

HISTORY OF USS CHUB (SS 329)

USS CHUB was built at the Electric Boat Company, Groton, Connecticut. The keel was laid 16 September 1943, and the vessel was launched 18 June 1944. The sponsor was Mrs. Theodore A. Risch of New London, Connecticut. Mrs. Risch had been chosen by the Welder's Department of the Electric Boat Company to act as sponsor.

The USS CHUB was delivered to the Navy and commissioned on 21 October 1944, at the Submarine Base, New London, Connecticut, under the command of Commander Cassius D. Rhymes, Jr., USN. Junior Officers on board at time of commissioning were Lieutenant Commander Ralph W. DeLoach, Jr., USN; Lieutenant Robert W. McIntosh, USN; Lieutenant Robert W. Carroll, USNR; Lieutenant (j.g.) Austin E. Cordray, USNR; Ensign Evan E. Watts, USN; Ensign John M. Schlicht, USN; and Ensign Everett B. Clary, USNR.

During the period 25 October to 24 November 1944, the CHUB conducted a normal thirty day shakedown training program, including the firing of contract torpedo trials at Newport, Rhode Island. The training program was handicapped by fog and rain.

Departed Submarine Base, New London, Connecticut, 25 November 1944, and arrived Key West, Florida, on 2 December 1944. While there the ship conducted torpedo firing tests for the Bureau of Ordnance and conducted sound training exercises with the Fleet Sound School.

Departed Key West, Florida, on 25 December 1944 and arrived Balboa Canal Zone on 29 December 1944. Conducted a five day training program off the Perlas Islands.

Departed Balboa, Canal Zone on 8 January 1945, and reported to Commander Submarine Pacific Fleet for duty. Arrived Pearl Harbor, T.H., on 24 January 1945. Accomplished voyage repairs and conducted ten days training. Lieutenant (j.g.) John W. Quinlan, U.S. Naval Reserve reported aboard for duty.

FIRST WAR PATROL

Departed Pearl Harbor on 13 February 1945 for this vessel's First War Patrol, under the command of Commander C. D. Rhymes, Jr., USN. The patrol was conducted in the Tonkin Gulf, South China Sea and Java Sea and was of 64 days duration.

On 3 March, the CHUB was attacked by an enemy submarine. An alert lookout sighted the enemy's periscope shortly before firing, and immediate high speed evasive action was successful in avoiding the enemy torpedoes, one of which was observed to broach close aboard to starboard.

During this patrol aircraft contacts, periscope sightings, and floating mines were numerous; but shipping was scarce. Of the many floating mines sighted, eight were sunk by gunfire.

On 20 March a submerged approach was commenced on a Destroyer Escort with float plane air coverage. A large zig away at 4,000 yards denied this vessel a chance to attack, as the target went by out of range.

On 29 and 30 March, the CHUB spent eighteen hours and much fuel in an energetic but futile attempt to gain an attack position on an escort group of 2 Destroyers and 4 Destroyer Escorts. (The merchant ships of the convoy had been previously sunk by aircraft, leaving only the escort group). During this long chase the CHUB was forced down six times and bombed once closely by enemy air coverage. On finally gaining a good position ahead of the group in bright moonlight, the CHUB was detected. The two nearest destroyers headed towards and opened fire with their guns, forcing the submarine to dive. The CHUB then commenced an approach on the nearest destroyer as it headed in; but at 5,000 yards range the entire group zigged away and no favorable firing position could be reached.

On 31 March, the CHUB rescued three aviators in dangerous waters South of Yulikan Bay. The following remarks pertaining to this rescue are quoted from the Squadron Commander's endorsement to the patrol report:

"The highlight of the patrol was the stirring rescue of three Army Aviators South of Hainan on 31 March. This rescue was accomplished close to shore in face of strafing by two Zeros and a report from the air cover that a Jap DD in the harbor only six miles away was getting underway. Two Liberators and four Mitchells provided a very effective low altitude tight defensive screen during this operation. This rescue is outstanding, not only in the courage and determination of the Commanding Officer, but also in the fine flight discipline and courage of the air cover in continuing their tight defensive circle over the submarine for about 25 minutes, up until the submarine dived after rescue. This is an example of air cooperation of the highest order. The determination and courage of the personnel in effecting the splendid rescue of the aviators in the face of continued strafing are worthy of high commendation."

