

BRIEF HISTORY OF THE U.S.S. BOVIN (SS 297)

The submarine which has emerged from World War II with one of the most enviable records of the U.S. Fleet was constructed in the Navy Yard, Portsmouth, N.H. The keel was laid in March, 1942*, and the launching** took place December 7, 1942. Commander Joseph H. Willingham Jr., U. S. Navy, the Bovin's first skipper, assumed command at the launching port May 1, 1943, the day she was commissioned. Since then a total of nine successful war patrols have been completed which netted 45 enemy ships sunk and 7 others damaged, amounting to 213,880 tons. She has completed several secret and special missions and has weathered numerous depth charge attacks. It is with little amazement that we notice the Presidential Unit Citation pennant flying from her flagstaff.

Upon leaving Portsmouth, N.H. May 20, 1943* the Bovin spent three days at Newport, R.I. making torpedo firing tests and then proceeded to New London, Conn. to complete the training and shakedown period. Early in July she started her trip to the Panama Canal, and after a five day period for loading, departed for Brisbane, Australia. Operating from Darwin, Australia the first war patrol was conducted in the South China Sea during the period from August 16, 1943 to October 10, 1943. The first and only contact was made September 25, on a five ship convoy. Commander Willingham pressed home a brilliant and aggressive submerged attack, which sank three of them, totaling 23,753 tons. A second attack on an inter-island steamer failed due to radical target maneuvers and approaching darkness. On the return voyage through the Celebes Sea two smaller vessels were attacked and sunk by gunfire, one of them carrying over 100 Jap soldiers.

During this first patrol, two very important secret missions were accomplished. Prior to departure for patrol the Bovin was loaded to capacity with ammunition, medical supplies, radio transmitters, money etc., for the Philippine Guerrilla fighters. The submarine was surfaced close off the shore of Linau Bay on northern Mindanao and the precious supplies were unloaded by grateful Filipinos who paddled out from the shore in dug-out canoes. Then again on the return voyage the Bovin sneaked in to the same spot to pick up eight survivors selected by guerrilla leaders to be returned to Australia. Among these was Henry M. Ruder, the well known superintendent of schools in the Philippines at the time of the Jap attack. He was seriously ill at the time and almost died during the return voyage. For this long and important patrol, Commander Willingham was awarded the Navy Cross.

Upon return to Fremantle, West Australia, Lieut. Commander W. T. Griffith, U. S. Navy relieved Commander Willingham as Skipper. The second war patrol again took the Bovin to the South China Sea for the period from November 1, 1943 to December 9, 1943. This run was characterized by several rapid murderous attacks on enemy convoys which established the greatest tonnage ever sunk by a submarine on a single war patrol. For sinking 70,948 tons Captain Griffith was awarded the Navy Cross, and the Bovin received the Presidential Unit Citation. A brilliant record was entered in the annals of submarine warfare.

* Approximate Date

** Sponsor Unknown

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Departing from Fremouth Gulf, Australia, and after a high speed midnight dash through Lombok Strait, offensive action began early when four two-masted schooners were attacked and sunk by gunfire. Still enroute to the area, near Sibutu Passage, two ammunition laden ships totaling 1000 tons were also sunk by gunfire. November 25th found the Bowfin off the coast of French Indo China near Cape Varella and in middle of a Jap Convoy. In an expert night attack two large ships were sunk. A third was destroyed the next day and after a determined chase, made difficult by patrolling enemy aircraft. The same day a small Vichy French Coastal steamer was sunk in a submerged attack. The 28th of November the Japs again very conveniently sent another fat five ship convoy with a few bothersome escorts into the jaws of the Bowfin. In like manner Captain Griffith polished off three of the ships, the third after taking a 5" shell hit in the main air induction piping. With all torpedoes expended and a nasty hole in the superstructure the submarine turned for Australia.

The third war patrol was conducted in Makassar Straits covering the period from January 8, 1944 to February 5, 1944. The patrol was highlighted by a return trip to Darwin, Australia for a reload of torpedoes and mines and to pick up Rear Admiral R. W. Christie, who wanted to observe how it was done. A Jap transport and one of his escorts was sunk and another damaged in Makassar Strait after a night attack which carried on into the next day. On the 27th of January, a single freighter was sunk in the Flores Sea and a 200 mile chase of a large naval tanker was begun. Patrol planes forced the Bowfin down seven times during the chase, shaking her up with occasional depth bombs, however, several determined attacks were carried out and the huge vessel failed to sink even after taking five torpedo hits. After laying a mine field off the approaches of Balikpapan Borneo, the submarine returned to Fremantle, Australia with credit for sinking 12,638 tons and damaging another 13,200 tons of Jap shipping. For this accomplishment the skipper received a gold star in lieu of a second Navy Cross.

The area assigned for a fourth war patrol was the Celebes Sea and lasted from February 28, 1944 to April 1, 1944. While enroute to the area from Darwin, Australia, a convoy of four ships and two escorts were attacked in the Ceram Sea north of Bourne Island. Heavy escort coverage and erratic torpedoes resulted in one damaged ship and a severe depth charging. An attempt by the enemy to take the damaged vessel in tow was frustrated by a second attack from the Bowfin and a strenuous counter attack by escort vessels and planes. During this siege the officers and crew endured the nerve racking experience of a gradual hook, or chain being dragged down the side of the boat by the escort vessels. The damaged vessel was finally sunk in a later attack along with one of her sisters. Again on this patrol a return trip to Darwin was necessary for reload. Back in the area the skipper again had heartbreaking troubles with premature torpedoes, but managed to tangle with one convoy of five ships, sending two large merchant ships down and damaging another. The escorts failed to accomplish much else than to dash around in circles tossing away depth charges. The end total for the Japs after this run was 20,982 tons sunk and 11,464 tons damaged. Lieut. Commander Griffith was awarded a Silver Star for this patrol.

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The third Skipper of the Bowfin, Commander John Corbus, U.S. Navy, took over at the beginning of the fifth war patrol. The Palau area to which he was assigned failed to bring forth the numerous targets which were so common in former patrols. However, the new skipper lashed out at one convoy sinking one large freighter of 6,500 tons. He was forced down by the escorts before further damage could be inflicted and received a healthy depth charging. Prior to departure for Pearl Harbor, lifeguard duties for the first air attack on the island were conducted close off the shores of Palau. The commanding officer was awarded a letter of commendation for this patrol which lasted from April 25, 1944 to June 21, 1944.

The sixth war patrol was carried out in the Central Honsai Shoto area which lasted from July 16, 1944 to September 13, 1944. The patrol was uneventful until the early morning of August 9th when contact was made on a convoy of four ships heading for Wansai Saito. The skipper tracked them until it became apparent that they were going to moor alongside a newly constructed dock, sighted the day before. He withheld fire and went into the harbor with hardly six inches of the kattle periscope cutting the glassy smooth water. Two ships were sunk, the dock obliterated, and a large bus which was loading personnel was destroyed. Truly an unique attack for a submarine and a sad liberty for the Jap sailors. A second exceptionally outstanding night attack cost the enemy an entire convoy of three transports and the two destroyer escorts. It was a clean sweep for the Bowfin and was most gratifying for the observers to watch the destroyers explode like soap bubbles. Later in the patrol a small armed trawler suffered from a gun attack and settled in flames after murderous cross fire cut down all attempts to man their guns. The last action for this patrol occurred after the Bowfin had headed for Pearl Harbor, when she paused long enough to tangle in a gunfight with three small merchant ships, sinking the largest. Two wounded prisoners were picked up for interrogation, but only after lengthy persuasion, since they apparently welcomed the company of their ancestors in preference to the ship's company. As a result of this very well planned and rugged patrol, a total of 26,434 tons of enemy shipping rest easy on the bottom of the ocean and Commander Corbus wears a Navy Cross.

After completing six very outstanding war patrols the Bowfin was sent to the Mare Island, California Navy Yard for an overhaul and a much needed rest for the officers and crew. The submarine arrived in the United States September 21, 1944 and it was an inspiring sight to watch this veteran warship slide under the welcoming span of the Golden Gate Bridge with Jap flags strung from the periscope to the bow, counting out her record.

The present commanding officer, Alexander K. Tyree, Commander, U.S. Navy, relieved Commander Corbus soon after the arrival in Mare Island. The refreaned and modernized warship left the United States December 10, 1944 and after the routine training exercise in Pearl Harbor, again turned westward. The seventh patrol was conducted in the areas south of Honsai and lasted from January 25, 1945 to March 25, 1945. Most of the patrol was dedicated to life guard duties for both carrier raids and P-39 strikes, which restricted the offensive action somewhat. However, the efforts were compensated for when a naval pilot and his gunner were fished from the waters 15 miles south of Mikoku after their damaged TBM had crashed. In the early morning of February 17, 1945, two unlucky destroyers fell into the hands of

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the prowling Bowfin. One was quickly sunk and the other narrowly escaped due to a mine-torpedo. The only other torpedo attack possible was on a sea truck which was easily sunk with one torpedo hit. The gun action during this patrol was not as successful as in previous ones. The Bowfin tangled with two enemy midget boats which did inflict a superficial injury in the legs of Lee, U.S., 10th, Unit, one of her gunners, and too many near misses for combat. He was forced to retreat. The wounded man was transferred while at sea to a returning submarine. The Bowfin returned to Guam for her rest. A total of 2,990 tons were sunk during this patrol for which the skipper was awarded the Navy Cross.

The eighth war patrol was conducted in the area off northern Honshu and Hokkaido during the period from April 20, 1945 to May 15, 1945. This relatively short patrol was skillfully conducted and resulted in sinking or damaging 15,300 tons. With the fertile fields for targets disappearing and most of the ocean being covered by our own aircraft, the submarines were forced to seek out the thinned enemy traffic which had now moved to the shores of the home island. One such merchantman was picked off in a submerged attack the morning of May 3rd. The single escort, robbed of his prize, displayed his wrath with a beautiful depth charge attack that forced the Bowfin down considerably deep and gave her an uncomfortable shaking. A second attack was expertly executed against two merchant ships after a beautiful end around which skirted a charted mine field and trapped them about 2000 yards offshore. One vessel was sunk and the other damaged in a surface attack as dawn was breaking. In addition, a special mission to investigate minefields off northeast Honshu was conducted. The next evening the Bowfin was called back to Guam to join the vessels selected for a special dangerous mission. Captain Tyree received the bronze star for this patrol (his award was changed to a Legion of Merit at a later date).

While conducting training exercises prior to departure on the ninth patrol the Bowfin again had the pleasure of rescuing a pilot, 2nd Lt. W. D. Van Neuren, USN, from the sea after his plane (P-51) crashed. The last patrol was conducted in the emperor's back yard, the Japan Sea. The Japs had considered this inland sea immune from submarine attacks because of the vicious mine fields they had placed around each entrance. However, at this time Admiral Lockwood felt it wise to send nine boats into this fertile area. The task unit was named the "Hell Cats" and the Bowfin was assigned to an area off the coast of Korea in the Gulf of Korea. The patrol was of 38 days duration lasting from May 29, 1945 to July 4, 1945 and resulting in sinking of 6,300 tons. Enroute to the Tsushima Straits, the chosen entrance to the Japan Sea, the Bowfin had the pleasure of aiding in a search near Soju Gun for a crew from a downed B-29. She arrived on the scene as another submarine hoisted the survivors aboard. The transit of the treacherous Tsushima Strait mine fields was made submerged, and was a trying day for the officers and crew. Four mine lines were pierced successfully and without detection by the enemy. The targets in the area were few and far between and patrolling was made difficult by numerous Korean fishermen. A night radar attack polished off a small freighter. Several harbors in the area were entered for investigation and found to be miserably empty. A third and last attack was conducted on an enemy convoy of three ships, but failed due to poor visibility and inability to gain a favorable firing position in a submerged attack.

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A midnight high speed surface run through the Laffreuse Straits was successfully completed, and the submarine enjoyed an elaborate welcome at Pearl Harbor July 4, 1945. A Gold Star in lieu of a second Navy Cross has been awarded Captain Morse for this exceedingly dangerous mission.

The Bowfin was enroute to Guam on her tenth war patrol when the official cessation of hostilities was announced. She was ordered to return to Pearl Harbor on August 15, 1945, arriving on 19 August. On 29 August, 1945, Bowfin departed Pearl Harbor for active duty in the Atlantic Fleet, arriving Tompkinsville, Staten Island, N.Y. on 21 September, 1945.

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

No. of Patrol	No. & Types of Ships Sunk	Total Tonnage of Ships Sunk	No. & Types of Ships Damaged	Total Tonnage of Ships Damaged	Total Number of Ships Rescued
1	1 AK 1 AP 1 AO 1 Diesel Propelled barge 1 Two-masted Schooner	22,818	None	None	None
2	1 AO 4 AP-AK 1 French Steamer 1 AK 2 AO (Small) 4 Small Schooner 1 Yacht	70,948	None	None	None
3	2 AK 1 Torpedo Boat 3 Schooners	18,638	1 CV3 1 DD	18,200	None
4	1 AP-AK 2 AK	20,982	2 AK	11,461	None
5	1 Freighter	6,500	None	None	None
6	3 AK Small 3 AK Large 2 DD 1 GMC Tractor	26,700	1 Dock 1 Loaded bus complete with liberty party	None	None
7	1 DD 1 GMC (Sea Truck) 1 Picket Boat (1/2 damaged by aircraft)	2,700	1 Picket Boat	250	2
8	1 AK 1 AO	9,300	1 AK	4,000	None
9	1 AK (Medium) 1 AK (Small)	6,300	1 Schooner	20	None
Total	45	179,946	7	33,934	2

Total Tonnage sunk and damaged - - - - - 213,880 tons.
Total Number ships over 500 tons sunk - - - - - 34.

Bowfin Submarine Memorial surfaces

by JOC Cindy Adams

USS Bowfin, a veteran of nine war patrols and one of only a few diesel boats remaining, will no longer be a rusting, forgotten reminder of World War II. Leaving her place among the mothball fleet of Pearl Harbor, Bowfin will soon become a permanent memorial to the submarine service.

Information on the Bowfin Submarine Memorial and Museum was announced recently by the Honolulu Council of the Navy League, which chartered the Pacific Fleet Submarine Memorial Association to administer the project.

Plans to restore the World War II submarine had been underway for several years, but the USS Bowfin Memorial was officially launched July 31 in ceremonies at the Ala Moana Americana Hotel. Attending the event were Navy League members, Navy and civilian volunteers and supporters for the Bowfin project.

The event also launched the Navy League's official campaign to raise the estimated \$2.2 million to make the Bowfin project a reality.

The submarine, which is presently being cleaned up, will be towed to Dillingham Ship-

yard and dry-docked for renovation. Many volunteers, including sailors from the submarine USS Seadragon, are involved in the clean-up. Assisting them is TMC(SS) Ray Johnson, a former crew-member of Bowfin prior to its decommissioning in 1954.

More volunteers are being sought for the renovation project and donations from corporate and individual sources are welcome.

The completion of the renovation of Bowfin, according to Navy League President Ted Damron, is targeted for the end of this year.

The Bowfin Museum-Memorial will be built within walking distance of the new Arizona Memorial shoreline facility at Pearl Harbor. The opening date for the Museum-Memorial complex is set for Navy Day, October 27, 1980. Until that time, the renovated submarine will probably be open for public visiting at a temporary berth at Honolulu Harbor's SeaFlite Pier.

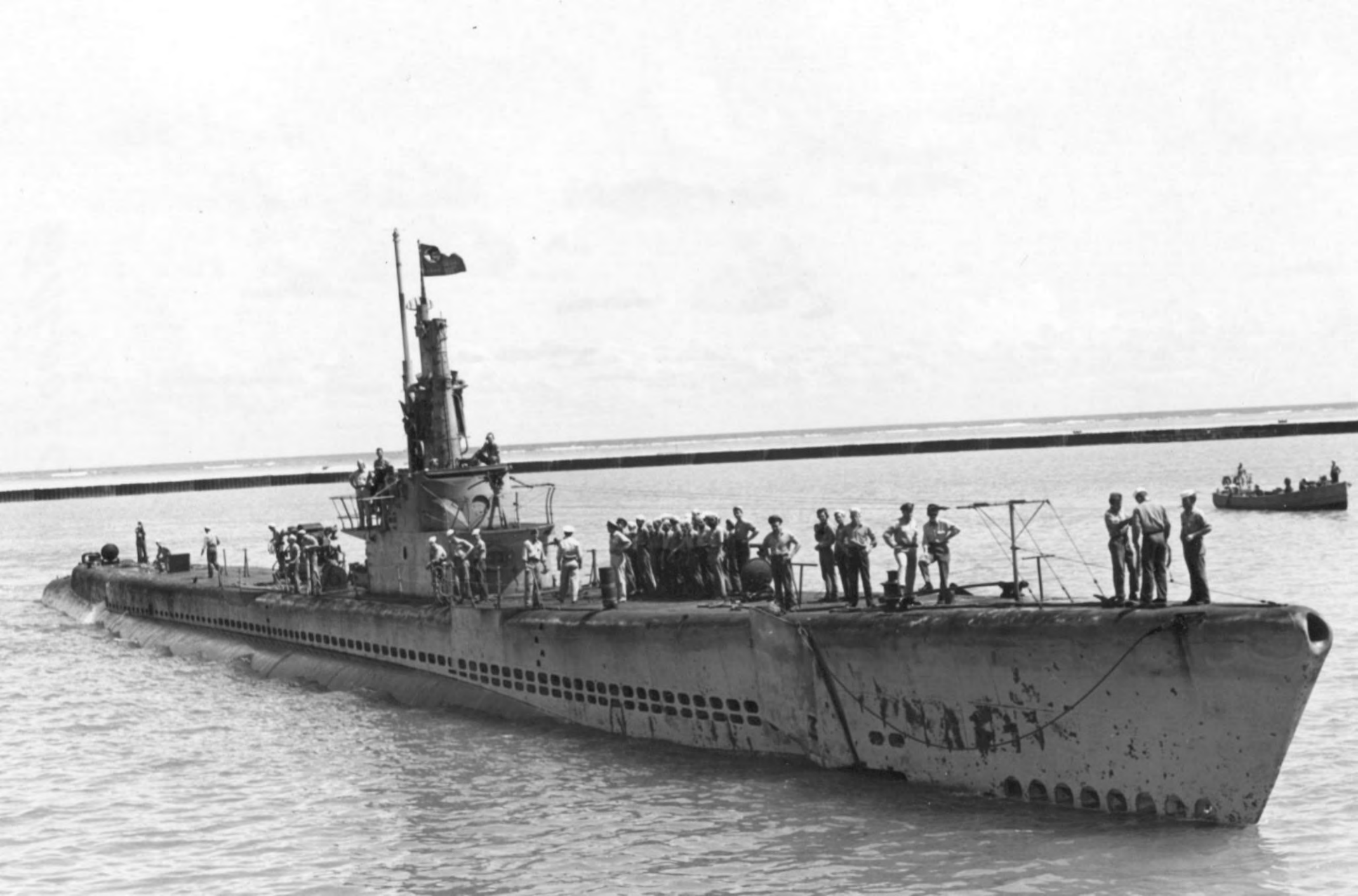
Bowfin has earned a proud place in the honor rolls of submarine service. The submarine was built at the Portsmouth Navy Yard, launched on December 7, 1942 and commissioned on May 1, 1943. During nine war patrols in the Pacific,



USS Bowfin

Bowfin sank 16 enemy ships and 22 small craft, becoming one of the Navy's most effective submarines in World War II.

The diesel boat was decommissioned after the war. On July 27, 1951, she was fitted out for sea and commissioned a second time. After 10 years of service as a Naval Reserve training vessel, Bowfin was stricken from the Navy list and sent to Hawaii, where she became the oldest ship in Pearl Harbor.



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Subject: U.S.S. BOWFIN - REPORT OF WAR PATROL NUMBER ONE.

(A) PROLOGUE

10 August

Arrived Brisbane, Australia and moored alongside U.S.S. FULTON having departed New London, Conn 1 July. Fueled, provisioned and accomplished minor repairs.

15 August

Conducted sound survey in MORETON BAY and was wiped.

(B) NARRATIVE

16-18 August

Underway from Brisbane, Australia and conducted gun training exercises in MORETON BAY. Proceeded to training area and conducted torpedo training approaches day and night using screened and unscreened target, exercised at multiple target fire control, made deep dive and exercised at evasive tactics. The training, particularly for sound and radar operators, was very beneficial.

Miles Run 570.3 Fuel Used 4795

19-24 August

Enroute training area to Port Darwin, Australia via CURTIS CHANNEL, and inshore route to TORRES STRAIT. At 1955(Z)/25th moored at Port Darwin, received 26,413 gallons diesel oil.

Miles Run 2123.6 Fuel Used 21035

25 August

At 0825(k) underway for first war patrol in accordance with TASK GROUP SEVENTY-ONE POINT ONE OPERATION ORDER NO. 26-43 DATED 14 AUGUST, 1943 and stood out swept channel. Made trim dive and stood on various courses to clear western end of MELVILLE Is. 1400 set course 000°T. 2200 set clocks back one hour to minus 9 time. 2211 cc to 346°T.

1200(K) Lat 12-08 S Long 130-16 E

2000(K) Lat 10-32 S Long 129-46 E

Miles Run 223.5 Fuel Used 2150

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26 August

Stood between SERNATA and WETAN Islands at dawn and set course to pass between DAMAR and TEUM Islands. At 1004 submerged to avoid being sighted while passing between these islands. 1500 surfaced and set course to make landfall on SCHILDPAD Is. Set clocks back to minus 8 time. 2330 made radar landfall on SCHILDPAD Is. and set course for MANIPA STRAIT.

0800(J)	Lat 07-42 S	Long 129-09 E
1200(J)	Lat 07-08 S	Long 128-54 E
2000(I)	Lat 05-51 S	Long 128-11 E
Miles Run 292.0		Fuel Used 2440

27 August

During morning encountered heavy rain with reduced visibility. 0523 submerged 10 miles east of ALBELAU Is. to avoid detection by a schooner in line with the island. Patrolled south of MANIPA STRAIT at periscope depth during daylight. 1605 sighted Japanese Army 98 "MIKADO" heavy bomber approaching ALBON from westward. 1803 surfaced and stood through MANIPA STRAIT. A bright light was sighted on the eastern side of BURU Is. about 3 miles north of Tg PONGHREA. On clearing MANIPA STRAIT set course 348°T towards MAYO Is.

0800(I)	Lat 03-55 S	Long 127-20 E
1200(I)	Lat 03-52 S	Long 127-22 E
2000(I)	Lat 03-16 S	Long 127-19 E
Miles Run 180.7		Fuel Used 1610

28 August

Overcast sky with intermittent rain, moderate swells from south. 0820 sighted KASIRUTA and LATA-LATA Islands. At 1100 encountered violent rainsquall, wind gusts exceeded 30 knots and visibility approached zero. During this made SJ radar contact bearing 223°T distant 5050 yards which closed to 2440 yards. This may have been a "weather" contact; however assumed it was a low plane and submerged. At 1353 the visibility had increased to 5 miles; surfaced and continued towards MOLUMBA PASSAGE. At 1535 sighted TIPORE and MAJOE Islands and set course to pass between them. Weather again closed in during the evening with visibility about 1 mile. At 2338 made radar landfall on BIARO Is and stood north.

0800(I)	Lat 00-30 S	Long 126-42 E
1200(I)	Lat 00-22 N	Long 126-33 E
2000(I)	Lat 01-36 N	Long 125-54 E
Miles Run 287.4		Fuel Used 2360

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29 August

Fixed position on TAHOLLANDANG and set course 060° to obtain better visibility, after 3 hours on this course rain stopped and visibility improved. Commenced patrol on NORTH-SOUTH courses between southern limit of SIAOE PASSAGE and Lat 3°N. At 0742 submerged on radar contact distant 4 miles. Was unable to locate plane with periscope but a second check on radar gave a contact at 3 miles.

0851 with clear radar surfaced and resumed patrol.

0800(I)	Lat 02-56 N	Long 126-06 E
1200(I)	Lat 02-33 N	Long 126-03 E
2000(I)	Lat 02-44 N	Long 125-56 E
Miles Run	233.4	Fuel Used 1300

30 August

Continued patrol in same area at 1055 made radar contact on plane distant 18 miles opening range. Visibility remained poor over islands. At 1900 after obtaining radar fix set course 052°T towards SURIGAO STRAIT leaving TALAUD ISLANDS to westward.

0800(I)	Lat 02-34 N	Long 126-12 E
1200(I)	Lat 02-58 N	Long 126-13 E
2000(I)	Lat 02-36 N	Long 125-49 E
Miles Run	238.4	Fuel Used 1330

31 August

Continued towards SURIGAO STRAIT passing clear of DIVAO operating area. At 0500 went ahead full speed on course 105°T for two hours investigating possible smoke with negative results. Ran through heavy rainsquall with high winds at midday and intermittent light rains continued throughout the evening.

0800(I)	Lat 03-33 N	Long 127-38 E
1200(I)	Lat 04-32 N	Long 127-38 E
2000(I)	Lat 06-20 N	Long 127-56 E
Miles Run	371.6	Fuel Used 2910

1 September

At dawn sighted mountains on the western coast of LINDAILO on the port hand. Encountered an average 3 knot southerly set throughout the day. Closed the coast on course 334°T. At 1200, 20 miles bearing 070°T from CAUIT POINT, stood north along SIARGAO Is. At 1900 entered SURIGAO STRAIT. The coastline was not blacked out, numerous lights were showing both on LEYTE and the adjacent Islands.

0800(I)	Lat 08-41 N	Long 127-01 E
1200(I)	Lat 09-25 N	Long 126-29 E
2000(I)	Lat 10-33 N	Long 125-46 E
Miles Run	341.7	Fuel Used 3020

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2 September

Stood through SURIGAO STRAIT and into MINDANAO SEA. At dawn, 0444, submerged north of CAMIGUIS Is. and patrolled in that vicinity during daylight. Sighted several small sailing bancas, noted no unusual activity on the island. At 1826 surfaced and stood towards SIQUIJOR Is.

0800(I)	Lat 09-21 N	Long 124-38 E
1200(I)	Lat 09-20 N	Long 124-31 E
2000(I)	Lat 09-16 N	Long 124-23 E
Miles Run	103.5	Fuel Used 680

3 September

Conducted secret operations in accordance with ANNEK "BAKER" to operation order as amended by Commander Task Force Seventy-One despatch.

4 September

Departed MINDANAO SEA and, keeping clear of coast line, stood towards MINDORO STRAIT. At 0237 made radar contact on APO Is. southeast of NEGROS, and almost made torpedo attack. After determining that it was an island closed SIATON Pt. and stood out. The coast line was constantly obscured by rain and haze making surface running feasible. Rounded NASO Pt. well clear then set course for BATBATAN Is. Stood 7 miles west of BATBATAN Is. then cleared MANIGUIN Is. 2.5 miles and made radar contact on SIBAY Is. At this time persistent heavy rain set in with visibility approaching zero. Because of wear in the lower wave guide bearing the SJ radar was unreliable. Stood westward at 5 to 10 knots on soundings.

0600(I)	Lat 09-11 N	Long 122-20 E
1200(I)	Lat 09-44 N	Long 121-57 E
2000(I)	Lat 11-18 N	Long 121-52 E
Miles Run	312.9	Fuel Used 2240

5 September

On establishing position by soundings stood south and west of PANAGATAN CAYS towards APO EAST PASS. Rain slackened and visibility gradually increased. At 0300 passed ANBULONG Is. abeam to starboard distant 3.5 miles. The coast line of MINDORO was obscured by rain and haze. At 0600 sighted APO Is. Lt. bearing 244°T and two small fishing boats north of APO REEF. At 0815 made radar contact on plane distant 18 miles, with range 12 miles submerged. 0915 surfaced and set course to MACCLISFIELD

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BANK.

0800(I)	Lat 13-06 N	Long 120-17 E
1200(I)	Lat 13-30 N	Long 119-40 E
2000(I)	Lat 14-05 N	Long 118-13 E
Miles Run	294.5	Fuel Used 2930

6 September

Stood towards patrol area east of MACCLESFIELD BANK. 0600 commenced daylight surface patrol on course 320°T using periscope and high lookout station to increase radius of visibility. Low lying dark clouds around the horizon reduced the probabilities of sighting smoke. Discovered reason for poor SJ radar performance (described paragraph (M)). At dusk, 1905, stood on course 040°T. along a line 40 miles southeast of MACCLESFIELD BANK at 7 knots.

0800(I)	Lat 14-44 N	Long 116-14 E
1200(I)	Lat 15-00 N	Long 115-57 E
2000(I)	Lat 16-02 N	Long 115-14 E
Miles Run	233.1	Fuel Used 1390

7 September

Patrolled steamer lanes east of MACCLESFIELD BANK. During morning visibility was poor due to overcast and rain. At 0555 commenced daylight patrol on courses 128°T and reverse at 10 knots reaching 20 miles either side of an axis point (16-00 N. 115-50 E.) At 1900 slowed to 7 knots and shortened reach to 12 miles either side of axis.

0800(I)	Lat 16-03 N	Long 116-08 E
1200(I)	Lat 15-57 N	Long 116-16 E
2000(I)	Lat 16-02 N	Long 116-11 E
Miles Run	196.7	Fuel Used 820

8 September

Continued patrol off MACCLESFIELD BANK with axis point shifted 10 miles 308°T. At 1800 set course 293°T to pass north of the bank.

0800(I)	Lat 16-02 N	Long 115-54 E
1200(I)	Lat 16-07 N	Long 115-44 E
2000(I)	Lat 16-09 N	Long 115-41 E
Miles Run	233.4	Fuel Used 1220

9 September

Stood north of MACCLESFIELD BANK towards BOMBAY REEF. Had completed repairs to SJ radar and desired to use the boiler on this reef to check tuning and performance. Encountered generally clear weather with occasional light

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rain. At 1513 sighted the wreck on the reef through the periscope and closed. Tuned radar and swung ship to check for blind spots. Found the tuning was considerably off, this could normally have been checked by waves but the sea in this area had been a flat calm. The repairs accomplished had eliminated the blind spots and on completion of adjustments were able to obtain ranges and bearing to a distance of 40000 yards. Commenced patrol on courses 120°T and reverse twenty miles either direction from a point 15-00 N. 113-13 E.

0800(I)	Lat 16-17 N	Long 113-50 E
1200(I)	Lat 16-08 N	Long 113-08 E
2000(I)	Lat 15-45 N	Long 113-00 E
Miles Run	242.9	Fuel Used 1105

10 September

Continued patrol between MACCLESFIELD BANK and PARACEL ISLANDS. Worked gradually nearer the bank and in the evening set courses to return to lanes on the eastern side. Gave chase on two occasions to what proved to be clouds under the impression that we had smoke.

0800(I)	Lat 15-49 N	Long 113-29 E
1200(I)	Lat 15-37 N	Long 113-20 E
2000(I)	Lat 16-12 N	Long 113-17 E
Miles Run	242.3	Fuel Used 1350

11 September

Shifted patrol to area eastward of MACCLESFIELD BANK, selected point 15-06 N. 115-05 E. as axis and patrolled 20 miles either side on courses 130°T and reverse.

0800(I)	Lat 15-14 N	Long 113-39 E
1200(I)	Lat 15-06 N	Long 114-11 E
2000(I)	Lat 15-14 N	Long 114-57 E
Miles Run	244.9	Fuel Used 1020

12 September

Continued surface patrol with reach of daylight legs lengthened to 30 miles. Frequent light showers and in the afternoon the wind freshened from northwest and the barometer commenced falling. Numerous rain-squalls were in sight

0800(I)	Lat 15-00 N	Long 115-16 E
1200(I)	Lat 15-02 N	Long 115-13 E
2000(I)	Lat 14-49 N	Long 115-25 E
Miles Run	245.7	Fuel Used 1085

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13 September

Patrolling on surface, at dawn commenced advancing in direction 040°T by patrolling courses 340° and 100°T, 40 mile legs during daylight and 20 miles during darkness. Following battle drill in the afternoon made a very thorough check for air leaks and checked all machinery for silent operation.

0800(I)	Lat 15-23 N	Long 114-51 E
1200(I)	Lat 15-15 N	Long 115-33 E
2000(I)	Lat 15-37 N	Long 116-08 E
Miles Run	240.1	Fuel Used 1125

14 September

At 0237 passed what appeared to be an oil slick, established direction as 047°T and stood in that direction at 15 knots. After two hours the wind freshened, raising a slight chop, and obliterated the slick. At 0800 gave up the chase, commenced patrol on courses 105° and 345°T advancing to northeast. At 1900, having covered the lanes in this portion of the area fairly thoroughly decided to shift operations to the western portion of the area, set course West at 12 knots. The barometer commenced dropping steadily, the wind freshened with overcast sky and frequent rain.

0600(I)	Lat 17-03 N	Long 117-07 E
1200(I)	Lat 17-13 N	Long 117-22 E
2000(I)	Lat 17-27 N	Long 117-52 E
Miles Run	262.4	Fuel Used 1515

15 September

Patrolling on surface enroute to INDO CHINA coast. At 1140 gave chase to possible smoke bearing 183°T; at 1400 with no further indication of a target resumed course and speed. The wind continued to increase and fairly heavy seas made up from northeast, almost continuous rain decreased visibility.

0800(I)	Lat 17-38 N	Long 115-43 E
1200(I)	Lat 17-37 N	Long 115-02 E
2000(I)	Lat 17-15 N	Long 113-52 E
Miles Run	279.5	Fuel Used 1970

16 September

Continued West, encountering heavy seas, frequent rain and poor visibility. At 1130 took considerable water through conning tower hatch and main induction. At 1345, on line between HULAO RAI and HONGKONG commenced patrol on courses 150° and 290°T advancing along axis 220°T. During the afternoon the rain diminished, visibility improved

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and the seas moderated, by 2000 the wind had decreased to a light breeze.

0800(I)	Lat 17-14 N	Long 111-31 E
1200(I)	Lat 17-14 E	Long 110-45 E
2000(I)	Lat 16-55 N	Long 110-14 E
Miles Run	267.7	Fuel Used 1760

17 September

Set course 220[°]T to reach KULAO RAI at dawn. The barometer continued falling steadily, the sky was overcast and threatening with frequent rain. At 0245 encountered driving rain from ahead, the wind increased rapidly to 50 knots hauling rapidly to southwest and heavy seas made up. Speed was reduced to 7 knots, the wind continued hauling to westward and decreased very gradually. At 0628 sighted KULAO RAI bearing 240[°]T and at 0648 while distant 15 miles, submerged and set course to close. Encountered a 3 to 5 knot current to the southeast throughout the day which prevented closing the island. Periscope observations were difficult and inefficient due to the high waves and the difficulty with which periscope depth was maintained; it was necessary to expose 10 feet of periscope for reasonably satisfactory observations. In the late afternoon the wind backed to southeast and the waves flattened. At 1900 surfaced, during the night patrolled on the surface 4 to 6 miles off CAPE BATANGAN covering inshore steamer lanes. The northern portion of this cape presents a light sandy face which furnishes an excellent background.

0800(I)	Lat 15-29 N	Long 109-18 E
1200(I)	Lat 15-20 N	Long 109-19 E
2000(I)	Lat 15-13 N	Long 109-07 E
Miles Run	135.3	Fuel Used 340

18 September

Continued surface patrol on various courses off CAPE BATANGAN during darkness. At dawn, 0549, submerged and conducted periscope patrol 5 miles east of the cape; the current continued 2 knots, 165[°]T. Three small sailing boats were sighted standing south close inshore. At 1900 surfaced and stood to TOURANE BAY-TAIAN traffic lanes. Haze and rain partially obscured the land.

0800(I)	Lat 15-14 N	Long 109-02 E
1200(I)	Lat 15-15 N	Long 109-02 E
2000(I)	Lat 15-15 N	Long 109-16 E
Miles Run	133.3	Fuel Used 635

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19 September

Because of the wide entrance to TOURANE BAY and the shallow water close in decided to conduct surface patrol. At 0800, with exceptional visibility, commenced surface patrol on courses 300°T and reverse distant 40 miles bearing 030°T from TOURANE BAY. At 1020 submerged on aircraft radar contact, 1139 surfaced. 1300 submerged on aircraft radar contact; 1332 surfaced. 1349 submerged on aircraft radar contact, 1429 surfaced. 1533 sighted six planes in formation of two sections as they cleared background of mountains north of TOURANE on northerly course distant about twenty miles. Suspected airfield in vicinity, submerged and decided to remain so until end of working hours. At 1700 surfaced and closed entrance to intercept possible departing ships. At dark, 2018, set course 345°T along TOURANE-HAIPHONG route.

0800(I)	Lat 16-36 N	Long 106-35 E
1200(I)	Lat 16-45 N	Long 108-35 E
2000(I)	Lat 16-25 N	Long 109-24 E
Miles Run	211.7	Fuel Used 965

20 September

Stood along TOURANE-HAIPHONG route at 12 knots. At 0753 submerged in 38 fathoms of water and conducted periscope patrol, did not consider surface patrol warranted without radar which, because of possible detection, did not desire to use. The surface was almost flat and the diving slick remained visible for several minutes. A temperature gradient from 82 to 74°F. was found between 85 and 110 ft. 1717 surfaced and set course to make landfall on BAIH LONG vi Island which was sighted at 2308.

0800(I)	Lat 16-19 N	Long 107-37 E
1200(I)	Lat 16-30 N	Long 107-34 E
2000(I)	Lat 19-18 N	Long 107-39 E
Miles Run	210.3	Fuel Used 1510

21 September

Stood on course 070°T to reach HAIPHONG-HAINAN STRAIT traffic lanes. At 0124 set course 130°T and increased speed to 17.5 knots to reach possible activity in southern portion of area. Took courses to pass well to the east of known air activity off TOURANE and during the evening closed the coast.

0800(I)	Lat 13-22 N	Long 108-01 E
1200(I)	Lat 17-29 N	Long 108-30 E
2000(I)	Lat 15-29 N	Long 109-38 E
Miles Run	409.3	Fuel Used 5400

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22 September

Approached the French Indo China Coast in the vicinity of PULAU GAMBIR and BUFFALO ISLAND on various courses. Patrolled parallel to the coast line during darkness until position was established and at dawn submerged with HUT ONG CAN bearing 330°T distant 5 miles. Patrolled inshore traffic lane until 1300 then stood to seaward. At 1700 surfaced and set courses to clear VARELLA during daylight and arrive at POULO CECIR DE MIR at dawn. The wind had increased from south causing a slight swell and choppy sea; the shore was partially obscured by rain and haze.

0800(I)	Lat 13-53 N	Long 109-25 E
1200(I)	Lat 13-42 N	Long 109-27 E
2000(I)	Lat 12-42 N	Long 109-54 E
Miles Run	245.0	Fuel Used 2610

23 September

During the nights run encountered a set of twenty miles to the south; located approximate position by soundings and at 0550, approaching from South; made landfall on POULO CECIR DE MIR. Conducted submerged patrol east of the island during daylight, the southerly set continued despite the continued wind from that direction. During the day sighted several small fishing boats anchored off the island. At 1915 surfaced and stood to sea on course 065°T towards expected enemy traffic lanes.

0800(I)	Lat 10-29 N	Long 109-06 E
1200(I)	Lat 10-29 N	Long 109-06 E
2000(I)	Lat 10-41 N	Long 109-08 E
Miles Run	245.0	Fuel Used 2000

24 September

At 0547 sighted darkened ship ahead presumed to be BILLFISH and submerged. Continued to deep submergence to check temperature gradient while awaiting daylight. At 0641 surfaced and searched on various courses to re-establish contact which was done at 0815. Closed BILLFISH, established visual communications and assigned search sectors. During daylight searched south of expected traffic lane at 15 knots. At 1900, having made no contact, set course 163°T towards southerly lanes.

0800(I)	Lat 11-42 N	Long 111-01 E
1200(I)	Lat 11-49 N	Long 111-00 E
2000(I)	Lat 11-54 N	Long 117-27 E
Miles Run	303.6	Fuel Used 2160

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25 September

At 0940 sighted BILLFISH to westward and was informed of the position, course and speed of an approaching convoy, simultaneously smoke was sighted and commenced tracking from ahead. After BILLFISH submerged, the convoy made two very wide southerly zigs. Continued tracking on the surface to retain maneuverability in case of a radical change of course following BILLFISH's attack. At 1130 decided BILLFISH had been unable to close for attack, dived and commenced submerged approach. From observations during the approach and after the attack the formation and composition of the convoy was as follows: Two columns two ships to port and three to starboard were on lines about 060°T and separated by approximately 3,000 yards. Ahead, making wide zigs which carried her beyond the outboard bows of either line, a TALASAKI class tender was making about fifteen knots (150 RPM) through the water, apparently acting as escort. The identity of this vessel was not established until the attack position was almost reached since she presented a low narrow profile from ahead and from broadside resembled a tanker until details could be made out, it is still doubtful that she is as large as the 12,000 tons credited. She indicated turning points for zigging by executing a single flag signal, however turns were anything but precise and station keeping was approximate, but the general formation was maintained. In the port or northern line a two stack transport similar to HUSO MARU was followed by a tanker of approximately ten thousand tons similar to RIKKO MARU. In the starboard column a large modern cargo vessel similar to KANO MARU was followed by two medium single stack transport-freighter types, estimated five to six thousand tons each. KANO MARU was selected as the most valuable target and the approach was made on her. At 1310, having gained a position between the two lines, fired four torpedoes at this vessel and the two remaining in the bow tubes at the transport next in line. Commenced swinging to bring the stern tubes to bear on the last ship in this line while watching the hits. The second torpedo fired hit KANO MARU under the bridge, the third hit abaft the mainmast and the after end of the ship burst into flame with explosive violence and burned furiously, the fourth hit abaft the stack, the exact location could not be determined because of the fire. The sixth torpedo was seen to hit the transport slightly abaft the stack while the debris from the fifth was still in the air. At this time it was seen that the tanker would come into range, the swing was reversed and at 1318

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fired the four stern tubes at her. After commencing the firing it was noted that she was swinging to port so the last two torpedoes were displaced one ships length to the left to compensate for the slowing and increased track. These two were heard to hit after the correct run but were not observed. After the first hit TAKASAKI had swung to port and opened fire on the periscope with her two twin mounts at a range of about 4,000 yards, HUSO MARU was firing with her two stern guns. The splashes were close and the noise of the shells exploding on the surface was disconcerting. On the last observation before shifting to the tanker, the transport was settling on an even keel and after the attack she had disappeared. At 1328 KANO MARU sank by the stern, the tanker was standing to the westward smoking slightly. Went to deep submergence and reloaded all tubes. On returning to periscope depth sighted a tremendous column of smoke to the westward. At 1451; with the masts of the remaining ships over the horizon, surfaced and stood over to investigate the burning ship. Nothing but wreckage remained, about ten miles from the position of the attack, this continued to burn for over an hour. On surfacing, had sighted BILLFISH in pursuit on the starboard quarter of the convoy, we took up the chase on the port quarter. At 1741 TAKASAKI appeared from a poor visibility area and opened fire at about 10,000 yards, closing, we submerged. Because our background was the western sky decided to remain under until darkness. At 1922 sighted flashes from gunfire bearing 024^{OT}, two minutes later heard three torpedo explosions at about ten second intervals followed in about four minutes by a fourth and at 1941 a probable fifth. At 1943 surfaced and, guided by BILLFISH attack, resumed pursuit. After BOEFIN attack the convoy had made a radical change of course to north and assumed they would make another radical change after BILLFISH attack. Since they could not know that BILLFISH was cognizant of their original base course, selected that as most probable and searched accordingly

0800(I)	Lat 09-58 N	Long 111-54 E
1200(I)	Lat 09-44 N	Long 111-56 E
2000(I)	Lat 10-29 N	Long 112-20 E
Miles Run 282.7		Fuel Used 2740

11-30-00
submerged

11-32-00

11-40-00

11-51-00

11-55-00

11-59-00

12-05-00

12-48-00

12-54-00

12-09-00

Tanker Track
Run #9

12-34-00

Run #10

13-07-00

Transport track

13-10-00 (Fire #1)

13-11-43 (Fire #7)

13-14-30

12-17-00

12-26-00

13-18-17 (Fire #7)

13-18-50 (Fire #10)

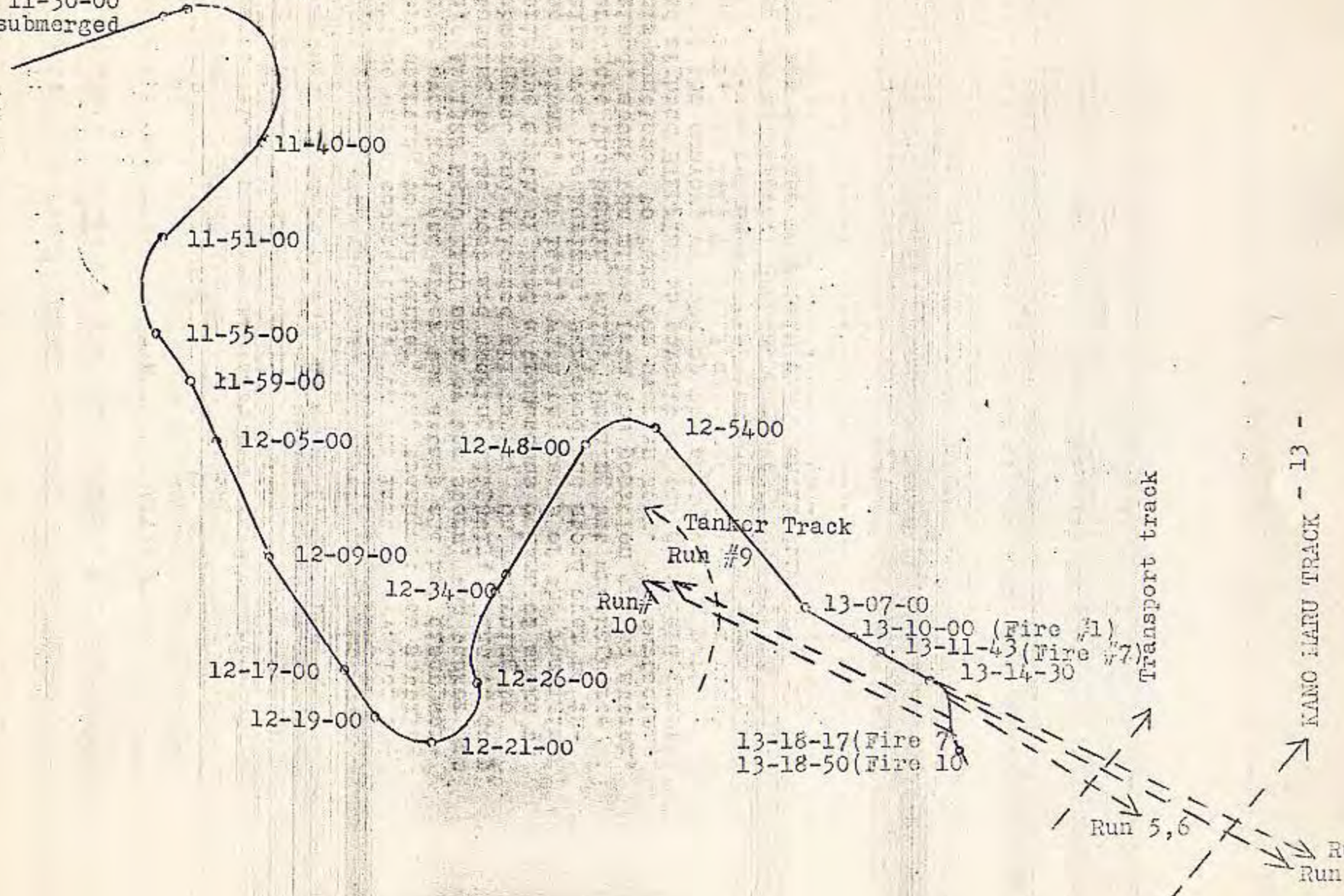
KANG MARU TRACK - 13

12-19-00

12-21-00

Run 5,6

Run 1,2



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26 September

Continued pursuit of the remnants of the convoy previously attacked and at 0030 made radar contact bearing 133°T distant 14,500 yards. Tracked on various courses and speeds to maintain contact and develop target's course and speed. The target was found to be zig-zagging with changes of course larger than 50° from the base course which, during the period of tracking was 010°T. At 0120 made out blur of one vessel at radar range of 12,000 yards, radar also indicated one other ship in company. The range closed for about ten minutes although course was altered to open, and our radar operator reported indication of another radar on our screen. The range commenced to open fairly rapidly and, although course was changed to head for the target, continued to open until 0151, at a range of 20,000 yards, contact was lost. It is probable that our presence was discovered. Under these conditions further search during darkness was considered futile; set course to be ahead of his dawn position for a base course of 000°T assuming this to be as far to the left as he would possibly go. At 0600 commenced running a retiring search curve to the eastward at 17.5 knots. At 0805, on closing aircraft radar contact at 14 miles, submerged. At the time of this contact interference on our screen indicated that this plane was radar equipped. At 0905 surfaced and resumed search. At 1230 having covered courses from 000° to 050° and with minimum fuel considered essential for the return passage, discontinued search and set course for APC EAST PASS.

0800(I)	Lat 12-42 N	Long 113-46 E
1200(I)	Lat 13-06 N	Long 114-28 E
2000(I)	Lat 13-13 N	Long 115-47 E
Miles Run	314.7	Fuel Used 2850

27 September

Stood East towards MINDORO STRAIT to make landfall before darkness. At 1354 sighted LUBANG ISLAND bearing 051°T. At 1512 submerged on sighting aircraft bearing 075°T distant about 12 miles, 1550 surfaced and continued. At 1706 sighted masts of ship bearing 156°T distant about 12 miles. Stood North to open range then East to draw ahead; at 1720, with the angle on the bow about 5° port, submerged and continued East at high speed. Planned to cross the bow and make the attack while sufficient light remained to silhouette the target

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against the western sky. The target continued to zig-zag on a base course approximately 340° T and our periods of increasing speed to draw ahead and slowing for observations apparently corresponded with his zigs because the bearings remained constant. Visibility was such that ranges could not be obtained by periscope and attempts to echo range were unsuccessful. Angles on the bow could not be made out until it approached 90° near the firing point, sound bearings were good. The target was making 200 RPM and checked at 12 knots. Having been unable to draw ahead of the target finally, at 1829, reversed course to open range for a port track. At 1842, when the angle on the bow had just passed 90° port, fired tubes 7 and 8, the torpedo failed to leave tube 7 so at 1843 fired tube 9. After a 1'-15" run of this torpedo a loud metallic click was heard, both over the sound gear and through the hull and the torpedo propellers stopped. Only one torpedo was heard to explode on striking the bottom. The target, an inter-island steamer of about 1,500 tons, turned away and increased speed. The outer door of number 7 tube could not be closed, at 1853, to clear the tube, fired number 7 on approximately 180° track. The torpedo apparently ran normally and six minutes later exploded on the bottom. At 1919, after radar search, surfaced. The target was not in sight and lack of fuel prevented pursuit. Stood into APO EAST PASS and through the pass on various courses. At 2335 sighted a small banca under sail and maneuvered to avoid.

0600(I)	Lat 10-46 N	Long 121-24 E
1200(I)	Lat 10-12 N	Long 121-18 E
2000(I)	Lat 09-21 N	Long 122-25 E
Miles Run	308.8	Fuel Used 2630

28 September

Stood through APO EAST PASS on various courses and at 0130 with ABULONG ISLAND 2 miles' abeam to port set course to pass west of PANGITAN CAYS. Passed small banca under sail at 0210. Continued southward and at 0420 sighted islands of the QUINILUBAN GROUP and fixed position. At 0627 submerged on aircraft radar contact at 11 miles; this was later determined to be on the high point on TAGAUAYAN Is. At 0650 surfaced and continued south. At 0852 submerged on aircraft radar contact at 5 miles and sighted two aircraft through the periscope; 1006 surfaced and set course 225° T to open MASO POINT. 1034 submerged on visual contact with plane bearing 100° T distant 15 miles, Came up at 1510 and 1536 but found the same plane in approximately the same position. There was no

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indication that we were sighted and it is possible that the plane, a transport type, was waiting for visibility to clear over NEGROS. At 1642 surfaced and continued southeast towards SIATON POINT. During the entire afternoon and evening visibility over NEGROS was almost completely obscured by rain and clouds, navigation was by radar and fathometer. Bearings and ranges were obtained at distances over 30,000 yards. At 2300 stood east into MINDANAO SEA.

0600(I)	Lat 10-46 N	Long 121-24 E
1200(I)	Lat 10-12 N	Long 121-18 E
2000(I)	Lat 09-21 N	Long 122-25 E
Miles Run	308.8	Fuel Used 2630

29 September

Conducted secret operations in accordance with Annex "BAKER" of Operation Order as amended by Commander Task Force Seventy-One despatch serial seventy-eight.

30 September

Stood out of MINDANAO SEA to westward with driving rain from ahead and visibility less than 1,000 yards using radar and fathometer for navigation. At 0740 sighted small craft on starboard bow, went to gun action stations and closed, identified craft as a diesel propelled barge of about 75 tons with Japanese flag painted on the bow and afteryards found to be loaded with about 100 Japanese soldiers. At 0810 opened fire with deck gun at 4,500 yards, changed course to bring target on port bow to clear smoke of gunfire. At 0820 fire was returned by a machine gun mounted aft on the barge and by rifles, opened fire with 20mm guns. At 0823 the barge sank, practically disintegrated by the point detonating 4" ammunition. Expended 20 rounds 4"-50 cal. ammunition and 420 rounds 20mm ammunition. Made trim and training dive and on surfacing serviced gun and replenished ready service ammunition. Set course for LAPARAN ISLAND. At 1700 in clearing visibility, sighted SANGBOY ISLAND bearing 117° T distant 32 miles. At 1938 made radar contact on LAPARAN ISLAND, and piloting by radar and soundings, stood between DOC CAM ISLAND and PEARL BANK.

0800(I)	Lat 06-17 N	Long 121-57 E
1200(I)	Lat 07-38 N	Long 121-34 E
2000(I)	Lat 06-27 N	Long 120-28 E
Miles Run	324.7	Fuel Used 3155

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1 October

Stood through SIBUTU PASSAGE piloting by radar, and continued towards MAKASSAR STRAIT. At 1525 sighted sail on port bow, closed and brought small boat alongside to investigate. Found occupants to be a Moro family from SIBUTU, released boat and resumed course and speed. Intercepted BALIKPAPAN traffic lane north of NORTH WATCHER ISLAND and followed it into MAKASSAR STRAIT.

0800(I)	Lat 03-57 N	Long 119-42 E
1200(I)	Lat 03-09 N	Long 119-42 E
2000(I)	Lat 01-25 N	Long 119-38 E
Miles Run	304.8	Fuel Used 2070

2 October

Stood along BALIKPAPAN traffic lane. At 1020 submerged on sighting aircraft bearing 200°T distant 10 miles. 1050 surfaced and set course 190°T to attempt landfall on AMBO ISLAND at dusk. At 1412 sighted a sail ahead and on closing found it to be a two master schooner of about 50 tons, clean new and well kept in appearance. Fired two rounds across bow to bring her to, she started an auxiliary engine and continued her course. At 1457 opened fire with deck gun, at 1458 ceased fire with the schooner sinking rapidly, another instance of the effectiveness of the high capacity point detonating ammunition. Expended 8 rounds of 4"-50 cal. ammunition. Resumed course and speed and replenished ready service ammunition. Failed to make landfall before darkness, from a point west of CAPE WILLIAM piloted along 500 fathom curve by fathometer until clear of shoal water then, at 2300, set course 190°T to raise MARASINDEH ISLAND at dawn.

0300(I)	Lat 00-15 S	Long 118-27 E
1200(I)	Lat 00-55 S	Long 118-13 E
2000(I)	Lat 02-45 S	Long 118-19 E
Miles Run	287.4	Fuel Used 1820

3 October

Stood towards MARASINDEH ISLAND and at 0600 made landfall with the island bearing 187°T distant 12 miles. Stood to eastward of island maintaining distance of 10 miles to keep from being sighted. Saw a number of small boats under sail with typical "Junk" appearance and rig, closed one to inspect and found it apparently harmless. At 0843, on aircraft radar contact, distant 6 miles submerged, 0932 surfaced. At 0948; on aircraft radar contact distant 12 miles submerged, remained submerged until 1146 in case of possible search then surfaced on

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course 200°T and continued at 12 knots. At 1149 sighted DE AKANG BESAR bearing 102°T and DOANG DOANGANG BESAR bearing 275°T. Continued to intercept east-west traffic land then stood west along this line.

0500(I)	Lat 05-09 S	Long 118-19 E
1200(I)	Lat 05-28 S	Long 118-10 E
2000(I)	Lat 06-17 S	Long 117-30 E
Miles Run 248.4		Fuel Used 1680

4 October

Stood west along traffic lane Lat 06-05 S. until the 100 fathom curve was reached and set course to raise SEKALA ISLAND at dawn. At 0554 sighted the island, kept out of visibility range to westward and at 0700, when well clear, set course 213°T approaching LOMBOK STRAIT. At 1200 made landfall on BALI and LOMBOK peaks, continued until 30 miles from land then dived and continued submerged. At 1900 surfaced and set course 188°T standing into the strait. At 2022 increased speed to 19 knots on all engines. At 2038 made radar contact bearing 110° distant 3600 yards, the bearing drew aft rapidly and the range increased slowly. Only a slight blur could be sighted and it was thought that the contact was probably BILLFISH on a parallel course; ten minutes later contact was lost at 5800 yards. At 2054 made radar contact on a sail sharp on the port bow, changed course to open range and avoid; on passing clear resumed course. At 2210, on clearing the strait, slowed to 17 knots and resumed the battery charge. At 2300 slowed to 14 knots and set course 200°T.

0800(I)	Lat 07-10 S	Long 115-22 E
1200(I)	Lat 07-40 S	Long 115-59 E
2000(I)	Lat 08-15 S	Long 115-53 E
Miles Run 230.9		Fuel Used 1780

5 October

Continued towards Fremantle, W.A. on course 200°T at 15 knots. Encountered head seas and approximately 1 knot northerly set. At 0800 changed course to 193°T.

0800(I)	Lat 11-10 S	Long 115-00 E
1200(I)	Lat 12-15 S	Long 114-35 E
2000(I)	Lat 13-40 S	Long 114-10 E
Miles Run 341.6		Fuel Used 3240

6 October

Continued towards Fremantle, head seas increased reducing speed through the water to 13 knots, northerly

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current averaged 2 knots.

0800(I)	Lat 16-20 S	Long 113-45 E
1200(I)	Lat 17-15 S	Long 113-35 E
2000(I)	Lat 18-45 S	Long 113-15 E
Miles Run	331.7	Fuel Used 3280

7 October

Continued towards Fremantle, changed course to 136°T, head seas and northerly set continued. At 0820 slowed to 12 knots on one engine to conserve fuel, seas reduced speed through the water to 10 knots. During afternoon rigged vents on fuel ballast tanks and blew them dry, speed increased 1 knot.

0800(I)	Lat 21-10 S	Long 112-50 E
1200(I)	Lat 21-50 S	Long 112-45 E
2000(I)	Lat 23-05 S	Long 112-35 E
Miles Run	269.3	Fuel Used 2590

8 October

Continued towards Fremantle, on course 136°T at 10 knots. At 1015 changed course to 172°T. The head seas abated somewhat during the day increasing speed through the water to 11 knots.

0800(I)	Lat 25-10 S	Long 112-20 E
1200(I)	Lat 25-50 S	Long 112-25 E
2000(I)	Lat 27-11 S	Long 112-37 E

9 October

Continued towards Fremantle on course 172°T at 11 knots. At 0600 commenced zig-zagging on base course 146 at 15 knots. At 2000 changed base course to 155°T and slowed to 10 knots.

0800(I)	Lat 29-16 S	Long 113-12 E
1200(I)	Lat 29-56 S	Long 113-43 E
2000(I)	Lat 31-13 S	Long 114-53 E
Miles Run	291.2	Fuel Used 2700

10 October

Stood into Fremantle and moored. First war patrol completed.

Miles run	90.0	Fuel Used 500
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CONFIDENTIALSUMMARY

10-15 August REFIT alongside FULTON at Brisbane. Wiping and sound survey.

16-18 August TRAINING, gun exercises, day and night training approaches, evasive tactics and deep submergence.

