- 1245 Plane not in sight at periscope depth.
- 1300 Surfaced.
- 1403 Aircraft contact on SD at 14 miles. (Aircraft Contact #11).
- 1406 Submerged when range closed to $7\frac{1}{2}$ miles.
- 1450 Plane not in sight at periscope depth.
- 1506 Surfaced.
- 1509 Aircraft contact on SD at $10\frac{1}{2}$ miles. (Aircraft Contact #12).
- 1510 Submerged when range closed to 7 miles.
- 1512 $\frac{1}{2}$ Received one heavy bomb overhead and aft as we hit 150 feet. It was close enough to shake the boat considerably and disturb a few pieces of cork and loose gear. Apparently our friend is not only persistent, but pretty good. Decided to stay down and give him this inning.
- 1828 Surfaced.
- Noon Position: Lat. 5-57.3 S. Long. 116-43.3 E.

13 November 1944

Enroute LOMBOK STRAIT.

- 0120 Radar and sight contact on a sailboat which was avoided. This was probably one of the same spies previously reported at northern entrance of Strait.
- 0140 Radar contact on patrol vessel which we ran around. (Ship Contact #12).
- 0147 Commenced transit of LOMBOK STRAIT at four engine speed.
- 0222 Radar contact on another patrol vessel also avoided. (Ship Contact #13).

U.S.S. GUMMARD (SS254) - Report of Seventh War Patrol

0313 A.F.R. indicates radar interference at 200 mcs. This was the only interference noted during passage and it was not observed until we were about abeam of FUSA. ELSAR indicating that island as its possible source.

0315 Completed transit of Strait and set course for FREMANTLE.

Noon Position: Lat. 11-14.4 S. Long. 115-23.2 E.

14 November 1944

Enroute FREMANTLE, W.A.

0854 Submerged for trim.

0924 Surfaced.

Noon Position: Lat. 16-17.5 S. Long. 114-15.0 E.

15 November 1944

Enroute FREMANTLE, W. A.

0740 Sighted and exchanged recognition with a north-bound friendly submarine.

1052 Sent message reporting E.T.A.

Noon Position: Lat. 22-01.9 S. Long. 112-23.0 E.

16 November 1944

Enroute FREMANTLE, W. A.

2125 Commenced six hour battery discharge.

Noon Position: Lat. 28-21 S. Long. 112-12.1 E.

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

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol.

17 November 1944

Enroute FREMONTLE, W. I.

0355 Completed battery discharge.

1000 Arrived FREMONTLE, W. I.,

U.S.S. GURNARD (SS254) - Report of Seventh War Patrol. - - - -

(F) SHIP CONTACTS. P - Periscope SD- Day Surface Sighting
R - Radar SN - Night surface sighting.

No.	Time	Lat. & Long.	Type	Range	Initial	Course	How Contacted	Remarks
1	:1346:	7-04S:						
1	:160Oct:	116-27E:	Trawler:	16,000	Various		SD-P	avoided.
2	:1222:	2-14N:						Sighted smoke
2	:210Oct:	109-48E:	Unknown:	30,000	Unknown:		P	only.
3	:0437:	1-33N:	Trawler:		265			Probably escort
3	:220Oct:	107-48E:	Patrol	14,000	10 kts:		R	for Convoy #4
4	:0606:	1-33N:	Convoy		265			Probably same as
4	:220Oct:	102-45E:	15 Ships:	26,000	10 kts:		SD	Contact #2.
5	:1041:	3-31N:			255			Thought to be
5	:240Oct:	109-15E:	Unknown	30,000	16 kts:		SD-P	BB at first.
6	:0310:	4-55N:	4 Marus:		240			Entered MIRI,
6	:290Oct:	113-38E:	2 Es'ts:	25,000	8 kts:		R	BORNEO.
7	:1423:	4-37N:	2 Es'ts:		220			anchored off
7	:310Oct:	113-45E:	2 Es'ts:	30,000	10 kts:		SD-P	BORNEO Coast.
8	:0612:	4-16N:	3 Es'ts:		250			
8	:2 Nov:	112-26E:	3 Es'ts:	22,000	8 kts:		SD	Attack #3
9	:1747:	2-54N:			075			
9	:5 Nov:	106-54E:	PC	20,000	10 kts:		SD-P	avoided
10	:1935:	2-52N:	Lg. Es't		235			
10	:8 Nov:	106-55E:	2 Es'ts:	18,600	13 kts:		R	Attack #4
11	:1613:	4-43S:	2 Traw.		090			
11	:11Nov:	112-31E:	Patrols:	24,000	10 kts:		SD-P	avoided
12	:0140:	8-15S:	Small					
12	:13Nov:	115-52E:	Patrol	6,200	Various:		R	avoided
13	:0222:	8-30S:	Small					
13	:13Nov:	115-50E:	Patrol	6,800	Various:		R	avoided

U.S.S. GURNARD (SS254) - Report of Seventh War Patrol.

No.	Time & Date	Lat & Long	Type	Range	Speed	Course	How Contacted	Remarks
1	0700	7-20S	Unknown	7 miles	West		SD	Probably transport.
2	0842	1-45S	Unknown	9 miles	Unk'n		R	Not sighted.
3	1112	4-43N	Unknown	15 miles	South		P	Probably transport.
4	1420	4-31N	Unknown	14 miles	Unk'n		R	Probably same as No. 5
5	1435	4-32N	Unknown	14 miles	South		SD & R	Landed near HERRI, BORNEO.
6	1241	4-34N	BETTY	15 miles	Various		SD & R	air cover for convoy.
7	1406	4-35N	Unknown	11 miles	Unk'n		R	Probably same as No. 6.
8	0813	1-52S	Unknown	16 miles	Unk'n		R	Probably transport.
9	0940	1-43S	Transp't	13 miles	West		R & SD	Probably TESS
10	1200	5-57S	Unknown	12 miles	Unk'n		R	Probably on patrol.
11	1403	6-18S	Unknown	14 miles	Unk'n		R	Probably same as No. 10
12	1509	6-20S	Unknown	10 1/2 Mi.	Unk'n		R	Probably same as No. 10. Dropped one bomb.

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

U.S.S. GURNARD (SS254) - Report of Seventh War Patrol. - -
H. ATTACK DATA.

U.S.S. GURNARD TORPEDO ATTACK NO. 1 PATROL NO. 7

Time 2339(H) Date 22 Oct. 1944 Lat. 1-25 N. Long. 105-38 E.

Target Data - Damage Inflicted

Description: Two medium AK's in large convoy of at least 15 ships including escorts, with one escort ahead. Initial contact made on surface at dawn. Visibility clear with hazy horizon.

Ship(s) Sunk: None.

Ship(s) Damaged or
Probably Sunk: None.

Damage Determined by: - - -

Target Draft 22' Course 340° Speed 10 kts Range 2500 yds.
(at firing)

OWN SHIP DATA

Speed 15 kts. Course 245° Depth Surface Angle 0
(at firing)

Fire Control and Torpedo Data

Type Attack: Night surface attack with bow tubes, using TBT bearings, radar ranges, Plot and TDC. Firing was commenced when targets were overlapping with torpedoes spread to cover both. Before firing was completed the ships opened up and an increased spread was added to the last torpedo. A zig away at this time caused all torpedoes to miss.

This attack was the second attempt at this convoy, the first having failed when detected by an escort. The convoy had been tracked all day and original course and speed were accurately known. This attack was made after re-contact on the scattering convoy.

U.S.S. GURNARD(53276) - Report of Seventh War Patrol

(H) ATTACK DATA.

Attack No. 1

	#1	#5	#6	#2	#3	#4
Tubes Fired	#1	#5	#6	#2	#3	#4
Track Angle	91S	92S	92S	86S	93S	92S
Gyro Angle	007°30	005°20	006°30	001°30	006°50	012°00
Depth Set	6'	6'	6'	6'	6'	6'
Power	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH
Hit or Miss	MISS	MISS	MISS	MISS	MISS	MISS
Erratic	NO	NO	NO	NO	NO	NO
Mark Torpedo	23	23	23	23	23	23
Serial No.	50316	50143	50326	50358	50115	41600
Mark Exploder	6-5-	6-5	6-5	6-5	6-5	6-5
Serial No.	26324	16953	25099	26357	26347	26329
Actuation Set	CONTACT	CONTACT	CONTACT	CONTACT	CONTACT	CONTACT
Actuation Actual	----	----	----	----	----	----
Mark Warhead	16-1	16-1	16-1	16-1	16-1	16-1
Serial No.	17448	17963	17986	12663	17155	17443
Explosive	TORPEX	TORPEX	TORPEX	TORPEX	TORPEX	TORPEX
Firing Interval	0	10s	10s	9s	11s	9s
Type Spread	- - - - -	- - - - -	- - - - -	DIVERGENT	- - - - -	- - - - -
Sea Conditions	- - - - -	- - - - -	- - - - -	CALM	- - - - -	- - - - -
Overhaul Activity	- - - - -	- - - - -	- - - - -	USS GRIFFIN	- - - - -	- - - - -

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

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol. _ _ _ _

H. ATTACK DATA.

U.S.S. GURNARD TORPEDO ATTACK NO. 2 PATROL NO. 7

Time 0128(H) Date 23 Oct. 1944 Lat. 1-42.5 N. Long. 105-11 E.

Target Data - Damage Inflicted

Description: Medium AK of same convoy as attack #1 with escort on each bow. Visibility clear with overcast sky.

Ship(s) Sunk: None.

Ship(s) Damaged or
Probably Sunk: None.

Damage Determined by: Two explosions were heard below decks at 1:45 and 2:00 minutes after firing, but nothing was seen or heard on the bridge. Evidence of damage is too meagre and none is claimed.

Target Draft 22' Course 274° Speed 12.6 kts. Range 2900 yds.
(at firing)

ONR SHIP DATA

Speed 12 kts. Course 345° Depth Surface Angle 0°
(at firing)

Fire Control and Torpedo Data

Type Attack: Night surface attack with bow tubes using TBT bearings, radar ranges, plot and TDC. This was the second attack on the convoy of attack No. 1, and was made after following an escort, who stayed behind on the first attack, back to the convoy. The TDC had been tracking this escort, and on shifting to the target the operator failed to reduce the speed. This probably caused torpedoes to miss, although the spread used, other data being correct, would have covered the speed error.

(H) ATTACK DATA.

Attack #2

	#3	#4	#5	#6
Tubes Fired				
Track Angle	110P	114P	108P	110P
Gyro Angle	000°30	002°30	000°20	003°20
Depth Set	6'	6'	6'	6'
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.	50312	50324	50291	50127
Mark Exploder	6-5	6-5	6-5	6-5
Serial No.	26348	26332	8554	26301
Actuation Set	CONTACT	CONTACT	CONTACT	CONTACT
Actuation Actual	----	---+	----	----
Mark Warhead	16-1	16-1	16-1	16-1
Serial No.	12955	11121	16433	17959
Explosive	TORPEX	TORPEX	TORPEX	TORPEX
Firing Interval	0	10s	10s	15s
Type Spread	-----	DIVERGENT		-----
Sea Conditions	-----	CALM		-----
Overhaul Activity	-----	USS GRIFFIN		-----

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

U.S.S. GURNARD (SS254) - Report of Seventh War Patrol. - - -

H. ATTACK DATA.

U.S.S. GURNARD TORPEDO ATTACK NO. 3 PATROL NO. 7

Time 0048(H) Date 3 Nov. 1944 Lat. 5-48 N. Long. 111-05 E.

Target Data - Damage Inflicted

Description: Two large loaded tankers in convoy of three with three escorts. Initially contacted on surface morning of previous day. Visibility clear with high moon.

Ship(s) Sunk: One large A.O. (EU)

Ship(s) Damaged or

Probably Sunk: One large A.O. (EU)

Damage Determined by: Three hits were heard, breaking up noises were heard, and a heavy pall of dense black smoke was visible at scene of action persisting for over an hour after the attack. Analysis indicated two hits in one ship and one in the other.

