

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

HISTORY OF SHIPS NAMED HADDO

USS HADDO (SS(N)-604) is the second ship of the Fleet to bear the name of a pink salmon fish known scientifically as Oncorhynchus gorbuscha. The Haddo reaches a maximum length of about two and one-half feet and a maximum weight of about ten pounds. It ranges along the Pacific Coast from northern California to northwestern Alaska. The young go to sea as fry and reach maturity at two years of age at which time they return to the stream for spawning which takes place in the fall.

The first HADDO (SS-255) was built by the Electric Boat Company of Groton, Connecticut. Her keel was laid 1 October 1941 and she was launched on 21 June 1942, under the sponsorship of Mrs. Charles F. Russell, wife of Captain Russell, United States Navy. The fleet submarine was commissioned on 9 October 1942, Lieutenant Commander Wallace L. Lent, USN, in command.

HADDO (SS-255) had a length overall of 311 feet, 9 inches; extreme beam; 27 feet, 3 inches; standard displacement of 1526 tons; mean draft of 15 feet, 3 inches; submerged displacement of 2424 tons; designed depth of 300 feet; designed surface speed of 20.25 knots; designed submerged speed of 8.75 knots; and a designed complement of 6 officers and 54 men. She was designed to carry 24 torpedoes and was armed with ten 21-inch torpedo tubes; one 3-inch .50 caliber gun; two .50 caliber guns; and two .30 caliber machine guns.

After shakedown training HADDO departed New London, Connecticut on 9 April 1943 to search for German submarines on shipping lanes running to Rosneath, Scotland where she joined Submarine Squadron Fifty on 30 April. The submarines of her squadron remained available in case of a German breakout from Norway while searching for German submarines off Norway and Iceland and on shipping lanes running to the mid-Atlantic. Targets proved scarce and only one contact was made with a German submarine. This distinction fell to HADDO on 25 May 1943 when she sighted her target, tried to close, but was unable to gain firing position and the enemy boat slipped away. When it became apparent that the Germans would not break out from Norway and that the submarines of Squadron Fifty were not being used to best advantage because of lack of targets, HADDO and her sister submarines were routed back to the United States where they were readied to assist the Pacific war of attrition on Japanese shipping.

HADDO returned to New London, Connecticut on 29 July 1943 and was routed onward by way of the Panama Canal to the Mare Island Naval Shipyard for overhaul. She reached Pearl Harbor from the west coast on 25 November 1943 and put to sea on 14 December to spend her Fourth War Patrol in Philippine waters. She made few contacts and terminated her patrol at Fremantle, Australia, on 4 February 1944.

Lieutenant Commander Chester W. Nimitz, Jr., took command of HADDO on 18 February 1944 and she put to sea on the 29th to spend her Fifth War Patrol in waters off Borneo, Java and Indo-China. On the night of 8 March she had

the unhappy experience of seeing two torpedoes explode prematurely on their way towards a freighter which veered quickly off the track of the remaining torpedo. She intercepted a tanker with destroyer escort off Balikpapan the night of the 14th and sent a salvo of three torpedoes at each target for unconfirmed results. The submarine sank a small craft with gunfire the night of 23 March while off the coast of Indo-China. She was off southeast Hainan Peninsula the night of 29 March when she moved in on a seven ship convoy and scored damaging hits on the 6,197-ton freighter NICHIAN MARU. Her torpedoes ran under the light draft of a coastal steamer without exploding in the early morning darkness of 1 April 1944. Four days later she pressed home an unsuccessful attack on an oiler who replied with four-inch guns as the submarine closed twice in an attempt to gain a hit. She returned to Fremantle on 22 April 1944.

HADDO departed Fremantle on 18 May 1944 to conduct her Sixth War Patrol in the area of the Netherlands East Indies. Aerial bombs missed her off Morotai on 30 May and she had a lively contest of wits on 4 June when she closed heavy smoke only to encounter a fast antisubmarine patrol boat. HADDO sank a deserted landing barge that afternoon, avoiding six other "smoking contacts" which were apparently designed to lure her into the midst of anti-submarine warships. Two small craft were destroyed by gunfire on 11 June 1944 and she scouted the Japanese Tawi Tawi fleet anchorage on the 14th. An aerial bomb gave her a good shaking on 19 June and patrol aircraft kept her down throughout the 29th. She terminated her Sixth War Patrol at Fremantle on 16 July 1944.

HADDO's outstanding heroism during her Seventh War Patrol brought her the Navy Unit Commendation. She left Fremantle on 8 August 1944 for a coordinated patrol in Philippine Waters with submarines RAY, GUITARRO, HAKE, RATON and HARDER. It was during this period that Japanese convoys proceeded warily in the Palawan area with strong air and surface escort by day, then retired into some safe anchorage for the night.

HADDO made rendezvous with HARDER a little after midnight of 20 August 1944, having learned that RAY had sunk a tanker four days previous and trailed the remainder of the 17-ship convoy into Paluan Bay. Here, an alerted Japanese escort force patrolled across the entrance to protect the tankers, cargo ships and troop transports which were awaiting daylight and the arrival of a strong aerial arm to protect its movements on the open sea. As the convoy passed out to sea in the pre-dawn of 21 August 1944, it was greeted by a torpedo blast from RAY that sent one cargo-transport to the bottom while HARDER was being worked over by most of the escort force.

HADDO headed into the fray without hesitation. Slipping past a destroyer, she squeezed the convoy between herself and the coast to the din of depth-charging so severe that Lieutenant Commander Nimitz had to shout to make himself heard in her conning tower. At 0625 he watched the ship torpedoed by RAY drop out of line to leave a three-ship column that veered in HADDO's direction. Two torpedoes were launched at each of these targets before the wiley submarine dived in anticipation of aerial bombs. Five timed explosions rocked the sea and a sixth explosion was heard somewhat later as if the torpedo had hit on the island of Mindoro. More than a hundred depth charges churned the sea around HADDO but all in vain. She evaded the hunters above her, having sunk the 4,392-ton cargo ship KINRYU MARU and the 6,576-ton cargo ship NORFOLK MARU in Latitude 13°-23' North; Longitude 120°-19' East.

In the early morning darkness of 22 August 1944, HADDO followed HARDER in for an attack on a three ship convoy and guarding escort ships. A salvo of three torpedoes resulted in a brilliant flaming explosion on the 860-ton escort ship SADO. A second salvo missed the mark, but a third try put this target under the sea in Latitude 14°-15' North; Longitude 120°-05' East. Submarine HAKE arrived out of Darwin after nightfall and HADDO soon commenced trailing a lone destroyer which suddenly turned and headed for the submarine. The submarine tossed off four "down-the-throat" shots in hopes of thwarting this danger and then dived deep and turned off the track of the approaching enemy. Only four depth charges were dropped by this hunter who kept right on course for Manila.

At daybreak of 23 August 1944 HADDO dived off Cape Bolinao and was closing a tanker off the beach when her sound gear picked up the pinging of a trailing destroyer. Despite silent running on her batteries, HADDO was unable to shake this hunter. As the destroyer, AKAKAZE, closed in on the submarine, four torpedoes ripped off her bow. HADDO maneuvered to polish off this antagonist with her last remaining torpedo but had the misfortune to miss. With a feeling of disappointment, she watched two trawlers and a destroyer come out in an attempt to tow the crippled 1,540-ton destroyer to safety. These efforts were all in vain and the AKAKAZE slid underneath the sea.

HADDO set course for Biak, New Guinea, where she replenished ammunition and fuel from submarine tender CRION that enabled her to continue her Seventh War Patrol. She sank a sampan on 8 September 1944 and maneuvered into position dead ahead of a convoy in the broad daylight of the 21st. As she squeezed between two columns a destroyer cut across the intended target's bow and the submarine loosed a spread of four torpedoes which missed. As she turned hard to starboard in order to bring her stern torpedo tubes to bear on the near column, she lost depth control which was not regained until an hour had passed. Finding no sign of the convoy when she regained periscope depth, she headed for the area of Subic Bay to act as lifeguard station for pilots of aircraft striking Japanese installations in preparation for the liberation of the Philippines. On her way in she intercepted a hospital ship in company with a survey ship. Disregarding the hospital ship, she moved in after darkness and let go six torpedoes which sent the 1,540-ton survey ship KATSURIKI to the bottom of the sea in Latitude 13°-35' North; Longitude 119°-06' East. While on lifeguard station on the morning of 22 September 1944, she had the satisfaction of rescuing Navy pilot Lieutenant H. H. Hills, USNR, from a rubber raft. She returned to Fremantle on 3 October 1944 and gained a new commanding officer on the 18th when Commander Chester W. Nimitz, Jr., USN, was relieved by Lieutenant Commander Frank C. Lynch, Jr., USNR.

HADDO spent her Eighth War Patrol off Manila where she again served lifeguard station in support of air strikes. She left Fremantle on 20 October 1944 and sank the 856-ton oiler HISHI MARU NO. 2 on the 9th of November. In the afternoon of 6 December 1944 she moved in on a convoy, blew off the bow of a target identified as a converted yacht; and, had the satisfaction of seeing the stern of this target rise high in the air before slipping under the sea. As the convoy reversed course for Manila, the submarine fired another salvo of torpedoes which missed a wildly zig-zagging target. However, a ship

SHIPS NAMED HADDO

beyond the intended victim turned sharply to starboard and received for his pains one hit which was made evident by large clouds of smoke. HADDO terminated her Eighth War Patrol at Pearl Harbor on 27 December 1944 and was routed onward to the Mare Island Naval Shipyard where she arrived for overhaul on 5 January 1945.

