

## HISTORY OF USS PCGY (SS 266)

Our submarines were employed in our mounting offensive in the Pacific to cut enemy communications to his great sea empire, even attacking shipping in Japanese home waters. Our subs were also used to support fleet actions as pickets, weather stations, landing reconnaissance raiders and by attacking combat units including ASW vessels.

Winner of the Navy Unit Commendation for aggressive patrols and sinking a Mutusuki class destroyer, the USS PCGY sent 96,609 tons of Japanese shipping to the bottom and damaged an additional 33,184 tons.

Named for a Lake Tahoe trout, the keel of this fighting ship was laid at the Manitowoc Shipbuilding Company, Manitowoc, Wisconsin on 15 September 1941. She was launched on 23 June 1942, with Mrs. Julius A. Furer, wife of Rear Admiral Furer, USN, serving as sponsor. Lieutenant Commander G. H. Wales, USN, assumed command at her commissioning on 10 January 1943. Since civilian personnel were to be in charge, the PCGY was temporarily decommissioned on 1 February for the cruise down the Mississippi River to New Orleans, Louisiana, and was recommissioned upon her arrival on 12 February.

After a period of fitting out, trial runs, and training, the PCGY arrived in Pearl Harbor on 5 April 1943. By 15 April she was ready for her first war patrol. After a few hours stop at Midway, the PCGY set out for her patrol area along the eastern coast of Honshu. She made her first contact on 1 May. A periscope attack on a convoy of five ships with one escort, resulted in the loss of the ex-gunboat KEISHIN MARU, and a small freighter. In the depth charge attack which followed the PCGY hit the bottom in her search for deep water. Upon surfacing that night she attacked a destroyer with three torpedoes, but was unable to observe the results.

The next day she destroyed a large sampan by gunfire during a surface engagement. On 9 May 1943, while making a submerged attack on a convoy of four freighters, a bomb close astern forced the PCGY to retire. On the 11th a second 100 ton sampan was destroyed by gunfire. Two torpedoes hit sent a small freighter to the bottom on 26 May, and on 5 June the PCGY retired to Midway.

She departed Midway on her second war patrol on 26 June 1943. Throughout July she covered the Empire-Truk main communication and supply line. While patrolling submerged east of the Palap Islands on 5 July, two freighters were sighted and attacked with torpedoes. The leading 3000 ton freighter was damaged by one hit.

The PCGY's luck was better on the 31st when she sighted an aircraft ferry steaming for Truk. Commander Wales made two skillful tactical maneuvers and on the 1st of August fired two torpedoes sinking the 7,497 ton MONGAMIGAWA MARU and her valuable cargo. The submarine then departed the area, stopping at Johnston Island for fuel on the 14th, and arrived at Pearl Harbor two days later for refit.

The vast of the Central Pacific were not patrolled in haphazard, hit-or-miss fashion. There was the Empire blockade and the Truk blockade -- submarine concentrations on shipping focal points. Around the Palaus, the Marianas, the Marshalls, and the Gilberts the Submarine Pacific patrols were blocked out as part of a carefully designed pattern.

By July 1943 the sea of Japan was the only area in the Pacific open to enemy shipping, well protected against submarine invasion by geographic and military barriers. The PCGY contributed greatly toward forcing Japan to retreat to this small area.

The PCGY departed Pearl Harbor on 9 September 1943 for her third war patrol, to be conducted in the Palau area. On the 20th she sighted a five ship convoy. After a two day chase and one unsuccessful attack, two torpedo hits were scored on the largest freighter of the convoy to send 7000 more tons of enemy shipping beneath the waves. No more prey was sighted, and on 25 October 1943, the PCGY returned to Pearl Harbor.

On 8 November 1943 Lieutenant Commander R. M. Metcalf, USN, relieved Lieutenant Commander Wales as commanding officer. The ship departed for her patrol area again in the Palau Islands, on 25 November. While still enroute to her assigned area, a large freighter and a submarine tender with an escorting destroyer were sighted on 7 December 1943. In the ensuing attack three torpedoes hit and sank the 6,081 ton submarine tender, and one hit was scored on the freighter. The PCGY went deep and sat out an attack of 22 depth charges. She surfaced in the darkness to find the freighter dead in the water with the destroyer circling her. The PCGY fired two torpedoes, both smashing hits, and the freighter went under.