Target Draft 28' Course 008° Speed 8.2 kts. Range 3500 yds (Used)
(at firing)

OWN SHIP DATA

Speed 3 kts. Course 090°-30' Depth 65' Angle 1° Down
(at firing)

Fire Control and Torpedo Data.

Type Attack: Night submerged periscope attack using periscope bearings and TDC ranges generated from radar ranges taken before submerging to periscope depth. Three torpedoes were fired at each of two tankers in staggered column with small gyro angles and near 90 Port tracks. Long firing ranges resulted from an unexpected change of course after convoy had tracked on a steady course for three hours. Actual ranges were longer than estimated, but gyro angles were not affected. Target speed was accurately known after tracking for many hours.

Three explosions were heard at 3'-15", 4'-10" and 4'-20" after firing the first torpedo. Analysis of explosions indicates probable hits from the second torpedo in the first target at a torpedo run of about 4850 yards, and from the fourth and fifth torpedoes on the second target at runs of 5665 and 5790 yards.

U.S.S. GRIFLIN (SS254) - Report of Seventh War Patrol

(H) ATTACK DATA.

	<u>Attack No. 3</u>					
	#1	#2	#3	#4	#5	#6
Tubes Fired						
Track Angle	90P	91P	92P	84P	84P	85P
Gyro Angle	007°	004°	008°	014°	011°30	015°10
Depth Set	6'	10'	6'	10'	6'	10'
Power	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH
Hit or Miss	MISS	HIT	MISS	HIT	HIT	MISS
Erratic	NO	NO	NO	NO	NO	NO
Mark Torpedo	23	23	23	23	23	23
Serial No.	50216	50434	50266	50101	50432	50240
Mark Exploder	6-5	6-5	6-5	6-5	6-5	6-5
Serial No.	26370	26225	26425	26442	24968	26328
Actuation Set	CONTACT	CONTACT	CONTACT	CONTACT	CONTACT	CONTACT
Actuation Actual	----	CONTACT	----	CONTACT	CONTACT	----
Mark Warhead	16-1	16-1	16-1	16-1	16-1	16-1
Serial No.	12678	17498	12633	17824	17984	18011
Explosive	TORPEX	TORPEX	TORPEX	TORPEX	TORPEX	TORPEX
Firing Interval	0	9s	8s	16s	7s	8s
Type Spread	----- DIVERGENT -----					
Sea Conditions	----- CALM -----					
Overhaul Activity	----- USS GRIFFIN -----					

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

U.S.S. GURMARD (SS254) - Report of Seventh War Patrol.

H. ATTACK DATA.

U.S.S. GURMARD TORPEDO ATTACK NO. 4 PATROL NO. 7

Time 2306(H) Date 8 Nov. 1944 Lat. 2-42 N. Long. 106-25 E.

Target Data - Damage Inflicted

Description: Large loaded tanker, not in convoy, with two escorts. Initially contacted by radar. Visibility clear with hazy horizon.

Ship(s) Sunk: None.

Ship(s) Damaged or
Probably Sunk: None.

Damage Determined by: - - -

Target Draft 28' Course 237° Speed 12.9 kts. Range 3000 yds
(at firing)

OWN SHIP DATA

Speed 15 kts Course 317°-327° Depth Surface Angle 0°
(at firing)

Fire Control and Torpedo Data

Type attack: Night surface attack with only stern tubes available, using TBT bearings, radar ranges, plot and TDC. Target had been tracked for three hours and zig plan and speed were accurately determined. Prior to firing it was indicated that target had not reached his far right leg as was expected, so an estimated angle on the bow was used. Firing was commenced earlier than planned due to suspicious actions of an escort. He turned on his searchlight just after firing and target turned away, avoiding all torpedoes.

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol.(H) ATTACK DATA.Attack No. 4

Tubes Fired	#7	#8	#9	#10
Track Angle	115S	115S	115S	112S
Gyro Angle	215°30	206°	204°30	203°
Depth Set	6'	6'	6'	6'
Power	----	----	----	----
Hit or Miss	MISS	MISS	MISS	MISS
Erratic	NO	NO	NO	NO
Mark Torpedo	18-1	18-1	18-1	18-1
Serial No.	55322	54948	56420	55291
Mark Exploder	8-5	8-5	8-5	8-5
Serial No.	9207	9229	----	9270
Actuation Set	CONTACT	CONTACT	CONTACT	CONTACT
Actuation Actual	----	----	----	----
Mark Warhead	18-2	18-2	18-2	18-2
Serial No.	1568	1533	----	1606
Explosive	TORPEX	TORPEX	TORPEX	TORPEX
Miring Interval	0	14s	8s	11s
Type Spread	- - - - -	- DIVERGENT -	- - - - -	- - - - -
Sea Conditions	- - - - -	- CALM -	- - - - -	- - - - -
Overhaul Activity	- - - - -	- USS GRIFFIN -	- - - - -	- - - - -

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

U.S.S. GURNARD (SS254) - Report of Seventh War Patrol.

(I) MINES.

No mining activity was observed. The existence of mined anchorages along the west coast of BORNEO is considered a very likely possibility after observing a convoy anchoring in open water inside the 10 fathom curve.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS.

All convoys encountered were accompanied by radar equipped escorts.

On being detected during the night attack on 22 October, an escort fired a green flare and the convoy turned away to starboard.

The use of random gunfire in the general direction of the submarine was observed on two occasions during the night of 22 - 23 October.

(K) MAJOR DEFECTS AND DAMAGE.

HULL

There were no major defects in this department.

ENGINEERING AND ELECTRICAL.

(1) On 12 November, when investigating a loud knock in #1 unit the two inboard head holding down bolts were found sheared off at the frame. New bolts, liner to water inlet seal rings and gaskets were replaced.

(2) NUMBER 3 MAIN ENGINE.

On 28 October, a 40,000 ohm ground was discovered in the negative cable between the generator and control cubicle. After washing with fresh water and alcohol, drying and insulating, and three days operation, a reading of 4 meg ohms was obtained.

(3) NUMBER 4 MAIN ENGINE

On 1 November, a fresh water leak was discovered around the liner of #15 unit. The unit was pulled and liner to water inlet seal rings and gaskets were replaced. The upper and lower connecting rod bearings showed signs of wear and were also renewed.

U.S.S. YARROLD (SS254) Report of Seventh War Patrol

On 11 November the temperature of #14 unit was found to be 150° low. Investigation found the injector strainer to be carried away. A new injector was installed.

(4) AUXILIARY ENGINE.

On 17 October, on investigating a loud knock in #8 unit, one exhaust valve was found with the head sheared off, the other three valves deformed, and the piston had a hole through the top. A new unit with the exception of the liner was installed.

On 19 October the flexible coupling sheared, putting the engine out of commission for remainder of the patrol.

(5) PITOMETER LOG.

On 31 October, a submerged log hit the rodmeter putting the pit log out of commission. A new rodmeter was installed as the old one could not be raised.

(6) TORPEDOES.(a) MARK 23.

On October 20th, torpedo #50216 developed an air leak in the lead from the air flask to the reducing valve which was caused by failure of the soft solder around the threaded joint. Considerable difficulty was encountered in effecting repairs due to lack of testing equipment, but after removing the after body six times and resoldering, the leak was eliminated.

(b) MARK 18-1.

No difficulty whatsoever was experienced with these torpedoes.

(c) TUBES.

During the first firing of tube #9 on 6 November, the outer door gasket was displaced, causing slow flooding of the tube which was sufficient to prevent keeping this tube loaded. On 8 November, during a surface attack, the tube was loaded ten minutes before firing with no difficulty.

(L) RADIO

(1) RECEPTION.

Reception of schedules was very good with 9250 kcs being the best frequency north of the barrier. No deliberate jamming was observed. The 1800Z schedule from NKM was guarded daily, as was the area frequency of 2880 kcs. While guarding lifeguard frequencies, 500, 4475 and 5640 kcs, enemy transmissions were heard, but no jamming was indicated. Carrier waves only were heard on 4475 kcs.

(2) TRANSMISSION.

On 25 October, when attempting to transmit our serial T70 on 8470 kcs, a strong station broke in asking for a repeat of several groups and completely blanked out VIKØ. The message was finally cleared on 8290 kcs after a total of three transmissions.

On 3 November, when attempting to send a message, no answer to our call up on 12,705, 8470 and 8290 kcs. was received from VIKØ. The message was then transmitted blind on 8290 kcs with no receipt. Later, receiving no answer to a call up on 12,705, the message was again transmitted blind. This was received for by a strong station whose authenticator did not check. No further attempts were made to transmit the message.

All other transmissions were cleared with no difficulty.

(3) MATERIEL.

On 9 November, while tuning, a broken lead on the second intermediate amplifier coupling condenser of the TBL-6 was discovered. This delayed transmission for four hours.

(4) MESSAGE SUMMARY.

First serial received	- 33	090933	October
Last serial received	- 72	161812	November
Serials missed	2.62	31	October
First serial transmitted	- 1	240430	October
Last serial transmitted	- 5	150130	November

(M) RADAR.

(1) SD

This equipment gave excellent performance for 330 hours with no materiel failures. North of the barrier it was keyed irregularly for five out of every thirty seconds, and there were no occasions when planes came dangerously close before being contacted.

Interference from ship's auxiliaries and from rain on the antenna continued to be a nuisance.

(2) SJa

Performance of this equipment was good, with a maximum ship contact of 27,000 yards on a large tanker. Operating time was 580 hours, with 10 hours lost due to casualties. The recurrent intermittent short in the transmitter receiver was very annoying and difficult to isolate, and was undoubtedly the cause of some of the failures in the high voltage rectifier.

The following major failures occurred:

(1) On 21 October high voltage was lost on the transmitter. A loose connection on terminal #4 of the control unit was tightened and operation was normal. Later fuses #9 and 10 burned out. The resistor across L2 in the H.V. rectifier was found burned out and C2 was shorted. The latter had caused a direct short across the rectifier. Replacement of these parts produced normal operation.

(2) On 22 October, the transmitter developed an intermittent short, which was indicated by a voltage drop from 1200 to 900 volts and a drop in plate current from 160 to 40 m.a. This short reappeared for short intervals on several occasions, but was not permanent enough to be located until 1 November.

(3) On 24 October C2 again burned out in the H.V. rectifier. C35 from range indicator was used as replacement as no other spares were available.

(4) On 28 October the sweeps on the P.P.I. unit shortened and started about halfway out from the center, indicating incorro bias. Replaced the 991 tubes and operation was normal.

(5) On 1 November, the intermittent short reappeared and R40 burned out charring surrounding cables. All resistances and voltage checked at normal values. Finally found a loose cable clamp so close to R55 that the thermal expansion plus any slight jolt would cause it to partially short out this resistor. On removing this, the trouble was remedied.

(6) On 5 November the P.P.I. sweep was again faulty. Bleeder resistor R44 was found to be open, and when replaced operation was normal.

Interference from ship's auxiliaries and from rain on the antenna continued to be a nuisance.

(2) SJa

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The following major failures occurred:

- (1) On 21 October high voltage was lost on the transmitter. A loose connection on terminal #4 of the control unit was tightened and operation was normal. Later fuses #9 and 10 burned out. The resistor across L2 in the H.V. rectifier was found burned out and C2 was shorted. The latter had caused a direct short across the rectifier. Replacement of these parts produced normal operation.
- (2) On 22 October, the transmitter developed an intermittent short, which was indicated by a voltage drop from 1200 to 900 volts and a drop in plate current from 160 to 40 m.a. This short reappeared for short intervals on several occasions, but was not permanent enough to be located until 1 November.
- (3) On 24 October C2 again burned out in the H.V. rectifier. C35 from range indicator was used as replacement as no other spares were available.
- (4) On 28 October the sweeps on the P.P.I. unit shortened and started about halfway out from the center, indicating incorrect bias. Replaced the 991 tubes and operation was normal.
- (5) On 1 November, the intermittent short reappeared and R40 burned out charring surrounding cables. All resistances and voltage checked at normal values. Finally found a loose cable clamp so close to R55 that the thermal expansion plus any slight jolt would cause it to partially short out this resistor. On removing this, the trouble was remedied.
- (6) On 5 November the P.P.I. sweep was again faulty. Bleeder resistor R44 was found to be open, and when replaced operation was normal.