HADDO returned to Pearl Harbor from the California Coast on 27 April 1945 and put to sea on her Ninth War Patrol 16 May to hunt in the East China and Yellow Seas as a member of a submarine wolfpack that included TIRANTE (SS 420) and SEA OWL (SS 405). She replenished at Saipan in the Marianas and made her first attack on 13 June 1945 when two torpedoes passed under the light draft of a fast patrol craft. Near high noon of 1 July 1945 she attacked a convoy emerging out of a fog to sink the 740-ton COAST DEFENSE VESSEL NO. 2, the 2,220-ton cargo ship TAIUN MARU NO. 1 and the 3,106-ton cargo ship KONRI MARU in Latitude 38°-08' North; 124°-38' East. As she prepared to clear the area she heard the barrage of automatic gunfire, followed by the frightening sight of a frigate headed in at high speed on her starboard bow. A decision to dive was changed at the last moment and the fighting submarine, with time for little else, steered full right in a smart maneuver that put her almost parallel but on opposite course of her antagonist. She suffered no damage from the rain of heavy gunfire from the passing frigate. HADDO evaded not only this enemy but another escort before she finally came out of the fog and dived for the safety of deep water. That evening she sank two sailing junks with gunfire, exchanged information with submarine TRUTTA (SS 421), then set course for a new patrol station off Port Arthur where she sank a trawler on 3 July 1945. That afternoon she missed a target with torpedoes and was shaken up by twenty depth charges from the furious escorts. On the 5th, after diving, HADDO discovered a lookout missing and searched frantically for over three hours in the dense fog to recover Seaman Second Class E. S. Porter, Jr., USNR, who had the foresight to blow up his trousers to help him remain afloat throughout that time. The following day HADDO cruised off the Shantung peninsula where she found a lifeboat filled with seven Japanese. These unfortunates were given food and water after two of their number were made prisoners-of-war for intelligence purposes. HADDO returned to Apra Harbor, Guam, Marianas Islands on 16 July 1945.

HADDO departed Guam on 10 August 1945 for her Tenth War Patrol but had been on station only a day before she received news of the cessation of hostilities with Japan. On 30 August she fell in with a submarine task unit known as "Bennie's Peacemakers" headed for Tokyo Bay where HADDO witnessed the surrender ceremonies that were carried out on battleship MISSOURI. She left Tokyo Bay on 3 September 1945 and touched Hawaii on her way to the Panama Canal where she arrived on the 28th. She transited the Panama Canal on 30 September and reached the Submarine Base at New London, Connecticut, on 6 October 1945 to serve as a unit of Submarine Division 191, Squadron Eighteen, U. S. Atlantic Fleet. She was assigned to the 16th Inactive Fleet in December 1945 for preservation in the yard of the Electric Boat Company and decommissioned at the New London Submarine Base on 16 February 1946. HADDO remained in reserve at New London until her name was stricken from the Naval Register of Ships on 1 August 1948. She was sold for scrapping on 30 April 1959 to Luria Brothers & Company, Incorporated, of Philadelphia, Pennsylvania.

The second HADDO (SS(N)-604) was built by the New York Shipbuilding Corporation, Camden, New Jersey. Her keel was laid 9 September 1960 and she was launched on 18 August 1962, under the sponsorship of Mrs. Henry M. Jackson, wife of the United States Senator from the State of Washington. The prospective commanding officer of the nuclear-powered attack submarine is Commander John G. Williams, U. S. Navy. HADDO will join the Active Fleet in 1963. A THRESHER class submarine, she will be one of the Navy's most effective antisubmarine weapons, combining the endurance and environmental independence of nuclear power with deep submergence, high speed, quietness, advanced sonar capabilities and the latest antisubmarine warfare weapons systems.

In addition to the Navy Unit Commendation for Extraordinary heroism during her Seventh War Patrol, HADDO earned six battle stars and other awards for the operations listed below:

- 1 Star/FIFTH WAR PATROL-PACIFIC: 29 Feb-22 Apr 1944
- 1 Star/SIXTH WAR PATROL-PACIFIC: 18 May-16 Jul 1944
- 1 Star/SEVENTH WAR PATROL-PACIFIC: 8 Aug-3 Oct 1944
- 1 Star/LEYTE OPERATION: 28 Oct-16 Dec 1944
- 1 Star/NINTH WAR PATROL-PACIFIC: 31 May-16 Jun 1945
- 1 Star/THIRD FLEET OPERATIONS AGAINST JAPAN: 10 Jul-15 Aug 1945
- NAVY OCCUPATION SERVICE MEDAL (Asia): 2-3 Sep 1945
- PHILIPPINE REPUBLIC PRESIDENTIAL UNIT CITATION BADGE: 28 Oct-16 Dec 1944

LIST OF COMMANDING OFFICERS

Commander Wallace L. Lent, USN:	9 Oct 1942 - 10 Jul 1943
Commander John Corbus, USN:	10 Jul 1943 - 18 Feb 1944
Lieutenant Commander Chester W. Nimitz, Jr., USN:	18 Feb 1944 - 18 Oct 1944
Lieutenant Commander Frank C. Lynch, Jr., USN:	18 Oct 1944 - 21 Nov 1945
Lieutenant Commander Davis Cone, USN:	21 Nov 1945 - 16 Feb 1946

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Subject: U.S.S. MADDOX, Report of War Patrol Number Seven.

A. PROLOGUE

Arrived FREMONT, N.M. July 16, 1944 from sixth war patrol. Spent period July 16, 1944, to July 30, 1944, undergoing repair by Submarine Repair Unit (U.S. Navy 137). Period July 30 to August 8, 1944 spent in training and loading.

B. NARRATIVE

All Times GMT

8 August 1944

1300 Underway from FREMONT on Seventh War Patrol, enroute exercise area.

2300 Completed exercises with U.S.S. ISABEL and CORPUS CHRISTI. Departed for BAHUEN GULF.

9 and 10 August 1944

Enroute BAHUEN. Passed three friendly south-bound subs.

	9th	10th
Noon posit.	Lat. 23-43-00 S	24-05-00 S
	Long. 112-58-00 E	112-50-00 E

11 August 1944

Fueled and held gun practice in BAHUEN GULF.

1500 Left BAHUEN enroute LOMBOK. Our ultimate destination is the west coast of BURMA where we will rendezvous and form coordinated attack group with HARDER and HAZE. C.O. HARDER is Group Commander.

1300 The pipe between No. 1 H.E. exhaust valve and the muffler developed a large hole, causing us to sound like an approaching thunder storm. Fixed it by wrapping a five gallon can around the pipe.

Noon posit. Lat. 22-00-00 S
Long. 114-13-00 E

12 and 13 August 1944

INDIAN OCEAN enroute LOMBOK STRAIT.

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Subject: U.S.S. HADDO, Report of the Perched Rubber Diver.

Passed one southbound friendly sub and HARDER, northbound, on the 12th. HADDO was going to be delayed 12 hours or would have proceeded at her company. Adjusted our speed to arrive at southern entrance to LOBOK at day break 14th. Passed southbound friendly sub on 13th.

	12th	13th
Noon posit. Lat.	16-44-15 S	12-11-00 S
Long.	114-22-00 E	115-14-30 E

14 August 1944

0545 Submerged in southern entrance to LOBOK, went ahead at 4 knots and, believe it or not, at 1859 surfaced 25 miles south of where we dove. We wasted a day shovelling sand against the tide. Headed north for another try, and on.

15 August 1944

At 0014 completed transit LOBOK, having bucked a 6 - 7 knot current for over 20 hours. Encountered one unidentified small patrol or sail boat in middle of northern entrance. Avoided. Also encountered something with our pit log sword arm, bending or breaking it.

Set course for south western entrance to MACASSAR STRAIT. Installed our spare pit log sword arm.

0545-0610 Made trim dive off KANGERT ISLANDS in FLORES SEA.

0624 Sighted plane. Dived. (Plane contact No. 1)

0738 Surfaced.

0748 Sighted two planes, one on each end, headed towards. Dived. (Plane contact No. 2 & 3.)

None of these planes have appeared on our 3D radar which we now find to have a broken or grounded transmission line somewhere up in the mast. Sometimes it works, but mostly it doesn't.

0917 Surfaced.

0923 Sighted plane. Dived. (Plane contact No. 4)

1215 Surfaced. Plane in sight. Dived. (Plane contact No. 5)

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Subject: U.S.S. HEDDO, Report of War Patrol Number Seven.

1607 Surfaced.

Noon posit. Lat. 06-41-00 S
Long. 116-36-00 E

16 August 1944

Southern MALABAR northbound.

1215 With CAPE HARDER and three sailboats in sight submerged for remainder of day.

1800 Just before surfacing our pit log sword arm apparently struck something and the pit log started acting erratically. After surfacing it was found that sword arm could not be housed - even with a chain fall - so at

2030 sent HEDDO despatch asking HARDER (known to have passed us) to designate a rendezvous for transfer of spare sword arm.