On 11 April, the CHUB attempted a night surface attack on an Otori Class torpedo boat, but was detected, and the Torpedo Boat turned away. The Torpedo Boat was pursued for two hours and a half but could not be overtaken.

On 12 April, in the Java Sea, the CHUB was bombed closely by a float plane while diving, causing temporary loss of power. The submarine lost depth control and broached to the surface, becoming an easy target for a second attack. Fortunately, the plane had dropped its full load of bombs on the first attack.

Arrived Fremantle, West Australia, on 18 April 1945, completing the First War Patrol. Refit was conducted by the USS CLYTIE and the Relief Crew of Submarine Division 301. No torpedoes had been fired on this patrol; but three aviators had been rescued. The patrol was designated successful and the Submarine Combat Insignia was awarded. Lieutenant Commander W. R. DeLoach and R. W. McIntosh were detached. Lieutenant (j.g.) R. T. Rehtmeyer and Ensign A. B. Taylor reported aboard.

SECOND WAR PATROL

Departed Fremantle, West Australia on 14 May 1945 for Second War Patrol. The patrol was conducted in the Java Sea under the command of Commander C. D. Rhymes, Jr., USN, and was of 38 days duration.

North of Kangean Island during the afternoon of 20 May 1945 contact was made on a small 600 ton freighter with surface escort and air coverage. The small freighter was sunk by one torpedo hit.

Twelve hours later an enemy minesweeper, AM24 class (630 tons), was contacted North of Kangean. Five torpedoes were fired for one hit. The minesweeper exploded and sank four minutes later. The antics of the AM, coupled with the fact that it was sunk within three miles of the spot where the small freighter had been sunk indicated that the minesweeper was searching for the CHUB. His search was definitely successful.

South of Borneo before dawn on 1 June 1945, contacted a small freighter of 1,000 tons escorted by a PC. Made a night surface attack in 14 fathoms of water, firing three torpedoes from 1,500 yards range, all of which missed, apparently under-running. At dawn contacted another small freighter and PC escort near same locality. At sunrise made a submerged approach in 16 fathoms of water and fired three torpedoes at 1,500 yards range. All torpedoes were observed to under-run the target. The CHUB pulled clear at 90 feet then returned to periscope depth a few minutes later and watched the escort drop a total of 15 depth charges about 4,000 yards away.

North of Batavia, Java on 5 June 1945 a submerged approach in shallow water was made on a heavy cruiser which was escorted by one Destroyer, two float planes, and two bombers. Unfortunately, the CHUB was detected by planes at a range of 5,500 yards. The cruiser zigged away and the submarine was bombed closely by one of the planes. Two days later the same cruiser was sighted again; but could not be closed for an attack.

Patrolled for one more week in the shallow waters off Batavia in a small area bounded by Java on the South, the Thousand Islands on the East, Sumatra on the West, and by reefs on the North. This spot was nick named "Lake Carol Head" or "The Bird Bath". Patrol in this area was handicapped by material failures and the constant nuisance of patrol boats and fishing vessels.

During the afternoon of 13 June 1945 contact was made while submerged on a convoy of two small ships and two escorts, out of range for attack. After all night search the targets were again contacted and a night surface attack was made before dawn. Five torpedoes were fired for one hit, possibly two, sinking a 1,500 ton freighter. This attack was made in shallow water of 12 to 14 fathoms and left the CHUB with a 50 mile run to make to get across a 12 fathom bank. With two and one half hours of darkness remaining, proceeded at maximum speed towards deeper water. Shortly before sunrise a patrol boat was sighted and the CHUB submerged. At this point the chart showed 16 fathoms but the submarine bottomed at 88 feet. Fortunately, the patrol boat did not gain contact.

Arrived Subic Bay, P.I., on 21 June 1945, completing the Second War Patrol. Refit was conducted by the USS GILMORE and the Relief Crews of Submarine Division 222. Lieutenant (j.g.) U.S. Navy was detached. Lieutenant David Hume, U.S. Naval Reserve and Ensign Roy K. Jones II, USN, reported aboard. The Submarine Combat Insignia was awarded for this patrol and the Commanding Officer was awarded the Bronze Star Medal. Lieutenant (j.g.) J. W. Quinlan and Lieutenant (j.g.) J. M. Schlicht were recommended for award of a Letter of Commendation with Ribbon.

THIRD WAR PATROL

Departed Subic Bay on 15 July 1945 for Third War Patrol. The patrol was conducted in the Java Sea under the command of Commander C. D. Rhymes, Jr., USN, and was of 34 days duration.