19-24 August Enroute to PORT DARWIN via CURTIS CHANNEL and inshore route to TORRES STRAIT. Fueled at PORT DARWIN.

25-28 August Enroute area eastward of SIAOE PASSAGE via BANDA SEA, MANIPA STRAIT and MOLUKKA PASSAGE.

29-30 August Patrolled eastern approaches to SIAOE PASSAGE.

30 Aug-5 Sept. Enroute SOUTH CHINA SEA via SURICAO STRAIT, SULU SEA and APO EAST PASS.

6-14 September Patrolled steamer lanes in vicinity MACCLESFIELD BANK and PARAGEL Is.

15-16 September STANDING TOWARDS WESTERN PART of area.

17-19 September Patrolled in vicinity of TOURANE BAY.

20-21 September Patrolled in TONG KING GULF.

22 September Patrolled off PULAU GAMBIR.

23 September Patrolled off POULO CECIR DE MIR.

24-25 September Patrolled traffic lanes north of DANGEROUS GROUND with BILLFISH. First contact on 25 September, sank 3 ships from enemy convoy.

26 September Trailing remnants of convoy; lost contact and conducted search.

27 September Unsuccessful attack on inter-island steamer northwest of APO LIGHT. Stood through APO EAST PASS.

28-29 September Stood through SULU SEA into MINDANAO SEA and conducted secret operations.

30 September Return routing changed by Commander Task Force Seventy-one despatch. Sank diesel barge loaded with Japanese soldiers in SULU SEA. Stood towards SIBUTU PASSAGE.

1 October Stood through SIBUTU PASSAGE and into CELEBES SEA.

2 October Stood into MAKASSAR STRAIT. Sank two masted auxiliary schooner in gun action.

3-9 October PASSAGE to FREMANTLE, W.A. via MAKASSAR STRAIT, FLORES SEA, LOMBOK STRAIT, and bombing restriction lane.

10 October Arrival FREMANTLE, W.A.

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FC5-16/A16-3

Serial 08

SUBMARINE SQUADRON SIXTEEN

U.S.S. RASHER, Flagship.

FIRST ENDORSEMENT to

BOFIN 1st war patrol

report SS287/A16

serial 012 of 10-10-43

12 October 1943.

From: The Commander Submarine Squadron SIXTEEN.
To: The Commander in Chief, U.S. Fleet.
Via: The Commander Task Force, SEVENTY ONE.
The Commander SEVENTH FLEET.
Subject: U.S.S. BOFIN (SS287) - First War Patrol -
comment on.

1. The BOFIN's first war patrol covered a period of fifty-four days and was conducted in the northern portion of the South China Sea.
2. The material condition of the BOFIN upon return from patrol was in general excellent. Repairs and correction of defects will be made during normal refit by the U.S.S. PELIAS.
3. Health, habitability, and morale were excellent.
4. The patrol was conducted with great aggressiveness by a skillful and experienced commanding officer. The attack on the enemy convoy on 25 September is the high spot of the patrol. Ten torpedoes were fired resulting in seven hits on three different target, resulting in the sinking of three enemy ships. The sinking of the tanker, which otherwise might be in some doubt, is considered confirmed by the BILLEISH report. A well trained and thoroughly indoctrinated torpedo fire control organization is necessary for the success attained, and is noted with gratification. The two gun attacks were well conducted. The evidence of a dud in number two attack is not conclusive. One special mission was successfully accomplished.
5. The successful employment of extemporized wolf-pack tactics by the BOFIN and BILLEISH is noted with the greatest interest and through thorough analysis may be expected to lead to early formulation of sound doctrine in the premises.
6. The Commanding Officer, officers and crew of BOFIN are congratulated for inflicting the following damage to the enemy:

SUNK

1 AK (NANO MARU type)	8572 tons
1 AP	6000 tons
1 AO (RIIKO MARU type)	9181 tons
1 Diesel propelled barge	75 tons
1 Two-nested schooner	50 tons
	<hr/>
	23,878 tons


J. M. HAINES.

Serial 0866

27 October 1943

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

SECOND ENDORSEMENT to
USS BOWFIN First War Patrol
Report SS287/A16 serial 012
10 October 1943.

From: Commander Task Force SEVENTY-ONE.
To : Commander in Chief, UNITED STATES FLEET.
Via : Commander SEVENTH FLEET.
Subject: U.S.S. BOWFIN (SS287) First War Patrol -
Comment on.

1. The remarks of the Commander Submarine Squadron SIXTEEN are concurred in, except that the BOWFIN is credited with completion of two successful special missions under difficult and dangerous circumstances.
2. The Task Force Commander notes with pleasure that a succession of newly commissioned submarines have remarked on the high calibre of new personnel being furnished to the submarine service. This reflects great credit, not only upon the policies of the Bureau of Personnel and the administration of the curriculum at the Submarine School, but also upon the untiring training efforts of the forces afloat.
3. The methods used and results obtained from the concerted attacks on 25 and 26 September, are being developed into a doctrine for the employment of at least two submarines to work in co-ordinated attacks against the increasingly larger convoys traveling thru the SOUTH CHINA SEA.
4. The Task Force Commander congratulates the Commanding Officer, officers and crew of the BOWFIN upon the completion of an outstanding patrol, which is "successful" for purpose of awarding the Submarine Combat Insignia, and during which the following damage was inflicted on the enemy:

Serial 0866

27 October 1943

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

SECOND ENDORSEMENT to
 USS BOWFIN First War Patrol
 Report SS287/A16 serial 012
 10 October 1943.

Subject: U.S.S. BOWFIN (SS287) First War Patrol -
 Comment on.

SUNK

1 AK (NANO MARU type)	8572 tons ✓
1 AP	6000 tons ✓
1 AO (RIKKO MARU type)	9181 tons ✓
* 1 Diesel propelled barge	75 tons
* 1 Two-masted schooner	50 tons

* By gunfire 23,878 tons

R. W. CHRISTIE.

B. L. Carr
 B. L. CARR,
 Lt. Comdr., U.S.N.,
 Flag Secretary.

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Subject: U.S.S. BONFIN(SS287) - Report of War Patrol
Number TWO.

(A) PROLOGUE.

Arrived Fremantle, West Australia 10 October, 1943 from First War Patrol made in the South China Sea, having inflicted the following damage on the enemy: Sunk: 3 ships totaling 23,878 tons. Completed two special missions. Total miles steamed to date: 28,000.

24 October, 1943. Refit completed.

26 October, 1943. Lieutenant Commander W. T. GRIFFITH, U. S. Navy relieved Commander J. H. WILLINGHAM, Jr., U. S. Navy as Commanding Officer.

25-31 October, 1943. Completed loading. Conducted day and night training, deep dive and calibration of de-gaussing.

It is recommended that training period be extended to nine days so that an additional day may be had alongside at the beginning and an additional day of individual training or an additional day alongside at the end, as desired by the ship.

(B) NARRATIVE. (ALL TIMES HOW).

1-4 November, 1943.

Enroute Fremantle to Exmouth Gulf conducting coordinated search and attack with U.S.S. BILLFISH upon U.S.S. Wm. B. PRESTON, target.

4-7 November, 1943.

Enroute Exmouth Gulf to Lombok Strait conducting gun firing, daily fire control and emergency drills, and day and night training dives for all sections.

7 November, 1943.

Early morning changed course to get on direct line for Alas Channel for following reasons:

1. In view of possibility of increased opposition in Lombok Strait this feint might draw patrols over to Alas in case of air sighting.

2. In case of enemy submarines off Lombok will be clear of their possible patrol line until after dark. On the second and subsequent training dives today observed oil slick. This causes considerable concern. Making every effort to determine source.

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Subject: U.S.S. BOWFIN(SS287) - Report of War
Patrol Number TWO.

At 1958 while about 75 miles south of Lombok sighted what appeared to be a large submarine on parallel course about three miles on the stbd quarter. Opened the range at high speed as I considered this to be BILLFISH overtaking me or KINGFISH southbound. ARC contacted an SD close aboard. SJ never picked up the contact.

8 November, 1943.

0000-0200 Made uneventful passage of Lombok Strait. Sighted one small sail boat about five miles to port after clearing strait. ARC contacts in separate report. Still leaving an oil slick submerged but not on the surface. Unable to determine leak. Two small native craft vicinity Sekala Island.
1150 Dove on SD contact - 4 miles.
1230 Surfaced. No oil slick.
1305 SD contact - 14 miles moving in to 12 and then disappeared. Did not dive.
One small native craft vicinity Sibbalds Bank.

9 November, 1943.

From midnight to 0500 patrolled a 20 mile line normal to Makassar-Pulo Laut line.
On morning trim dive did not leave oil slick.
0859 Off Hoek Mandar simultaneously sighted schooner masts dead ahead and twin engine land based bomber. Submerged. Closing masts at 2/3 speed. Plane dropped two bombs.
0922 Plane still circling overhead.
1008 All clear. Surfaced. Sighted group of five schooners at full speed.
1045-1145 Sank by gunfire three two masted schooners on southeasterly courses. All were heavily laden and each carried twenty to thirty men. No clue as to cargo except that it was unusually heavy. Each vessel sank like a stone after about two good hits. Times from commence firing to sinking averaged three minutes forty-five seconds.
1220 While chasing last two schooners toward beach submerged on closing SD contact. Targets only two thousand yards away. Plane dropped one bomb.
1240 Twin float single engine sea plane circling overhead.
1300 Plane still circling. Targets making for the beach.
1322 Plane dropped a bomb. Gave up the idea of trying to get the last two schooners and set course to clear the bottleneck off Cape William. Expecting patrol craft out soon.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol
Number TWO.

- 1424 Plane not in sight. Surfaced. Targets not in sight.
- 1438 Submerged for the sea plane coming in low and fast. He dropped two overhead as I passed 150 feet. Decided he really meant to keep me down so stayed deep for two hours.
- 1648 All clear. Surfaced. Set course to clear Cape William and possible A/S patrols. Decided to run northwesterly on the reverse of the schooner's courses which leads me toward Balikpapan.
- 2100 Sighted dark object 15° on port bow about four miles away. I first thought this was a small steamer of about 1,000 tons, but he tracked at only five knots. Ran around to get him between myself and the hazy moon. Low rain clouds beginning to drizzle. No wind. SJ could not pick up target so I began to suspect another schooner.
- 2130 Closed in on large auxiliary schooner on course southeast. He had all sails up - two masts and four jibs - but as there was no wind his sails were limp. He was making about five knots on his engine. Two four inch hits and he sank like a stone. I can't imagine what this heavy material moving from Balikpapan toward Makassar can be, but sure I am that it is heavy. I have seen a number of wooden vessels sink from five inch hits, and I have seen a schooner of this type take five hits and be riddled with 20MM and still float awash for an hour. The salient characteristic of the four sinkings today is the abruptness with which they went down, taking masts, spars and sails with them. The only deck cargo seen was on the second schooner (the smallest one). This was rolls of heavy cable piled up from amidships forward. This might point to construction material.
- 2135 Set course north as I do not know where RASHER is, but estimate that he must be in vicinity of Balikpapan if he is to clear area by the eleventh. I will close the Balikpapan-Mangkalihat route in the morning, when I figure to be north of RASHER.
- 10 November, 1943.
- 0619 SD contact at 14 miles moved in to 12 and then back out. Did not dive. Overcast. He was probably above clouds, and therefore not looking for me.
- 0648 SD contact at 14 miles moving in. Submerged at 10 miles to avoid being sighted.
- 0750 All clear. Surfaced. Continued northward. No position since Cape William, but estimate that I am off Koete River Shoal just north of Balikpapan.
- 0859 SD contact 8½ miles. Submerged.

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Subject: U.S.S. BOWFIN(SS287) - Report of War
Patrol Number TWO.

- 0955 All clear. Surfaced. I guess he's really looking for me, but don't think he's spotted me yet. May be getting indications of my SD. However, I am turning it on only 5 seconds out of every 30.
- 1525 About 15 miles south of Mangkalihat sighted a low flying plane about 8 miles ahead crossing from stbd to port. Submerged. Considered he might be furnishing air cover for somebody approaching from the east so took observations every 15 minutes. The plane was a single float biplane with one engine and wing tip pontoons. Very similar to the cruiser planes we carried in 1934. He had one bomb under each wing estimated to be 100 pounders. On the fourth periscope observation he spotted the scope or the hull and made a run dropping both bombs fairly close. His approach technique was very poor. He tried to make a run like a dive bomber, when, of course, his best bet was a low level run (if he had a bombsight). He promptly departed area for home, so I decided he wasn't furnishing cover after all.
- 1803 Surfaced and proceeded past Mangkalihat close aboard and took departure for Sibutu.

11 November, 1943.

- 0714 Sighted a large flying boat ten miles on stbd bow, on parallel course about 1° high. Didn't think he could see me but submerged just to be sure.
- 0812 Surfaced.
- 1653 Sighted smoke bearing 025°T. Closed at full speed. Bearing changed slightly to left until 1735 when it disappeared. Decided whatever it was would arrive Sibutu about the same time I did so changed course for Sibutu at 15 knots.
- 1924 Entering Sibutu Passage in bright moonlight. Sighted two dark objects bearing broad on stbd bow. Went ahead full to gain bearing and open range as much as possible considering the channel restrictions - I had the targets up moon from me and Sibutu Island for my own background. As targets changed course to enter Sibutu they appeared to be one large tanker, but the leading one gradually opened the trailing one and I realized that I had probably two small coastal steamers. I reasoned as follows:
1. I couldn't close at once in the light then obtaining because even if they had no guns at least one of them would escape.
 2. I was afraid that if I cleared the passage to wait for them they might go into Tawi Tawi Bay.

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Number TWO.

3. If I drew ahead and attacked in the Passage one of them might escape into the bay anyhow.

4. Therefore, my only hope of getting them both was to draw ahead and get at the entrance of Tawi Tawi myself.

5. Which I did.

- 2050 Well ahead of targets with small angle on the bow, submerged to 40 feet closing the range.
- 2115 Range 5,000 yards. Went to 60 feet. Closed to inspect for armament.
- 2135 Targets passed me at about 500 yards. There were definitely no large guns on either. The leading vessel was an engines aft steamer of about 800 tons, very low in the water. The trailing vessel appeared almost twice as large; also engines aft and low in the water. Both smoking heavily. The trailing vessel was a possible torpedo target, but with inaccurate range and speed data, and no good estimate of draft, I decided to use the gun. Also, if I had torpedoed the trailing vessel the leader would have escaped me. I had my heart set on getting both.
- 2149 Battle surfaced 2,000 yards on quarter of largest vessel and commenced closing. Targets began smoking more heavily and then both stopped. The crews began abandoning ship before I opened fire.
- 2150 to 2205 Set both ships ablaze fore and aft. Leading vessel listed over about 30°. Could see raging inferno inside each vessel through holes in the sides. I realized this action was within easy gun range from Bongao Hill, but I figured that it would be over before the Japs could figure out what it was all about. I considered that they not only couldn't see me from there but also would hold fire from fear of hitting the steamers. I intended to outrun any patrols that might come out. However, I wasn't molested - finished the job - and at
- 2205 Set course to clear the scene at full speed. Cleared the entrance to Tawi Tawi Bay and passed Bongao abeam to stbd 5 miles.
- 2205 to 0030 Targets burning fiercely with intermittent explosions. From 20 miles I saw a pillar of flame rise above the horizon half as high as Bongao Peak (1030 feet). Now I could understand why the crews abandoned ship so rapidly. Nice fireworks for Armistice Day.

12 November, 1943.

0030 Flames and great black columns of smoke from both

Subject: U.S.S. BOEFIN(33287) - Report of War
Patrol Number TWO.

targets passed behind Bongao Peak outlining it in a complete red glow. This from a range of 35 miles. I consider both these vessels to have been small tankers carrying fuel oil or gasoline. I can't think what else could burn so long with such smoke and flame. They were not headed for Tawi Tawi Bay; but came from the eastward and were heading north through Sibutu. Possibly they are taking oil or gasoline to the storage tanks at Sandakan for subsequent transfer to larger vessels.

- 0440 Cleared Pearl Bank and set course to close Zamboanga Peninsula.
- 0726 Sighted smoke across Pangutaran Island. As I closed the passage the smoke disappeared; however, I continued into the pass until I could see the approaches to Jolo. Determined that there was nothing but sail boats between Jolo City and the pass. Set course up the outside of Pangutaran Island to look down the east side of the island from northward.
- 0929 Could see nothing in the eastern channel so decided that smoke had been from the island.
- 0955 Again set course for Zamboanga.
- 1612 Sighted plane over Zamboanga City about 15 miles away. Submerged.
- 1631 Sighted smoke in Zamboanga Channel. Closing at full speed with periscope observation every 15 minutes.
- 1732 Smoke still bearing in channel. Surfaced and closed channel at full speed.
- 1813 Having closed the channel determined that smoke was coming from Santa Cruz Island (directly across from the City) and there were no ships in the channel: Set course up the peninsula, keeping 2,000 to 4,000 yards off the beach.

19 November, 1943.

- 0221 After passing Coronado Point set course for Naso Point, Panay. Overcast with heavy rain squalls. Barometer dropping slightly. Visibility varying from 10,000 to 1,000 yards. Passed between Naso Point and Cuyo Island and set course for Ambulong. During the day barometer continued to drop. Poor visibility. Seas building up.
- 2124 Passed Ambulong and set course up Apo East Pass.
- 2344 Sighted a submarine bearing 230^{OT} distant about 8,000 yards. Stopped. Put stern to him to check change of bearing.
- 2351 Bearing changing to southward. Changed course to close track. While swinging lost target in rain squall. Closing at full speed. Indications on

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Number TWO.

SJ screen of another radar in vicinity but no ARC contact. Consider indications on SJ screen probably from rain squalls.

14 November, 1943.

0038 Rain squalls cleared. Have covered target track and can again see Ambulong. Nothing in sight. Figure target saw or heard me and submerged. Commenced clearing scene at full speed. During next hour heard several pings from another fathometer.

0137 Well clear of possible attack. Changed course to clear Apo Pass.

0800 Entered South China Sea in what seems to be edge of a typhoon. Heavy seas. Driving rain.

14-16 November, 1943.

Enroute rendezvous with BILLFISH. Entered Area at zero hour 15th. Barometer steady. Moderate seas. Low overcast. Intermittent rain squalls. Resumed daily drills and training dives.

16 November, 1943.

1245 Arrived rendezvous and commenced patrolling a 40 mile line normal to the traffic route while awaiting arrival of BILLFISH.

17 November, 1943.

0600 No contact with BILLFISH. Decided to run across the Dangerous Ground to Palawan Passage.

1500 Entered the Dangerous Ground.

18 November, 1943

0300 Left the Dangerous Ground.

0600 Submerged to 400 feet to check for leaks and gradient. Found heavy layer at 320 feet.

0900 Patrolling on station across Palawan Passage sixty miles west of Balabac. There has been indication of another radar on the SD screen since dawn.

1530 Faint transmission in English on MN. Not completely intelligible.

1900 Decided to depart Palawan Passage for rendezvous across the Dangerous Ground.

2000 Entered the Dangerous Ground.

Transmitted my number three for the following reasons:

1. In view of faint MN transmission thought

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Patrol Number TWO.

BILLFISH might have contact in vicinity.

2. Would inform BILLFISH my location and movements if he is at rendezvous.

3. Transmission DE'd in Palawan might help to move traffic back to normal China Sea lanes.

19 November, 1943.

1300 Departed the Dangerous Ground. Sea building up from the north.

20 November, 1943.

0605 Sighted BILLFISH about 25 miles southeast of rendezvous. Closed him and exchanged information.

1. He sighted many oil drums floating in Sibutu on 14th. Three days after I sank the small tankers.

2. He has been covering rendezvous since night of 17th.

3. We decided to remain at rendezvous point until night of 22nd. This will give eight day coverage of this point by at least one boat.

4. Monday night (22nd) will commence shifting the patrol origin 60 miles up the line (310°T) spending two days at each origin until Cape Varella is reached, thence will alternate patrolling that point two days at a time. (Using Captain H. H. MCLEAN's system of "on and off" patrol for two boats).

5. General rendezvous in case of separation will be 100 miles bearing 130°T from Varella.

6. The ME transmission heard on the 18th was not the BILLFISH.

The sky is overcast with light rain squalls.

Slight breeze, 20 ft. swells from the north.

SE is out of commission.

21 November, 1943.

Wind and sea increasing. Intermittent rain squalls.

SJ repaired by onboard manufacture of blower fan.

1900 Commenced shifting patrol origin 60 miles on course 310°T.

22 November, 1943.

0350 Patrolling at new rendezvous athwart South China Sea traffic lanes.

High wind and heavy seas from the north. Rolling the gunnels under. Heavy intermittent rain. Unable to control the ship at periscope depth with

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Number TWO.

less than standard speed during trim dive.

1915 Heard partial MN transmission from BILLFISH concern-
ing "message for tomorrow". - Unable to get repeat.
Closed his estimated position but unable to gain con-
tact.

23 November, 1943.

No improvement in weather. Do not consider that tor-
pedoes would perform in this sea.

0700 Commenced daylight search for BILLFISH.

0910 Posit 11-36.5 N, 111-20 E passed rusty oil drum.

1000 Sighted and closed BILLFISH. After testing MN heard
bits of oriental talk which did not break our carrier
wave. Seas are so big that it was necessary to run
before the wind to exchange searchlight signals at
500 yards, and then we could see each other only half
the time.

1300 Having decided on a plan of action for working the
coast parted company to resume patrol station.

1500 Posit 11-25 N, 111-05 E sank a floating mine with a
bit of expert rifle shooting. Mine was horn type, old
and completely barnacle encrusted.

1730 Crank bearing failure on No. One engine. Rigged to
run with 14 cylinders. Expect to use only in emer-
gency.

24 November, 1943

No change in weather. Storm still blowing with in-
creasing heavy rain.

0900 Set course for Hon Kan Island.

1000 Two engines required to make 10 knots.

1040 Submerged on SD contact 6 miles. Hard to believe a
plane is out in this weather, but the contact was de-
finite.

1055 All clear. Surfaced.

25 November, 1943.

0030 Made land contact close aboard (5,000 yards) some-
where on the Indo-China Coast. Headed north. Heavy
rain and very dark. Skirting coast two miles off
shore. Wind has dropped to about 30 knots.

0730 Obtained land fix which placed me 30 miles south of
desired position. Wind and sea building up again.
Logging 12 knots and making good 3. Opened coast to
six miles and remained on surface. There will be no
planes out in this weather and I can't be seen six

Subject: U.S.S. BOIFIN(33287) - Report of War
Patrol Number TWO.

miles from shore. Furthermore my night's run will be wasted unless I drive on in to my desired position.

- 1200 On station off Hon Kan Island. Required 5 knots to stay in one place. Driving rain. 60 mile wind. Land blotted out by rain - only occasional glimpses.
- 1700 Headed for Cape Varella. Have not seen land since 1300.

26 November, 1943

- 0000-0137 Patrolled in and out off Varella.
- 0137 Set course south for Fisherman's Islands. Unable to contact BILFISH who was to have been off Varella with me at this time.
- 0200 SD got large contacts at 2 miles and 1 mile. (Previously have been getting range of 9 miles to nearest land).
- 0203 SJ finally perked up and gave me contacts on each side from 1,000 to 4,000 yards. Pitch black and raining solid. I first thought I had blundered into the beach or some small islands although I had 75 fathoms of water. Came hard left to clear out to seaward and backed emergency to keep from ramming an enormous tanker.
- 0205 I realized I was in the middle of a convoy. Considering the strong southerly current I figured this must be a southbound convoy.
- 0215 Again backed full to avoid ramming another large tanker, and realized all ships were northbound.
- 0220 A careful sweep revealed that the convoy consisted of five ships. Two large ships in roughly parallel columns with one large ship trailing between columns. Small pip, presumed to be escort, near trailing vessel, however sound gear could hear no pingings. Pulled ahead to put parallel columns on each quarter, and dead ahead of center vessel. Commenced tracking. Columns were 4,000 yards apart.
- 0315 Target solution: Course 005, speed 6. As my largest pips were in starboard column decided to swing right and shoot three each from bow at these vessels, and then give the center trailing vessel four stern tubes. Will use 17 foot setting ($\frac{1}{2}$ estimated draft) but am afraid they will premature in this sea.
- 0351 Fired three at leading vessel. Saw one hit and in the roiling flame of explosion and fire saw the bridge, bow section and high forward mast of large tanker disintegrate. A second hit, explosion and fire amidships (range 800 yards) revealed a second high mast amidships and low funnel all the way aft.

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Large fires started, but went out as the bow sank and the center section went awash. Only light left was gasoline (could smell it) burning on the water near the target. Lights appeared all along the after section revealing three life boats in davits. Great, deep steam whistle started blowing continuously.

As all this took place had shifted to second target and fired first shot at second vessel. Leading tanker stopped cold and swung broadside to me. Had to check fire and back emergency to keep from ramming tanker as first torpedo hit second ship with great rumbling explosion and flare up of flame which quickly went out. Lights appeared on second target, but as range was over 1,000 yards could not make him out.

0400 My situation was now this: I was less than 300 yards from damaged tanker, with second damaged vessel about 1,500 yards beyond him and what I thought were depth charges going off to starboard. With bow and bridge blown up and awash amidships the tanker was still longer than I was. Decided to forget center and second ship and finish off the tanker before escort arrived as I figured this might be the biggest ship I'd ever get to shoot. Swung stern to him and opened range. At 1,200 yards remaining portion of damaged tanker took up full binocular field giving him a remaining length of at least 400 to 450 feet.

0414 Fired three stern tubes (# 10 door would not open). Saw one hit under the stack. Whistle stopped blowing and all lights went out. About this time there was a heavy explosion on the second target and all his lights went out. Believe first torpedo of spread had hit second target. Fired spread because I feared escort would chase me off before I could get off enough single shots.

0417 Decided to clear scene to reload. Have two still loaded forward, but prefer to keep them as I know these two ships aren't going anywhere. Expecting escort to be on me any minute. Passed up between damaged targets, but as all lights and fires had disappeared could make nothing of second target, which I passed 600 yards to starboard. Passed tanker at 500 yards. Stern was gone and midship section was awash. Heavy rain is killing the gasoline fire on water.

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Pulled ahead three miles, took convoy course and speed and reloaded.

During reload took careful sweep and got three large pips, one medium and one small one astern. Consider three large pips are the undamaged ships, medium pip is partially sunk second target, and small pip is escort. Before reload was completed lost all pips. Continued to hear depth charges or explosions until 0536. To quote BLUEFISH, "They sound fine when you're on the surface".

- 0443 Heavy explosion astern. Definitely not depth charge.
- 0520 Reload completed in rough sea. Headed for scene of action. If possible it was darker now than ever.
- 0535 Great dark mass loomed up dead ahead very close. Went right full, ahead emergency and thought we were done for. SJ picked up target at 600 yards after I had turned. Commenced tracking.
- 0549 Target speed zero. Commenced closing. I had begun to suspect what this was, and in predawn light circled the maulerform bow of my second target. About 100-125 feet of slick looking bow sticking vertically out of the water. After examining this carefully decided that further torpedo expenditure not warranted. This storm has been blowing for a week, seas and wind will finish this job - nearest land 26 miles. Too rough to use gun. Believe this second target to be another tanker. Did not remain for daylight identification of bow because I hoped to be able to attack remainder of convoy.
- 0550 Attempted unsuccessfully to send my serial 4 to inform BILLFISH of contact.
- 0600 Investigation of SJ radar reveals that due to improper tuning I have had a blind spot ahead explaining why I have been running into things with no warning.
- 0613 Searched area for twenty minutes. Only remaining evidence of first target is a gasoline covered sea and debris. No life boats. I figure if either vessel launched any they couldn't possibly live in this weather.

Headed up for Varella searching for remainder of convoy.

Post analysis indicates that while I started out with a very good plan on this attack I could not complete it because I failed to visualize what would happen when I hit the first target. I attribute this to inexperience because I've never sunk a ship before. When I pulled ahead for reload I erred

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Subject: U.S.S. BOWFIN (SS267) - Report of War Patrol
Number T.O.

in allowing myself to lose contact with the remaining three ships of the convoy; but I guess I was excited, the storm was still blowing and my SJ wasn't functioning properly.

My best identification of the first target is a tanker similar to KYOKUYO MARU; but as to the second target I can't say much. When I almost rammied it I thought it was another large tanker, at 1,500 yards greater range its pip was larger than that of KYOKUYO, but after looking over the bow I'm afraid I can't call her over 12,000 tons and I can't be positive that she was a tanker. I can only hope for identification from other sources.

- 0837 In heavy rain, wind and sea sighted a medium AP dimly at 5,000 yards. No sign of escort and still no ping-
ing. Commenced tracking.
- 0846 Considered he must sight me, so submerged. Unable to control ship at radar depth with standard speed, so tried for solution with bearings only at periscope depth. Range about 4,500, angle on bow 110 starboard. Course 000, speed 5. Gaining bearing slowly.
- 0908 Went to 80 feet and all ahead full. Decided to hold this for 30 minutes. However at
- 0925 Slowed to standard, came up to look and unable to find target.
- 0940 Surfaced to search for target.
- 1000 SJ contact on target at 6,250 yards. Commenced pulling ahead and tracking. Heavy rain. Estimate 1,500 yards visibility. Could almost make a surface approach on him, however, he might see me too soon.
- 1035 Target course 330, speed 6. In position 1,000 yards off track. Submerged to radar depth. Unable to keep radar on target, so ran on generated solution.
- 1050 Picked up target by periscope at about 2,000 yards. Target is an KFM, two deck transport. Gun forward and aft. Raked bow, counter stern. Composite superstructure. Estimated about 5,000 tons.
- 1058 Fired four bow tubes. Spread by periscope. Saw four hits completely demolish target which disappeared in less than two minutes.
- 1103 Surfaced to look for survivors and debris. Raining hard.
- 1114 Just entered debris strewn water with about 50 Japs in area, when sighted small OTORI escort vessel about 1,500 yards away. He apparently didn't see us so cleared at high speed. Sea is too rough for six foot depth setting, and he is too small to track by radar. Dont feel like pushing my luck too far anyway. Nearest land contact is less than 4,000 yards, decided I'd better make way to seaward as we are completely

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Patrol Number T.O.

lost. Know we are in vicinity of Varella, but whether north or south cannot tell. Decided the two remaining vessels of convoy must be astern of escort, which had come up from the south, so as soon as he was out of sight commenced patrolling back and forth across track.

About 1600 determined position by land fix to be about 35 miles south of Varella. Set course up the coast for Hon Kan Island. Still raining.

1605 Sighted a periscope or spar. Avoided. Immediately thereafter saw a Jap swimming in the water.

2151 Headed to seaward for one hour while I tried to send my serial five informing BILLFISH of contacts.

27 November, 1943.

0750 Wind has moderated to 30 knots and sea has shifted to northeast for first time in nine days. Land is vaguely sighted to port. Lost again. Began closing the beach to try and establish position.

1045 Decided that I am off Buffalo Rocks north of Hon Kan Island.

1045-1550 Sighted a ship standing south along the coast. Submerged and began approach.

Target turned out to be a small French coastal steamer. MTM about 1,500 tons with one gun aft. He is making only four knots so decided to track him and maybe get something bigger later in the day. Trained all sound operators at echo ranging; running parallel to target at ranges 800 to 2000 yards.

1600 Began raining again and visibility closed in. Decided I'd better get on the surface if I wanted to catch anything bigger. There is some doubt in my mind about waiting for someone on this fellow, but as Admiral LOCKWOOD says, "Submarines must take what comes rather than wait for something better"; and I could not forget Admiral CHRISTIE's remark: "There is a ship". So at -

1618 Fired three stern tubes at Frenchman. Two hits and he disintegrated. Sank in less than one minute.

1622 Surfaced. Fire on water where ship sank. Raining hard.

1645 Sighted rocks inshore and closed to establish position. Thought these rocks were Hon Kan or Buffalo Island. This was where I wanted to be at 1700 so commenced in and out patrol keeping contact with rocks.

1740 Visibility decreased to 500 yards. Have lost contact with rocks.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol
Number TWO.

- 2000 Considering depth of water and SJ ranges decided I was off Varella, at least 60 miles south of where I thought I was. Continued in and out patrol as this was where I wanted to be at midnight.
- 2100 Contacted BILLFISH on MN. He has been well out at sea for two days, explaining why I couldn't raise him. He is now patrolling to seaward of me. He confirms that we are off Varella.

28 November, 1943.

- 0200 BILLFISH reported targets on course 190⁰T, speed 9. I am 3 miles off Varella. BILLFISH says he is 7 miles off.
- 0215 Sighted two white lights north of me.
- 0225 SJ contact with targets. Commenced tracking.
- 0250 My portion of convoy consists of five ships and several escorts. Three very large targets, two large ones. Planned to give leading and largest target four bow tubes, the second two bow tubes and to hold my only two stern tubes for future developments. Told BILLFISH that I was 7,000 yards ahead of targets and ready to attack. He told me to go ahead. One escort is on near bow of leading vessel, and two on off side. Crossed astern of near escort and at
- 0314 Fired four bow tubes at leading and largest target. Four hits. Target sank in about four minutes. Shifted to second vessel in column and at
- 0317 Fired two bow tubes. Two hits. Target down aft and awash to bridge. Third large vessel of column abeam to port about 1,500 yards and bearing down on me. I recognized my dangerous position, but I could not pass up the chance to finish off damaged ship. Decided to give damaged ship my only two torpedoes aft. Commenced circling. Don't know what happened to escorts. None in evidence.
- 0321 Third vessel of column opened fire on me with five or six inch gun at 500 yards. Second shot appeared to hit in engine room. Conning tower asked if I wanted to secure the stern tubes and I replied, "To hell with that, I'm going to shoot the Son-of-a-bitch". That remark effectively relieved the tension of all hands on the bridge and in the conning tower. Damaged ship had settled quite a bit more and I figured I was pretty well done for anyway so put in "Spot" set-up to give third vessel the two stern tubes. Shells now passing overhead. I think he had spotted me as I turned dead ahead of him.
- 0325 Fired two stern tubes at third large vessel. Two hits amidships. He stopped shooting at me and began to

Subject: U.S.S. BOWFIN (SS287) - Report of War
Patrol Number TWO.

sink, sagging in the middle. Just before firing I had a report that the pressure hull was not pierced, but I knew we had some damage aft.

0327 Steadied on convoy course and began to pull ahead while I reloaded my last two torpedoes forward. Engine room reported taking water through the main induction. It wasn't washing over the bridge so I now knew that the shell hit had been in the superstructure and had pierced the induction lines aft. Reported results to BILLFISH and that I had shell hole in main induction. No sign of escorts yet. BILLFISH hears escorts pinging. My sound gear is housed.

0342 Bow tubes ready. I now had fourth vessel on port quarter with two escorts on his port bow apparently searching to seaward, and the fifth vessel on my starboard beam, he having crossed astern and speeded up to 12 knots. Informed BILLFISH that I was going to shoot the vessel inshore and then track for him, as he said he had pulled ahead and lost contact.

0353 Fired last two torpedoes to hit with cold set-up. First torpedo prematured at 13 seconds (less than 500 yards ahead of me) and probably deflected second torpedo as I got no hit. This premature cost me a 7,000 ton vessel and two sure hits.

0355 Headed north to go back over scene of action. Informed BILLFISH of action and premature, and passed two unhit ships to him. Decided with my undetermined damage aft that I'd better clear coast before daylight because it had stopped raining and I expected planes at dawn. Asked BILLFISH if he wanted me to track for him. He said that he had contact and that I could clear out.

Going north I passed two OTORI escort vessels about 1,500 yards to port and another column of ships to starboard. Checked their course and passed information to BILLFISH. Wish I had 24 more torpedoes.

0410 Tremendous heavy explosion felt throughout the ship. Definitely not a depth charge. Checked with BILLFISH by MN. He had not fired.

0420 Another heavy explosion.

0430 Clear of all ship contacts. Nearest land 10 miles. Shifted to battery and put pressure in boat. Hull is tight with flappers closed, but pressure bled off rapidly on opening main induction hull flappers.

0437 Picked up SJ bearing of two ships to port and one to starboard southbound. Cannot raise BILLFISH on LN, but targets are headed in his direction and I am going to clear out to determine just what my

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol
Number TWO.

damage is.

- 0439 Set course 090 at full speed.
- 0526 Searchlights sweeping the sky on starboard quarter.
- 0612 Beginning to get light. Stopped and got repair party on deck. Hit was a shot which ricocheted up into the superstructure and exploded between the pressure hull and the starboard induction pipe. Induction pipe is ripped open badly with numerous additional small holes. Ventilation piping has several holes. All low pressure blow lines aft completely carried away, (whole sections ripped and mangled) and deck planking broken. Pressure hull is nicked. Plugged all small holes in piping and put quick soft patch over big ragged hole in induction. Tried to send my serial six.
- 0705 Getting light and I am only 30 miles from coast. Secured repairs. Went ahead full chasing rain clouds to seaward. Began manufacture of a better patch.
- After post analysis of this attack I consider the only possible false move I made was in placing myself in such a vulnerable position; however, I did it with my eyes open. The only question in my mind is whether the results were commensurate with the possible loss of my ship. I am inclined to think that they were. At any rate, we've all had an experience we won't soon forget.
- This attack was over in eleven minutes and my identification data is incomplete. However, we did get the mast sequence and length of each vessel.
- 1415 In heavy rain storm well off coast. Stopped and put better patch on main induction.
- 1503 Repairs completed. Made test dive. Induction and ventilation lines leaking, but under control.
- 1510 Surfaced and headed for Dangerous Ground.
- 2100 Finally raised an Australian Station and got off my serial seven.

29 November, 1943.

- 0224 Entered the Dangerous Ground.
- 1506 Departed the Dangerous Ground.
- 1815 SJ contact on Balabac Island in heavy rain.
- 2017 Entering Balabac Strait using SJ and fathometer.
- 2200 Cleared Balabac Strait. Have navigated from the middle of South China Sea across Dangerous Ground and through Balabac Strait on fathometer and SJ. Headed for Sibutu.

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Subject: U.S.S. BOWFIN(SS287) - Report of War
Patrol Number TWO.

30 November, 1943

- 0854 Sighted plane on port quarter on parallel course.
Submerged.
- 0906 All clear. Surfaced.
- 2000 to 2200 Made uneventful passage through Sibutu.

1 December, 1943

- 1225 With north coast of Celebes in sight sighted two columns of smoke bearing 184⁰T. Commenced closing at full speed.
- 1250 Smoke drawing to left. Could now make out masts of four ships - one much larger than other three. Conformity of coast makes course about 045. Came to course 045 and checked speed roughly at 12 knots.
- 1300 Ready to send contact report saying that I would track until relieved when I saw another submarine inshore of me closing convoy. Held my message. Continued tracking.
- 1330 Submarine submerged so I began pulling clear to northward when I sighted another submarine on northerly course. Closed him.
- 1430 Exchanged convoy information with BONEFISH and told him there was another boat in contact.
- 1434 Submerged on distant sight contact with plane. Plane was to east and did not sight BONEFISH which apparently did not see plane and remained on surface.
- 1442 All clear. Surfaced. Considered that I had left the convoy in good hands so continued my journey to Fremantle. I'm glad this contact is over. With no torpedoes it was a certainty that I would find targets to shoot.

2 December, 1943

- 0706 In Makassar Strait between Cape William and Hoek Mandar sighted a two masted yacht with jib, flying jib, foresail, mainsail and two topsails.
- 0937 Sank yacht of about 75 tons with four inch gun. Apparently carrying oil of some sort, as oil spread all over the area and several drums floated after she sank. Did not observe crew closely, but vessel was not a native craft. Looked like it might have been some planter's yacht taken over by the Japs.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol
Number TWO.

3 December, 1943.

2100-2300 Uneventful passage of Lombok Strait.

4-8 December, 1943.

Enroute Lombok to Fremantle. Conducting training
dives and daily fire control drills.

9 December, 1943.

Arrived Fremantle.

1
 UNITED STATES NAVY

FE24-71/A16-3

12/bt

Serial 09

4 January, 1944.

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

SECOND ENDORSEMENT to
U.S.S. BOWFIN 2nd War
Patrol Conf. Ltr. Serial
017 of 9 December, 1943.

From: Commander Task Force, SEVENTY-ONE.
 To: Commander in Chief, UNITED STATES FLEET.
 Via: Commander SEVENTH FLEET.

Subject: U.S.S. BOWFIN - Second War Patrol - Comments on.

1. The remarks of the Commander Submarine Squadron SIXTEEN are concurred in.
2. The torpedo performance on this patrol was excellent. Nineteen hits were obtained from the twenty-four torpedoes fired. The one premature experienced was most likely caused by the extremely heavy sea running at the time. Exploders were Mark 6, Mod. 4, adjusted in accordance with ComSubs7thFleet 050525 of October, 1943.
3. The BOWFIN demonstrated an unusual ability to make accurate firing set-ups on a moments notice, regardless of adverse conditions, with resulting total destruction of all but one of the enemy units attacked. All hands, under the able leadership of a cool, determined, and outstandingly aggressive Commanding Officer, made every minute in enemy controlled waters count in fulfilling their mission to seek out and destroy the enemy. They "fought the war" from the beginning to the end of the patrol.
4. This patrol is considered "successful" for purpose of awarding the Submarine Combat Insignia.
5. The Force Commander takes great pride and pleasure in congratulating the Commanding Officer, Officers, and Crew on this truly outstanding patrol. The following damage upon the enemy resulted:-

SUNK

1 - AO (KYOKUYO TYPE) - - - - -	17,549 Tons.	✓
1 - AP-AK (SAIPAN MARU TYPE) - - - -	5,533 "	✓ 4000
1 - AP-AK (CLASS UNKNOWN) - - - - -	12,000 "	✓
1 - AP-AK (CLASS UNKNOWN) - - - - -	12,000 "	✓
1 - AP-AK (CLASS UNKNOWN) - - - - -	10,000 "	✓
1 - FRENCH STEALER (VOLLENHAVEN) - -	1,500 "	✓

UNITED STATES NAVY

FE24-71/A16-3

12-bt

Serial 09

4 January, 1944.

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

SECOND ENDORSEMENT to
U.S.S. BOWFIN 2nd War
Patrol Conf. Ltr. Serial
017 of 9 December, 1943.

Subject: U.S.S. BOWFIN - Second War Patrol - Comments on.

<i>confirmed</i> ✓	1 - AK (TONAN MARU TYPE)	9,866 Tons.
	+ 1 - AO (SMALL)	1,200 "
	+ 1 - AO (SMALL)	800 "
	+ 4 - SMALL SCHOONERS	425 "
	+ 1 - YACHT	75 "

+ Sunk by gunfire.

Total 70,948 Tons.

R. W. CHRISTIE.

DISTRIBUTION:

Cominch	(2)-Via Com7thFlt
Vice Opnav	(1)-Via Com7thFlt
Vice Opnav	
Op-23c	(1)
Com1stFlt	(1)
Com2ndFlt	(1)
Com3rdFlt	(1)
Com7thFlt	(1)
Comsubslstflt	(2)
Comsubs2ndflt	(4)
Comtaskfor-72	(2) CTF-71 (4)
Consubron-16	(1)
Divcoms Ron-16	(1)
Each S/M W.A.	(1) <u>NOT TO BE TAKEN TO SEA - BURN</u>

B. L. Carr
B. L. CARR,
Commander, U. S. Navy,
Flag Secretary.

FC5-16/A16-3
Serial #0102
1st Endorsement to
BOWFIN 2nd War Patrol

SUBMARINE SQUADRON SIXTEEN
U.S.S. RASHER, Flagship

(11/Ex)

14 December, 1943.

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

From: The Commander Submarine Squadron SIXTEEN.
To : The Commander-in-Chief, UNITED STATES FLEET.
Via : The Commander Task Force SEVENTY-ONE.
The Commander SEVENTH FLEET.

Subject: U.S.S. BOWFIN - Second War Patrol - Comments on.

1. The second war patrol of the BOWFIN, the first for the new Commanding Officer, was carried out in the SOUTH CHINA SEA area during the period 1 November, 1943, to 9 December, 1943, the period 7 November - 3 December being spent north of the BARRIER.
2. The highlights of the patrol were the very aggressive and well planned attacks of 26 November, where two ships of a five-ship convoy were sunk in the early morning, and a single ship sunk at 1058 after a determined chase submerged and surface. Again on the 28th November the BOWFIN ran into a five-ship convoy with several escorts and three ships were sunk, the third after the BOWFIN had been hit by a ricochet. The Commanding Officer with coolness and tenacity, and believing his own ship fatally holed, sank the ship firing on him thereby saving his own vessel, besides sinking an important enemy unit. The above attacks are worthy of study by all submarine officers.
3. The gun attacks were well conducted, the Commanding Officer having previously by careful observation and consideration determined that he had more than an even chance of succeeding without undue risk to his vessel. Note is also taken of the praiseworthy manner in which every moment of the patrol was put to good advantage, a case in point being the tracking of the convoy on 1 December, although his own ship had expended all torpedoes, until satisfied that other submarines of our own forces had the situation in hand.
4. The material condition of the BOWFIN is considered above average for the age and mileage of the ship and aside from action damage. The latter can be repaired within the normal re-fit period.
5. The Squadron Commander congratulates the Commanding Officer, officers, and crew on the completion of this special and most aggressive patrol.


J. M. HAINES.

CONFIDENTIAL

U.S.S. BOWFIN(SS287),
Care of Fleet Post Office,
San Francisco, Calif.

SS287/A16-3
Serial (017)

9 December, 1943.

From: The Commanding Officer.
To : Commander in Chief, U.S. FLEET.
Via : Official Channels.
Subject: U.S.S. BOWFIN(SS287) - Report of War Patrol
Number TWO.
Enclosure: (A) Subject report.

1. Enclosure (A), covering the Second War
Patrol of this vessel conducted in the South China Sea
during the period 1 November, 1943 to 9 December, 1943;
is forwarded herewith.

W. T. Griffith
W. T. GRIFFITH.

Admiral's Copy

CONFIDENTIAL

Subject: U.S.S. BO'FIN (SS287) - Report of War Patrol Number Three.

(A) PROLOGUE.

9 December, 1943, arrived Fremantle, Western Australia from Second War Patrol conducted in the South China Sea, having inflicted the following damage on the enemy: Sunk 9 ships and five miscellaneous vessels totaling 70,948 tons. Total for war: Sunk 12 ships and seven miscellaneous vessels: Total 94,826 tons. Total miles steamed 38,000.

23 December 1943. Normal refit completed including docking.

31 December 1943. Crankshaft renewal on No. 1 engine completed.

1-7 January 1944. Completed loading. Conducted day and night training, deep dive, gun firing and calibration of degaussing.

(B) NARRATIVE. (ALL TIME HOW)

8-11 January 1944.

Enroute Fremantle to Exmouth Gulf conducting day and night training in diving and fire control. Zig-zagging day and night (bright moonlight).

10 January 1944.

0500 changed course to clear Bombing Restriction Lane to Seaward to avoid position of enemy submarine. Informed Task Group Commander of this action in case it was desired to order plane search of Lane.

11-14 January 1944.

Enroute Exmouth Gulf to Lombok Strait conducting gun firing, daily fire control and emergency drills, and day and night training dives.

Set course from Exmouth for Saembawa Island to confuse planes as to which pass it was intended to use, and to get off the beaten path.

14 January, 1944.

2100-2300 Uneventful passage of Lombok Strait. Set course for Dewakang Besar to get off the usual path past Sibaru Island.

15 January, 1944.

1209 Submerged on closing SD contact (10 miles down to 6 miles).

1251 All clear. Surfaced.

16 January, 1944.

0230 Commenced patrolling across the Makassar - Pulo Laut Lane.

CONFIDENTIAL

Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Three

- 0535 Submerged on the Makassar City - Pulo Laut Traffic Lane. For reasons that cannot be stated here it has been decided to remain in Makassar Strait until dark of 18th and we do not want to be detected; therefore, we will patrol today off Makassar City, tomorrow off Balikpapan and the 18th off Mangkalihat. Also this submerged period gives us a chance to work on gyro which has been losing vacuum.
- 1226 Surfaced and set course up the narrows past Cape William for Balikpapan.
The situation in Makassar Strait is most unusual and disquieting. We have not seen a single thing. Cannot understand the absence of the small native fishing craft. Out of five trips through here this is the first time fishing boats have not been numerous off Hoek Mandar.
- 1830 Finally saw a small native sail boat off Union Bank across from Cape William. As he was directly on the usual submarine path closed him to inspect. He seemed perfectly innocent - three natives in evidence cooking supper. While inspecting him saw what appeared to be the single mast and triangular sail of another small boat about 7 miles to the north on our track.
- 1900 On closing this second craft was amazed to find that he was a nicely painted white schooner of about 60 feet length; but he didn't have a schooner rig. He had the rig of an ordinary small fishing boat which effectively disguised him from a distance. When we closed to inspect, about five men jumped overboard without dropping the sails. It was now too dark to tell whether or not they were all natives. Sank him with 20mm. In the flash of the tracers could see a name on the stern, but could not read it. From his appearance and actions figured he was a spotter.
- 1915 Set course for Koete River Shoal just north of Balikpapan where we will spend tomorrow.

17 January, 1944.

- Patrolled on surface off Koete River Shoals.
- 1500 Set course for Focal Point off Mangkalihat.
- 2214 SJ contact on port bow, 12,500 yards. Commenced tracking. Moonrise at 2340 so expected to get in surface attack before it was too light.
- 2240 The contact was one large vessel with two escorts. One escort astern and one roving ahead. Speed 10, zigzagging between 180 and 235. Could see the target and the escort astern from 9000 yards and decided the ship was a tanker because he was so long and low. However, he turned out to be a very heavily laden freighter-transport.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Three.

- 2300 Decided to give him four bow tubes and to have tubes 5 and 6 (magnetic exploders) ready for the largest escort which looked big enough to be a destroyer. Both escorts were now on the off side of target from me.
- 2314 Fired four bow tubes from 1200 yards using divergent spread. Saw bubbles of first one at bow of target so knew it had gone ahead. Saw track of one other torpedo approaching stern of target so expected at least one hit. Could not see tracks of other torpedoes so decided to give him tubes five and six.
- 2315 Fired tubes five and six just as one torpedo hit target at stern with what looked like low order explosion. Immediately thereafter, number 5 torpedo prematured in my face. I saw the track of number 6 torpedo entering the disturbed area. There was an explosion beyond the target about this time. During all this the target swung left and stopped. Went hard left and passed him at about 400 yards making ready the only two stern tubes. This maneuver kept the target between us and escorts.
- 2320 Fired tubes 7 and 8 from 1100 yards. Both prematured. Went ahead flank to pull clear and reload as smaller escort came tearing around stern of target. He apparently didn't see us as he did not give chase.
- 2325 As we cleared scene the target remained stopped, slightly down by the stern. Figured he wasn't much hurt except that the hits had probably put his shaft and rudder out of commission. The large escort was still on the off side of the target (i.e. on the targets port quarter) and he never left this position until we fired again.
- 2326 After closing target the small escort opened out and started dropping depth charges. He turned on a red light at his mast head before each drop. He dropped 12 single charges. During the next hour the target and destroyer exchanged several signals which we could not read.
- 2330 The moon was about to rise so commenced circling the target to the northward to get away from the moonpath and to attack from a different direction. As we ran around the group at 10,000 yards could see the large escort lying to on targets port quarter and the small escort dashing about on the starboard (or southerly) side dropping depth charges.
- 2349 Reload completed.

18 January 1944.

- 0038 Reached desired position northwest of target group. There had still been no change in the set up. Realized that we would have to finish this job submerged and with two escorts, would probably be kept down all day after firing.
- 0046 Started a battery charge.

CONFIDENTIAL

Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Three.

0130 Secured battery charge.

0140 Made trim dive.

0154 Surfaced.

0200 Commenced closing target group from 15,000 yards.

0235 Rigged for silent running and shifted propulsion to battery.

0236 Submerged at 9000 yards. —

As we closed the group the target was still lying to on the same heading with the destroyer lying to about 1500 yards on his port quarter. The smaller escort was still patrolling on the starboard side and ahead of target. At about 3500 yards the small escort came across target's bow so that for a time we were closing the target with an escort on each side of us.

However, the small fellow went back to the starboard side and at 2500 yards had passed down the target's starboard side, across his stern and was lying to about 500 yards beyond the destroyer.

Maneuvered to shoot four straight bow shots at target and two slightly angled at destroyer, which was bearing 008 with a 30° port angle on the bow.

0330 Commenced firing. Spread shots with periscope. Four well spaced hits in target with good healthy torpex explosions. When the spray and debris quit falling he was gone. The two fired at the destroyer hit the small fellow beyond him. When all six explosions were over the destroyer was the only thing left in sight. Started to swing left to bring the two stern tubes to bear, but he was only about 1000 yards away and coming for us. He wasn't coming very fast and appeared to swing slowly, however, figured our best bet was to seek depth as there was not time to bring stern tubes to bear.

0332 Went deep and rigged for depth charge.

0333 to 0341 Eight charges fairly close, but no damage. Had changed course to 020 to put him astern. He seemed to be hanging on astern by sound so decided to take a look.

0350 Came up to 60 feet. Could make out destroyer astern and figured he was at least 5000 yards away (judging by how far he could be seen during the approach). Decided not to try to shoot him (even though he was probably damaged) for the following reasons:

1. There was only one and a half hours before daylight and we particularly wanted to be off Mangkalahat by daylight.
2. Only had two torpedoes loaded aft and if we missed him he might keep us down all day.

0358 Surfaced with destroyer 7000 yards astern. He had a zero angle on the bow, but we had no trouble opening the range at 17 knots so we figured he was definitely damaged. Secured from battle stations and set course for Mangkalahat. Gyro lights out, No. 3 engine out of commission, antenna trunk flooded.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Three.

- 0430 Tried unsuccessfully to transmit my number two using SD mast, informing task group commander that only 7 torpedoes remained .
- 0600 Submerged 11 miles off Mangkalihat and set course for Focal Point.
- 0700 Single float seaplane with two bombs sighted towards Mangkalihat.
- 1040 We were being set northwesterly and were still 10 miles from the line we wanted to get on.
- 1043 Surfaced. Nothing in sight by periscope. All ahead flank.
- 1053 Submerged on SD contact 10 miles.
- 1129 Surfaced. All ahead flank. Periscope sweep revealed large tanker and destroyer masts on port beam. Submerged. The situation looked pretty good. Angle on bow 40 starboard, range about 20,000. Commenced approach. Running at 80 feet between observations.
- 1146 Just completed observation and going to 80 feet when two aircraft bombs landed fairly close.
- 1158 Observation showed tanker angle on bow 100 starboard, destroyer 40 port. (When we first saw stacks of this escort thought it was a Tenryu light cruiser as there were three stacks. However, the forward stack was much thicker than the other two, which didn't check. When we got close enough to see his deck he turned out to be an old U.S. flush deck destroyer unchanged except for stacks, and after deck house cut down. The guns on galley deck house appeared to have been removed. Got two pictures from 7500 yards.)
- 1200 Commenced approach on escort which reached a position about 6 miles north of us. He apparently circled slowly, stopping frequently to listen and ping. Still didn't know what he was, but his actions didn't conform to what one would expect from a CL.
- 1400 Destroyer took course about 150, speed 10 and passed us at closest range 7500 yards.
- 1500 Destroyer out of sight. Surfaced in hot pursuit. No. 3 main engine still out of commission. We estimated that the tanker was bound for Balikpapan. The tanker had a three hour start and could cruise at 17 knots; the destroyer was two hours behind the tanker and one hour ahead of us. Seas exceptionally clear and we could see both Borneo and the Celebes.
- 1620 Submerged on SD contact 10 miles.
- 1624 Two heavy depth charges overhead. Close but no damage except to knock things around a bit.
- 1700 Surfaced in hot pursuit. Transmitted message number three informing task group commander of contact and intention to chase.
- 1740 Finally got four engines on propulsion making 18.5 knots. Had decided that if we did not make contact by midnight to head for Balikpapan and wait for them.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Three.

19 January, 1944.

- 0000 On Balikpapan line definitely ahead of target. Slowed to three engines and started charge with fourth.
- 0300 In 50 fathom off Balikpapan. Stopped to listen for pinging.
- 0322 Heard two pings but could not get definite bearing, seemed to be from southward.
- 0346 Commenced patrolling at 15 knots across Balikpapan approaches.
- 0458 Searchlight bearing 300° true trained straight up. Commenced working northward as we thought this might be a marker for the approach of the targets.
- 0613 Sighted masts and bridge of tanker with destroyer astern, bearing 022° true, distance about 16,000 yards with 70° port angle on bow.
- 0615 Submerged and commenced approach at full speed. Targets were zigzagging on base course 250° T. at 12 knots. The closest range was 11,500 yards at which time could see the entrance to Balikpapan harbor and figured we were in less than 30 fathom.
- 0810 Saw targets entering the river so set course for deep water. After a chase of 230 miles we missed a shot by three miles.
- 1646 Surfaced. Unsuccessfully tried to send our number four because our presence is already known, it seems important to inform the group commander of the torpedo situation and of the location of this 10,000 ton tanker.
- 1733 Set course for Koete River Shoals to clear Makassar Strait along the Balikpapan traffic lane.
- 2300 to 2400 Finally succeeded in clearing our number four.
- 2315 While transmitting off Koete River Shoals on course 090 had very small SJ contact at 8000 yards. Evaded this contact because of presence of three other U.S. submarines in the area and the strong probability of A/S vessels looking for us.

20 January, 1944.

- 1620 While in Celebes Sea enroute Sibutu Passage received instructions to cancel remainder of operation order and proceed to Darwin.
- 1621 Changed course to cross Truk - Balikpapan traffic lanes and to cover Siooe, Boeng and Bangka Passages. Increased speed to 15 knots. Sent our number five giving ETA Darwin.

21 January, 1944.

- 1439 Twenty miles west of Siooe Passage commenced patrolling north and south at 15 knots to cover all three passages.
- 2007 In Bangka Passage. Set course for Manipa Strait.

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22 January, 1944.

1020 Submerged on closing SD contact.
1042 Surfaced.
1250 Submerged on distant SD contact.
1312 Surfaced.
2300 After clearing Manipa Strait transmitted our number Six giving revised ETA Darwin.

23 January, 1944.

0000 to 0200 Had three apparently false, small SJ contacts from 1600 yards to 4000 yards. Overcast with rain squalls and lightening which may account for these contacts.

24 January, 1944.

Arrived Darwin and commenced loading torpedoes and fuel. Repaired holes in main engine mufflers 3 and 4, and grounds on antenna.

25. January, 1944.

Departed Darwin to patrol the Java, Flores and Banda Sea Areas with Rear Admiral R. W. CHRISTIE, U.S. Navy, on board.

26 January, 1944.

Proceeding east and north of Timor across the Ambon- Ombai traffic lanes.

2304 About 20 miles south of Gunung Api Island made SJ contact on target at 9,680 yards. Commenced tracking.

2320 Target course 220^oT, speed 10.5 knots, single ship not zig zagging. We commenced pulling around him to the eastward as this gave us the advantage of a rain cloud background. The visibility appeared to be excellent as we had picked up Gunung Api at a range of 22 miles; however, it is 950 feet high.
Rounding the target at about 6500 yards we were just able to make him out and he appeared very small and low. Could see no masts, stack or superstructure; however, as SJ had got him at 10,000 yards it was felt that this must be a torpedo target.

27 January, 1944

0025 7000 yards ahead of target with a 30^o port angle on the bow. Decided to make an approach ready to shoot and if he turned

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- (0025) out to be too small we could pull ahead again for morning twilight gun action.
- 0035 With range under 2000 yards we realized that the visibility was much worse than we knew for we could see the outlines of a medium M-F-M, well deck freighter, composite superstructure straight bow, counter stern, length about 350 feet.
- 0038 Fired three bow tubes. The first torpedo broached, turned hard left then right back to its course and passed ahead of the target. The second and third torpedoes hit where aimed, i.e., at the Mast and about 1/8 length inside the stern. The hits broke the target in to two parts just aft of the bridge. The stern section sank immediately, but the bow rose up out of the water and turned completely end for end, then lay on one side. The bridge was under but we could see the fwd mast.
- This seemed a bit too much ship to leave above water and we were trying to decide what to do about it when there was a sharp heavy explosion at the target and everything disappeared except the forecastle standing vertically out of the water about 25 feet. Immediately there was another similar explosion and the forecastle disappeared. We were about 500 yards from the sinking ship and these explosions shook us, and felt, like depth charges.
- The ship sunk was similar to Batavia Maru (page 234, ONI 208J).
- 0053 Set course for Tiaro Strait, western entrance.
- 1709 Sighted smoke on horizon bearing 293°T. near Buton Island. All ahead flank (full power).
- 1855 After a run of 33 miles have exhausted the only possibilities of a contact along the coast of Buton Island. Closed the beach at 1700 yards.
- 1856 Set course for Saleier Strait.