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

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol.

(7) On 5 November the range step started jumping and could not be properly adjusted. It was impossible to crank it out to full scale. The fingers in potentiometer R567 were found to be loose and the resistance did not vary correctly. On tightening and adjusting operation was normal.

(3) I.F.F.(a) BK

The BK was used only south of the barrier. on 12 and 13 October information was received that the set was indicating "Emergency". Investigation found the emergency switch to be wired backwards.

(b) BN

Operation of this equipment was normal.

(4) A.F.R.

The usefulness of the AFR was greatly increased by the installation of a low frequency tuner and the pulse analyzer unit. The equipment was used whenever presence of enemy radar was suspected. A summary of contacts is included in section "U".

(N) SOUND GEAR AND SOUND CONDITIONS.

All sound gear operated normally with no casualties. Sound conditions in general were very poor.

(O) DENSITY LAYERS.

<u>TIME & DATE</u>	<u>POSITION</u>	<u>DEPTH</u>	<u>TEMP</u>
0550(H) 16 Oct.	7-25 S. 116-16 E.	23' 180' 300'	83° 82° 76°
0548(H) 28 Oct.	4-50 N. 113-50 E.	23' 180' 220'	85° 83° 81°
0706(H) 30 Oct.	4-49 N. 113-04 E.	23' 180' 240'	85° 83° 81°
0605(H) 31 Oct.	5-26 N. 114-20 E.	23' 180' 240'	84° 82° 78°
0612(H) 1 Nov.	5-06 N. 114-08 E.	23' 140' 200'	84° 83° 81°
2358(H) 2 Nov.	5-53 N. 111-02 E.	23' 200' 300'	84° 82° 74°

(F) HEALTH, FOOD AND HABITABILITY.

Health in general was excellent, with only a few minor complaints, none of which required admission to the sick list.

Food was plentiful and well served. The variety and quality of the pastry was excellent, for which A. D. WITHERINGTON, Bkr2c., USNR deserves much credit.

Habitability was very good.

(G) PERSONNEL.

- (a) Number of men on board during patrol. 73
- (b) Number of men qualified at start of patrol. 51
- (c) Number of men qualified at end of patrol. 60
- (d) Number of unqualified men making their first patrol. 11
- (e) Number of men advanced in rating during patrol.

Daily qualification school was held, but due to shortness of the patrol only a few men completed the prescribed course.

The performance of duty of all hands was of the highest order and left nothing to be desired.

It is desired to particularly commend the Executive Officer, Lieutenant Commander George S. SIMMONS, III, U.S.N. for his excellent performance of duty, and to recommend him for his own command for which he is considered well qualified.

(R) MILES STEAMED - FUEL USED.

Base to Area	1,847 miles	22,835 gals.
In Area	7,215 miles	81,215 gals.
Area to Base	1,571 miles	21,238 gals.

Based at FREMANTLE, WESTERN AUSTRALIA.

(S) DURATION.

Days enroute to area	- - - - -	7
Days in area	- - - - -	28
Days enroute to base	- - - - -	5
Days submerged	- - - - -	11

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

U.S.S. GURNARD(SS254) - Report of Seventh War Patrol.

(T) FACTORS OF ENDURANCE REMAINING.

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provisions</u>	<u>Personnel Factor</u>
1	5,000	40	21

Limiting factor this patrol - Torpedoes.

(U) RADIO AND RADAR COUNTERMEASURES.INTERCEPTION OF ENEMY RADAR TRANSMISSIONS

(1) The following is a summary of all information obtained on interception of enemy radar transmissions by the A.P.R.-1 equipment. Pulse width and P.R.F. were obtained by an A.P.R.-6 pulse analyzer.

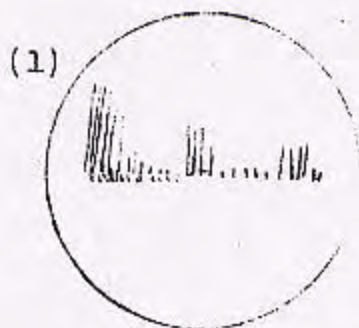
DATE	POSITION	BASED	FREQ.	PRF	PULSE WIDTH	SKETCH NO.	(See next page)
15 Oct.	9-25 S. 115-40 E.	Land	204	400		1	
16 Oct.	8-37 S. 115-46 E.	Land	177	400	1.4	2	
22 Oct.	1-22 N. 105-41 E.	Ship	98	---	---	3	
24 Oct.	2-45 N. 107-43 E.	Ship	85	---	---	3	
29 Oct.	4-46 N. 113-52 E.	Ship	80	---	---	3	
31 Oct.	4-35 N. 113-21 E.	Ship	85	---	---	3	
2 Nov.	5-07 N. 110-15 E.	Ship	85	---	---	3	
6 Nov.	2-07 N. 109-41 E.	Land	85	---	---	3	
8 Nov.	2-58 N. 106-53 E.	Ship	100	---	---		
13 Nov.	6-30 S. 115-45 E.	Land	205	400	---	1	

(V) REMARKS.

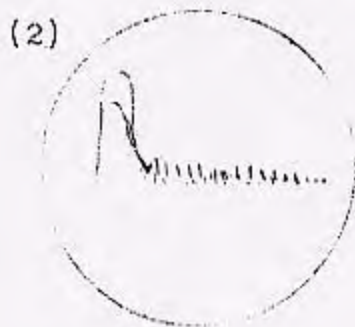
An apparent new route from MIRI, BORNEO, to the North was indicated by a convoy contacted on 2 November. They were tracked through the following points: (a) 4-07 N., 112-20 E. (b) 4-27 N., 111-36 E. (c) 5-13 N., 111-04 E., and were heading north when last seen.

APPENDIX TO (U) RADIO AND RADAR CAPTURES

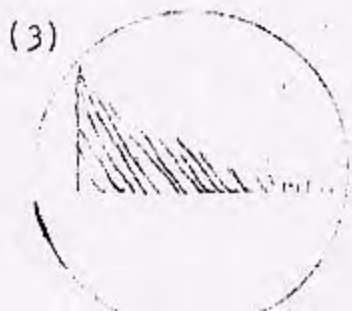
SKETCHES



This radar appeared to be sweeping but at a very irregular interval, from 3 times to less than once per minute.



This radar was at first sweeping about 5 times per minute. Later it appeared to stop and lobe switch as shown by sketch.



These radars all appeared similar as very brief flashes on the screen. The flash duration was not sufficient to obtain a FRF. The rate of flashing was from 25 to 65 times per minute

Serial 01467

5 December 1944. 21 1944

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

SECOND ENDORSEMENT to:
 USS GURNARD Conf. Ltr.
 A16-3 Serial 030, dated
 17 November, 1944. Report
 of Seventh 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. GURNARD (SS254) - Report of Seventh War
 Patrol - Comment on.

SECRET	
ASST SUBAD	
MATERIAL	
OPERATIONS	
LOG FOR	
COML OFF	
PERSONNEL	
DISPATCH	
RECONSTRUCTION	
COML OFF	
TORPEDO OFF	
YOUNG	

1. GURNARD's Seventh War Patrol was conducted in the SOUTH CHINA SEA off the west coast of BORNEO. It was the first war patrol for Commander N. D. GAGE, U.S.N., in command of a fleet type submarine. The fine offensive spirit of the new Commanding Officer is apparent throughout the patrol.

2. Four torpedo attacks were made. The first two were on a large SINGAPORE bound convoy with which GURNARD maintained contact for forty four hours. After gaining position ahead during daylight a night surface attack was attempted. On the first try the submarine was sighted by an alert escort at range 7,000 yards and driven off by gunfire. Undaunted, the Commanding Officer headed in again, reaching a good firing position, but all six torpedoes missed two overlapping targets. The final effort was made an hour later. The convoy was completely scattered and alerted, but the radar equipped escorts were successfully avoided and another good attack position gained. Four torpedoes missed again and GURNARD withdrew, since the convoy was within 60 miles of the approaches to SINGAPORE.

3. GURNARD broke her streak of bad luck on her third attack when she sank an unidentified tanker, and damaged another in a night submerged attack following a persistent and determined daylight end-around on a well escorted, plane guarded convoy.

4. On the fourth attack only stern tubes were available. GURNARD was probably sighted as she swung for stern shots, and the target avoided all four torpedoes.

5. GURNARD displayed excellent judgment in the execution of a difficult and hazardous Special Mission.

Serial 01467

5 December 1944.

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

SECOND ENDORSEMENT to:
 USS GURNARD Conf. Ltr.
 A16-3 Serial 030, dated
 17 November, 1944. Report
 of Seventh War Patrol.

Subject: U.S.S. GURNARD (SS254) - Report of Seventh War
 Patrol - Comment on.

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

7. The Force Commander congratulates GURNARD's Commanding Officer, Officers and Crew on the successful accomplishment of a Special Mission and on inflicting the following damage on the enemy:

SUNK

1 - AO (Medium - EU) . . . 5,000 Tons (Attack No. 3)

DAMAGED

1 - AO (Medium - EU) . . . 5,000 Tons (Attack No. 3)

Grand Total 10,000 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 ea)
Com7thFlt	(2)		DivComsSubRon-18	(1 ea)
ComSub1stFlt	(30)		DivComsSubRon-26	(1 ea)
ComSub2ndFlt	(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 7thFlt	(1)

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

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

SUBMARINE SQUADRON TWELVE

Nn

FC5-12/A16-3/PB5-121
Serial #

Care of Fleet Post Office
San Francisco, California
24 November 1944

CONFIDENTIAL

FIRST ENDORSEMENT to
U.S.S. GURNARD - Report
of Seventh War Patrol.

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

Subject: U.S.S. GURNARD(SS254) - Report of Seventh War Patrol.

1. The U.S.S. GURNARD's seventh war patrol conducted in the South China Sea was of forty days duration twenty-eight of which were spent north of the Malay Barrier.

2. Area coverage was good and a special mission was carried out in addition to life guard duties.

3. Contacts were made which resulted in attacks as follows:

Attack No. 1.

This attack made as a second attempt after having been located by escorts on the first try. Six torpedoes in a night surface attack were fired at 2 AKs in a convoy of 15 ships from a range of 2,500 yards. All missed because of a zig away at an inopportune moment.

Attack No. 2.

A medium AK accompanied by two escorts was attacked that same night from a range of 2,300 yards with four torpedoes which missed from control errors.

Attack No. 3.

On 3 November two large AOs were successfully attacked while submerged at night with three torpedoes each at a range of 3,500 yards. Two hits were obtained in one AO and one hit in the other AO.

Attack No. 4.

A night surface attack with stern tubes on an AO with four torpedoes at a range of 3,000 yards resulted in misses, probably from course error and excessive range.

SUBMARINE SQUADRON TWELVE

FC5-12/A16-3/FB5-121
Serial #

Nn
Care of Fleet Post Office
San Francisco, California
24 November 1944

CONFIDENTIAL

Subject: U.S.S. GURNARD(SS254) - Report of Seventh War Patrol,

4. Records of the overhaul of main engines numbers 1 and 4 of U.S.S. GURNARD indicate that these engines were in slightly better than average condition for boats equipped with GM 278A engines. Electrical and auxiliary machinery on this boat were in good condition. Numbers 1 and 2 vapor compressor stills leak and are being repaired. Both vapor compressors require a complete overhaul. The solenoids on numbers 5 and 6 tubes were somewhat sluggish and sticky. TDC is now being tested to determine possible faulty operation and to effect necessary repairs.

5. The Squadron Commander congratulates the Commanding Officer, officers and crew for the aggressive conduct of this patrol and hopes that succeeding patrols will be more productive.

C. W. Wilkins
C. W. WILKINS.

U.S.S. GURNARD (SS254)

SS254/A16-3

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

Serial (030)

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

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Via : Official Channels.

Subject: U.S.S. GURNARD (SS254)-Report of War Patrol
Number SEVEN.