On 24 July, the CHUB attacked with gunfire a large fleet tug (725 tons) and a small diesel tug (100 tons). Both were driven ashore on the Java Coast and left in a burning and sinking condition. One prisoner was picked up. The Submarine then withdrew from the beach at high speed and 5 minutes later was forced down and bombed by an enemy plane.

On 5 August, reconnaissance observations of the beached fleet tug revealed that salvage operations were in progress. An anti-torpedo net had been rigged to seaward and a salvage tug and salvage barge were alongside inshore. All vessels were being camouflaged. Just prior to sunset the CHUB surfaced and destroyed the salvage barge by gunfire, closed the beach to 350 yards and completed destruction of the large fleet tug with one torpedo fired behind the anti-torpedo net. Two more torpedoes were fired at the salvage tug, but missed. The salvage tug was then sunk by gunfire. The CHUB received small arms return fire from the salvage tug and from the beach.

On 7 August, the CHUB was caught unawares by a float plane and bombed closely before, during, and after diving. Escape from this bombing was pure luck. Fortunately, the damage sustained was minor.

On 9 August, the CHUB battle surfaced in shoal water on what was mistaken for a small coastal vessel, and engaged a Japanese Sub Chaser

(SC 51 class) in gun battle. A few anxious moments followed until the Sub Chaser's 40 millimeter gun had been silenced and the Sub Chaser's attempt to ram had been discouraged by the guns of the CHUB. After a few minutes of brisk shooting, the Sub Chaser sank on a reef, leaving her guns and bridge still showing, and her colors still flying above water. Attempts to retrieve the Japanese flag was futile.

On 11 August, the CHUB surfaced in Lombok Strait and attacked a large Sea Truck, a small tug, and a picket boat with gunfire. The Sea Truck was sunk and the picket boat damaged. Return fire was received from shore and from the picket boat. The submarine was forced to break off the action and dive when an enemy bomber arrived on the scene.

During this patrol additional ammunition was obtained from the USS BRILL, USS COD, and USS BUMPER. Arrived Fremantle, West Australia on 17 August 1945, completing the Third War Patrol. Refit was conducted by the USS CLYTIE and the Relief Crews of Submarine Division 301. Lieutenant David Hume, USNR, and Lieutenant (j.g.) J. M. Schlicht USN, were detached. The Submarine Combat Insignia was awarded for this patrol and the Commanding Officer was recommended for award of the Bronze Star Medal. Lieutenant R. M. Carroll and Lieutenant R. T. Rehtmeyer were recommended for award of the Letter of Commendation with Ribbon.

POST WAR PATROL

Departed Fremantle, West Australia on 31 August 1945 in company with BUMPER, BUGARA and BRILL. Arrived Subic Bay, P.I., on 9 September 1945 to commence training. The CHUB has been retained in the active fleet.

SUMMARY OF PATROL RESULTS

Number of War Patrols:	3
Number and Type of Ships Sunk:	4 ships & 5 SMC
Total Tonnage of Ships Sunk:	4225 tons
Number and Type of Ships Damaged:	1 SMC
Total Tonnage of Ships Damaged:	75 tons
Aviators rescued while on patrol:	3

The CHUB was based at Subic Bay, P.I., on 1 October 1945. Little of note occurred during the tour of duty at this base. All underway operations were for maintaining wartime efficiency of submarine personnel. Two short cruises, each of about one week duration, broke the monotony of the strenuous training schedule. The first cruise, in early November, was to Tizard's Bank, Dangerous Ground, located in the South China Sea. The second took place in mid-December and consisted

of mainly, a "Cook's Tour" around the island of Luzon, P.I. On 12 January 1946 the CHUB sailed for the United States in company with other submarines of this squadron. Crossed the International Date Line and set the date back one day on 22 January. Arrived at Pearl Harbor, T.H., 26 January, having sailed in heavy seas throughout the cruise. Underway for San Diego, California, 28 January, arriving 4 February without mishap. One half of ship's officers and men departed immediately on leave. Since leaving the United States, 25 December 1944, the CHUB had completed a total of three war patrols, all of which were successful.

By Directive dated May 1948, USS CHUB (SS 329) was to be sold to Turkey under appropriation for aid to Turkey.