On 13 December the PCGY picked the plum of this patrol. With two torpedoes she sealed the fate of a 5000 ton transport leaving Palau loaded with troops. The angry escort dropped 27 depth charges during the counter attack, the three close charges caused damage necessitating termination of the patrol. She returned to Midway on 22 December 1943 after only 28 days on patrol.

Formosa, the big island lying at the toe of the Nansai Shoto chain was Japan's second largest colony, and an important source of food for the home Empire. Well aware of the colony's economic status in the Empire, Submarine Pacific Headquarters had marked the Formosa area for special attention. Now, with the war moving westward, Formosa's importance was increasing in the strategic as well as the economic field. The island stood as the main way-station on the Malaya-Netherlands Indies-Philippines trunk line to Japan. Linking the East China and the China Sea, Formosa Strait served as a "protected" waterway for Japanese shipping. The protection was not quite literal, for roaming the southern end of Formosa Strait were U. S. submarines.

On 5 February 1944 this underseas maurauder departed Midway on her fifth war patrol for an anti-shipping sweep of this Formosa area. During the morning of the 10th she made contact with a convoy in Bashi Channel off the southern tip of Formosa. Riding herd were three Japanese destroyers. To

Commander Metcalf and his crew this was so much "pogy bait", and they lost no time in maneuvering to attack and fire five torpedoes. The Imperial Navy lost the destroyer MINEKAZE, and the Japanese merchant marine lost the 5,500 ton passenger-cargoman MALTA MARU. Another torpedo hit damaged an additional freighter.

The POGY then headed northward up the east coast of Formosa, and on the 20th of February she caught a convoy on the Tropic of Cancer. Skillful approach and sharp-shooting attack sent two torpedoes slamming into the TAIJIN MARU, a freighter of 5,154 tons, and one into the NANYO MARU, a freighter of 3,610 tons; sinking both.

Three days later in Nansei Shoto waters, the POGY blew the bottom out of another freighter. With a destroyer and four "Marus" to her credit, the POGY hoisted the broom and headed for Pearl Harbor, arriving on 6 March 1944.

On 7 April she departed on her sixth patrol, which was to be conducted in the waters south and east of Japan proper. Just after moonset on the night of 28 April, a Japanese submarine showed its silhouette. The POGY promptly opened fire and the Japanese raider was eliminated from the register.

Continuing her blockade on into May, the POGY attacked and sank a freighter with one torpedo on 5 May. A counter attack of 25 depth charges missed and the POGY went blithely on her way to sink another medium freighter on the 13th. A 20 ton sampan was sunk by gunfire during the afternoon of 16 May, and five of her crew taken prisoner. On the 20th a small trawler was destroyed and on the 29th the POGY arrived back in Pearl Harbor.

She departed Pearl Harbor on 1 June 1944 for a West Coast Navy Yard overhaul; arriving at Hunter's Point, San Francisco, California on the 8th. On 20 June Lieutenant Commander P. G. Molteni, Jr., USN, relieved Lieutenant Commander Metcalf as commanding officer.

Having completed overhaul by 17 September 1944, the POGY departed for Pearl Harbor. After a training period she got underway on 13 October to conduct her seventh war patrol, in the Nansei Shoto and waters south of Japan. No contacts were made during this patrol and the ship returned to Midway on 2 December 1944.

On 27 December the POGY slipped out on her eighth patrol, which was to be conducted in the islands of the Nampo Shoto. On the 14th an unsuccessful torpedo attack was made on a convoy of three freighters. No other opportunity to attack presented itself during the patrol, and the ship returned to Midway on 11 February 1945. On 22 February Lieutenant Commander J. M. Bowers, USN, relieved Lieutenant Commander P. G. Molteni, Jr., as commanding officer.

On 12 March the POGY was underway for her ninth patrol in the area south of Tokyo Bay. On 19 April, while on lifeguard station, a Liberator on patrol strafed and bombed the POGY by mistake, causing considerable damage. On the 29th she rescued ten Army aviators from a downed B-29, and got underway for Saipan to transfer them. On 6 May she departed Saipan for Pearl Harbor, arriving on 15 May 1945 for refit.