2239 Received message by voice from HARDER designating a rendezvous for 1900 tomorrow night - 292 miles away. By

2300 we had managed to get a fairly consistent reading out of the pit log by blowing down, and, considering it virtually impossible to average 15 knots without using excessive amount of fuel, at

2324 sent HARDER a message on voice cancelling rendezvous. Since we can't see the sword arm we chained it down to keep it from being pushed in at deep depths.

Avoided two 6000 yard radar contacts off CAPE WILLIAM during all the communicating.

Noon posit. Lat. 03-22-00 S
Long. 113-17-00 E

17 August 1944

Northern MACASSAR northbound.

0610 Plane radar contact, 10 miles. Dived. (Plane contact No. 6)

0704 Surfaced.

1100 Investigated a large schooner which was sailing between MANGALILIT and SOUTH MATHER. Apparently all K.E.I. crew except the boss who could have been Jap.

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Subject: U.S.S. HADDO, Report of War Patrol Number Seven.

It would be of enormous help to have a Malay interpreter under such circumstances. Couldn't see killing fifteen neutrals just because I didn't like one man's face, so we parted friends. Headed over past NORTH WATCHER towards STROGGER KAMP.

1601 Plane radar contact 14 miles. Dived (Plane contact No. 7)

1800 Surfaced and proceeded north through the CELEBES SEA towards SIBUTU.

Noon posit. Lat. 00-22-00 N
Long. 119-25-00 E

18 August 1944

CELEBES SEA enroute SIBUTU PASSAGE.

0600 Sighted plane. Dived (Plane contact No. 8)

0659 Surfaced.

1358 About 15 miles south of SIBUTU sighted two planes. Dived. The plane radar inoperative. (Plane contact No. 9)

1858 Surfaced in southern end of SIBUTU PASSAGE and at
2030 completed transit assisted by a 2 knot current.

2300 Passed between PEARL BANK and DOC CAM ISLAND. During the evening heard HARDER on voice asking HADDO or HADDO if they were calling HARDER. Did not answer.

Noon posit. Lat. 04-05-00 N
Long. 119-52-30 E

19 August 1944

SULU SEA enroute CUYO EAST PASS.

0854 Sighted about 12 carrier type planes headed north on our port beam. Dived. (Plane contact No. 10)

0930 Surfaced.

1711 Sighted a large trawler just north of CAVILE ISLAND. Closed to shoot but found it aground on reef off northern end of island.

Subject: U.S.S. MIDCO. Report of War Patrol Number Seven.

1310 Sighted plane. Dived. (Plane contact No. 11)

1559 Surfaced.

We are worried about the haphazard performance of our plane radar. Without any radar detector on radar we will be at a great disadvantage on bright moonlight nights.

2100 No. 4 F.B.T. was dry. Converted it.

2345 Entered CUYO EAST PASS.

Noon posit. Lat. 08-02-00 N
Long. 120-30-00 E

20 August 1944

In CUYO EAST PASS northbound.

0523 Submerged.

1544 Surfaced.

2031 Entered IPO EAST PASS of MINDORO STRAIT.

2125 Received message from HARDER designating an "important rendezvous" 15 miles southwest of CAPE CALAVITE. Increased speed to 17 knots which should get us there about 0100.

2330 Simultaneous sight and radar contact on a properly lighted hospital ship standing down from the north on opposite and parallel course. Passed her 3000 yards abeam. (Ship contact No. 1)

Noon posit. Lat. 11-35-00 N
Long. 121-20-00 E

21 August 1944

In MINDORO STRAIT headed for rendezvous with HARDER off CAPE CALAVITE.

0130 At the rendezvous. Radar contact on HARDER. HARDER came alongside and told us that there were at least 16 enemy ships holed up in PALUAN BAY, (southern side of CAPE CALAVITE) and that the entrance thereto was patrolled by two active AS vessels who had contacted

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Subject: U.S.S. HULLOC, Report of War Patrol Number Seven.

him earlier in the evening. He then outlined the following plan for a dawn attack as the convoy sortied: RAY and CUTLERRO to attack from northwest. (by the lighthouse) HARDER to attack from west. HULLOC to attack from southwest. This plan presupposed that convoy was northbound and would round CAPE CALVITE after sortie.

0235 HARDER moved away to northeastward. We lay to.

0330 Went ahead to the northeastward, closing PALMAY BAY. Made radar contact on a DD (LONO class) 13,000 yards away right where we wanted to dive. Came left some and tailed along after HARDER. (Ship contact No. 2)

0419 Dived with DD 6,000 yards on starboard bow, HARDER 4,300 yards on port bow, south coast of CAPE CALVITE about 3,500 yards due north. Headed for coast. Went deep for BT card then came back up to radar depth. The DD was 4,500 yards away on a parallel course escorting us northward.

0515 Saw convoy start to sortie - one long column. (Ship contact No. 3) Includes whole outfit.

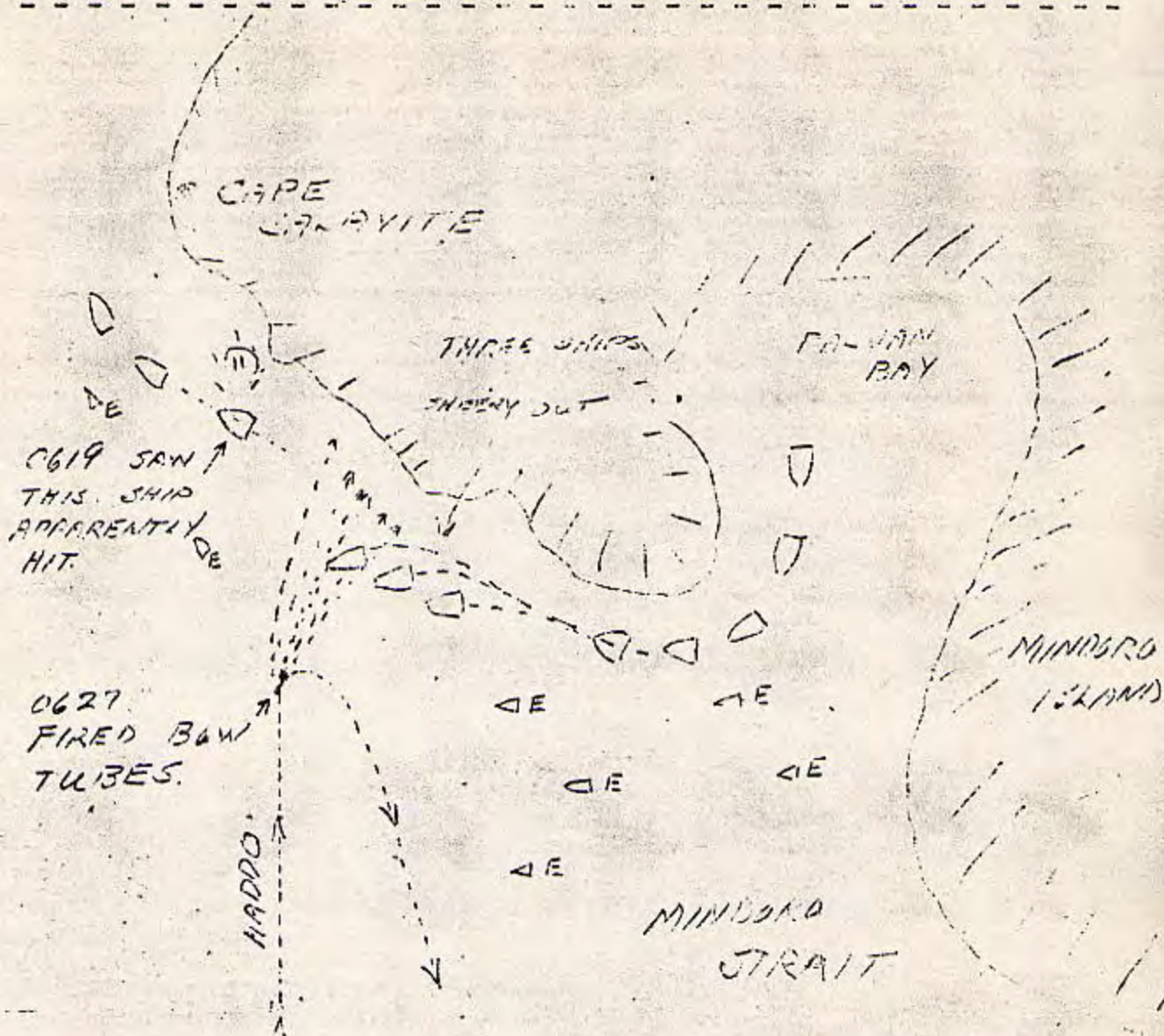
ATTACH NO. 1
LARGE ESCORTED CONVOY (EV)
FIRE 500 TORPEDOS
5 HITS

The sea was calm with small swells, so, in view of expected air cover, used little scope and very quick looks. Our plan was simple - run north closing the coast until something crossed ahead that was near enough to shoot at. Ran at 30' at 4.5 knots between looks.