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USS CHUB earned three Battle Stars on the Asiatic-Pacific Area Service Medal for participating in the following operations:

- 1 Star/Submarine War Patrol - Pacific -- 13 February to 18 April 1945
- 1 Star/Submarine War Patrol - Pacific -- 19 May to 18 June 1945
- 1 Star/Submarine War Patrol - Pacific -- 15 July to 17 August 1945

The SS 329 earned the Navy Occupation Service Medal, Pacific, for the period of 3 to 6 February 1947.

She also earned the China Service Medal for the periods of 8 to 17 December 1946; and 23 December 1946 to 2 February 1947.

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STATISTICS

OVERALL LENGTH	312 feet
BEAM	27 feet
SPEED	20 knots
DISPLACEMENT	1,483 tons

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(A) PROLOGUE

The keel was laid 16 September 1943 at the Electric Boat Co., Groton, Conn. The ship was launched 18 June 1944 and commissioned 21 October 1944. Conducted regular 30 day shakedown training period in the New London Area, including the firing of contract torpedo trails at Newport, R.I. The training period was handicapped by fog and rain.

Departed Submarine Base, New London, Connecticut 25 November 1944 and arrived Key West, Florida 2 December 1944. Conducted torpedo firing tests for Bureau of Ordnance. On alternate days conducted sound training exercises with the Fleet Sound School.

Departed Key West, Florida 25 December 1944 and arrived Balboa, C.Z. 29 December 1944. Conducted a five day training period off the PERLAS ISLANDS under Captain J. G. JOHNS, USN. The schedule included Short Range Battle Practice, Shore Bombardment and the firing, recovery, and making ready of 20 exercise torpedoes. All hands agree that this was the most productive and most interesting training period we have undergone. The operating schedule is broad, flexible, and quick functioning. The target groups are well indoctrinated and there is little lost motion. Ideal weather, plenty of sea room, and a comfortable night anchorage explain why such a busy schedule is not exhaustive. It is highly recommended that the training period in the New London Area be reduced and the period in Balboa increased for new construction submarines.

Departed Balboa, C.Z. 8 January 1945 in company with U.S.S. TENCH (SS 417) and reported to Comsubspac for duty. Conducted pre-arranged training program with TENCH enroute, including radar tracking, end arounds, attacks, echo ranging, signal and communication drills. Arrived Pearl Harbor 24 January 1945.

Voyage repairs were accomplished by the Submarine Base, Pearl Harbor and the relief crew of SUBDIV 301. Installed APR, SPA-1, 40mm gun, and altered periscope well. Did not receive an ST radar. Installed Mk. 7 DRT in conning tower and booster blower in control room. Modified bow plane hydraulic piping to prevent creeping of planes. Repairs and alterations were accomplished quickly and efficiently and the Commanding Officer is well pleased with the cooperation received from and the work done by the Submarine Base and the Relief Crew.

Conducted ten days training under Commander P. H. ROSS, USN, Commander R. S. BENSON, USN, and Captain D. C. Mc MILLAN, USN, including battle surface firing and firing of nine exercise torpedoes. Lieutenant(jg) J. W. QUINLAN, USNR, reported aboard as radar officer. Depermed and loaded. Ready for sea 13 February 1945.

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(B) NARRATIVE

<u>File No.</u>	<u>Officers</u>	<u>Rank</u>	<u>No. Patrols</u>
74884	RHYMES, Cassius D., Jr.	Commander, USN	Six
82533	De LOACH, William R., Jr.	Lt. Comdr., USN	Eight
85155	Mc INTOSH, Robert W.	Lt. Comdr., USN	0
97004	CARROLL, Robert M.	Lieutenant, USNR	Seven
223881	CORDRAY, Austin E.	Lieut (jg), USNR	0
253682	QUINLAN, John W.	Lieut (jg), USNR	Two
204204	WATTS, Evan E.	Lieut (jg), USN	Eleven
199373	SCHLICHT, John M.	Lieut (jg), USN	0
258456	CLARY, Everett B.	Ensign, USNR	0

<u>Ser. No.</u>	<u>Chief Petty Officers</u>	<u>Rate</u>	<u>No. Patrols</u>
201 32 34	BROOKS, Charles	CMoMM	Five
381 14 60	DALLA, Mariano	CMoMM	Three
243 60 70	HILLMAN, Paul	CEM	Eight
381 17 59	MERFELD, Marvin E.	CEM	Nine
337 03 22	SCHMIDT, Fred H.	CMoMM	Five
336 55 95	SMITH, Clifford G.	CTM	0
407 23 23	WELSH, Robert A.	CRM	Six

13 February (VV) (1)

1400 Underway from Submarine Base, Pearl Harbor, T.H. Escorted until dark by PC-569, Set course for SAIPAN.

14 February (X) to 23 February (K) (2-10)

Enroute SAIPAN conducting day and night training dives, drills, school of the boat, fire control tracking and simulated attacks. Dropped 18 February from calendar. Passed four friendly submarines.