Enclosure: (A) Subject Report.
(B) Track Charts to ComTaskFor 71.1 Only.

1. Enclosure (A), covering the seventh war patrol of this vessel conducted in the South China Sea, south of Dangerous Ground, during the period 9 October 1944 to 17 November 1944, is forwarded herewith.


H. D. CASE.

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol.

(A) PROLOGUE.

Arrived Fremantle, Western Australia from Seventh War Patrol on 17 November 1944, moored alongside U.S.S. MURVALE and commenced a normal refit under the supervision of Submarine Repair Unit, Navy No. 137.

The work which included routine docking and installation of lower access hatches and bolted type loading hatches, was completed on 2 December 1944 on which date the Officers and Crew returned aboard.

Post refit trials, including sound tests, running magnetic range and re-docking to replace the port propeller, were conducted from 3 to 5 December.

Training, which included day and night approaches and the firing of three exercise torpedoes, was conducted from 6 to 9 December. Captain B. E. Bacon, jr., U.S.N., Commander Submarine Division 121, acted as training officer and his assistance was greatly appreciated.

Final loading was completed on 10 December, one new officer, Lieutenant (jg) William M. Webb, D-V(G), U.S.N.R. reported aboard for duty and readiness for sea was set for 11 December 1944.

(B) NARRATIVE. (All Times HOW)

OFFICERS AND CHIEF PETTY OFFICERS ATTACHED
AND TOTAL PATROLS MADE

Commander Norman D. GAGE, USN.	74901	7
Lieut. Condr. George S. SIMMONS, 3rd, USN.	82645	8
Lieut. Henry T. LOWELL, E-V(G), USNR.	172196	6
Lt(jg) William O. BURWELL, D-V(G), USNR.	186746	6
Lt(jg) Thomas L. RITTENHOUSE, E-V(G), USNR.	227619	5
Lt(jg) Bruce W. STODDARD, E-V(RS), USNR.	229044	4
Lt(jg) William L. SIPLE, USN.	282871	4
Lt(jg) William M. WEBB, D-V(G), USNR.	267791	3
Ensign Frank A. JONES, D-V(G), USNR.	268377	3
Ensign Richard T. KRAMER, E-V(G), USNR.	311591	2
Frank J. MELE, CTM(AA)(T), U.S.N.	223-64-17	6
Edward D. KLIMEK, CEM(AA)(T), U.S.N.	299-95-93	8
Jack E. MARKLEY, CRM(AA)(T), U.S.N.	234-23-21	8
George T. GALL, CMoMM(PA), U.S.N.	381-20-39	4
Joseph B. HERCHELROTH, CMoMM(T), U.S.N.R.	243-53-22	5
William O. THOMSON, CY(AA), U.S.N.	207-30-28	2
Johnny MIDDLETON, GPhM(AA)(T), U.S.N.	360-17-42	2

U.S.S. GURNARD(56254) - Report of Eighth War Patrol. _ _

11 December 1944

- 1310 Underway for Eighth War Patrol in accordance with Com-TaskGroup 71.1 Operation Order NO. 171-44 dated 10 December 1944, proceeding in company with U.S.S. GUITARRO.
- 1330 Joined escort, U.S.S. CORFUS CHRISTI, and proceeded to exercise area to conduct training exercises.
- 2300 Completed exercises, released escort and set course for EXMOUTH GULF.

12-13 December 1944

Enroute EXMOUTH GULF, in company with GUITARRO, conducting various training exercises.

Noon Positions: Lat. 28-20.0 S. Long. 112-21.0 E.
Lat. 24-22.0 S. Long. 111-50.0 E.

14 December 1944

Enroute EXMOUTH GULF, in company with GUITARRO, conducting various training exercises.

- 0230 Made radar contact on southbound vessel assumed to be H.M.S. GEM. ROVER.
- 0245 Sighted FLAMING HEAD LIGHT.
- 0440 Entered EXMOUTH GULF.
- 0715 Moored port side to U.S.S. Y-10 and commenced fueling.
- 0745 GUITARRO moored alongside to starboard.
- 2120 Completed fueling, having received 11,015 gallons. Fueling was delayed due to a casualty to the pumping system of the barge which reduced delivery capacity to 1,000 gallons per hour.

It is our pleasure to join the ever increasing list of submariners who have expressed their appreciation of the warm hospitality received from the Commanding Officer and Officers of the Y-10 and Navy No. 81.

- 2345 GUITARRO got underway and stood out.
- 2356 Underway clearing the GULF.

Noon Position: EXMOUTH GULF

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

U.S.S. GURNARD (SS254) - Report of Eighth War Patrol.

15 December 1944

In BERMOUTH GULF.

0203 Departed BERMOUTH GULF and set course for LOMBOK STRAIT.

Noon Position: Lat. 19-39.3 S. Long. 113-47.7 E.

16 December 1944

Enroute LOMBOK STRAIT, conducting training dives and drills.

1721 Held battle surface drill firing all guns.

Noon Position: Lat. 15-03.7 S. Long. 114-47.7 E.

17 December 1944

Enroute LOMBOK STRAIT, conducting training dives and drills.

0736 Aircraft contact on SD at 10 miles. (A/C #1).

0739 Submerged as range closed to 7½ miles. Plane was not sighted.

1030 Surfaced.

2030 Commenced transit of LOMBOK STRAIT.

2240 Picked up strong interference on SJ radar from ahead.

2302 Made radar contact on two vessels on the port bow close together at about 7,000 yards range, and tracked them on course 210°T. at 12 knots. No reply was received to our challenge, but from the type of interference and size of pips, we considered them to be friendly submarines, although we had no clue as to their identity.

2313 Completed transit of LOMBOK STRAIT and set course for KARIMATA STRAIT via route passing east of SEKALLA ISLAND and north of GREAT MASALEMBO ISLAND and ANNE FLORENCE REEF.

Noon Position: Lat. 10-33.5 S. Long. 115-31.3 E.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol. - -

18 December 1944

Enroute KARIMATA STRAIT.

- 0532 Submerged for trim. The weather has become increasingly worse with complete overcast, frequent rain squalls and low visibility. Both wind and sea have been building up from the west.
- 0542 Surfaced.
- 1200 Sighted a low flying plane, thought to be a M.VIS, close on the port bow and crossing ahead at about 12 miles. (A/C #2). He had been fading in and out on the SD since 1135 at ranges of 22 to 27 miles and was last contacted at 1155 at 24 miles. He was apparently homing on the SD and flying too low to be picked up at closer ranges.
- 1202 Submerged as plane was seen to turn towards.
- 1308 Surfaced.
- 1310 Sighted two small unidentified planes about 5 miles on the port quarter circling very low in and out of the clouds. (A/C #3). SD did not indicate contact.
- 1312 Submerged. In view of the poor visibility and low flying planes, decided to transit rest of JAVA SEA submerged during daylight to avoid detection.
- 1850 Surfaced.
- 1935 Exchanged recognition with GUITARRO and was informed that they had been bothered by planes also.
- Noon Position: Lat. 6-07.0 S. Long. 115-46.0 E.

19 December 1944

In JAVA SEA enroute KARIMATA STRAIT.

- 0008 Made radar contact on GREAT MALALEMBO ISLAND, bearing 264°T., distance 28 miles.
- 0552 Submerged.
- 1910 Surfaced.

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

U.S.S. GURNARD (SSR 54) - Report of Eighth War Patrol.

1918 Exchanged recognition with GUITARRO.

Noon Position: Lat. 4-58.0 S. Long. 113-19.0 E.

20 December 1944

In JAVA SEA enroute KRIMATA STRAIT.

0616 Submerged.

1910 Surfaced. Wind and sea have abated but the weather is still squally with general overcast.

1930 Venus and the Moon obligingly appeared through the overcast to give us a rough check on our position, which, as expected, was somewhat behind the D.R. This fix, if reasonably accurate, indicated an even chance of clearing the strait by daylight, so decided to try and make it accepting the possible necessity of spending a day submerged inside.

Noon Position: Lat. 4-10.0 S. Long. 110-18.0 E.

21 December 1944

Transitting KRIMATA STRAIT.

0603 Made radar contact on KRIMATA ISLAND and found that we had about 40 miles to go to clear the strait.

0634 Submerged in 15 fathoms and went to the bottom to spend the day considering that the best place to remain undetected. The surface was choppy and the sky overcast, both to our advantage.

1932 Surfaced.

2050 Completed passage of strait.

2152 Picked up interference on SJ radar and made contact bearing 285°T. at 7,000 yards.

2205 Exchanged recognition and calls with BASHAW.

2214 Picked up more interference on SJ radar and made another contact bearing 305°T., at 6,500 yards.

2240 Exchanged recognition and calls with MINGO.

U.S.S. GURNARD(ES254) - Report of Eighth War Patrol. - -

2241 Set course to head for assigned area in the vicinity of MACCLESFIELD BANK via route passing west of PENGIKI ISLAND; east of TAMBELAN ISLANDS, south of GREAT NALTOENA ISLAND, and west of DANGEROUS GROUND.

Noon Position: Lat. 1-58.0 S. Long. 109-12.0 E.

22 December 1944

In SOUTH CHINA SEA enroute patrol area.

0610 Made radar contact on PENGIKI ISLAND bearing 030°T., distance 23 miles.

0624 Submerged for trim.

0642 Surfaced.

1405 Sighted islands of TAMBELAN Group.

1704 Sighted SERAJA ISLAND.

1735 Received instructions assigning new patrol area off CAMRANH BAY.

2005 Made radar contact on GREAT NALTOENA ISLAND, bearing 345°T., distance 45 miles.

2335 Sent voice message to GUITARRO on WoPaco Frequency assigning him patrol station covering approaches to CAMRANH BAY, south of latitude 11°-48' N. No receipt was received.

Noon Position: Lat. 1-08.7 N. Long. 108-05.0 E.

23 December 1944

In SOUTH CHINA SEA enroute area off CAMRANH BAY.

0027 Repeated message to GUITARRO using CW but again no answer was received.

0633 Submerged for trim.

0648 Surfaced.

1933 Transmitted to GUITARRO with no reply.

2055 Picked up strong interference on SJ radar and exchanged recognition and calls with FLASHER.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol. _ _

2146 Transmitted to GUITARRO once again but he still did not answer.

Noon Position: Lat. 6-08.3 N. Long. 108-55.0 E.

24 December 1944

In SOUTH CHINA SEA enroute station off CAMRANH BAY.

0642 Submerged for trim.

0702 Surfaced.

0800 Entered assigned area by D.R.

1318 Obtained a fair check on our position from two cloud filtered sun lines which put us out of the area with indications of a strong southerly set.

The weather has been getting steadily worse with frequent heavy rain squalls, complete overcast and low visibility. Both wind and sea have been building up from the N.N.E.

2136 Called GUITARRO for fourth time today with no success.

Noon Position: Lat. 9-27.0 N. Long. 109-00.0 E.

25 December 1944

In area enroute station off CAMRANH BAY.

0000 From all of us to all of you, "A Very Merry Christmas".

0632 Submerged for trim.

0701 Surfaced.

1143 With condition 6 seas, submerged to do justice to a delicious Christmas Dinner.

1842 Surfaced in zero visibility with heavy rain, strong winds and rough sea. Our position is estimated to be about 25 miles east of CAMRANH BAY.

1951 Having failed to raise GUITARRO for the second time today, decided to run south in hope of picking up his radar interference.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol.

Noon Position: Lat. 11-48.0 N. Long. 109-55.0 E.

26 December 1944

Patrolling off CAMRANH BAY.

0245 After two more unsuccessful calls and with no indication of radar interference, decided to send information to GUITARRO via the schedule.

0345 Transmitted to VIXO without receipt. He asked for a repeat, but we did not send again as radar had just picked up GUITARRO's interference.

0410 Exchanged recognition and calls with GUITARRO, gave him his patrol station and asked him to test with us on WoPaco Frequency.

0646 Completed test. He reported hearing us S-5 but we barely heard him S-1. Apparently he has been having transmitter trouble.