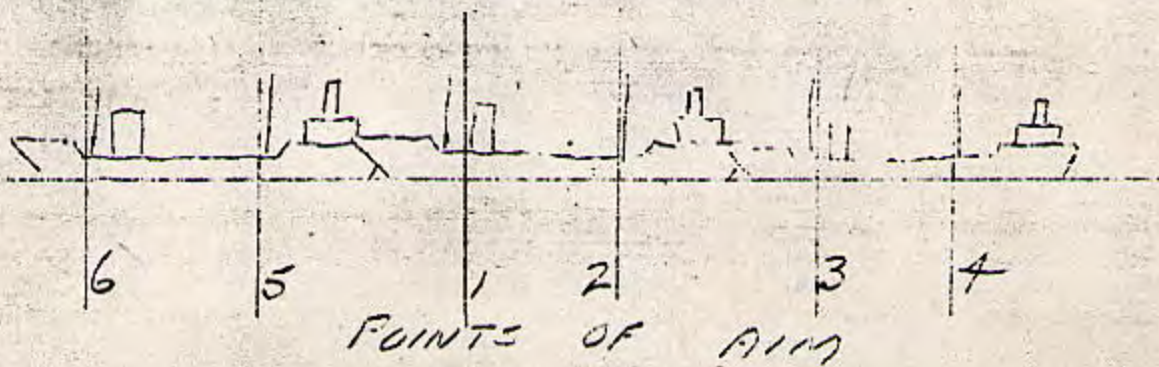
Leading ship of column crossed ahead at range of 6,000 yards. This meant we were bound to get a shot if not detected, since the column extended all the way back into the bay.

0554 Depth charging started on all sides and kept up, almost uninterrupted, until 0616. I have never heard such a din, nor would I have believed it possible for the whole Jap fleet to unload so many charges so rapidly. Could see two escorts on port beam and three on starboard side - all about 3,000 yards away and all

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ATTACK NO 1, SKETCH OF APPROACH



ATTACK NO 1, SKETCH OF FIRING TRAIN

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dropping charges - great geysers of water coming up around them. The escorts to starboard were closing, those to port opening. Had to shout to be heard in conning tower.

0619

Saw an AP or AK dead ahead apparently get hit by one torpedo amidships. This produced another barrage of charges which lasted until 0625.

0625

Saw three ships in column astern of the hit ship sheer out to their left - towards us! Angle on the bow 30 degrees port, with a continuous 3 ship target developing. Estimated range 2,900 yards.

0627

Commenced firing bow tubes with a 30 degree right gyro angle, track about 50 port, continuous 3 ship target, applying spread by periscope. (See sketch of firing set-up)

Immediately started deep expecting aircraft bombs. Heard five torpedoes hit with times of run varying between 1m 40s and 2m 02s. Heard the 6th torpedo explode at the end of 3m 34s run. The first five fish must have hit in the targets, but the 6th might have exploded on the beach which was about 2 1/2 miles away. I saw three of our torpedoes running while firing - all leaving light smoke but headed correctly.

0630

Depth charging, which lasted almost continuously until 0730. Counted over 100. None were close at all, but majority seemed to be where we had been. Used Selby's sine wave to evade the pingers. All the torpedoes were set at 4' depth in hopes of catching any intervening escorts. The ships were all big, loaded, and looked new. Heard definite breaking up noises until 0658.

0720

At periscope depth 6,000 yards from scene of attack. Saw one ship apparently burning and to her right a tremendous cloud of dense black smoke which rose very high and was gradually forming a great dark pall over the area. Two escorts pinging around in same vicinity, occasionally dropping depth charges. The times of torpedo runs were:

#1 1m 55s

#2 1m 53s

These two probably hit middle ship.

#3 1m 45s

#4 1m 40s

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These two probably hit nearest ship.

#5 2n 02s

This may have hit far ship or may have hit middle ship again, allowing for expected inaccuracies in timing.

#5 3n 34s

This torpedo probably hit the beach.

Having heard definite breaking up noises for half an hour and seen one burning ship plus huge smoke cloud 50 minutes after firing, I believe that one ship was definitely sunk with hits 1 and 2 or 3 and 4, another ship sunk with 3 and 4 or 1 and 2, and #5 torpedo probably struck the far ship but possibly made 3rd hit in the middle ship.

0730

Rendez completed. Headed back towards firing point hoping for shot at a DD.

0828

Commenced approach on DD heading for us from scene of attack. Estimated range 9,000 yards.

0834

Broke off attack and went deep to avoid target which turned out to be an SC, much closer than I had realized. Spent the remainder of the day working out to westward, occasionally avoiding the persistent SC.

0957

Surfaced in dense rain to air out.

1003

Submerged.

1909

Surfaced. Radar contact on HARDER. Joined up and proceeded northward towards our area north of MANILA,

Noon posit. Lat. 13-15-00 N
Long. 120-08-00 E

22 August 1944

Off BATAAN proceeding north with HARDER.

0130

Made radar contact on three ships to northeastward, range 13,000 yards. HARDER made almost simultaneous contact. Tracked target on base course heading for MANILA, speed 11.5 knots. (Ship contact No. 4).

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We commenced tracking on starboard flank while HARDER appeared to be on port quarter. About 0330, due to small size of radar pips, I informed HARDER I considered targets too small, but HARDER said she was "not convinced" and for us to trail.

0345 Trailing about 6,000 yards astern.

0356 Saw violent explosion in target group indicating a successful HARDER attack. We have been taught a lesson! Immediately commenced closing a very confused target group, trying to get radar coached onto one target. At

0415 identified the nearest target of the three as a destroyer which was steering around on erratic courses, apparently trying to find the HARDER.

ATTACK NO. 2

DESTROYER (EU)

3 TORPEDOES

1 HIT DD, 1 STRAY HIT AP

Put the forward EDT on the target and commenced giving continuous estimated angles on the bow to TDC. This information combined with radar ranges produced a satisfactory solution so at

0424 with range 3,500 yards fired three forward tubes on a 90 degree starboard track, aiming them by EDT to hit him in the middle and just miss him at each end.

0426 Observed one hit which produced a brilliant explosion, and about 20 seconds later I saw a second hit on another target of the group. Commenced opening out to get organized, but at

0430 radar still had the original three pips.

ATTACK NO. 3

DAMAGED DESTROYER (EU)

3 TORPEDOES

10 HITS

0443 With dawn rapidly approaching turned back and, using the same system employed on attack No. 2, at with range 3,300, fired 3 more torpedoes at the damaged destroyer, having solved his speed as 3 knots. All missed because, as later events proved, he was stopped. Hauled clear and at

0503 dived. Immediately commenced closing target group.

0530 Observed three ships, all stopped, and in varying

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Subject: U.S.S. HADDU, Report of War Patrol Number Seven.

degrees of disarray. Two were definitely identified as DDs but the third with zero angle on bow could not be identified.

0540 Reload forward completed.

0549 Heard and observed the unidentified ship to be hit and sunk by the HARDER. Took picture.

ATTACK NO. 4
2 DAMAGED DESTROYERS (DU)
3 TORPEDOES.
1 HIT

0620 Simply cruised on in towards the remaining two damaged DDs until at with range to nearest 2,400, fired 3 torpedoes, two at nearest, which had 90 degree angle on bow, and 1 at the other which had a 20 degree angle on bow and was about 3,000 yards away. Hit and sank near DD but missed far one. I realize now that I should have waited for better set up on DD #2. I wasted torpedo.

0636 While jockeying around at periscope depth for set up on the remaining destroyer heard screws very close aboard - could be heard through the hull, and simultaneously heard HARDER's call on the sound gear. She was between us and the target. Interpreted her signal to mean "Gangway" so went to 150 feet and cleared out. At

0655 heard HARDER sink the third and last ship. Watched it go down with its stern sticking out. Cruised off to westward submerged.

0812 Sighted HARDER on surface so surfaced ourselves about 600 yards from her.

0825 While I was standing back on the cigarette deck trying to operate the walkie-talkie, somebody said, "Where's the HARDER?" Looked around and she was gone. Since our plane radar was out of commission figured she had a plane contact. Dived with that "heads up" feeling. Our last orders had been to rendezvous tonight about 60 miles due west of CAPE BALINAO so headed up to northwest.

1301 Sighted plane. (Plane contact No. 12)

1333 Surfaced and continued northwest towards rendezvous.

1354 Received orders from HARDER to rendezvous off coast north of SUBUC BAY.

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Subject: U.S.S. MADDO, Report of War Patrol Number Seven.

2139 At the rendezvous, made contact on HAKE - the third member of the group - who had just arrived from DARTON.

2214 While steaming slowly north, waiting for HARDER, made radar contact on a destroyer headed south. Told HAKE I would attack. (Ship contact No. 5)

ATTACK NO. 5
DISPERSED (BU)
4 TORPEDOES
10 HITS

(but lots of excitement)

Commenced tracking the target while gaining position up ahead for a stern shot, there being only one torpedo left forward. It was a pitch black night with cloudy horizon. Target was steering straight course 165° t, at 11 knots. Got 5000 yards dead ahead of target, slowed, and commenced pulling slowly out to right for a starboard track. Sighted target when range was 4400 yards. The angle on the bow should have been about 20 starboard but was zero. At the same time the tracking party said target had speeded up. Noticed black smoke from target. Came further right. Angle on the bow still zero. Right some more. Range 3900. Still headed at us. Went ahead flank speed 110% on all engines. Range steadied down at 3900 for awhile but then began to close again slowly. He had the bull by the tail. Decided to fire down his throat in hopes of at least diverting him, so at

2303 with zero angle on bow, 2500 yard torpedo run, fired four torpedoes from after tubes using TBI bearing and off set spread; 1/8 degree between torpedoes. Fully expected to hit. At

2317 with range still closing slowly target opened fire. Heard first shot whistle overhead and saw it hit in line with us but about 600 yards up ahead. Out of the four shots I waited to see, two exploded in flight off our starboard bow about 100 yards.