28 January, 1944.

- 0351 Just entering Saleier Strait when simultaneously sighted and got SJ contact on small vessel 12 degrees on starboard bow at 1700 yards. Came to port and put him astern. Lost contact at 2500 yards. Came to port again and headed for him. Closed the contact to 1200 yards to look him over. Appeared to be a small power boat. Visibility was not good enough for gun action and he might be a patrol vessel, so left him alone.
- 0404 Continued through strait. During the night had numerous small, close SJ contacts which were false.
- 0537 About 15 miles west of Saleier Strait submerged for morning trim dive.
- 0549 Surfaced.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Three.

- 0555 Sighted masts and funnel of what appeared to be a medium Maru west bound close inshore, 90° port angle on bow. Came hard left, all ahead full to open out and pull ahead.
- 0556 No. 4 engine out of commission. Cracked liner. Commenced pulling full power on 1, 2 and 3.
- 0557 The target commenced challenging us with powerful searchlight from top of his bridge. Only distinguishable letters were "BA" repeated several times. He had us silhouetted against the rising sun, but we were end on to him so don't think he could make much out of us. The range was about eight to ten miles. The target continued on a westerly course hugging the southern coast of the Celebes while we tried to get ahead of him from about fifteen to twenty miles off shore. Managed to keep either his masts or his smoke in sight most of the time.
- 0720 Sighted seaplane over the target.
- 0723 Submerged when plane headed for us.
- 0742 Surfaced. Continued chase.
- 0820 As inshore haze cleared away could see that our target was a large vessel with at least three masts.
- 0829 Submerged on closing SD contact.
- 0839 Surfaced. Continued chase.
By 0900 there were eight large sail boats between BOWFIN and target track so ventured to cut corners a bit as I figured he would not be so likely to notice our shears.
- 0949 Sighted the seaplane coming from direction of target. Submerged
- 1000 Surfaced.
- 1004 Rain squalls between BOWFIN and target.
- 1047 Submerged for the seaplane coming from direction of target.
- 1055 Surfaced.
- 1108 Seaplane in sight over the target.
- 1130 The target began rounding the corner by Liakang Bay. I feared he was entering Makassar and know that if he did we had lost him; however, I decided not to give up until I escorted him to the Makassar Channel.
- 1240 Seaplane in sight over the target.
- 1246 Submerged for the plane coming in.
- 1256 Plane still in sight close aboard.
- 1308 Plane still close aboard.
- 1327 Surfaced.
- 1328 Submerged for the seaplane.
- 1342 Surfaced. Put on all four engines at full power.
- 1357 Seaplane in sight over target.
- 1422 Submerged for seaplane coming in.
- 1438 Surfaced. Had one and sometimes two planes in sight for the remainder of the afternoon. When we would lose the targets masts the planes circling over the target assured us that we were still on the right track.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Three

- (1438) With the target clear of the beach it was apparent that he was hugging the shoals off Makassar and would not enter that port. He now appeared to be a large tanker with either no surface escort or a small one, as we had been close enough to see destroyer masts if there had been any. The target appeared to be zig-zagging between 280 and 010 at speed 12.
- 1740 Clear of shoals. Planes apparently knocked off for the day. It appeared by now that target base course was 305 heading for north end of Pulu Lant. This appeared to be an effort to slip a tanker in to Balikpapan by the back door
- 1840 On target base course 17 miles ahead of him. Slowed to target speed and commenced battery charge. Three engines ran at full power for twelve hours and the fourth for six hours to take us 200 miles to this position.
- 1852 Stopped to let target close on us.
- 1930 Went to battle stations and commenced closing target for night surface action. The target was zig-zagging between 250 and 350 at 11 knots, with 10 to 14 minute legs. The light conditions were really too bright for surface work and too hazy for periscope work; but, I felt that we had a better chance on the surface to finish him off as I did not expect one attack to sink a large tanker in ballast.
- 2039 Coming in at 2/3 speed to give him 6 bow tubes on a port track when we picked up the escort trailing on the port quarter at 7000 yards. Got the two stern tubes ready for the escort. As we closed to shoot it became evident at 5000 yards that I was on a collision course with the escort which I could now dimly see. I had to make an instant decision whether to go on in and shoot then or pull clear for a try from the other side. I decided to go ahead full and make a try for it.
- 2052 With escort 2000 yards on starboard bow at range 3000 from target gave him six bow tubes. Just as we commenced firing the target zigged fifty degrees. I got this zig on the second and subsequent shots. All torpedoes missed. The plots shows them passing well astern of target so it is apparent that there was a control error in that gyros were not properly matched.
- 2053 Went hard left to pull clear of escort which was close aboard, but who did not see us. Thought for a while that neither target nor escort knew we had fired but at 2054 target commenced signaling to escort and by 2057 a series of depth charges were dropped by escort lasting until 2121.
- 2130 Reload completed. Started in to try again.
- 2157 Coming in for starboard track between escort and target. Escort astern of BOWFIN about 6000 yards.

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- 2214 Fired six bow tubes for two hits near bridge of target. Enormous explosions with pillows of black smoke rising several hundred feet in the air. The target was completely enveloped by smoke. I thought he was finished so did not immediately swing to fire the two stern tubes but pulled ahead on his course.
- 2216 Came left full to look at target and be sure he was done for. As smoke cleared away could see target stopped apparently undamaged. Made ready the stern tubes.
- 2220 I was now on the targets port quarter about 3000 yards and I planned to close in, swing hard and bring the stern tubes to bear.
- 2221 Had just ordered left full rudder to swing when the target trained her powerful searchlight near us and opened up with four machine guns and two deck guns. I shifted the rudder and commenced the classic naval maneuver. The searchlight caught the wake of my turn and they let it have everything. I was zigzagging myself by now with shell splashes to starboard. The searchlight crossed us twice but did not pick us up. I cleared the bridge but did not dive because it appeared that he did not have me spotted and I feared that if I submerged I might lose the initiative.
- 2228 Target trained searchlight on enormous clouds of smoke astern of her, kept it there awhile, and then turned it off.
- 2230 All stopped, watching the target who was starting up again. From this point on it became a battle between the BOWFIN and the tanker. The escort was completely out of his class, and so far as I could tell all he did was keep well clear of the explosions.
- I now had one torpedo forward and five aft, but only two tubes I could use aft. Having the greatest respect for the fire power and alertness of the target I decided to keep ahead of him, stern to him, and wait for opportunities to let him have the stern tubes.
- The target, after the first bow salvo, had made a run to the north at 15 knots but soon came back to his old base course and zig plan. I believe he thought that had been a submerged attack.
- After being hit and knowing that I was on the surface he really began to turn and twist, zigzagging from 140 to 010. Several times, in the middle of a leg, he would spin right around and reverse course.
- Knowing that he was still trying to make way to the north-westward I endeavored to keep my true bearing of him between 090 and 140 at about 6000 yards.
- 2240 With the target coming towards me, angle on the bow zero, and due to zig shortly, I made ready the stern tubes.
- 2245 Fired two stern shots with target speed 10. Both missed ahead.

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- 2300 Reload completed aft. Continued same maneuvers. There were occasional explosions in the vicinity.
- 2329 Fired two stern tubes. Two hits forward of bridge with enormous flames, explosions and smoke. Again thought target was done for, but when smoke cleared away he was still there, stopped again, down by the bow. Made ready my single shot left aft. I could now see fires raging inside the tanker through the enormous holes in his sides.
- 2339 Fired one stern tube with target speed zero. Missed. Targets bow awash.
- 2348 Came 'round and fired my one bow tube using target speed 7. Hit between focsle and bridge with terrific explosion. Commenced swinging to clear out as I had closed in to 1500 yards - too close to this fellow.
- 2349 The searchlight came on and the machine guns opened up; but only the after deck gun firing this time. I cleared the bridge. Had my stern to him by this time.
- 2350 Searchlight right on me and staying there.
- 2351 Submerged. The tanker was now awash to his bridge with the stern lifted almost clear of the water.

29 January, 1944

- 0010 Intermittently could hear the target's screw very slowly thrashing the water. The escort came over our way, but there was no pinging. Came up to 60 feet. With sound giving bearings could just barely tell where target was. Could not see escort, but heard him astern.
- 0019 Came to 40 feet. Escort at 3700 yards. Target at 4500.
- 0024 There was an enormous explosion which sounded like a big charge of dynamite going off in a long hollow tunnel. The targets screws stopped.
- 0035 Targets screws started up again very slowly. Range to escort opened to 4500.
- 0037 Surfaced. Could not see escort, but could see target with bow well down to bridge and stern up apparently making no headway.
- 0100 Set course south to clear report so that BILLFISH might get in on this, and to get a couple of hours sleep. Target still sitting there. Escort not in sight and no SJ contact. Figure he must have been alongside tanker.
- 0300 Reversed course to return to scene by daylight.
- 0500 Commenced running through oil covered area which was 10 miles long and estimated 5 miles wide. No sign of target.
- 0609 Submerged to remain undetected prior to executing special mission.
- 1756 Surfaced. Commenced execution of special mission.
- 2222 Special mission completed. (Subject of separate, secret report.) Set course for Lombok Strait via Sibbalds Bank.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Three.

30 January 1944

- 1122 Near Sibbalds Bank sighted two large schooners to westward on northerly courses.
- 1142 Submerged on closing SD contact.
- 1224 Surfaced. Commenced closing schooners.
- 1240 Sank first schooner with deck gun and 20mm.
- 1258 Sank second schooner with deck gun.
- 1300 Set course for Lombok.
- 2300 Entered Lombok Strait.

31 January 1944

- 0100 Cleared Lombok Strait and set course for Exmouth Gulf.

2 February 1944

Arrived Exmouth Gulf. Rear Admiral CHRISTIE left the ship.
Departed Exmouth Gulf for Fremantle.

5 February 1944.

Arrived Fremantle, Western Australia.

Serial: 0170

February 27, 1944.

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

BOWFIN 3rd War Patrol
Report SS287/A16-3 Ser.
04 Dated 5 February, 1944. —

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

Subject: U.S.S. BOWFIN - Report of Third War Patrol -
Comment on.

1. This patrol is the second for the present Commanding Officer. Both patrols have been highly successful and this success is directly attributed to the judgement and able leadership of this officer, and to the high degree of training of Officers and Crew.

2. BOWFIN is to be especially complimented on the cool and efficient manner in which the attack on the large CVS (KAMOI) was carried out. The decision to remain on the surface and retain the initiative, in spite of strong opposition, resulted in three more hits in this valuable target and its probable destruction. Commander Submarines, SEVENTH FLEET observed this action.

3. This patrol is designated as successful for the award of the Submarine Combat Insignia.

4. The Commanding Officer, Officers and Crew of the BOWFIN are congratulated on a very determined and aggressive patrol during which the following damage was inflicted on the enemy:

<u>SUNK</u>	1 - AK (UNIDENTIFIED) - - - - -	7,500 Tons
	1 - AK (BATAVIA MARU TYPE) - - -	4,393 "
	1 - OTORI TYPE TORPEDO BOAT - - -	595 "
	3 - SCHOONERS - - - - -	150 "
	Total	<u>12,638 Tons</u>

<u>DAMAGED</u>	1 - CVS (KAMOI) - - - - -	17,000 Tons
	1 - DD (UNIDENTIFIED) - - - - -	1,200 "
	Total	<u>18,200 Tons</u>

Grand Total 30,838 Tons

R. W. CHRISTIE.

DISTRIBUTION:

(See next page)

U.S.S. BOWFIN (SS287),
Care of Fleet Post Office,
San Francisco, Calif.

SS287/A16-3
Serial (04)

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

5 February 1944

From: The Commanding Officer.
To : The Commander in Chief, U.S. FLEET.
Via : Official Channels.

Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol
Number THREE.

Enclosure: (A) Subject Report.

1. Enclosure (A), covering the Third War Patrol of this vessel conducted in Makassar Strait during the period 8 January, 1944 to 5 February, 1944, is forwarded herewith.

W. T. GRIFFITH.

DECLASSIFIED-ART. 0445, OPNAVINST 5510.1C
BY OP-09B9C DATE 5/24/72

DECLASSIFIED

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Subject: U.S.S. BOFIN (SS287) - Report of War Patrol Number Four.

(A) PROLOGUE.

5 February 1944. Arrived FREMANTLE, WEST AUSTRALIA, from Third War Patrol having inflicted the following damage on the enemy: Sunk three vessels totaling 12,638 tons and damaged two vessels totaling 18,200 tons; total for the war: Sunk fifteen ships and ten smaller vessels totaling 107,464 tons, damaged two ships totaling 18,200 tons. Total miles steamed: 46,000.

19 February 1944. Refit completed.

20 - 27 February 1944. Conducted day and night training, leak test, gun firing and deep submergence. Magnetic signature taken.

(B) NARRATIVE (ALL TIME HOUR)

28 February - 6 March 1944.

Enroute FREMANTLE to DARWIN conducting day and night training in diving, fire control and emergency drills. Zigzagging during daylight.

AREA ANALYSIS.

The area assigned for this patrol consists of the CELEBES SEA east of 121° E. longitude and the PACIFIC OCEAN between latitudes 4° N. and 7° - $30'$ N. west of 130° E. longitude.

Traffic in this area is that between the following places:

1. Singapore - Palau - ~~Truk~~ (oil and gasoline)
2. Davao - Rabaul - Truk (food)
3. Balikpapan and Tarakan - Palau - Truk (oil and gasoline)
4. Manila - Kau Bay (troops and military stores)
5. Palau - Kau Bay (troops and military stores)

Route No. 1 will pass either through SIBUTU PASSAGE or B.SILAN STRAIT thence between TALAUD ISLANDS and SARANGANI ISLAND to vicinity of 5° N - 130° E. where PALAU and TRUK traffic separate. Single ship routes will vary widely from this.

Route No. 2 will be run by small ships whose routes will be varied widely, but if in convoy they may pass near the above break up point.

Route No. 3. This traffic enters and leaves the CELEBES SEA through any of the numerous passes south of SANGI ISLAND. It may travel direct from MAKASSAR STRAIT or hug the north CELEBES coast. Thence south of TALAUD ISLANDS to vicinity of 4° N. - 130° E.

Route No. 4. If from west of MINDANAO this traffic will pass through B.SILAN STRAIT, between TALAUD and SANGI ISLANDS to KAU BAY. That from east of MINDANAO may come direct or hug the coast.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Four.

Traffic charts and intelligence reports as well as the experience of other submarines indicate that all traffic comes close together in the eastern side of the area. All my traffic must pass through the eastern section of the area except route 4 from west of MINDANAO.

It has been amply demonstrated that a modern submarine can inflict the most damage to the enemy by encountering the enemy in the open sea because of the increased opportunity for tracking and repeated attacks.

However, because of the importance of route No. 1, it may be well to spend some time submerged off B.SILAN STRAIT. Submerged patrol off DAVAO GULF does not seem profitable because of the scarcity of the traffic, its relative unimportance and the width of the gulf. Also, I will not attempt to go up to DAVAO CITY because of the submerged days required, the possibility of being trapped in the gulf and the probability of nothing there when I arrive.

I will not patrol off STROOMEN KAMP (route 3) because this would cover only a part of one route which can as well be covered in conjunction with others in the eastern half of the area.

I can expect relatively increased air opposition, most traffic in escorted zig-zagging convoys and independent Hunter-Killer groups if I am detected.

Therefore, I will spend at least 75% of days in area patrolling on the surface east of TALAUD ISLANDS with the other 25% enroute to and from B.SILAN STRAIT. To get increased area coverage I will patrol at 15 knots as I am only 1200 miles from a fueling base; and to refuel would be out of shooting territory only 3 days. I can request extension of patrol to make up for time out of area to refuel.

6 March 1944.

Arrived DARWIN. Refueled. Departed DARWIN for patrol area via east of TIMOR, BANDA SEA and MOLUCCA PASSAGE.

Wind and sea strong from west of north cutting speed by 35%.

7 March 1944.

Heavy weather continuing between BATHURST ISLAND and TIMOR. Two engines give us only 9 knots.

2030 Passed between SERMATI and BABER ISLANDS. Set course for GUNUNG API to cut IMBON-KOEPING routes.

8 March 1944.

Wind and sea moderated slightly. Complete overcast.

0600 No. 1 engine out of commission. Cracked liner.

0910 With GUNUNG API 20 miles on port bow submerged on closing SD contact.

0950 Surfaced. Set course for BOEROE ISLAND to cut and patrol TIRO - KENDARI - MBON routes. Wind and sea moderated considerably. Still overcast. Two engine speed increased to 13 knots.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Four.

NOTE: I have decided not to go through MANIPA STRAIT because of intensified A/S activity in this vicinity, there is no definite traffic information, I can cover all the routes by rounding BOERCE ISLAND and a contact in the open can be developed more advantageously than one in the strait.

- 1150 Submerged on closing SD contact.
1220 Surfaced.
1400 No. 1 engine in commission, being run in.

9 March 1944.

Rounding western end of BOERCE ISLAND and at

- 0515 Submerged 8 miles off northwest corner for the day. I will be in this general area until dark on the tenth and as we must not be spotted today I am forced to spend the day submerged.
1800 Surfaced. Weather normal. Bright moonlight (full moon) makes the nights almost as bright as day.
Set course for east end of OBI MAJOR ISLAND to cover KAU BAY - AMBON traffic.

10 March 1944.

- 0345 Changed course to north to pass up TOBALAI STRAIT into OBI STRAIT where we will submerge to catch KAU BAY - AMBON traffic.
NOTE: OBI STRAIT is 75 miles north of CERAM and is formed by south end of HALMAHERA - BATJAN ISLAND and OBI MAJOR ISLAND. TOBALAI STRAIT (the southern entrance) is 7 miles wide. I figure that KAU BAY traffic will come down the inside passage west of HALMAHERA and will transit OBI STRAIT in a southerly direction through TOBALAI STRAIT. We will submerge inside OBI STRAIT just north of TOBALAI STRAIT where traffic movement will be fairly restricted. Also the Japs will feel fairly safe in here because this place has never been worked and due to the restricted nature of the water it is a place that submarines would not normally choose to enter.
- 0431 Submerged.
0950 Smoke of one ship bearing 156°T., drawing to the right outside of TOBALAI STRAIT. Commenced approach but it looked pretty hopeless. Looked like I had guessed wrong.
1013 Four columns of smoke bearing 350°T. This was right down our alley and we felt much better. Shifted approach from the single smoke to the four smokes north.
1042 Echo ranging in direction of targets on 18 Kcs. - long scale.
1045 Masts of targets in sight. There were two parallel columns of two ships each and we were on their base course which was 165°T.
1100 Total of 6 vessels in sight. Four Marus and two escorts - one ahead and one astern. Targets were zig-zagging by simultaneous ship turns on 10 minute legs between courses 120 and 210. Pulled over to attack from their starboard side as this gave me a land background with a fringe of reefs which should make it impossible for escorts to get on. Columns too close together to get in between without using large gyros

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Four.

- 1134 Targets had just zigged to their left as we expected. Position perfect. Planned to split the bow tubes at the two leading Marus which were the largest and then swing to fire stern tubes with 50° gyros, split on the other two.
- 1140 Commenced firing spreading by periscope bearings. Bow of far target just overlapping stern of near target. Fired three at near target, upped the range 800 yards and fired three at far Maru as torpedoes began to premature. Saw four prematures - two engine land-based bomber making a run on the periscope - an escort coming in on both bows, each about 1500 yards away. Decided to go deep hoping the escorts might have a collision at the firing point.

Although I saw only four prematures I figured the other two either prematured or had been deflected.

While going deep we got four aircraft charges fairly close, then the two escorts (both similar to No. 13 Minesweeper) began working on us. Their tactics were normal - one pinging and one listening. At 350 feet, just before the first charges, there was the sound of a grapnel or chain being dragged the length of the ship. There was no warning before the drops. In fact we generally would have the screws die out before a drop. There were 24 charges in roughly three groupings about $\frac{1}{2}$ hour apart. All charges were very close and jarred the ship considerably, but did no damage.

- 1330 Could still hear screws and pinging of one escort, but as one hour had elapsed since last drop came up to take a look. Single escort was about 5000 yards south of us. The largest Maru (which had been leading the far column) bore 120°T., distant 10,000 yards. He had a port list and was down by the stern. Commenced closing at 80 feet.
- 1400 Two engine bomber and escort closing us. Went deep. Nothing happened, so at
- 1423 Came up to look. Escort still at least 5000 yards away. Maru 9000 yards seemed to be circling.
- 1439 Two engine bomber crossing bow about 5000 yards away.
- 1513 Escort keeping about 5000 yards to south of us still pinging. Single float seaplane circling over target. Two land based bombers making wider circles out to about 6000 yards. Looked like it would be a miracle if we got in as the sea was glassy flat.
- 1524 Second Maru sighted coming up from the south. (This Maru had been leading the near column) Did not appear to be damaged. The escort had moved over near the damaged Maru. Planes still circling.
- 1540 It now appeared that they were going to attempt to get the damaged vessel in tow. I knew this would take some time so decided to pump down pressure in the boat and let all hands relax for a bit while we closed at slowest speed.
- 1556 Three planes still circling target group. We were now inside their circle.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Four.

1704 Five planes over target group and BOWFIN. Four two engine bombers and one float plane.

1740 No planes in sight. The undamaged Maru now had a cable over to the damaged ship, but they were still stopped. The minesweeper patrolled on north-south courses between BOWFIN and target.

The damaged ship was very similar to a liberty ship except that there was a heavy foremast, large goal post mast, liberty ship superstructure and funnel, heavy after mast and cruiser stern. Length estimated at 350 feet. Estimated tonnage 4500.

The towing vessel was a conventional M-F-M vessel of about 4000 tons.

I planned to fire three at the escort, three at the towing vessel and then (having sunk the escort) finish off the damaged Maru with the stern tubes.

1832 With the formation straightened out and taking a strain on the tow line, commenced firing spreading by periscope bearings. Fired first three at the escort, shifted to the towing vessel and fired three more. There were no prematures and I could see the wakes of all torpedoes running generally towards the targets, except for one which turned right and went down our starboard side.

I had intended to evade at periscope depth but sound reported the erratic torpedo coming in on 160 relative. I didn't much believe it, but that was no time to argue with the soundman as to what he heard. I went deep.

From this firing there were no hits and no end of run explosions. (Investigation after firing revealed that due to a TDC casualty the angles transmitted to the tubes were between 4 and 6 degrees in error. This error was not great enough to be apparent to me when I checked torpedo run and gyro angle. The details of the casualty are treated under Major Defects.)

The escort dropped 10 charges in the next hour, all in our vicinity, but none very close. However, he stayed close to us and really had me worried for a while.

Our only feasible evasive course was toward the north. This forced us on to DJORONGA ISLAND and if he kept us deep our navigational position was very bad. In fact there is no good place in OBT STRAIT to ride out a long siege. The battery was well down in the elevens, but we could last all the next day and into the next night if necessary.

2100 The escort was hanging on astern, but hadn't dropped anything in an hour. I suspected he was out of charges (which later proved to be correct). I planed up to 60 feet without changing speed and there he was about 1500 yards astern, patrolling back and forth across our track. The full moon made it almost as bright as day, but a slight moon haze in this land-locked strait made our paint job effective. We worked up to 2/3 speed to open the range and he didn't follow us.

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Subject: U.S.S. BOWFIN (SS237) - Report of War Patrol Number Four.

2145 With range to escort 5000 yards surfaced on all four engines to execute the classic naval maneuver. It seems incredible, but the escort apparently neither saw nor heard us.

Commenced battery charge, air charge and reload while proceeding to clear OBI STRAIT to the east of TOBALAI ISLAND.

And I firmly resolved that never again would I go into OBI STRAIT.

We figured that at a towing speed of 3 knots the target group would be outside TOBALAI STRAIT by the time we could get there. I planned to pull ahead for another attack; the bright moonlight making submerged work mandatory.

11 March 1944.

0219 Having run south and west to cover possible target positions we were convinced that they were still in OBI STRAIT. I couldn't figure what had happened. So set course North up through TOBALAI STRAIT again and back in to OBI STRAIT. I tried very hard to convince myself that it was bad judgement to go in there again as they were bound eventually to come south where I could get them in the open sea; but this effort was unsuccessful.

0300 About five miles south of last firing point sighted the minesweeper dead ahead patrolling on east - west courses. Put the stern to him and watched him for a while. The visibility was worse in his direction due to rain squalls while we sat in all the splendor of a full moon; however, sighting him assured us that our targets were still there somewhere.

0320 Submerged to get a bit of sleep before daylight and to slowly close the probable target position. Echo ranging and screws heard continuously.

0530 In the morning haze could see neither targets nor escort, but continued to close the pinging which now bore 310°T.

0630 Smoke of two ships bearing 304°T.

0651 Masts of two ships sighted dead ahead, angle on the bow 10 stb'd.

0707 Could see that my targets were the towing vessel and the escort. No sign of the damaged Maru. Both ships gave me a 90 stb'd angle so I paralleled them and we all stood up to the middle of OBI STRAIT.

0730 Sighted the damaged Maru lying to. It now appeared that my attack of the evening before had stopped the towing operation and that the damaged ship had been left alone. Had it not been for the erratic torpedo I might have been able to stay at periscope depth and see this.

0755 Heard by sound and then sighted a reinforcing escort vessel coming up TOBALAI STRAIT. This was no more than I expected. This fellow was built like a small Maru with very tall masts - M-F-M- fw'd well deck - bright new paint - about 180 feet long - estimated 300 tons.

And we were between him and the target group.

This escort passed up our stb'd side about 800 yards off. I did not shoot at him because of his probable light draft; I had more important uses for my torpedoes, and if I missed him I might lose out on everything.

CONFIDENTIAL

Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Four.

0919 The air cover was back on station, but only three planes this time, all two engine bombers.

By this time the new escort was patrolling beyond the target group and our old friend the minesweep on the near side.

0941 On sound report of fast screws closing from ahead, took a look to see the minesweep with 15° port angle coming fast down our port side. Went back to 100 feet (had been running at 100 feet between 15 minute observations at 1/3 speed on account of planes) to let him pass. Did not shoot at him for same reasons given above.

1011 Looked again. Minesweep stopped about 1500 yards on port quarter. Putting a boat in the water. The towing Maru was standing towards us with zero angle about 3000 yards away with the new escort on his port hand. Swung hard left to open track and give the Maru the stern tubes. Back to 100 feet.

1020 The Maru had zigged widely to his right. Looked like a bow shot. Got four bow tubes ready. The new escort now on my stb'd beam at 2000 yards, angle on bow zero.

1024 Maru zigged hard left presenting a stern tube shot.

1030 Commenced firing. Spread by periscope bearings. Torpedo run 700 yards. One torpedo prematured right at his side fw'd of bridge throwing water all over the soldiers jamming the decks. (I call this a near miss) One torpedo hit timed.

This had been a hectic few minutes and as soon as we started firing we began to get four aircraft bombs. Just as the premature went I heard the order in the control room to flood negative and take her down. (The control room talker claims he got this order over the phone; but it didn't come from conn.) I countermanded the order and blew negative. We had only got down to 70 feet. I wanted to see what the situation was.

A quick look showed the Maru stopped cold and turned about 20° towards us. The minesweep and the new escort coming in fast. They were about 1500 yards away so I got a quick bearing on the first damaged Maru. The planes were circling impotently overhead. Then we went deep.

1035 Received five very close charges overhead, but no damage except to my nerves.

1059 Received five charges which jarred the ship as though we'd hit a brick wall. Fortunately, I was already sitting on the deck and didn't get jarred down, but my ears rang as though I'd been hit over the head. There was a great sound of water rushing past the ship.

A quick check revealed no damage inside the ship. Not even a light bulb broken.

We were at test depth so I feel that these charges were either extremely heavy charges over us, or normal charges set for at least 300 feet.

1100 Eased down to 450 feet.

During the next hour the escort pinged around us and passed directly overhead once. At 450 feet could hear his props through-out the ship.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Four.

1200 No charges during the last hour so started up to take a look.

1216 Two depth charges fairly distant.

1240 Escort about 7000 yards south of us. Commenced closing the Maru previously damaged. The ship fired at that morning and the minesweep were no longer in sight. No planes in sight.

This looked very much like a trap of some sort; but one I was forced to walk in to. Here was this great big, nice looking ship, apparently very little damaged, left sitting out in the open all by itself.

(In retrospect it would appear that due to BOWFIN activities they had decided a towing job was too dangerous for the towing vessel and had transferred personnel to the towing Maru. The Japs surrendered this damaged ship to the BOWFIN.)

However, after what we had just been through, it looked too easy to close in and shoot a sitting duck.

1415 Commenced firing the stern tubes from 800 yards so that if they prematured they might damage him anyway. (Magnetics as adjusted arm at 750).

The depth set was 8 feet as the ship was very high in the water and her possible light draft was 10 feet.

The first hit under the bridge showed a 10 foot water pile at the side and just as I called out "dud", she exploded, throwing water and debris about 100 feet in the air. This appeared to have very little effect on the ship so I fired another one. The hit and explosion were similar, just aft of the bridge, but this one ripped a string of plates off above the water line. Set the two remaining tubes at 15 feet. I did not see these hits as the camera was on the periscope for them. However, these last two hits broke her back, and as the aircraft bombs started to drop we went to 100 feet, leaving the ship in a sinking condition. Received four bombs, not close. The escorts masts were in sight but he did not close the scene.

The target had a large white 4 painted on the side of the stack. There were six life boats and two landing barges in the water near her.

1450 A look showed nothing in sight but lifeboats, landing barges and debris from the sinking. No escort, no planes.

1600 Surfaced to pursue target and escorts. The Maru had a 5 hour start on me. She was making 8 knots in convoy and could probably make up to 10 or 12 in a pinch; however, in view of her damage she would probably be slowed to some extent.

By making full power we might be able to intercept the group before they reached KELANG STRAIT, even if they made 10 knots.

Five miles from the scene of the sinking passed through debris, oil and two life boats. I hoped this meant the other ship had sunk, but I couldn't really believe it from what I had seen.

1630 Passed several keg and basket floats with white flags on them.

1647 Submerged on closing SD contact (9 down to 5 miles).

Subject: U.S.S. BOIFIN (SS287) - Report of War Patrol Number Four.

- 1711 Surfaced in hot pursuit.
- 2025 Sighted target group in bright moonlight bearing 130°T. on parallel course. This position gave them 4 knots maximum speed. The Maru was definitely slowed by the hit and near miss.
- Had to run around target group outside radar range due to bright moonlight.
- 2225 Ten miles from BOANO ISLAND, well ahead of target. With the island background put my bow to them to wait for radar range before diving. They were zigging at 4 knots from 160 to 240.
- The SJ took this time to quit on us. Blower motor failure.
- 2244 Had to dive. Trying to get radar working.
- 2256 Radar in commission. Planed up to 40 feet to check range. Our generated estimate was 6300, radar range 6400. Went back to 60 feet.
- 2321 Targets zigged on schedule to 240 and we came left to shoot the bow tubes on a port track at 1200 yards.
- 2328 Commenced firing. Spread by periscope bearings. First three prematured about 500 yards short of the target. The last one spread astern apparently went there.

Evaded the escorts at periscope depth. The minesweep (who had no charges) came down my port side and the other escort came down the starboard. During the next 30 minutes he dropped ten charges. They all felt close and if I hadn't been looking I would have thought he was on us; but he never came closer than 1000 yards. This would seem to indicate heavier than normal charges.

The Maru came hard left towards us and made a square around us at about 1000 yards. If I'd had more torpedoes he would have been a dead duck. I could see the troops still jamming the decks. After rounding us the Maru formed up astern of the minesweep and they headed towards MANIPA STRAIT zig-zagging, while the other escort tried to keep us down.

12 March 1944.

- 0059 The escort was working back and forth across our stern slowly getting closer so we went to 300 feet when he got in to 800 yards. I figured he might be hearing us.
- 0240 Could still hear screws and pinging astern. Planed up to take a look. Too hazy to see the horizon but could see BOANO ISLAND astern. Escort at least 5000 yards away.
- 0312 Surfaced and headed for DARWIN around BOERLE ISLAND and east of TIMOR.
- 0558 Submerged for the day to rest.
- 1700 Surfaced.

13 March 1944.

Enroute DARWIN on the surface.

14 March 1944.

Arrived DARWIN. Refueled. Loaded 17 torpedoes.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Four.

15 March 1944

Departed DARWIN via east of TIMOR for patrol area.

16 March 1944

- 0700 Submerged on closing SD contact.
- 0715 Surfaced.
- 0850 Submerged on closing SD contact.
- 0930 Surfaced.
- 1530 Decided to speed up and get to AMBON for one day off that port tomorrow.
- 1628 Submerged on closing SD contact.
- 1644 Surfaced.

17 March 1944

- 0450 Radar contact at 18 miles on AMBOINA ISLAND.
- 0515 Submerged off entrance to PORT AMBON.
- 0906 Sighted smoke bearing 053⁰T. Commenced approach.
- 0930 Target was a #13 minesweeper hugging the coast heading for MANIPA STRAIT. Passed at 5000 yards.
- 1005 Sighted single float seaplane over the land.
- 1350 Sighted single mast bearing 355⁰T. Commenced approach.
- 1415 Secured from approach. Target was a #51 Submarine Chaser. This passage of two patrol vessels in opposite directions looked like the relieving of a patrol in MANIPA STRAIT.
- 1811 Surfaced and headed up MANIPA STRAIT.
- 2200 Decided to make a sweep to the westward north of BOEROE ISLAND to cover AMBON - TIARO STRAIT route.

18 March 1944

- 0419 Stopped to listen with sound gear.
- 0430 Ahead two thirds on course 270⁰T.
- 0447 Hydraulic plant out of commission. Set watch by all main vents. Pharmacist Mate reported leading torpedoman turned in with appendicitis.
- 0510 Hydraulic plant back in commission.
- 0530 Sighted smoke and masts of a ship bearing 256⁰T. Went ahead full and commenced end run to the north.
- 0624 All ahead flank.
- 0827 Single float seaplane and two engine bomber making wide sweeps over the target. How they failed to see us I cannot imagine.
- 0938 Submerged 18 miles ahead of target which tracked on steady course 270⁰T. at 7.5 knots. Target appeared to be a medium Maru M-F-M. In view of air cover and glassy sea in bright sunlight it was necessary to go in at 1/3 speed running at 80 feet between 15 minute looks. Put periscope out of water 3 seconds for bearing, 3 seconds for range and five seconds to look for escorts and planes.

Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Four.

1100 Could see subchaser escort on each quarter of target. Still tracking on steady course and speed. Decided to shoot a port track and get in between the escort and target.

The target looked like about 3000 tons. A ship this size has a draft range between 8 and 24 feet. This fellow looked high in the water so set the torpedoes to run at 8 and 12 feet.

1129 Commenced firing four bow tubes on 100 port track at 800 yards, spread by periscope.

No hits. Decided the torpedoes had run under the target. As torpedoes crossed him he began a slow swing to starboard. I jumped his angle on the bow 30 degrees and let him have tubes five and six set at six feet spread one effective ship length by periscope. No hits.

At this point we ceased to worry about why we hadn't hit and went deep to avoid a number 51 sub chaser coming for us.

1133 to 1225 He dropped 16 charges and he wasn't just throwing them away. I think we were in the hands of an expert. The drops were in patterns of two or three after slow deliberate approach at dead slow speed. He used something that clicked like a fathometer and which we could not tune in to a clear signal in our frequency range. All charges were over us and jarred the ship considerably, but did no damage. The last drop of three was a perfect run except that his lead angle probably wasn't quite great enough. His screws could be heard throughout the ship and he seemed to pass over the fwd torpedo room. The noise and shock were so great from these charges that I'm not even sure there weren't more than three dropped.

1306 No screws or charges for 30 minutes so started up to take a look. Smoke of the Maru still in sight but no sub chaser. Commenced reload, and repair of negative vent which blew out during this fracas.

1450 Surfaced in hot pursuit and commenced end run to the south.

1740 Target zig-zagging and the base course changed from 270 to 220.

1758 Stopped on targets base course so as not to lose him during evening twilight. He took a wide sweep to the southeast but came back to his base course of 220.

During this chase we re-ran and plotted the morning attack to be sure there was nothing wrong with the TDC. From recorded relative bearings and gyro angles the inescapable conclusion is that the torpedoes ran under the target.

Decided to give him four more set at five feet and to fire the stern tubes if at all feasible so as to even up torpedo distribution.

1900 Commenced approach with target on far left leg of 180. When he zigged to 220 I was bows on to him at 7000 yards. I then saw that I could not hold my turn as long as I'd hoped to for fear he'd see me during the turn.

1929 Came left and stopped for stern tube shot when he zigged to 260. However, he didn't follow his plan here but zigged back to 180. This gave me a stern tube shot but with torpedo run of about 3400 yards. I decided to accept this because I had his known speed checked all day, the TDC courses checked by visual observation and the range was accurate by SJ.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Four.

- 1937 Fired four stern tubes spread by TDC offset to cover 150% of target length. I could see no torpedo tracks but sound reported them running fair.
- 1939 Target began a slow turn towards me which I first thought was a normal zig, but he had apparently seen the tracks, as he headed for me and opened fire at 1940. The first shot landed about 20 yards short of the after battery hatch. We submerged.
- In retrospect it appears that he could not have seen me, but was just firing down the tracks; however, I was completely bewildered by my inability to hit him and I could not find the escorts. Also I had decided not to waste anymore torpedoes on this target because I then believed him to be a decoy.
- 1943 Two explosions. Probably depth charges.
- 2041 Surfaced and proceeded to assigned area. Now had five torpedoes fwd and two aft.

19 March 1944

North of BOEROE ISLAND heading up MOLUCCA PASSAGE.

- 1101 Sighted mast which appeared to be patrol boat or small coastal Maru.
- 1115 Submerged to look him over.
- 1140 Turned out to be a sail boat of about 10 tons. Passed three more in vicinity.

20 March 1944

- 1830 Leaving MOLUCCA PASSAGE. Went ahead full to make a sweep through the eastern end of the area tomorrow.

21 March 1944

- 1218 Submerged on closing SD contact.
- 1222 Plane dropped two bombs or depth charges. The second one jarred the #1 sanitary tank blow valve open.
- 1256 Surfaced and continued on a retiring search curve up the area.
- 1800 Having crossed the area, started back on another search curve to the eastward.

22 March 1944

- 0000 Set course 075 at 2/3 speed for a focal point about 90 miles to the eastward of my area on the PALAU - BALIKPAPAN route.
- 0455 Early morning twilight sighted submarine or sub chaser 050°T. on opposite course at about 5000 yards. Turned and submerged.
- Watched until daylight and could neither see nor hear anything. This was definitely a small vessel and if it had been a sub chaser he would have kept coming. I figure that the contact was a first fleet submarine working this focal point who turned and

CONFIDENTIAL

Subject: U.S.S. BOUFIN (SS287) - Report of War Patrol Number Four.

submerged as we did.

Being entirely in the wrong for leaving my area I decided to surface and let him see me clearing out so as not to embarrass him further.

- 0538 Surfaced on all four engines heading back into own area.
- 1006 Sighted large flying boat to the northward. Submerged.
- 1030 Surfaced.
- 1153 Submerged on closing SD contact.
- 1239 Surfaced.

23 March 1944

Searching across PALAU - BALIKPAPAN routes at full speed.

- 0039 Indications of another radar to southwest of us. Could not pick it up on ARC.
- 0105 Radar contact at 5650 yards on radar equipped vessel. Tracked him on course 300°T, at 14 knots. His radar would sweep all around until the range closed to 5000 yards and then he would steady on us until we opened out. He made no effort to avoid or close. Could not see him at 4500 yards.
- 0255 Worked around target at flank speed. He suddenly began to drop aft rapidly as though he had changed course to the southwards. Lost contact.

I assumed this to be the POMPON and, as he had maintained his course and speed, figured he knew who we were. Called him once on TBL, but got no answer. I decided he was in contact with a convoy and that when he changed course he was heading in for attack. Thought the best I could do (only two hours to daylight) would be to pull on ahead for daylight attack.

- 0553 Just north of PALMAS ISLAND sighted masts and bridge of patrol vessel about eight miles ahead of us with 150 port angle on the bow. Submerged.
- 0643 Surfaced to drive on to probable noon position of POMPON convoy.
- 0645 Single float seaplane in sight to northward. Submerged. Decided to stay down as we could reach probable 0900 position submerged, and if we were sighted trying to run on the surface traffic would be deflected.
- 0720 Single float seaplane in sight to northward.
- 0843 Nothing in sight. Surfaced.
- 1010 About midway between PALMAS ISLAND and SARANGANI ISLAND passed a comparatively large float with small stick mast and red flag on it.
- 1033 Submerged on closing SD contact.
- 1718 Surfaced. Decided to spend tomorrow submerged in West SARANGANI PASSAGE.

24 March 1944

- 0525 Submerged at west end of SARANGANI PASSAGE.
- 0630 Float type seaplane over the Strait.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Four.

- 0911 Float type seaplane over the Strait.
- 1418 Sighted smoke bearing 315°T. Only saw the smoke once and could not pick it up again.
- 1435 Sighted masts of large Maru bearing 250°T. drawing to the left. angle on bow 90 port. Range eight miles. Came to normal approach course at full speed. Figured he might zig towards the strait, and if not we'd make as much way as possible for night chase. Target had liberty ship superstructure with four high goal post masts. Similar to GOYO MARU.
- 1450 Single float seaplane circling target at mast height.
- 1600 Target out of sight.
- 1630 Decided to surface so as not to lose him. Knew we'd be sighted from land only five miles away, but figured we'd have to take that risk.
- 1638 Just ready to sound the surface alarm when sighted five columns of smoke bearing 340°T. Came to course north (that's all we could lead them due to proximity of land). Convoy hugging MINDANAO coast. If we hadn't chased the single ship would have been in perfect position. As it was we were ten miles from a firing position with a flat battery. Decided to watch them go by and then surface for night attack.
- 1736 Could see masts and bridge of five large Marus. The largest seemed similar to HAKUSIKA MARU while the other four were similar to TYOKO MARU. Estimated tonnages six to eight thousand.
- 1747 Pinging from direction of convoy. The convoy was scattered in a ragged column on course 090 to go through the strait. They tracked at eight knots.
- 1824 Surfaced and commenced run around SARANGANI ISLANDS to convoy 2100 position.
- 2018 Radar contact on targets at 15,600 yards. Five targets. Commenced tracking. Targets were still on 090 at 8 knots and still in a rather ragged column. They showed lights occasionally for several minutes at a time.
- 2231 Started in for attack. Planned to give largest ship four bow tubes, ship astern of him one bow tube, then swing and give second ship the two stern tubes. At this time the largest ship was on the near side of the column with two others about 400 yards beyond, overlapping him. Could not see them, but this was indicated by radar. When we got in to 10,000 yards could begin to see the targets. The set up was as expected except that by 8000 yards I could see two destroyers in addition to five Marus. One DD ahead and one on stb'd (near) quarter of formation. Planned to fire with 2000 yard torpedo run. Kept coming in with bow pointed at largest Maru. By 4000 yards I was giving the destroyers a 25° silhouette. The leading DD commenced signalling to one of the Marus. At 3500 yards the largest Maru trained a light towards us and made A A A. Then he began signalling to the leading DD. So I decided to shoot at 3000 yard run. The three center Marus were still overlapping so at
- 2246 Fired five bow tubes spread 200 feet apart at the largest Maru. The first three hit the largest Maru - one fwd of bridge and two aft of bridge. Four and five hit the after overlapping Maru beyond

him. Both Marus stopped cold and went down astern. Two, three and five caused terrific explosions on the ships, while one and four were normal torpex hits.

In the meantime I'd swung hard right to shoot the two stern tubes at the fwd overlapping Maru which had now pulled ahead of the sinking ships.

2249 Fired two stern tubes. Both hit aft of his bridge causing one enormous burst of flame to mast height.

2250 Stopped to watch them sink. As I looked from fwd aft I saw the leading DD broadside to me turning towards and signalling. The leading Maru was plodding on his way. The ship hit with the stern tubes was awash from aft to the bridge. The next two Marus could not be seen because of a heavy cloud of smoke. At this range of 4000 yards radar lost the biggest pip. There was the fifth Maru astern who had changed course to his left to go around the sinking ships. And to the left of him was the trailing DD with a zero angle on the bow and only 2800 yards away. I could easily see that stopping had been an error.

2251 All ahead flank. For seven minutes at 19 knots the range remained at 2800. I figured he couldn't shoot without swinging off his course.

2258 The DD swung sharply broadside to me and I almost dove, but decided to wait and see where the first salvo went. He didn't shoot. How he failed to see my wake at 19 knots I can't imagine for he and his bow wave looked as big as a ten story building. The range now opened rapidly and I was very glad I had not submerged.

During this bit of by-play the leading DD had closed over to the firing point and was merrily throwing away depth charges. This confirmed that they hadn't seen me.

2259 A radar check at 9000 yards showed only three Marus, and two destroyers, (at 3500 yards). One Maru was stopped. This confirmed my sight estimate that two had sunk and one was well down, as the pip of the stopped Maru was very small.

2305 Set course for FREMANTLE. I did not remain in the vicinity because:

1. I was out of torpedoes.
2. I considered that the damaged Maru would sink.
3. If he didn't my chances of an opportunity to finish him off by gunfire were very slight this close to DAVAO and the escort base in TALAUD ISLANDS.
4. Air cover had been complete in the area, and would be much heavier tomorrow.
5. Did not consider tracking feasible due to destroyers and aircraft, and the only submarine available was POMPON 400 miles away with no fuel to spare for a chase.

2310 Lost contact with two undamaged Marus at 17,000 yards.

25 March 1944

Heading down HOLLUGA PASSAGE.

Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Four.

- 1205 Submerged on SD contact - 3 miles.
- 1242 Surfaced.
- 1340 Submerged on closing SD contact.
- 1405 Surfaced.
- 1510 Submerged on SD contact - 5 miles.
- 1610 Surfaced.
- 1643 Submerged on closing SD contact.
- 1705 Surfaced.

26 March 1944

Proceeding south around west end of BOEROE ISLAND.

- 0632 Submerged on SD contact - 3 miles.
- 0717 Surfaced.
- 1150 Sighted masts bearing 167°T. Through the periscope it looked like two heavy masts on a small hull. I decided at once that it was a patrol vessel so began to avoid.
Then I got to thinking that maybe I wanted it to be a patrol vessel so I'd have a good excuse for not investigating. The ship was a good 14 miles away and on a reasonable course for a small freighter from TILRO STRAIT to AMBON.
- 1200 Decided to close him and let him see me. I figured if he was a patrol boat he'd try to close me, and if a small Maru he'd run.
- 1230 The vessel apparently spotted me and turned away. From now on I had angles on the bow between 130 and 180° port.
- 1250 Raised the ship above my horizon from the bridge and he looked like a 1500 ton coastal freighter. Figured he had a gun aft so I thought I'd close to 8000 yards and try to hit him. This was against my better judgement, but I couldn't bear to see him get away and I have found them between 500 and 1200 tons with no guns at all.
- 1309 Picked up target on radar at 9500 yards. This confirmed my belief as to his size. Mast height 65 feet.
- 1319 At range 7800 yards the target spun on his heel and I saw that I'd been nicely sucked in. He was a small M-F-M patrol vessel about 180 feet long, about 300 tons, with a fwd well deck and a built up superstructure aft. Tall stack. In other words he was built to fool a submarine just as he did. He had run away at 10 knots, but when he turned he speeded up to about 15.
- 1320 As I began to turn he fired with his bow gun and the shell landed about 100 yards short. Just as I completed my turn the second shell landed about 10 yards astern. He submerged.
After we got squared away submerged I took one more look at him and saw him still coming so went deep.
- 1340 He dropped two "King Size" depth charges which put out the IC system, pushed us down from 410 to 460 feet and sprung a new leak in the maneuvering room soft patch. Stayed where he'd put us and took a southerly course at 2/3 speed. Taking a little water in the main induction.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Four.

- We were under a 12° gradient so I figured he couldn't stay on us. He went up the stb'd side, back down and up again getting further away all the time.
- 1417 Lost contact on screws and never heard him again.
- 1500 Started working up to periscope depth. We had to pump out the 12000-lbs we'd got heavy to get into the gradient.
- 1550 No sign of the patrol boat, but two single float sea planes were circling the area.
- 1600 and 1630 Planes still in sight. Fortunately, the patrol vessel couldn't tell whether we were north or south bound as we were on 090 when he picked us up.
- 1700 Planes not in sight.
- 1730 Surfaced. Headed for OMBAI STRAIT thoroughly ashamed of myself for being sucked in with the simplest "Q" ship tactics.

27 March 1944

- 0700 Submerged for the day at the entrance to OMBAI STRAIT.
- 1700 Surfaced and proceeded through OMBAI STRAIT.

28 March to 1 April 1944.

Enroute FREMANTLE.

1 April 1944.

Arrived FREMANTLE.

Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol
Number Four.

5. STATISTICS

During the past four patrols BOWFIN has fired exactly 113 war shots. The following summary of these shots is presented as a matter of general interest.

Fired - - - - -	113
Hits - - - - -	56
%of hits- - - - -	49.6
Prematures- - - - -	12
Erratics- - - - -	2
Duds- - - - -	1
Miss due to Mechanical Control- Errors- - - - -	6
Fired at ship too shallow to hit- - - - -	10
Control Errors- - - - -	11
Spread misses - - - - -	15
No. fired on surface- - - - -	57
No. fired submerged - - - - -	56
Av. range - - - - -	1985 yards
Av. track - - - - -	89.6
Av. gyro angle- - - - -	8.7
Days in area - - - - -	97
Torp. fired per day in area - -	1.16
Tonnage sunk by torp. fire- - -	125,671 tons
Tons sunk per day in area - - -	1,293 tons
Tons damaged- - - - -	29,664 tons
Tons damaged per day in area- -	306

Serial 0343

14 April 1944.

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

SECOND ENDORSEMENT to
 USS BOWFIN Com. Ltr. SS287/
 A16/A9 Serial 07, No date,
 Report 4th War Patrol.

From: Commander Task Force, SEVENTY-ONE.
 To: Commander in Chief, UNITED STATES FLEET.
 Via: Commander SEVENTH FLEET.
 Subject: U.S.S. BOWFIN (SS287) - Fourth War Patrol -
 Comment on.

1. The remarks of the Commander Submarine Squadron SIXTEEN are concurred in.
2. BOWFIN again, in outstanding fashion, sought out targets and then persistently kept them under attack in spite of adversities and strong enemy opposition. The excellent analization of most likely enemy traffic routes in assigned areas combined with the thorough coverage on the basis of this analysis is most commendable.
3. This patrol is designated as "successful" for purposes of award of the Submarine Combat Insignia.
4. The Force Commander takes great pleasure in again congratulating the Commanding Officer, Officers, and Crew on another extremely aggressive patrol which resulted in inflicting the following damage on the enemy:

SUNK

1 - AP-AK (TSUKIKAWA MARU) - - -	6,300 tons
1 - AK (ATLAS MARU) - - - - -	7,399 tons
1 - AK (TYOKO MARU TYPE) - - - -	6,783 tons
Total	20,982 tons

Serial 0343

14 April 1944.

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

SECOND ENDORSEMENT to
 USS BOWFIN Com. Ltr. SS207/
 A16/A7 Serial 07, No. 6 to,
 Report 4th War Patrol.

Subject: U.S.S. BOWFIN (SS207) - Fourth War Patrol -
 Comment on.

DAMAGED

1 - AK (ASAKA MARU) - - - - -	4,681 tons
1 - AK (TYOKO MARU) - - - - -	6,783 tons
Total	11,464 tons
Grand Total	32,446 tons

H. H. McLEAN,

DISTRIBUTION:

Cominch	(3) - (Direct)
Vice Opnav	(2) - (Direct)
Vice Opnav Op-23c	(1)
Com1stFlt	(1)
Com2ndFlt	(1)
Com3rdFlt	(1)
Com7thFlt	(2)
ComsubslstFlt	(4)
Comsubs2ndFlt	(4)
ComTaskFor-71	(4)
ComTaskFor-72	(2)
ComSubRon-12	(1)
ComSubRon-16	(1)
DivCons Ron-12	(1)
DivCons Ron-16	(1)
S/L School N.L. Conn.	(2)
Each S/L W.A.	(1) - <u>NOT TO BE TAKEN TO SEA - BURN</u>

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

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

FIRST ENDORSEMENT to
U.S.S. BOFIN - Report
of FOURTH War Patrol.

U.S.S. RASHER, Flagship,
5 April 1944.

From: The Commander Submarine Squadron SIXTEEN.
To : Commander in Chief UNITED STATES FLEET.
Via : (1) Commander Submarines, SEVENTH FLEET.
(2) Commander SEVENTH FLEET.

Subject: U.S.S. BOFIN (SS287) - Report of FOURTH War Patrol -
Comment on:

1. The Fourth War Patrol of the U.S.S. BOFIN was characterized by intelligent and productive search and extremely aggressive attack work. It covered a period of thirty-three days of which eighteen days were spent in enemy waters north of the BARRIER.

2. A total of eight attacks were made on seven enemy ships and forty-one (41) torpedoes were fired with fourteen hits. The BOFIN had more than her share of prematures and her torpedo fire control was marred by a gyro setting casualty. The first attack on four escorted ships resulted in four prematures and one or two hits. A very close depth charging followed this attack. The second attack on the same ships (one towing the other) resulted in misses due to a gyro setting casualty and an erratic torpedo. A third attack on the towing ship netted one premature and one hit. A strenuous counter-attack was made by planes and escorts. The ship damaged on the first attack was then sunk with four hits out of four torpedoes fired singly. After a chase four torpedoes were fired at the ship damaged on the third attack. Three prematured and one missed due to spread. Seventeen more torpedoes were loaded at DARWIN. The sixth attack with six torpedoes fired at a shallow draft ship gave six misses followed by very close depth charging. After a chase four more torpedoes fired at this ship at 3,400 yards missed. The eighth and final attack on a five ship convoy starting at 3,000 yards produced seven hits out of seven torpedoes fired with the following distribution of hits: 3 hits on one Ak, 2 hits on a second Ak, 2 hits on a third Ak.

3. BOFIN returned in good material condition and it is expected that she can be refitted in normal time. Auxiliary gyro has been ordered, but has not arrived. Increased vibration in bridge or periscope shears has been noted in vessels with cut down bridges. Shaft squeal will be investigated. The conversion of No. 4 Main Ballast Tank to a Fuel Ballast Tank will be accomplished during this refit.

4. The Squadron Commander congratulates the Commanding Officer, officers and crew on the conduct of this patrol in which, as in previous patrols, resolute and aggressive attacks inflicted much damage on the enemy.

H. H. McLEARN
H. H. McLEARN.

U.S.S. BOWFIN (SS287)
Care of Fleet Post Office
San Francisco, Calif.

SS287/A16/A9
Serial (07)

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

From: The Commanding Officer, U.S.S. BOWFIN.
To : The Commander-in-Chief, U.S. Fleet.
Via : Official Channels.

Subject: U.S.S. BOWFIN - Report of War Patrol Number FOUR.

Enclosure: (A) Subject Report.

1. Enclosure (A), covering the fourth war patrol of this vessel conducted in the CELEBES SEA and its eastern approaches during the period 28 February 1944 to April 1944, is forwarded herewith.

W. T. GRIFFITH.

CONFIDENTIAL

Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Five.

(A) PROLOGUE.

Arrived FREMANTLE, WESTERN AUSTRALIA, on 1 April 1944 from Fourth War Patrol. Normal two week refit conducted by Submarine Repair Unit #137. Major jobs accomplished were the conversion of #4A and #4B into fuel ballast tanks, installation of high powered SJ transmitter (no P.P.I. available), 25 MC and the overhaul of #1 and #2 main engines. Ship docked. On 15 April 1944, Commander John Corbus, U.S.N. relieved Lieutenant Commander W.T. Griffith, U.S.N. as Commanding Officer. Sound tested and depermed 17 April. Two days independent operations followed by three days of torpedo training including a short convoy problem under the direction of Captain G.W. Patterson, U.S.N. No exercise torpedoes fired. One day loading period. Ready for sea 25 April 1944.

(B) NARRATIVE.

25 April 1944.

1314 (H) Departed FREMANTLE, WESTERN AUSTRALIA in company with U.S.S. LAPON in accordance with CTG 71.1 OpOrder 48-44 of April 24, 1944 to conduct offensive patrol in PALAU Area. Task unit designation 71.1.17. Proceeding DARWIN via bombing restriction lane.

26 April - 1 May.

Enroute DARWIN. Conducted daily dives, general drills, fire control problems and battle surfaces. Fired nine rounds of 4"-50 Cal., 420 rounds 20 Mm and 300 rounds .30 Cal. ammunition. Excellent weather prevailed thruout the passage.

2 May.

0515 (J) Rendezvoused with escort and proceeded via swept channel to DARWIN.

0800 (H) Arrived DARWIN. Moored to Boom Jetty. Took aboard 18,450 gallons of fuel.

1455 (H) Departed DARWIN.

1530 (H) Passed thru boom and proceeded via swept channel. Course 295° (T).

1700 (H) Sighted Dutch Submarine KKV and exchanged recognition signals.

1917 (H) Passed CAPE FOURCROY abeam to starboard 13 miles and changed course to north.

CONFIDENTIAL

Subject: U.S.S. BOFFIN (SS287) - Report of War Patrol Number Five.

3 May.

- 0502 (H) Made trim dive.
- 1330 (H) Passed betwed B.B.R and SERMATA ISLANDS.
- 1830 (H) Passed between DILLER and TEOEN ISLANDS.
- 1942 (H) Changed course to 308° (T). Increased speed to 17.5 knots.

4 May.

- 0600 (H) Made trim dive.
- 0615 (H) Surfaced. Commenced search at 14 knots on course 330° (T) and reverse across MBON - SUEB.Y. trade route. Visibility limited to 8,000 yards because of heavy rain and mist. Indication of a radar similar to the SJ on true bearings 260° to 245° - possibly R.Y. Kept radio watch on voice frequency.
- 1015 (H) Discontinued search. Proceeded at 14 knots on course 335° (T) to pass to the north of BURU ISLAND.
- 1427 (H) Single masted sailboat, range 6 miles course 135° (T) speed 8 knots. Too small to sink.
- 1553 (H) SD radar contact, range 10 miles. Sighted almost immediately on an easterly course. Believed to be a "BETTY".
- 2100 (H) Passed between BURU and S.N.N. ISLANDS.

5 May.

- 0200 (H) LIFOEMTOLA ISLAND abeam to port, distant 10 miles. Changed course to 352° (T).
- 0509 (H) Made trim dive. Negative gradient of 8½° between 200 and 275 feet.
- 0526 (H) Surfaced.
- 1708 (H) With M.J.O. ISLAND bearing 275° (T) distant 18 miles, c/c to 025° (T). The visibility thruout the day has been poor. Encountered many heavy rain squalls. Complete overcast existed.

6 May.

- 0436 (H) Made trim dive.
- 0453 (H) Surfaced.
- 0800 (H) Commenced patrol across D.WAO - K.U.B.Y, B.LIKP.PEN - K.U.B.Y, and K.U.B.Y - P.L.U traffic routes on course 205° (T) and reverse. Visibility still poor with squalls and heavy overcast.
- 1239 (H) Radar contact on plane distant 17½ miles. Range opened.
- 1345 (H) Radar contact on plane distant 22 miles. Range opened.
- 1900 (H) Ceased patrol. C/C to 060° (T) heading for 5° N, 130° E.

Subject: U.S.S. BO'FIN (SS287) - Report of War Patrol Number Five.