0647 Submerged for trim.

0802 Surfaced.

Noon Position: Lat. 11-18.0 N. Long. 109-51.0 E.

27 December 1944

Patrolling off CAMRANH BAY.

0708 Submerged for daylight patrol in a position estimated to be about 10 miles east of HON LON LIGHT, and headed so close the coast.

During the day land was occasionally seen but not well enough to identify and obtain a position.

1908 Surfaced.

2000 An unexpected and fairly reliable fix has solved the mystery of where we are and we find ourselves considerably south of our D.R. and the victim of a current of 2 to 4 knots setting about 205°T.

2022 Picked up strong interference on the A.P.R. at 199mc., probably from the air search radar reported in this locality.

Noon Position: Lat. 11-48.0 N. Long. 109-26.0 E.

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

U.S.S. GURVARD (SS456) - Report of Eighth War Patrol. _ _ _

28 December 1944

Patrolling off CAMERUN BAY.

- 0642 Submerged for daylight patrol.
- 0731 Sighted two twin float monoplanes, distance about five miles heading north. (A/C #4). These planes, identified as JACOBS, were flying in formation at very low altitude, probably on an A/S patrol.
- 1200 So far today we have made good 1 knot to southward while steering various courses from 000°T. to 045°T. This is the first good check we have had on the current which sets about 205°T. with a drift of 3.5 knots.
- 1609 The Executive Officer at the periscope sighted three Men O' War suddenly appearing out of a rain squall on the port bow at about 7,000 yards range. (E/C #1). He immediately speeded up and swung left to bring the bow tubes to bear, although there was little hope of getting in as all three ships had large port angles on the bow and were making 18 to 20 knots heading for CAMERUN BAY.
- On the second look while still swinging, the two leading ships had already passed ahead and the last one was almost by. The first ship, believed to be a DD, was barely visible; the second, a CA, had passed at approximately 5,000 yards and the last one, a DD, was passing at about 3,000 yards. Bow tubes had been ordered made ready in hopes of a shot, but the last ship passed ahead while tubes were being flooded.
- On the next look the last DD had turned around and was headed for us. As tubes were not yet ready, we turned towards him and went down. We were probably detected by a plane although none was seen.
- 1624 Received first of seven depth charges, none very close. The long delay indicated a doubtful contact in spite of actions to the contrary. Screws were heard stopping and starting but there was very little pinging.
- 1648 Lost sound of screws going away so came up to periscope depth. There was nothing in sight in the still poor visibility.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol. -

- 1812 Sighted a JAKE, distance about 5 miles, heading in our direction. (A/C #5).
- 1932 Surfaced and headed out to send contact report.
- 1935 Made radar contact with GUITARRO and told him to shift stations, taking the northern sector. We would take the southern sector after sending contact report.
- 2030 Sent contact report.
- 2212 Sent message to GUITARRO on area frequency confirming change of station.
- 2229 GUITARRO answered and asked how we heard him but he did not receipt for message. He came in barely S-2.

Noon Position: Lat. 11-52.0 N. Long. 109-25.0 E.

29 December 1944

Patrolling off CAMRANH BAY.

- 0245 Called GUITARRO for third unsuccessful time.
- 0637 Submerged for our daily battle with the current.
- 0805 Sighted tops of two small patrol vessels bearing 344°T., distance about 16,000 yards, entering the bay. (S/C #2).
- 0835 Sighted a JAKE flying over the bay. This was the first of six similar contacts made during the day. (A/C #6-11).
One plane, seen at a distance of two miles, was painted solid black suggesting possible use as night radar planes.
- 1904 Surfaced. The weather has continued to be very poor with general overcast and low visibility, and the seas are still heavy from the N.N.E. The strong current makes station keeping and depth control difficult.

Noon Position: Lat. 11-30.7 N. Long. 109-20.0 E.

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol. . . .30 December 1944

Patrolling off CAMRANH BAY.

- 0032 Sent message to GUITARRO designating a rendezvous but received no answer.
- 0630 Submerged off MUI DAVAICH to patrol southern approaches to bay by steering northerly courses and letting the current carry us down the coast.
- 0845 Sighted a JAKE flying down the coast and a few minutes later saw another flying up the coast. (A/C #12-13).
- 0926 Sighted tops of several ships between 256⁰T. and 280⁰T., distance about 18,000 yards, headed for CAMRANH BAY. (S/C #3).
Went to 150 feet and ran at standard speed on normal approach course for 45 minutes, but lost bearing steadily so came up and tracked convoy into the bay. They were in column and running about one mile off shore at 12 knots.
The ships were hard to distinguish against the land background, but the convoy is believed to have consisted of one large AP in the lead, followed by 5 AO's, an OTAKA Class CVE and a three stack CL. At least 5 escorts were in various stations to seaward and three planes were providing air cover.
- 1030 Sighted a BETTY covering convoy with the two JAKES previously sighted. (A/C #14).
- 1130 Saw convoy enter the bay, so changed course to open out to the southeast to send contact report.
- 1510 Surfaced and transmitted contact report.
- 1630 Submerged to overhaul a temperamental trim pump.
- 1901 Surfaced.
- 2012 Transmitted a rendezvous message to GUITARRO.
- 2310 Made radar contact with GUITARRO and closed to communicate. He reported no contact with convoy this morning, but said he had seen the ships on

U.S.S. GURNARD(SSS 54) - Report of Eighth War Patrol.

the 28th through the rain and thought one to be a KONGO. He also reported encountering night planes and two patrols. In addition, he said he'd been having difficulty with his radio equipment and had received only the message we sent earlier this evening.

Assigned him same station to north of bay and parted company.

Noon Position: Lat. 11-32.7 N. Long. 109-17.5 E.

31 December 1944

Patrolling off CAMRANH BAY.

- 0635 Submerged for daylight patrol.
- 1202 Sighted a four engine, twin tail, LIBERATOR Type bomber heading north towards the bay. (A/C #15). This plane was believed to be a U.S. Navy PB4Y reconnaissance plane.
- 1240 Heard one distant explosion followed by another ten minutes later.
- 1254 Sighted same bomber again flying low up the coast. He later headed out and disappeared to the N.E.
- 1444 Sighted a JAKE flying on various courses near the bay. This was the first of four similar contacts made during the afternoon. (A/C #16-19).
- 1515 Heard 19 distant explosions during the next two minutes.
- 1535 Sighted a floating mine about 200 yards away. It was a typical moored contact type mine with several horns.
- 1912 Surfaced.
- 2225 Made radar contact with GUITARRO and closed to communicate. He reported no contacts and we told him about the floating mine and the bomber.
- Assigned him station covering northern approaches to bay west of 109-20 E. with us to the eastward to guard against possibility of ships being routed away from the coast.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol. - - -

Parted company after mutual wishes for a Happy New Year.

Noon Position: Lat. 11-39.0 N. Long. 109-18.0 E.

1 January 1945

Patrolling off CAMRANH BAY.

0000 From the Log---

GURNARD and crew, when the year was done,
Were sailing for Seventy One Point One,
We were under orders, nothing more,
Number One Seven One-Forty Four.

We were steady on, the helmsman said,
Zero two five, that was our head.
At standard speed we fought the sea,
On just one engine, Number Three.
And with Number Two, we were jamming juice,
So it was also put to use.

At the midnight hour, the skipper's voice,
"Come to Zero One Zero, what's my choice."
It was a sorry way to celebrate,
But that's all we did on the change of date.

0702 Submerged for daylight patrol.

1330 Sighted land but was unable to identify it in the usual poor visibility.

1907 Surfaced.

1955 Made radar contact with GUITARRO and closed to communicate. He reported no contacts. We told him to cover northern approaches to bay south of Lat. 12°05' and that we would stay north of that line.
Parted company and headed north, planning to patrol from off VAN PONG BAY to HON LON ISLAND.

Noon Position: Lat. 12-09.0 N. Long. 109-32.0 E.

2 January 1945

Patrolling off CAMRANH BAY.

0643 Submerged off HON TRAUNAM ISLAND.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol.

- 1254 Heard four very distant explosions during the next 20 minutes.
- 1405 Sighted first of three JAKES flying south along the coast during the next two hours.(A/C #20-22).
- 1510 Heard four more distant explosions during the next fifteen minutes.
- 1923 Surfaced having seen nothing in spite of possibilities indicated by planes and explosions. The current today was observed to set about 170°T. at 3.5 - 4.0 knots until near HON LON ISLAND where it shifted to 205°T. as observed previously. The weather in general has shown slight improvement, the seas have decreased leaving very heavy swells from the north.
- 2210 Made radar contact with GUITARRO and closed to communicate. He reported no contacts, and we told him that we would ask DACE if he had had any contacts before assigning stations for tomorrow.
- Noon Position: Lat. 12-22.7 N. Long. 109-28.8 E.
- 3 January 1945
- Patrolling off CAMRANH BAY.
- 0016 Having received no answer from three transmissions to DACE, told GUITARRO to patrol the northern approaches and that we would stay to the south.
- 0632 Submerged for daylight patrol.
- 0902 Sighted a JAKE over the coast headed towards the bay. (A/C #23).
- 0938 Sighted two more JAKES flying in formation on various courses at very low altitude. (A/C #24).
- 1132 Sighted three JAKES flying south along the coast during the next twenty-five minutes.(A/C #25-27).

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

- U.S.S. GURNARD(SS254) - Report of Eighth War Patrol. _ _ _
- 1149 Sighted tops of a small patrol or escort vessel bearing 300^{OT}., at about 15,000 yards, headed south and moving very fast. (S/C #4).
- 1156 This escort proved to be part of a convoy, the rest of which were beyond him very close to the coast, and barely discernible against the land background.
It was pretty apparent that we were out of luck, but went to 150 feet and ran at high speed to try and close.
- 1232 The convoy has pulled away steadily at about 14 knots, and only the tops are now visible. From what could be seen the convoy consisted of at least seven marus. with five small escorts, led by one single stack Man O' War believed to be a KATORI Class CL. Two JAKES provided air cover.
- 1250 Sighted another four engine bomber, with the U.S. insignia plainly visible as he passed at low altitude about two miles away, heading north towards CAMRANH BAY. (A/C #28) This was undoubtedly a U.S.N. PB4Y reconnaissance plane although the Japs indicated no apparent concern about his presence.
- 1300 The convoy has now passed out of sight towards CAP PADARAN. Decided against attempting a chase, as the chances were very slim that they would follow any route but the inshore one south to CAP ST. JACQUES.
From what we have seen to date, it is apparent that all shipping in this area runs within the close protective custody of the coast, and utilizes air cover from shore based planes. All ship movements appear to be preceded by a concerted A/S search by planes, and the habit of random depth charging by escorts also provides a good indication.
- 1521 Heard 15 more distant explosions during the next half hour.
- 1934 Surfaced.
- 2204 Sent contact report of convoy to BESUGO hoping his pack will be able to get at them if they continue on to SINGAPORE.

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

U.S.S. GURNARD(SF254) - Report of Eighth War Patrol.

2330 Received message from GUITARRO to close him so increased speed to flank and headed for bearing of strongest radar interference.

2347 Made radar contact with GUITARRO and closed to communicate.

Noon Position: Lat. 11-32.0 N. Long. 109-17.0 E.

4 January 1945

Off CAMRANH BAY communicating with GUITARRO.

0925 GUITARRO reported his stern planes out of commission, diving and depth control possible but difficult, and maximum surface speed reduced to 8 knots. He suggested that we stand by while he submerged for the day to try and effect temporary repairs. Told him to head east at best speed and that we would stand by.

0430 Told GUITARRO we would submerge after he did, keep periscope watch and maintain communication with him by sound.

0515 GUITARRO submerged.

0632 Submerged after getting a good star fix.

1913 Surfaced.

1930 GUITARRO reported temporary repairs completed with stern planes back to zero and full power possible. We gave him morning position, exchanged mutual wishes for good luck, and parted company.

2017 Decided to take this opportunity to check fuel ballast tank vent covers. There have been indications of a possible fuel leak.