1200	14 February (X)	Lat. 20-47 N.	Long. 162-69 W.
1200	15 February (X)	Lat. 20-27 N.	Long. 168-23 W.
1200	16 February (X)	Lat. 20-21 N.	Long. 173-57 W.
1200	17 February (Y)	Lat. 20-18 N.	Long. 179-52 W.
1200	19 February (M)	Lat. 19-54 N.	Long. 173-54 E.
1200	20 February (L)	Lat. 19-59 N.	Long. 167-30 E.
1200	21 February (L)	Lat. 19-09 N.	Long. 161-21 E.
1200	22 February (K)	Lat. 18-39 N.	Long. 154-44 E.
1200	23 February (K)	Lat. 17-23 N.	Long. 149-19 E.

24 February (K) (11)

Noon: Lat. 15-13 N. Long. 145-42 E.

0539 Made rendezvous with escort, L.C.I. 1063, and set course for Saipan. Delayed almost 3 hours at entrance due to hospital ship aground in channel.

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1535 Moored alongside U.S.S. FULTON at Tanapag Harbor, Saipan. Received 44669 gallons fuel and 870 gallons lube. Topped off with provisions and fresh water. Conferred with other C.O.'s; but could get no late information on South China Sea operations.

25 February (K) (12)

Noon: Lat. 15-09 N. Long. 145-23 E.

1000 Departed Saipan escorted by L.C.I. 1063.
 1635 Released escort and set course for area. Many friendly planes in sight throughout the day.
 2400 Set clocks back one hour to "I" (-9) zone time.

26 February to 1 March (I) (13-16)

Enroute patrol area via Luzon Strait at two engine speed, steering by Course Clock during daylight and moonlight. Conducting training dives, drills, fire control problems, and school of the boat. Secured SD and IFF when 600 miles from Saipan. Plan to use them only when considered necessary. Numerous friendly plane contacts during first two days out of Saipan. Passed two friendly submarines. In one case at night the SJ operator gave the Minor War Vessel Challenge because, he said, "It was such a small pip."

1200	26 February (I)	Lat. 16-05 N.	Long. 140-50 E.
1200	27 February (I)	Lat. 18-42 N.	Long. 136-11 E.
1200	28 February (I)	Lat. 20-39 N.	Long. 131-41 E.
1200	1 March (I)	Lat. 20-48 N.	Long. 126-06 E.

2 March (H) (17)

Noon: Lat. 20-50 N. Long. 120-18 E.

0042 Batan Island picked up on radar at 80,000 yards.
 0220 Went to four engine speed in order to transit Balintang Channel before daylight.
 0406 Entered Balintang Channel with APR signal at 155 megs approaching saturation. PRF of 1000 indicated an airborne radar.
 0415 Ran up SD radar and keyed it once for 3 seconds. Received pips at 12 and 30 miles which could have been land. If not airborne, the radar was probably on Batan or Babuyan Island.
 0458 Cleared Balintang Channel. APR strong but fading.
 0630 Slowed to three engine speed with intention of holding it for two hours.
 0827 Submerged on sighting BETTY at six miles, coming in.
 0853 Surfaced. Running at two engine speed.
 0901 Sighted unidentified plane to Northward. Possibly the same plane. Disappeared from view in two minutes.

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- 0931 Sighted three Liberators, Northbound.
0951 Sighted two planes, VAL or BABS, 10 or 15 miles to West, which disappeared on a Northerly course.
1000 During ensuing two hours sighted a total of 40 U.S. planes Northbound and a total of 98 U.S. planes Southbound.
1410 O.O.D. reported plane to port on parallel course not coming in. One officer in the wardroom remarked, "The next thing we'll hear will be the diving alarm." Quite true.
1412 Submerged as VAL type plane, fixed landing gear, presented a zero angle on the bow after working up towards sun.
1455 Surfaced. No more planes during the day.
2130 APR contact 185 megs, PRF 400, weak to moderate. Soon faded.

3 March (H) (18)

Noon: Lat. 20-38 N. Long. 115-29 E.