7 May.

- 0443 (H) Made trim dive.
- 0457 (H) In latitude 5° N longitude $130^{\circ} - 25'$ E passed to operational control of ComSubPac. C/C to 090° (T). Sent BO'FIN one to ComSubPac. Radio VMEI receipted for message. Task unit designation 17.2.19.
- 0900 (H) Set clocks ahead one hour to Zone (-) 9 time.
- 2000 (I) Entered area 10 F. C/C to 047° (T) and commenced patrol. Visibility good to fair thruout the day. The absence of traffic and patrols, both surface and air, while traversing the more or less restricted and strategically important waters during the past five days has been disconcerting. To date our contacts consists of one small native sailboat and three planes, only one of which was sighted.

8 May.

- 0536 (I) Made trim dive.
- 0605 (I) Surfaced.
- Patrolling on the surface off coast of PALAU. The most likely traffic lanes are considered to be those to TRUK, MOLEMI, and MANOKWARI. Since time does not permit the attainment of a position close to M.L.K.L.L or YOO CH LNEL in the early morning for a submerged patrol, a surface patrol will be conducted today and a close inshore patrol will be undertaken tomorrow.
- 1435 (I) SD radar contact range $7-1/4$ miles, closing. Dove.
- 1524 (I) Surfaced. Continued patrol.
- 1928 (I) Radar contact 6 miles.
- 2130 (I) Sighted ship bearing 220° (T) range 10,000 yards. Brilliant moonlight and a cloudless sky. Commenced tracking. Felt convinced target was small since radar lost him at 11,000 yards but visibility was so excellent that it was considered unwise to close him for identification. Tracking showed him to be on course 085° (T) speed 5 knots. Considered that he was either on a patrol or was going out to meet an inbound convoy from TRUK. Commenced end around.

9 May.

- 0200 (I) In position ahead of target range 14,000 yards. Target course 085° (T) speed 5 knots. Dove and commenced submerged approach. Closed range to 1,500 yards. Target was a small patrol boat about 150 feet in length, two high masts, engines aft, well deck, hooked clipper bow and spoon stern. He was bobbing on the water. The screws were high speed. Did not consider he could be hit with a torpedo set at 6 feet because of shallow draft. Still felt he might lead us to a TRUK convoy at dawn.

Subject: U.S.S. BOUFFIN (SS287) - Report of War Patrol Number Five.

- 0335 (I) Surfaced. Commenced another end around run to be in a favorable position for attack at dawn if a convoy were coming.
- 0545 (I) Ahead of target. No convoy in sight. Opened track and then ran back on the reverse of target's track to cover anything coming out of P.L.U. We are too far out to get in close to M.L.K.L or YOO CHANNEL without being detected for a submerged patrol.
- 0700 (I) Commenced patrol off coast.
- 1723 (I) Sighted plane bearing 062° (T), estimated range 10 miles heading for us. Dove. Probably sighted.
- 1826 (I) Surfaced.
- 19 May.
- 0145 (I) Made landfall on NGUR ISLAND. Had been set to the west by a 1 knot current. Commenced patrol off coast.
- 0521 (I) Made trim dive.
- 0546 (I) Surfaced.
- 0844 (I) Sighted seaplane (RUFE) bearing 255° (T), estimated range 8 miles heading for us. Dove.
- 0845 (I) Plane dropped one bomb and one depth charge. Not close.
- 0955 (I) Surfaced.
- 0958 (I) SD radar contact range 11 miles.
- 1001 (I) Range closed to 8½ miles, sighted plane bearing 295°(T). Heading for us. Dove.
- 1047 (I) Surfaced.
- 1105 (I) Sighted same plane bearing 295° (T), estimated range 8 miles, again heading for us. Dove.
- 1323 (I) Surfaced.
- 1329 (I) SD radar contact 7 miles, closing. Dove.
- 1546 (I) Surfaced.
- 1620 (I) SD radar contact 6½ miles, closing. Sighted float plane. Dove.
- 1624 (I) One depth charge - not close. Decided to remain submerged until dark.
- 1837 (I) Surfaced. Proceeded to area 10B. Since FLYING FISH is not due to reach this area until the 14th or 15th decided to maintain a close patrol of TOGEL MLUNGUI PASS on the 11th and clear the area for 10 G after dark.

11 May.

- 0515 (I) Dove. Now 7 miles off TOGEL MLUNGUI PASS. Headed in for a position 5 miles west of entrance. Conducted submerged patrol across passage entrance, distant 5 miles.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Five.

- 1123 (I) Sound contact (fast screws) bearing 110° (T) in vicinity of entrance.
- 1125 (I) Mast and bridge structure of patrol craft sighted bearing 110° (T). Headed for target.
- 1130 (I) Lost sight and sound contact of target. Continued submerged patrol.
- 1905 (I) Surfaced. Patrolled to the northward for half an hour.
- 1935 (I) C/C to 225° (T), heading for area 10 G.
- 2300 (I) Received ComSubPac's serial 91G concerning performance of torpedoes at shallow depth and authorizing such firing. Sincerely wish this information had been available when we encountered the shallow drafted patrol boat on the 9th.

12 May.

Patrolling in area 10 G across the DAVO. - KIU B.Y - P.I.L.U traffic lanes.

- 0628 (I) Made trim dive.
- 0643 (I) Surfaced.
- 1030 (I) Sighted transport plane (TOPSY) bearing 220° (T), estimated range 5 miles. Plane turned towards. Dove.
- 1123 (I) Surfaced. Resumed patrol.
- 1138 (I) SD radar contact 14 miles. Sighted heavy bomber (BETTY) bearing 040° (T). Remained on surface.
- 1247 (I) Sighted heavy bomber (BETTY) bearing 145° (T), estimated range 10 miles, heading for us. Dove.
- 1333 (I) Surfaced.
- 1337 (I) Sighted heavy bomber (BETTY) bearing 145° (T), estimated range 10 miles, angle on the bow zero. Dove.
- 1440 (I) Surfaced. Resumed patrol.

Since our presence in this area has been well established by three plane sightings and in view of the fact that FLYING FISH will not reach area 10 B until 15 May decided to patrol TO.GEL MLUNGUI and A.TOK KO PASSAGE tomorrow and thereby close two important channels.

- 2230 (I) C/C to 065° (T). Increased speed to 14 knots.

13 May.

Proceeding to vicinity of TO.GEL MLUNGUI.

- 0514 (I) Dove for submerged patrol between TO.GEL MLUNGUI and A.TOK KO PASSAGE on B.BELTHUP ISLAND, course 045° (T) and reverse, 5 miles off coral reef.
- 0647 (I) Sighted smoke bearing 185½° (T). This bearing places it in the vicinity of M.L.K.L HARBOR. Headed for it.

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- 0734 (I) Resumed patrol. No further smoke sighted.
- 0919 (I) Sound contact. Sighted small fishing vessel bearing 105° (T), range 5,000 yards, angle on the bow zero. He was far too small to shoot but could be a spotter. Avoided.
- 0953 (I) Lost sight of fishing vessel.
- 1425 (I) Sound contact bearing 050° (T).
- 1427 (I) Sighted patrol craft bearing 050° (T) range 4,000 yards, angle on the bow 90° Starboard. He was about 150 feet long, had a clipper bow, radio mast, large round stack with horizontal red and white stripes, and two Jap flags painted on the side. Could not close range and he was considered too small for torpedoes. Observed him enter NGAJEGEI PASSAGE.
- 1456 (I) Sighted smoke bearing 103° (T). Appeared to be behind BREK LONG PENINSULA.
- 1508 (I) Same smoke bearing $099\frac{1}{2}^{\circ}$ (T). Tracked smoke moving northward.
- 1510 (I) Sound contact bearing 315° (T). Reported as sounding like a Model "T" Ford.
- 1511 (I) Sighted patrol craft bearing 316° (T), range about 6,000 yards, angle on the bow 10° Port. Boat was very small, single mast.
- 1521 (I) Now west of NGAJEGEI PASSAGE, changed course to clear COROMORAN REEF. Patrol craft still in sight headed towards us. Planned down to 300 feet to avoid. Water is glassy smooth. Going deep between observations.
- 1535 (I) Single ping from patrol craft bearing approximately 196° (T).
- 1621 (I) Periscope depth. Nothing in sight. Continued northward to be off KOSSOL PASSAGE before dark in event the smoking targets were planning to use this passage.
- 1847 (I) Surfaced on course 340° (T) with hill on northern tip of BABELTHUMP ISLAND bearing 115° (T) distant 18 miles.
- 1848 (I) Changed course to 356° (T) to pick up station patrol on possible track of smoking targets in event they went westward after passing northward of NAGRVNGL REEF. We were certain that they could not have passed either through KOSSOL PASSAGE or south of NAGRVNGL REEF before dark without being sighted.
- 2200 (I) Commenced station patrol on course 025° (T) and reverse, covering a 24 mile scouting front for an assumed enemy speed of 10 knots. Effective radar range considered to be 20,000 yards. Own speed 14 knots. Reversing course every half hour.

14 May.

- 0000 (I) C/C to 290° (T) to move scouting line 16 miles along this course. Increased speed to 16 knots.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Five.

- 0109 (I) C/C to 025° (T). Moved center of scouting line 4 miles on course 025° (T).
- 0139 (I) Commenced station patrol. Reduced speed to 14 knots.
- 0224 (I) Sighted smoke bearing 025° (T). Bright moonlight and good visibility. Commenced tracking. Target on base course 285° (T) speed 9 knots. Commenced end around run.
- 0325 (I) Indications of a radar similar to SJ on approximate bearing 081° (T).
- 0339 (I) Ahead of target. Tracking to determine zig plan. Commenced getting indications of a radar in vicinity of target. It appeared as a single sweep, almost as if keyed by hand.
- 0440 (I) Determined base course to be 285° (T) speed 9 knots zigging between 211° and 255° about every four minutes. Two large targets and one escort all smoking heavily. The background had become poor due to clouds so waited for a lightening eastern horizon. The radar similar to the SJ had now moved to 061° (T) but could not get a pip. Radar indications still evident on target group.
- 0456 (I) Reversed course to 100° (T).
- 0500 (I) Smoke of target bearing 103° (T) range 19,100 yards. Escort bearing 106° (T) range about 14,000 yards, blur of object ahead to port in vicinity of previous SJ radar indications. Twilight breaking. Submerged on course 100° (T) and headed for convoy.
- 0507 (I) Picked leading M.RU dead ahead with zero angle on the bow as target. Second M.RU was on the starboard quarter and the escort was on the port bow of the target. Distance between ships was estimated at 3,000 yards. Escort pinging on long scale.
- 0510 (I) Target bearing 098½° (T) angle on the bow 15° P, range about 11,000 yards. Escort and second M.RU in the same relative position. Changed course left to 060° (T).
- 0515 (I) Sonar picked up two sets of heavy screws and one set of lighter faster screws.
- 0520 (I) Range 8,900 yards, bearing 055° (T) angle on the bow 20° P. Came left to normal course.
- 0525 (I) Target zigged to his left, angle on the bow 5° S, range 7,500 yards. Came right to cross track with hopes on getting in stern shots on the off or port side for at this time the escort had crossed the target's bow and had taken up station between the M.RUS. Escort identified as a No. 13 Minesweeper. Continuous pinging.
- 0528 (I) With angle on the bow 8° S, realized it would be impossible to cross track in time for attack on port side so came left for stern shot, starboard track.

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Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Five.

- 0530 (I) Target zigged left, range 5,740 yards. Came left to parallel target's course. Daylight by this time. Water slick and smooth. Target identified as large MKFKM M.RU with large gun aft. Estimated length 450 feet. Similar to KENYO M.RU (ONI 208-J rev. pg. 120).
- 0537 (I) Angle on the bow 120° S, range 4,950 yards. Shifted set up to second M.RU which now had 5° P angle on the bow, range 4,500 yards. Right rudder. Escort pinging continuously on short scale.
- 0539 (I) New target zigged away. Original target zigged to his right. Angle on the bow 5° S, range 4,100 yards. Shifted TBC set up back to original target. Changed course left to lead target.
- 0543 (I) Zero angle on the bow, target zigging to his left. Suspected constant helm.
- 0548 (I) Angle on the bow 60° S, range 3,100 yards. Decided target was not using constant helm. Coming to course 190° (T) for 115° starboard track.
- 0550½(I) Range 2,700 yards, angle on the bow 70° S. Quick sweep around showed escort was abeam to port, angle on the bow about 5° P, estimated range 2,500 yards and rapidly swinging towards us. Second M.RU was to the left of the escort, angle on the bow 10° S.
- 0551 (I) Escort's angle on the bow zero. Must shoot soon or he will be on top of us.
- 0552-12(I) Course 190° (T). Commenced firing with 79° starboard track, 323° gyro angle, torpedo run 2,350 yards. Fired six torpedoes, depth set at 6 feet on tubes 1 & 2, 12 feet on tubes 3, 4, 5, and 6. Spread by periscope offset.
- 0553 (I) Another quick look showed escort headed toward us. Angle on the bow still zero. Went to deep submergence, rigged for depth charge attack.
- 0553-43(I) Torpedo explosion. Checks for run of # 1 torpedo.
- 0554-00(I) Torpedo explosion. Checks for run of # 3 torpedo.
- 0600 (I) Depth 400 feet. Constant echo ranging on short scale. An expert demonstration in the art of depth charging commenced. Received 16 charges in the next 6 minutes. All close and heavy. One group of six charges exploded at the rate of one per second. Thought he had us that time and evidently he had no doubts, for there was no definite pattern. Believed he just rolled 'em off. Charges must have been at least 600 lb. "block busters". Lost IC power and lighting motor generator began making excessive noise. Paint chippings came down through the ship. Gyro went out. Shifted lighting motor generators.

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Subject: U.S.S. BO'FIN (SS287) - Report of War Patrol Number Five.

- 0606 (I) Total of 16 charges dropped. Continuous screws on sonic and super-sonic sound gear. Continuous pinging. Could now hear another set of light screws. Must have missed one escort. Only one set of heavy screws could be heard. For the next two hours could hear screws and much pinging while escorts searched.
- 0828 (I) Periscope depth. Target bearing 152° (T) range about 6,000 yards. Stern down, water was level with the bridge structure. Keel visible back to the bridge. Bow elevated about 30° . Second HURU lying to near damaged ship 25° starboard angle on the bow. Minesweeper escort to the left. Still pinging.
- 0829 (I) Sighted seaplane, (RUFF), in direction of target, headed towards us. Went to 300 feet to reload. Changed course left to normal approach course on second target. Ventilated Mk. 18 torpedoes aft. Hydrogen burners out of commission on No. 8 and 9 tubes.
- 0848 (I) Heard loud rumbling explosion. The usual click that precedes a depth charge was not heard. Subsequent events indicated that target probably sunk at this time.
- 0900 (I) Heard screws and pinging moving up port side.
- 0930 (I) Reload and ventilation of Mk. 18 torpedoes completed. Started up for a look. Had become heavy during reload so started pumping. The noise of our reciprocating trim pump evidently attracted the escorts for the bearing of screws and pinging remained constant and grew louder. Stopped pumping, still heavy. Screws again began to move steadily up port side. Altered course to remain on the normal approach course using sound bearings of heavy screws. Increased own speed but the escorts continued to draw ahead.
- 1000 (I) Periscope depth. Sighted large MK which was identified as second target sighted early this morning, angle on the bow 100° S, range 9,000 yards. Escort not previously sighted was ahead of her and No. 13 Minesweeper was on her port quarter. All three ships smoking heavily. Target attacked. not in sight. Changed course to parallel target and run with it in the hopes it would zig towards us.
- 1037 (I) Target now had a 175° S angle on the bow, range 14,500 yards, base course 285° (T) speed 9 knots, ziggling 30° right and left of base course every 4 minutes. Since it was impossible to get in an attack decided to return to the scene of this morning's attack and be sure that the damaged freighter had sunk. This would also open the range on the remaining target and escorts and permit surfacing for an end around. Altered course to 160° (T) and headed for scene of attack, estimated distance 4 miles. It was 92 miles to P.L.U so felt confident that a tug could not have arrived and towed such a badly damaged ship very far in 4 hours. Both escorts were with the remaining target which eliminated them for towing.

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- 1148 (I) Four distant explosions, sounded like aerial bombs.
1245 (I) Smoke of target and escorts out of sight.
1335 (I) Surfaced on course 163° (T). Estimated we had passed scene of attack. Nothing sighted.
1340 (I) Changed course left to generated true bearing of convoy, having let TDC set up generate since 1000 (I).
1341 (I) Sighted life boat bearing 078.5° (T). All ahead full and headed for it.
1356 (I) Passed into oil slick four miles square. Sighted two cutter type lifeboats lashed together, two life rafts and much wreckage and debris ahead about one mile. Headed to investigate. Could see no personnel in boats or rafts.
1400 (I) Sighted seaplane (D.V.E) on starboard bow, range 10 miles, elevation 2½°. Left full rudder, all ahead flank. Hoped to clear vicinity of boats and wreckage before plane spotted us, thus being clear of a bombing marker.
1402 (I) Plane headed in. Dove.
1433 (I) Surfaced on course 280° (T), all ahead standard.
1527 (I) Sighted seaplane (RUFF) bearing 260° (T), elevation 2°, range 8 miles. Did not sight us.
1605 (I) Sighted seaplane (RUFF) bearing 277° (T), range 12 miles, elevation 1°. Headed in.
1606 (I) Dove.
1654 (I) Surfaced on course 280° (T), all ahead full.
1742 (I) Sighted smoke bearing 290° (T). Closing smoke.
1838 (I) Sighted mast, started end around up port side of target at full speed.
1922 (I) SJ contact on target bearing 277° (T), range 21,540 yards. Commenced getting indications of a radar on the target group. Again it was a slow sweep across our screen. Unable to hold it steady.

The night was bright and clear with a few clouds on the horizon. Considered the possibility of making a surface attack from the quarter but the good visibility plus the strong possibility of the escorts having some type of radar decided me to gain a position ahead and make submerged approach after moonrise or during morning twilight.

- 2035 (I) Tracking target at mean range of 16,000 yards while making end around. Determined base course to be 285° (T) ziggling every 4 minutes 30° right and left of base course.
2038 (I) Sighted a light a few degrees ahead of target, evidently from an escort. Could not pick up escorts on radar at 16,000 yards, although target gave a large clear pip.

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- 2046 (I) Indications of radar similar to our SJ bearing 350° (T), which should put it ahead of and to the right of the target. Assumed it was either a radar equipped escort placed well ahead of the target group or another Blue submarine. The latter assumption later proved to be the case. Kept him sharp on starboard bow as we continued end around. Heartily wished for some type of IFF equipment.
- 2054 (I) Indications that target had changed base course to 330° (T). Still using basic zig zag plan. It is believed that the light from ahead of the target was a signal to change course. This change of base course threw us well behind, necessitating a much longer chase than was originally anticipated.
- 2145 (I) Indications that other (SJ) had ceased sweeping and had settled on us. Not so sure now it was another submarine. Continued to keep him sharp on the bow end after a few minutes he started sweeping again.
- 15 May.
- 0009 (I) Ahead and slightly to left of target group. Tracking from ahead. Base course still 330° (T) speed 9 knots. Could see smoke clearly.
- 0000 (I) The radar indications resembling end SJ was now ahead and to the right of target group. SJ radar indications commenced moving to the left and getting much stronger.
- 0056 (I) Obtained SJ contact at 10,500 yards on bearing of SJ radar indication. Opened out to left at full speed giving target a 15° silhouette on the stern. Range of target on the bow closed slowly to 10,000 yards and then slowly opened. A bad few minutes.
- 0108 (I) Lost contact at 10,490 yards.
- 0139 (I) With target bearing 128° (T) range 21,560 yards came to course 330° (T) and slowed to 9 knots. Waited to see what would develop. Still had SJ radar indications.
- 0236 (I) Lost SJ radar indications. Evidently this was a submarine and he had headed in for a submerged attack.
- 0240 (I) All ahead full, maneuvering to gain position ahead of target group.
- 0312 (I) Ahead of target group. Tracking ahead at 1/3 speed, 5 knots to close range.
- 0314 (I) Distant explosions.
- 0315 (I) Changed course to 145° (T) to head towards convoy, figuring submarine had made an attack.
- 0326 (I) Recorded total of 12 distant explosions. In memory of our previous morning depth charge attack our fullest condolences and sympathy were extended to whoever was being worked over.
- 0335 (I) Sighted smoke bearing 136° (T).

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- 0340 (I) Sighted low lying target bearing 143° (T).
- 0341 (I) Gun fire from target, one blast in our direction. Reversed course at full speed. No further shooting.
- 0400 (I) Began working back in vicinity of and to north of target in hopes of locating the large KRU in event it had not been sunk.
- 0415 (I) Course north, sighted what appeared to be the minesweeper bearing 168 (T), range 14,000 yards. Put target astern. No sign of large target.
- 0430 (I) Lost contact. Proceeded on course 325° (T) to be well ahead of target at dawn and then work back. Considered possibility he might leave escorts to keep the attacking submarine pinned down and proceed independently. ONI 208-J shows he has a speed of 16 knots.
- 0600 (I) Commenced running a retiring search curve. Excellent visibility. All hands pretty well tired out after 28 hours of tracking, dodging planes and a good depth charge attack.
- 0627 (I) Heard distant explosions.
- 0717 (I) Sighted large damaged AK thru high periscope bearing 136° (T), estimated range 15 miles. She was down by the stern and listed to port.
- 0732 (I) Smoke and masts of two other ships sighted in vicinity of target. Felt certain that strong air cover would be provided, so at
- 0735 (I) Submerged on course 130° (T), headed for target about 10 miles away.
- 0822 (I) Sighted large bomber (BESTY) flying over target at mast head height. Water absolutely flat and glassy. Bearings indicated target was dead in the water. Pinging on bearing of target. Continued to close range to 8,000 yards.

An estimate of the situation was made at this time. We had a 7,000 ton badly damaged freighter dead in the water with two escorts in the vicinity and a large bomber flying a tight circle over her. The nearest enemy base, P.L.U, was 250 miles away. The water was glassy smooth without a ripple on it and a cloudless sky. If we went in and attacked now and missed or were sighted before we got into a favorable firing position we would be pinned down by planes and escorts for the rest of the day and would certainly lose the initiative and our freedom of action. By remaining 8,000 to 10,000 yards from the target we could keep him under observation and were still close enough to press home an attack if they should attempt to tow him. Therefore decided to remain in the vicinity and wait until dusk or until the water roughened up a bit before proceeding in to finish him off. Had no idea where the other submarine might be but assumed he must be pinned down some place in the vicinity. With planes and escorts present neither of us could surface until after dark.

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- 0949 (I) Heard 17 heavy explosions. Sounded like depth charges. One pattern of six was very similar to the one we received yesterday. The little yellow men definitely have their first team in.
- 1156 (I) Fast screws on JK sound gear in vicinity of target. Have had continuous pinging, long scale all morning.
- 1335 (I) Two bombers (BETTY) circling in vicinity of target, estimated range 10,000 yards. Target has an increased list to port and is still dead in the water.
- 1355 (I) Screws and pinging bearing 185° (T) to 205° (T). Escorts apparently making a search.
- 1634 (I) Target bearing 137° (T), angle on the bow 25° S, range estimated at 12,000 yards. Came to normal approach course when bearings indicated that target might have way on.
- 1701 (I) Target bearing 131° (T), angle on the bow 25° S. Bearings indicated now that target was definitely stopped. Commenced approach to finish off this cripple.
- 1811 (I) Distant explosions.
- 1855 (I) Target bearing 131° (T), range 3,000 yards, angle on the 60° S. He is still listing to port and down by the stern. Planned to go in and use two Mk. 18 torpedoes on this "Sitting Duck" with a torpedo run of 1,200 yards.
- 1859 (I) Loud explosion in near vicinity. Sounded like torpedo explosion.
- 1900 (I) Target not in sight. Loud breaking noises heard thruout the ship. Ordered 200 feet. Apparently the other submarine had completed the job he started early this morning. Since we had not heard him on the sound gear assumed he was on the other side of the target and could visualize his torpedoes headed for us. It is somewhat disconcerting to have a target blow up in your face. Cleared area at high speed. Spent an uncomfortable few minutes until we estimated we were clear of "friendly" torpedoes.
- 1930 (I) Came to 35 feet for sweep by SJ radar. Had indication of another SJ radar in the vicinity but could get no pip. Surfaced and cleared out at flank speed to the westward.
- 2000 (I) C/C to 180° (T) and slowed to 14 knots. Headed for our new area, 10 B.

16 May.

Returning to Area 10 B.

- 0530 (I) Made trim dive.
- 0652 (I) Surfaced.
- 1005 (I) SD radar contact at 12 miles. Closed to 9 miles. Dove.
- 1055 (I) Surfaced.
- 1255 (I) Sighted what appeared to be smoke bearing 035° (T). Headed for it at full speed.
- 1335 (I) Resumed base course. No further indication of smoke.

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17 May.

Patrolling Area 10 B.

0518 (I) Made trim dive.

0619 (I) Surfaced.

Commenced patrol across PALAU - T.K.M.O - EMPIRE Route.

1101 (I) Sighted bomber (BETTY) bearing 225° (T), estimated range 10 miles, heading in. Dove.

1200 (I) While making periscope sweep preparatory to surfacing sighted three seaplanes (RUFES) flying in a tight formation. Appeared to be heading for us. Went deep.

1306 (I) Surfaced.

1434 (I) SD radar contact, range 14 miles, closing. Dove.

1504 (I) Surfaced.

1611 (I) SD radar contact, range 13 miles, closing. Dove.

1701 (I) Surfaced.

2156 (I) Radar indications similar to an SJ on 250° (T). During the next four hours it drew to the right until it was lost on 315° (T) at 0145 the next morning.

18 May.

Proceeding to the vicinity of TOGEL HLU GUI for a daylight submerged patrol.

0445 (I) SJ radar out of commission.

0448 (I) Being in approximately the desired position dove and commenced submerged patrol.

0930 (I) Sighted 2 motored high-wing seaplane bearing 112° (T), estimated range 8 miles. Later smooth so went deep.

1243 (I) Sighted transport plane (TOPSY) bearing 080° (T), estimated range 4 miles.

1907 (I) Surfaced. Proceeding to patrol K.L.U B.I.Y - D.V.M.O - P.L.A.U traffic route.

19 May.

Proceeding to patrol station.

0228 (I) Picked up indications of another SJ radar bearing 226° (T). Once again it was heartily wished that some form of IFF equipment was installed on the SJ equipment. This radar was present the remainder of the morning so assumed it was the submarine in the adjacent area.

0245 (I) Commenced patrol on course 153° (T) and reverse at 10 knots.

0630 (I) Moved scouting front in the direction of 063° (T) for a distance of 12 miles.

0745 (I) Resumed patrol.

1047 (I) SD radar contact, range 10 miles, closing. Dove.

1142 (I) Surfaced.

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- 1444 (I) Sighted plane (not identified) bearing 228° (T), estimated range 8 miles. Plane opening out so remained on surface.
- 1502 (I) SD radar contact 11 miles, closing. Dove.
- 1545 (I) Surfaced.
- 2000 (I) Headed back for TOGEL MLUNGUI. Now have SJ radar indications both ahead and astern.

20 May

Proceeding to vicinity of TOGEL MLUNGUI.

- 0509 (I) Dove. Commenced submerged patrol.
- 1912 (I) Surfaced. Proceeding to Area 10 C.
- Nothing sighted thruout the entire day. Consider it highly probable that TOGEL MLUNGUI is not being used. Haven't seen even a patrol boat using it the five days of submerged patrol.

21 May.

Patrolling Area 10 C.

- 0511 (I) Made trim dive.
- 0532 (I) Surfaced.
- 0925 (I) Sighted possible periscope bearing 255° (T), estimated range 1,000 yards. Cleared area at high speed. Sighted by O.O.D., J.O.O.D. and one lookout. About three feet of periscope out of water.
- 0945 (I) Resumed patrol.
- Sighted possible smoke bearing 285° (T). Headed for it at full speed.
- 2035 (I) Having run 20 miles and made no contact slowed to 14 knots. This may not have been smoke but took no chances. The two bearings obtained indicated smoke was drawing to the left slowly so at
- 2103 (I) C/C to 125° (T) and headed for what is considered the focal point for P.I.L.U - T.K.A.O - EMPIRE traffic and one possible route for the B.L.I.K.P.F.N - TRUK traffic. (9°-15'N, 132°-15' E).
- 2341 (I) Slowed to one engine speed and resumed patrol.

22 May.

Patrolling in Area 10 C.

- 0526 (I) Made trim dive.
- 0619 (I) Surfaced.
- 0815 (I) Sighted mast and stack of what appeared to be a destroyer bearing 213° (T). O.O.D. believed target was closing range rapidly so at
- 0817 (I) Dove.

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- 0830 (I) Sighted mast bearing 192° (T), estimated range 15,000 yards. Took normal approach course.
- 0840 (I) Sighted mast again bearing 180° (T), estimated range 15,000 yards.
- 0852 (I) Planed up to 40 feet. Target not in sight.
- 0901 (I) Surfaced. Sighted target bearing 165½° (T). Commenced tracking and an end around.
- 1000 (I) Broadcasted contact report on area frequency. Expected to be driven down by planes during the day.
- 1509 (I) In position ahead of target. Estimated base course 110° (T) speed 12. Dove and commenced submerged approach. So far have not had a good look at the target.
- 1529 (I) Target in sight. Angle on bow 20° Port estimated range 12,000 yards. Came to normal approach course. After a six hour end around was very much disgusted to find that it was a patrol boat, built somewhat on the lines of a CHIDORI but smaller. Raked bow, guns forward, amidships and aft, numerous A.A. guns, small tripod foremast with crow's nest, single stack, clean flat topped bridge with three lookouts, Y gun or depth thrower well aft, small stick aftermast. He has high speed screws, has not smoked all day and is pinging on 18KCs. Estimated draft 6 feet, estimated length by periscope 200 feet.
- 1530 (I) At 7,000 yards target zigged 30° away. Speed checking at 15 knots. Closest range reached was 4,000 yards. Base course 110° (T) speed 15 knots zigging 30° about every 10 minutes. After the expenditure of the fuel at full speed for 6 hours was tempted to fire a spread of 3 torpedoes at low speed but with the obviously shallow draft, long range and comparatively smooth sea felt that it would be a waste of good torpedoes that might well be used more advantageously on a more suitable target.
- 1613 (I) C/C to 290° (T) to open range.
- 1657 (I) Surfaced and proceeded back to estimated focal point. The location of this focal point seems to be confirmed by the fact that this escort passed thru it and the two ships that were sunk on the 14th and 15th would have passed thru it.
- 2000 (I) Commenced using auxiliary engine during darkness for propulsion to conserve fuel.

23 May.

Patrolling in Area 10 C.

0525 (I) Made trim dive.

0621 (I) Surfaced.

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24 May.

Patrolling in Area 10 C.

- 0430 (I) Gyro compass out of commission.
- 0529 (I) Made trim dive.
- 0547 (I) Surfaced.
- 1005 (I) Gyro compass back in commission.
- 1945 (I) C/C to 125° (T). In view of the lack of contacts during the past two days decided to patrol across P.L.U. - EPIRE route closer in to P.L.U.

25 May.

Patrolling in Area 10 C.

- 0539 (I) Made trim dive.
- 0629 (I) Surfaced.
- 1150 (I) Sighted oil drum and oil slick.
- 1236 (I) Sighted another oil drum.
- 1312 (I) C/C to 050° (T) to head for Area 10 D.
- 2144 (I) Commenced patrol on course 090° (T) and reverse at 10 knots. Reversing course hourly.

26 May.

Patrolling in Area 10 D.

- 0130 (I) C/C to 185° (T) to move scouting line 42 miles in that direction. Increased speed to 14 knots.
- 0313 (I) SJ radar contact bearing 162° (T) range 4,800 yards. Put target astern to track.
- 0330 (I) Target tracked on course 000° (T) speed 7 knots. Lost contact at 6,050 yards.
- 0347 (I) Slowed and came right to regain contact. Contact on target, range 5,500 yards. Resumed tracking from ahead at slow speed. From short radar ranges suspected target was either an enemy submarine or patrol craft.
- 0424 (I) In position 5,500 yards ahead of and on target's track. Still checking on course north speed 7 knots.
- 0430 (I) Dawn commenced breaking. Pulled ahead at 15 knots to be in position for either a daylight submerged attack in event he was an enemy sub, or for a battle surface attack should he be gun - shooting material.
- 0442 (I) Course north. SJ radar contact bearing 030° (T), range 12,600 yards.
- 0443 (I) Sighted large long blur bearing 030° (T), angle on the bow estimated at 30° starboard. Range closed to 10,900 yards. This was definitely a nice target considering both the long range of the radar contact and the size of the blur.

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It's importance by far out weighted that of the target astern, which at this time was considered to be a patrol craft coming up to meet the large ship. The situation now was this: A large unidentified target 3° on the starboard bow range 10,900 yards, course approximately 180° (T), an unsighted and unidentified small target astern about 8,000 yards on course north and daylight practically on us. Considered that it would be impossible to close the large target's track submerged if he were on a base course of 180° (T) which was a logical course to P.L.U. some 110 miles away. Yet we would be a perfect silhouette against the eastern sky for the target astern. Decided to risk the sighting to close the track of the large target.

- 0455 (I) Came right at full speed to course 145° (T) to split the range between the two targets in an effort to close the track.
- 0450 (I) Target now bears 024° (T), range 10,450 yards. Sighted two additional smaller blurs in the vicinity of the large target.
- 0451 (I) Sighted blur of small target, previously astern, bearing 030° relative.
- 0452 (I) Dove.
- 0456 (I) Echo ranging 025° (T) and at 180° (T). Targets not in sight.
- 0501 (I) Small target bearing 240° (T), range 1,500 yards angle on the bow 35° S. Identified as Catcher type patrol boat.
- 0507 (I) Large target tentatively identified as a destroyer patrolling ahead of two small targets. These small targets were steaming in a rough East - West line of bearing about 2,000 yards apart. At this time they were thought to be escorts and a careful search was made for the additional ships.
- 0509 (I) Selected left hand small HURU as target. Now bearing 033° (T), angle on the bow 5° S., estimated range 7,500 yards. Still too dark to make positive identification.
- 0510 (I) Small escort now abeam and passing down starboard side, range 1,000 yards. Pinging on short scale. He continued up the starboard side and finally joined the two small targets.
- 0515 (I) Visibility improved sufficiently to identify targets: The large target was a FURUKI class destroyer patrolling about 2,000 yards ahead of two small HURUS. The left hand HURU was a small freighter of about 1,500 ton displacement. The right hand HURU was a trawler type escort with guns forward, amidship and aft. Continued to track small HURU who now bears 035° (T), angle on the bow 7° S, estimated range 6,500 yards. DD bears 045° (T), angle on the bow 15° S, range 6,000 yards. If the destroyer patrols over far enough to the left will be in a good position to shoot him.

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- 0521 (I) Destroyer zigged to his right. Now bears 094 (T), angle on the bow 30 P, range 5,100 yards speed 12 knots. If he keeps coming the set up looks good.
- 0524 (I) Destroyer zigged to his left, angle on the bow 400 S, range 4,600 yards. Much signalling from yard arm blinker.
- 0526 (I) The small MARU and trawler escort have changed course to the left, angle on the bow 90° starboard. Baker at the foremast of the small MARU. Destroyer has continued to zig away and range is opening.

It is believed that the small Catcher type patrol boat either saw us before we dove or picked us up by sound as he passed down the starboard side and warned the destroyer. Why the three escorts didn't come over and attack us I don't know but the range was never less than 4,500 yards on any ship of the convoy.

- 0530 (I) Changed course to parallel and keep target in sight. Tracked them on 090° (T) speed 3 knots. They gradually changed course around to 150° (T) at which time we lost sight of them.
- 0744 (I) Surfaced. Headed down generated true bearing of convoy at full speed for end around.
- 0800 (I) Sent contact report on area frequency. Being less than 100 miles from PALAU felt certain we would be forced down by planes.
- 0822 (I) Sighted targets on port bow. In order to clear reefs to the north of PALAU it will be necessary to make end around up port side of targets. This will lengthen out the chase but cannot be avoided. Altered course to left and commenced end around. Kept targets in sight by periscope. Base course 185° (T) speed 8 knots.
- 1050 (I) DD patrolling in front of targets. When he comes to the left end of his patrol it forces us well to the eastward.
- 1100 (I) Rain squalls. Lost sight of targets.
- 1158 (I) SD radar contact 18 miles. Closed to 16 miles. Decided to remain on surface. For next 10 minutes had two pips at 16 miles and then lost contact.
- 1225 (I) Sighted NGAJUNGEL ISLAND thru rain squall. Obtain fix. Had been set to south and west by current. Decided to run far enough south so that targets could not get thru KOSSOL PASSAGE.
- 1328 (I) Destroyer literally popped out of rain squall bearing 344° (T), estimated range 12,000 yards. Dova. Came to normal approach course. Now 4 miles east of NGAJUNGEL ISLAND. Headed for it to cut off DD. In spite of high speed running target passed between us and the island. When abeam of

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the island he increased speed to 27 knots and headed south. Closest range was 4,500 yards. No signs of two small targets.

1410 (I) C/C to north. Decided to remain submerged in hopes small LARU and escort would be sighted. Heavy passing rain squalls.

1455 (I) Sound contact and almost immediately sighted trawler type escort and small LARU bearing 307° (T), range 6,000 yards. Took normal approach course. For the next 45 minutes ran on normal approach course but could not close target to less than 3,500 yards. Plotting and fixes showed him less than a half a mile off reef. Escort was about 750 yards to seaward of him. He approached to within 1/2 miles of reef. Background noise of waves on coral reef affected use of sound gear.

1539 (I) Sighted hospital ship on port bow, headed north. Identified as T. H. S. CO LARU. Took pictures. He was properly marked and steaming on a straight course. Passed 4,000 yards astern.

1600 (I) Target group continued south at 9 knots, hugging the reef. Hospital ship now clear so c/c to 090° (T) to open reef. Strong southwesterly set in this vicinity.

1740 (I) Heard heavy explosion.

1900 (I) Surfaced. Decided to patrol PALAU - KP traffic route.

27 May.

Patrolling Area 10 D.

0745 (I) SD radar contact range 12 miles, closing. Dove.

0848 (I) Surfaced

0901 (I) SD radar contact 16 miles. Range did not close and remained on surface.

1118 (I) SD radar contact 12 miles, closing fast. Dove.

1246 (I) Surfaced.

Having no contacts thruout day decided to patrol north of VELASCO Reef. This will cut any north bound traffic if it follows track of yesterday's convoy and that followed by the two ship convoy of the 14th.

28 May.

Patrolling Area 10 D.

0515 (I) made trim dive.

0607 (I) Surfaced.

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- 0832 (I) SD radar contact 14 miles, closing. Dove.
- 0856 (I) Surfaced.
- 1453 (I) Sighted seaplane (D.V.E) headed in, estimated range 8 miles. Dove.
- 1623 (I) Surfaced.

29 May.

Patrolling Area 10 D.

Moved patrol to northeast of VEE-500 Reef.

- 0533 (I) Made trim dive.
- 0606 (I) Surfaced.

Having had no contacts decided to patrol P.L.U. - Y.P. route. Passed north of reef. Weather overcast thruout the day with frequent squalls.

- 2220 (I) O/C to 1300 (T).

30 May.

Patrolling Area 10 D.

- 0515 (I) Made trim dive.
- 0618 (I) Surfaced.
- 0812 (I) SD radar contact range 15 miles, closing. Dove.
- 0846 (I) Surfaced.
- 1128 (I) Sighted patrol plane (K.W.I.S) bearing 0350 (T), headed in. Dove.
- 1155 (I) Surfaced.
- 1553 (I) Sighted large plane. SD radar range 22 miles. Flying at high altitude. Remained on surface.
- 1951 (I) SD radar contact bearing 1750 (T) range 13,070 yards. Put target astern to track. Bright moonlight. Target found to be zigging radically. speed 17 knots.
- 1957 (I) C/C to 1450 (T) to keep target at good range for radar. This puts moon behind us out with a 17 knot target there isn't much choice. Target now in sight at 12,500 yards. Appears to be a destroyer or minesweeper of J-13 class.
- 2004 (I) Slowed to 5 knots and presented 1/2 bow silhouette to target.
- 2019 (I) Target has zigged from the original course of 0900 (T) to 0100 (T) in 200 steps. Speed 16 knots. Moon now behind us. Range 6,500 yards. Decided to try and get him silhouetted against moon.
- 2030 (I) Opened range. Gradually changing course to eastward. Plan to keep him at 12,000 yards. Speed advantage of only 1.8 knots at full speed.

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- 2043 (I) Lost radar contact at 12,000 yards. All ahead full. Came to last true bearing. Visibility poor in this direction. Spent next two and a half hours at full speed searching for him but without success.
- 2310 (I) Slowed to 10 knots to listen for pinging with sound gear. No contact.
- 2330 (I) Gave up search and resumed patrol.

Whatever this ship was it was proceeding independently at 16 knots, following a radical zig zag plan. The situation when it was first encountered was such that it could not be regained due to the small speed advantage.

31 May.

Patrolling Area 10 D.

- 0525 (I) Made trim dive.
- 0638 (I) Surfaced.
- 0644 (I) SD radar contact at 19 miles. Did not close so remained on surface.
- 0802 (I) SD radar contact, range 11 miles, closing. Three pips noted. Dove.
- 0934 (I) Surfaced.
- 1003 (I) SD radar contact, range 20 miles, closed to 12 miles. Dove.
- 1109 (I) Surfaced.
- 1355 (I) SD radar contact 20 miles. Closed slowly to 17 miles at which time sighted large bomber (BETTY) bearing 133° (T).
- 1405 (I) Lost sight of bomber.
- 1955 (I) Proceeded on course 060° (T) for Area 10 E. Intend to patrol southwest of Y.P.

1 June.

Patrolling Area 10 E.

- 0436 (I) Increased speed to standard speed and c/c to north. Topping off battery.
- 0625 (I) Increased speed to full speed.
- 0900 (I) Patrolling across Y.P. - SURVIG.O traffic lane. Made trim dive. No gradient down to 350 foot.
- 0937 (I) Surfaced. Resumed patrol on course 040° (T) and reverse at 10 knots.
- 0955 (I) Sighted patrol plane bearing 150° (T), heading in. Dove. C/C to 220° (T).
- 1103 (I) C/C to 130° (T).
- 1115 (I) Sighted patrol plane (M.VIS) bearing 133° (T).
- 1117 (I) Pinging bearing 140° (T). Nothing in sight.

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- 1123 (I) C/C to 140 (T) to keep pingling ahead and note change in bearing.
- 1130 (I) Heard screws bearing 134° (T). Came left to 130° (T).
- 1134 (I) Lost screws.
- 1134 (I) Sighted plane bearing 140° (T).
- 1139 (I) Sighted mast now clearly in sight bearing 115° (T). They have zigged right. Angle on bow 35° port. Came left to normal approach course. Went to 100 feet and standard speed.
- 1158 (I) Slowed and planed up to periscope depth. Convoy consists of large tanker, large minelayer and two escorts. Minelayer ahead of an on port bow of tanker, escorts patrolling station from bow to quarter. Tanker now bears 100° (T) angle on bow 50° P, range 9,000 yards. The MIVIS plane is patrolling over target group. He headed for us and for a moment thought we were sighted. Target course now 330° (T), estimated speed 14 knots. Came to course north went to 100 feet and standard speed.
- 1210 (I) Slowed and came to periscope depth. Plane headed in for us but swung off before getting over us. Targets bear 078° (T), range 3,700 yards, angle on bow 40° P. Targets now on course 300° (T), speed 14 knots. Came left to 350° (T), went to 75 feet and standard speed.
- 1218 (I) Periscope depth. Target bears 047° (T) angle on bow 60° P, range 7,500 yards. Target course 290° (T). Came left to course 310° (T). Went to 75 feet and standard speed.
- 1238 (I) Slowed and came to periscope depth. Targets were lost in a rain squall. Visibility about 2,000 yards. Sound bearing continued to draw to the left.
- 1300 (I) Targets bearing 336° (T) by sound. Heavy rain squalls. Decided to run with target until visibility improved. The presence of an air patrol delays surfacing for an end around.
- 1324 (I) Lost sound contact.
- 1341 (I) Sighted patrol plane bearing 337° (T).
- 1430 (I) Sighted smoke bearing 109° (T). Bearing changing to the left. Came to normal approach course.
- 1433 (I) Sighted what appeared to be the pagoda of a BB or CA bearing 099° (T). Went to 80 feet. All ahead standard.
- 1453 (I) Slowed and came to periscope depth. Very much chagrined to find our BB was an E.B. submarine.
- 1457 (I) C/C to left to open range.
- 1509 (I) Surfaced. Exchanged calls with FLYING FISH. Found that the convoy had got around him about 1200 (I). Laid plans for joint attack that night. Since BOWFIN was somewhat faster we were to go on ahead and attack from the southern side of the convoy. FLYING FISH would keep clear on the starboard bow until we attacked and then come in. Opened out to 5 miles and proceeded on base course of 313° (T) at full speed. If convoy is making 16 knots our speed advantage is only 1.8 knots. Hoped targets zig zagging would cut down his advance sufficiently to make contact possible.

CONFIDENTIAL

Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Five.

- 2235 (I) Radar contact bearing 030° (T) range 19,200 yards.
- 2307 (I) Had now closed range to 13,000 yards. The convoy consisted of four targets, two large and two small. The two large targets were steaming in line of bearing with an interval of about 500 yards. The escorts patrolled station from bow to quarter at ranges of 1000 to 2500 yards, the distance being changed frequently so that prediction as to their future positions was mere guess work.
- 2347 (I) Moon came out from behind clouds. Visibility excellent. Necessary to track at a mean range of 15,000 yards. Could see target group clearly and used TBT bearing for TDC.
- 2 June 44
- 0018 (I) All ahead flank. Convoy speed 16 knots. At full speed our speed advantage was too small to keep at proper visual and radar range and still get ahead. The zig plan used by the convoy was intricate and followed ^{no} predictable pattern except that it was built around a base course of 310° (T) and zigs were usually 30° or a multiple thereof. Some legs would be 4 minutes long while the next one might be of 12 minutes duration. Courses checked from 250° to 010° and the amount or direction of change could not be predicted.
- 0235 (I) Now 12,600 yards ahead of convoy which is on base course 310° (T) speed 16. Visibility poor.
- 0237 (I) Rain squall set in. The last zig put us slightly on vonvoy's starboard bow but since we had had no indications that FLYING FISH was in the vicinity decided to attack. Came left and headed in.
- 0243 (I) Rain now so heavy it is impossible to see our own bow. Plan to shoot six bow tubes at 3,000 yards and clear out. Near escort 2,000 yards abeam of large target.
- 0248 (I) Radar ranges and bearings indicate that target has zigged towards us, angle on the bow zero, range 6,550 yards. Have lost both escorts, apparently blanked out by larger ships. Rain is still extremely heavy. Could certainly have used a PPI at this time.
- 0250 (I) Near escort now picked up by radar at range of 4,500 yards closing rapidly. He had moved up to the starboard bow of the large targets and was 2,000 yards off their track. Situation was as follows: On the track of 16 knot convoy range 6,000 yards, angle on bow zero, visibility nil, one escort on our port hand at 4,500 yards closing rapidly and the other escort's position unknown except that it was some place on our starboard hand. Went ahead flank and c/c to the right to put convoy astern and gain a position ahead for another attack.
- 0300 (I) Convoy astern, tracking from ahead, range opening.

Subject: U.S.S. BOEWIN (SS227) - Report of War Patrol Number Five.

- 0330 (I) Slightly on starboard bow of convoy, range 12,000 yards. The rain had ceased and it was clearing to the eastward but a very dark background still existed to the northwestward. Decided to attack from port side to take advantage of this favorable background and to permit the use of the TBT bearings and visual observation to detect zigs. Commenced working across the enemy's track.
- 0357 (I) Across convoy's track, range 12,600 yards, sharp port angle on the bow. Plan to attack as follows: If near escort has dropped back to quarter will fire six torpedoes on approximately 50° port track, range 8,000 yards, clear out to the right, retaining stern tubes for escort. If escort is on or forward of beam will come in astern of near escort and shoot six torpedoes on a 100°-120° port track, clear out to the right, retaining stern tubes for the far escort. Came left for attack.
- 0402 (I) Near escort found to be slightly forward of the beam of the large target. Now 1,000 yards to track of this escort. Came right to allow him to pass ahead.
- 0405 (I) Convoy has zigged right to 310° (T). Range to large target now 6,500 yards, generated angle on bow 120° port. Near escort now in clear on port bow range 4,400 yards. Right hand escort 14° relative, range 7,500 yards. Coming left to put near escort dead ahead. Closed large ship to 5,800 yards.
- 0416 (I) Outline of all four ships visible. Could see phosphorescent wake of near escort and bow wave of target. Indications of another zig to the right. Increased speed to 16 knots. Hope escort will not see our large luminous bow and stern wave. Range to near escort decreasing, thought he had seen us. Slowed to 14 knots and near escort opened out. Range to large ship increasing and bearing drawing to left. Came left to keep bow pointed towards big ship in hopes he might zig to his left.
- 0426 (I) Range to large ship now 6,800 yards and increasing. With down breaking it had become necessary to clear out. Low fuel does not permit another end-around at flank speed.
- 0430 (I) C/O to put targets astern. Sent contact report to ComSubPac and message to FLYING FISH on area frequency reporting position, course and speed of convoy and inability to continue chase. This was a heartbreaker to lose after tracking for 18 hours and a submerged approach. Heeded for area at one engine speed, 210 miles to go.

3 June.

Returning to Area 10 E.

- 0509 (I) Made trim dive.
- 0615 (I) Surfaced. Commenced surface patrol 40 miles to northwest of Y.P.
- 0730 (I) Received instruction for special mission. Proceeding to new station.

Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Five.

- 0845 (I) SD radar contact 21 miles. Lost contact shortly.
 1110 (I) SD radar contact 10 miles, closing. Dove.
 1202 (I) Surfaced.
 1207 (I) SD radar contact 12 miles, closing. Dove. Just before diving sighted two bombers (BETTY) bearing 145 (T), range opening. Did not sight plane that was closing rapidly.
 1240 (I) Surfaced.
 1320 (I) SD radar contact 16 miles. Lost contact shortly.
 1335 (I) Sighted plane bearing 297° (T) headed in. Dove.
 1436 (I) Surfaced.
 1450 (I) SD radar contact 7 miles, closing. Dove.
 1453 (I) One bomb, not close.
 1638 (I) Planed up to 50 feet for sweep with SD before surfacing. Contact 3 miles, closing. Went deep.
 1829 (I) Surfaced.
 1908 (I) Struck submerged object. At first thought it was a distant explosion but starboard screw developed a vibration which confirms striking something. Have encountered numerous oil drums thruout the day.

4 June.

Performing special mission.

5 June.

Performing special mission.

6 June.

Performing special mission.

1000 (I) Special mission completed. Departed station for MIDWAY.

7 June.

Enroute MIDWAY.

- 0457 (I) Made trim dive.
 0530 (I) Surfaced.
 0800 (I) Set clocks ahead to zone - 10 time.
 1307 (K) Sighted capsized life boat. During the remainder of the day sighted numerous oil drums.

8 June.

Enroute MIDWAY.

- 0436 (K) Indications of another SJ radar in vicinity.
 0541 (K) Sighted submarine thru high periscope bearing 025° (T) estimated range 15,000 yards.
 0547 (K) Identified submarine as friendly by silhouette. For the next hour was unsuccessful in exchanging calls. The small Aldis lamp is of no value at ranges in excess of 2,000 yards. By closing range and using semaphore exchanged calls with PINTADO.

Subject: U.S.C. BOATIN (36267) - Report of War Patrol Number Five.

- 0630 (K) Sighted east bearing 100° (T). Now convinced P.W.T. was tracking this target. Increased speed to flank and put target astern to keep close.
- 0750 (K) Had closed P.W.T. sufficiently to inform him by semaphore of the presence of target astern. Proceeded in company to investigate.
- 0825 (K) Target astern identified as a friendly submarine. Proceeded. This accounts for two of the four submarines in this area.
- 0905 (K) Estimated course 195° (T).
- 1907 (K) Sighted object on the horizon thru high periscope bearing 031° (T). Healed for it.
- 1915 (K) Object identified as a submarine. Now bears 031° (T) estimated range 12,000 yards, large starboard angle on the bow. Sun set and visibility getting poor. C/C to 170° (T) all ahead flank to close track.
- 1922 (K) Lost sight of target c/c to 130° (T). Best indications by plot and TDC show target on course 195° (T) speed 15 knots. Possibly sub dove at this time.
- 1929 (I) C/C to 035° (T) to close target. Healed in on this course until general range was 7,000 yards. Nothing in sight or on radar. Visibility poor.
- 1939 (K) C/C to 150° (T). Plan to open range to 10,000 yards and then run on best estimate of target's course 195° .
- 1949 (K) C/C to 195° (T) slowed to 15 knots.
- 2009 (K) Eastern sky and horizon completely covered by cloud. Moon will be of no assistance for identification purposes.

In view of the fact that there are at least two other friendly submarines operating in this immediate area, there is a possibility that this target may be one of them. Having no positive means of identification decided to clear area. It was unfortunate that the contact did not occur earlier in the day in order that the enemy or friendly character of the target could be determined. C/C to clear area.

9 June.

Enroute MIDWAY.

The noise caused by the starboard shaft is getting progressively worse. Loud banging at anything over 85 rpm when submerged.

- 2327 (K) Indications of another SJ radar in vicinity.

10 June.

Enroute MIDWAY.

- 0023 (K) Lost indications of SJ radar.
- 0030 (K) Commenced patrol on course 090° (T) and reverse, speed 10 knots. Reversing course hourly.

CONFIDENTIAL

Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Five.

- 1000 (K) Coased patrol.
1010 (K) SD radar contact 8 miles, closing. Dove.
1055 (K) Surfaced.
1310 (K) SD radar contact (2 targets), closing. Dove.
1410 (K) Surfaced.

11 June.

Enroute MIDWAY.

- 1328 (K) Exchanged calls with C.V.I.L.L.

12 June.

Enroute MIDWAY.

- 1603 (K) Exchanged calls with BANG.

13 June.

Enroute MIDWAY.

- 1603 (L) Exchanged calls with SEFOLF. Like old home week.

14 - 16 June.

Enroute MIDWAY.

17 June.

Enroute MIDWAY.

- 1350 (M) Sighted SHARK.
1745 (M) Crossed 180th meridian. Changed time to zone + 12. Will repeat June 17th.
1917 (Y) Commenced semi annual discharge of battery at 6 hour rate to determine its capacity.

17 June. (Repeated)

Enroute MIDWAY.

- 0144 (Y) Completed battery discharge. Obtained 101.05 per cent capacity.
0540 (Y) Rendezvoused with SHARK and escort planes. Proceeded in company to MIDWAY.
0815 (Y) Arrived MIDWAY. Received 27,892 gallons fuel, 740 gallons lube oil, a quantity of greatly enjoyed fresh provisions and a thoroughly appreciated batch of mail.
1500 (Y) Departed MIDWAY enroute PEARL HARBOR.

CONFIDENTIAL

Subject: U.S.S. BOFIN (SS237) - Report of War Patrol Number Five.

18 - 20 June.

Enroute PEARL HARBOR.

21 June.

0500 (V-W) Rendezvoused with escort.

1000 (V-W) Arrived Submarine Base, Pearl Harbor.

Serial 01402

Care of Fleet Post Office,
San Francisco, California,
12 July 1944.

CONFIDENTIAL

THIRD ENDORSEMENT to
BOWFIN Report of
Fifth War Patrol.

NOTE: THIS REPORT WILL BE
DESTROYED PRIOR TO
ENTERING PATROL AREA.

COMSUBSPAC PATROL REPORT NO. 460
U.S.S. BOWFIN - FIFTH WAR PATROL.

From: The Commander Submarine Force, Pacific Fleet.
To: The Commander-in-Chief, United States Fleet.
Via: The Commander-in-Chief, U.S. Pacific Fleet.
Subject: U.S.S. BOWFIN (SS287) - Report of Fifth War Patrol.
(25 April to 21 June 1944).

1. The fifth war patrol of the BOWFIN was the first for the Commanding Officer, as such. The patrol was conducted in the Palau Area.
2. Excellent area coverage was maintained and three contacts worthy of torpedo fire made, one of which the BOWFIN was able to close and attack.
3. This patrol is designated as "Successful" for Combat Insignia Award.
4. The Commander Submarine Force, Pacific Fleet, congratulates the Commanding Officer, officers, and crew for this aggressive patrol. While damage to the enemy on this patrol was not as severe as in some of the previous patrols of the BOWFIN, the aggressive and tenacious characteristics of this submarine are still evident. The BOWFIN is credited with having inflicted the following damage upon the enemy during this fifth war patrol:

S U N K

1 - Freighter (similar KENYO MARU) - 6,500 tons (Attack No. 1)

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SUBAD, MI	(2)

C. A. LOCKWOOD,

REC'D 8887

SUBAD, M. I.

JUL 17 1944

(3)D					
ASST SUBAD					
MATERIAL					
OPERATIONS					
OFFICER					
COM. OFF.					
PERSONNEL					
NURSING					
RECOGNITION					
BARRACKS OFF.					
TORPEDO OFF.					
YOEAN					

C. P. Hynes
E. L. HYNES, 2nd,
Flag Secretary.

COMMANDER SUBMARINE SQUADRON EIGHT

FC5-8/A16-3

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

Serial 05A

Care of Fleet Post Office,
San Francisco, California.
23 June 1944.

SECOND ENDORSEMENT to
BOWFIN FLEET WAR Patrol.

From: Commander Submarine Squadron EIGHT.
To: Commander-in-Chief, U. S. Fleet.
Via: (1) Commander Submarine Force, Pacific Fleet.
(2) Commander-in-Chief, U. S. Pacific Fleet.
Subject: U. S. S. BOWFIN (SS287) - Fifth War Patrol - comment

1. Forwarded, concurring in the comments of Commander Submarine Division EIGHTY-ONE.
2. The fifth war patrol of the BOWFIN was the first patrol in which the present Commanding Officer was in command. This patrol was characterized by aggressiveness and tenaciousness. It is regretted that the contact of 1-2 June was abandoned after eighteen hours of tracking due to fuel restrictions.
3. The BOWFIN will be given a regular standard refit by the FULTON.
4. It is believed the BOWFIN inflicted the following damage upon the enemy:
SUNK
1 Freighter (Estimated Certain), 6,500 tons.
5. The Commanding Officer, officers, and crew are congratulated on completing another successful patrol for the BOWFIN.

W. M. DOWNES.

SUBMARINE DIVISION EIGHTY-ONE:

FB5-81/A16-3

Care of Fleet Post Office,
San Francisco, California,
22 June 1944.

Serial 07

C-O-N-F-I-D-E-N-T-I-A-LFIRST ENDORSEMENT to
BOWFIN Fifth War Patrol.

From: The Commander Submarine Division EIGHTY-ONE.
 To : The Commander-in-Chief, U. S. Fleet.
 Via : (1) The Commander Submarine Squadron EIGHT.
 (2) The Commander Submarine Force, Pacific Fleet.
 (3) The Commander-in-Chief, U. S. Pacific Fleet.
 Subject: U.S.S. BOWFIN (SS267) - Fifth War Patrol - Comment
 on.

1. The Fifth War Patrol of BOWFIN was of 58 days duration, of which 30 days were spent in the Palau Areas. This was the first war patrol for the new Commanding Officer as such. BOWFIN fired six torpedoes during this patrol and arrived Midway with 9,335 gallons of fuel.

2. BOWFIN contacted three small convoys, a properly marked hospital ship and various patrol craft and fishing vessels. Action against convoys was as follows:

Ship Contact #7 - 2 large AKs, 1 #13 Minesweeper,
1 patrol boat escort (9 knots).

Made submerged daylight attack. Obtained 2 hits of 6 torpedoes fired before an escort counter-attacked. Heavy depth charging followed. Two hours and a half later BOWFIN saw her target with bow 30° in the air, but was again forced down by enemy air cover. At periscope depth an hour and a half later, BOWFIN found target had sunk leaving empty life boats and life rafts in the area. It is considered that BOWFIN inflicted the following damage upon the enemy:

SUNK

1 Freighter (EC)

6,500 tons

BOWFIN trailed the convoy during the night and attacked the next day, but another Blue submarine undoubtedly the ASPRO damaged and finally sank the remaining AK as BOWFIN reached a range of 3,000 yards.