2120 Received instructions assigning patrol station 50 miles bearing 155°T. from HON LON LIGHT.

2350 Completed work on fuel ballast tanks having found no evidence of leakage.

Noon Position: Lat. 11-36.3 N. Long. 110-07.7 E.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol. _ _

5 January 1945

Enroute station on Scouting Line southeast of
CAMRANH BAY.

0653. Submerged.
- 0728 Surfaced.
- 0859 Arrived on station and commenced surface patrol.
- 1220 Aircraft contact on SD at 23 miles. (A/C #29).
- 1222 Sighted plane, believed to be a PB4Y, heading west.
- 1231 Lost sight and radar contact at 21 miles. Closest range was 12 miles.
- 2235 Picked up interference on SJ radar and exchanged recognition and calls with CAIMAN. He inquired about daylight surface patrol and we told him we ran on the surface keying the SD. We also gave him information on the JAKES at CAMRANH, the PB4Y and the set and drift of the current.

Noon Position: Lat. 11-26.5 N. Long. 109-41.0 E.

6 January 1945

Patrolling on Scouting Line southeast of CAMRANH BAY.

- 0630 Submerged for trim.
- 0644 Surfaced.
- 0838 Aircraft contact on SD at 22 miles. (A/C #30).
- 0847 Submerged as range closed steadily to 5 miles. The sky was completely overcast with poor visibility and the plane was not sighted.
- 0915 Nothing in sight at periscope depth but with visibility still very poor decided to stay submerged a while and see if it improved.

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

U.S.S. GURNARD(SS354) - Report of Eighth War Patrol.

- 1047 Surfaced with conditions greatly improved; few clouds, considerable blue sky, and for a change, the sun.
- 1925 Picked up interference on SJ radar and exchanged recognition and calls with BOCK.
- 2155 Lost all I.C. power.

Noon Position: Lat. 11-26.5 N. Long. 109-41.0 E.

7 January 1945

Patrolling on Scouting Line southeast of CAMRANH BAY.

- 0045 Regained I.C. power. The casualty was due to burned out line switches in both generator panels.
- 0627 Submerged for trim.
- 0641 Surfaced.
- 0727 Aircraft contact on SD at 15 miles. (A/C #31).
- 0733 Submerged as range closed steadily to 6 miles. The sky was completely overcast as usual and the plane was not sighted.
- 0835 Surfaced.
- 2210 Picked up strong interference on SJ radar; exchanged recognition and calls with CAIMAN and gave him our position.

Noon Position: Lat. 11-26.5 N. Long. 109-41.0 E.

8 January 1945

Patrolling on Scouting Line southeast of CAMRANH BAY.

- 0652 Submerged for trim.
- 0726 Surfaced.
- 1824 Aircraft contact on SD at 11 miles. (A/C #32).

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol. _ _ _

1826 Submerged as range closed steadily to 5½ miles.
Plane was not sighted.

1900 Surfaced.

Noon Position: Lat. 11-26.5 N. Long. 109-41.0 E.

9 January 1945

Patrolling on Scouting Line southeast of CAMRANH BAY.

0620 Submerged for trim.

0632 Surfaced.

2200 Received instructions to proceed to vicinity of 5° N. - 105° E. at economical speed. Set course 180°T. at two engine speed.

2400 The weather has improved steadily the past few days although a general overcast still persists. Wind and sea have calmed considerably and the drift of the current has accordingly decreased to about 2 knots.

Noon Position: Lat. 11-26.5 N. Long. 109-41.0 E.

10 January 1945

Enroute station in vicinity of 5° N. - 105° E.

0645 Submerged for trim.

0743 Surfaced.

Noon Position: Lat. 8-50.0 N. Long. 108-58.0 E.

11 January 1945

Enroute station in vicinity of 5° N. - 105° E.

0652 Submerged for trim.

0714 Surfaced.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol.

- 0808 Sighted a floating mine and sank it with 20mm. The mine was a moored contact type with at least four horns.
- 1000 Intercepted message from BESUGO to his pack saying CAIMAN and GURNARD would be assigned stations south of $5^{\circ}-45'$ N. on arrival.
- 1135 Aircraft contact on SD at 10 miles. (A/C #33).
- 1140 Range closed to $8\frac{1}{2}$ miles then opened out and contact was lost at 11 miles. Plane was not sighted.
- 1327 Aircraft contact on SD at 10 miles. (A/C #34).
- 1330 Submerged as range closed steadily to $6\frac{1}{2}$ miles. Plane was not sighted.
- 1421 Surfaced.
- 1600 Arrived on station.
- 1648 Sent message to BESUGO reporting position and requesting instructions.
- 1750 Received instructions from BESUGO to patrol on station in Lat. $4^{\circ}-32'$ N. Long. $104^{\circ}-43'$ E. until sunrise 14 January, then shift to vicinity of Lat. 5° N. Long. $103^{\circ}-48'$ E.
- 1817 Sighted U.S. Submarine bearing 075° T., distance 15,000 yards.
- 1835 Closed and exchanged calls and information with HARDHEAD.
- 1900 Parted company with HARDHEAD and headed for new station.
- 2200 Arrived on station and commenced surface patrol across focal point of traffic routes.
- Noon Position: Lat. $5-33.6$ N. Long. $105-33.0$ E.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol.

12 January 1945

Patrolling on station in vicinity of 4° - 32' N.
104°-43' E.

- 0040 Received instructions to patrol in vicinity of PULO TENGGOL, MALAYA with BLACKFIN.
- 0634 Submerged for trim.
- 0649 Surfaced.
- 0907 Aircraft contact on SD at 18 miles. (A/C #35).
- 0912 Submerged as range closed steadily to 6 miles. Plane was sighted by J.O.O.D. just before the periscope went under and he tentatively identified it as a SALLY, heading northeast.
- 0945 Surfaced.
- 1013 Aircraft contact on SD at 18 miles. (A/C #36).
- 1018 Submerged as range closed steadily to 7 miles. Plane was not sighted.
- 1051 Surfaced.
- 1100 Aircraft contact on SD at 24 miles. (A/C #37).
- 1105 Lost radar contact at 28 miles. Plane was not sighted.
- 1440 Sighted another floating mine and sank it with 20mm.
- 1540 Sighted PULO TENGGOL ISLAND bearing 261°T., distance 27 miles.
- Noon Position: Lat. 4-45.0 N. Long. 104-28.0 E.

13 January 1945

Patrolling in vicinity of PULO TENGGOL, MALAYA.

- 0628 Submerged for trim.

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol.

0646 Surfaced.

1010 Picked up a white life ring marked "ATLAS MARU-OSAKA". It was in good condition and did not appear to have been in the water very long.

1013 Sighted aircraft resembling a SALLY, distance about 10 miles, heading northwest. (A/C #38).

1014 Picked up plane on SD at 9½ miles. Plane was flying low and pip kept fading in and out.

1019 Lost sight and radar contact at 10 miles. Closest range was 9 miles.

1046 Aircraft contact on SD at 12 miles. (A/C #39).

1048 Sighted plane, another SALLY, also headed northwest.

1050 Lost sight and radar contact at 11 miles. Closest range was 9½ miles.

1137 Picked up a bale of raw rubber weighing about 200 lbs. Anything for the cause, be it gaskets or girdles.

1153 Sighted an empty life raft and other debris, all probably from the late "ATLAS MARU". Hope someone can exchange a medium EU for this 7,300 ton plum.

Noon Position: Lat. 4-53.0 N. Long. 103-51.7 E.

14 January 1945

Patrolling in vicinity of PULO TENGGOL, MALAYA.

0110 Picked up faint interference on SJ radar, possibly BLACKPIN.

0632 Submerged for trim.

0646 Surfaced.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol.

- 0758 Picked up an unmarked life ring similar to the one recovered yesterday.
- 0923 Picked up another bale of rubber.
- 1008 Transmitted twice to BLACKFIN requesting her position but received no answer.
- 1030 Aircraft contact on SD at 11 miles. (A/C #40).
- 1034 Range closed to $9\frac{1}{2}$ miles then opened out and contact was lost at 13 miles. Plane was not sighted.
- 1305 Picked up third bale of rubber.
- 2100 Picked up interference on SJ radar and exchanged recognition and calls with BLACKFIN.
- 2110 Sent message to BLACKFIN on area frequency requesting his position.
- 2125 Received position report from BLACKFIN putting him about 15 miles north of us. He probably reported to BESUGO and was assigned station there although we heard no communication between them.
- 2334 Sent message to BLACKFIN assigning him patrol station off GREAT REDANG ISLAND - $5^{\circ}-47'$ N. - 103° E.

Noon Position: Lat. 4-34.0 N. Long. 103-52.3 E.

15 January 1945

Patrolling off FULO TENGGOL, MALAYA.

- 0012 Received message from BLACKFIN saying that BESUGO was patrolling off GREAT REDANG.
- 0109 To avoid further confusion, sent message to BESUGO requesting him to assign BLACKFIN a station.
- 0628 Submerged for trim.
- 0652 Surfaced.
- Noon Position: Lat. 4-44.3 N. Long. 103-52.5 E.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol.

16 January 1945

Patrolling off PULO TENGGOL, MALAYA.

- 0629 Submerged for trim.
- 0642 Surfaced.
- 1300 Sighted aircraft, resembling a SALLY, distance about 15 miles, heading north. (A/C #41).
- 1303 Picked up plane on SD at 14 miles.
- 1310 Lost sight and radar contact at 14 miles. Closest range was 11 miles.
- 2155 Received message from BESUGO that he was moving north with HARDHEAD.
- 2325 Sent message to BLACKFIN assigning him patrol station in vicinity of $5^{\circ}-15' N.$ - $103^{\circ}-30' E.$
- 2400 The seas have built up rapidly in the last few hours, probably the result of the recent typhoon further north. Until now the weather in this area has been very good.
- Noon Position: Lat. 4-56.5 N. Long. 103-52.0 E.

17 January 1945

Patrolling off PULO TENGGOL, MALAYA.

- 0635 Submerged for trim.
- 0655 Surfaced.
- 0855 Aircraft contact on SD at 12 miles. (A/C #42).
- 0857 Submerged as range closed steadily to 6 miles. Plane was not sighted.
- 1011 Surfaced.
- Noon Position: Lat. 4-42.0 N. Long. 103-52.8 E.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol.

18 January 1945

Patrolling off PULO TENGGOL, MALAYA.

- 0636 Submerged for trim.
- 0707 Surfaced.
- 1218 Aircraft contact on SD at 12 miles. (A/C #43).
- 1220 Submerged as range closed steadily to 6½ miles. Plane was not sighted.
- 1223 Bottomed with no apparent damage while leveling off at 125'. Indicated depth was 24 fathoms.
- 1325 Surfaced.
- 2048 Received message from BLACKFIN requesting permission to patrol in vicinity of 5°-45' N. - 103°-20' E.
- 2107 Sent affirmative message to BLACKFIN.
- Noon Position: Lat. 4-35.3 N. Long. 103-46.3 E.

19 January 1945

Patrolling off PULO TENGGOL, MALAYA.

- 0626 Submerged for trim.
- 0647 Surfaced.
- 0925 Sighted a floating mine and sank it with 20mm.
- 0958 Aircraft contact on SD at 11 miles. (A/C #44).
- 1006 Lost radar contact at 12 miles. Plane was not sighted.
- 1455 Aircraft contact on SD at 9 miles. (A/C #45).
- 1457 Sighted plane heading south and identified it as a SALLY.

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

U.S.S. GURNARD (SS254) - Report of Eighth War Patrol.

- 1501 Lost sight and radar contact at 13 miles.
Closest range was 7 $\frac{1}{2}$ miles.
- 1657 Picked up a life ring marked with Japanese characters. It was in very good condition, and quite probably came from the ship sunk by COBIA on the 14th.

Noon Position: Lat. 5-02.5 N. Long. 103-46.3 E.

20 January 1945

Patrolling off PULO TENGGOL, MALAYA.

0631 Submerged for trim.

0652 Surfaced.

Noon Position: Lat. 4-59.5 N. Long. 103-52.0 E.