- 0941 Alert lookout and O.O.D. sighted periscope about 3,000 yards on starboard bow. Turned away at flank speed. About time we steadied down, C.O. and J.O.O.D. observed one torpedo partially broach about 200 yards on starboard beam, throwing up a breaker of spray about 30 yards long in an otherwise calm sea. Adjusted course 10 degrees to parallel apparent track. No definite torpedo wakes were seen. Torpedo was either Type 92 Electric or Type 95 Oxygen wakeless. No point of aim for counter attack when unfriendly nature definitely established.
0950 Started easing back to base course in 20 degree increments.
1001 Resumed base course, but held four engine speed for another 20 minutes.
1034 Submerged to take two torpedoes off charge and put two others on charge.
1131 Surfaced after checking for air leaks. Two engine speed.
1239 Another alert lookout sighted periscope forward of starboard beam, about 2,000 yards, verified by QM and C.O. Turned away at flank speed. Long exposure, not lowered until we put our stern to it. Could have been friendly. We are transitting Southern edge of a wolfpack area. No indication of torpedo fire by sight or by sound.
1248 Started easing back to base course in 20° increments.
1315 Steering base course by Course Clock at two engine speed.
NOTE: Standing orders on this vessel are to turn away from periscopes unless inside 2,000 yards and well forward of the beam; as C.O. feels that the Japs can fire "down the throat" too if time is available for a new set up.
1655 Submerged to take two torpedoes off charge.
1727 Surfaced. Heavy rain squalls all around horizon. APR signals on 178 megs and 305 megs during the night.

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4 March (H) (19)

Noon: Lat. 18-42 N. Long. 111-55 E.

- 0639 Submerged for training and to shift torpedoes.
0822 Surfaced and resumed course to area.
1034 Submerged on sighting unidentified plane.
1115 Surfaced. Plane could have been friendly as voice and IFT on APR had been heard shortly before.
1305 Entered waiting area assigned by operation order.
1405 Submerged to shift torpedoes on charge.
1440 Surfaced and set course towards Western edge of area.
2146 Set course for Southern end of area to sound off. APR signals on 150 megs, 172 megs, and 190 megs during the night. 172 megs and 190 megs probably on Hainan Island.

5 March (H) (20)

Noon: Lat. 16-39 N. Long. 110-49 E.

- 0800 Passed to operational control of Commander Task Force SEVENTY-ONE. Unable to raise VIXO. Another station offered to relay. When asked to authenticate he gave correct letters in inverse order. (Japs read from right to left). Sent our message, repeating each group, since we had already planned to transmit blind. At end of message we refused requests for repetitions of groups as no authentication could be obtained.
1200 Set course for Northeast end of our area planning to check in again tonight. During the afternoon received instructions from Commander Task Force SEVENTY-ONE to join BRILL in coordinated patrol and suggesting a rendezvous for tomorrow evening. Also received our serial ONE back from VIXO; so knew it had been received.
1630 Received contact report from BASHAW regarding three DE's headed Northeast. Went to four engine speed and set course to intercept. Subsequent information showed that we could not make it; so slowed down.
1810 Set course for newly assigned area.
2140 Sent serial TWO to Comtaskfor 71 acknowledging receipt of instructions.
2210 Requested and received rendezvous instructions from BRILL.

6 March (H) (21)

Noon: Lat. 16-50 N. Long. 108-46 E.

- Patrolling traffic lane between Tourane and Yulinkan. Do not know where BRILL is so are staying well to the North until daylight.
0423 APR signals for about two hours on 150 megs and 190 megs varying from weak to strong. 190 megs believed on Hainan. 150 megs believed airborne.

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- 0648 Sighted small boat, apparently empty.
0655 Submerged for closer investigation. Found to be empty.
0731 Surfaced and resumed patrol.
0920 Closed and sank a floating mine with rifle fire.
1025 APR signals at 14.9 megs, FPF 600, weak.
1201 Closed and sank another floating mine, spherical type.
1230 Decided to patrol farther North; as we have sighted considerable debris in the water, probably vicinity of BASHAW's attack, and am afraid that the debris is distracting the attention of our lookouts.
1735 O.O.D. sighted periscope and maneuvered to avoid.
2003 Exchanged recognition signals and calls with BRILL.
2059 Went close aboard BRILL and received instructions via line gun and megaphone. Night was so dark that it was difficult to make out her silhouette from 200 yards, using binoculars. Our instructions are to patrol the direct route between Tourane and the West Coast of Hainan, patrolling South of Lat. 17-00 N in the daytime and patrolling at Lat. 16-30 N at night (Southern area boundary). BRILL will patrol direct route between TOURANE and YULINKAN, at the same latitudes, shifting stations with us on night of 13 March.
2130 Stood clear of BRILL and set course for assigned area.
2205 Slowed and converted No. 4 F.B.T. to a ballast tank.
2359 Submerged to flush out No. 4 F.B.T.