20 June 1944.

Serial 07

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

Subject: U.S.S. BOWFIN (SS287) - Fifth War Patrol -
 Comment on.

Ship Contact #12 - 1 Small AK, 1 DD FUBULLI, 1 Trawler
 Escort (8 knots).

Correct decisions were made by CO BOWFIN upon initial contact, but the convoy was probably alerted by a catcher type patrol boat which passed close aboard the BOWFIN when joining the convoy. BOWFIN attempted end around during daylight after the convoy zigged away, but was not able to attack before the convoy reached Palau.

Ship Contact #15 - 1 Tanker, 1 large Mine Layer, 2
 Escorts (16 knots).

This was a daylight contact on a fast convoy which had previously passed by FLYING FISH. The convoy zigged away and was lost in rain squalls after which BOWFIN and FLYING FISH joined up and planned further attacks. These in the case of BOWFIN were thwarted during the night by heavy rain squalls and by the intricate zigs of the convoy which covered 120 degrees. A contributing factor was BOWFIN's lack of a PPI. BOWFIN decided not to trail because of fuel expenditure factors.

3. The last convoy (Ship contact #15) contained a valuable tanker and it is considered that the situation would have justified retention of contact and further trailing or attack operations.

4. The following observations are of interest:

JP equipment gave excellent results.
 Australian food products were of poor quality.
 On 14 June, there were definite indications of radar near an enemy convoy; these probably came from ASPRO.

20 June 1944

Serial 07

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

Subject: U.S.S. BOEFIN (SS287) - Fifth War Patrol -
Comment on.

Our submarines in the Palau Areas unknowingly concentrate on the same convey and, particularly in these Areas, should have the aid of IFF to augment results.

5. The BOEFIN returned from patrol in very good material condition and will be given a normal refit by the FULTON which will include installation of new trim pump, PFI and if available IFF equipment.

6. The Commanding Officer, officers and crew, are congratulated for the damage done the enemy which enhances the string of successes attained by BOEFIN.

W. J. Suits
W. J. SUITS.

SS287/116/A9

Serial (15)

U.S.S. BOWFIN (SS287)
Care of Fleet Post-Office
San Francisco, Calif.

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

From: The Commanding Officer, U.S.S. BOWFIN.

To : The Commander-in-Chief, U.S. Fleet.

Via : (1) Commander Submarine Division 82.

(2) Commander Submarine Squadron 8.

(3) Commander Submarines Pacific Fleet.

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

Enclosures: (A) Subject Report.

(B) Track Chart (For ComSubPac).

1. Enclosure (A), covering the fifth war patrol of this vessel conducted in the P.A.L.U AREA during the period 25 April 1944 to 21 June 1944 is forwarded herewith.


JOHN CORBUS

SUBMARINE FORCE, PACIFIC FLEET

REC'D NO 1210
SUBAD, M. I.

FF12-10/A16-3(15)/(16)

Care of Fleet Post Office 1944
San Francisco, California,

22 September 1944

Serial 02035

CONFIDENTIAL

THIRD ENDORSEMENT to
BOWFIN Report of
Sixth War Patrol.

NOTE: THIS REPORT WILL BE
DESTROYED PRIOR TO
ENTERING PATROL AREA.

SUBAD	
ASST SUBAD	
STAFF	
OFFICERS	
COMM. OFF.	
PERSONNEL	
DISBURSING	
RECOGNITION	
STOCKS OFF.	
FORPEDO OFF.	
FORMAN	

COMSUBSPAC PATROL REPORT NO. 529.
U.S.S. BOWFIN - SIXTH WAR PATROL.

From: The Commander Submarine Force, Pacific Fleet
To: The Commander-in-Chief, United States Fleet
Via: The Commander-in-Chief, U. S. Pacific Fleet

Subject: U.S.S. BOWFIN (SS287) - Report of Sixth War Patrol.
(16 July to 13 September 1944).

1. The sixth war patrol of the BOWFIN was conducted in the Central Nansei Shoto Area.

2. Expert planning and outstanding fighting spirit, characteristic of the BOWFIN, was displayed throughout this highly successful patrol. The first attack, which accounted for two ships, a concrete dock at the landing on Minami Daito Jima Island, and a bus loaded with a Japanese liberty party, is unique in submarine warfare and was over-shadowed only by Attack No. 2, in which a complete five ship convoy, including two destroyers, was sunk. The two aggressive successful gun attacks were also typical of this fighting ship.

3. This patrol is designated as "Successful" for Combat Insignia Award.

4. The Commander Submarine Force, Pacific Fleet, congratulates the commanding officer, officers, and crew for another aggressive and highly productive patrol, adding to the splendid record of success established by the BOWFIN. The BOWFIN is credited with having inflicted the following damage upon the enemy during this patrol:

S U N K

- 1 - Small AK (EC) - 1,000 tons (Attack No. 1)
- 1 - Small AK (EC) - 1,000 tons (Attack No. 1)
- 1 - Large AK (LIMA MARU Type) (EC) - 7,100 tons (Attack No. 2)
- 1 - Large AK (ARGUN MARU Type) (EC) - 6,700 tons (Attack No. 2)
- 1 - DD (MINEKAZE Class) (EC) - 1,300 tons (Attack No. 2)
- 1 - DD (MINEKAZE Class) (EC) - 1,300 tons (Attack No. 2)
- 1 - Large AK (NANA MARU Type) (EC) - 6,800 tons (Attack No. 2)
- 1 - SMC Trawler) (EC) - 500 tons (Gun Attack No.1)
- 1 - Small AK (EC) - 1,000 tons (Gun Attack No.2)

TOTAL SUNK 26,700 tons

FF12-10/A16-3(15)/(16)

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

Serial 02035

CONFIDENTIAL

THIRD ENDORSEMENT to
BOWFIN Report of
Sixth War patrol.

NOTE: THIS REPORT WILL BE
DESTROYED PRIOR TO
ENTERING PATROL AREA.

COMSUBSPAC PATROL REPORT NO. 529:
U.S.S. BOWFIN - SIXTH WAR PATROL.

Subject: U.S.S. BOWFIN (SS287) - Report of Sixth War Patrol.
(16 July to 13 September 1944).

D E S T R O Y E D

1 - Dock (Attack No. 1)
1 - Loaded Auto Bus, complete with liberty party. (Attack No. 1)

C. A. LOCKWOOD, Jr.

DISTRIBUTION:(Complete Reports)

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SubTrainPac	(2)
All Submarines, Pacific	(1)

E. L. Hynes
E. L. HYNES, 2nd,
Flag Secretary.

SS287/A16/A9

Serial 021

U.S.S. BOWFIN (SS287)
Care of Fleet Post Office,
San Francisco, Calif.

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

13 September 1944

From: The Commanding Officer.
To : The Commander-in-Chief, U.S. Fleet.
Via : (1) The Commander Submarine Division 42.
(2) The Commander Submarine Squadron 4.
(3) The Commander Submarine Force, Pacific Fleet.
Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Six.
Enclosure: (A) Subject Report.
(B) Track Chart (For ComSubPac).

1. Enclosure (A) covering the sixth war patrol of this vessel conducted in the central NANSEI SHOTO area during the period 16 July 1944 to 13 September 1944 is forwarded herewith.


JOHN CORBUS

Subject: U.S.S. OWFIN (SS287). - Report of War Patrol Number Six.

(A) PROLOGUE.

Arrived PEARL HARBOR, T.H. 21 June 1944 from Fifth War Patrol. Commenced normal refit by U.S.S. FULTON. Major items accomplished: Installed Gould Trim Pump, Mk. IX Arma Auxiliary Compass, SJ-a radar with PPI, IFF equipment, preselector for SD radar, and 450 foot bathythermograph. Overhauled No. 3 and No. 4 main engines and auxiliary engine. Ship docked. Replaced starboard propeller that had been damaged by striking a submerged object during last patrol. Conducted four day training period. Fired three practice torpedoes. Two day loading period. Ready for sea 16 July 1944.

(B) NARRATIVE.

16 July.

1337 (U-V) Underway from Submarine Base, PEARL HARBOR, T.H. for Sixth War Patrol in accordance with ComSubPac Operation Order 245-44 of 14 July 1944. Task Unit Designation 17.1.24. PC-571 surface escort until dark.

1555 (U-V) Made trim dive.
1648 (U-V) Surfaced.
2025 (U-V) Released escort.

17 - 19 July.

Enroute MIDWAY. Held daily dives, drills and fire control problems. Weather abnormally fine.

20 July.

0712 (X) Rendezvoused with escort planes.
1000 (X) Arrived MIDWAY. Moored alongside U.S.S. FULTON. Received 18,220 gallons of fuel oil and 413 gallons lube oil. Repaired SJ training equipment, made minor adjustments to PPI and steering system.
1630 (Y) Departed MIDWAY. Swung ship to check accuracy of SJ-a equipment and TBTs. Escorted by planes until dark.

22 July.

0428 (M) Crossed 180th Meridian. Dropped 21 July from the log.
0528 (M) Made trim dive.
0611 (M) Surfaced.

23 - 25 July.

Proceeding patrol area. Uneventful. Held daily dives, battle problems and emergency drills. Attention is invited to temperature gradients encountered in the open sea.

SUBMARINE DIVISION FORTY TWO

FB5-42/A16-3

Serial (063)

Fleet Post Office
San Francisco, California
14 September 1944.

CONFIDENTIAL

FIRST ENDORSEMENT to
BOWFIN Report of Sixth
War Patrol.

From: The Commander Submarine Division FORTY TWO.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Submarine Squadron FOUR,
(2) The Commander Submarine Force, Pacific Fleet.
(3) The Commander in Chief, U.S. Pacific Fleet.
Subject: U.S.S. BOWFIN (SS287) - Report of Sixth War
Patrol - Comments on.

1. The Sixth War Patrol of the U.S.S. BOWFIN conducted in the Central NANSEI SHOTO area covered a period of sixty days, thirty of which were spent in the assigned areas.

2. Attack No. 1 - On 9 August contacted by radar a convoy consisting of one medium sized AK and three smaller vessels headed for MINAMI DAITO. It appeared as if the convoy were going alongside the dock consequently torpedo fire was withheld until one or more ships moored to the new concrete dock. Range 1,750 yards, fired three bow torpedoes during submerged daylight approach at a 1,000 ton AK lying to off dock. The AK disintegrated when the second torpedo hit him on the port quarter. Fire was then shifted to another 1,000 ton AK moored alongside the dock. Range 1,150 yards, fired three bow torpedoes. All three torpedoes hit and the resultant explosions were tremendous. When the smoke and flying debris cleared the merchantman had disappeared and the dock was obliterated. A large bus which was loading personnel just prior to the explosions was a tangled mass of wreckage.

Attack No. 2 - This was a night surface attack on a convoy consisting of three AP-AKs escorted by two MINEKAZE class destroyers. This attack was exceedingly well planned and took place in restricted waters. Range 2,800 yards, fired six bow torpedoes at two overlapping AP-AKs with DD escort just astern. Two hits were observed in the leading ship which broke in two and sank immediately. The second ship was also hit by two torpedoes. Great clouds of smoke and a fire were observed as the ship started to settle by the stern. One torpedo hit the DD escort and it was observed to disintegrate instantaneously under the influence of a magazine or

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 San Francisco, California
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FIRST ENDORSEMENT to
BOWFIN Report of Sixth
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depth charge explosion. Fired four stern tubes at remaining AP-AK and other DD which was just astern at ranges of 3,100 yards and 2,400 yards respectively. The destroyer disintegrated in an even more violent explosion than the first one and disappeared immediately from the radar screen. One hit was observed on the AP-AK which appeared well aft and started a fire. Shortly after this attack the AP-AK damaged in the first phase disappeared from the radar screen while three muffled heavy explosions were heard. In view of the immediate and thorough search conducted in this restricted area with no evidence of any targets still remaining afloat it is considered that the entire convoy and DD escorts were sunk.

Attack No. 3 - This was a day submerged periscope approach on a 400 ton armed trawler. Fired stern tube, range 950 yards, torpedo set at ten feet. Torpedo missed. Two minutes later fired another stern torpedo, range 1,000 yards, torpedo set at zero feet. Torpedo missed. One minute later fired still another stern torpedo, range 1,100 yards, torpedo set at zero feet. Torpedo missed. No explanation for misses can be given other than they passed under target. The data was excellent and the target practically stopped.

Gun Attack No. 1 - Four hours later the BOWFIN made a Battle Surface and opened fire with all guns on the same armed trawler of torpedo attack No. 3. Ten 4" gun hits were made with thirty-seven shots which blew off the stern and had the target completely enveloped in flames.

Gun Attack No. 2 - Targets consisted of one 1,000 ton AK and two 300 ton AKs. The large AK was taken under 4" gun fire at 4,000 yards but was ineffective. As the smaller Maru closed fire was shifted to these targets causing them to sheer off and open the range. At this time machine gun bullets were falling all around the BOWFIN but fortunately no one was injured. On shifting 4" gun fire back to the large Maru several effective hits were made which caused several fires fore and aft. After firing last round of 4", closed range to 500 yards and poured 20 MM and 30 caliber bullets into his hull and along the decks. The BOWFIN pulled clear to watch the deck gasoline drums and eight depth charges explode.

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Torpedo Attack No. 4 - It was decided to finish
off the burning target of Gun Attack No. 2 with one torpedo.
Three torpedoes fired singly were expended without hitting
at ranges of 500 to 600 yards. Since all three torpedoes
were fired on the surface their tracks were closely observed.
In all cases the torpedo hooked left at the beginning of the
run causing the torpedoes to miss astern.

3. The BOWFIN will return to Mare Island for overhaul.

4. It is considered that the following damage was
inflicted on the enemy:

S U N K

2	1,000 ton AKs	- - - - -	2,000 tons
1	AK-AP (LIMA MARU Class)	- - - - -	7,098 tons
1	AK-AP (ARGUN MARU Class)	- - - - -	6,682 tons
1	AK-AP (NANA MARU Class)	- - - - -	6,764 tons
2	DDs (MINEKAZI Class)	- - - - -	2,690 tons
1	AK	- - - - -	1,000 tons
1	Armed Trawler	- - - - -	400 tons
	Total Sunk	- - -	26,434 tons

5. The Commanding Officer, officers and crew are
congratulated on an excellent and outstandingly aggressive
patrol.

W. V. O'Regan
W. V. O'REGAN.

FC5-4/A16-3

Fleet Post Office,
San Francisco, California,
17 September 1944.

Serial 0353

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SECOND ENDORSEMENT to:
U.S.S. BOWFIN, report
of Sixth War Patrol.

From: The Commander Submarine Squadron FOUR.
To: The Commander-in-Chief, United States Fleet.
Via: (1) The Commander Submarine Force, PACIFIC FLEET.
(2) The Commander-in-Chief, U.S. PACIFIC FLEET.

Subject: U.S.S. BOWFIN (SS287), Report of Sixth War
Patrol - Comments on.

1. Forwarded, concurring in the remarks of the Command-
er Submarine Division FORTY-TWO.

2. In attack #1, the cool, deliberate attack on ships
lying at or near a valuable loading dock resulted in the complete
disintegration of the ships and devastating damage to the dock.
In addition, the resulting demolition of a loaded personnel bus
on the dock is considered unique in submarine warfare.

3. The complete destruction of a five (5) ship convoy
(including two (2) DDs) is a superb example of a job which is be-
coming commonplace for this fighting ship.

4. This patrol of the BOWFIN is notable in its con-
tinued aggressiveness, excellent planning of attacks, and most
gratifying results.

5. The Commanding Officer, officers, and crew are
heartily congratulated on the conduct of this patrol and for
the heavy damage they inflicted on the enemy.



C. F. ERCK.

CONFIDENTIAL

Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Six.

26 July.

- 0900 (K) Indications of approaching storm with an easterly wind of force 5 and falling barometer, Posit: 30°- 50'N, 156°-58'E.
- 2100 (K) Wind decreased to force 3 and shifted to S.E. Barometer commenced rising.
- 2235 (K) Picked up interference on SJ radar. Identified as another SJ radar, probably from STURGEON. Unable to establish contact. Bearing of interference gradually drew to the left and was lost after two hours.

27 - 28 July.

Proceeding patrol area. Uneventful. Held daily dives, tracking and battle problems.

29 July.

Enroute patrol area.

- 0517 (K) Made trim dive.
- 0625 (K) Sound contact bearing 016° (T). Nothing in sight. Unable to develop this contact during the next 30 minutes.
- 0654 (K) Surfaced.
- 0834 (K) SD radar contact 16 miles.
- 0839 (K) Dove. Plane had closed to 10 miles.
- 0954 (K) Surfaced.
- 1000 (K) SD radar contact 22 miles. Range opened to 28 miles. Two large bombers sighted shortly after contact was made.
- 1025 (K) Commenced passing thru wreckage and debris which included bamboo rafts, and much timber. Posit: 29°- 41'N, 140°- 47.1'E.
- 1102 (K) SD contact 16 miles. Shortly thereafter sighted a float plane bearing 222°(T) crossing port to starboard.
- 1110 (K) Dove. Plane apparently sighted us and headed in.
- 1114 (K) One depth charge - not close.
- 1411 (K) Surfaced.
- 1425 (K) Dove. SD radar contact at 18 miles closed rapidly to 12 miles.
- 1727 (K) Surfaced.
- 1754 (K) Obtained radar fix on SOFU GAN bearing 035° (T), range 15 miles.
- 2200 (K) Noted long swells that usually precede a typhoon had commenced running from the southwest.
- 2315 (K) Completed decoding message giving location, intensity and path of a typhoon. If we continue present course and speed we will pass through center of storm tomorrow night. Altered course to southward to pass astern of storm center and still keep clear of patrol areas. Both swells and direction of wind verify existence and location of storm.

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Subject: U.S.S. POWFIN (SS287) - Report of War Patrol Number Six.

30 July.

Enroute patrol area.

Thruout the night had indications of radar on 93 and 130 m.c. but had no contacts with planes.

- 0527 (K) Made trim dive.
- 0702 (K) Commenced surfacing. SD radar contact 2 $\frac{1}{2}$ miles. Went deep. Heavy swell running from southwest made depth control at 50 feet impossible.
- 0845 (K) Surfaced.
- 1131 (K) Sighted patrol plane bearing 157° (T), estimate range 10 miles.
- 1133 (K) Dove. Plane had turned and headed for us. Last range 6 miles.
- 1139 (K) One depth charge - not close.
- 1155 (K) One depth charge - not close.
- 1439 (K) Surfaced.
- 1930 (K) Estimate storm center has moved to the northward of us. C/C to 270° (T).

All times from here on are Zone - 9 (I) unless otherwise noted.

31 July.

Enroute patrol area.

The weather thruout the day has been bad. Heavy seas, a force 5 - 6 southwest wind and frequent squalls with reduced visibility were encountered and are indicative of the intensity of the typhoon that is estimated to have passed 150 miles to the westward of us.

During the morning picked up indications of a radar on 93 m.c. On three occasions the interference was noted on the SD radar screen. The interval between indications on the screen was one hour which might indicate that it was an airborne radar on a search plane. No plane contacts were made.

- 2330 Entered patrol area. Plan to patrol northeast of KIKAI JIMA to intercept BUNGO SUIDO north or southbound traffic.

1 August.

- 0515 Patrolling north of KIKAI JIMA.
Dove. Commenced submerged patrol.

Weather thruout the day fair to good. Heavy swells from the south made depth control difficult. Our position is in doubt after running through the end of a typhoon, but desire to remain undetected until first contact is made. The reported presence of numerous air fields, lookout stations, and surface patrols makes a submerged patrol inshore a necessity.

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Subject: U.S.S. BCWFIN (SS287) - Report of War Patrol Number Six.

1938 Surfaced. Radar contact on AKUSEKI JIMA. This puts us considerably to westward of our estimated position. Obtained star fix to verify radar fix. Altered course to take up patrol to eastward of KIKAI JIMA.

2 August.

Patrolling to eastward of KIKAI JIMA.

0508 Dove. Commenced submerged patrol east of KIKAI JIMA.

1942 Surfaced.

3 August.

Patrolling eastward of AMAMI O SHIMA.

0505 Dove. Commenced closing the coast.

2005 Surfaced.

The brilliant full moon with a cloudless sky does not make for a feeling of security. For the past three nights have noted indications of a radar on 81 m.c. As the coast is opened the intensity of the signal decreases, leading to the assumption that it is a shore based installation. Strong north and south currents were experienced southwest of KIKAI JIMA.

4 August.

Patrolling to the eastward of AMAMI O SHIMA.

0458 Dove.

2003 Surfaced.

5 August.

Patrolling east of southern tip of AMAMI O SHIMA.

0503 Dove.

Just prior to diving the radar indications on 81 m.c. were very strong.

0757 Sighted ship on a southerly course bearing 283° (T), estimated range 12,000 yards. Came to normal approach course and went ahead standard speed.

0820 Target estimated to be on course 215° (T), range opening with an angle on the bow 120° Port. Came right to parallel him in the hopes he might zig towards us. Continued to run at standard speed for an hour but range continued to open.

Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Six.

0913 Lost sight of target. Continued to trail in hopes he might head back. Only the top of the masts and funnel could be seen. Judging by the gout's of smoke he was a coal burner and from size of the masts and funnel he was estimated to be of medium size.

2003 Surfaced.

2029 Noted heavy radar interference on SJ screen and PPI. Best bearing 200° (T). Headed for it. Unable to establish communication. During the next four hours bearing drew to the left or remained constant. Convinced it is another SJ radar but on the chance it might be a convoy, continued to head for it. No. 1 main engine out of commission because of cracked liners. Speed in heavy swell limited to 15 knots. This contact later proved to be BARBEL. Was unable to get a range throughout the chase.

6 August.

Patrolling south of TOKUNA SHIMA.

0022 Abandoned chase of the source of SJ radar interference. Altho unable to establish communications, convinced from the sweep rate frequency and ability of the target to follow changes in our pulse rate that it is an SJ radar. Headed back for patrol station.

0500 Decoded BARBEL's message locating her in the area where we experienced the radar interference.

0507 Dove.

2000 Surfaced. Decided to patrol during the night to the eastward in event that traffic had been routed out to sea.

7 August.

Patrolling to eastward of OKINOYERABU JIMA.

0524 Dove.

Wind and sea from the south have increased. Heavy swell running.

2008 Surfaced.

Heavy sea running with a force 4 wind from the south.

8 August.

Patrolling on the surface to eastward of OKINAWA JIMA.

In view of the fact that during the past seven days have produced but one contact feel there is a definite possibility that traffic is being routed to the eastward, and therefore will run a surface patrol off shore.

1005 Sighted plane bearing 180° (T), range 13 miles on a northeasterly course. Not sighted.

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9 August.

Patrolling to westward of MINAMI DAITO JIMA.

Because of the close proximity of DAITO JIMA and the possibility of finding a ship loading sugar or phosphate at the docks felt that it was worth while investigating both islands.

0500 Submerged.

Just prior to diving heard a very strong signal on 92 m.c. Feel confident there is a radar installed on one of these islands.

Conducted submerged patrol three miles off western coast of MINAMI DAITO and KITAI DAITO. Observed a new concrete dock in vicinity of loading cranes on the western side of MINAMI DAITO that is not shown on the chart. There is also a concrete ramp leading to the water. The refinery on this island is in operation as indicated by the smoke. The precipitous cliffs that surround the island would make an opposed landing difficult.

On KITA DAITO there are two tall masts that might be radio masts located near the southwestern landing. No indications of fortifications or barracks. There was no shipping at either island.

Currents in the vicinity of these islands are predominantly westerly. The charts are very good. Excellent fixes were obtained on tangents and high points.

1231 Sighted single engined plane heading out from KITA DAITO. He was flying close to the water as if on patrol so went to 150 feet in view of smooth sea. This plane was the only one sighted but the prompt counter measures following the attack next day indicates that there is an air field on one of these islands.

1959 Surfaced.

2010 Radar contact bearing 028° (T), range 14,800 yards. This proved to be a convoy of one fair sized ship with two or possibly three smaller ships that were not picked up until range was about 8000 yards. Base course 140° (T) speed 7 knots. This course headed them for MINAMI DAITO or possibly between the two islands. Decided to track them until they either moored or were clear of the islands. Visibility poor because of haze. Tracked them into landing on western side of the island. Had indications of radar on 300 m.c. Believed we had one fair sized ship escorted by two or three Sub Chasers or MTBs.

2234 Radar contact bearing 080° (T), range 8900 yards. Moon rose and silhouetted this target which proved to be a small trawler or sampan. Two smaller targets accompanied him. Base course again 140° (T) speed 7 knots heading him for KITA DAITO. This target appears smaller than

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2330 one in the first convoy, so at
Discontinued tracking and started sweep to south of island to insure that the first convoy had not sneaked down along the coast and headed south.

10 August.

Patrolling off MINAMI DAITO JIMA.

- 0120 Completed sweep to the south of MINAMI DAITO. No contacts. Apparently the convoy has anchored or moored off western side of island. Commenced working to northwestward. Plan to make submerged reconnaissance of landing places.
- 0205 Commenced getting false contacts on radar. Ranges varied between 3600 and 4500 yards. Nothing in sight.
- 0400 Radar contact at 14,100 yards bearing 034° (T). Unable to develop this contact due to dawn breaking.
- 0451 Submerged. Headed in for landing on western side of MINAMI DAITO.
- 0625 Closed landing place to 4,000 yards. Nothing present. C/C to investigate northern landing and then plan to work up to KITA DAITO.
- 0715 Sighted one trawler type escort and one small merchant ship bearing 090° (T), range 5,000 yards. Another small merchant ship bore 050° (T), range 4,500 yards proceeding on same course as the escort. Went to Battle Stations Torpedo. The escort and one accompanying ship were in the sun glare and had large angles on the bow. The other MARU was lagging so commenced approach on him. The course of all three ships indicated they were heading for the landing on the western side of MINAMI DAITO. As we closed our target watched other two ships head in and lie off the landing. Decided to try and get all three if they moored alongside the new concrete dock. Broke off approach and headed for the landing.
- 0813 Escort c/c to 030° and increased speed, leaving one ship moored to the landing and the other lying to in the vicinity.
- 0849 Headed in for landing on course 105° (T). Will shoot the ship lying to and then swing to shoot the one that is moored. Characteristics of these MARUS are as follows: High clipper bow, high foremast, long low well deck forward with at least two loading hatches, small goal post aft, bridge and high stack aft. They carried two life boats aft on either side of the bridge, and mounted two machine guns, one on the bow and the other on top of the bridge. Identified as Sugar Charlie in J.M.S.T. folder (Allied air forces, Southwest Pacific Area, 20th May 1943). Ships appeared to be riding high and empty. Estimated length at 200 feet, draft at 6 feet, tonnage at 1,000 tons.
- 0919 In position 1,750 yards from ship lying to. He has about 150° port angle on the bow. Decided to fire 3 torpedoes set at two feet due to the small length of target presented.
- 0923 Commenced firing No. 1, No. 2 and No. 3 tubes at 10 second interval. Observed first torpedo just miss the stern of the target and explode on the beach. Second torpedo hit him on port quarter and he was

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- literally torn apart. The third torpedo was not observed due to loss of depth control but sound reported it bearing 040° relative. Spent a very uncomfortable few moments until bearing settled down on 015° relative. Believe this was an erratic run. Commenced swinging left to fire at moored ship with a 90° Starboard track.
- 0929 Commenced firing tubes No. 4, No. 5 and No. 6 set at two feet. Run of torpedo 1150 yards. All three torpedoes ran true as a die and all hit where they were aimed. The resultant explosions were tremendous. The debris was thrown at least 200 feet in the air. A large automobile bus on the dock was being loaded with personnel just before we fired. When the debris had settled the bus was just a tangled mass of wreckage. The dock was practically obliterated and of course there was no sign of the merchant ship. The decision to fire three torpedoes was based on the desire to not only sink the ship but to wreck the dock as well. Both objectives were accomplished.
- 0929-45 Had now closed the beach to 850 yards. Came left with full rudder, twisting, starboard ahead two thirds, port backing full. Never has the BOWFIN turned more slowly.
- 0938 Turn completed. Periscope depth. Nothing in sight except the wrecked dock. Went to 100 feet to start reload.
- 0948 Two depth charges ten seconds apart.
- 0951 Two more depth charges at 10 second intervals. Planed down to 150 feet.
- 0957 During the next seven minutes received ten depth charges, none close. Planed down to 195 feet.
- 1001 Very faint screws bearing 000° (T). C/C to 240° (T) and went to 350 feet.
- 1018 Started up for a look. Picked up screws bearing 230° (T). Remained deep and c/c to right.
- 1019 Four depth charges. Not close.
- 1123 At periscope depth nothing in sight. Resumed reload.
- 2000 Surfaced.

11 August.

Patrolling northeast of YORON JIMA.

- 0515 Dove.
- 1152 Sighted small fishing boat. Too small for torpedoes and were too close to the beach to use the gun.
- 1959 Surfaced.

12 August.

Patrolling southeast of YORON JIMA.

- 0515 Dove.

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During the early hours of the morning heard strong signal on APR equipment at 93 and 132 m.c.

1955 Surfaced.

13 August.

Patrolling on the surface eastward of AMAMI O SHIMA.

A heavy swell has set in from the south southeast which would make periscope observations difficult. In view of the lack of contacts during the past two days will run an off shore patrol.

1104 Passed thru large oil slick.
1341 Passed thru another large oil slick.

At various times thruout the day had indications of radar on 81 and 93 m.c. Apparently radar is kept in operation during day-light.

14 August.

Patrolling to northeast of AMAMI O SHIMA.

On the basis of the oil slicks sighted yesterday feel that some traffic is being routed off shore and will patrol on the surface.

0520 Made trim dive.
0647 Surfaced.
0928 Sighted large plane bearing 050° (T) headed towards us, estimated range 7 miles. He was flying very close to the water and apparently was under the SD radar beam. Dove. Routined torpedoes.
1320 Surfaced.
1416 Signal on APR equipment at 93 m.c. Signal got progressively louder and at
1425 Sighted float plane bearing 190° (T), estimated range 10 miles headed for us. Dove. Again he was flying close to the water and was not picked up by the SD radar.
1922 Surfaced.

Passed north of AMAMI O SHIMA to take up patrol on western side of islands. Had strong signals on APR equipment at 81 m.c., 93 m.c. and 128 m.c. at various times during the night and early morning.

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15 August.

Patrolling on the surface to northwestward of TORI SHIMA.

0509 Made trim dive.

0625 Surfaced.

0930 SD radar contact 26 miles. For the next two hours and a half had intermittent SD radar contacts at ranges of between 32 and 14 miles. Planes not sighted.

1200 SD radar contact 20 $\frac{1}{2}$ miles.

1203 SD radar range closed to 10 miles. Dove.

1259 Planed up to 50 feet for sweep with SD before surfacing. Contact at 11 miles. Went to 100 feet.

1340 Surfaced.

1414 Loud signal on APR at 93 m.c.

1424 SD radar contact at 10 miles. Closing. Dove. Last range at 8 miles.

1658 Planed up to 50 feet for SD radar sweep. Contact at 12 miles.

16 August.

Patrolling between YORON JIMA - THEYA JIMA.

0453 Radar contact bearing 110° (T), range 8120 yards. Reversed course since range was closing rapidly. Target tracked on course 225° (T) speed 18 knots. Looking back on this contact it is now realized that this was our first experience with the "Galloping Ghost of NANSEI SHOTO".

0511 Dove. C/C to head for contact.

Nothing sighted thru periscope after dawn.

1202 Sighted two sailing and one motor driven sampan. All three were close to YORON JIMA.

2009 Surfaced.

2013 Commenced getting contacts on SJ radar at ranges of between 5,000 and 1,500 yards. These were full saturation pips but they could not be developed into contacts. Some would last as long as 10 minutes and could be tracked at speeds up to 30 knots, others would last for only two or three minutes and then disappear. Because of the close proximity of land and the possibility that MTBs might be on anti-submarine patrol, an uncomfortable time was experienced with much changing of course and speed. Attention is invited to the fact that we had land on three sides of us but this fact seemed to have no effect on the direction in which the pips were picked up. On two occasions such pips were picked up in direction free of land and moved in from that direction, closing from 4,200 yards to 1,700 yards at an estimated speed of 18 knots only to disappear. It is of possible interest to note that the sea was practically flat and wind force 0-1. These same conditions

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prevailed on subsequent occasions when similar pips were noted. The Commanding Officer experienced a similar performance while patrolling off MANILA, P.I. and near DARWIN, AUSTRALIA. In both of these cases a smooth sea, little or no wind existed and land was in close proximity. No particular electrical disturbance such as lightning was noted and the pips occurred both when there was a clear and a cloudy sky, which would seem to eliminate the possibility of ionized clouds.

17 August.

Patrolling northwest of TUKUNO JIMA.

0505 Dove.

Just before diving noted strong signal on 154 mc. and much interference on SD radar screen.

0615 Sighted two large planes, probably BETTYS patrolling close to the water. Went to 150 feet.

2003 Surfaced.

18 August.

Patrolling on the surface Southwest of TORI SHIMA.

0519 Made trim dive.

0634 Surfaced.

0943 SD radar contact 28 miles.

0948 SD radar range closed to 10 miles. Dove.

1246 Planed up to 50 feet for radar sweep. Contact at 9 miles.

Surfaced.

1733 Sighted type 42 mine (Mine Identification Manual pg. 17). Sunk it with 20 MM and .30 cal. rifle fire. The sea was so smooth that the SJ radar could follow it out to 800 yards.

19 August.

Patrolling northeast of AGUNI SHIMA.

0506 Dove.

0521 Heard three heavy explosions.

0529 Noted three heavy explosions.

0555 Picked up pinging bearing approximately 305° (T).

0600 C/C to 300° (T) and sighted possible smoke bearing 296° (T). Water is absolutely flat, sky cloudless, sound conditions excellent and a marked mirage effect exists.

0619 Sighted two ships bearing 295° (T) with large angles on the bow. Went to 80 feet and all ahead standard. Changed course to close target.

0638 Three ships now in sight, two in right column, one in left hand column. BOWFIN ahead of right column. Sound has picked up three sets of pinging. Angle on bow 15° starboard. During next 15 minutes had alternate port and starboard angle on the bow. Base course 115° (T) zigging 30° each side every five minutes speed 9 knots. Convoy consists of two

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medium and one small freighter.

- 0653 Sighted three destroyers disposed as follows: One on the starboard bow and one the starboard quarter of left hand ship and the remaining one on the port quarter of the right column. One of the DDs is a MINEKAZES but unable to identify the remaining two. Convoy now on their right leg and should come left on base course in two minutes.
- 0657 Convoy has zigged left to the base course and should come left again in three minutes.
- 0700 Commenced changing course to 235° (T) for a 60 port track. Plan to shoot the two right hand ships when they have zigged back to their base course. Targets have zigged right to 145° (T). New course will give a 90° port track but a considerably longer torpedo run in this glassy water. Now was the time that some mark 18s forward would have been appreciated. In attempting to remain undected lost depth control during the turn and was under for four minutes. Right hand escort bore 020° relative and was echo ranging.
- 0707 Periscope depth. Targets have zigged away again to 175° (T) and torpedo run is over 4,000 yards. Came left for a 130° track if he zigs back while in range.

Convoy continued to NAHA KO on base course 145° (T). Trailed him. This approach failed by attempting to anticipate future zigs after observing the plan for an hour coupled with a 30° change of base course at a critical time. Subsequent observations confirmed the presence of an air screen. The loss of depth control for a period of four minutes during a 60° turn prevented firing before the target zigged away an additional 30°. This was a heart breaker to lose after gaining what appeared to be such a favorable attack position.

- 0755 Sighted 2 engine plane bearing 155° (T) flying close to the water and headed for us. Went deep for 20 minutes.
- 0840 Sighted 4 columns of smoke bearing 084° (T), in vicinity of IYE SHIMA on a southerly course. Went ahead standard speed and c/c to normal approach.
- 0908 Picked up four sets of pinging on bearing of the smoke.

Continued to run at standard speed and at 80 feet between observations but was unable to close this second convoy to sight range. The bearing continued to draw steadily to the right. Believe he was destined for NAHA KO or the pass to the westward of it.

- 1220 Lost pinging and smoke. Took up patrol.
- 1956 Surfaced.

20 August.

Patrolling to westward of IYE SHIMA.

Continued to have frequent false radar contacts throughout the night and early morning. Again unable to develop them.

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0505 Dove.

Water flat calm, no wind. Marked mirage.

0550 Sighted fishing float. First impression was that it was a mine.
1955 Surfaced.

For the remainder of the night had many false contacts, none of which could be developed.

21 August.

0500 Patrolling to northwest of KUME SHIMA.
Dove.

Water again like glass with no breeze.

1951 Surfaced.

Once again had many false radar contacts.

22 August.

0410 Proceeding to patrol south of TORI SHIMA.
Radar contact on 3 targets bearing 111°(T), range 26,000 yards. This is no false contact. Commenced tracking. There are three large ships and at least two small ones.

Estimate of the situation: Dawn will break at 0500 and sunrise occurs at 0604. We are in the vicinity of TORI SHIMA which is reported as having a lookout station and there are numerous air fields in the immediate vicinity. First estimate puts target on a northerly course which leaves us abaft their beam with no definite information as to zig plan, base course and speed. Decided to make end around and if forced down will trail and try for night attack. Commenced end around at flank speed. Base course determined to be 005° (T) speed 9 knots. Ships in two rough columns about 1,000 yards apart, one escort on each quarter patrolling station.

0541 Passed 26 miles to the westward of TORI SHIMA.
0632 Sighted plane ahead of convoy. Why he doesn't see us is a mystery.
0653 Now 26,500 yards ahead of and slightly to eastward of the convoy's track. Base course still checks 005° (T) speed 9 knots. Dove.

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0722 Sighted convoy bearing 177° (T), generated range 20,000 yards, angle on the bow 30° P. It is apparent from the true bearing that the base course has been changed to the right. Subsequent navigational plot showed that base course was now 030° (T). Went to 80 feet, standard speed and the normal approach course.

For the next hour and 15 minutes ran at high speed on the normal approach course attempting to close the track. Succeeded in closing to 5,500 yards. After the unsuccessful submerged attack of the 19th felt pretty much disheartened to again watch five ships go serenely on their way. However in this case the great difference was that we could get up on the surface and work around them for another submerged attack or a night surface attack. From the size of the ships and the heavy air and surface screen felt that it must be an important convoy and was determined that it would not get away undamaged.

Had an excellent opportunity to observe convoy and escorts. They were steaming in two rough columns, distance between columns about 1,000 yards. The far or eastern column consisted of one large modern AP-AK with MKFKM sequence, raked bow, composite superstructure (2 decks), shallow well deck forward and aft and cruiser stern. (Similar to NINA MARU, pg. 119 ONI 208J). One MINEDAZE destroyer patrolled on his quarter and across the stern. The near column consisted of two large AP-AKs. The leading one was a coal burner with MKFKM sequence, straight bow, split superstructure, well deck forward and aft and counter stern. (Similar to LIMA MARU, pg. 246 ONI 208J). The trailing ship was another large coal burning AP-AK with MKKFKM sequence, straight bow, split superstructure, well deck forward and aft and counter stern. (Similar to ARGUN MARU, pg. 247 ONI 208J). Another MINEKAZE destroyer patrolled on the port quarter, astern and at times moved over as far as the starboard quarter. There is no doubt as to the identification of the escorts with the type and arrangement of guns, torpedo tubes and broken deck.

Length of all ships was checked by periscope when the angle on the bow was 90° Port and later at night by the binocular field width.

In addition to the surface escorts the convoy was covered by a two plane air escort that flew a box search, about 10 miles on a side.

1034 Lost sight of convoy and air screen. Surfaced and started end around at flank speed.

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End around was made at an average range of 21,000 yards. Decided to remain on surface until any air contact closed to 8 miles. On several occasions escort planes closed to 9 miles only to turn off on another leg of their box scouting plan. Either our grey paint job is very effective or the Nip birdmen are blind.

- 1123 Plane closed to 8 miles. Dove. Last range 7 miles. Just prior to diving notes heavy interference on SD screen as if the plane might have a jamming device. The "grass" on the screen was displaced about half an inch and it was very difficult to observe the pip.
- 1254 Lost sight of planes. Surfaced and started around at flank speed.

In view of the air patrol conducted end around at a mean range of about 25,000 yards. The box search was so regular that the times the planes would close could be predicted. The Jap is a methodical creature who sticks to a plan come Hell or high water. The SJ radar gave a phenomenal performance in the late afternoon giving accurate ranges and bearings on all three ships at between 42,000 and 45,000 yards.

- 1628 Sighted trawler bearing 102° range 15,000 yards. Ran around him. Afraid that he had sighted us and would warn the convoy but later events proved this fear was groundless.
- 1836 SD contact closed rapidly from 13 to 6½ miles. Submerged. Decided to stay down until plane escorts shoved off since we were well ahead of the convoy.
- 1958 Surfaced on course 060° (T) with generated set up; bearing 178° (T), range 22,100 yards. All ahead full to gain position ahead to attack before targets entered the narrow channel between TAIRA JIMA and SUWANOSE JIMA. Due to the geography of the islands, the position of the convoy and the BOWFIN, maximum attacking time was limited to about 2 hours, a far cry from working in an open field. The quarter moon gave far too much illumination for a night attack. It will set at 2130.
- 2021 Radar picked up the three large targets. No change in the cruising disposition. Generated TDC set up checked satisfactorily on base course 040° (T) speed 9 knots. Track of convoy extended was close aboard and to the westward of AKUSEKI JIMA and into the channel between TAIRA JIMA and SUWANOSE JIMA. Planned to close TAIRA JIMA as close as feasible then cut back to close the track, and hit them in the center of the area between the three islands, leaving the westward clear for retirement.
- 2035 Sighted flashing white light on GAJA SHIMA. Characteristics checked.
- 2039 When 6.9 miles from TAIRA JIMA, having gained sufficient lead, changed course to 090° (T) and slowed to standard speed.

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- 2045 Changed course to 105° (T).
2053 Sufficiently dark by now to attack. Could make out islands as follows: TAIRA JIMA 6 miles just abaft the port beam; SUWANOSE JIMA 8 miles broad on the port bow; and AKUSEKI JIMA 6 miles broad on the starboard bow. Targets bore 214° (T), range 21,600 yards. An uncomfortable spot to have a radar contact bearing 060° (T), range 1,200 yards. Maneuvered to avoid. Immediately lost contact. Settled on course 180° (T) continuing to close track following indications of a zig to the target's right.
- 2105 Dead ahead of right hand column - Left hand column bore slightly on the port bow. Changed course to 225° (T) to open track in order to attack from the westward.
- 2107 Battle Stations Torpedo. Formation checked as follows: The left hand or eastward target (NANA MARU) formed one column and was about 500 yards ahead and 700 yards to the eastward of the leading ship (LIMA MARU) in the right hand column. The right hand or western column consisted of the two coal burners, the LIMA MARU leading by about 200 yards and 225 yards to eastward of the ARGUN MARU which was the trailing ship and smoked excessively. As they zigged these two ships would overlap. The two MINEKAZE destroyers patrolled primarily on the flanks, the far one ranging from the quarter to the bow on the off side while the near one patrolled from the port quarter to astern and over on the starboard quarter of the trailing ship (ARGUN MARU) of the right hand column. Moving over to the starboard quarter later proved to be his undoing. Base course 040° (T) speed 9 knots.
- 2115 Tracking ARGUN MARU since it was nearest ship and when overlapping the adjacent ship presented a larger target. Range 13,850 yards.
- 2122 In position 10,000 yards ahead of target, slowed to ten knots and came left to head in, presenting about a 10° silhouette.
- 2130 With set up checking well on course 060° (T) speed 9 knots, range 8,400 yards, the near escort commenced moving out and up the port quarter of the trailing ship. Range decreased to 6,400 yards and the escort bore 015° relatively. All targets now in sight.
- 2132 Target has zigged to his left putting us too close to the track and in a dangerous position with respect to the escort. Came right at full speed to clear out and come in for another attack. TAIRA JIMA provided an excellent background and saved us from detection. Steadied on 030° to survey situation and maintain lead.
- 2143 Came to 070° to close track and lost near escort.
Between 2140 and 2150 target zigged between 020° and 060° on short legs.
- 2150 C/C to 350° to open track with target on course 020° range 9,300 yards.
2155 Indications of zig to targets right to course 060° (T) so came right to course 160° for an 80° P track and headed in.

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The situation at this time was as follows: (1) Between three islands, average range $6\frac{1}{2}$ miles, which necessitated navigational fixes by TBT bearings since numerous minor lobes made radar inaccurate; (2) Numerous ghost or phantom contacts were noted and finally disregarded; (3) Target bore 194° (T), range 9,800 yards, base course 040° , speed 9 knots, zigging 40° at short intervals; (4) Position of escorts doubtful; (5) Imperative to get in the attack within one half hour to prevent convoy reaching restricted waters.

- 2158 Rear escort located on far quarter of near ships, leading escort abeam of leading MARU and on the off side. This is our chance. Made ready all tubes, depth set for 6 feet. Targets on 060° (T), speed 9 knots.
- 2204 Targets tracking on 050° (T) which gives us a 70° port track. Decided to accept this set up. Plan of attack as follows: Fire six bow tubes at the near targets which are overlapping and spread the torpedoes 200 feet, total spread 1,000 feet, then pull out to the right, reserving stern tubes for the other ship (NANA MARU) and escort. This plan will permit firing six torpedoes at two overlapping ships presenting an estimated 600 feet of target plus the destroyer on the far quarter and slightly to the right of the two targets. Reserving the stern tubes for the remaining MARU and escort will allow four torpedoes for two targets. Having considerable difficulty in locating the escort on the PPI scope due to interference of minor lobes on AKUSEKI JIMA, which at 12,500 yards practically backgrounded the convoy.
- 2206 Accurately located each target by use of the "A" scope. Range to nearest target (ARGUN MARU) was 4,800 yards. No change in set up. The leading ship (NANA MARU) which had opened out to the left was nearly dead ahead, the escort being on her starboard quarter.
- 2209 Commenced firing bow tubes at eight second intervals, torpedo run 2,800 yards. Point of aim was nearest overlapping ship (ARGUN MARU). Could see escort just astern of ships.
- 2210 Came right with full rudder and flank speed for stern shots.
- 2211-18 Observed first hit in the leading overlapping ship (LIMA MARU) about one third of the way back to the bridge. Torpedo #1.
- 2211-26 Observed second hit in this ship just abaft the bridge. The first hit partially tore her bow off and the second one broke her back. Stern rose high in the air and she disappeared. This was #2 torpedo.
- 2211-36 Observed first hit in the trailing overlapping ship (ARGUN MARU) just about at her bridge. Torpedo #4.
- 2211-42 Observed second hit in this ship about one quarter of a length inside her stern. Great clouds of black smoke and fire were observed and she commenced settling by the stern. Torpedo #5.
- 2211-58 Observed hit in the destroyer. The word "hit" does not fully describe the effect - complete disintegration would more adequately cover the result of #6 torpedo. There was a violent explosion and a blinding flash that illuminated that sector of the horizon and the destroyer

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- could no longer be seen. Suspected magazine explosion. It is believed that the hit occurred about one third of the length inside the stern.
- 2212-26 Steady on course 310° and commenced firing stern tubes at the remaining ship (NANA MARU). Spread torpedos 200 feet giving a total spread of 600 feet. Just after firing #8 torpedo saw escort a little to the right of the target. He turned on three vertical blue lights and they appeared to grow larger and draw to the left keeping about in line with big target. He was coming up on the near side. Radar range to the destroyer 2,400 yards, to NAN MARU 3,100 yards.
- 2215-10 Destroyer exploded. Thought that the explosion of the first destroyer was violent but this was even more so. The same type of violent flash occurred accompanied by a roar, the three lights went out and he could no longer be seen. He immediately disappeared from the radar screen. The exact location of the hit could not be accurately observed due to the blast of the explosion. Subsequent analysis showed that #8 torpedo had hit him.
- 2216-10 Observed one hit in the big target (NANA MARU). This appeared to be well aft and a red glow of a fire was observed. This hit agreed with the run for #7 torpedo. Evidently #8 and #9 missed to the right.
- 2218 Commenced reload forward and aft.

While opening range to the westward to reload, observed damaged freighter (ARGUN MARU) burning fiercely with much black smoke as if she were carrying fuel. She was down by the stern with her bow high in the air. Radar has only two targets, the damaged freighter described above and the other, the AK-AP (NANA MARU) which was hit with the stern tube.

- 2221 Freighter (ARGUN MARU) disappeared. Heard three muffled heavy explosions as if boilers were exploding. Fires went out and radar lost contact.
Ship sunk.
- 2222 Slowed to 10 knots.
- 2223-25 The damaged transport plotted as stopped in vicinity of where it was hit.
- 2226 Commenced getting numerous false radar contacts which caused the radar to be trained off this target. Some of these contacts appeared to be legitimate targets and the ship was maneuvered to put them astern. One contact to the southwestward indicated at least three small targets range 12,100 yards, but like the rest of them faded out and disappeared.
- 2234 Heard two very heavy explosions.
- 2235 Reload completed. Steady on course 100° (T) to search for the remaining damaged transport to finish her off, having been unable to regain visual or radar contact.
- 2234 Good visibility exists. Completed sweep to eastward. Have covered the scene of attack visually and by radar with no results. The area to the

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northward between TAIRA JIMA and SUMANOSE JIMA, the passage between SUMANOSE JIMA and AKUSEKI JIMA to the eastward and the area to the southward of AKUSEKI JIMA was also carefully covered visually and by radar with no results. This ship had previously been accurately tracked at 26,000 yards by radar, and when last seen was stopped near the scene of attack.

- 2325 Radar contact at 1,800 yards bearing 090° relative. Maneuvered to put it astern. It closed to 900 yards and disappeared. False contact.
- 2328 Steadied on course 270°. In view of the many false radar contacts, the restricted waters, the reported 3 knot current in this particular area and the fact that the area has been carefully searched without results decided to depart the scene of attack. It is considered a strong possibility that this ship sank at 2234 when the two heavy explosions were heard, but the sinking cannot be substantiated by visual observation.
- 2346 Another false radar contact, which could not be developed into a definite contact.
- 2359 Set course to return to area and take up patrol to westward of YOKOATE SHIMA.

23 August.

Patrolling to westward of YOKOATE SHIMA.

Experienced several false radar contacts enroute patrol station.

- 0503 Dove.
- 1101 Sighted small patrol craft. Too small for torpedoes and heavy swells precluded use of deck gun. Avoided.
- 1947 Surfaced.

24 August.

Patrolling on surface to the south of TORI SHIMA.

- 1155 SD radar contact at 24 miles.
- 1201 SD radar range closed to 10 miles. Dove. Planes not sighted but had three definite pips on the screen. Since we were in position to keep approaches to TORI SHIMA under observation remained submerged.
- 1831 Possible faint pinging at 295° (T). Nothing in sight.
- 1907 Surfaced. Commenced search at full speed on course 295° (T).
- 2058 Discontinued search, no contacts. Slowed to 10 knots and resumed patrol.

25 August.

Patrolling to northwestward of IHEYA JIMA.

- 0510 Dove.
- 1957 Surfaced.

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26 August.

0503 Patrolling to northwestward of TOKUNO JIMA.
Dove.

Heavy swell running from the north. Visibility poor because of rain squalls.

0854 Heavy explosion. Nothing in sight.

0920 Sighted small patrol craft. Minimum range 4,000 yards, was considered excessive for torpedoes in the heavy swells that were running. Again too rough to use deck gun. Noted large antenna on this ship.

1934 Surfaced.

27 August.

Patrolling on the surface to the westward of YOKOATE SHIMA and TORI SHIMA.

0948 SD radar contact at 24 miles. For the next 19 minutes had ranges between 28 and 22 miles.

1011 Radar range closed to 13 miles and continued to close.

1014 Radar range 10 miles. Dove.

1145 Surfaced and resumed patrol.

1501 SD radar contact 12 miles.

1503 Range closed to 10 miles. Dove. Plane sighted bearing 080° (T), elevation 3°. Identified as a NELL.

1613 Surfaced. Resumed patrol.

28 August.

Patrolling to eastward of OKINAWA JIMA.

0017-0158 Passed between YORON and OKINOYERABO JIMA without incident. Manned 20 MM guns during the passage for it was fully expected that we would encounter patrol boats.

0215 Radar contact bearing 136° (T), range 5,350 yards. This proved to be another ghost contact.

0735 Sighted possible smoke bearing 183° (T). Headed for it at full speed.

0758 Sighted large cloud of white smoke bearing 186° (T). This cloud suddenly appeared as if caused by an explosion.

0818 Sighted ship bearing 189° (T). Commenced tracking.

0940 Target now bears 269° (T), course 100° (T), speed 4 - 6 knots. Identified as a large sized trawler.

0951 Ahead of target. Dove and commenced submerged approach.

1013 Lost normal power and hand power operation of bow planes. Shifted to emergency system. Hope the target does not have sound gear.

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- 1127 Sighted target bearing 261° (T). During the submerged approach target had reduced speed to about 1 knot but had maintained course of 100° (T). The presence of this trawler 65 miles from the nearest land and practically lying to is suspicious. The chart indicates no fishing banks here, least depth of 1385 fathoms. He is flying a large flag. Decided to close to investigate. There is a moderate swell running from the northeast but it should not prevent firing torpedoes.
- 1239 Have now closed to 1,500 yards. Accurate observation gave identifying characteristics as follows: Clipper bow, deep well forward, big center bridge structure (with a heavy machine gun mounted on top), single stick mast amidships, low stack and engines aft and double catcher rig on the stern. He flew a large flag with red and white alternated horizontal stripes. A heavy tarpaulin was rigged forward over the well - a possible concealment for a heavy gun. Estimated length at 150 feet, draft at 4 to 6 feet and tonnage at 400 tons. Decided he was worth torpedoes, but will watch him awhile longer in event he is a beacon boat or possible submarine escort.
- 1429-30 In position on starboard beam range 950 yards, 99° starboard track. Fired #7 torpedo set at 2 feet. Torpedo missed.
- 1431-39 Fired #8 torpedo, depth set zero feet, 103° starboard track torpedo run 1,020 yards. Torpedo missed.
- 1432-29 End of run explosion #7 torpedo.
- 1433-05 Fired #9 torpedo, depth set zero feet, 109° starboard track, torpedo run 1,095 yards. Torpedo missed.
- 1434-29 End of run explosion #8 torpedo.
- 1436-25 End of run explosion #9 torpedo.
- 1437-01 Heavy explosion.
- 1437-07 Another heavy explosion. These latter two explosions sounded like depth charges a long way off but cannot be verified.

Each of these torpedoes was fired with deliberate care and accuracy. Target was practically stopped and had been for over two hours. Ranges were later checked by radar ranges. No. 7 torpedo could be heard running on the JK equipment but No. 8 and No. 9 could be heard only on the JP gear. No impulse bubble or wake was seen and apparently none was seen from the target for they made no move to get underway. The swell was a condition 2 and not considered excessive. No explanation for the misses can be offered.

- 1438 Commenced opening target. Intend to keep him under observation and sink him with gun fire at sunset when danger from planes will be reduced.

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1842 Battle surfaced. Target bore 330° relative, range 1,000 yards, angle on the bow 100° S. Opened fire with all guns. The battle surface apparently proved to be a complete surprise since it was some time before the Nips attempted to man what appeared to be a 50 caliber machine gun on the bridge. The three gunners were promptly cut down by a withering cross fire of 20 MM and 30 caliber fire. They managed to get off about 3 shots. Initial fire was concentrated on the large tarpaulin forward of the bridge in the event that a concealed gun was installed.

The trawler was promptly set on fire. Fire from the 20 MMs and 30 caliber was particularly effective. The 4 inch was erratic, due in a large part to the necessity of firing by hand combined with an irregular roll. Ten hits were registered out of 37 shots fired and caused great damage. Gaping holes were torn in the sides of the target indicating the effectiveness of the point detonating fuses.

Maximum number of men seen on the trawler during the dry had been three. However when the fire was well started a total of 16 were counted in the water and at least 8 bodies remained on board including the 3 that had attempted to man the machine gun.

1900 With ship completely enveloped in flames from bow to stern heavy black smoke pouring out of the hatches and shell holes, and with the stern blown off, decided that expenditure of further ammunition was unjustified so departed scene of action. Resumed surface patrol. Distance to nearest land 68 miles with a current that was setting to the northeast at 1.5 knots.

29 August.

Patrolling on surface to eastward of AMAMI O SHIMA.

Bow planes were restored to normal operation during the night.

0525 Made trim dive.

0642 Surfaced.

1150 Sighted plane bearing 050° (T) headed in. Dove.

1342 Surfaced. SD radar contact 8 miles. Dove. Radar had failed to pick this plane up when we were at fifty feet for preliminary sweep.

1506 Surfaced.

2005 Indications of another SJ radar which finally faded out.

30 August.

Patrolling on surface to northeast and north of KIKAI JIMA.

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0531 Made trim dive.
0706 Surfaced.
0947 SD radar contact 27 miles. For the next 23 minutes had contact at ranges between 30 and 11 miles.
1011 SD radar range 7 miles. Dove.
1300 Surfaced.

During afternoon had several SD radar contacts at ranges of 23 to 30 miles but plane did not close.

1900 Departed area.

1 September.

Proceeding to MIDWAY.

0502 Made trim dive.
0523 Surfaced.
0718 Obtained radar fix on SOFU GAN.
1000 Set clocks ahead one hour to zone minus 10 time.
1115 (K) SD radar contact 14 miles.
1117 (K) Sighted plane bearing 123° (T) headed in. Dove.
1243 (K) Surfaced.
1836 (K) Indications of another SD radar.
2137 (K) Indications of two SJ radars bearing 091° (T).
2330 (K) Radar contact bearing 110° (T), range 6,400 yards.
2331 (K) Sighted submarine on above bearing. Put target astern. Later proved to be GUARDFISH.
2356 (K) Having cleared submarine and established friendly character resumed course.

2 September.

Proceeding to MIDWAY.

0036 (K) Lost contact with submarine.
0538 (K) Made trim dive.
0636 (K) C/C to 050° (T).
0647 (K) Surfaced.
0729 (K) Sighted floating mine. Closed to 600 yards. Identified as type 42. (Mine Identification Manual).
0740 (K) Exploded mine by .30 cal. rifle fire. Orange flame and black smoke near the mine and a yellowish green smoke above it were noted when the mine exploded with great violence. Pieces of the case were thrown in a 300 yard radius.

Radar range was 600 yards just before the explosion occurred. All hands have a very healthy respect for the power of a floating mine.

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1128 (K) Sighted plane from bridge heading in, bearing 268° (T), estimated range 12 miles. Dove. He was close to the water and was not picked up by radar.

1250 (K) Surfaced.

3 September.

Proceeding to patrol station.

0022 (K) Indication of another SJ radar.

0135 (K) Exchanged recognition signals with another submarine probably PILOTFISH.

0538 (K) Made trim dive.

0610 (K) Surfaced.

0917 (K) Commenced patrolling on course 020° and reverse.

1132 (K) Sighted friendly submarine bearing 311° (T), estimated range 15,000 yards.

1145 (K) Strong signal on APR at 155 m.c.

1148 (K) Sighted large plane, probably a BETTY, bearing 227° (T), estimated range 25 miles.

1151 (K) SD radar contact range 19 miles.

1159 (K) Lost sight of plane when bearing 145° (T).

1235 (K) Rendezvoused with PILOTFISH. Informed him of sighting planes. Since he has more torpedoes and fuel suggested he patrol to the south and we would take northern section.

1438 (K) Sighted large plane probably a BETTY bearing 350° (T) on a westerly course. Not picked up by radar.

1903 (K) Terminated patrol. Fuel getting too low to warrant continuation. Informed PILOTFISH on area frequency. Set course for MIDWAY.

4 September.

Proceeding to MIDWAY.

0202 (K) Had indications of another SJ radar, probably PILOTFISH.

0902 (K) Sighted masts of 3 ships bearing 050° (T), estimated range 20,000 yards. Lanned tracking party.