21 January 1945

Patrolling off PULO TENGGOL, MALAYA.

0632 Submerged for trim.

0650 Surfaced.

0838 Aircraft contact on SD at 12 miles. (A/C #46).

0839 Sighted plane heading north and identified it as a BETTY.

0840 Submerged as plane was seen to head for us.
Closest range was 6 $\frac{1}{2}$ miles.

1000 Surfaced.

1007 Aircraft contact on SD at 11 miles. (A/C #47).

1008 Sighted plane heading our way. This was also a BETTY, probably the same one previously seen using Gambit Tactics.

1009 Submerged. Closest range was 7 $\frac{1}{2}$ miles.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol. _ _

- 1011 Received one bomb at 155 feet. It was not very close and not very large.
- 1205 Surfaced.
- 1210 Sighted aircraft, our persistent friend again, lurking in the clouds about 10 miles away.(A/C #48).
- 1211 Picked up plane on SD at 9 miles.
- 1212 Submerged with a range of 3 miles as he again headed our way. Decided to use this opportunity to routine torpedoes, as it has been too rough lately to do it on the surface.
- 1750 Surfaced having completed work on torpedoes.
- 1910 Received instructions to start home on schedule which is sunset tomorrow.

Noon Position: Lat. 4-52.7 N. Long. 103-54.5 E.

22 January 1945

Patrolling off PULO TENGGOL, MALAYA.

- 0622 Submerged for trim.
- 0643 Surfaced.
- 1430 Took departure from PULO TENGGOL and headed for southern part of the area, planning to spend a day or two covering the SINGAPORE traffic routes passing west and south of the ANAMEAS ISLANDS.
- 1457 Sent message to BESUGO pack notifying them of our departure and wishing them good luck.

Noon Position: Lat. 4-50.0 N. Long. 103-51.0 E.

23 January 1944

Patrolling traffic routes west and south of ANAMEAS ISLANDS.

- 0619 Submerged for trim.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol.

0644 Surfaced.

1053 Departed area for KARIMATA STRAIT planning to patrol southern traffic routes towards SINGAPORE as long as possible and arrive at KARIMATA tomorrow night.

Noon Position: Lat. 2-19.2 N. Long. 107-13.2 E.

24 January 1945

Patrolling north of TAMBELAN ISLANDS.

0300 Set course for KARIMATA STRAIT via route passing west of PEDJANTAN ISLAND.

0618 Submerged for trim.

0633 Surfaced.

0650 Sighted U.S. Submarine bearing 140°T., distance 16,000 yards.

0705 Closed and exchanged calls with HAKE.

1945 Commenced transit of KARIMATA STRAIT.

Noon Position: Lat. 00-17.5 S. Long. 107-14.0 E.

25 January 1945

Transitting KARIMATA STRAIT.

0110 Picked up strong interference on SJ radar and exchanged recognition and calls with FLOUNDER.

0430 Completed transit of strait and set course for LOMBOK STRAIT via route passing north of ANNE FLORENCE REEF and GREAT MALLAMBO ISLAND, and east of SEKILIA ISLAND.

0602 Submerged for trim.

0617 Surfaced.

Noon Position: Lat. 4-30.0 S. Long. 111-20.0 E.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol.

26 January 1945

In JAVA SEA enroute BOMBOK STRAIT.

- 0043 Made radar contact on GREAT MASALEMBO ISLAND bearing 168⁰⁰, distance 22 miles.
- 0532 Submerged for trim.
- 0603 Surfaced.
- 1150 Aircraft contact on SD at 14 miles. (A/C #49).
- 1151 Sighted plane heading north and identified it as a TORSY.
- 1154 Lost sight and radar contact at 17 miles. Closest range was 13 miles.
- 1950 Picked up strong interference on SJ radar and exchanged recognition and calls with BERGALL.
- 2130 Commenced transit of BOMBOK STRAIT.
- 2200 Made radar and sight contact on a small patrol vessel dead ahead at 10,000 yards. (S/C #5). He was headed down the middle of the strait making 11 knots and was closely avoided by running around through a convoluted rain squall.
- 2350 Completed transit of BOMBOK STRAIT and set course for EXMOUTH GULF.

Noon Position: Lat. 6-15.3 S. Long. 116-40.3 E.

27 January 1945

Enroute EXMOUTH GULF.

- 0605 Submerged for trim.
- 0627 Surfaced.
- 2050 Received instructions to rendezvous with GULVINA to transfer radar parts.
- Noon Position: Lat. 11-25.0 S. Long. 115-05.0 E.

~~SECRET~~

~~SECRET~~ REPORT (SECRET) - Report of Night War Patrol.

28 January 1945

Enroute EXMOUTH GULF.

- 0630 Sighted and exchanged recognition and calls with PAMPANITO.
- 0911 Sighted GUAVINA and closed to transfer radar parts.
- 0958 Parted company after GUAVINA had checked parts to his satisfaction.

Noon Position: Lat. 16-18.5 S. Long. 114-21.0 E.

29 January 1945

Enroute EXMOUTH GULF.

- 0615 Sighted VLAMING HEAD.
- 0730 Entered EXMOUTH GULF.
- 1004 Moored alongside U.S.S. Y-10 and commenced fueling.
- 1515 Completed fueling.
- 1710 Underway, clearing the GULF.
- 2030 Departed EXMOUTH GULF and set course for FREMANTLE, W. A.

Noon Position: EXMOUTH GULF.

30-31 January 1945

Enroute FREMANTLE, W. A.

Noon Positions: Lat. 24-22.5 S. Long. 112-26.7 E.
Lat. 29-27.0 S. Long. 112-51.0 E.

1 February 1945

Enroute FREMANTLE, W. A.

0900 Arrived FREMANTLE, W. A.

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

U.S.S. GURNARD (SS254) - Escort of Landing War Patrol.

(U) RADIO AND RADAR COMMUNICATIONS
RADIO COMMUNICATIONS - JAMMING BY THE ENEMY.

1. Ship or station ^{of jammer} ~~SS254~~ ^{U.S.S. GURNARD (SS254)}
2. Position when enemy radio signals were observed ^{at 121° 05' of longitude} ~~4-50N. 107-45E~~ ^{4-50N. 107-45E}
3. Position of Transmitting Station Probably SINGAPORE.
4. Dates of jamming ^{on 1/21/45 & 1/23/45} Time: From 1800(Z) to 1825(Z)
5. Frequency jammed 4155 Kcs.
6. Description of Signal Jammed CW, usually S-4 or S-5
7. Use of circuit. NKN Fox Schedule
8. Was enemy jamming signal stable Yes
11. Location of enemy jammer Landbased
12. Type of jamming signals: CW Random Keying
13. Effectiveness of jamming 100%. NKN could not be copied.
14. Action taken to overcome jamming Retuning receiver
15. Bandwidth covered by enemy jamming signals 4150-4160 Kcs.
16. Did jamming transmitter appear to be monitored by a look-in receiver Yes, he waited for NKN to start

U.S.S. GURNARD(SS254) - Report of English War Patrol.

(U) RADIO AND RADAR COORDINATE MEASUREMENTS (Continued).

INTERCEPTION OF ENEMY RADAR TRANSMISSIONS

1. Ship or station U.S.S. GURNARD(SS254)
2. Area covered on this mission Vicinity of CAMRANH BAY,
Lat. 11-53N Long. 109-10E from 12/27/44 to 1/9/45.
3. Was enemy radar: Shipborne airborne Landbased X
(Probably).
4. Intercept Equipment: APR-1 Receiver and APL-6 Pulse
analyzer.
5. (a) Frequency: 199 mcs.
(b) P.R.F.: 1250
(c) Pulse Width: 22 micro seconds
(d) Sketch: _____



Using 25
micro second
sweep.

- (e) Was lobe switching used: No.
- (g) Sweep rate: One to six times per min.
6. (a) Was radar used for surface or air search _____
Enemy radar was believed to be used for air
search.
8. Remarks: This radar was detected on several
occasions while in the vicinity of CAMRANH BAY.

(V) REMARKS.

To provide better coverage of the approaches to CAMRANH BAY, it is recommended that the northern boundary of this area be extended to 12°-15' N.

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

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol.

(G) AIRCRAFT CONTACTS. P - Periscope SD - Day Surface Sighting.
R - Radar SN - Night Surface Sighting.

No:	Time & Date	Lat. & Long.	Type	Initial	Course	How Contacted	Remarks
	0736:	10-55 S:					
1:	17 Dec:	115-26 E:	Unknown:	10 miles:	Unknown:	R	--
	1135:	6-07 S:					
2:	18 Dec:	115-48 E:	M.VIS	24 miles:	Various:	R - SB	Homed on SD
	1310:	6-05 S:	(2):				
3:	18 Dec:	115-43 E:	Unknown:	5 miles:	Various:	SD	--
	0731:						
4:	28 Dec:		CONTACTS JAKE(2):	5 miles:	North:	P	A/S Patrol
	1812:						
5:	28 Dec:		to 32: do	5 miles:	East:	P	All JAKES
	0835:						
6:	29 Dec:		inclusive: do	14 miles:	East:	P	sighted were
	1000:						
7:	29 Dec:		were: do	15 miles:	West:	P	based at
	1038:						
8:	29 Dec:		made: do(2)	15 miles:	East:	P	CAMRANH BAY
	1253:						
9:	29 Dec:		in: do	5 miles:	West:	P	
	1418:						
10:	29 Dec:		vicinity: do	5 miles:	East:	P	
	1506:						Painted solid
11:	29 Dec:		of: do	2 miles:	West:	P	black.
	0845:						
12:	30 Dec:		CAMRANH: do	10 miles:	South:	P	Convoy air cover
	0848:						
13:	30 Dec:		BAY: do	10 miles:	North:	P	Convoy air cover
	1030:	11-50 N:					
14:	30 Dec:	109-15 E:	BETTY	8 miles:	North:	P	Convoy air cover
	1202:						Probably U.S.N.
15:	31 Dec:		PBAY	7 miles:	North:	P	Recco Plane.
	1344:						
16:	31 Dec:		JAKE	10 miles:	Various:	P	
	1450:						
17:	31 Dec:		do	10 miles:	Various:	P	
	1453:						
18:	31 Dec:		do	12 miles:	Various:	P	
	1818:						
19:	31 Dec:		do	13 miles:	Various:	P	
	1405:						
20:	2 Jan:		do	7 miles:	South:	P	

U.S.S. GURNARD (SS254) - Report of Eighth War Patrol. -----

(G) AIRCRAFT CONTACTS. (Continued)

No.	Time	Date	Lat. & Long.	Type	Initial	Range	Course & Speed	How Contacted	Remarks
41	1300	16 Jan	of PULO	SALLY	15 miles	North	SD - R		
	0855		TENGGOL,						
42	1218	17 Jan	MALAYA	Unknown	12 miles	Unknown	R		
			located at						
43	0958	18 Jan	4-49 N	Unknown	12 miles	Unknown	R		
44	1455	19 Jan	103-42 E	Unknown	11 miles	Unknown	R		
45	0838	19 Jan		SALLY	9 miles	South	R - SD		
46	1007	21 Jan		BETTY	12 miles	Various	R - SD		
47	1210	21 Jan		BETTY	11 miles	Various	R - SD		Dropped one small bomb.
48	1150	21 Jan	6-11 S	BETTY	10 miles	Various	SD - R		
49		26 Jan	116-38 E	TOPSI	14 miles	North	R - SD		

(H) ATTACK DATA.

No attacks were made.

(I) MINES.

Four floating mines were sighted as indicated below, and all were sunk by gunfire except the first one, which was sighted while submerged. All were typical moored contact type mines about 3 feet in diameter with at least four horns.

Number	Date	Lat.	Long.
1	31 Dec. 1944	11-38 N.	109-20 E.
2	11 Jan. 1945	6-04 S.	106-00 E.
3	12 Jan. 1945	4-53 N.	104-13 E.
4	19 Jan. 1945	5-00 N.	103-53 E.

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol. _ _ _

(J) ANTI-SUBMARINE MEASURES AND EVASIVE TACTICS.