7 March (H) (22)

Noon: Lat. 16-37 N. Long. 108-01 E.

- 0023 Surfaced. Heavy rain squalls all around. Visibility very poor.
0356 Radar contact at 4,800 yds. Tracked for one hour on Southerly course at 3 knots. Apparently small craft.
0500 Secured tracking and patrolled to Eastward for one hour, then headed back to regain contact.
0715 Regained contact and closed to 2,600 yards, barely visible in the rain.
0737 Submerged for closer investigation. Identified as sailboat.
0813 Surfaced and resumed patrol. Seas are rough and visibility so poor that we are continuing to patrol our night patrol station, at Southern boundary, 14 miles from shore, where we can keep track of our position by radar cuts on land. Small probability of plane detection in this weather.

8 March (H) (23)

Noon: Lat. 16-47 N. Long. 107-56 E.

- 0000 Started tracking small unidentified contact, picked up at 6,000 yards by SJ. Tracked at 2 knots on course 070° T. Still a very small pip at 3,500 yards, obviously a small craft. So stood clear and resumed patrol.
0106 Radar contact at 8,500 yards, identified as the BRILL.

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- 0430 Headed North to patrol assigned daylight station.
 1307 Radar contact 6,000 yards. Operator lost contact while shifting to hand train. Regained contact shortly at 3,200 yards, just as an American Liberator broke out of a nearby rain squall. We were certainly lucky that it was a friendly plane. Learned a lesson in the handling of initial contacts. Will take couple of checks on PFI before shifting to hand. No warning by AFR or voice of plane's approach.
 1719 Set course for rendezvous with BRILL.
 2040 Strong AFR at 112 megs. Wonder who's keying his 3D.
 2120 Exchanged recognition signals with BRILL. Sea too rough and visibility too poor to go close aboard. Received instructions via blinker gun, then set course for assigned station.
 2200 Swung ship on AFR signal, 176 megs, 200 PRF, keyed continuously, slow sweeping varying from weak to saturated at 8/10 gain. Believed land based at this time but was later definitely determined to be airborne.

9 March (H) (24)

Noon: Lat. 17-28 N. Long. 108-25 E.

- 0000 Patrolling night station at Southern boundary of area. Heavy sea from Northwest, visibility poor.
 0430 Received message that two bombers and four fighters would make shipping strike on Southeast Hainan. We were not assigned lifeguard station but were told to guard frequencies if possible.
 0500 Set course to head up towards HAINAN. Notified BRILL. Sighted several sailboats during the morning. Guarded lifeguard frequencies from half hour before until one hour after scheduled strike time. Nothing heard. Strike may have been delayed by weather.
 1544 Submerged on sighting unidentified plane at 10 miles.
 1615 Surfaced and set course for night patrol station. During evening picked up keyed AFR signals at 280 megs and 157 megs.

10 March (H) (25)

Noon: Lat. 16-38 N. Long. 108-26 E.

- Patrolling night station, 11 to 15 miles offshore, North of Tourane.
 0145 Radar contact, 5,300 yards, which tracked at 4 knots down wind. Very small pip at 4,000 yards. Obviously sailboat or patrol craft. Resumed patrol.
 0430 Set course for daylight patrol station, 30 to 40 miles North of Tourane Harbor.
 0920 AFR signal 153 megs, 600 PRF, nothing sighted. Visibility improving today and sea calming down.
 1104 Sighted sailboat and gave it good clearance.