0925 (K) Determined targets base course to be 110° (T), speed 6 knots. Using high periscope closed range sufficiently to see that they all were relatively small ships.

In view of our initial position which was well abaft their starboard beam and the amount of fuel it would require to make an end around together with the smooth sea and the probable small draft of these ships decided to attack with guns. Air cover is possible but not probable in this position.

0935 (K) Convoy now identified as consisting of two small merchantmen of the same size and type and one larger merchantman. They were steaming

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in column, one small one ahead and one astern of the larger ship.

The larger merchantman had a clipper bow, tall foremast, deep well deck forward, high bridge and superstructure, small stack just abaft the bridge, tall mainmast, counter stern and built up poop. A heavy machine gun was mounted on the bridge and when we closed him later eight depth charges were seen on the stern. Length by periscope 175 feet. Estimate that he displaces 1,000 tons, altho the high superstructure and poop gives the impression of a larger ship.

The smaller marus were estimated to be 100 feet long and of 300 tons displacement. They had a raked bow, tall foremast, deep well deck, engines and pilot house aft, tall mainmast and counter stern. A heavy machine gun was mounted near the foremast.

0953 (K) Battle Stations Gun Action - All Guns. Commenced closing the range at 16 knots. Plan to close to effective range, swing right to parallel the column and pick them off starting from the rear.

Upon sighting us all ships changed course to 300° (T) and the two small marus took position about 500 yards ahead and slightly on each bow of the larger maru. When range closed to 4,500 yards all three ships opened up with machine guns - all shots were short.

1022 (K) Opened fire with 4 inch gun on the larger maru at 4,000 yards. Fire ineffective due to large range rate. The two smaller ships turned and headed for us. Shifted fire of 4 inch to them using the forward 20 MM on the larger maru. Several 4 inch straddles and close misses apparently decided them against closing to a shorter range for they sheared off and opened out, continuing however to fire at us. Range had been closed sufficiently so that enemy fire was falling all around BOWFIN but fortunately no casualties to personnel occurred. The whine of machine gun bullets is not a pleasant sound.

Shifted fire of 4 inch to larger maru using the after 20 MM to harass the two small marus. Fire ineffective at this range but effective in preventing them closing the range. At this stage sincerely wished we had a 40 MM gun mounted aft. No doubt exists what we could have stopped all three ships had such a gun been installed. The 4 inch scored several effective hits and near misses on the larger maru causing fires to be started forward and aft and reducing his speed. Maneuvered ship to keep the range between 2,500 yards and 3,000 yards. The Nip countered by swinging his ship to keep the stern towards us, thereby presenting as small a target as possible.

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- 1052 (K) Expended last round of 4 inch ammunition. The performance of this gun again left something to be desired. The foot mechanism again became inoperative requiring that gun be fired from the breech, the open sights are not as effective as the telescope sights and on one occasion the gun failed to return to battery - it was shoved back by the gun crew. While the 4 inch fire succeeded in stopping one ship and setting it afire and drove off two others it is believed that it is capable of inflicting more damage than it did if it were operating properly. Needless to say it will be completely overhauled and in future training periods more emphasis will be laid on gun drills.
- 1055 (K) The two smaller marus apparently decided against closing us again and steamed off on course 300° (T). With larger maru stopped and afire but far from sunk commenced closing range for effective use of 20 MM. Closed range to 500 yards. Raked him with 20 MM and .30 caliber fire. The Nips were now using rifles crouching along the rail. The cross fire of the three guns was most effective, starting numerous fires throughout the ship. Crew commenced abandoning ship. Circled target to get fires started on both sides. Noted fires spreading aft toward the eight depth charges so pulled clear. A cargo of gasoline in drums caught fire and some very spectacular explosions with great billows of flame and smoke occurred. The depth charges exploded accompanied by greenish yellow smoke.
- 1200 (K) Sent contact report to PILOTFISH concerning the two small marus and received a receipt for it. Have had indications of another SD radar on the screen at various times during the morning so feel he is in the vicinity. Desire to remain near the target to prevent crew from attempting any salvage attempts.
- 1215 (K) Picked up two Jap survivors. One was clad in a pair of shorts and the other wore only a shirt. Both were wounded. One was shot through both upper arms with .30 caliber bullets and the other had been creased in the back of the neck. This wound required 8 stitches. Had intended to take only one prisoner but both of them grabbed for the life ring and held on for all they were worth. Left ten or twelve survivors in the water. Most of those that could be seen were wounded.

Kept target under observation for the next hour. While she was burning fiercely from stem to stern and would undoubtedly sink in time felt that he might become a hulk and that it would be better to finish him off with a torpedo.

Maneuvered to take position on target's starboard beam.

- 1310 (k) In position. Radar range 890 yards 90° starboard track, targets speed zero, own speed 6 knots bearing 358 3/4°. Fired No. 1 tube

CONFIDENTIAL

Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol Number Six.

depth set 2 feet, gyro angle $356\frac{1}{2}^{\circ}$. Torpedo took a sharp hook to the left and then settled down on its course missing target well astern.

Prior to firing it had been decided to fire with TDC generated gyros to take care of any yaw of the ship but to insure that gyros were steadied and matched before firing.

- 1312 (K) Fired No. 2 tube. Range 650 yards, bearing $359\frac{1}{2}^{\circ}$, gyro angle 357° . Target speed zero, own speed 3. This torpedo started out on 330° relative run for about thirty seconds on this course and then took up its proper course. Results: Miss astern. This torpedo is considered to have run erratically.
- 1315 (K) Fired #3 torpedo range 670 yards, bearing 000° , gyro angle 358° . This torpedo was erratic. It started out on 300° relative, ran for an estimated 15 seconds swerved further to the left, came back to the right, crossed well astern of the target. It continued down the track in wide sweeps and appeared to run in circles after approximately a three minute run.
- 1317 (K) Fired No. 4 tube with target bearing $000\frac{1}{2}^{\circ}$, range 550 yards, gyro angle 359° . Own speed zero. The pronounced hook to the left occurred again and the torpedo missed astern.

In looking back at this firing it is considered that it would perhaps have been wiser to set the gyro angles on zero and accept any error due to yaw at the last minute. The initial left hook due to a full left rudder on the torpedo plus possible initial sheer due to firing on the surface were sufficient to cause the misses. However by following such a practice, i.e. setting gyros on zero, full use of the installed equipment is not being utilized. Post firing analysis does not reveal the reason for the 2° left gyro angle with a stopped target bearing zero. Neither can the two erratic runs be explained. The TDC had and does check well within the allowable limits of error on all test problems.

The results of this firing in no way shakes the Commanding Officer's faith in the ability of the Mark 23 torpedo to run accurately at two feet for five of these torpedoes performed perfectly when fired off BAITO JIMI. Depth control appeared to excellent on all runs with only an occasional spray of water. The fact that this firing was conducted on the surface may have had some effect on the initial get away and subsequent performance.

- 1320 (K) Departed scene of attack. Set course for MIDWAY.

Because of low fuel, expenditure of all 4 inch and most of the 20 MM ammunition and all but one torpedo decided against searching

CONFIDENTIAL

Subject: U.S.S. WIFIN (SS287) - Report of War Patrol Number Six.

for the remaining two small marus. Had had indications of another SD radar throughout the morning so felt that the PILOTFISH was in the vicinity and was acting on the contact report sent out at 1200 K.

5 - 9 September.

Enroute MIDWAY.

9 September. (Repeated).

Enroute MIDWAY.

Repeated 9 September because of crossing the 180th Meridian.

0530 (Y) Rendezvoused with escort planes.

0840 (Y) Arrived MIDWAY. Moored alongside Pier 3 Sugar. Received 26,200 gallons of fuel oil, battery water and some greatly appreciated mail. Transferred the two wounded Japanese prisoners.

1700 (Y) Departed MIDWAY. Escorted by planes until sunset.

10 - 12 September.

Enroute PEARL HARBOR.

13 September.

0530 (V-W) Rendezvoused with surface escort.

1000 (V-W) Arrived Submarine Base, PEARL HARBOR, T.H.

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

Subject: U.S.S. BOFIN (SS 287), Report of War Patrol number Seven.

(A) PROLOGUE

Arrived PEARL HARBOR on 13 September, 1944 upon the completion of sixth war patrol, and departed on 15 September, 1944 enroute MARE ISLAND NAVY YARD for overhaul. Commenced overhaul at MARE ISLAND On 21 September, 1944. On 23 September, 1944, Commander A. K. TYREE, USN relieved Commander J. CORBUS, USN, as Commanding Officer, and Lieutenant C. L. JOHN, USN, relieved Lieutenant Commander D. GOME, USN, as Executive Officer.

The following major alterations were accomplished during the yard overhaul:

1. Install booster blower and 1/2 ton air conditioning unit in forward battery compartment.
2. Install double hatch in after battery, after engine room, and after torpedo room compartments.
3. Install emergency securing link device on all external hatches and hatch doors.
4. Install fiber glass over main control cubicle.
5. Completed conversion of 4A & 4B to fuel oil ballast tanks (removal of air bottles from 4A & 4B).
6. Install non-shatterable flasks for the forward torpedo impulse flasks.
7. Rearrange officers' staterooms.
8. Install Lang-Sherman ice cream maker.
9. Increase size of maneuvering room hard patch.
10. Install 5"-25 caliber gun aft. Duplicate gun foundation forward. Ready ammunition lockers installed both forward and aft. Radio antenna shifted to forward. Installed 40 mm gun on after cigarette deck.
11. Install ammunition scuttle aft.
12. Modify bow diving interlock switch to enable planes to be housed at any angle between 0° and 15°.
13. Replace material to eliminate smoky main engine exhaust.
14. Install third I.C. motor generator set - 8KVA.
15. Replace 750 GPD vapor compressor distilling units with 1000 GPD units.
16. Install one detached fresh water recirculating pump in each engine room.
17. Install ion exchanger filters for battery water.
18. Fill shafts with steel grit.
19. Install DRT in conning tower.
20. Install TAC system.
21. Install magnetic controllers on hydraulic power plant motor and trim pump motor.
22. Install Mk. 8 T.B.T.'s (binoculars installed in Pearl Harbor).

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

Subject: U.S.S. BOFIN (SS 287), Report of War Patrol Number Seven.

23. Blank off top of gun access trunk.
24. Install new trunk and hydraulic hoist for SD mast outside conning tower.
25. Install hydraulic periscope hoists.
26. Install latest electric torpedo charging panels and hydrogen burning panels in both torpedo rooms.
27. Install VHF.
28. Install RBH-2 O.O radar test equipment, slotted SJ reflector, and AN/SPA-1.
29. Install ST radar periscope in number one position.
30. Install FM sonar equipment and relocate CB projector topside starboard. JP-1 equipment moved to portside.

R.F.S. date of 4 December, 1944 was delayed 12 days when insulation on six coils of #1 main motor armature broke down on 1 December, the last date of underway trials. The armature was removed. This delay enabled the completion of many small items which would not have been completed by the original R.F.S. date.

Departed MARE ISLAND enroute PEARL HARBOR 16 December, 1944, and arrived 24 December, 1944. BOFIN was assigned to the Commander Submarine Squadron Four, and the Commander Submarine Division Forty-Four for administration and voyage repairs. Training under the supervision of Commander Submarine Division Forty-Five. After voyage repairs from 24-27 December, 1944 commenced an extended training period. Numerous small repair items were completed during the period at PEARL both well and efficiently. The SCR-610 radio set was installed. The personal interest and cooperation of Commander D. A. SCHERER, USN of the E&R department, and Ensign SPENCER, Ship's Superintendent, was particularly appreciated.

The underway training period consisted of three days FM training, twelve days regular exercises, two days special training, and two days underway with coordinated attack group, consisting of PIPER, BOFIN, TREPANG, POLFRET, and ST-RELET.

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

Subject: U.S.S. BOWFIN (SS 287), Report of War Patrol Number Seven.

(B) NARRATIVEOFFICERS AND CPO'S ON BOARD

NAME	NO. WAR PATROLS
Commander A. K. TYREE, USN	1
Liaut-Comdr. C. L. JOHN, USN	5
Lieutenant C. J. FLESSNER, USN	2
Lieutenant H. C. ANDERSON, (DE), USNR	1
Lieut(jg) P. VAN KURLAN, (DE), USNR	1
Lieut(jg) W. E. CUMMINS, (E), USNR	1
Lieut(jg) M. M. ELLIOTT, USN	3
Lieut(jg) C. Z. SCHEPS, (DE), USNR	4
Ensign J. L. MOORE, USN (10 enlisted, 1 Ensign)	11
Torpedoman T. E. COULBOURNE, USN (all as enlisted)	6
ALEXANDER, R.E., CPhM (..), USN	2
EATON, G. B., CRM (P.), USN	0
GATO, E., CMOMM(T) (..), USN (adv.pros.rate 1-45)	6
PETERSON, R.G., CEM(T) (..), USN (adv.pros.rate 1-45)	6
RITCHIE, W. L., CMOMM, (..), USN	6
TALBOT, ... J., JR., CTA(T) (..), USN	5

25 January 1945

0700(VW) Underway PEARL HARBOR, T.H., to conduct FM sonar tests in A.M. prior rendezvous with coordinated attack group.

1400(VV) Made rendezvous at PEARL HARBOR channel entrance with coordinated attack group (Task Group 17.17) under command of Commander B. F. HOLLAND, USN, OTC in PIPER, and with TREPANG, POEFRET, and STERLETT, hereafter called M.C.'s MOPS. Enroute SAIPAN to await additional orders in accordance with ComSubPac OpOrd Number 32-45 of 25 January 1945. BOWFIN operating as task unit 17.17.2. Escorted by PC 485 and PC 487 until darkness.

Conducting daily training dives, fire control and emergency drills, and tracking drill on adjacent submarine. Inter-pack communications conducted primarily by SCR-610 radio. The maximum effective range is about 12,000 yards between submarines.

26 January 1945

1200 (W) Position.

Lat. - 20-41.0 N
 Long. - 162-25.6 W

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

Subject: U.S.S. BOFIN (SS 237), Report of War Patrol Number Seven.

27 January 1945

1200 (W) Position

Lat. - 20-27.4 N
Long. - 167-52.5 W

1400 (W) Noted 4 inches of water in #10 torpedo tube. This occurred intermittently during the remainder of the trip to S.I.P.N.

28 January 1945

1200 (X) Position

Lat. - 20-38.0 N
Long. - 173-43.5 W

29 January 1945

1200 (X) Position

Lat. - 20-53.4 N
Long. - 179-48.7 W

1400 (X) Crossed 180th Meridian.

2400 (X) Changed date to 31 January.

31 January 1945

1200 (M) Position

Lat. - 20-51.0 N
Long. - 175-16.0 E

1940 (M) SJ contact at 290°(T), 7800 yards, with indications of another SJ radar at that bearing. Changed course to northward to allow him to pass clear of our formation to southward. SEA DOG scheduled to pass us at any time, and felt sure it was he. His course was 090°. Unsuccessful in exchanging recognition signals by light or SJ. He was not sighted at a minimum range of 4000 yards. Lost contact at 2009. He was still going East.

1 February 1945

1200 (M) Position

Lat. - 20-45.0 N
Long. - 170-45.0 E

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

Subject: U.S.S. BOFFIN (SS 287), Report of War Patrol Number Seven.

1946 (M) On night training dive, the radar operator forgot to secure SJ training, and near point of submergence, the flexible rubber coupling between the reduction gear box and the foeder unit carried away due to the torsional strain. Surfaced at 2000, manning ST radar. Satisfactory emergency repairs using a piece of rubber hose were completed at 2115.

2 February 1945

1200 (L) Position

Lat. - 20-39.0 N

Long. - 165-29.0 E

3 February 1945

1200 (L) Position

Lat. - 20-18.7 N

Long. - 160-16.0 E

4 February 1945

1200 (L) Position

Lat. - 19-49.0 N

Long. - 155-09.0 E

5 February 1945

1200 (K) Position

Lat. - 18-10.4 N

Long. - 149-27.8 E

1618 (K) On surfacing from routine training dive, received message from TREPANG reporting sighting periscope close aboard. Cleared area to southwest, rejoining formation at 1730.

ALL TIMES HEREFTER ARE "KING".

6 February 1945

1200 Position

Lat. - 15-43.5 N

Long. - 145-21.5 E

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

Subject: U.S.S. BOFIN (SS 287), Report of War Patrol Number Seven.

0300 Passed between GUGULN ISLAND and SARIGAN ISLAND of the M.R.L.M.S Group.
0925 Made rendezvous with escort LCI 1063.
1516 Moored in nest alongside starboard side USS FULTON in T.M.P.G HARBOR, S.I.P.N.

7 February 1945

Received voyage repairs, fuel, and provisions from USS FULTON. Diver installed new gasket in #10 torpedo tube. Old gasket was partially out. Briefed by ComTaskForce Seventeen and Operations Officer.

8 February 1945

1200 Position

Lat. - 15.42.7 N
Long. - 145-18.0 E

0700 Master gyro out of commission.
0812 Underway in company with M.C.'s MOPS enroute patrol in Nanpo Shoto and Empire areas, in accordance with ComTaskFor Seventeen Operation Order No. 37-45, escorted by LCI 1061.
1140 Master gyro back in commission except for automatic speed correction.
1515 Escort released.
1533 Made trim dive.
1545 Surfaced.
1900 Passed between SARIGAN ISLAND and AN.T.H.N ISLAND.
2022 Radar contact bearing 356°(T), range 6 miles. (Ship Contact #1). Indications of radar but not SJ. Tracked him at 7 knots on northerly course, then circling. Assumed him to be radar picket vessel. Lost contact at 2040.
2056 Radar contact bearing 333°(T), range 8½ miles. (Ship Contact #2). Tracked this target until 2241, when contact was lost with target on northerly course bearing 338°(T), 18,000 yards. Minimum range during this period was 8500 yards. Believed contact to be a DE. He could be seen from bridge at 9,000 yards. No IFF returns. He exercised at mutual tracking drill until he hauled off to the north at 18 knots. His radar was 215 M.C., P.R.F. 750. He may have been a radar picket vessel. We had no information on any other surface craft.
2337 SJ radar contact bearing 104°(T), range 9200 yards. (Ship Contact #3). He had SJ-radar and was believed to be westbound BRILL. He hauled clear of our formation on a northwesterly course. Unsuccessful in attempting exchange of signals by SJ radar.

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

Subject: U.S.S. BOFIN (SS 287), Report of War Patrol Number Seven.

9 February 1945

1200 Position

Lat. - 18-33.2 N

Long. - 147-46.5 E

0024 - Lost contact bearing 335°T, range 11,000 yards.
0613 - Made trim dive.
0625 - Surfaced.
0920 - Sighted PBM bearing 240°T, range 15 miles.
1340 - Sighted PBM bearing 120°T, range 12 miles.
2010 - STERLET reported sighting plane close aboard.
2012 - Dove.
2030 - Surfaced.

10 February 1945

1200 Position

Lat. - 23-13.0 N

Long. - 147-56.9 E

1104 - Dove on plane contact reported by PO. FRET. We did not pick him up by sight or SD radar (the key SD radar five seconds out of every two minutes during daylight). Went to remain undetected. This could have been a Jap, but doubted it.
1127 - Surfaced. On reaching 30 feet, SD radar reported contact at 20 miles. Went to bridge with OOD and sighted plane bearing 240°T. Looked like a PBM but couldn't be sure. He was coming straight in, so at 1129 dove when range was 14 miles.
1154 - Surfaced.
1320 - Dove for plane contact reported by PIPER. We did not detect him. Note we have some air leaks. Sit you down awhile to determine source.
1415 - Surfaced.

11 February 1945

1200 Position

Lat. - 27-42.8 N

Long. - 146-30.1 E

Seas force 4. Occasional rain squalls. From all reports, conditions are normal for this area.

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

Subject: U.S.S. BOFIN (SS 287), Report of War Patrol Number Seven.

0623 Made trim dive.
0648 Surfaced.
1245 SD Contact 18 miles closing slowly. Sighted plane bearing 225°T.
1246 Dove when range was 15 miles. Looked like a B-29.
1324 Surfaced.
2010 Radar indications of another SJ radar at 275°T (Ship Contact #4).
2055 Exchanged SJ recognition signals and call signs with PARCHEY on easterly course, midway bound. Told him other Mops were east of us. He passed to southward.
2100 Seas moderating.

12 February 1945

1200 Position

Lat. - 30-59.0 N
Long. - 145-10.0 E

0641 Made trim dive.
0705 Surfaced. Seas force 4 diminishing to force 3 during day. Occasional rain squalls.
1925 Exchanged recognition and calls by SJ radar with TREPANG.

13 February 1945

1200 Position

Lat. - 32-48.0 N
Long. - 142-15.0 E

0644 Made trim dive.
0718 Surfaced.
1425 Dove for training and to check air leaks.
1540 Surfaced.

14 February 1945

1200 Position

Lat. - 33-34.6 N
Long. - 139-27.3 E

0102 Departed sweep formation and set course for landfall on H.CHIJO SHIM.
0400 SJ contact on H.CHIJO SHIM. bearing 230°T, 65,000 yards and MIKUR. SHIM., bearing 300°T, 65,000 yards.
0631 Dove for submerged patrol between H.CHIJO SHIM. and MIKUR. SHIM., east of IN.MB. SHIM.

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

Subject: U.S.S. BOFIN (SS 287), Report of War Patrol Number Seven

- 1906 Surfaced.
1940 SJ contact ahead bearing 125°T, 7150 yards. (Ship Contact #5). Very small pip. Possibly small patrol boat or fishing boat, headed for MIYAKE SHIMA. Closed to 5500 yards then avoided to southward, and lost SJ contact at 8000 yards. Never sighted contact. With TRUPANG and PIPER converging also, considered it wise to avoid.
1950 SJ radar indications from TRUPANG and PIPER heading west.
2122 SJ contact on TRUPANG at 052°T; range 9560 yards. Lost contact at 2137. Headed south for morning diving position, south of HACHIJO SHIMA.
2250 APR contacts on shore-based radar are very strong. We opened to 25 miles on HACHIJO SHIMA. Most annoying was an 82 M.C. radar, P.R.F. - 500, P.W. - 35 micro-seconds; this one was apparently on us steady and strong, but finally concluded it must be non-directional, and probably the high power Jap air search (early warning) radar known to exist (though not reported on HACHIJO SHIMA).

15 February 1945

1200 Position

Lat. - 32-59.8 N

Long. - 140-15.4 E

- 0000 Weather drizzly and overcast, with reduced visibility at frequent intervals.
0646 Dove for submerged patrol. Broached to 25 feet twice during morning for SJ sweeps when visibility closed in.
1300 Surfaced for lifeguard duties for B-29 strike.
1410 Sighted two B-29's looking for us.
1419 Exchanged recognition signals. VHF communications satisfactory.
1745 Plane said he had no information, and reported returning to base. (Learned next day over RBO news broadcast that all returned safely).
2200 Closed MCG. SHIMA to 9000 yards.
2209 Sighted steady white light high in center of the island. Light disappeared at 2213.

16 February 1945

Decided that our job of reporting important enemy task forces or units, who might interfere with the operations of our surface forces, could best be fulfilled by patrolling on the surface if we could remain undetected; and that this would depend on the amount of Jap aircraft and surface patrol in the vicinity of HACHIJO SHIMA.

Subject: U.S.S. BOFEM (SS 287), Report of War Patrol Number Seven.

1200 Position

Lat. - 33-03.0 N

Long. - 140-26.0 E

0629

Made trim dive.

0710

Surfaced. Seas rough, overcast and rainy, visibility reduced. Not too good for the carrier strike on TOKYO. This was a dull day. We received very little information on what was going on via VHF and 4475 Kcs. With no fighter cover and the low visibility we felt somewhat useless.

1121

Submerged when a plane was sighted passing close astern at one-half mile. OOD, JOOD, and lookouts were divided fifty-fifty as to whether he had one or two engines, painted brown or silver, friendly or enemy. One lookout was sure he saw the red ball insignia. IFF was not cut in at time. Neither SD nor SJ radars picked him up. Visibility was about 2 miles.

1141

Surfaced.

1219

Sighted plane 8 miles to northward and made simultaneous SJ contact on him. Lost sight and radar contact at 1221. Unidentified.

1800

Decided to run over to IN MB. SHIM. and back during night.

2321

SJ radar contact 12,000 yards, bearing 235^{OT}. (Ship Contact #6). Manned radar tracking party. Two pips. Tracked at speed 15 knots, zigging from 000^{OT} to 020^{OT}. Targets were heading for MIKUR. SHIM. - We weren't sure at this time whether they would pass on east or west side. The night was very dark and water very phosphorescent. We decided not to shoot until they entered submarine patrol zone. C.O. and A.O. spent half the approach in checking charts, addendums, and zone notices.

17 February 1945

1200 Position

Lat. - 33-03.0 N

Long. - 140-23.4 E

0000

Manned battle stations torpedo. Made tubes ready. Set depth six feet.

0005

Sent contact report on wolf pack code. POLFRET only receipted.

0009

Headed in for attack at slow speed. Had sound gear manned. Targets pinging long scale on 18 Kcs. Turned on IFF. No returns. No indications that they were using radar. Targets estimated to be destroyers and radar pips indicated that one was slightly larger. They were maintaining irregular station, the smaller of the two usually being ahead of the other.

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

Subject: U.S.S. BOFIN (SS 287), Report of War Patrol Number Seven

- 0012 Nearest target zigged toward to give us a 5° starboard angle on the bow at 3000 yards. Thought he had us.
- 0013 Stung right with full rudder at flank speed showing him a broad-side view at closest range of 2300 yards. Looked like we were in for a bad time. Sent lookouts below and opened outer doors aft for a down-the-throat shot.
- 0018 Range started opening. Couldn't believe he hadn't seen us, but apparently he didn't. A heavy rain squall at this time was a break we didn't rate, but were thankful for.
- 0022 Secured tubes.
- 0045 Range 5000 yards. Headed in again. Intended to shoot three bow tubes at each DD.
- 0056 Commenced firing tubes 1, 2, and 3 at leading and nearest DD, range 1800-1670 yards, track angles 103° to 115° starboard, gyros 43° to 54°, using TBT bearings and radar ranges. Attack #1.
- 0056-30 Gave order to shift targets. During the firing on first target, OOD (who had been detailed to stay on second target) lost sight of second target who had pulled ahead enough to obtain the land background of MIKUR. SHIMA. When TBT officer was unable to pick him up, gave order to shift to radar bearings. This was done, but range was 3200 yards with a torpedo run of 4000 yards. Decided not to shoot the other three.
- 0057 Went ahead flank and pulled out to the southeast.
- 0058 One hit on target near amidships, followed almost immediately by a tremendous explosion which sent a burst of flame high into the air, then almost expired.
- 0100 Opening to northeast. Target pip smaller but still there. Stopped with target at 2300T, 5000 yards.
- 0103 Target tracking at speed zero.
- 0104 First of twenty six booming depth charges by the unhit DD, during next half hour, who at
- 0111 Plotted at 300 yards distance from the cripple and was probably recovering survivors.
- 0122 at range 5140 yards, our target pip abruptly disappeared. He sank. During the next hour tracked the remaining DD at 10 to 12 knots in a roughly circular track, keeping range at about 5000 yards.
- 0206 Secured engines. Commenced closing at five knots on the battery. Decided to shoot the other three bow tubes at him as he passed on the near side of his circle. He was circling to his right.
- 0207 Radar had a small pip dead astern at 3000 yards, but lost it two minutes later. Freak pip or perhaps a lifeboat? An anxious two minutes with our DD dead ahead at 4000 yards, still pinging long scale on 18 Kes., 140 R.P.M.
- 0218 Target made a radical turn and commenced circling to the left. This didn't make for peace of mind.
- 0225 Target in sight from bridge, shifted to TBT bearings.

Subject: U.S.S. BOFIN (SS 287), Report of War Patrol Number Seven.

 Attack #2.

- 0227 Commenced firing tubes 4, 5, and 6, range 2300-2000 yards.
 0228 All ahead flank, left full rudder. Forty five seconds after firing the first torpedo, a premature exploded about 400 yards down the track with a wallop. The spray wet down the entire bridge watch. The C.O. had witnessed his first premature as well as his first hit all in the same night. Gave order to open the outer doors aft. Radar range 1520 yards closing slowly. Ordered lookouts below. Spray cleared and OOD reported angle on the bow zero. Asked for another range and no reply. Could get nothing but silence from bridge speaker. Executive Officer, after what seemed like hours shouted up hatch that I.C. power was out. With visions of continuing the swing with full rudder back toward the target and no radar, C.O. went to conning tower and ordered the O.O.D. to dive the boat. Found SJ was still operating in conning tower and that range had opened 20 yards so told O.O.D. to hold up the diving alarm, and returned to bridge. I.C. power restored. (I.C. MG #1 had tripped out on the premature and #2 I.C.MG set had been started. SJ had been supplied by #3 I.C.MG, and it had remained in operation, contrary to my understanding on the bridge. The loss of the 7MC system during this interval caused some considerable confusion.)
- 0229
- 0230 Steadied up with target astern, and range opening nicely, target angle on bow was now near 90°. He was turning away fast. Torpedo wakes or premature apparently discouraged him from chasing. There were no hits. Spread intended was too great (200 feet between torpedoes) and actual spread set was slightly greater than that. It is believed that the second torpedo fired is the one which prematured, and wing torpedoes missed ahead and astern. However, target was headed toward when sighted after the spray of the premature subsided.
- 0234 Range 4400 yards opening. Commenced reload forward, and took a check on the navigational situation. Found we had to make 17.5 knots to reach life-guard station by dawn so set course for that point, in view of patrol orders relative to precedence of life-guard duties for carrier strikes versus attacks.
- 0242 First of eight block-busting depth charges. They make a flash which the C.O. at first took to be gun fire. In retrospect - the second attack probably would have been successful had a shorter run and smaller spread been obtained. Accurate identification of these destroyers as to class was not possible in the existing visibility, best guess is that the one sunk was of the Hatsuharu class, and the one left undamaged was of either the Akitsuki class or the Takenami class.
- 0308 Secured from battle stations.
- 0324 Lost contact with target, SJ range 13,000 yards.
- 0544 SJ contact on 225°T, range 10,500 yards. This was a plane.

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

Subject: U.S.S. EOWIN (SS 287), Report of War Patrol Number Seven

- 0545 Range closed quickly to 6500 yards. Then started to open slowly to 11,000 yards. Changed course to put him astern and slowed to 9 knots to lessen our phosphorescent wake.
- 0547 Range started to close again. OOD sighted running lights of a plane headed in.
- 0548 With range 6150 yards, we dove. He may have been a friend, but we were dubious. JPR had picked up a signal, approximately one minute before SJ contact, at 160 fms. and 182 fms. This could be one of our carrier planes, and we were inclined to think so, because we made a very slow dive and received no bombs.
- 0740 Surfaced on lifeguard station, force 4 sea.
- 1004 Sighted two planes bearing 300°T, range 12 miles, on an easterly course. They looked like F6F's, and were making high speed. They went out of sight at 1005.
- 1215 Sighted smoke on the horizon bearing 065°T.
- 1216 Went to full speed on course 065°T. Thought one of our planes may have crashed.
- 1252 Could make out two masts, and clipper bow of a picket boat, (Ship Contact #7), it looked like a schooner.
- 1300 Sighted a second target through periscope bearing 020°T on a northerly course (Ship Contact #8), range 6 - 7 miles. He was a smaller picket boat. He was already in an air-surface zone. Estimated we would have to run at least 20 miles into air-surface zone to overtake him, so let him go. Sea was too rough to man any guns on deck. Continued to close other target, who was just on edge of our joint zone.
- 1303 Noted that after mast had fallen over the stern. The fire and smoke in his stern was practically out now. SJ radar finally picked him up at a range of 4500 yards. C.O. had estimated the range to be twice that much. We guessed some carrier plane had set this fellow on fire by strafing, and that the other picket boat had taken off the crew and headed for home. Decided to give the 40MM and bridge 20MM crews some pointing practice and complete the destruction of this craft, estimated to be about 200 tons, length 120 feet, sea truck variety. Sea was too rough to consider boarding. Besides he had four depth charges on his stern, and fire was still smoldering there. Trim normal. No sign of life.
- 1313 Opened fire with 40MM at range about 3000 yards. Gun Attack #1
- 1325 Closed to 1500 yards and commenced firing with #2 - 20MM gun. This was maximum effective range for the 40MM gun in this seaway. At times the sea would obscure the target from deck to waterline. Took some pictures.
- 1341 Closed to 400 yards and resumed fire. At this range both guns were making about 75% hits. Target's bow looked like a sieve from 40MM hits, many near the waterline, but he still hadn't settled appreciably. Was disappointed that our incendiary ammunition didn't create more fire in him, but he must have been too water-soaked from the seas breaking over him. Little apparent change in trim.

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

Subject: U.S.S. BOFIN (SS 287), Report of War Patrol Number Seven.

- 1354 A 20MM shot exploded the depth charges on his stern. (Previously there had been half a dozen 20MM direct hits without effect). Ceased firing having expended 160 rounds of 40MM and 800 rounds of 20MM. Set course to return to lifeguard station.
- 1410 Target turned over and sank. This gave us some satisfaction as we felt that otherwise he would have drifted indefinitely.
- 1510 Back on lifeguard station.

18 February 1945

1200 Position

Lat. - 33-00.5 N

Long. - 140-30.5 E

- 0638 Made trim dive.
- 0714 Surfaced on lifeguard station.
- 1546 SD contact at 8 miles closing - not sighted. Dove.
- 1610 Surfaced.

19 February 1945

1200 Position

Lat. - 33-03.0 N

Long. - 140-25.7 E

- 0646 Made trim dive.
- 0733 Surfaced on lifeguard station. We had no information on time of B-29 strike today, but presumed it would be in the afternoon (as on 15th). Just in case, remained in vicinity of station throughout the day.
- 1041 SD contact at 16 miles.
- 1042 Lost SD contact at 17 miles.
- 1155 SD contact at 12 miles, possibly more than one plane.
- 1202 Lost SD contact at 14 miles.
- 1447 Sighted one B-29 plane bearing 150°T, 12 miles.
- 1448 Sighted second B-29. Held searchlight on them steady. They changed course and came in. VHF communications very satisfactory - established after raid had actually started. One plane made a sweep to north and west and reported "sea is clear", which we appreciated. Radio TOKYO is our best indicator of the start of the raid. Japs were jamming 4475 Kcs. with both voice and C. throughout the afternoon, and doing a good job of it.
- 1730 Our B-29 cover reported no messages for us and that he was returning.

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

Subject: U.S.S. BOFIN (SS-287), Report of War Patrol Number Seven

20 February 1945

1200 Position

Lat. - 33-23.3 N

Long. - 139-03.4 E

0000 Crossing to west side of HACHIJO SHIM., passing between that island and NOG. SHIM. Five consecutive days in the same spot were enough.

0653 Made trim dive.

0810 Surfaced.

2150 SJ radar indications at 315°T. (Probably the PIPER). We are making a circuit around INABA SHIM. tonight.

21 February 1945

1200 Position

Lat. - 32-56.0 N

Long. - 139-11.6 E

0420 Exchanged recognition and calls with PIPER by SJ radar, after some difficulty.

0653 Made trim dive.

0823 Surfaced.

1620 SD contact at 4 miles. Did not sight plane in heavy rain squall. Dove.

1715 Surfaced.

1937 COB and JOOB sighted what looked like a red flare on the horizon bearing 010°T. Went ahead full speed on 010°T. Nothing else was ever sighted.

2025 Radar indications of another SJ bearing 340°T. Probably PIPER.

2053 All stop. Set listening watch on JK. Nothing heard.

2103 Set course to cross over to east side of HACHIJO SHIM., passing to northward. PIPER is in position to handle anything in the vicinity.

22 February 1945

1200 Position

Lat. - 33-30.0 N

Long. - 140-40.0 E

0647 Made trim dive.

0608 Surfaced.

2234 Set course for new lifeguard station as directed by ComSubPac Serial 83.

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

Subject: U.S.S. BOWFIN (SS 287), Report of War Patrol Number Seven

23 February 1945

1200 Position

Lat. - - 34-15.0 N

Long. - 140-24.0 E

- 0020 SJ radar indications bearing 335°T. attempted unsuccessfully to exchange recognition numerous times during 0-4 watch. Passing through POLKRET's area, enroute vicinity of INUBO S.KI.
- 0642 Submerged for trim, shifting torpedoes, repairs to radio transmitter, and a rest from rolling in the seas. Broached four times in the morning while trying to take looks at 50 feet. Sea was white from the high wind and seas.
- 1309 Surfaced. Wind was blowing a good 40 knots from 280°T. Took some water down conning tower hatch, but not enough to do any damage. Would hate to be an aviator ditching in this area today.

24 February 1945

1200 Position

Lat. - 36-33.0 N

Long. - 141-14.5 E

- 0800 Dove for submerged patrol W.E. of INUBO S.KI. Closed to 100 fathom curve at 1300, then headed north toward SHIOYA S.KI, just outside 100 fathom curve. No contacts. The air and water temperatures were about 20° colder here than in our other spot around HICHIJO, but it was the first calm water since leaving SHIPAN. We should be able to do more good for the gories here.
- 1905 Sighted steady white light bearing 328°T, apparently on the beach.
- 1913 Surfaced.

25 February 1945

1200 Position

Lat. - 35-46.5 N

Long. - 141-12.2 E

- 0530 Made trim dive.
- 0600 Surfaced.
- 0638 Sighted what looked like a patrol boat or Sampen bearing 330°T, estimated range 8000 yards. No contact on SJ (Ship Contact #9).
- 0639 Dove. Unable to pick him up by periscope.
- 0724 Surfaced three miles east of lifeguard station.

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

Subject: U.S.S. BO FIN (SS 237), Report of War Patrol Number Seven.

- 0800 Chatter on radio lifeguard circuits indicated strike was underway.
- 0850 Sighted smoke from vicinity of seaplane base at KIT. URU.
- 0853 Sighted carrier planes for first time - 30 of them headed in toward TOKYO. An inspiring sight. We saw as many as 150 at once, during the morning, all friendly.
- 0915 RC&P consisting of four F6F's joined up.
- 0957 Intercepted message of plane going down about 28 miles south of us. Went ahead full speed and headed that way.
- 1000 Broadcast message on VHF that we are headed for the spot. Our fighter cover apparently got the word about 15 minutes later.
- 1100 By this time, from the messages flying over the VHF, it was apparent that the pilot who went down was in a fighter, had lifejacket only, that a plane had dropped green dye marker on the spot within two minutes after he crashed, and that none of the orbiting planes could see any sign of the survivor.
- 1139 Reached position on 100 fathom curve east of INUBO SAKI. Three planes were orbiting the spot which was west of us. Asked plane cover if he could see survivor now, and he replied in the negative - dye marker only. Told plane we would not go in unless he could see survivor. At 1147, he notified us that he was returning to base, due low fuel, and all three planes shoved off.
- 1159 Decided further efforts were useless. It would have taken a good man to last two hours in a lifejacket in this water. Injection 53°F. Air temperature 35°F. Since planes had been circling the spot since the time of the crash, and none had sighted him since approximately 1015, set course for lifeguard station, arriving at 1400.
- 1430 Visibility started closing in and light snowfall began.
- 1516-1520 Heard five distant explosions and guessed that the B-29's were over TOKYO.
- 1540 Snowfall had increased. Surface visibility 1 mile and ceiling about 600 feet. Had several SD contacts during next two hours but none were sighted. We had had no fighter cover since noon, but we hadn't seen a single Jap plane either. We could not see much of the result of the strike except smoke, particularly heavy over the airfield at INUBO SAKI.

26 February 1945

1200 Position

Lat. - 36-00.0 N

Long. - 141-08.3 E

0538 Made trim dive.

0700 Surfaced on lifeguard station. There was no activity all day. Navigated by fathometer. Visibility was poor and seas force 4 both improving in the late afternoon.

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

Subject: U.S.S. BO FIN (SS 287), Report of War Patrol Number Seven.

1900 Greased topside fittings. Seas had calmed for a change.

27 February 1945

1200 Position

Lat. - 36-16.2 N

Long. - 141-05.0 E

0631 Made trim dive.

0655 Surfaced on lifeguard station. Expected carrier planes to hit TOKYO again today, in view of their absence yesterday due to weather. During early forenoon heard some traffic on 4475 Kcs. and VHF.

1036 SD contact 13 miles.

1040 Sighted a lone B-29 almost overhead at SD range of six miles.

1320 Received notification of completion of strike and set course for vicinity H.CHIJO.

1922 Made SJ contact at 4000 yards on the starboard bow. Turned away at flank speed. Noted indications of another SJ radar for the first time. Assumed one of our pack had surfaced without being aware of our presence, due very rough seas and fading visibility.

1930 Exchanged recognition and identification with STERLET.

28 February 1945

1200 Position

Lat. - 33-45.8 N

Long. - 140-10.0 E

0145 Again exchanged calls with STERLET.

1251 Drove for submerged patrol, and a rest, 18 miles southwest of MIKURU SHIMA.

1549 OOD sighted a small sampan or picket boat bearing 320°T, range 3000 yards. (Ship contact #10).

1550 Manned battle stations torpedo.

1600 Closed to 800 yards, then opened out. Target was apparently a picket boat of about 75 tons, one mast forward, one 20mm gun over bridge and possibly a small caliber machine gun forward. Did not see his antenna though he must have had one. He had a small white pennant with a red ball in the center, painted on the side of his hull amidships. We spent two hours tracking him at 0-2.5 knots, just bare steerageway, attempting to gain a favorable attack position. On heading 040°T, he was making good course 115°, due to a strong NE wind.

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

Subject: U.S.S. BOWFIN (SS 287), Report of War Patrol Number Seven.

- 1810 Secured from battle stations and headed out to open range when he set course 315°T for MIKUYE SHIMA at 3.2 knots. He never heard his screws, even at 800 yards. Decided not to battle surface on him or gun him after dark due to the near proximity of MIKURU SHIMA. He was keeping a suspiciously poor lookout.
- 1908 Surfaced. Set course for area just south of IRO SAKI.
- 2300 Received notification of lifeguard assignment for B-29 raid. Decided to proceed to station west of KOZA SHIMA and MII SHIMA for submerged patrol tomorrow, and hope for a target proceeding down the fairway out of S. GAMI N.D. We have a long run to our new lifeguard station.

1 March 1945

1200 Position

Lat. - 34-22.7 N

Long. - 138-44.0 E

- 0237 Indications of another SJ radar bearing 330°T.
- 0322 SJ contact at 000°T, range 11,000 yards. He is a friendly submarine judging by radar indications. Unsuccessful in exchanging signals. Lost contact at 0349.
- 0405 SJ contact at 074½°T, range 11,700 yards. Unsuccessfully attempted to exchange signals. Lost contact at 0408.
- 0440 APR had a 156 M.C. contact which checked with the reported Jap submarine radar.
- 0452 Indications of other SJ radar bearing 110°T. He steadied on us at 0511, but no signals.
- 0514-0550 Swinging ship, having decided to give the BATTISS method a try.
- 0554 Set course 135°T, having decided that APR gave strongest indications of 156 M.C. radar on that heading.
- 0608 SJ radar contact bearing 056°T at 11,600 yards. Manned radar tracking party and changed course to close at full speed. He was using radar whose indications on A scope looked like SJ to our technician. C.O. was not convinced. He steadied on us occasionally, but no signals, and was operating his radar intermittently. Decided to work around him to westward if possible. He was tracking at 14 knots, first on course 030°, then 010°, then 330°.
- 0642 SJ lost all contact, and OOD who had sighted target at 0638 reported he could no longer see him. APR reported the 156 M.C. contact had disappeared, though he still had one at 155 M.C. which he had picked up at approximately the same time two hours before.
- 0643 Dove for days submerged patrol.
- 1910 Surfaced.

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

Subject: U.S.S. BOFIN (SS 287), Report of War Patrol Number Seven.

- 1928 Indications similar to SJ radar bearing 040°T. Exchanged recognition and identification at 2020 with TREPANG. Felt a little foolish since our contact of this morning bore 046°T when he dove.
- 2110 SJ contact on TREPANG bearing 350°T at 11,800 yards. We are both going south and east for lifeguarding tomorrow. Lost contact bearing 025°T, range 12,900 yards.

2 March 1945

1200 Position

Lat. - 33-43.0 N

Long. - 139-19.0 E

Proceeding southwest of INJBA SHIMA, intending to cross to east side of island chain passing between H. CHIJO and AOKI SHIMA.

- 0237 SJ radar contact bearing 200°T, range 8750 yards (Ship Contact #11). Continued on course.
- 0300 When a range on this contact of 11,500 yards was obtained, C.O. decided to give this contact a try, even though we had to make 13 knots in a force 4 sea to reach lifeguard station on time at 1300. Manned radar tracking party.
- 0330 Target on steady course of 355°T, speed 10.5 knots. C.O. was trying to decide what possibilities a 6 foot depth setting would have in existing seaway versus lifeguard duty when, message notification of cancellation of E-29 strike was received. What a break! Decided to make dawn attack in order to get a look at our target before shooting.
- 0340 COD could sight target shape at 7000 yards on a dark night.
- 0503 In position on track ahead.
- 0517 Opened to eastward in order to avoid being sighted by lookout station on INJBA SHIMA, distant 9000 yards.
- 0548 Manned JK. Target was not pinging.
- 0641 Dove for attack.
- 0658 Picked up target in periscope and proceeded to attack position. Identified him as a large sea truck stacked high with cargo aft, one mast forward, with engines, small stack, and bridge amidships. Estimated length 175 feet and 900 tons.
- 0723 Commenced firing. Attack #3.
- 0724-30 One hit.
- 0744 Target died in the water, listing to port about 15°, and slightly down by the stern.
- 0802 List increased to about 40°. Crew was jettisoning cargo. At range 3000 yards, closing for a better look and to take pictures.

Subject: U.S.S. LOFIN (SS 287), Report of War Patrol Number Seven.

- 0817 Target rolled over. Watched about eight men abandon ship diving over the side and bottom. Sighted lifeboat in water. Bow, bottoms up, was still sticking out. Saw one man crawl back on top from this comparison C.O. estimated draft to be 10-12 feet.
- 0830 Target sank completely. From 400 yards, estimated lifeboat to be 25 feet long. Saw about 10 men of crew in the lifeboat and three or four in the water.
- 1212 Surfaced. Headed south for lifeguard station.
- 1945 Rainy, force 4-5 seas, low visibility.

3 March 1945

1200 Position

Lat. - 31-54.0 N

Long. - 141-51.0 E

- 0900 Patrolling on surface in vicinity lifeguard station.

4 March 1945

1200 Position

Lat. - 31-55.1 N

Long. - 141-18.0 E

- 0700 On lifeguard station. Overcast. Seas force 3-4.
- 0850 Sighted two masts on horizon bearing 305°T (Ship Contact #12). Commenced closing.
- 0855 Contacts determined to be two picket boats of about 300 tons.
- 0858 Manned battle stations gun. Gun Attack #2
- 0907 Commenced firing with 40MM gun and 5" gun at range 4200 yards.
- 0910 Enemy was returning fire with large volume of fire, all short. Executive Officer estimated that each picket boat was shooting 6 guns. Size of splashes indicated a projectile about size of a 20 MM.
- 0912 Enemy had our range at 3850 yards and was laying splashes all around us, some as much as 700 yards over, but most of them close. Went ahead full to open range and gave order to secure all rapid fire guns except 40MM. 5" gun crew had considerable difficulty in shooting because of spray and occasional solid water. Sea was too rough to do any effective shooting with the 5" gun.
- 0914 LEE, R. M., 664 31 30, TM2c, USNR, trainer of the 5" gun, was injured by shrapnel in both legs. The left leg had one or both bones splintered about two inches above the ankle and the right leg suffered a flesh wound. Range at this time was about 4000 yards.
- 0915 Secured all guns, having fired 12 rounds of 5" and 64 rounds of 40MM.
- 0916 Range 5040 yards. Some shots were still landing close alongside. These craft were too tough for us inside of 5000 yards. C.O. decided that shooting our 5 inch gun in the existing seaway at 6000 yards would be a total waste of ammunition and continued to open range. We were humiliated and had suffered serious injury to one man as well. C. O. had underestimated the enemy. Executive Officer at periscope observed two 40MM hits on one picket boat, one right at the bow and one at the waterline amidships,

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

Subject: U.S.S. BOYFIN (33 287), Report of War Patrol Number Seven.

- with no apparent effect. We decided to maintain contact and attempt a surprise attack later after completion of lifeguard duties. The picket boats were steering on various courses and making good about 3 knots on a southeasterly course for next six hours.
- 1043 First of many SD contacts. During the next hour, well over a hundred E-29's passed within 10 miles of us but none were sighted due to the low ceiling.
- 1300 Notified Pack Commander and ComSubPac of morning encounter. C.O. felt that early transfer of our wounded man to base would greatly facilitate his recovery.
- 1630 Still holding contact on our friends of this morning with difficulty due many rain squalls.
- 1710 Received dispatch from ComSubPac regarding transfer of wounded man to SENNET. Set course for rendezvous.
- 1735 Indications of another radar bearing 020°T.
- 1756 Exchanged recognition and identification by SJ with PIPER. Changed course to close. Learned via area frequency that she was searching for downed plane and also wanted best data on picket boats. We had had no information on plane being down but searched to southeast and south until 2000 without either picket boats or downed plane being contacted.
- 2000 Set course for rendezvous to westward. We later received word that plane had reached her base.

5 March 1945

1200 Position

Lat. - 31-00.0 N
Long. - 138-28.0 E

- 0142 Passed 10 miles south of SUMISU SHIMA.
- 0645 Made trim dive.
- 0652 Surfaced.
- 1010 Periscope watch sighted SENNET's shears.
- 1111 Successfully completed transfer of wounded man to SENNET via rubber boat. Fortunately, this was the calmest day we had seen since S.I.P.N except for two days north of INUBO S.KI. If the sea had been its normal force 3-4, which we had experienced 90% of the time, transfer would have been impossible without further injury to the patient. SENNET's efficiency and cooperation were noteworthy. Several SD contacts during the period of transfer fortunately did not close.
- 1229 SD contact at 12 miles.
- 1231 Dove with contact at 9 miles.
- 1305 Surfaced, enroute lifeguard station.

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

Subject: U.S.S. BOWFIN (SS 287), Report of War Patrol Number Seven.

6 March 1945

1200 Position

Lat. - 32-36.0 N

Long. - 141-25.4 E

0700 On lifeguard station. Strike cancelled. Patrolled on surface in vicinity. Force 5 seas and rain squalls.

1426 Momentary SD contact at 29 miles.

7 March 1945

1200 Position

Lat. - 31-51.2 N

Long. - 142-56.2 E

0240 Surface patrolling south and eastward of lifeguard station. SJ contact at 125°T, 8900 yards. This was a plane.

0241 SD lost contact at 12 miles.

2200 Received dispatch giving date of next probable strike. Headed for SUMISU SHIMA and a run northward toward HACHIJO.

8 March 1945

1200 Position

Lat. - 31-16.0 N

Long. - 139-48.5 E

Surface patrolling, west side island chain from SUMISU SHIMA to HACHIJO SHIMA.

1254 SD contact at 28 miles. Received IPP return.

9 March 1945

1200 Position

Lat. - 32-43.0 N

Long. - 140-00.0 E

0400 Seas moderating for first time in a week.

0637 Dove for submerged patrol between HACHIJO and AOGA.

1349 Surfaced. Proceeding to lifeguard station.

1800 Seas picking up. Weather squally. We could tell we were approaching our lifeguard station.

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

Subject: U.S.S. BO FIN (SS 287), Report of War Patrol Number Seven.

1900 SJ contact, bearing 090^{OT}, at 11,000 yards. Closed (Ship contact #13).

1910 Contact consisted of two pips, tentatively identified as our two picket boat friends.

1940 Targets were keeping about 300 yards distance on each other, speed five knots, steering erratically, making good course 270^{OT}.

2020 Targets changed to course 000^{OT} and stopped at 2022.

2116 Targets still lying to. Headed for lifeguard station since sea is too rough for a six foot setting on torpedoes and felt sure those targets did not draw as much as six feet. This would have been a nice set-up in a calm sea. Notified PIPER of contact.

2144 Received message stating time of B-29 strike advanced two hours, so bent on the engines and headed for station. Picket boats still lying to. PIPER sent message regarding collaboration on picket boats tomorrow if weather was suitable.

2353 Arrived on lifeguard station.

2354 SD contact 22 miles. Received IFF return.

10 March 1945

1200 Position

Lat. - 32-02.5 N

Long. - 141-34.0 E

0000 During next five hours we had SD or visual contacts with B-29's almost continuously. We estimated 250 planes were making the raid and later learned that over 300 participated, and of the raid's success.

0425 Our B-29 spotter notified us he was departing for base. No information for us.

0512 Lost SD contact.

0600 Seas force 5, numerous rain squalls.

1038 SD contact at 10 miles. IFF return.

1050 Plane circled and passed overhead. Identified as a XB-24.

1210 SD contact 16 miles.

1218 Lost SD contact at 20 miles.

1600 Set course for new patrol station, having had no luck in locating our picket boats, in spite of one aircraft contact report which was received only two hours after contact.

11 March 1945

1200 Position

Lat. - 31-06.7 N

Long. - 139-25.0 E

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

Subject: U.S.S. BO FIN (SS 287), Report of War Patrol Number Seven.

- 0640 Dove for trim and shifting torpedoes in after room.
0857 Surfaced.
2250 Indications of another SJ radar bearing 070°T.
2256 Exchanged calls and messages with TREP. NG. Notified TREP. NG we were remaining in this vicinity during tonight's B-29 strike. Although we were not assigned, thought we might possibly be of some assistance, in view of DRUM's absence.
2301 SJ contact on TREP. NG at 074°T, 10,000 yards. He passed astern on course 235°T, 10 knots at 2330.

12 March 1945

1200 Position

Lat. - 29-58.0 N
Long. - 138-08.0 E

- 0004 First of hundreds of SD contacts during next six hours. MIGOYA must have taken a beautiful pasting. Sighted several flares at 0454 and 0505, at 10 and 8 miles range, but chatter on VHF indicated that they were being dropped only for purpose of mutual location by several planes.
0555 Lost last SD contact.
0643 Made trim dive.
0734 Surfaced. Proceeding to new sweep position assigned Mac's Mops.
1625 Sighted shears of another submarine hull down bearing 070°T.
1636 SJ picked up submarine at 12,650 yards. Exchanged identification with TREP. NG, who closed to talk.
1740 Passed a 40MM can full of sugar to TREP. NG.
2023 Received message from PIPER on area frequency to form sweep. We had been receiving SJ radar indications from numerous bearings.
2330 Exchanged recognition signals and calls with PILOTFISH bearing 250°T.

13 March 1945

1200 Position

Lat. - 29-22.3 N
Long. - 137-08.0 E

- 0000 SJ radar had indications bearing 020°T, 060°T, 140°T, 210°T, 235°T, and 320°T. Estimated that all the SMARKS were passing through this well populated area. We are making anti-picket boat sweep with Mac's Mops.

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

Subject: U.S.S. BOWFIN (SS 287), Report of War Patrol Number Seven)

- 0400 All clear on SJ radar except for indications at 350°T. Should be TREPANG.
2037 Completed conversion of #3 and #5 F.B.T.

14 March 1945

1200 Position

Lat. - 27-17.0 N

Long. - 137-27.5 E

- 0000 SD contact at 32 miles. He did not close. Lost contact at 0012.
0318 SD contact at 18 miles. Apparently several planes. Received IFF returns. He closed to 4 miles then opened. Lost contact at 0325, 26 miles.
0430 SD contact 18 miles. Lost contact at 0433 at 20 miles. Estimated all contacts were B-29's raiding OS.KA.
0641 Made trim dive.
0717 Surfaced.
0720 Sighted submarine on horizon at 100°T. Should be TREPANG.
0903 Sighted plane from bridge at 10 miles. Identified as an XB-24. Received IFF return. We remained on surface. TREPANG dove at 0904 and surfaced at 0918.
1045 Made rendezvous with PIPER.
1245 SD contact at 22 miles.
1249 Sighted XB-24 from bridge at 13 miles range. He closed to look us over. Received IFF return but unsuccessful in exchanging light recognition signals.
1305 Lost SD contact at 27 miles.
1310 Communicated with pack via SCR radio during afternoon and night. MOPS proceeding to station for start of new sweep.

15 March 1945

1200 Position

Lat. - 26-22.0 N

Long. - 134-44.0 E

- 0200 Set course for initial sweep position, passing through that point at 0600.
1016 Two SD contacts at 18 and 20 miles.
1017 Sighted two PV's from bridge at 12 miles. Received IFF return.
1020 Sent recognition signal by light to closer plane. He wiggled his wings.

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

Subject: U.S.S. BO.FIN (SS 287), Report of War Patrol Number Seven.

1128 Sighted a B-29 from the bridge at 14 miles. Received IFF return.
1508 JOOD sighted black object at 340° relative at about 1000 yards.
Changed course to bearing and went ahead flank. Upon questioning
JOOD stated that object looked larger than a periscope and was
probably a porpoise. Resumed course and speed at 1518.
2040 Exchanged recognition signals and calls with TREP.ING via SJ radar
at 230°T.

16 March 1945

1200 Position

Lat. - 26-15.0 N
Long. - 135-26.0 E

0644 Made trim dive.
0658 Surfaced.
0834 Lookout sighted a rusty floating mine to port at 2000 yards.
Closed and opened fire with both 20mm guns, one 30 cal. M.G.,
and two carbines. Mine similar to type 137, Mine Identification
Manual.
0908 Mine bubbled and sank after a 20mm hit. Resumed course and speed.
1136 SD contact at 26 miles. Received IFF return. Plane closed to
3 miles, but was never sighted from bridge. Must have been
flying above the overcast. Lost contact at 1143 at 26 miles.

17 March 1945

1200 Position

Lat. - 29-46.5 N
Long. - 133-13.8 E

0646 Made trim dive.
0714 Surfaced.
1150 SD contact at 20 miles. Received IFF return.
1153 Sighted three PV's on northerly course. Closest range 12 miles.
Lost contact at 1159.
1246 Two SD contacts at 10 and 12 miles.
1247 Sighted three PV's from bridge. Closest range was 7 miles.
Lost all contacts at 1302.
1500 Completed sweep and set course for lifeguard station.
2301 Keyed SD radar when APR had a saturated pip at 156 miles. Contact
at 13 miles. He was opening at first but started to close. Dove
at 2303 with range 3 miles, closing to seven during submergence.
2335 Surfaced.

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

Subject: U.S.S. BOFIN (SS 287), Report of War Patrol Number Seven)

18 March 1945

1200 Position

Lat. - 32-48.8 N

Long. - 133-54.3 E

- Underway enroute lifeguard station, being harassed by several radar equipped planes who were searching (155,156 & 158 Mcs.). The SJ radar was valuable in picking up those planes.
- 0642 SD and SJ picked up contact simultaneously on a plane at 6050 yards who had been searching this area for about two hours. Dove.
- 0715 Heard distant heavy explosion.
- 0744 At 45 foot, SD contact at 25 miles.
- 0748 Lost SD contact.
- 0749 Surfaced. Numerous SD contacts during next three hours, some with and some without IFF.
- 0842 Submerged on sight contact on a northbound plane flying very low, range 4 miles, large angle on bow. Identified as MYRT. He may not have sighted us, but anyway hoped he was interested in bigger game.
- 0906 Surfaced.
- 1105 Forward torpedo room heard several distant explosions.
- 1153 Sighted SHIOKU island bearing 026°T.
- 1246 Went ahead full and set course for lifeguard station when plane who had been designated as fighter cover for us called us on lifeguard circuit. Our orders were to reach vicinity of our station afternoon of 18th but that our services would not be required.
- 1340 On lifeguard station. We never made contact with our fighter cover although we had about twelve friendly carrier planes in sight and on SD during next hour. There was apparently nothing for us to do today.
- 1435 Bridge watch reported a man coming down in a parachute at 252°T, distant 10 miles.
- 1436 Went ahead full and headed toward. C.O. examined through periscope and saw a large black shape falling at about the same rate as a parachute. Decided to investigate.
- 1438 Object hit the water.
- 1500 Sighted object from bridge and guessed it might be a balloon. As we closed, it was a strange sight. Object was determined to be a black barrage balloon about 30 feet in diameter which had been shot away from its moorings and punctured in the tail. It was floating nose vertical, with about ten feet of its tail surfaces limp and dragging in the water, and moving down wind (SST) at about 7 knots. The rest was inflated.