On 2 July the POGY departed Pearl Harbor for Japan Sea on her tenth and last war patrol. She made a run under the minefields and patrolled in the "Emperor's private ocean" until V-J day. Hunting was better on this patrol. On 27 July the POGY sank a large freighter with two torpedoes, damaged a 10,000 ton tanker on 2 August, and on 5 August destroyed the 2,220 ton freighter KOTCHIRASAN MARU. She returned to Midway on 21 August 1945 with her World War II career completed. She departed Midway on 5 September, with her homeward bound pennant flying, for Panama and then the east coast of the United States. She arrived at Panama on 25 September 1945 and at New York on 3 October 1945.

For her fifth and sixth patrols the POGY was awarded the Navy Unit Commendation, with the text of the citation reading as follows:

"For outstanding heroism in action against enemy Japanese shipping and combatant units, during her Fifth War Patrol in the East China Sea Area, from January 15 to March 8, 1944, and her Sixth War Patrol southeast of Japan, from April 7 to May 29, 1944. Aggressive and determined in covering her assigned areas, the USS POGY pressed home vigorous attacks in the face of the enemy's violent countermeasures, and although sustaining wounds under the smashing force of enemy depth charges, gallantly carried on. Despite unfavorable firing conditions, she launched her torpedoes with devastating speed and skill, sinking eight vessels, including a MUTSUKI Class Destroyer and a Fleet Type Submarine for a total of nearly 45,000 tons, and severely damaging two other ships, totalling approximately 14,000 tons. The POGY's outstanding record in combat exemplifies the skill and fearless devotion to duty of her officers and men, and reflects the highest credit upon herself and the United States Naval Service."

The POGY earned eight Battle Stars on the Asiatic Pacific Area Service Medal for participation in the following operations:

- 1 Star/First anti-submarine assessment -- 28 April 1944
- 1 Star/Okinawa Gunto Operation  
Assault and occupation of Okinawa Gunto -- 21 March - 20 April 1945
- 1 Star/FIRST Submarine War Patrol -- 15 April - 5 June 1943
- 1 Star/SECOND Submarine War Patrol -- 26 June - 16 August 1943
- 1 Star/THIRD Submarine War Patrol -- 9 September - 28 October 1943
- 1 Star/FOURTH Submarine War Patrol -- 25 November -- 22 December 1943
- 1 Star/FIFTH Submarine War Patrol -- 15 January - 8 March 1944
- 1 Star/TENTH Submarine War Patrol -- 2 July - 21 August 1945

For their actions while serving aboard the POGY the following men received awards:

Lieutenant Commander G. H. Wales -- Silver Star and a Gold Star in lieu of a second Silver Star

Lieutenant Commander R. M. Metcalf -- Navy Cross and Gold Star in lieu of a second Navy Cross. Also Legion of Merit.

Lieutenant Reuben Farrior Woodall -- Silver Star

Lieutenant Norman L. Sorenson -- Silver Star

Robert F. Hornberger ETic -- Bronze Star

Samuel Kenneth Daggett CMMlc -- Bronze Star

Raymond G. Pugsley CMMlc -- Silver Star

The submarine USS POGY was decommissioned and placed in the U. S. Atlantic Reserve Fleet, by Directive of January 1947, and is now berthed at New London, Connecticut.

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#### STATISTICS

OVERALL LENGTH	312 feet
BEAM	27 feet
SPEED	20 knots
DISPLACEMENT	1525 tons
COMPLEMENT	8 officers and 72 men

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Built by Manitowoc Shipbuilding Company  
Manitowoc, Wisconsin

Keel Laid . . . . .	15 September 1941
Launched . . . . .	23 June 1942
Sponsor . . . . .	Mrs. Julius A. Furer
Commissioned . . . . .	10 January 1943
Length . . . . .	311 Feet 9 Inches
Beam . . . . .	27 Feet 3 Inches
Displacement . . . . .	2426 Tons
Speed . . . . .	8.75 Knots
Operating Depth . . . . .	312 Feet (Maximum)
Officers . . . . .	6
Enlisted . . . . .	67