2318 Dived deep and turned off the track.

2326 Four depth charges astern. He apparently never slowed down to listen, and seemed to keep right on going.

2347 Surfaced. Target 11,000 yards away to southward apparently headed for LITTLE. He was pinging for the

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first time - probably for morale effect.

Moan posit. Lat. 14-25-00 N
Long. 119-43-00 E

23 August 1944

Off east coast of LUZON heading north for CAPE BOLINAO.

Immediately on surfacing from previous melee had attempted to contact HARDER by voice without success.

Contacted HINE and arranged for rendezvous 20 hours from now. Decided to run north at high speed so we could patrol off CAPE BOLINAO tomorrow morning in view of tonight's attack right at HARDER's previously designated rendezvous. I should have ordered HINE to come with me.

0110 Sent HADDO despatch informing CTF 71 of our torpedo situation (1 forward, 4 aft) and also clarified results of attack number one as reported by HARDER.

0507 Dived eight miles off coast just south of CAPE BOLINAO and commenced closing coast. Went deep for BT card and when, at

0607 I made the first periscope exposure, there to the northward was a big tanker coming down the coast. Range 11,000 yards, angle on the bow 20° starboard. He was running about a mile off the beach. (Ship contact No. 6).

ATTACK NO. 6
ASASHIO DESTROYER (SU) (Identified later by
5 TORPEDOES Photograph to be
1 HIT KAMIKAZE class)

Closed beach at full speed in an effort to intercept the tanker.

0623 Tanker changed course away, conforming to the coast. At this time sound picked up pinging and I made out an ASASHIO class DD trailing way back on near quarter of tanker. Shifted to DD as target. We were running silent all the time in case of an unseen escort, but at range 4000 yards the destroyer became aware of our presence and headed towards us, alternately presenting a small starboard then port angle on the bow. I believe the DD saw the sun

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- glint off periscope since he was silhouetted in the rising sun making him very difficult for us to see at all through the morning mist. Turned tail to him and when range was 600 yards, angle on the bow 5° port, at
- 0653 fired all four stern tubes, spreading by periscope. Went deep immediately and turned off his track.
- 0653-28 Four rapid explosions. We had fired the four torpedoes almost simultaneously because the situation was precarious. We had to fire enough to insure hitting, and it had to be done quickly. One hit and the rest were countermined. Stayed deep, just to be sure, until
- 0714 when I observed the destroyer to be lying to with his bow blown off and slightly down by the head. Photographed. Maneuvered around for the kill with our last torpedo, and after carefully ascertaining that target was in fact stopped, at 800 yards, 90° track, zero gyro angle, fired our last torpedo to hit amidships. The torpedo took a slight left angle and just missed. Catastrophic! Maybe we should have waited longer before firing, but at the time the best bet seemed to grab the opportunity while it lasted.
- 0827 Using SD mast sent an urgent plain language message to any U.S. sub on 2380 telling of the situation. Hung around all day and watched with sinking heart while two trawlers and a destroyer came out at
- 1000 and commenced getting the target in tow. Three planes appeared and circled the group all day. (Ship contact No. 7) (Plane contact No. 13)
- 1200 The target moving south with one trawler towing, the other trawler made fast astern, to keep target from yawing, and the destroyer patrolling up and down about 3000 yards outboard. Was able to keep abreast of group at 50 turns so slow was the progress.
- 1908 Surfaced and promptly located target by radar about 250 yards off the beach at CALAM POINT. Sent urgent message to HADDO and HARDER. Got receipt. Both coming. Target is apparently going to spend the night where he is. Sent HARDER a rendezvous position about 9 miles off since one of the trawlers was getting troublesome.
- 2035 Received CTF 71 despatch ordering us to proceed to the advanced base where ORION will be. Near BLK.

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2220 HARDER lying to alongside: Gave them all the dope, received Sam's blessing, and left his wolf pack, heading south. HAKE also at rendezvous.

2240 Sent HADDO despatch to CTF 71 reporting morning's attack and expenditure of torpedoes.

Noon posit. Lat. 16-03-00 N
Long. 119-39-00 E

24 August 1944

Off east coast of LUZON, southbound.

0513 Submerged.

1853 Surfaced.

2000 Commenced transit of MINDORO STRAIT.

During the evening received entrance instructions for advanced base.

Noon posit. Lat. 13-42-00 N
Long. 119-48-00 E

25 August 1944

MINDORO STRAIT, APO EAST PASS, southbound.

0230 Entered CUYO EAST PASS.

0800 Entered SULU SEA.

1503 Sighted plane (transport) overhead. SD not running. Dived. (Plane contact No. 14)

2345 Passed between DOC GAY ISLAND and PEARL BANK.

Noon posit. Lat. 09-12-30 N
Long. 120-51-30 E

26 August 1944

Off PEARL BANK, southbound.

0315 Entered SIBUTU PASSAGE.

0455 Entered CELEBES SEA and turned east.

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0540 Sighted plane. Dived. (Plane contact No. 15)

0646 Surfaced.

1453 Sighted plane. Dived. (Plane contact No. 16)

1602 Surfaced.

Noon posit. Lat. 04-17-30 N
Long. 121-30-00 E

27, 28, and 29 August 1944

Underway in safety lane enroute advanced base in lagoon S.E. of BIAK. At 1045 on 27 August sent HADDO despatch giving E.P.A. advanced base. One recorded plane contact (Plane contact No. 17) on 28th. Many contacts with friendly planes.

Noon posit.	27th	28th	29th
	Lat. 04-50-00 N	03-18-00 N	01-27-00 N
	Long. 126-15-00 E	131-04-00 E	136 30 00 E

30 August 1944

Enroute advanced base.

0511 Moored to nest alongside ORION at advanced base.

31 Aug. and 1 Sep. 1944

Aloof ORION at advanced base. Replenished food, fuel and torpedoes. Repaired SD motor.

Received CTF 71 despatch modification of original operation order by hand from CIG 71.5.

2 September 1944

At advanced base.

0700 Underway for patrol area to rejoin our original coordinated attack group.

Noon posit. Lat. 00-34-00 S
Long. 136-27-00 E

3, 4, and 5 Sep. 1944

Underway in safety lane from BIAK to our patrol area off MANILA. Sighted friendly submarine on 5th

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at 0500, at which time we entered the CELEBES SEA just south of DAVAO GULF. (Plane contacts No. 18, 19, and 20)

Noon posit. 3rd 4th 5th
Lat. 02-21-00 N 04-00-00 N 04-52-00 N
Long. 133-55-00 E 129-00-00 E 125-00-00 E

6 September 1944

Underway in CELEBES SEA enroute SIBUTU.

0624 Submerged 28 miles from southern entrance to SIBUTU.

1900 Surfaced in middle of SIBUTU PASS.

1945 Completed transit SIBUTU.

1958 Exchanged recognition signals and the usual amenities with BASHAM which followed us through the passage. Used SJ for signalling and it worked well.

2300 Passed between DOC CAI ISLAND and PEARL BANK.

Noon posit. Lat. 04-40-00 N
Long. 119-50-00 E

7 September 1944

SULU SEA, northbound.

0248 Boarded and examined a small sailboat. FILIPINOS with a cargo of copra. Burned bananas for cigarettes.

0344 Sighted a tanker and 1 DD to westward, range 15,100 yards. Made radar contact and commenced tracking. (Ship contact No. 3)

When we closed to 12,000 yards on DD he turned towards us and started to smoke. (bright moonlight) Since we couldn't tell whether it was a zig or if we had been sighted, hauled off to eastward and continued tracking by bearings on DD.

0430 Tanker out of sight, trying to get some idea of the base course by bearings on the DD. Our best estimate at this time was 040, and since it was getting light to eastward (silhouetting us) we cut to

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the northward to get back ahead of the tanker. Sent contact report to BASKAW on 2330, both by CW and voice. No receipt. At

0514 Submerged.

0543 Sighted smoke bearing 214°T. The sea was so unbelievably glassy that we took pictures of the non-existent horizon.

Determined by bearing change that the target was on an easterly course. He apparently came out of BALABAC headed for BASILAN.

0700 Surfaced and commenced end around. The target has an 8 hour run to ZAMBOANGA at his estimated 10 knot speed. It was so calm that our wake was visible for as far as could be seen through the high periscope. Target and escort in sight through periscope and occasionally from bridge.