All traffic observed in the vicinity of CAMRANH BAY, ran as close to the shore as possible, and utilized shore based planes, mostly JAKES, for continuous air cover.

(K) MAJOR DEFECTS AND DAMAGE.

HULL

(1) 10# BLOW SYSTEM.

On 30 December, fuel oil was discovered leaking into #2 turbo blow drain tank, indicating failure of both the check and hull flapper valves in one or more of the fuel ballast tank 10# blow lines. On inspection of the flapper valves for tanks 3, 4 and 5, the gaskets were found to be rubber instead of Neoprene, and were badly deteriorated. Replacement gaskets were made and installed, but as no means was available to properly secure the gaskets in place, the valves were locked shut by using the jacking screw on the operating shaft.

(2) PORT H.P. AIR COMPRESSOR.

On 24 January, a $\frac{1}{2}$ " crack was discovered in the 4th stage cooling coil adjacent to the cooler flange, and a new coil was installed.

ENGINEERING

(1) MAIN ENGINES.

The only major difficulty experienced was the failure of twelve unit injectors on #2 engine and one on #1 engine, all caused by deterioration (crumbling) of the bronze sponge injector filters. In each case the return side filter was more than half gone, and the small brass particles had worked past the piston into the injector tip. Stack type injector filters were used as replacements to prevent recurrence.

(2) AUXILIARY ENGINE.

On 21 December when investigating the cause for excessive use of lube oil, one exhaust valve in #1 unit was found broken and forced through the top of the piston. The other three exhaust valves were badly twisted. A complete new unit was installed.

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol.

(K) MAJOR DEFECTS AND DAMAGE. (Continued).

ELECTRICAL

(1) I.C. POWER.

On 6 January, while renewing the "V" belts on the speed regulator of #1 I.C. motor generator, the contact bar which slides over the commutator was accidentally lifted, causing an opening in the motor field circuit. This caused a sudden overload surge which burned up both I.C. panel line snap switches, resulting in the loss of all I.C. power. Repairs were effected by removing these switches and connecting the panel leads direct to the line terminals.

(2) PITOMETER LOG.

During the night of 24 January, the pit log was put out of commission as a result of some submerged object striking the sword arm and bending it sufficiently to prevent raising.

TORPEDOES

(1) MK 23

On 28 December all bow tubes were flooded for about an hour, but the outer doors had not been opened. During the routining that followed, torpedo #49763 was found with about 7 gallons of water in the afterbody and a flooded gyro pot. The afterbody was flushed, and the gyro and pot were thoroughly washed, dried and oiled.

During the same routining, reload torpedo #66023 was found to have a bad air leak in the joint connecting the high pressure air lead to the starting piston. The joint had been cross threaded, but was made tight after straightening the threads with a tap and die.

On 4 January, a bad leak was discovered in the midship section of reload torpedo #50113. The source could not be located, so the afterbody was bled and all leads were tightened. The torpedo was reassembled and charged, and no evidence of any leak could be found.

(2) MK 24

No difficulty whatsoever was experienced with these torpedoes.

U.S.S. USSA-102, Report of Search and Patrol(L) RADEX.(1) SEARCH COMPANIES.

Reception was very good, with 12630 kcs. being the best daytime frequency, and 9250 kcs. the best at night. Considerable fading, and constant drift were observed on 9250 kcs. from 14 December to 17 January, but thereafter a definite improvement was noticed. No deliberate enemy jamming of any frequencies was observed.

(2) NKN SCHEDULE.

4155 kcs. was guarded daily from 1800(Z) to 1830(Z), and reception was very good except for two cases of deliberate enemy jamming on 21 and 23 January. The details of this have been included in section "U". The following messages were received:

December

211711	240105	261715	280910	291705	201704
211723	240900	271630	281637	301607	311705
230922	251520	271655	281645	301620	

January

011652	041720	081728	111633	151620	181706
011656	051615	091702	120917	161647	191615
021627	051637	091724	121633	170845	200915
021630	071735	101650	121637	171657	201650
031540	081707	101742	131652	180348	221700
041710	081657	111628	131710	181705	221710
					241745

(3) AIRCRAFT REPORT AND DISTRESS FREQUENCY.

This frequency, 4475 kcs., was guarded from 6-24 January with only interplane messages being received.

(4) WOPACO AREA FREQUENCIES.

Both voice and CW communications on these frequencies were very successful, except for a few days when contact could not be made with GUITARRO. He reported this due to trouble with his equipment.

On each change of frequency the transmitter was tuned without matching the antenna. When it became necessary to transmit the antenna could be matched quickly, thereby reducing the possibility of revealing a change of frequency or of being DF'd.

U.S.S. GURNARDI Report of Eighth War Patrol.(5) TRANSMISSIONS.

A total of eight messages were transmitted to VIXO.

On 28 December at 0830(Z), VIXO could not be raised on 8470 kcs. An unidentified station, ZSC, broke in and offered to relay the message. He receipted for the message and his relay to VIXO was heard, as was VIXO's receipt and authentication.

On 27 January at 1045(Z), VIXO could not be raised on 12705 kcs; however, a go ahead was received from VIC and the message was transmitted to him. He receipted without authentication and asked for his signal strength. We asked for authentication but as he did nothing but continue to ask for signal strength, we shifted to 8470 kcs. and cleared the message to VIXO in four minutes.

(6) MATERIEL.

There were no materiel failures and all equipment operated normally.

(7) MESSAGE SUMMARY.

First serial received	- 6	110249	Dec.
Last serial received	- FOX	311617	Jan.
Serials missed	- None		
First serial transmitted	- 1	251930	Dec.
Last serial transmitted	- 8	291300	Jan.

(M) RADAR.(I) SD.

This equipment gave excellent performance for 530 hours with only two hours lost due to tube failures and one case of erratic operation. The latter was due to a mismatch between the transmitter and the antenna caused by an open circuit in the base of the antenna mast.

During daylight surface running, the SD was keyed irregularly for 5 out of every 30 seconds, and was responsible for the initial contact in nineteen out of twenty-two cases. On no occasion did any plane come dangerously close before being contacted.

The pulser circuit added during the last refit proved of great value in checking interference from other SD's without running the transmitter.

U.S.S. GURNARD(SS254) - Report of Eighth War Patrol. - - -

(M) RADAR. (Continued)

(2) SJA.

The performance of this equipment was excellent. Operating time was 652 hours with three hours lost due to the following casualties:

(a) On 14 December the transmitter started double-pulsing. It was also noticed that T-102 in the P.P.I. was overheating, although operation of the P.P.I. unit appeared normal. By changing V-9, the 705-A power tube in the P.P.I., both of these troubles were corrected.

(b) On 29 December, high voltage to the transmitter was lost and it was noticed that when turning up the variac the pilot light would dim although there was no output voltage. This indicated a ground in the high voltage rectifier; which was found to be a shorted filter condenser, C2.

(c) On 6 January all sweeps shortened on the P.P.I. This was caused by an open in the 7 meg. bleeder resistor, R-44.

(c) On 10 January the transmitter plate current dropped to a very low value and the transmitter was inoperative. This was caused by low bias voltage due to a short in C-2, a filter condenser in the bias circuit.

(3) I.F.F.

(a) BK.

The BK was used only south of the barrier and operation was normal.

(b) BN.

Operation was normal.

(4) A.F.R.

Operation was normal. See section "U" for contacts.

(N) SOUND GEAR AND SOUND CONDITIONS.

All sound gear operated normally with no casualties. Sound conditions in general were good in the vicinity of CAMRANH BAY.

(O) DENSITY LAYERS.

No Density Layers were encountered.

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

U.S.S. GURNARD (SS254) - Report of 61st Air War Patrol.

(P) HEALTH, FOOD AND HYGIENE.

The health of the officers and crew was excellent with only a few minor complaints, and no man days were lost due to sickness.

The quality of the food was excellent and was equally well prepared and served. The American beef could only be classified as a delicacy.

Habitability was very good.

(Q) PERSONNEL.

- (a) Number of men on board during patrol - 71
- (b) Number of men on board at start of patrol - 59
- (c) Number of men transferred at end of patrol - 68
- (d) Number of men making their first patrol - 3
- (e) Number of men advanced in rating during patrol - 16

(R) MILES STEAMED - FUEL USED.

Base to Area - 1800 miles - 21,925 gallons
In Area - 8757 miles - 98,980 gallons
Area to Base - 1726 miles - 21,910 gallons

Based at FREMANTLE, WESTERN AUSTRALIA.

(S) DURATION.

Days enroute to area - 7
Days in area - 40
Days enroute to base - 6
Days submerged - 13

(T) FACTORS OF ENDURANCE REMAINING.

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provisions</u>	<u>Personnel</u>
24	1,200 (at EXMOUTH)	21	21

Limiting factor this patrol - Orders and Fuel.

FE24-71/A16-3

UNITED STATES NAVY

Serial 0312

14 February 1945

REC'D NO 270

SUBAD, M. I.

FEB 14 1945

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

SECOND ENDORSEMENT to:
USS GURNARD Conf. Ltr.
A16-3 Serial 01 dated
1 February 1945. Report
of Eighth War Patrol.

SUBAD		
ASST SUBAD		A
MATERIAL		
OPERATIONS		
DOCTOR		
COMMS OFF.	m	
PERSONNEL		
DISBURSING		
RECOGNITION		
BARRACKS OFF.		
TORPEDO OFF.		

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

Subject: U.S.S. GURNARD (SS254) - Report of Eighth War
Patrol - Comment on.

1. The Eighth War Patrol of the GURNARD, under the command of Commander N. D. GAGE, USN, was conducted in the SOUTH CHINA SEA in the areas east of CAMRANG BAY and north of SINGAPORE.

2. Three submerged contacts with worthy targets were made, but none could be closed for attack.

3. Reconnaissance duty in connection with PHILIPPINE invasion operations was performed off CAMRANG BAY from 24 December to 9 January.

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

5. The Force Commander congratulates the Commanding Officer, Officers and Crew of the GURNARD on the completion of this patrol during which valuable reconnaissance duty was performed.

ELIOT H. BRYANT.

Distribution:

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

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

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

FC5-18/A16-3
Serial # 0112

Care Of Fleet Post Office,
San Francisco, California,
2 February 1945.

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

FIRST ENDORSEMENT to
U.S.S. GURNARD - Report
of Eighth 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. GURNARD (SS254) War Patrol No. Eight, Report of.

1. The eighth war patrol of the GURNARD was of 53 days duration only 13 of which were submerged and 40 were spent in the assigned areas adjacent to the Malayan and French Indo-China Coasts. Departure from Fremantle, Western Australia was made on 11 December 1944 and arrival at the same port occurred on 1 February 1945 upon completion of the patrol.

2. Area coverage was excellent in spite of the reduced visibility pertaining a goodly portion of the time and of the large number of aircraft contacts.

3. Surface ship contacts were at a premium, only three worthwhile ones were encountered and they either could not be closed or else hugged the shore line so closely as to preclude the possibility of torpedo attack. Stronuous efforts were made to close to the attack position in each case.

4. GURNARD is in very good material condition and will be given a normal refit. The general cleanliness of the ship was noted with satisfaction.

5. The Squadron Commander welcomes the Commanding Officer, officers and crew back to this vicinity for a well deserved rest and hopes that the Japs will present more targets as their desperate situation becomes more acute.

Stanley P. Moseley
STANLEY P. MOSELEY,

U.S.S. GURNARD (SS254)


SS254/A16-3
Serial (01)

Care of Fleet Post Office,
San Francisco, California.
1 February 1945.

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

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Via : Official Channels.
Subject: U.S.S. GURNARD (SS254) - Report of War
Patrol Number EIGHT.
Enclosure: (A) Subject Report.
(B) Track Charts. (CTF-71 only)

1. Enclosure (A), covering the eighth war patrol of this vessel conducted in the SOUTH CHINA SEA off the FRENCH INDO CHINA and MALAYAN COASTS, during the period 11 December 1944 to 1 February 1945; is forwarded herewith.


N. D. GAGE.