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

Subject: U.S.S. BOWFIN (SS 287), Report of War Patrol Number Seven.

- The tail dragging in the water made a real wake. There were red spots about three feet in diameter painted on each side of the nose end. The nose end of the balloon was about 75 feet above the surface. It gave no radar return whatsoever. It was a sight which would have given gray hair to any OOD sighting it close aboard on a dark night. Decided to shoot it down and cut out the red emblems for souvenirs, having finally caught up with the balloon at 1540.
- 1555 At least 75 50 cal. M.C. hits and another 100 carbine hits in the balloon had no apparent effect, so opened fire with the 40MM gun. Eight hits did the job, setting the gas afire and the balloon collapsed.
- 1559 Maneuvering to get balloon alongside.
- 1624 Having grappled and heaved on this unwieldy object for fifteen minutes, and with only about six feet of its length on board, the port lookout reported a plane on the beam, distant 8 miles. Secured the deck party. Our grapnel, which was then well hooked into the balloon, and secured to a cleat, was cast free, and we prepared to dive.
- 1625 Lookout reported plane looked like it was out of control, with wings tilted first one way and then the other. OOD then sighted the "plane" which was a Japanese bird. Since we had cast loose our grapnel, and had left our boat hook on the ~~SECRET~~ earlier in the patrol, decided to give up souvenir hunting and return to vicinity of lifeguard station. There was considerable lifeguard activity today for the other MOP's but none for us.
- 1800 Received message on 4475 Kcs. from station "MOHAWK", whose exact identity was unknown to us, regarding tomorrow's strikes. Since we could not contact PIPER, decided to send BOWFIN serial seven to ComSubPac. C.O. was not sure that this was correct thing to do, but felt it was.
- 1943 Indication of another SJ radar at 320°T.
- 2122 Exchanged recognition and calls with GUARDFISH, at 290°T.
- 2239 Made SJ contact with GUARDFISH at 294°T, range 11,700 yards, and exchanged calls again at 2248.

19 March 1945

1200 Position

Lat. - 33-05.8 N

Long. - 133-43.0 E

- 0515 APR had indications of Jap airborne radar which varied in intensity, getting stronger until
- 0545 when SJ made radar contact on plane at 5000 yards. He was

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

Subject: U.S.S. BOFIN (SS 287), Report of War Patrol Number Seven.

- opening so did not dive. SJ tracked him out to 11,000 yards and SD to 12 miles.
0602. Dove when OOD sighted what appeared to be running lights of two planes at 240°T.
0609. At periscope depth, C.O. identified lights as flares which dropped in water about 0611. Also verified by report of flares by carrier planes heard over VHF just before diving.
0630. Surfaced on lifeguard station. Hundreds of friendly planes were sighted during day. The VHF log makes interesting reading.
0728. Sighted mast tops of two ships at 190°T (Ship Contact #14).
0729. Saw about six bomb bursts in the water in the vicinity of the two ships and about a dozen air bursts overhead near a group of unidentified planes. Since there was no further activity, guessed that both DD's and planes were friendly and that the identity of each was now apparent to the other. However, we sent out a hurry call for our fighter cover who had not yet arrived.
0740. SJ radar contact on the two destroyers at 181°T, 17,500 yards.
0752. Fighter cover of four F6F's joined up. Requested they investigate identity of the destroyers. They reported back at 0809 that the ships were friendly.
0810. Sighted masts of two other surface ships, probably destroyers, further out on the same bearing (Ship Contact #15). At this time, the two closer destroyers headed southw st and rapidly opened the range.
0935. Sighted a lone TBM with tail shot up, heading in low for us.
0937. Plane made water landing about 500 yards dead ahead. Stopped and maneuvered to close.
0939. Plane nosed down and sank. Both occupants of plane jumped clear and hung on to their inflated life raft.
0950. Assisted on board Lieut. R. U. PLANT, USNR, 97556, and P.P. ZOGLKIS, J., AM3c, of Torpedo Squadron 83, both exhausted from their few minutes in the water in their heavy clothing and miscellaneous supplies, but otherwise in excellent shape.
1001. Resumed patrol on station, having destroyed the life raft and eye marker with carbine fire.
1355. Air cover returned to base. The remainder of the day was spent on station. It was interesting, but uneventful as regards life-guard duties.

20 March 1945

1200 Position

Lat. - 33-05.2 N

Long. - 134-43.0 E

0528. SJ radar had indications of another SJ radar at 000°T.
0540. SJ contact on a plane at 9350 yards. Received IFF return. Plane passed close aboard at 0542 and then opened out.

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

Subject: U.S.S. BOWFIN (SS 287), Report of War Patrol Number Seven.

- 0555 Exchanged recognition signals and calls with GUARDFISH.
0700 Had no definite information as to whether our services were desired today. As the day progressed, it became apparent that there was very little or no air activity. However, decided to maintain surface patrol if possible, in order to guard the life-guard circuits. Visibility reduced and varying.
- 0812 Lost indications of GUARDFISH's SJ radar.
1119 SD contact at 18 miles. No IFF return. Closest range 11 miles. Lost contact at 1123.
1150 SJ contact bearing 060°T, range 8000 yards. Simultaneously picked up indications of another SJ radar from the same bearing, and also radio reported that GUARDFISH had just come up on 4475 Kcs. very loud, calling a station whose call was not heard.
1155 Lost SJ contact and SJ radar indications simultaneously. Assumed GUARDFISH had surfaced and then dove. To check, we called GUARDFISH on 4475 Kcs and she did not answer.
1157 Changed course to southward to keep clear. Had several SD contacts during the next two hours, without IFF, and with APR indications on 155 and 156 Mcs.
1250 Set northwesterly course to close a better focal point in KII SUIDO.
1406 Dove for SD contact at 8 miles closing, 156 Mcs. on APR.
1424 At 100 feet, JK picked up screws at 170°T. Ordered periscope depth.
1428 Sighted the blur of a ship in the mist with small angle on the bow at estimated range 7000 yards. Kanned battle stations torpede.
1433 Made ready all tubes. Identified as a submarine.
1437 Watched target go by at 3000 yards. He was steering by constant helm or course clock. Felt fairly certain he was a U.S. submarine. Yet not entirely. Estimated speed at 14 knots, 205 R.P.M.
1453 Lost sight of target.
1511 Surfaced. Decided to run after for awhile.
1513 SJ radar reported indications of another SJ radar. At 1513 SJ radar reported he had lost the indications of another SJ radar.
1525 Sighted a smoke bomb and a continuously raised periscope on port beam, estimated range 1000 yards. He was in beautiful position.
1529 GUARDFISH surfaced. We spoke to each other by visual signals and VHF and parted company at 1600. We had had enough.
1900 With SHIONI MISAKI light bearing north, sent BOWFIN serial eight notification of departure from area and report of recovery of two aviators.
2030 Indications of another SJ radar at 138°T. Unsuccessful in communicating by SJ. Lost indications at 220°T. Assumed this was westbound SILVERSIDES.

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

Subject: U.S.S. BOWFIN (SS 287), Report of War Patrol Number Seven.

2155 Indications of another SJ radar at 020⁰T. Unsuccessful in communicating by SJ. Lost indications at 2245 at 350⁰T. Possibly this was TILEFISH.

21 March 1945

1200 Position.

Lat. - 30-37.0 N

Long. - 137-23.2 E

0305 SD contact at 12 miles, so turned on IFF and received return.
0308 Lost SD contact at 19 miles.
1103 SD contact at 32 miles.
1111 IFF return at 10 miles.
1115 Exchanged flashing light signals with an XB-24. Attempted unsuccessfully to ask him by light if he had seen any picket boats during morning. Manned VHF and he came up promptly. He had had no contacts on his patrol, but told us he would give us a call if he ran into any pickets on his way home. We were hopeful as the sea was a beautiful flat calm, perfect for either long range gun attack or torpedo attack.

1605 Dove.
1634 Surfaced.
1856 Sighted shears of a U.S. submarine at 230⁰T.
1905 Exchanged recognition and calls with TREPANG who closed to talk on SCR-610 then opened gradually to southeast.

22 March 1945

1200 Position.

Lat. - 25-47.5 N

Long. - 137-11.0 E

0520 Lost indications of TREPANG's SJ radar.
0634 Dove.
0654 Surfaced.
1910 Indications of another SJ radar bearing 150⁰T. Probably TREPANG. Had intermittent contact with TREPANG during remainder of run to GUM.

23 March 1945

1200 Position

Lat. - 19-58.2 N

Long. - 137-48.6 E

Subject: U.S.S. BOWFIN (SS 267), Report of War Patrol Number Seven.

0750 SD contact at 3 miles. Dove.
0804 Surfaced.
0920 SD contact at 34 miles. Received IFF return. Contact closed to 2 miles then opened. Not sighted. He must have been flying at 10,000 feet.
1532 SD contact at 19 miles. Received IFF return. Lost contact at 40 miles at 1540.
2345 Commenced 6-hour battery discharge.

24 March 1945

1200 Position

Lat. - 16-14.0 N
Long. - 140-38.2 E

0301 Indications of a friendly submarine on SJ radar bearing 255°T.
0320 Exchanged recognition signals and calls with SPRINGER.
0613 Completed battery discharge. Secured on reaching L.V.L. on cell #63, after battery, 100.3% capacity.

Several contacts with friendly planes during the afternoon.

2102 Exchanged recognition signals and calls with SPRINGER.

25 March 1945

0600 Rendezvous with escort, DE 25, and with CREVALLE, SPRINGER, and TREPANG.
0930 Moored -- GUAM.

Serial 0702

Care of Fleet Post Office,
San Francisco, California,
3 April 1945.CONFIDENTIALTHIRD ENDORSEMENT to
BOWFIN Report of
Seventh War Patrol.NOTE: THIS REPORT WILL BE
DESTROYED PRIOR TO
ENTERING PATROL AREA.COMSUBSPAC PATROL REPORT NO. 705
U.S.S. BOWFIN - SEVENTH WAR PATROL.

From: The Commander Submarine Force, Pacific Fleet.
To: The Commander in Chief, United States Fleet.
Via: The Commander in Chief, U.S. Pacific Fleet.

Subject: U.S.S. BOWFIN (SS287) - Report of Seventh War Patrol
(25 January to 25 March 1945).

1. The seventh war patrol of the BOWFIN, under the command of Commander A. K. Tyree, U.S. Navy, was conducted in the NANPO SHOTO and EMPIRE areas. The BOWFIN performed lifeguard duties as well as offensive patrol.

2. This aggressive, smartly conducted patrol was in keeping with the well established outstanding record of this fighting ship. A great portion of the patrol was devoted to lifeguard duties, and the BOWFIN had the honor of rescuing two downed friendly aviators. In addition, three aggressive well planned torpedo attacks were delivered and two gun attacks were made. Unfortunately, on Attack No. 2 a premature torpedo explosion cost the BOWFIN another destroyer, she having already sunk one on the first attack.

3. Award of Submarine Combat Insignia for this patrol is authorized.

4. Commander Submarine Force, Pacific Fleet, congratulates the commanding officer, officers, and crew of the BOWFIN for another splendid patrol added to this ship's long illustrious record. The BOWFIN is credited with having inflicted the following damage upon the enemy during this patrol:

S U N K

1 - DD (HATSUHARU Type) (EC)	-	1,400 tons (Attack No. 1)
1 - SMC (Seatruck) (EC)	-	1,200 tons (Attack No. 3)
*1/2 - MIS (Picket Boat) (EC)	-	100 tons (Gun Attack No. 1)
TOTAL SUNK	-	2,700 tons

Serial 0702

Care of Fleet Post Office,
San Francisco, California,
3 April 1945.CONFIDENTIALTHIRD ENDORSEMENT to
BOWFIN Report of
Seventh War Patrol.NOTE: THIS REPORT WILL BE
DESTROYED PRIOR TO ENTERING
PATROL AREA.COMSUBSPAC PATROL REPORT NO. 705
U.S.S. BOWFIN - SEVENTH WAR PATROL.Subject: U.S.S. BOWFIN (SS267) - Report of Seventh War Patrol
(25 January to 25 March 1945).D A M A G E D

1 - LIS (Picket Boat) (EC) - 250 tons (Gun Attack No. 2)

TOTAL SUNK & DAMAGED - 2,950 tons

*1/2 credit for sinking this 200 ton picket boat, which had
previously been damaged by carrier planes.

MERRILL COMSTOCK.

DISTRIBUTION:

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Comsubspac	(3)	
ComSubPacAdComd	(40)	

Serial No. 084.

Care of Fleet Post Office,
San Francisco, California.
28 March 1945.C-O-N-F-I-D-E-N-T-I-A-L

SECOND ENDORSEMENT to
 CO, U.S.S. BOWFIN Conf. Ltr.
 A16-3/A9 Serial 01 of 25
 March 1945.

From: The Commander Submarine Squadron TWENTY-EIGHT.
 To: The Commander-in-Chief, United States Fleet.
 Via: (1) The Commander Submarine Force, Pacific Fleet.
 (2) The Commander in Chief, United States, Pacific Fleet.
 Subject: U.S.S. BOWFIN (SS287), Report of War Patrol Number SEVEN.

1. Forwarded, concurring in the remarks of the Commander Submarine Division Two Eighty Two.
2. The Commander Submarine Squadron TWENTY-EIGHT congratulates the Commanding Officer, officers and crew on the successful completion of the BOWFIN'S Seventh war patrol, during which the following damage is considered to have been inflicted upon the enemy:

SUNK

1 DD (Estimated to be HATSUHARU class) EU 1400 tons (Torpedo Attack No. 1)
 1 Sea Truck (EC) 900 tons (Torpedo Attack No. 3)
 1 Picket Boat (Abandoned. Previously (EC) 200 tons (Gun Attack No. 1)
 damaged by carrier
 planes)

DAMAGED

1 Picket Boat 250 tons (Gun Attack No. 2)

COMMANDER SUBMARINE DIVISION TWO EIGHTY TWO
Care of Fleet Post Office
San Francisco, California.

FB5/282/A16-3

Serial (013)

27 March 1945.

CONFIDENTIAL

FIRST ENDORSEMENT to
CO BOWFIN Conf. Ltr. SS287/
A16-3/49 Serial 01 of 25
March 1945.

FROM: The Commander Submarine Division TWO EIGHTY TWO.
TO : The Commander in Chief, United States Fleet.
Via : The Commander Submarine Squadron TWENTY EIGHT,
The Commander Submarine Force, Pacific Fleet.
The Commander in Chief, United States, Pacific Fleet.
Subject: U.S.S. BOWFIN (SS 287) , Report of War Patrol Number Seven.

1. The Seventh War Patrol of the Bowfin, and the first for her Commanding Officer as such, was conducted in the areas south and east of Honshu. It extended over a period of fifty-seven days, thirty seven of which were spent on station and was terminated by the provisions of her operations order as modified by dispatch. Most of the patrol was dedicated to life-guard duties for both carrier planes and B-29 strikes and Bowfin was rewarded in being able to rescue Lieutenant R. U. Plant, USNR and Papazog-lakis, J. AMM3c of Torpedo Squadron 83. It is felt that Bowfin did an outstanding job of life-guarding and the Commanding Officer showed courage and a fine appreciation of the situation in his choice of surface and submerged running. It was not long ago that submarines operating in this same area found it necessary to remain submerged from daylight to dark every day yet Bowfin spent only four of her thirty-seven days on station submerged.

2. In spite of a fairly full calendar of life-guard duties time was found for three aggressive torpedo attacks and two gun attacks. The first torpedo attack was made on one of two destroyers in company from excellent position: Track angle 109°S, torpedo run, 1800 yards. Three torpedoes were fired; the center one of the spread hit and sank the target. The second attack was conducted on the remaining destroyer an hour and a half later again from an excellent position but it was marred by a premature of the torpedo fired at the middle of the target and no hits resulted.

FB5/282/A16-3

COMMANDER SUBMARINE DIVISION TWO EIGHTY TWO
Care of Fleet Post Office
San Francisco, California.

Serial (013)

CONFIDENTIAL

27 March 1945.

FIRST ENDORSEMENT to
CO BOWFIN Conf. Ltr. SS287/
A16-3/A9 Serial 01 of 25
March 1945.

Subject: U.S.S. BOWFIN (SS 287), Report of War Patrol Number Seven.

3. The Division Commander agrees with the Commanding Officer that a reload should have been made after the first attack and a larger salvo fired to assure sinking the remaining destroyer. The Commanding Officer berates himself for having what he considers too much spread between his torpedoes in these attacks but the Division Commander feels that the spread was close to perfect. In the first attack the distance between torpedoes at the track was about 210 feet and in the second about 267 feet both of which are well under a ship length. One hit in a destroyer will usually finish her or stop her and the spread employed gave excellent promise of one hit with two possible. In the second attack, when the center torpedo prematured, the failure to obtain hits was not the fault of the spread employed. Spread coverage along the track should not have been reduced but more torpedoes could well have been fired.

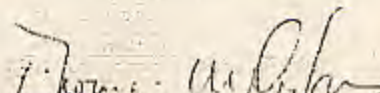
4. The third torpedo attack was made submerged during daylight on a heavily laden sea truck of about 900 tons. One torpedo was fired which hit and sank her.

5. The first gun attack was conducted on an abandoned picket boat which had evidently been attacked by our planes. A 20 MM hit which exploded her depth charges finished her.

6. The second gun attack was made against two picket boats which returned fire so heavily that Bowfin hampered by heavy seas breaking over her deck and the wounding of her 5" gun pointer, LEE, R. E., TM2c, was forced to break off the action. Two forty millimeter hits were scored on one of the picket boats.

7. Bowfin arrived in very good condition and her refit conducted by Apollo and Submarine Division 282 is expected to be of normal duration.

8. The Division Commander congratulates the Commanding Officer, Officers and crew on another fine, heads-up, patrol for the fighting Bowfin.


THOMAS M. DYKERS.

SS/287/116/19

U. S. S. BOWFIN (SS 287)
Care of Fleet Post Office
San Francisco, California

Serial 01

25 March 1945

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

From: The Commanding Officer, U.S.S. BOWFIN.
To: The Commander in Chief, United States Fleet.
Via: (1) The Commander Submarine Division Two Eighty Two.
(2) The Commander Submarine Squadron Twenty Eight.
(3) The Commander Submarine Force, Pacific Fleet.

Subject: U.S.S. BOWFIN (SS 287), Report of War Patrol Number Seven.

Enclosures: (A) Subject report.
(B) Track Chart.

1. Enclosure (A), covering the seventh war patrol of this vessel conducted in the Nanpo Shoto and Empire areas during the period 25 January, 1945 to 25 March, 1945 is forwarded herewith.

A. K. TYREE

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

Subject: U.S.S. BOFIN (SS 237) - Report of EIGHTH WAR PATROL.

(A) PROLOGUE

Arrived GUAM on 25 March, 1945, upon the completion of seventh war patrol. Assigned to Commander Submarine Squadron Twenty Eight. Refit was conducted by U.S.S. APOLLO under the administration and supervision of Commander Submarine Division Two Eighty Two, and Relief Crew number Two of Submarine Division Two Eighty Two.

Major Alterations Accomplished:

1. Shifted QB projector from topside position to old keel mounted position and accomplished TDM conversion.
2. Shifted FM projector from keel mounted position to topside position (starboard side), and installed with 3° upward tilt.

All hands enjoyed the recuperation period at CAMP DEALEY. The constant improvements being made should soon make CAMP DEALEY the outstanding rest center for submarines. All hands participated in the well organized athletic program, and BOFIN won a closely contested competition against SPRINGER, TREPANG, and BLUEFISH.

The underway training period consisted of one day post-repair trials and I.S.E., three days FM training, and three days regular training, which included one overnight exercise.

Transferred one officer to new construction, and two officers for rotation of duty to training submarines. Received two officer replacements from Submarine Division Two Eighty Two.

(B) NARRATIVE

Officers and CPO's on Board

Name	No. War Patrols
Commander A. K. TYREE, USN	2
Lieut-Comdr. C. L. JOHN, USN	6
Lieutenant C. J. FLESSNER, USN	3
Lieutenant H. C. ANDERSON (DE), USNR	2
Lieut. (jg) P. VAN KURAN, (DE), USNR	2
Lieut. (jg) W. E. CUMMINS, (E), USNR	2
Lieut. (jg) M. M. ELLIOTT, USN	4
Ensign J. P. WISE, USN	0
Ensign J. M. AYRES, (E)L, USNR	0
ALEXANDER, Robert E., CPhM(T), USN	3
GALITO, Eugene (n) CMoM(T), USN	7
PATTERSON, Robert George CEM(T)..... USN	7
PERSKE, Earl William, CCS(L), USNR	4

Subject: U.S.S. BOFIN (SS 237) -- Report of EIGHTH W.A.R.P. TROL.

ALL TIMES KING (-10)

23 April, 1945

1700 Underway GULM in company with BLUEFISH, enroute East China Sea area in accordance with ComTaskFor Seventeen Operation Order No. 85-45 and ComSubPac Serial 00030, of 22 April, 1945. BOFIN assigned task unit designation of 17.29.4. Escorted by U.S.S. ORACLE (AM-103).

1815 Made trim dive.

1828 Surfaced.

2100 Released escort. Proceeding with BLUEFISH.

2257 SJ radar contact bearing 210°T, range 28,800 yards. (Ship contact #1). Indications of 10 cm. radar from this contact. Estimated target to be friendly surface ship. Lost contact at 2308, bearing 209°T, range 30,600 yards.

24 April 1945

1200 Position

Lat. - 16-13.ON

Long. - 141-04.0E

Numerous friendly planes were contacted during day and night by sight and radar.

0420 Exchanged recognition signals using SJ radar, with vessel bearing 255°T. Unsuccessful in exchanging call signs, but this was probably TIGRONE.

1942 Dove.

1956 Surfaced.

25 April 1945

1200 Position

Lat. - 19-35.ON

Long. - 137-54.0E

Numerous friendly planes were contacted during day and night by sight and radar.

0537 Parted company with BLUEFISH, Unable to contact her by SJ radar or SCR radio.

0557 Dove.

0615 Surfaced.

1330 Received message regarding change in patrol orders and orders to rendezvous with SEA DOG.

1334 Headed west, estimating that we had already passed SEA DOG.

1340 Set watch on S.FPLN frequency and shortly thereafter received SEA DOG's 250320.

1350 Headed south. SEA DOG was 105 miles south of us.

1355 Unable to raise SEA DOG on S.FPLN frequency. Finally deduced that something was wrong with our transmitter, Spent the remainder of the afternoon working on transmitter, and trying to call SEA DOG, and

Subject: U.S.S. BOWFIN (SS 287) — Report of EIGHTH MAR PATROL.

- later base, on 4155 kcs. Heard base and SE. DOG calling BOWFIN numerous times. .. most exasperating and helpless feeling.
- 1730 Finally established communication. Still chasing SE. DOG at four engine speed.
 - 1915 SJ radar and sight contact on a large ship bearing 278°T, range 21,000 yards. (Ship contact #2). Ship was brilliantly lighted and headed for GULM. Believed to be a friendly hospital ship. Continued on to rendezvous. He passed 16,000 yards astern.
 - 2102 Picked up indications of another SJ radar bearing 158°T.
 - 2110 Exchanged recognition signals and calls with S.E. DOG.
 - 2125 Radar contact on SE. DOG bearing 160°T, range 8050 yards. (we were exchanging messages at the time).
 - 2140 Passed line to SE. DOG by gun.
 - 2152 Received ECM and associated publications in good condition. Transfer via rubber boat facilitated by a flat sea.
 - 2155 Set course for area and parted company with SE. DOG.

26 April 1945

1200 Position

Lat. - 21-07.5N
 Long. - 137-37.0E

- 0615 Dove.
- 0627 Surfaced.
- 0756 SD contact at 30 miles. IFF return.
- 0804 Sighted B-24 plane from bridge at 8 miles. Lost radar contact at 0809 at 28 miles.
- 1035 SD contact at 38 miles. IFF return.
- 1043 Lost contact on SD at 36 miles.
- 1517 Dove for drills.
- 1628 Surfaced.
- 1740 Received message to proceed at best sustained speed.
- 1810 Proceeded at four engine speed.

27 April, 1945.

1200 Position

Lat. - 26-40.2N
 Long. - 137-23.0E

- 0637 SD contact at 24 miles. No IFF return.
- 0641 Sighted plane from bridge. Believed to be a lone B-29. He did not close.
- 0830 SD contact at 23 miles. IFF return.
- 0837 Lost contact on SD at 25 miles.
- 1010-1301 Numerous SD contacts estimated to be B-29's returning from raid on Japan. We manned VHF and lifeguard frequency during this period, but received nothing of interest.

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

Subject: U.S.S. BO FIN (SS 287) — Report of EIGHTH W R P.TROL.

- 1429 Slowed to three engine speed because of seas.
- 1602 SD contact at 28 miles. IFF return. Contact closed to 16 miles then opened.
- 1610 Two of the three wire stays supporting the antenna stub mast carried away.
- 1638 Reversed course to head down sea, and installed new antenna stay.
- 1655 Repairs completed. Set course for area.

28 April, 1945.

1200 Position

Lat. - 31-22.0 N
Long. - 139-48.2 E

- 0519 SJ had momentary contact at 095^{OT}, range 19,000 yards.
- 0520 Turned on SD and had contact at 12 miles opening. No IFF return.
- 0525 SD lost contact.
- 0538 Dove.
- 0552 Surfaced.
- 0830 Starboard antenna stay carried away again, leaving one stay.
- 1122 Sighted SUMISU SHIMA bearing 056^{OT}, range 15 miles.
- 1239 SD contact at 28 miles. IFF return.
- 1246 SD lost contact at 30 miles.
- 1250 SD contact at 4 miles. OOD dove and sighted plane on leaving bridge. C.O. sighted plane, a B-24, passing abeam about one-half mile, as periscope ducked. Bridge watch was asleep on this one and glad he was a "friendly" friend.
- 1258 Surfaced.
- 1407 SD contact at 24 miles. IFF return. Lost contact at 30 miles at 1412.
- 1526 Lost sight contact on SUMISU SHIMA bearing 195^{OT}.

29 April, 1945.

1200 Position

Lat. - 35-25.3 N
Long. - 142-07.5 E

- 0525 Slowed to two engine speed because of seas.
- 0530 Dove.
- 0550 Surfaced. Proceeded at two engine speed.
- 0950 SD contact at 24 miles. Lost contact at 0958 at 29 miles.
- 2135 Entered area three.
- 2211 Head seas increasing. Slowed to one engine speed. Received ComSub-Pac 290601.

30 April, 1945

1200 Position

Subject: U.S.S. BOVIN (SS 287) --- Report of EIGHTH WAR PATROL.

Lat. - 39-08.2N
Long. - 142-47.0E

- 0508 Dove. Took B/T card to 400'. Passed from Japan Stream to the OYASHIO yesterday afternoon. Wind and sea moderating.
- 0530 Surfaced. Proceeded at two engine speed.
- 1930 Weather has improved. Wind decreased to less than five knots. Seas are long rolling swells about 8-10 feet high. Sent party on deck to install new antenna mast stays, remove one section of lifeline which had frayed and carried away, and to remove a deck locker whose hinges had carried away and was causing considerable noise. Completed at 2005.

1 May 1945

1200 Position

Lat. - 40-58.0 N
Long. - 144-37.2 E

- 0420 J.O.O.D. sighted snake bearing 075°T. (Ship contact #3). Sky was becoming light in the east.
- 0421 SJ radar picked up contact bearing 075°T, range, 16,590 yards. Manned radar tracking party.
- 0435 Contact bearing 077½°T, range 16,115 yards. Best solution of target course 255°T, speed 13 knots. C.O. and O.O.D. sighted a second ship, smaller, near target.
- 0441 To avoid being sighted, dove and manned battle stations. Estimated we were in good position. Unable to close the outboard exhaust valve on #4 engine. It was frozen open, reason undetermined. (See material defects).
- 0452 Made out our target with zero angle on bow, accompanied by one escort.
- 0502 Target determined to be steering a constant helm about 25° either side of base course 270°. Escort keeping station about 2000 yards ahead and constant-helming approximately in phase with the target. Long deep swells made periscope work difficult. Diving Officer was doing an excellent job and continued to do so.
- 0517 Set all tubes on 10 feet. This was considered a minimum safe depth setting for existing sea. Best estimate of target was BITVEL MARU class (pp 248, ONI-208-J, revised), riding light, and escort to be a PC, probably PC-4 class, pinging at 8 second intervals on 14.6 kcs.
- 0518 Commenced pulling off track for a stern tube shot. We were right on track at this time.
- 0530 Escort passed astern at 600 yards range.
- 0536 (Attack #1) Commenced firing aft. Range 735 yards, gyro angle 173.5° track angle 101° port.
- 0537 Heard first of two hits, properly spaced, while looking at escort. Swung to look at target and could see nothing but black smoke and flame extending several hundred feet into the air.
- 0538 Rigged for silent running. Observed target and escort at frequent intervals.

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

Subject: U.S.S. BOFIN (SS 237) -- Report of EIGHTH U.R. PATROL.

- 0542 C.O. announced target had sunk. Burning oil had spread out over the surface of the water for several hundred yards in all directions. Apparently, nothing there except flames and smoke.
- 0548 Escort was coming to life by now, and at 1500 yards range, he started to turn slowly toward. He may have sighted periscope although there was no other indication of that at 0550, when order was given to plane down to 450 feet at 60 turns. Rigged for depth charge. Took last look at target and saw about 75 feet of his bow sticking out with a 40° up angle; fire on water still burning furiously, and black smoke still pouring up. Doubt if there could have been any survivors.
- 0556 Escort passed directly overhead but did not drop. At this time and for next ten minutes, heard a number of short pop-gun explosions, similar to those reported by several other submarines. Escort came in on starboard bow and at
- 0614 Dropped a pattern of 21 charges over a period of 25 seconds. They gave us a good jolt; believed they were all above us, though well spotted. We were then at 560 feet riding with a healthy up angle. Spooled up and came up to 480 feet. We maintained this depth at 70 RPM for remainder of evasion period.
- 0630 Escort passed overhead again but did not drop. At this point, it seemed to us he was having no difficulty in keeping on us.
- 0717 Lost contact on escort's screws. He was pinging away at eight second intervals.
- 0748 Pinging weaker now, and estimated we were at least 6000 yards away.
- 0900 At periscope depth, nothing in sight. Secured from battle stations, depth charge attack, and silent running.
- 0920 Commenced reload at 100 feet.
- 0930-1036 Distant pinging. Nothing in sight.
- 1100 Commenced periscope patrol with infrequent looks. This being BOFIN's second birthday, we enjoyed the celebration. This was also BOFIN's first depth charging since her fifth patrol, and mild though it was, a large number of the officers and crew were duly impressed and indoctrinated. There was no damage from the depth charging except that a couple of superstructure rattles developed, and two cables in conning tower pushed in about six inches and leaked slightly. Also radio transmitter out of commission.
- 1500 Seas building up from south during afternoon. Depth control difficult. We were apparently in a spot where currents were merging. Injection increased from 34° to 48° between 1200 and 1800.
- 1913 Surfaced. Seas too rough to check #4 M.E. exhaust valve from top-side. Overcast. No evening sights.

2 May 1945

1200 Position

Lat. - 41-20.5 N

Long. - 142-03.0 E

Steering for SHIRIYU SAKI on D.R. and soundings. No morning sights due overcast.

Subject: U.S.S. BOWFIN (SS 287) -- Report of EIGHTH U.R.P. TROL.

0603 APR contact on 78 mcs. Apparently shore-based air search radar.
 0708 APR contact at 78 mcs, which had been gradually getting louder,
 turned off.
 0730 Dove for submerged patrol. Taking soundings half-hourly. Seas had
 calmed, almost flat.
 1100 Sighted unidentified sector of HONSHU coastline.
 1600 Finally obtained definite fix about 20 miles off SHIRIYA S.KI.
 Tested out Fm sonar during afternoon.
 1720 QB reported pinging at 265°T.
 1728 Sighted mast tops through periscope at 269°T. (Ship Contact #4).
 1742 Target identified as a trawler about 150 feet in length, tracking
 on steady course of 130°T from SHIRIYA S.KI, speed 9 knots, 156 RPM.
 Watched him go by at 8000 yards. Estimated tonnage - 200 tons.
 1835 Lost sight contact on target.
 1942 Surfaced. Decided to conduct repairs rather than chase our contact.
 2000-2245 Riggged bow plane wires. Completed repairs to antenna stays.
 Secured life lines which were rattling. Repaired outboard exhaust
 on #4 M.E. (See material defects section).
 2300 Commenced surface patrol across TSUGARU - KURILES shipping routes.

3 May, 1945

1200 Position

Lat. - 41-18.2 N
 Long. - 141-46.2 E

0520 Dove. While in process of diving, engine room throttleman thought
 he heard a loud banging noise as if ship had struck an object with
 her screw. During dive it was reported by personnel in after
 torpedo room that port shaft was very noisy. Tests showed that
 this noise, a rubbing pulsating noise, commenced at 70 RPM and at
 80 RPM was extremely loud. The noise could be plainly heard in the
 conning tower when the bridge 7MC was energized, prior to surfacing.
 Noise decreased on going deep. Believed port screw was damaged.
 0713 Surfaced, and headed in toward HONSHU coast.
 0752 Passed fishing marker buoy.
 0804 Dove for submerged patrol with HONSHU in sight. SHIRIYA SAKI light
 bearing 280°T, range 21 miles.
 1730 Sighted what appeared to be a rusty mine though periscope at about
 200 yard range.
 1955 Surfaced

4 May, 1945

1200 Position

Lat. - 41-18.2 N
 Long. - 141-37.2 E

0447 Dove for submerged patrol.

Subject: U.S.S. BO'FIN (SS 287) -- Report of EIGHTH WAR PATROL.

- 0740 Sighted sampan (Ship Contact #5), probably a fisherman, 4000 yards ahead bearing 268°T, heading up on course 345°T to round SHIRIYA SAKI light.
- 0832 Sighted a JAKE over lighthouse, heading south. Sighted a second JAKE bearing 000°T.
- 0852 Sighted a JAKE dead astern at one half mile coming in with zero angle on bow and flying low. Expected a bomb but nothing happened.
- 0853 Watched same plane circling to left about one mile dead ahead. When angle on bow decreased to about 40°, decided he was searching for something and probably BO'FIN. He suspected the possibility of detection by an unseen sound listening station. No surface patrols had been sighted or were sighted during the day. Planed to 100 feet and ran out 2½ miles to southeast.
- 0945 All clear at periscope depth. Resumed periscope patrol.
- 1956 Surfaced. Patrolling TSUGURU - KURILES shipping route.

5 May, 1945

1200 Position

Lat. - 41-58.3 N
Long. - 141-15.3 E

- 0438 Inspected bow plane wires. Found starboard wire parted with three fourth of its length missing, and port wire just ready to carry away. Removed all.
- 0531 Dove for submerged patrol north of ESMN SAKI.
- 1117 Sighted JAKE five miles to westward on southerly course and at 1118 sighted a second JAKE to the northwest on a northerly course. Probably the daily mail trip.
- 1200 Sighted six small sampans engaged in fishing during the afternoon. Hoped for some traffic to or from MURORAN but none developed.
- 2008 Surfaced. Proceeded south and east for position southeast of SHIRIYA SAKI.

6 May, 1945

1200 Position

Lat. - 41-05.3 N
Long. - 141-33.0 E

- 0426 Dove for submerged patrol.
- 0442-0520 Avoided small sampan, apparently a fisherman, headed south. Had close look at about a dozen of these during day. All small except one fishing trawler of about 500 tons.
- 1537 Passed a string of buoys which were believed to be fishing buoys.
- 2020 Surfaced.
- 2040-2100 Searchlight drill vicinity of OHIMOTO.
- 2134 Secured watch on SJ radar. Lolling motor out of commission. Set watch on ST radar.

Subject: U.S.S. BO FIN (SS 237) -- Report of EIGHTH WAR PATROL.

7 May, 1945

1200 Position

Lat. - 41-18.0N

Long. - 141-35.5E

- 0343 Shifted watch back to SJ radar. Technicians unsuccessful so far in repairing lobing motor.
- 0412 SJ contact at 337°T, range 13,000 yards, very small. (Ship contact #6). Commenced tracking and had target at speed zero to three knots, course 160°T. Realized solution was poor in view of questionable radar bearings, but presumed we had a patrol boat.
- 0423 Drove for submerged patrol on course 000°T.
- 0450 Sighted contact at 255°T, smoking, range about 9000 yards going away. He had the appearance of a large seagoing tug and would have been worthy of shooting had we closed and reached a firing position.
- 0528 JK picked up screws in the vicinity of SHIRIKI SAKI. Sighted two patrol boats on that bearing, one of sampan type and one of SC type. Situation looked promising. During next three hours, thought we had several good targets in sight. Two of them turned out to be black rocks north of the lighthouse; the other, thought to be a large freighter anchored just to westward of the lighthouse, proved to be a part of the lighthouse installation. (The picture in the Sailing Directions should have been studied sooner.)
- 0808 Sighted a JKE at 310°T in vicinity of lighthouse.
- 0951 Sighted a small MF freighter heading south down coast. (Ship Contact #7), accompanied by the SC escort. Approximate range 12,000 yards, angle on bow 90° port, hugging the coast. He had rounded point without our sighting him and sound never made contact.
- 0955 Decided to head south for point where deeper water is close to the coast.
- 1122 The SC escort was observed to be patrolling a spot dead ahead where we wanted to go. He had turned back north in vicinity of MONOMI SAKI; freighter had either proceeded on south alone or had been picked up by a new escort. Our SC patrol was stopping and starting at intervals listening only.
- 1141 Having closed to 4000 yards, reversed course.
- 1244 Patrol boat heading north. Reversed course to 210°T to close coast.
- 1303 Sighted two southbound targets, (Ship contact #8), one medium tanker and one small or medium freighter, southbound, accompanied by our same SC escort, range about 14,000 yards, angle on bow 60° port. Again we were hopelessly out of position, i.e., not close enough in to the coast. Manned battle stations and commenced approach anyhow. One JKE running air escort.
- 1404 Secured from battle stations, closest range 9,000 yards, targets hugging coast. By now, we were considerably exasperated and resolved to head out from coast, run south on surfacing, and catch these two targets in morning near TODO SAKI. Headed east on course 080°T.

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

Subject: U.S.S. BOYFIN (SS 287) — Report of EIGHTH WAR PATROL.

- 1440 Sighted a new contact! (Ship Contact #9). This was a large MFM freighter of about 6000 tons, northbound, bearing 222°T, range 14,000 yards, with 45° starboard angle on bow. This made our agony complete. Had we not reversed course at 1404, we might have been in position to get this fellow.
- 1756 Surfaced 10 miles off the coast to chase our southbound targets. The beach, the lighthouse, and the two patrol boats looked mighty close, but apparently the Jap lookouts were taking time out for coffee.
- 1832 Port lookout and OOD sighted a small unidentified plane bearing 090°T, range six miles, angle on bow 40° port. Dove to 200 feet. Do not believe we were sighted.
- 1916 Surfaced.
- 2026 Manned ST radar while making repairs to SJ lobing motor.
- 2149 SJ radar back in full commission.
- 2348 SJ radar picked up two pips about 2000 yards off the coast, at a range of 36,960 yards, bearing 274°T. Navigator suggested possibility that these were our two targets, as their position checked roughly with their eight knot speed of this afternoon. C.O. considered it improbable. Lost these pips at about 39,000 yards. Sea was flat calm, water very phosphorescent, wind zero.

8 May, 1945

1200 Position

Lat. - 39-21.7 N
Long. - 142-24.8 E

- 0015 Indications of another SJ radar bearing 140°T.
- 0055 Exchanged recognition signals and calls with CERO.
- 0233 TODO S.KI light abeam, distant six miles.
- 0311 C.O. observed two pips on P.P.I. screen at 35,500 yards range, close to the HONSHU coast.
- 0323 Having observed these pips to be closing at a mentally calculated range rate of 8 knots on a southerly course, and having plotted them in on chart, C.O. was now convinced that the SJ radar was producing phenomenal results on our two expected targets, and that these were not islands. Manned radar tracking party and headed in toward coast, with range to targets of 29,000 yards.
- 0337 Manned battle stations.
- 0412 Sighted targets from bridge. Our same ship contact #8, with the tanker about 1500 yards ahead of the freighter. Range 5300 yards to the tanker and the sky was getting light in the east behind us. Planned to shoot first four bow tubes at the freighter at about 3000 yard torpedo run, then the next two at the nearer tanker; then swing and shoot stern tubes at the tanker, just in case we missed. The tanker was considered the more valuable target.
- 0413 Shifted to TBT bearings.
- 0415 (Attack #2). Commenced firing forward. Fired forward tube next as planned.
- 0416 Swung right to fire stern tubes.
- 0417 Had given order to shoot aft when a spectacular hit exploded in the

Subject: U.S.S. BOFIN (SS 287) — Report of EIGHTH W.R. PATROL.

- 0418 tanker. Gave order to check fire and shift to the far target. Commenced firing aft. Tube 7 went out aimed at the tanker, but 8, 9, and 10 were fired at the freighter. However, just before #10 was fired freighter was observed to have turned away, he ding for the beach. Summary of results: Three torpedo hits were heard within a period of eleven seconds. Two of these were definitely on the tanker. The tanker was observed to disintegrate and disappear in the pall of black smoke which followed the flare-up of the first hit. He was never again sighted from the bridge and radar reported his pip had disappeared at 0421 at a range of about 2000 yards. A loud explosion at 0422 was possibly a hit from tube 7 on the tanker as he passed 30 feet going down, but more probably an internal explosion from the tanker, since time does not check. Evidence on the freighter is not conclusive, but one hit from the first salvo is claimed. The port lookout, who had his binoculars on the freighter, stated that he saw a hit in the bow of the freighter, indicated by black smoke rising, a few seconds before he heard the louder explosion and turned to look at the tanker. He reported a hit in the bow of the freighter to the J.O.O.D. at this time. One of the three hits heard at this time could have been in the freighter; however, the torpedo would have had to run at 30 knots for correct timing, or target course have been fifteen degrees to left. An indication that target was probably damaged was that he faded out on radar at 13,500 yards, when he was still two miles from the beach.
- 0420 Secured tubes and pulled clear at full speed in the dawn light.
- 0442 Dove, doubting the wisdom of staying on the surface any longer. We were most fortunate that the Japs neglected to escort these ships this morning. It was amazing that we weren't sighted before firing.
- 0457 Completed reload. Running at 150 feet to get a badly needed rest. We felt compensated somewhat for yesterday's disappointments.
- 1030 Two distant explosions, twelve seconds apart, which may have been torpedo hits. Hope the GERO got in again, and that she is not taking the dirty work for us.
- 1034 Two depth charges. Distant.
- 1043 Two depth charges. Distant.
- 1044 Three depth charges. Distant.
- 1051 One distant explosion.
- 1113 Two distant explosions.
- 1114 One distant explosion.
- 1119 Two distant explosions.
- 1133 Two distant explosions.
- 1156 Three distant explosions.
- 1200 Two distant explosions. At periscope depth, nothing in sight. Commenced normal periscope patrol. Heard 19 more depth charges at intervals during afternoon.
- 2000 Surfaced. Visibility decreasing fast due to fog. By 2100, visibility had decreased to 500 yards. Abandoned plan to patrol north of TODO SAKI for tomorrow, and decided to patrol about 20 miles south.

Subject: U.S.S. BOFIN (SS 287) — Report of EIGHTH WAR PATROL.

9 May 1945

1200 Position

Lat. - 39-17.5 N

Long. - 142-06.8 E

- 0000 Patrolling 2-5 miles off 100 fathom curve about 20 miles south of TODO SAKI in low visibility.
- 0042 SJ radar contact at 330°T, range 8000 yards (Ship Contact #10). Avoided.
- 0116 SJ radar contact at 230°T, range 6600 yards. (Ship Contact #11). Avoided.
- 0522 Dove for submerged patrol. Contact on SJ radar bearing 270°T, range 9400 yards, believed to be same craft as contact #11. Visibility varying between 2000 and 6000 yards.
- 0640 Sighted contact through periscope at 5000 yards, lying to. Sampan type. He may have been a fisherman, but his actions during next two hours indicated he was patrol craft. Avoided by crossing 100 fathom curve, and proceeding inshore northeast of him.
- 0812 Visibility had now decreased to about 1500 yards. ST range on nearest land was 8400 yards. Our position being doubtful, started easing out toward 100 fathom curve. Considered surfacing, but decided to stay down for a while longer. Seas building up.
- 1052 Heard distant explosion.
- 1203 Heard two distant explosions.
- 1300 Visibility increasing. Made out coastline of HONSHU, six miles distant, and finally got a fix at 1323. Wind was now decreasing, but swells had increased to about six feet. Running at 50 RPM to maintain periscope depth, along the 100 fathom curve.
- 1513 Sighted a small northbound LAR freighter bearing 294°T, range 8000 yards, angle on the bow 100° starboard. (Ship contact #12). Sound could not pick him up. He was already by. Estimated length 200 feet.
- 1600 Visibility now good, but depth control was very difficult due to the swells.
- 1753 Sighted smoke through periscope bearing 220°T. (Ship contact #13).
- 1758 QP picked up pingler on same approximate bearing.
- 1803 Sound now had two sets of pinging. At this point things looked good, and we had visions of a nice convoy; but we muffed a good chance by being slow in turning toward coast and failure to use high speed.
- 1820 Contact proved to consist of two pingers only - a W.K.T.K.C. class DD who was smoking heavy black smoke, led by a small escort type who was possibly an ECS-1 type. Identification uncertain. Both zig-zagging and hugging the coast. Speed 14 knots. Nearest range attained on normal approach course was 8000 yards. DD proceeded morrily on up the coast. This was a most unsatisfactory way to end our last day in ~~the area~~.
- 1919 Secured from Battle Stations. Our patrol area for today was an excellent one, but we learned the hard way that it is necessary to maintain position at a minimum of 6000 yards from the beach, in order to get a shot.

Subject: U.S.S. BOFIN (SS 287) — Report of EIGHTH WAR PATROL.

- 2007 Surfaced and set course to depart area.
 2010 Indications of another SJ radar bearing 020°T. Attempts to exchange signals by SJ were unsuccessful.

10 May, 1945.

1200 Position

Lat. - 35-39.5 N
 Long. - 142-06.8 E

- 0000 Proceeding on surface to base at three engine speed.
 0600 Crossed southern boundary of Area 3.
 1320 Increased to four engine speed.
 1546 Slowed to three engine speed. #3 M.E. out of commission due to attached salt water pump.
 2009 Slowed to two engine speed and commenced equalizing charge.
 2020 Converted #4 F.B.T.
 2355 #3 M.E. back in commission. Increased to three engine speed.

11 May, 1945

1200 Position.

Lat. - 30-45.0 N.
 Long. - 138-36.5 E

- 0350 Passed A.O.A. SHIMA abeam to starboard, distant 10 miles.
 0853 Increased to four engine speed. Numerous SD contacts during day, indicating friendly by IFF. About 12 B-29's were sighted flying high overhead.
 1257 Dove for unidentified plane without IFF, flying low, distant 10 miles.
 1329 Surfaced. Proceeded at four engine speed.
 1330 Many friendly planes were contacted during the afternoon by radar and by sight.

12 May, 1945

1200 Position

Lat. - 24-59.0 N
 Long. - 137-30.0 E

- 1528 Sighted two northbound U. S. submarines bearing 210°T.
 1545 Exchanged calls signs with JACK by flashing light.
 1610-1630 Exchanged messages with JACK and SEGUNDO using SCR radio. Parted company at 1635.
 2309 SJ picked up indications of another SJ radar bearing 210°T. All attempts to communicate unsuccessful. Presumed they were northbound TONO and MUSKALLUNGE.

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

Subject: U.S.S. BOWFIN (SS 287) -- Report of EIGHTH WAR PATROL.

13 May, 1945

1200 Position

Lat. - 19-00.5 N
Long. - 137-36.0 E

0022 Lost indications of other SJ radar bearing 320°T.
0310 First of numerous friendly planes contacted by sight and radar during day.
0945 Manned lifeguard frequencies.
1200 Secured watch on lifeguard frequencies.
1631 Dove.
1722 Surfaced.
1735 Dove.
1757 Surfaced.

14 May, 1945

1200 Position.

Lat. - 16-05.2 N
Long. - 140-42.8 E

0230 Indications of another SJ radar bearing 010°T. Lost contact at 0317 bearing 330°T. Probably TENCH.
0537 First of numerous friendly plane contacts during day.
1320 Slowed to one engine speed to convert #3 and #5 F.B.T. Completed at 1400 and proceeded at full speed.

15 May, 1945

1200 Position.

0205 Made rendezvous with escort, SC-536.
0553 Moored alongside U.S.S. APOLLO Apra Harbor, GUAM.

Serial 01229

Care of Fleet Post Office,
San Francisco, California,
25 May 1945.CONFIDENTIALTHIRD ENDORSEMENT to
BOWFIN Report of
Eighth War Patrol.NOTE: THIS REPORT WILL BE
DESTROYED PRIOR TO
ENTERING PATROL AREA.COMSUBSPAC PATROL REPORT NO. 765
U.S.S. BOWFIN - EIGHTH WAR PATROL.

From: The Commander Submarine Force, Pacific Fleet.
To: The Commander in Chief, United States Fleet.
Via: The Commander in Chief, U.S. Pacific Fleet.

Subject: U.S.S. BOWFIN (SS287) - Report of Eighth War Patrol
(23 April to 15 May 1945).

1. The eighth war patrol of the BOWFIN, under the command of Commander A.K. Tyree, U.S. Navy, was conducted in the areas off Honshu and Hokkaido.

2. During this patrol six contacts worthy of torpedo fire were encountered. Traffic in these areas mostly hugged the coast. Three excellent attacks were made, resulting in the sinking of a medium tanker and a medium freighter, and in the damaging of another freighter. The patrol was well conducted and area coverage was thorough. A special mission, covered by separate report, was carried out.

3. Award of Submarine Combat Insignia for this patrol is authorized.

4. The Commander Submarine Force, Pacific Fleet, congratulates the commanding officer, officers, and crew of the BOWFIN for the completion of this successful patrol, and for inflicting the following damage upon the enemy:

S U N K

1 - Medium AK (similar to BATAVIA MARU)(EU)	- 4,300 tons (Attack No.1)
1 - Medium AO (UN)	- <u>5,000</u> tons (Attack No. 2B)
TOTAL SUNK	- 9,300 tons

D A M A G E D

1 - Medium AK (EU)	- 4,000 tons (Attack No. 2A)
TOTAL SUNK & DAMAGED	- 13,300 tons

Serial No. 0139.

Care of Fleet Post Office,
San Francisco, California.
18 May 1945.C-O-N-F-I-D-E-N-T-I-A-LSECOND ENDORSEMENT to
CO, BOWFIN war patrol
number EIGHT SS287/AL6/A9
Serial No. 011 of 5/15/45.

From: The Commander Submarine Squadron TWENTY-EIGHT.
 To : The Commander-in-Chief, United States Fleet.
 Via : (1) The Commander Submarine Force, Pacific Fleet.
 (2) The Commander-in-Chief, United States Pacific Fleet.

Subject: U.S.S. BOWFIN (SS287), Report of War Patrol Number EIGHT.

1. Forwarded concurring in the remarks of Commander Submarine Division TWO HUNDRED EIGHTY-TWO.
2. The Squadron Commander most heartily congratulates the commanding officer, officers and crew of the BOWFIN on the successful completion of this aggressive and hazardous patrol.
3. It is recommended that BOWFIN be credited with the following:

SUNK

1 AK Batavia Maru Class (EU)	4000 Tons	Torp. Attack No. 1
1 Medium AO (EU)	<u>5000 Tons</u>	Torp. Attacks No's 2 & 3
	9000 Tons	

DAMAGED

1 Medium AK (EU)	<u>4000 Tons</u>	Torp. Attack No. 2A.
Total Sunk and Damaged	13000 Tons	


 J. M. WILL.

Serial (240)

16 May 1945.

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

FIRST ENDORSEMENT to
CO BOWFIN war patrol
number Eight SS287/A16/A9
Serial 011 of 15 May 1945.

Subject: U.S.S. BOWFIN (SS287), Report of War Patrol Number Eight.

TORPEDO ATTACK NO. 2 was a series of aggressive attacks on a medium tanker and medium freighter accompanied by one SC type escort and one JAKE. The target group was first sighted while conducting a day submerged patrol close to the coast. Attack position could not be reached, and a beautiful end around was made, which resulted in re-establishing contact fifteen hours later with the convoy but fortunately not with the escorts. Surface attack was made during morning twilight using radar ranges and TBT bearings. Four bow torpedoes were fired at the freighter and two at the tanker. One hit was seen in the freighter and two in the tanker, which disintegrated almost immediately. While these hits were occurring BOWFIN had swung right and started firing torpedoes from stern tubes at the tanker. After one torpedo had gone and the hits from bow torpedoes had been observed, fire was checked, and the remaining three torpedoes fired from the stern tubes at the freighter. All stern torpedoes missed. Brief tabulation of firing data:

ATTACK NO.	2-A	2-B	2-C
Tube fired	1-2-3-4	5-6	7-8-9-10
Average Track Angle	80-P	102-P	98-P
" Gyro Angle	351	328	239
Torp. Depth Setting	8 feet	8 feet	8 feet
Average Torp. Run.	3120 yards	1850 yards	3070 yards

Dawn soon made it necessary to dive, and by the time reload was completed contact could not be regained with the damaged freighter.

3. BOWFIN returned clean, shipshape and in excellent material condition. Refit is now being conducted by APOLLO and Submarine Division 282, and is expected to be of six days duration.

4. The Division Commander congratulates the Commanding Officer, officers and crew of the great BOWFIN on this brief, alert and highly productive patrol.

W.S. Post, Jr.
W. S. POST, Jr.

FB8/282/A16-3

SUBMARINE DIVISION TWO EIGHTY TWO
CARE OF FLEET POST OFFICE
San Francisco, California.

Serial (240)

CONFIDENTIAL

16 May 1945.

FIRST ENDORSEMENT to
CO BOWFIN war patrol
number Eight SS287/A16/A9
Serial 011 of 15 May 1945.

From: The Commander Submarine Division TWO EIGHTY TWO.
To: The Commander in Chief, United States Fleet.
Via: The Commander Submarine Squadron TWENTY EIGHT.
The Commander Submarine Force, Pacific Fleet.

Subject: U.S.S. BOWFIN (SS287), Report of War Patrol Number Eight.

1. The Eighth War Patrol of the Bowfin was conducted in the areas east of HONSHU and south of KOKKAIDO. It extended over a period of twenty-three days, ten of which were spent on station. The patrol was terminated by provisions of the Operation Order.

2. Close coverage of coastal shipping routes resulted in numerous contacts during this short and extremely aggressive patrol. All suitable torpedo targets which could be closed were vigorously and skillfully attacked.

TORPEDO ATTACK NO. 1 was made on a BATAVIA MARU type tanker accompanied by a PC type escort. This day periscope attack was made after course, speed and zigzag plan had been accurately determined by surface radar tracking. Excellent attack position was reached in spite of long deep swells which made periscope work difficult. Four torpedoes with ten foot depth setting were fired from the stern tubes on an average track angle of 108 port, average gyro angle 166, torpedo run 865 yards. Two properly timed hits were heard, and the target was seen to sink five minutes later in the midst of a spectacular oil or gasoline fire.

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

U. S. S. BONFIN (SS 287)
Care of Fleet Post Office
San Francisco, California

SS287-16/19

15 May 1945

Serial 011

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Via: (1) The Commander Submarine Division TWO EIGHTY TWO.
(2) The Commander Submarine Squadron TWENTY EIGHT.
(3) The Commander Submarine Force, Pacific Fleet.
Subject: U. S. S. BONFIN (SS 287), Report of War Patrol Number Eight.
Enclosures: (A) Subject Report.
(B) Track Chart.

1. Enclosure (A), covering the Eighth War Patrol of this vessel conducted in the areas east of HONSHU and south of HOKKAIDO during the period 23 April, 1945 to 15 May, 1945, is forwarded herewith.

A. K. TYRES

Subject: U.S.S. BOWFIN (SS 287) — Report of NINTH WAR PATROL.

(A) PROLOGUE

Arrived GUAM on 15 May, 1945, upon the completion of the eighth war patrol. Assigned to Commander Submarine Squadron Twenty Eight. Refit was conducted by U.S.S. APOLLO under the administration and supervision of Commander Submarine Division Two Eighty Two, and Relief Crew Number One of Submarine Division Two Eighty Two.

Major Alterations Accomplished:

1. Installed NGA Pathometer.
2. Installed X-5 Multiplier for use with D.R.T.

The previous patrol was of only twenty three days duration; a short rest period of six days at CAMP DELLEY was enjoyed by all hands. All repair items were accomplished satisfactorily in the allotted time. Especial credit is due Commander Submarine Division Two Eighty Two, Lieutenant H. G. HOHWIESNER, USNR, Executive Officer of the Relief Crew, and Ensign H. KACZUR, USN (Relief Crew), as well as to the APOLLO for the accomplishment of the required work in such a limited period of time.

The underway training period consisted of one day torpedo training and three days of FM training; this was followed by a two day loading period.

During the training period, on 24 May, 1945, while returning to base from daily operations, BOWFIN had the pleasure of rescuing 2nd Lieut. E. D. VAN IRAN, U.S.M.C., in good condition from the water, after his plane (F6F) was observed to crash at a distance of six miles, by an alert bridge watch.

(B) NARRATIVE

Officers and CPO's. on Board:	No. War Patrols
Commander A. K. TYBEE, USN	3
Lieut-Comdr., C. L. JOHN, USN	7
Lieutenant C. J. FLESSNER, USN	4
Lieutenant H. C. ANDERSON, (DE), USNR	3
Lieut.(jg) P. VAN KURAN, (DE), USNR	3
Lieut.(jg) W. E. CUMMINS, E(L), USNR	3
Lieut.(jg) M. M. ELLIOTT, USN	5
Ensign J. P. WISE, USN	1
Ensign J. M. AYRES, E(L), USNR	1
ALEXANDER, Robert E., CPhM(T), USN	4
CAITO, Eugene (n), CMoMM (AA)(T), USN	8
*KNOX, Joseph M., JR., CMoMM (AA)(T), USN	6
PATTERSON, Robert George CEM (AA)(T), USN	3
PERSKE, Earl William, CCS (AA), USNR	5
*WINNING, Edward Gary, CEM (AA)(T), USN	6

* Advanced 5-1-45.

All Times King (-10) Until Further Noted.

CONFIDENTIAL

Subject: U.S.S. BOFFIN (SS 287) — Report of NINTH WAR P. TROL.

29 May, 1945

- 1500 Underway GULF enroute JAPAN SEA in company with FLYING FISH and TINOSA (Task Group 17.23) under command of Commander R. D. REISSER, USN, in FLYING FISH. Task Group 17.23, known as "Bob's Bobcats", is a unit of "HYDEMAN'S HELICATS", Task Groups 17.21, 17.22, and 17.23, under the command of Commander E. T. HYDEMAN, USN, in SE. DOG. BOFFIN assigned task unit designation of 17.23.3. Above in accordance ComTaskFor Seventeen Operation Order No. 112-45 of 26 May, 1945. Escorted by PC-549.
- 1800 Escort parted company.
- 1842 Exercised radar tracking party on friendly carrier escorted by two DE's who crossed ahead of our track on a northwesterly course. Secured radar tracking party at 1915.
- 1930 Commenced opening range on FLYING FISH. BOBCATS proceeding independently.

30 May, 1945

- 1200 Position
Lat. - 17-04.3 N
Long. - 144-18.6 E
- 0520 Made trim dive.
- 0546 Surfaced. Sighted ANATHAN ISLAND bearing 065°T. Contacted numerous friendly planes during the day.
- 1403 Sighted friendly surface ship group, consisting of one PC and seven LCI's bearing 015°T, range seven miles, on a southeasterly course.
- 1445 Succeeded in exchanging recognition signals with the above PC by searchlight at range about five miles.
- 1612 Dove for training
- 1637 Surfaced.