0740 Sighted small craft bearing 085°T, 20 degrees on our port bow. It did not appear to be a sailboat or a submarine. While wondering what to do our minds were made up for us at

0750 when we had a plane radar contact at 10 miles which closed to 8 miles before we dove. (Plane contact No.21)

0802 One bomb right overhead. I firmly believe we could be seen at this depth so went to 200 feet. Gave up the ghost on the tanker as it will probably duck into the shallow water of the SULU ARCHIPELAGO. Turned north.

1013 Surfaced.

1029 Plane radar contact 14 miles. Dived. (Plane contact No. 22)

1310 Surfaced and headed for EAST CUYO PASS.

1752 Experienced three sharp tremors through the boat. Possibly distant explosions or earth quakes.

2043 Dove to flush out No. 4 M.B.T.

Noon posit. Lat. 07-23-00 N
Long. 120-32-00 E

8 September 1944

SULU SEA, northbound.

Subject: U.S.S. HADDO, Report of War Patrol Number Seven.

0200 Entered CUYO EAST PASS.

0722 Just clear of CUYO EAST PASS. Submerged for remainder of day.

1723 Sighted power driven fishing sampan on parallel course about four miles to northward. Jap flag painted on pilot house.

1837 Dusk.

ATTACK NO. 7
FISHING SAMPAN
4" GUN

Surfaced, closed to 75 yards and sank with 14 rounds of point detonating. Tried unsuccessfully to find survivors in dark amongst a mass of floating debris.

2000 Entered APO EAST PASS of MINDORO STRAIT.

Noon posit. Lat. 11-26-00 N
Long. 121-25-00 E.

9 September 1944

MINDORO STRAIT, northbound.

0315 Off CALAVITE, clear of MINDORO STRAIT. Tried to raise HARDER on 2380, using voice and CW, but got no answer. Figured that if HARDER were in Whitowash Area DOG she would have heard us, and that therefore she was probably heading well out to westward in accordance with CTF 71 despatch orders. Headed west and speeded up to get clear of coast so we can remain on surface today. Plan to tell HARDER our plans tonight via radio PERTH.

1230-1330 Tried unsuccessfully to get HADDO despatch off to PERTH on 12705 kcs. - 1 hour.

1855-1940 Spent 45 minutes getting HADDO despatch off on 8470 kcs. We have spent almost 2 hours of continuous transmitting to get off a 39 group message. This evening we deliberately used the HADDO'S call in a feeble attempt to lead the Japs into believing that we were two different boats instead of one submarine obviously heading towards a shipping lane. PERTH finally told us to go ahead and eventually receipted

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on the FOI schedule. We never did hear them on 8470. I don't understand why we, with our shipboard transmitter, can make ourselves heard in PERTH and yet be unable to hear PERTH on the same frequency.

Noon posit. Lat. 13-38-00 N
Long. 117-46-00 E

10 September 1944

SOUTH CHINA SEA, heading west towards MACCLESFIELD BANK.

1410 Submerged.

1545 Sighted mast of vessel to southward. Tracked on a northeasterly course until

1823 when target reversed course. We had never seen more than a single mast. Suspected it was one of our attack group and surfaced. Called on voice frequency and identified ship as the HAKE.

1910 Lying to alongside HAKE. Transferred a couple of radar crystals to HAKE and learned that HAKE had been patrolling independently since the evening of 24 August - the day after we left the area enroute BIAK.

1941 Commenced coordinated search to northwest.

Noon posit. Lat. 14-56-00 N.
Long. 112-50-00 E.

11 September 1944

SOUTH CHINA SEA, scouting to northward in company with HAKE.

0708-0730 Trim dive. Commenced patrolling back towards the south, HAKE to westward.

1930 HAKE alongside for conference. Decided to lie here until 2300 and then head back in column towards CALAVITE.

2300 Headed back towards CALAVITE.

Noon posit. Lat. 14-44-30 N
Long. 112-47-00 E.

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12 September 1944

SOUTH CHINA SEA enroute MANILA AREA in company
with HAKE.

1100-1130 Trim dive.

Noon posit. Lat. 13-50-00 N
Long. 115-18-00 E.

13 September 1944

SOUTH CHINA SEA enroute MANILA AREA in company
with HAKE.

0531 Submerged.

1836 Surfaced.

1849 Received CTF 71 despatch ordering this wolf
pack to cover VERDE ISLAND PASSAGE and PALANET PASSAGE
to detect any movement of Jap naval units from or to
MANILA.

2005 Made radar contact on and exchanged messages with
FLASHER.

2120 In view of CTF 71's despatch, sent HAKE a message
assigning her a patrol station for tomorrow, 10
miles bearing 340°T from CABRA ISLAND LIGHT.

Shortly thereafter received a message from
FLASHER saying he would cover the northeastern
approaches to MANILA.

2240 Rendezvous with HAKE.

2300 Proceeding independently to tomorrow's patrol
station. We will cover VERDE ISLAND PASSAGE.

Noon posit. Lat. 13-31-00 N
Long. 119-16-00 E

14 September 1944

Off CALIVITE.

0437 Submerged and commenced transit CALIVITE PASS.

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Subject: U.S.3. HADDO, Report of War Patrol Number Seven.

- 0904 Six sea trucks passed almost overhead westward (outward) bound. Was terribly tempted to follow.
- 1000 Well within VERDE ISLAND PASSAGE having passed close aboard one of PUFFER'S beached tankers. Took station in middle of passage.
- 1120 Saw smoke and tops of an unidentified freighter apparently northbound of GOLO ISLAND. Range about 22,000 yards. (Ship contact No. 9)
- Attack out of the question. Apparently came through GOLO PASSAGE.

1855 Surfaced.

Noon posit. Lat. 13-36-00 N
Long. 120-33-00 E.

15 September 1944

VERDE ISLAND PASSAGE.

- 0445 Submerged.
- 0638 Sighted float plane, close aboard overhead. (Plane contact No. 23)
- 1000 Sighted 3 fighter planes headed south. (Plane contact No. 24)
- 1849 Surfaced and proceeded out of VERDE ISLAND PASSAGE.
- 1855 Made radar contact on and avoided small craft lying to in CALAVITE PASS. Headed south to patrol tomorrow off northern tip BUSUANGA ISLAND.
- 2330 Sent HADDO despatch informing CTF 71 that we were no longer covering VERDE ISLAND PASSAGE.
- Noon posit. Lat. 13-39-00 N
Long. 120-36-00 E

16 September 1944

Northern approaches PALAWAN PASSAGE.

0523 Submerged.

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Subject: U.S.S. HMDDO, Report of War Patrol Number Seven.

1315 Sighted plane. (BETTY) (Plane contact No. 25)

1828 Surfaced and spent night making a sweep to the northwest and back towards CAPE CALAVITE.

Noon posit. Lat. 12-43-00 N
Long. 119-46-00 E

17 September 1944

Off CAPE CALAVITE LIGHT:

0500 Submerged.

1833 Surfaced. Spent night making sweep to northwest and back feeling that traffic at night was very unlikely off CALAVITE.

Noon posit. Lat. 12-29-00 N
Long. 121-14-00 E.

18 September 1944

Off CAPE CALAVITE LIGHT.

0451 Submerged.

0545 Jap PG(E) passed between us and the cape southbound. Nearest range 10,000 yards. Wouldn't have fired at him anyhow as sea was much too rough for shallow depth settings.

1834 Surfaced. Spent night making sweep to northwest and back to new area off CABRA ISLAND.

2321 Received final part of CTF serial 4 assigning us aircraft lifeguard duties for 21st and 22nd September.

Noon posit. Lat. 13-28-00 N
Long. 120-12-00 E

19 September 1944

Off CABRA ISLAND.

0449 Submerged.

0520 Sound picked up light screws to westward. In the early morning light could faintly see 2 SCs or PCs

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about 3,000 yards away headed towards us. They passed overhead going very slowly but not pinging.

1854 Surfaced. Spent night making sweep to northward and back to CAPE CALAVITE.

Noon posit. Lat. 13-55-00 N
Long. 119-56-00 E

20 September 1944

Off CAPE CALAVITE LIGHT.

0450 Submerged.

0946 Sighted plane (RUPE) close aboard apparently patrolling in a southerly direction. (Plane contact No. 26)

1034 Sighted smoke bearing 058°T, up in CALAVITE PASSAGE. (Ship contact No. 10).

ATTACK NO. 8
KALIKAZE DESTROYER (EU)
4 TORPEDOES
1 HIT

At the time of sighting smoke we were about 6 miles off CAPE CALAVITE LIGHT. We immediately commenced closing the coast on a southeasterly course.

1115 Masts of many ships in sight.

1140 Sighted float plane (DAVE) patrolling low over the convoy. (Plane contact No. 27).

By this time convoy was determined to be disposed in two long columns of at least five ships each, with 3 escorts scattered around indiscriminately. One destroyer was patrolling back and forth between the leading ships of the two columns. All ships appeared in the light condition.

1200 Convoy, which up to this time had been on a southwesterly course, giving us a port angle on the bow, (coming through CALAVITE PASS) turned south to round the cape. This placed us dead ahead of the convoy between the two columns. Turned north and

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headed towards. Kept shifting targets from one column to the other as they made small zigs, alternately presenting a 10 degree angle on either bow. The DD that was between the two columns was getting close and it looked as though he would pass right over us if he didn't pick us up first with his pinging. One of the escorts further back in the convoy dropped a couple of propaganda charges.