31 May, 1945

- 1200 Position
Lat. - 20-43.0 N
Long. - 140-19.0 E
- 1554 Dove for training and drills.
- 1650 Surfaced.

1 June, 1945

- 1200 Position
Lat. - 25-43.2 N
Long. - 139-44.6 E
- Sighted numerous friendly planes during the day returning from strike on HONSHU. Manned lifeguard circuits in accordance with despatch orders.

Subject: U.S.S. BOFIN (SS 287) — Report of NINTH WAVE PATROL.

1524 Dove with unidentified plane coming in low at range of four miles.
 1531 Surfaced. Proceeding at four engine speed to vicinity SOFU GAN to search for B-29 survivors definitely reported down there.
 1720 Exchanged calls by SJ radar with TINOSA who is also proceeding to SOFU GAN for search.

2 June, 1945

1200 Position

Lat. - 29-50.0 N

Long. - 140-12.0 E

0250 Made radar contact on SOFU GAN bearing 335°T; range 25,450 yards. Visibility low, varying between 200 and 1500 yards.
 0312 Fired green Very's pistol signal.
 0318 SJ radar contact bearing 325°T, range 9,950 yards. He apparently had SJ radar also. No luck in exchanging signals. For next hour, we were both suspicious of each other.
 0357 Proceeded with search for survivors in area to eastward of SOFU GAN.
 0737 First SJ contact with rescue planes who were on radio circuit. Only one plane was sighted during day, however, due low ceiling and visibility varying between 100 and 500 yards. The morning was spent at full speed searching many and various positions, reported by planes as position of survivors.
 1200 By now it was apparent that planes could obtain bearings on the survivor's GIBSON GIRL, but were unable to correlate that information with the location of SOFU GAN. Thus, the morning had been wasted. At about this time, TINOSA made the smart move of having rescue plane try to sight her through the ceiling, then give her bearing to survivors. We closed this vicinity (visibility 200-1500 yards) and at
 1347 Passed close aboard the TINOSA with the survivors climbing aboard, her ingenuity at last rewarded. Exchanged signals by light with TINOSA and then set course for area at three engine speed. It is believed that one other submarine participated in search, in addition to the BOBCATS.
 1710 SUMISU SUMI bearing 351°T, range 60,000 yards by SJ radar.
 1705 Held small arms training.

3 June, 1945

1200 Position

Lat. - 29-41.4 N

Long. - 134-09.8 E

1600 Set all clocks back one hour to -9 zone time.

ALL TIMES HEREAFTER TIME (-9) TIME

1520 Dove for training.
 1555 Surfaced.
 1637 Conducted small arms training and instruction.

Subject: U.S.S. BOWFIN (SS 237) — Report of NINTH WAR PATROL.....

1845 Test fired 40MM gun.
 2029 SJ contact at 294°T, range 55,000 yards. It couldn't be land.
 2113 Manned radar tracking party to track above contact. It was a convincing pip on the PPI and sometimes on the "A" scope.
 2230 Secured radar tracking party, having closed to 3000 yards, and finally convinced that we had some unusual atmospheric phenomena.
 2230 SJ radar contact on YAKU SHIMA bearing 300°T, range 80,000 yards.
 2310 SJ had indications of other 10 centimeter radar, not believed to be another SJ radar. Lost these indications at 2323.

4 June, 1945

1200 Position

Lat. - 30-17.0 N

Long. - 129-50.2 E

0000 Transiting COLNETT STRAIT, bucking a two knot current.
 0502 Dove ten miles south of KUCHINOERABU SHIMA, since it was desired to avoid sighting by shore lookout stations.
 1050 Having moved one-half mile to the westward since diving, surfaced and pulled clear at full speed. Visibility reduced due light rainfall. Forward bridge speaker out of commission.
 1320 Sighted a U.S. submarine on the horizon bearing 354°T. Exchanged calls by SJ radar with TINOSA at 1343.
 1350 Sighted a small plane distant about 8 miles in vicinity of TINOSA. Bridge sighted, SD did not make contact.
 1353 Dove. TINOSA did same.
 1419 TINOSA on the surface.
 1430 Surfaced.
 1900 Shifted after bridge speaker to forward position.
 2040 Estimated from SJ radar indications that we had SCARBARDFISH and TINOSA at 000°T and 050°T, respectively.
 2124 SJ picked up a plane at 18,000 yards, coming in fast.
 2125 Dove with range 9,000 yards and bearing steady. No bombs.
 2212 Surfaced. SJ had indications of other SJ radar at 011°T.
 2229 Exchanged calls with TINOSA.
 2305 SJ radar contact at 055°T, range 18,000 yards. Believed to be SCARBARDFISH. He was south bound.
 2310 SJ radar contact bearing 025°T, range 16,000 yards. Believed to be TINOSA. He was westbound toward DANJO GUNTO.
 SJ radar performance was extraordinary tonight; as indicated by ranges obtained on friendly submarines, and the fact that we were obtaining pips on clouds or other pixies out to 50,000 yards.
 2340 (Ship Contact No. 1) SJ radar contact bearing 045°T, range 36,000 yards. This pip was surrounded by six or seven other pips which were sometimes good and sharp and sometimes fuzzy.
 2347 Manned radar tracking party.

5 June, 1945

1200 Position

Lat. - 32-42.7 N

Long. - 127-55.4 E

Subject: U.S.S. BOFFIN (SS 237) — Report of NINTH WAR PATROL.

0000 Night dark and clear, water very phosphorescent. Flat calm sea.
 0010 New contact believed to be TINOSA bearing 310°T, range 17,000 yards.
 0020 Range to target we were tracking was 25,100 yards. Target was tracking at speed zero at times and at five knots at other times, on a weaving course. Over a period of thirty minutes, he made good course 120°T, speed 3 knots. He was still surrounded with a "phantom" convoy of about seven pips. However, from the "A" scope, it could be seen that there was only one pip which was a real contact. The others were probably atmospheric freaks or second returns on land. In view of the phenomenal ranges obtained by the other submarines in this general area recently, the C.O. believed the contact was probably a DE or similar vessel on A/S duty. Believed he was using ten centimeter radar.

0030 Set course for passage between DANJO GUNTO and FUKUE SHIMA.
 0040 Contact believed to be TINOSA passed 6000 yards to northward on course 090°, speed 15 knots. He was evidently heading over to investigate the contact we had been tracking. Would like to know if his radar is performing like ours.

0055 Secured radar tracking party, having lost contact on target at 35,800 yards.

0139 SJ radar contact on plane at 8000 yards.
 0140 SD picked up contact at 5 miles, then lost it.
 0142 SJ lost plane at 20,000 yards. With shore based radar all around, JPR had a difficult time in evaluating contacts. We had no radar from this plane by JPR, although the one we dove for earlier in the evening apparently had 167 m.c., 500 P.R.F.

0300 Completed repairs to forward bridge speaker and installed it aft. So far no evidence that the dive had flooded the cables.

0432 Sighted a U.S. Submarine from bridge bearing 110°T.
 0534 Dove for a submerged day.

2000 Surfaced. SJ radar out of commission.
 2100 SJ radar back in commission.
 2150 Exchanged recognition signals and calls with TINOSA by SJ radar, bearing 074°T, range 13,050 yards.

6 June, 1945

0044 SJ radar out of commission.
 0053 SJ radar back in commission.
 0120 Exchanged recognition signals and calls with TINOSA. No luck with contact believed to be FLYING FISH.

Subject: U.S.S. BOUFIN (SS 287) — Report of NINTH WAR PATROL

0145 TIMOSA closed to 2100 Yards.
 0301 (Ship Contact No. 2) SJ radar contact, two contacts, bearing 165°T, range 11,000 and 13,000 yards. Probably A/S patrols.
 0317 SJ radar now had three contacts to southward, bearing 190°T. All apparently A/S patrols. Closest contact was at 9150 yards, still closing slowly.
 0318 Dove. Sea flat calm.
 0333 At 31 depth, unable to pick up contacts. Sound had three sets of pinging, centered at 220°T.
 0351 Pinging getting louder.
 0426 Pinging was definitely getting farther away at 250°T.
 0545 Lost contact with pingers.
 0608 JP reported distant explosions.
 0620 More distant explosions.
 2042 Surfaced.
 2045 (Ship Contact No. 3). SJ radar contact on two small pips at 240°T, range 9,400 yards. Probably patrol boats.
 2045 (Ship Contact No. 4). SJ radar contact bearing 332°T, range 10,940 yards. This contact may have been one of the BOBCATS, but we avoided. His approximate course was 120°T, which didn't add up to a friend, although at times we had radar indications similar to SJ radar from his bearing. We also had what was definitely one of the BOBCATS astern at 5,000 yards.
 2325 SJ radar now had indications of other SJ radars at 260°T and 018°T.

7 June, 1945

1200 Position

Lat. - 35-55.0 N

Long. - 130-20.1 E

0000 Seas and wind increasing. Taking occasional solid water over bridge and down conning tower and control room hatches.

0401 Dove for submerged day.

2040 Surfaced. Weather unchanged, except possibly a little worse.

8 June, 1945

1200 Position

Lat. - 37-12.1 N

Long. - 130-03.1 E

Subject: U.S.S. BOLFIN (SS 257) — Report of NINTH TWR PATROL.

- 0000 Still bucking into wind and sea. Taking water down hatch at one engine speed.
- 0401 Dove for submerged day.
- 1200 Weather tooside improving.
- 2032 Surfaced. All clear by periscope and radar.
- 2035 SJ radar contact at 215°T, range 4000 yards. C.O. sighted contact, but did not wait to identify, although suspected it was FLYING FISH just surfacing.
- 2036 Dove.
- 2125 Surfaced.
- 2135 Indications of another SJ radar bearing 210°T. Now felt sure we had tangled with FLYING FISH earlier. Wind had decreased to about 5 knots and swells were light.

9 June, 1945

1200 Position

Lat. - 38-50.5 N

Long. - 128-29.6 E

- 0356 Dove for submerged day. Beginning to wonder if there are many ships in this area.
- 1220 Sighted sailing sampan bearing 128°T, estimated range 8000 yards, estimated length 40 feet. Visibility varying from 6000 to 12,000 yards today.
- 1438 Sighted another small junk under sail, fishing.
- 2047 Surfaced. Having sighted no ships since our entry into the JAPAN SEA, decided to investigate the port of KOMAN tonight for a starter.
- 2103 Sighted the look of several white lights in the vicinity of GENZAN.
- 2350 Almost ran down a small fishing boat which radar failed to pick up. He flashed a white light at us. These fishing boats are hard to distinguish from sea return on the P.P.I. and average maximum range is about 2500 yards.

10 June, 1945

1200 Position

Lat. - 39-13.0 N

Long. - 128-13.8 E

- 0000 Underway as before enroute KOMAN roadstead, doing some fancy broken field running to avoid numerous fishing boats whose average length must be 25 feet. We had visions of a roadstead full of anchored ships, as indicated in various intelligence data on KOMAN.
- 0130 The navigational lights in vicinity of KOMAN were observed to be burning normally. Visibility varying with light haze.
- 0153 Manned battle stations.
- 0220 Stopped to survey the situation by radar and sight. We were now inside the 10 fathom curve, and about 20 miles from the 50 fathom curve. The NGA fathometer is an extremely valuable piece of gear.

Subject: U.S.S. BOWFIN (SS 287) — Report of NINTH WAR PATROL.

- 0232 There were no ships at anchor in the roadstead. Sorely disappointed, we headed out and secured from battle stations. Had to sidestop more fishermen on the way out, but missed them all.
- 0412 Drove for submerged patrol east of GENZAN. Only contacts during day were about half a dozen sailing junks, engaged in fishing. None have screws so far.
- 2039 Surfaced.
- 2125 SJ contact bearing 058°T, range 17,740 yards. Manned radar tracking party. As we closed target, his pip would occasionally fade out completely. We were suspicious.
- 2130 occasionally fade out completely. We were suspicious.
- 2220 Target had shown a good big pip from 7000 yards in, so manned battle stations and headed in.
- 2227 Stopped and lowered sound head. No screws. Target tracking at 4-5 knots on courses varying between 330°T and 020°T.
- 2230 With range 3000 yards, could not see target or pick up his screws, but he still was coming at 4½ knots.
- 2248 Secured from Battle Stations.
- 2330 Closed target from his beam to 1500 yards and identified him as a sailing craft with two sails, length fifty feet by binocular and radar.
- 2342 Secured tracking party and set course for JOSHIN. Another disappointment. Suspect this is one of those nights when the SJ radar is giving those phenomenal results.

11 June, 1945

1200 Position
 Lat. - 39-39.7 N
 Long. - 129-21.2 E

- 0005 (Ship Contact No. 5) SJ radar contact bearing 135°T, range 65,000 yards. Commenced closing at three engine speed. Figured we probably had a battleship this time.
- 0110 Contact had tracked all the way in with a good pip to 30,000 yards, so manned radar tracking party.
- 0120 Target appeared to have 10 centimeter radar which he was using sparingly. (Later deduced he had no radar. Guessed that there was some reflection from our own radar from target. We later had indications of another SJ radar to the southeast which was probably TINOSAI at least 75 miles distant. Radar performance is abnormal, to say the least.)
- 0121 Manned Battle Stations.
- 0150 Target zig-zagging between 240°T and 300°T, unascertained, speed 9 knots.
- 0210 Dodged a small fishing boat who started flashing a white light at us. We were about 4000 yards ahead of target at time; target had been sighted at about 4500 yards on a dark night and classified as a medium freighter of about 360 foot length.
- 0223 Clear of fishing boat who was still flashing his light. Headed in for attack.

CONFIDENTIAL

Subject: U.S.S. BONFIN (SS 287) -- Report of NIGHT WAR PATROL.

- 0236 (Torpedo Attack No. 1) Commenced firing four tubes forward.
 0239 Witnessed and felt one hit from the bridge. Hit was slightly abaft amidships. A few sparks and considerable debris flew up. Heard two much louder explosions about 5 seconds later, probably internal explosions.
 0242 Could see target's bow pointed skyward, and thirty seconds later saw target sink completely.
 0242-20 Radar reported target pip had now completely disappeared.
 0242-30 Two depth charges, probably from sinking target.
 0243 One heavy explosion.
 0244 Two heavy explosions.
 0248 Secured from battle stations and resumed battery charge.
 0405 Dove for submerged patrol. Sighted six sailing junks during day, largest of which was about 40 feet long.
 2030 Surfaced. Headed for JOSHIN.

12 June, 1945

1200 Position

Lat. - 39-17.1 N

Long. - 129-17.2 E

- 0000 Proceeding toward JOSHIN harbor in heavy fog. Dodged about ten fishing boats, average maximum SJ radar range being 2500 yards.
 0215 With visibility about 50 yards, and in position 4000 yards from the new pier at JOSHIN and 4000 yards from YUJIN KUTCHI, stopped.
 0220 Commenced pulling clear, since it was obvious that we could sight nothing tonight, and no targets could be made out on the SJ radar. There were definitely no ships anchored inside the harbor, and it did not appear that there were any alongside the pier.
 0400 Decided to patrol on surface today in view of low visibility.
 0930 Decided to close and inspect a fishing boat sighted in the improving visibility. This one looked larger than any sighted so far.
 0950 Put bow alongside fishing boat, manned by five unarmed Koreans. Boat was about 30-40 feet long. Sails were in bottom of the open boat. No engine, no radio. Obtained a batch of fresh fish from their net, and a fishing ball for a souvenir before proceeding.
 1030 Visibility varying but generally good.
 1813 Dove when OOD and JOOD sighted two unidentified planes heading in the general direction of GENSAN. Range seven miles. These were our first plane contacts. Do not believe we were sighted.
 1853 Surfaced.
 2000 Converted No. 4 F.B.T., greased topside, and repaired broken antenna stay.

13 June, 1945

1200 Position

Lat. - 39-11.1 N

Long. - 128-16.3 E

- 0330 Manned radar tracking party.

U.S.S. BOFFIN (SS 287) — Report of NINTH WAR PATROL.

- 0355 Secured radar tracking party. Target was determined to be the rock, ARU SOMU, southeast of GENSAN.
- 0357 Dove for submerged patrol to intercept GENSAN-KOMAN traffic.
- 0800 OOD sighted smoke and masts bearing 137°T (Ship Contact No. 6).
- 0819 Target now made out to be an engine aft freighter coming up the coast, headed for GENSAN or KOMAN. Manned battle stations. (Torpedo Attack No. 2). Commenced firing three tubes forward.
- 0904 Heard one torpedo hit with periscope down. Ran up periscope to take pictures, but we were at 70 feet, having taken in a little water forward.
- 0906 Nothing in sight where target had been except debris, one lifeboat upside down with one survivor hanging on, and momentarily what appeared to be about 50 feet of the bottom as it submerged. Took a few pictures of the lifeboat anyhow.
- 0911 Two explosions loud and close. Believed them to be aircraft bombs, although no planes had been sighted during the approach. They were possibly end of run explosions in spite of their loudness.
- 1650 Surfaced. Visibility had closed in to about 3000 yards. Commenced surface patrol.

14 June, 1945

1200 Position
 Lat. - 39-33.8 N
 Long. - 128-05.2 E

- 0356 Dove for submerged patrol to intercept GENSAN-KOMAN traffic. Sighted a half a dozen sailing junks engaged in fishing during the day. None of the fishing boats sighted in the KOREAN GULF have any motive power other than sail, average length is 25-35 feet. None observed to have radio antennas.
- 2027 Surfaced.
- 2114 SJ contact bearing 105°T, range 8200 yards. (Ship Contact No. 7).
- 2130 Target tracked at 3 knots on course 180°T. Estimated target was a sailing craft probably carrying cargo. Manned battle stations, gun.
- 2203 Commenced firing all guns at 250 yard range. Target was small two masted schooner of about 60 feet length.
- 2204 Ceased firing and turned for a second pass at target; his sails had been shot away and he had been hit by numerous 20mm and 50 caliber hits. One probable 5" hit. 40mm gun jammed after one shot.
- 2211 Resumed fire.
- 2212 Ceased fire. Target had been damaged only. Was disappointed that incendiary ammunition had failed to set him on fire. Shooting was only fair due to blinding effect of own fire on the dark night.
- 2214 Secured from battle stations. APLIN, C. F., EM3c, No. 2 50 caliber machine gun, suffered a broken rib during the action, but he didn't know how he had been hurt. (He was returned to duty two days later).

Subject: U.S.S. BOBFIN (SS 287) -- Report of NINTH WAVE PATROL.

15 June, 1945

1200 Position
Lat. - 40-23.0 N
Long. - 129-00.0 E

- 0000 Enroute morning diving point south of JOSHIN, dodging numerous fishing boats.
- 0414 Dove for submerged patrol 13 miles south of JOSHIN.
- 1005 (Ship Contact No. 8). Sighted two masted-lugger of about 100 tons, proceeding on a southwesterly course down the coast. Speed 6 knots.
- 1040 JK and QB picked up lugger's screws at 2000 yards. It was quite a novelty to see a craft proceeding under power instead of sail.
- 1050 Target passed ahead. Did not attack. We had hopes of something better. We continued on southwesterly course about four miles off the beach. *Nothing but fog*
- 1950 Fog started rolling in.
- 2012 Surfaced. Set course for tomorrow night's rendezvous with BOBCATS, about 120 miles to eastward.

16 June 1945

1200 Position
Lat. - 39-59.4 N
Long. - 132-36.8 E

- 0000 Foggy throughout the day.
- 1730 Stopped and flooded down forward in order to inspect No. 7 torpedo tube outer door. When we had made this tube ready for torpedo attack No. 2, the door could not be fully opened; indicator read 85° when door jammed.
- 1740 Lieutenant C. J. FLESSNER, U.S.N., Torpedo Officer and COLE, W. E., Tile, in charge of after torpedo room went over the stern to inspect and try to locate cause of trouble. Door was apparently opened fully, and clearance readings were taken which tended to support this. Suspected indicator to be reading improperly. However, decided not to fire this tube except in case of extreme emergency.
- 1901 Test fired 40mm gun.
- 2300 Rendezvous time for BOBCATS. No contacts.

17 June, 1945

1200 Position
Lat. - 40-03.1 N
Long. - 129-01.9 E

- 0000 At rendezvous point, awaiting FLYING FISH and TINOSI.
- 0440 Transmitted message to FLYING FISH on TORACO frequency. No receipt. Sent message again at 0500.
- 0530 Having heard nothing from FLYING FISH or TINOSI, set course for area.
- 1402 Dove for submerged patrol with five fishing sampans in sight.

Subject: U.S.S. BOWFIN (SS 287) — Report of NINTH WAR PATROL

- 1635 Surfaced to investigate sailing craft which C.O. had believed to be larger than usual and possibly a cargo carrier.
- 1637 Manned battle stations gun.
- 1648 Passed close aboard. Contact was another decrepit 35-foot fishing boat, manned by five men. Mound forward which we had thought to be a cockpit was only his fishing nets. No radio.
- 1654 Passed close aboard a second fishing boat who was an exact duplicate. Took pictures and cleared area to eastward. Secured from battle stations gun. Visibility varying from 500 yards to 10,000 yards. Fog and light rainfall.
- 1800 Set course for FLYING FISH's area off SEISHIN. Hoped to find greener pastures and also learn something of the mystery of the unsuccessful rendezvous.

18 June, 1945

1200 Position

Lat. - 41-33.2 N

Long. - 130-33.0 E

- 0012 Sighted Cape KOZAKOV light bearing 305°T.
- 0250 (Ship Contact No. 9). SJ radar contact bearing 249°T, range 12,750 yards. Small intermittent contact.
- 0258 Contact was determined to be two contacts. Both same size.
- 0330 Contacts had taken station astern of us (180°T) at range 8800 yards. We were course clocking at one engine speed. Visibility was 150 yards maximum.
- 0347 Changed course to 090°T. Estimated contacts were patrol boats. They were in column 500 yards distance. AT had no contacts. SJ radar had no radar indications. QB had no pinging.
- 0417 Changed course to 125°T.
- 0430 Contacts were now bearing 290°T, range 7250 yards.
- 0445 Range had closed to 6800 yards.
- 0447 Heard gunfire astern. Went ahead full speed. Range had closed to 6500 yards. Visibility was still about 100 yards. Could hear explosive splashes and knew we were target. Commenced varying course between 090°T and 135°T. Sent lookouts below.
- 0449 C.O. at radar saw pip of one splash about 500 yards astern.
- 0450 Radar had next splash 400 yards abeam to starboard.
- 0451 Sighted next splash abreast the conning tower to port, distant 25 yards. Fragments from the explosive shell ricocheted across the bow and splashed on starboard side. Decided not to watch the next one so dove to 300 feet. ST radar still out of commission. At 175 feet, had to flood in considerable water to force through 14° negative gradient.
- 0453 Manned battle stations torpedoes, rigged for depth charge and silent running. Enemy fired about 15-20 more shells between 0451 and 0458.
- 0458 Sound had two sets of pinging, closing.
- 0531 JK picked up target screws. Dropped down to 450 feet, where water temperature was 30°F.

Subject: U.S.S. BOWFIN (SS 287) — Report of NINTH WAR PATROL.

- 0542 Escorts were close in astern, within 500 yards, but apparently the gradient was too much for them. No drops were made and felt certain they never had sonar contact.
- 0608 Pinging now very weak.
- 0708 At periscope depth, nothing in sight, visibility about 1000 yards. Secured from battle stations, depth charge, and silent running. Our own ship noises are extremely bad now at any speed above 40 RPM. Noises are rattles and vibration, and not cavitation. Suspected all of our various cables and fairing wires.
- 1241 Sound lost all pinging astern. In retrospect, we should have deduced that these contacts had radar from their actions and from the fact that they were maintaining station on each other in a fog. We learned a lesson. The enemy radar must have been at a frequency higher than 1000 mcs., yet it did not appear on the SJ. It took this demonstration to fully convince the C.O. that the Japs have some radar which is really good. Furthermore, it is considered highly probable that these craft had SJ radar intercept receivers.
- 1516 Surfaced. Commenced surface patrol across RASHIN-SEISHIN shipping lanes to northern HONSHU ports about 40 miles offshore. Commenced using SJ radar transmitter intermittently instead of continuously. Fog persists.

9 June, 1945

1200 Position
 Lat. - 40-55.6 N
 Long. - 130-47.4 E

Conducted surface patrol across RASHIN-SEISHIN shipping lanes to northern HONSHU. No contacts.

20 June, 1945

1200 Position
 Lat. - 39-59.0 N
 Long. - 128-53.0 E

- 0342 Drove ten miles south of JOSHIN harbor for submerged patrol after running the sampen gauntlet. Headed toward harbor to see if there were any ships inside. Visibility varying from 6000 to 12,000 yards.
- 0505 Sighted possible smoke bearing 344°T, but visibility closed in before another bearing could be obtained. Considered that any ships out of JOSHIN would take a southeasterly course direct for HONSHU.
- 0530 (Ship Contact No. 10). Sighted smoke bearing 330°T, and under it a large engines aft freighter, range 14,000 yards, angle on bow 45° port, hugging the coast, southbound. Manned battle stations torpedo and commenced high speed approach on normal approach course, taking looks about every 10 minutes.
- 0605 Sighted two smaller ships trailing the large freighter; one a small engines aft tanker of about 1000 tons and the other a small freighter of about 1500 tons with stack and superstructure amidships.

Subject: U.S.S. BOLFIN (SS 287) — Report of NINTH SEAL PATROL.

- 0614 (Torpedo Attack No. 3). Having reached a minimum torpedo run of 3500 yards, decided to commence firing. Fired four torpedoes forward.
- 0619 All sound gears reported a torpedo coming in bearing 050° relative, steady bearing. Fired #5 and #6 torpedoes at same target and gave order to take her down.
- 0621 Sound had lost torpedo coming in, but still had #6 running out.
- 0622 Two explosions believed to be depth charges.
- 0623 One loud explosion, considered a possible hit at the time.
- 0623-0625 Numerous explosions. Believed to be depth charges and gunfire.
- 0631 Finally back at periscope depth. Sighted all targets going away with no apparent sign of damage. A sad sight.
- 0658 Secured from battle stations and headed away from coast at 6 knots, in order to surface and end around.
- 0919 Surfaced 14 miles offshore and commenced end around.
- 1015 Visibility began to close in.
- 1100 Fog now dense.
- 1119 First of about fifteen sponson contacts on SJ radar during next three hours.
- 1236 (Ship Contact No. 11). SJ contact bearing 270°T, range 10,000 yards. Contact was closing very fast, so turned south to avoid. He was making at least 15 knots on a northeasterly course. Lost contact at 9500 yards. Felt sure he was an A/S vessel looking for us. Continued on westward into Gulf of Korea for our original targets.
- 1300 Visibility to west and north had opened to unlimited. Headed north for vicinity of estimated position of targets (near SHIKO).
- 1317 Sighted low flying aircraft at 350°T on southwesterly course, range 10 miles. He did not close.
- 1324 Visibility decreased again to 500 yards. Started doubling back on northeasterly course.
- 1410 SJ radar contact at 030°T, range 8150 yards. This looked like our escort friend. We turned off to southward, but this fellow started hanging on like a leech. However his maximum speed was 15 knots.
- 1455 Lost contact at 15,000 yards, bearing 265°T. Contact had never been sighted, but he had done a good job of sticking on our tail. Felt sure he was able to take bearings on our SJ radar.
- 1510 Dove. Thought this fellow might come by and give us a shot. Visibility about 10,000 yards.
- 1521 Sighted tops of two stick masts bearing 298°T.
- 1524 Sighted tops of same masts bearing 293°T. Changed course to normal approach course.
- 1530 Target no longer in sight due closing visibility to 8000 yards.
- 1621 Surfaced. No SJ contacts except lead. Contact was never regained. He was probably a gunboat or frigate type escort with maximum speed of 15 knots.
- 1630 Ran back up coast in hopes of regaining contact on original targets. Visibility about 8000 yards.
- 1916 Sighted SCRU (off JOSHIM) bearing 335°T, range 11 miles.

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Subject: U.S.S. BOUTIN (SS 287) — Report of NINTH WAR PATROL.

21 June, 1945

1200 Position
Lat. - 41-43.1 N
Long. - 134-34.5 E

1034 Dove.
1410 Surfaced.
1600 ST radar finally back in commission.

22 June, 1945

1200 Position
Lat. - 44-19.5 N
Long. - 137-22.6 E

1037 (Ship Contact No. 12) Sighted large freighter from bridge bearing 100°T on southwesterly course, estimated range 20,000 yards but SJ radar could not pick it up. Commenced end around.
1140 Dove ahead of target.
1206 Manned battle stations torpedo.
1223 Secured from battle stations. Target was a properly marked Russian ship. Looked like a LIBERTY ship.
1231 Took several pictures from 1200 yards range.
1815 (Ship Contact No. 13). Sighted ship bearing 035°T, range 14,000 yards.
1835 Manned Battle Stations Torpedo.
1845 Secured from battle stations. Target was a properly marked Russian ship, engines aft tanker of about 370 foot length.
1855 Took several pictures from 1000 yard range. Our only satisfaction today has been to check the ST radar and find it to be operating again.
2017 Surfaced.

23 June, 1945

1200 Position
Lat. - 46-33.4 N
Long. - 139-45.1 E

0611 Submerged at rendezvous point, by DEAI. We had had no position for 2½ days.
0820 Surfaced to obtain sun line.
0825 Dove.
1140 Surfaced for IAN sun, which perversely ducked under about this time so dove again at 1157.
1303 Surfaced for sun line.
1305 Dove.
1855 Surfaced.
2030 Exchanged recognition signals and calls with FLYING FISH.
2140 Exchanged calls signs with TENOZA.

CONFIDENTIAL

Subject: U.S.S. BOFFIN (SS 287) -- Report of NINTH WAR PATROL.

24 June, 1945

1200 Position
Lat. - 46-21.0 N
Long. - 139-56.6 E

0000 Maneuvering on various courses and speeds,

0300 Drove for submerged day on course 140°T.

2000 Surfaced.

2300 Sighted two lights on horizon bearing 069°T.

2309 (Ship Contact No. 14). SJ radar contact bearing 087°T on lighted ship sighted above.

2310 Manned battle stations torpedo.

2325 Contact identified as Russian ship by his lights. He was on a south-westerly course. Closest range 5600 yards. He turned on a searchlight for several minutes at this time and trained it around across us without stopping, then off.

25 June, 1945

1200 Position
Lat. - 45-38.0 N
Long. - 146-19.8 E

0100 (Ship Contact No. 15). SJ radar contact bearing 082°T, range 9000 yards.

0111 Passed contact abeam to port at 5440 yards, plotting at zero speed. If he was a patrol boat, he was not alert.

0125 Lost SJ radar contact on target.

0300 Secured from battle stations.

0500 Visibility varying in and out, 300 yards to 10,000 yards.

0545 Slowed to three engine speed.

26 June, 1945

1200 Position
Lat. - 43-57.5 N
Long. - 152-15.0 E

0000 Underway at three engine speed enroute MIDWAY. Witnessed partial eclipse of moon during mid-watch.

0200 Set all clocks ahead one hour to (-)10 zone time.

0730(K) Visibility reduced for remainder of day.

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Subject: U.S.S. BO FIN (SS 287) — Report of NINTH AIR PATROL.

27 June, 1945

1200 Position
Lat. - 40-31.0 N
Long. - 158-16.4 E

- 0000 (K) Underway enroute MIDWAY at three engine speed. Generally low visibility.
- 0404 (K) SJ radar out of commission. Manned ST radar.
- 1315 (K) SJ radar back in commission.
- 1415 (K) SJ radar out of commission.
- 1530 (K) SJ radar back in commission.
- 1820 (K) Slowed to one engine speed to convert #3 and #5 F.B.T. and to grease topside.
- 1937 (K) Resumed three engine speed having completed conversion and greasing.
- 2100 (K) Set all clocks ahead one hour to -11 zone time.

28 June, 1945

1200 Position.
Lat. - 36-48.0 N
Long. - 163-47.5 E

- 0000 (L) Underway enroute MIDWAY at three engine speed.
- 0438 (L) Made trim dive.
- 0452 (L) Surfaced. Visibility fair.
- 1330 (L) Visibility poor.

29 June, 1945

1200 (L) Position
Lat. - 32-43.0 N
Long. - 170-29.0 E

- 0000 (L) Underway enroute MIDWAY

30 June, 1945

1200 (L) Position
Lat. - 30-04.0 N
Long. - 176-45.0 E

- 0000 (L) Underway enroute MIDWAY.
- 1306 (L) Test fired 40 mm. gun.
- 1600 (L) Set all clocks ahead to (-)12 zone time.
- 1717 (M) Dive
- 1753 (M) Surfaced.
- 1900 (M) Formed up with SEA DOG, SKIFFS, and CREW LEE. Steaming in company.

Subject: U.S.S. BOWFIN (SS 237) — Report of NINTH WAR PATROL.

30 June, 1945

1200 (Y) Position

Lat. - 28-09.7 N

Long. - 177-46.5 W

0000 (M) Underway enroute MIDWAY in company with SEA DOG, SKATE, and CREWALLE. Changed date to conform with (+) 12 zone time.

0426 (Y) Crossed 180th meridian.

0834 (Y) Sighted first of numerous plane contacts during day.

1407 (Y) Moored alongside CREWALLE in Wells Harbor, MIDWAY ISLAND, T.H. Received fuel, fresh provisions, mail, and the hospitality of MIDWAY which was enjoyed and appreciated by all hands. In addition, received two Japanese prisoners for transportation to PEARL HARBOR.

1811 (Y) Underway in company with SKATE, enroute PEARL HARBOR.

1. July, 1945

1200 (Y) Position

Lat. - 24-27.8 N

Long. - 174-14.0 W

0629 (Y) Sighted a U. S. submarine, hull down, bearing 100°T. Should be FLYING FISH.

1350 (Y) Lost contact with FLYING FISH.

1930 (Y) Lost contact with SKATE, bearing 060°T, range 15,500 yards.

2100 (Y) Set all clocks ahead one hour to + 11 zone time.

2 July, 1945

1200 (X) Position

Lat. - 22-25.6 N

Long. - 169-01.W

0556 (X) Dove

0614 (X) Surfaced

3 July, 1945

1200 (X) Position

Lat. - 20-50.0 N

Long. - 163-00.0 W

1708 (X) Held emergency drills.

1718 (X) Dove.

1728 (X) Surfaced.

4 July, 1945

0505 (W) Made rendezvous with FLYING FISH, SPADEFISH, TINGO., SKATE & FRUITT.

0729 (W) Dove.

0736 (W) Surfaced.

1005 (W) Moored Submarine Base, Pearl Harbor.

01204

File

FF12-10(A)/A16-3(18)

SUBMARINE FORCE, PACIFIC FLEET

5 mr

Serial 01782

Care of Fleet Post Office,
San Francisco, California,
16 July 1945.

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THIRD ENDORSEMENT to
BOWFIN Report of
Ninth War Patrol.

NOTE: THIS REPORT WILL BE
DESTROYED PRIOR TO
ENTERING PATROL AREA.

COMSUBSPAC PATROL REPORT NO. 814
U.S.S. BOWFIN - NINTH WAR PATROL.

From: The Commander Submarine Force, Pacific Fleet.
To: The Commander in Chief, United States Fleet.
Via: The Commander in Chief, U.S. Pacific Fleet.
Subject: U.S.S. BOWFIN (SS287) - Report of Ninth War Patrol
(29 May to 4 July 1945).

1. The ninth war patrol of the BOWFIN, under the command of Commander A. K. Tyree, U.S. Navy, was conducted in the western section of the Japan Sea along the eastern coast of Korea. The U.S.S. BOWFIN, U.S.S. FLYING FISH, and U.S.S. TINOSA formed a coordinated attack group under the command of the commanding officer of the FLYING FISH.

2. Enemy contacts were not as numerous on this daring, outstanding patrol as might have been expected. The BOWFIN, however, covered the area thoroughly; and, in typical BOWFIN aggressive manner delivered three torpedo attacks and one gun attack, which accounted for two more enemy ships sunk and a small craft damaged.

3. Award of Submarine Combat Insignia for this patrol is authorized.

4. The Commander Submarine Force, Pacific Fleet, takes great pleasure in congratulating the commanding officer, officers, and crew of the BOWFIN for this aggressive, successful patrol, another illustrious performance added to the fighting BOWFIN's outstanding record of which every officer and man can well be very proud. The BOWFIN is credited with having inflicted the following damage upon the enemy during this patrol:

S U N K

1 - Medium AK (EU)	-	4,000 tons (Attack No. 1)
1 - Small AK (Similar to SCL Type D Modified) (EU)	-	2,300 tons (Attack No. 2)
TOTAL SUNK		6,300 tons

D A M A G E D

1 - MIS (Schooner) (EC)	-	20 tons (Gun Attack No. 1)
TOTAL SUNK & DAMAGED		6,320 tons

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SUBMARINE SQUADRON TEN
Fleet Post Office
San Francisco, California

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FC5-10/A16-3

8 July 1945

Serial: 0155

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

SECOND ENDORSEMENT to
U.S.S. BOWFIN (SS287)-
Report of War Patrol
Number Nine.

From: The Commander Submarine Squadron TEN.
To : The Commander-in-Chief, UNITED STATES FLEET.
Via : (1) The Commander Submarine Force, PACIFIC
FLEET, Administration;
(2) The Commander-in-Chief, U.S. PACIFIC FLEET.
Subject: U.S.S. BOWFIN (SS287) - Report of War Patrol
Number Nine.

1. Forwarded, concurring in the remarks of the
Commander Submarine Division ONE HUNDRED FOUR.

2. The Commander Submarine Squadron TEN takes
great pleasure in congratulating the Commanding Officer,
officers and crew of the U.S.S. BOWFIN upon the high degree
of courage and skill shown in the successful completion of
this difficult patrol, which will live long in the annals of
submarine warfare.

3. It is recommended that the U.S.S. BOWFIN be
credited with the following:

		<u>SUNK</u>	
1 - AK(EU)	(Medium)		4000 tons
1 - AK(EU)	(Small)		2300 tons
Total sunk			6300 tons

		<u>DAMAGED</u>	
1 - Mis. (Schooner)			20 tons
Total damaged			20 tons

Total sunk and damaged 6320 tons

G. E. PETERSON
G. E. PETERSON.

FB5-104/A16-3(2)
 C-O-N-F-I-D-E-N-T-I-A-L
 Serial: 023

Care of Fleet Post Office,
 San Francisco, California.

6 July 1945.

FIRST ENDORSEMENT to USS BOWFIN's
 Conf ltr SS287/A16/A9 Serial 020,
 dated 4 July 1945.

From: The Commander Submarine Division One Hundred Four.
 To: The Commander-in-Chief, United States Fleet.
 Via: (1) The Commander Submarine Squadron Ten.
 (2) The Commander Submarine Force, Pacific Fleet.
 (3) The Commander-in-Chief, United States Pacific Fleet.
 Subject: U.S.S. BOWFIN (SS 287), Report of War Patrol Number NINE -

1. The Ninth war patrol of the U.S.S. BOWFIN was conducted in the JAPAN SEA area as a unit of a coordinated attack group consisting of TINOSA, FLYING FISH, and BOWFIN which group was one of three under the combined command of Commander E. T. HYDEMAN. This war patrol was of thirty-eight days duration, thirteen of which were spent submerged.

2. The thorough coverage of this area revealed fewer ship contacts than could be reasonably expected. Two single AKs were sighted and sunk; one convoy of three ships was unsuccessfully attacked:

Torpedo Attack #1 On June 11th, contact was made with an unescorted rigging AK by radar. A night surface radar attack was delivered using four Mk 18-1 torpedoes. Range 2430; track angle about 90°; small gyro angles; depth set at six feet. One hit was seen, and target was observed to sink. The target was an NFM freighter of an estimated length of 360 feet. Sunk

Torpedo Attack #2 During daylight on June 13th, contact was made with an unescorted small engine aft freighter similar to Sugar Charlie Love, Type D (mod.). A submerged attack was made with three Mk 18-1 torpedoes. Range 600 yards; track angle averaging 100°; gyro angles small; depth set 6 feet. One hit was heard and felt. One minute after firing target had disappeared and all that remained was an overturned lifeboat and wreckage. The target undoubtedly sank.

Torpedo Attack #3 A group of three ships consisting of a large freighter followed by two small AKs were sighted on June 20th hugging the coast. The closest range that could be obtained was 3400 yards which gave an average torpedo run of 3500 yards. Six Mk 18-1 torpedoes were fired on track angles averaging 90°; depth set six feet, gyro angles were small. No hits were made. The misses were probably the result of the long torpedo runs.

Gun Attack #1 On June 14th a two-masted schooner was attacked at 2200. All guns were used but the blinding effect of the gunfire made the results somewhat ineffective. Numerous hits were made but the schooner did not sink. Action was broken off because of the difficulty in making hits on a dark night.

3. The accuracy of the gunfire delivered by the unseen escort indicates the Japanese have fire control radar that is rapidly improving in effectiveness

SUBMARINE DIVISION ONE HUNDRED FOUR

FB5-104/A16-3(2)
C-O-N-F-I-D-E-N-T-I-A-L
Serial: 023

Care of Fleet Post Office,
San Francisco, California.

6 July 1945.

FIRST ENDORSEMENT to USS BOWFIN's
Conf ltr SS287/A16/A9 Serial 020,
dated 4 July 1945:

Subject: U.S.S. BOWFIN (SS 287), Report of War Patrol Number NINE.

4. The BOWFIN arrived from patrol very clean and in a good material condition. During the forthcoming refit by Submarine Base, Pearl Harbor, and Submarine Division One Hundred Four, all new material available will be installed.

5. The Division Commander congratulates the Commanding Officer, officers, and crew of the BOWFIN upon the completing of this dangerous and very successful patrol during which the BOWFIN once again caused great damage to the enemy.

Lowell T. Stone
LOWELL T. STONE.

CONFIDENTIAL

U. S. S. BOFIN (SS 237)
Care of Fleet Post Ofc.
San Francisco, Calif.

SS287/A16/A9

Serial 020

4 July, 1945

From: The Commanding Officer, U. S. S. BOFIN.
To: The Commander in Chief, United States Fleet.
Via: (1) The Commander Submarine Division One Hundred Four.
(2) The Commander Submarine Squadron Ten.
(3) The Commander Submarine Force, Pacific Fleet.

Subject: U.S.S. BOFIN (SS 237), Report of War Patrol Number Nine.

Enclosure: (A) Subject Report.
(B) Track Chart.

1. Enclosure (A), covering the ninth war patrol of this vessel conducted in the JAPAN SEA during the period 29 May, 1945 to 4 July, 1945 is forwarded herewith.

A. K. THREE

WORLD WAR II COMBAT OPERATIONS

Less than four months after she was commissioned at Portsmouth, New Hampshire, the *Bowfin* began combat operations halfway around the world in the South China Sea. She sailed from the East Coast early in July, made a brief stop in Panama, and then headed across the Pacific to Brisbane, Australia. In Brisbane she went alongside the submarine tender *Fulton* for post-voyage repairs and fitting out. A couple of days were spent in gunnery training and practice dives, planned to take her to deep submergence fast, a necessary maneuver in avoiding enemy depth charge attack.

On 19 August 1943 the *Bowfin* sailed from Brisbane and headed north, around Australia to Darwin, where she refueled. Darwin was hundreds of miles closer to submarine patrol areas than either Brisbane or Fremantle, on the east and west coasts of Australia, but lacked any facilities needed for base operations. All it was good for was to serve as a handy place to stop in and say "Fill her up." That done, *Bowfin* got underway again on 25 August, for her first patrol.

War Patrol No. 1

The *Bowfin* left Darwin the morning of 25 August, and on 2 September she entered the Mindanao Sea. For nearly a month the *Bowfin* sighted no major vessels. Fishing boats were seen frequently, and a few aircraft were picked up on radar, but none of them detected the submarine. It was noted that coastal villages on islands they passed were not blacked out, but showed lights at night.

On 24 September the *Bowfin* joined up with the submarine *Billfish*. The next morning a convoy of six ships was sighted and the submarines began tracking it. After about five hours, the *Bowfin* reached a position where she fired four torpedoes at a cargo ship and two more at a transport next astern of her. Through the periscope three torpedoes were seen to hit the first ship and two were seen to hit the second ship. The *Bowfin* then reversed course, so her stern was toward the convoy, and fired four torpedoes from her stern tubes at a third ship, a tanker. The explosions of these torpedoes were heard, but not seen.

As soon as the torpedo explosions were seen by the Japanese ships, they discovered the *Bowfin*'s periscope and two of them began firing at it. As the *Bowfin* submerged to avoid gunfire, the cargo ship (identified after the war as the *Kirishima Maru*, 8,120 tons) could be seen settling in the water, the transport was sinking stern first, and the tanker was on fire.

An hour or so later the *Bowfin* came up for periscope observation and saw a tremendous column of smoke which continued for over an hour. About three hours later one of the ships remaining from the convoy again fired on the *Bowfin*, from a distance of about five miles, and she submerged. Later torpedo explosions were heard—evidently the *Billfish* was attacking the convoy.

During the night *Bowfin* tracked the remnants of the convoy until finally the ships were lost at a range of ten miles. The next morning, while making a radar search, an enemy aircraft was detected. The plane was also equipped with radar, as indicated by interference on the *Bowfin's* radar screen, so she submerged for the day.

On 27 September the *Bowfin* picked up a contact which was identified as an inter-island steamer of about 1,500 tons. After chasing the ship for about three hours, the submarine reached a firing position and fired three torpedoes. One torpedo ran for a little over a minute, then its propellers were heard to stop. The others missed the target and were heard to explode when they stopped running and hit the bottom of the shallow sea.

On 30 September the *Bowfin* left the Mindanao area. At dawn that morning, in a driving rain, a small diesel barge was sighted. It had a Japanese flag painted on the bow, and was deck-loaded with about a hundred Japanese soldiers. Such small targets were not worth the cost of a torpedo, so it was customary to sink them with gunfire when possible. The *Bowfin* closed to about two miles, surfaced, and opened fire on the barge with her 4-inch deck gun. When the barge replied with machine gun fire, the *Bowfin* also opened up with her 20mm guns. The twentieth 4-inch shell fired hit the barge which practically disintegrated and sank instantly.

The next contact, made off Balikpapan, in the Makassar Strait, was a small two-masted schooner, sighted the evening of 2 October. Two shots fired across her bow failed to stop her so two more rounds were put into her and she sank.

Two days later *Bowfin* headed south out of the patrol area, en route to Fremantle, West Australia, where she arrived on 10 October. Since leaving Brisbane, she had sailed 14,430 miles in 55 days. She had attacked and damaged at least three large ships and destroyed two small craft.

War Patrol No. 2

This patrol was from Fremantle to the South China Sea. A week out, *Bowfin* sighted a group of five small schooners and began tracking them. Japanese aircraft were patrolling in the area and made several attacks on the submarine, but she managed to sink three of the schooners with her 4-inch gun before air attack forced her to submerge long enough for the remaining craft to escape. However, when she surfaced that night, another large schooner was sighted; this one was sent to the bottom with only two 4-inch shots.

Two days later *Bowfin* was off the entrance to Tawi Tawi Bay (the tip of Borneo between the Celebes Sea and Sulu Sea) when two small coastal steamers were sighted heading for the bay. The *Bowfin* ran ahead of them while submerged, then waited for them, surfaced, and set them both afire with gunfire. They were still burning when the *Bowfin* had left the wreckage twenty miles behind.

On the morning of 26 November, while the *Bowfin* was off the coast of Indo-China (now Viet Nam), near Saigon, she was running on the surface in a heavy rainstorm when she suddenly was surrounded by ships—she had sailed into the middle of a convoy and had to back all engines to avoid hitting a tanker. After tracking the convoy for an hour or so, *Bowfin* fired a spread of torpedoes and sank the *Ogirosan Maru*, a 5,069-ton tanker. While that ship was still sinking, the *Bowfin* maneuvered to fire

more torpedoes, and got the *Tainan Maru*, a 5,407-ton cargo ship. She then had to pull out of the immediate area to reload torpedoes. In a couple of hours she was after the convoy again and put four torpedoes into a small French coastal steamer, the 691-ton *Van Vollenhoven*.

The following day the *Bowfin* torpedoed a very small transport-type ship and then joined up with the *Billfish* again. On 28 November the two submarines met a large convoy, and in a short period the *Bowfin* torpedoed the *Sydney Maru*, a 5,425-ton cargo ship, and the *Tonan Maru*, a 9,866-ton tanker. While she was concentrating on the tanker, another ship in the convoy fired on the *Bowfin*, making some hits which resulted in leaks through the starboard main induction line.

At dawn the next morning the submarine surfaced while men worked topside to plug holes—but they still leaked. The patrol was cut short and the submarine headed back to Australia. En route, she sank a small yacht-sized ship on 2 December, again using the deck gun. She arrived in Fremantle on 9 December 1943, having been underway for 39 days and sailing 10,023 miles.

War Patrol No. 3

This patrol took the *Bowfin* into the Netherlands East Indies area. Her first action came on 16 January, in Makassar Strait, when a small schooner

was sighted. As soon as the submarine surfaced, the crew of the schooner jumped overboard. A couple of 4-inch shots sank the craft.

The next morning, in the same area, a freighter and two escort ships appeared. The *Bowfin* should have got all three, but faulty torpedoes ruined the day. First she fired four torpedoes from her bow tubes, at a close range of 1,200 yards. Only one torpedo made a hit. Then she swung around and fired two torpedoes from her stern tubes. Both of them exploded prematurely. With the enemy ship dead in the water, *Bowfin* had to pull out of the area to reload torpedoes. The next morning she returned and found the ship still afloat, with her escorts standing by. This time four good hits finished off the ship, the 4,408-ton *Shoyu Maru*. At least two hits were made on the smaller escort ship.

With her torpedoes expended, the *Bowfin* then returned to Darwin for a reload. She also took on a high-ranking passenger for a submarine, Rear Admiral R. W. Christie, who rode the boat for the rest of the patrol, to observe the performance of torpedoes about which there were many complaints—they ran too deep, exploded prematurely, or didn't explode at all.

The second day out, a small freighter-type ship was sighted, tracked down, and sunk with three torpedoes. On 28 January the *Bowfin* sighted a large tanker early in the morning and spent fourteen hours chasing it in order to get into good firing position. Finally, about eight that night, she surfaced only 300 yards from the tanker and fired all six bow torpedo tubes. But the tanker changed course at that exact moment and all six torpedoes missed. The submarine's crew hurriedly reloaded, and six more torpedoes were fired. This time two hits sent columns of fire and smoke up out of the ship, but she refused to sink. As *Bowfin* moved in for another attack, the tanker opened up on her with machine guns and deck guns.

After twenty minutes of dodging gunfire, *Bowfin* fired two more torpedoes. Both missed. Then she fired two more. Both hit. The tanker still refused to sink. *Bowfin* fired another torpedo. That one missed. Then she fired one more, for a hit. The tanker in turn opened up again with all her guns, so the *Bowfin* submerged. Then she heard a tremendous explosion, but when she surfaced to see what had happened the tanker still had not sunk. In fact, she was underway again. When daylight came, the *Bowfin* searched for the ship but could not find it. However, she could not claim the ship as sunk, as no one had seen the ship sink and she had not found any debris or survivors to show that the ship actually did sink.

Next, on 29 January, the *Bowfin* laid a string of mines in Makassar Strait the only time during the war she did so, and then headed back for Fremantle. The next day she sank two small schooners with her deck gun. She reached Fremantle on 5 February, completing a 28 day patrol in which she sailed 7,949 miles.

War Patrol No. 4

This patrol was in the Celebes Sea, and again the *Bowfin* ran out of torpedoes and had to return to Darwin for a reload. Her first contact was made on 10 March, when a convoy of four ships and two escorts was sighted. *Bowfin* fired six torpedoes, but four of them exploded prematurely. Enemy aircraft drove the submarine down and she was unable to observe whether the other two torpedoes exploded or not. The escorting ships took turns dropping depth charges. The *Bowfin* submerged to 350 feet to avoid the attack. Once a chain could be heard dragging across the hull of the submarine as the escorts searched for her. In all, they dropped twenty-four depth charges; the submarine was shaken up, but undamaged.

When *Bowfin* was able to surface again, one of the cargo ships could be seen down by the stern while other ships were trying to take her in tow. Five aircraft were patrolling around the convoy, as the group of ships got underway. *Bowfin* fired torpedoes at one of the escorts, and at the ship towing the damaged freighter, but was unable to observe results as one of her own torpedoes turned back toward her and she went deep to avoid it. The next morning she found the damaged ship again, fired more torpedoes at it, but was forced down by attacking escorts. When the submarine came up for periscope observation again, the freighter was unprotected. This time *Bowfin* got off four torpedoes before she had to dive to avoid another air attack. When she came up again for a look, the 4,470-ton *Tsukikawa Maru* had gone down, leaving the sea littered with lifeboats and floating debris.

Late that night *Bowfin* caught up with the rest of the convoy and fired her last four torpedoes. One was a miss, the others exploded prematurely. She then had to return to Darwin to reload, which was done on 14 March. She was underway again the next day, and on 18 March attacked a small convoy. Again the torpedoes were troublesome. Four of them fired at the short range of 900 yards all ran under the target, the next two missed. The escorts dropped sixteen depth charges but they also missed. That afternoon *Bowfin* again fired four torpedoes at the ship she'd missed that morning. All four missed.

On 24 March, in the Celebes Sea, the *Bowfin* sighted a convoy of five ships and trailed them for several hours. Then in a night surface attack, she fired at three ships and made hits on all of them. The *Shinkyō Maru* (5,139 tons) and *Bengal Maru* (5,399 tons), were sunk. The third ship was set on fire but refused to sink, and *Bowfin* was out of torpedoes again, so she returned to Fremantle. During her 36 day patrol she had steamed 9,272 miles.

War Patrol No. 5

This was next to the longest war patrol any boat made, in length of time, and the longest in miles steamed. She sailed to the Palau area, where targets were scarce; the sub was on patrol for a month before an enemy convoy was sighted. On 14 May she got two hits on a freighter, but

although it appeared to be damaged, it was not seen to sink. As she continued to trail other ships in the convoy, and prepared to make an attack on one, it blew up—another U.S. submarine had beat her to the punch. The rest of the patrol was uneventful. *Bowfin* left the patrol area for a brief stop at Midway and then went to Pearl Harbor for post-voyage repairs. She had steamed 15,013 miles in 58 days, and was not credited with a single ship.

War Patrol No. 6

On this patrol *Bowfin* hunted in "Empire" waters, off the southern islands of Japan proper. Her first action came on 10 August when she spotted three small ships entering a harbor at Minami Daito. She followed them into the harbor, waited until they had moored, then torpedoed all three. One was damaged and two blew up. A torpedo that missed the ships blew up a dock and a bus standing on it.

On 22 August, off the Tokara Islands, she followed and attacked a convoy and made hits on several ships, although only one, the 6,754-ton *Tsushima Maru*, was definitely sunk. About a week later, after wasting four torpedoes on a small trawler—all were misses—the *Bowfin* surfaced and set the craft afire with her deck gun.

By that time her torpedoes had all been fired, so she headed back to Midway. When a floating mine was spotted, the submarine blew it up with 20mm fire. Sailors were amazed when the mine exploded—pieces of it spread out in a circle six hundred yards across. Despite having no torpedoes, the *Bowfin* still managed to sink one more small ship by using her guns. This time she picked up two survivors for questioning; the Japanese were unloaded in Midway before the boat went on to Pearl Harbor, where she arrived on 13 September.

From Pearl Harbor the *Bowfin* sailed to the Mare Island Navy Yard for overhaul, which lasted from 21 September to 16 December 1944. She was back in Hawaii early in 1945, and soon ready for her next patrol.

War Patrol No. 7

The entire patrol was spent in waters off Japan, where the *Bowfin* was assigned lifeguard duty for carrier raids and B-29 strikes on the Japanese Islands. On earlier patrols enemy aircraft had frequently been seen, but on this patrol the *Bowfin* saw only American planes—hundreds of them. At times she worked with air cover supplied by U.S. carrier fighters. Her only real surface action came on 17 February when she contacted two Japanese destroyers. Two torpedo hits were made on one, later determined to be a 750-ton frigate, which sank. The other ship then attacked the *Bowfin* and dropped twenty-six depth charges, none of which did any damage.

Three small craft were sunk, one by torpedo and two by gunfire, while on lifeguard station. On 19 March the *Bowfin* rescued the crew of a torpedo bomber that went down about five miles away. The pilot, Lieuten-

Daito Maru No. 3. The *Bowfin* returned to Guam on 15 May, having completed the shortest patrol—23 days and only 5,649 miles—of her combat career.

War Patrol No. 9

This patrol began in Guam and took the sub to the Sea of Japan. Shipping was scarce; the *Bowfin* entered several harbors and found them empty of targets. Only two ship contacts were made, and both times *Bowfin* scored a kill. On 11 June she found a cargo ship, sailing unescorted, and hit her with four torpedoes. The ship was the 1,898-ton *Shinyo Maru* which sank in three minutes. Four days later the *Bowfin* torpedoed and sank the *Akiura Maru*, a small, 887-ton freighter. The submarine returned to Pearl Harbor on 4 July for post-voyage repairs.

In August the *Bowfin* was headed for Guam to train for her tenth patrol when the Japanese agreed to surrender. She turned around and returned to Pearl Harbor. On 29 August she left Hawaii and headed for Panama and the east coast of the United States. She served with the Atlantic Fleet until January 1947, when she was placed in reserve. She was recommissioned in 1951.

GENERAL DATA

<i>Name</i>	BOWFIN	<i>Displacement:</i>	1,525 tons (designed)
<i>Hull Number</i>	SS-287		1,810 tons (diving trim)
<i>Builder</i>	Portsmouth Navy Yard, Portsmouth, N.H.		2,415 tons (submerged)
<i>Laid Down</i>	23 July 1942	<i>Dimensions:</i>	311' 8" Length Overall
<i>Launched</i>	7 December 1942		27' 3" Maximum Beam
<i>Commissioned</i>	1 May 1943		15' 3" Mean Draft (diving trim)
<i>Disposition</i>	Arrived in Pearl Harbor for use as a War Memorial 1974.		12' 5" Freeboard @ bow (diving trim)
			3' 11" Freeboard @ Stern (diving trim)
			16' 0 $\frac{3}{8}$ " Dia. Pressure Hull (max.)
			12' 0" From Keel to \odot of Hull

ARMAMENT

Torpedo Tubes—Ten 21", six bow and four stern (MK39) 24 torpedoes carried
Guns:

(May 1943)	1—4"/50 (MK12), 2—20mm (MK5)
(Nov. 1944)	1—4"/50 (MK12), 2—20mm (MK10)
(Nov. 1944)	1—4"/50 (MK12), 1—40mm (MK3), 1—20mm (MK10)
(May 1945)	1—5"/25 (MK40), 1—40mm (MK3), 1—20mm (MK10)
(Postwar)	1—5"/25 (MK40), 1—20mm (MK10)
(Postwar)	1—5"/25 (MK40), 1—20mm (MK10)
(NRT)	None

MACHINERY

Main Engines: FOUR General Motors Model 16-278A diesel engines, 16-cylinder V-type, 2-cycle, 8 $\frac{3}{4}$ bore x 10 $\frac{1}{2}$ stroke, 1,600 BHP developed @ 750 RPM (stbd. RH rot., Port LH rot.)

Main Generators: FOUR General Electric 1,100 kw machines
2,650 amps/415 volts (propulsion rating)
3,600 amps/296 volts (battery charging rating)

Main Motors: FOUR General Electric 1,375 HP machines.

Two-wire, direct-current, compensated compound/shunt, series and commutating field windings.

Gears: Combining and reduction type/reverse by reversing input.

2—1,375 HP @ 1,300 RPM inputs
1—2,740 HP @ 280 RPM output

Batteries: TWO—Exide 126-cell type.

Shaft Horsepower: 5,480

Max. Speed: 20.25 knots (surface)
8.75 knots (submerged)

Auxiliary Generator: ONE—300 kw General Electric by ONE General Motors Model 8-268A diesel engine.

Propellers: TWO—Four-bladed 8' dia.

Rudder: ONE—balanced streamlined type. Train limits 38° to port and starboard.

Fuel Oil: 54,000 gals. (normal)
116,000 gals. (emergency)

COMPLEMENT: 80 (10 officers/70 enlisted)