1214

Angle on bow on leading ship now 10 degrees starboard, range 3,000. Reversed course. While turning, saw that the near DD was forging ahead and cutting across the bow of leading ship in eastern column. Angle on bow 50 starboard. Got a quick set up on the DD, and, after a check set up, at

1219

fired the 4 stern tubes with zero gyro, 100 track, using 4 feet depth settings on Mk 18 torpedoes. Torpedo run 2,000 yards. Applied spread by periscope to insure 1 hit. The western column was too far away to shoot at with the bow tubes, so started to turn hard right to bring bow tubes to bear on leading ship of near column. Almost immediately after firing, over-enthusiastic use of the poppets in the after room caused us to lose depth control and start to sink.

1220-50

One tremendous explosion in direction of DD. Actually shook HADDO worse than any shock we've so far received. Targets pinging and screws ceased and were never heard again. At this time we had a 17 degree up angle hanging at 72 feet.

1225

Efforts to regain periscope depth having proved futile, flooded negative and after more minutes anxiously hanging at 70 feet started down. Still no near escorts. Heard end of run explosions of other three torpedoes. Went deep and pulled out to westward.

1350

Back at periscope depth. Convoy's smoke in sight to southward. Nothing in sight at scene of attack. Spent remainder of afternoon in vicinity of attack. The only question in my mind regarding the disposition of our target had been whether he had possibly managed to remain afloat. The violence of the explosion, the simultaneous abrupt end of his screws and pinging, the absence of counter attack, and his absence from the scene 1 1/2 hours after firing all convince me that he sank immediately.

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1355
Had we not fired Ik 13 torpedoes I believe the air screen would have given us a pasting as we hung at 70 feet.

1340 Surfaced and sent HADDO despatch to CTF 71 giving contact report and dope on DD. Headed north towards station for tomorrow's life guard duty.

Noon posit. Lat. 13-27-00 N
Long . 120-15-00 E

21 September 1944

Off MANILA; Heading for SUBIC BAY to assume lifeguard duty.

0325 . Avoided small patrol boat.

0404-0444 Made trim dive. Surfaced in assigned station off mouth of SUBIC BAY.

0615 Air raid warning broadcast on all MANILA commercial stations.

0651 Sighted many columns of smoke of a convoy standing out of SUBIC BAY heading north close to the coast. (Ship contact No. 11)

0700 Several ships of the convoy in sight.

0711 Sighted float plane screening convoy about the same time he sighted us and headed towards. Dived. (Plane contact No. 28)

Kept the plane under observation through scope.

0805 Sighted KAWANISHI flying boat screening to seaward of convoy. (Plane contact No. 29)

Sighted unidentified sea plane to eastward. (Plane contact No. 30)

0848 Surfaced.

0852 Simultaneous sight and radar contact on RUFÉ type float plane, distance 10 miles, gliding towards us. Dived. (Plane contact No. 31)

0943 Sighted 36 planes flying in formation up the coast. Watched them until (Plane contact No. 32)

1008 At which time we surfaced, hoping they were our

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carrier planes.

1010
Immediately on surfacing we sighted a destroyer about 9 miles away and the smoke of another ship further inshore but coming out. At first we thought the DD was possibly damaged by the possibly friendly 36 planes which had apparently passed right over him. (Ship contact No. 12 and 13)

At

1013 however, we were disillusioned when DD was seen from the bridge to turn towards us. Figured that if this DD and the other smoking ship were unharmed, then the planes must be Jap.

1014 Dived. We never saw the DD again and subsequently learned that the planes were friendly, and that they did eventually sink the DD. Commenced approach on smoking ship which was getting nearer. Still just smoke visible.

1103 Sighted heavy smoke to the northwest. We were still within two miles of our assigned station, and both smokes seem to be converging on us. (Ship contact No. 14).

1146 Both ships plainly in sight. The ship to the northwest is the TAKASAGO MARU (EC), a beautiful hospital ship, and the one coming out from the beach is a man-of-war (EU) tentatively identified as a mine layer by the cr-ne'aft. The hospital ship had float plane circling it, and a second float plane was over the CI. (Plane contact No. 33)

1221 Photographed the hospital ship from about 5,000 yards on her port beam. She was on a straight course for MANILA, but as I took pictures she turned away and reversed course. This maneuver combined with the plane cover, got us excited, and we broke out all printed matter relative to the immunity of AM's.

1245 CI and ME were milling around together. Apparently the CI is trying to tell the ME something, because he practically went alongside. Took more pictures of the two together, and kept jockeying around for a shot at the CI who was keeping pretty close to the hospital ship. Hasty research had failed to reveal a definite excuse to attack the ME.

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- 1317 Hospital ship went ahead towards MANILA, and CI headed out to sea. Believing that our lifeguard duties were a morning function, commenced to trail CI.
- 1736 Smoke of CI out of sight to southwestward. Surfaced and commenced closing at high speed.
- 1857 Made radar contact dead ahead. Range 19,000 yards.

ATTACK NO. 9
UNIDENTIFIED M.M. OF WAR
PROBELY CI (EU)
6 TORPEDOES
2 HITS

- Made end around to westward of the target which was on a base course of 190, apparently heading for PALAMON PASSAGE. He was giving MANILA a very wide berth. We wanted to attack from up wind in order to avoid throwing up a lot of spray.
- 2127 In position up ahead, moon well down, commenced closing to attack.
- 2143 Fired six bow tubes on about a 90° starboard track, small gyro angle, 2,900 yard range, using an offset spread. Just as we started to fire, target blew his whistle and commenced turning toward, ending up with a 60° track on the last fish.
- 2145 Two hits. Target stopped and settled aft. Many lights visible on target.
- 2152 Target sank. We were lying to 3,000 yards away, and just after target disappeared it blew up with a huge explosion. Rigged our searchlight and spent the next hour examining the mass of debris and survivors. Tried our best to get some prisoners, but none of the some 40 survivors that we saw would come aboard. In two cases we had the man 6 feet from the side, lying to, with the searchlight right on him and saw him deliberately inhale water and drown himself. Could watch the bodies sink down at least 50 feet in the searchlight beam. Got so disgusted we depth-charged one of them with a hand grenade as he went deep.

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Subject: U.S.S. HILDEO, Report of War Patrol Number Seven.

2302 Headed back at high speed for our life guard station.

Noon posit. Lat. 14-30-00 N.
Long. 120-00 E

22 September 1944

Off MANILA enroute SUBIC BAY for life guard duty.

0409-0446 Made trim dive.

0520 On station off SUBIC BAY.

0601 Heard MANILA broadcast stations announce beginning of air raid.

0605 Sighted float plane (RUFF) flying up the coast. (Plane contact No. 34).

0609 Sighted a second plane flying up the coast. (Plane contact No. 35).

From this time on we had almost continuous radar contact on one or more planes.

0648 Sighted formation of carrier type planes heading out to sea. Today we at least have the satisfaction of hearing our aviators talking over the radio.

0715 Sighted 2 BETTY bombers coming in at us about 50 feet off the water from seaward. Angle on bow zero, range 4,000 yards. Dived! (Plane contact No. 36)

According to dope subsequently received, one of these BETTYS was shot down by our planes as it approached BATAAN.

0720 Surfaced.

0750 Heard planes say they thought they saw a life raft in the water. Almost simultaneously, we saw a plane zoom the water about 15 miles to the north, right off the COPONES ISLANDS.

0759 Nine fighters coming in fast right at us. Stayed up trying to identify them but they kept headed directly at us. With range $1\frac{1}{2}$ miles my nerve

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Subject: U.S.S. MIDCO, Report of War Patrol Number Seven.

0810

failed and we dived, but as we were going down we heard somebody say over the radio "Hello Sallow Face, down there", so we immediately surfaced. As soon as we were up, started asking the planes if they had any business for us but could get no answer. At went ahead at full power towards the CAPONES ISLANDS where we could occasionally make out two planes circling. By this time there were no other planes in sight except these two and they soon headed toward us. We fired recognition flares and established communication with both planes (F6Fs) by radio. They told us "See you are on correct course" and we told them to please hang around as air cover. One fighter circled us continuously from then on until when we picked up Lieutenant H.H. HILLS; U.S.N.R., from his rubber raft. He was uninjured.

0854

Asked planes if there were any other planes down and they said negative.

While we were enroute to pick up Lieut. HILLS with the nice F6F circling us we felt serenely safe until the plane sent us the following message: "Please fire rocket if your lookouts sight any planes, because I'd sure hate like hell to be caught up here by myself!"

0926

Lieut. HILLS told us that there would probably be no more activity until after lunch, so at Submerged.

1043

Surfaced and proceeded back to assigned station. At this time the weather was getting bad, and although we never knew for sure, I believe all further operations were cancelled for the day. Heard no further radio signals on the aircraft frequency.

1207

Main hydraulic plant failed, so dived by hand to fix it.

1420

1531

Surfaced, hydraulic still out, and at asked FLASHER by voice radio if there had been any messages for us on the aircraft frequency. Received reply "Negative."

Hydraulic back in commission.

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Subject: U.S.S. HADDO, Report of War Patrol Number Seven.

1711 Plane radar contact 6 miles. Dived (Plane contact No. 36).

1826 Surfaced and proceeded south to patrol north of BUSANCA ISLAND.

Noon posit. Lat. 14-30 N
Long. 120-00 E

23 September 1944

Off BUSANCA ISLAND.

0514 Submerged.

1810 Surfaced and commenced sweep to westward.

2052 In view of
(1) improbability of shipping traffic in this area tomorrow, and
(2) Tomorrow's air strike over central Phillipines, decided to spend tomorrow in TABLAS STRAIT. Headed down through LINDORO STRAIT.

Noon posit. Lat. 12-55 N
Long 120-12 E

24 September 1944

EAST APO PASS, southbound.

0600 Entered TABLAS STRAIT.

0655 Submerged.

1803 Surfaced and headed for FREMANTLE.

Noon posit. Lat. 12-09 N
Long. 121-54 E

25, 26, and 27 Sep. 1944

Southbound from area to FREMANTLE

0100, 26th Cleared SIBUTU PASS.

0700, 27th Cleared MAKASSAR STRAIT.

1522 27th Plane radar contact, 7 miles. (Plane contact No. 37). Dived for 20 minutes.

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Subject: U.S.S. HADDO, Report of War Patrol Number Seven.

Noon posit.	25th	26th	27th
	Lat. 03-03 N	01-34 N	04-51 S
	Long. 120-30 E	119-23 E	117-36 E

28 September 1944

FLORES SEA, southbound.

0100 Entered LOBOK STRAIT.

0230-0330 Tracking and running around patrol vessel which was first contacted at 10,000 yards, apparently lying to in middle of strait. Must have heard us because he got going and eventually closed to 4,400 yards before we got clear.

0400 Cleared LOBOK.

Noon posit. Lat. 10-53 S
Long. 115-16 E.

29 September - 2 Oct. 1944 inclusive

Underway in INDIAN OCEAN enroute FREMANTLE.
On 29th and 30th September sent ETA and correction thereto to CTF 71.

Noon posit.	29th	30th	1st
	Lat. 17-24 S	22-00 S	27-17 S
	Long. 113-49 E	111-40 E	111-54 E

2nd
Lat. 30-23 S
Long. 113-53 E

3 October 1944

0800 Arrived rendezvous, FREMANTLE, W.A.

1030 Moored at FREMANTLE, W.A.

Serial 01254

26 October 1944.

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

SECOND ENDORSEMENT to:
USS HADDO Comf. Ltr.
A16-3 Serial 013, dated
3 October 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. HADDO (SS255) - Report of Seventh War
Patrol - Comment on.

1. HADDO's Seventh War Patrol was conducted in the SOUTH CHINA SEA off the West Coast of LUZON and MINDORO in a Coordinated Search and Attack Group consisting of HARDER, HAKE and HADDO. After expending all torpedoes HADDO reloaded at MIOS WOENDE. On returning to the area Lieutenant Commander G. W. NIMITZ, Jr., U.S.N., took command of the Group consisting of HADDO and HAKE.

2. HADDO made successful attacks on three convoys, sinking two AKs in the first, and one DD from each of the other two. A small AP which was damaged by HADDO in one of the latter convoys, was later sunk by HARDER. Credit for this sinking has been equally divided between HADDO and HARDER.

3. In a submerged "down the throat" attack on a DD escorting a tanker, one hit knocked the bow off up to the bridge. The last torpedo, fired as a "kill" shot, missed, and HADDO had the heart-breaking experience of watching the damaged ship being towed into shallow water. In view of the heavy damage received it is very likely that this ship eventually sank.

4. While on Lifeguard duty off SUBIC BAY HADDO rescued one downed fighter pilot.

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

6. The Force Commander takes pleasure in congratulating HADDO Commanding Officer, Officers, and Crew on the aggressiveness, determination, and skill, which produced such gratifying results.

Serial 01254

26 October 1944.

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

USS HADDO Comf. Ltr.
A16-3 Serial 013, dated
3 October 1944. Report
of Seventh War Patrol.

Subject: U.S.S. HADDO (SS255) - Report of Seventh War
Patrol - Comment on.

The following damage was inflicted in this well conducted and highly successful patrol:

SUNK

1 - AK (Large - EU)	7,500 Tons	(Attack No. 1)
1 - AK (Medium - EU)	4,000 Tons	(Attack No. 1)
1 - DD (EU)	1,200 Tons	(Attack No. 4)
1 - DD (KAMIKAZE Class - EU)	1,300 Tons	(Attack No. 7)
1 - Large Patrol Vessel - EU)	1,000 Tons	(Attack No. 9)
1 - AP (Small - EU) 4,000 Tons	2,000 Tons*	(Attack No. 2)
1 - MIS (Fishing Sampan)	<u>100 Tons</u>	(Gun Attack No. 1)

Total 17,100 Tons

DAMAGED

1 - DD (KAMIKAZE Class - EC) 1,300 Tons (Attack No. 6)

Grand Total 18,400 Tons

* -- Tonnage divided between HADDO and HARDER.

R. W. CHRISTIE.

DISTRIBUTION:

Cominch	(3)	- Direct	OTG-71.3	(2)
Vice Cpnv	(2)	- Direct	CTG-71.4	(2)
Vice Cpnv Op-230	(1)		CTG-71.5	(2)
Com1stFlt	(1)		DivComsSubRon-12	(1)
Com2ndFlt	(1)		DivComsSubRon-16	(1)
Com7thFlt	(2)		DivComsSubRon-18	(1)
ComSubs1stFlt	(30)		S/M School N.L. Gonn.	(2)
ComSubs2ndFlt	(4)		SubAd, Mare Island	(2)
CRF-71	(4)		S/Ms 7TH FLT	(1)
CRF-72	(2)			

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

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

Serial 0296

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

CONFIDENTIAL

FIRST ENDORSEMENT to
U.S.S. HADDO - 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. HADDO (SS255) - Report of Seventh War
Patrol - Comments on.

1. The seventh war patrol of the U.S.S. HADDO was conducted in areas of the Philippines during the period 8 August to 3 October 1944. It was of fifty-six days duration with thirty-four days spent in the area. The HADDO formed a coordinated attack group with the HARDER and HAKE. The Commanding Officer of the HARDER was group commander.

2. During this very aggressive patrol, eight torpedo attacks and one gun attack were made. Thirty-four torpedoes were fired and twelve hits were made. In addition a naval aviator was rescued.

Attack No. 1 - A daylight submerged attack on a large escorted convoy. After an approach made while escorts were dropping depth charges, fired six torpedoes at three overlapping AKs and heard five hits while going deep to evade. Two hits were timed for each of two AKs and a fifth hit was timed for a third AK.

Attacks Nos 2 and 3 - Night surface attacks on a DD. Three torpedoes were fired on the first attack; one hit the DD and another hit another target. On the second attack twenty-one minutes later with three torpedoes fired at the same DD, all missed due to a speed error.

Attack No. 4 - A daylight periscope attack on two damaged DD's. Two torpedoes were fired at the near one which received one hit and sank. A torpedo fired at the far DD from a bad firing position missed. Heard HARDER's screws very close aboard so went deep and cleared out. *Harder lost?*

Attack No. 5 - A diversionary night surface attack on a pursuing DD. Fired four torpedoes "Down the Throat" with torpedo run of 2,500 yards; all missed.

Serial #296

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

CONFIDENTIAL

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

Subject: U.S.S. HADDO (SS255) - Report of Seventh War
Patrol - Comments on.

Attack No. 6 - A daylight periscope attack on a DD. Fired four stern tubes "Down the Throat" at a range of 600 yards. One hit and the rest were believed countermined. Twenty-one minutes later fired the last torpedo at this damaged DD and missed.

Attack No. 7 - A daylight periscope attack on an air screened convoy of ten AKs and three escorts. A shot at the DD escort was offered so fired four stern torpedoes and got one hit. Depth control was lost due to improper use of poppets so the effects of the hit were not noted; however, the DD was not present on later observation.

Attack No. 8 - A night surface attack after an end around on a man of war, possibly a minelayer. Two of six torpedoes fired hit and sank the target.

3. The absence of major material defects is indicative of a very thorough routine maintenance at sea. With the exception of work required on the auxiliary generator, cleaning of the main generators, and removal of a ground on the forward battery, normal routine only is required to refit the vessel. Certain work in safety and auxiliary tanks has been directed by proper authority and will be accomplished.

4. The health, morale and cleanliness of the HADDO on return from patrol were excellent.

5. The Squadron Commander extends heartiest congratulations to the Commanding Officer, Officers, and Crew on conducting a highly aggressive and successful patrol.

J.B. GRIGGS.

U.S.S. HADDO

58255/116-3
Serial 013

Care of Fleet Post Office,
San Francisco, California,
3 October 1944.

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

From: The Commanding Officer; U.S.S. HADDO.
To : The Commander in Chief, United States Fleet.
Via : Official Channels.

Subject: U.S.S. HADDO, Report of War Patrol Number Seven.

Enclosure: (A) Subject report.

1. Enclosure (A), covering the seventh war patrol of this vessel conducted in the PHILIPPINE ISLAND AREA during the period 3 August 1944 to 3 October 1944, is forwarded herewith.

C. W. Hume, Jr.
C. W. HUME, Jr.