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- 2000 Patrolling assigned night patrol station 11 to 15 miles North of Tourane Harbor at Southern area boundary.
- 2010 SJ contact 11,700 yards, plane, closing fast on steady bearing. Submerged at range of 8,000 yards.
- 2024 Surfaced, with SJ and APR showing all clear.
- 2025 Submerged to 44 feet with contact at 12,000 yards closing. Kept SJ on him and observed him sheer off, apparently circling.
- 2026 Surfaced with contact lost at 17,000 yards opening.
- 2028 Contact at 15,000 yds, closing fast with no change in bearing. Submerged when range closed to 6,000 yards.
- 2036 Eased up to 42 feet and made careful sweeps of both bands of APR. Picking plane up intermittently at ranges of 17,000 to 30,000 yards, apparently catching him when he banked over in steep turns, showing increased wing surface. Do not want to be kept down, as this plane may be air coverage for a convoy.
- 2053 Ran up SD mast and keyed it once. No contact. All clear on SJ and APR.
- 2054 Surfaced and started opening out to Northward on 4 engines.
- 2109 Picked up plane again at 17,000 yards coming in on a "Bee" line. Submerged when range had closed to 6,000 yards.
- 2126 Eased up to 38 feet and plane came in again. Went to periscope depth for 5 minutes, then returned to 44 feet. Continued fruitless search of APR bands.
- 2225 Keyed SD radar once, no contact. All clear on SJ and APR.
- 2226 Surfaced and opened out to Northwest on 4 engines.
- 2253 Submerged for fifth time tonight as plane came in fast on steady bearing. Last range 4,400 yards.
- 2303 Returned to 42 feet. Picked plane up several times at ranges of 18,000 to 22,000. This is a very large plane, probably a MAVIS, and he certainly has excellent radar, having come straight in on us each time. Most careful search of both bands of the APR have been fruitless. His radar is apparently above 1000 megs.
- 2358 Surfaced after keying SD radar once and opened out on 4 engines towards our daylight patrol station.

11 March (H) (26)

Noon: Lat. 16-59 N. Long. 108-16 E.

- 0008 Picked up plane momentarily at 17,800 yards, and later at 38,000 yards, apparently banking.
- 0100 Slowed to one engine speed. No further contact.
- 0123 Commenced patrolling our daylight patrol station, 30 miles North of Southern area boundary.
- 0555 Weak APR signals at 157 megs, half saturated, sweeping.
- 0803 Submerged to shift torpedoes on charge.
- 0836 Surfaced and resumed patrol. Guarded reconnaissance and distress frequencies.
- 1227 Submerged to shift torpedoes on charge.

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- 0721 Closed and sank mine, staying outside 100 yards and using up several pans of 20mm ammunition.
- 0830 Received word from BRILL that she was returning to station.
- 0933 Closed and sank another mine, with 20mm fire.
- 0953 Closed and sank another mine. This one exploded and some shrapnel landed on deck.
- Sighted several sailboats during the day, altering course as necessary to give them good clearance. There are very few soundings on the chart for this area; so we are taking periodic ones when all clear and recording them.
- 2125 Arrived at our regularly assigned night patrol station and found that we were expected.
- 2127 SJ contact, plane, closed to 5,400 then opened beyond 6,000 with rapid change in bearing, then turned and headed in.
- 2128 Submerged when range closed again to 5,400.
- 2214 Surfaced and resumed patrol. No APR warning of this plane.
- 2237 SJ contact 5,900 yards. Tracked at 2 knots on 125° T. Lost contact at 7,000 yards. Obviously another sailboat. Believe that our effectiveness on this station is now definitely limited after being detected three straight nights. However, in conjunction with the BRILL we do constitute something of a traffic blockade. Believe it would be better to have several alternate stations and rotate them periodically; one close inshore off HUE River or TIGER Island, and one near YULINKAN BAY or LING SUI BAY. Also a couple of days submerged patrol South of Sugar Loaf Point, SE Hainan might prove worthwhile.

13 March (H) (28)

Noon: Lat. 17-01 N. Long. 108-00 E.

- 0235 SJ contact 21,000 yards in direction of land but apparently separated therefrom. Tracked at zero speed in to 13,000 yards where navigational fix and sounding of 12 fathoms showed our target to be a bump on a sand bar near mouth of HUE River.
- 0532 SJ contact 8,550 yards. Tracked on 125° T at 4 knots. Suspected a sailboat but hoped it might be a sea truck.
- 0632 Submerged 7,000 yards ahead for closer investigation. Identified target to be a large open native sailboat.
- 0726 Surfaced. Proceeding to day patrol station. Many sailboats sighted during the day. Some large ones picked up on SJ at 10,000 yards. Drizzling rain, low ceiling, visibility variable from 2,000 to 4,000 yards.
- 2000 Shifted night patrol stations with the BRILL. Patrolling East of BRILL at Southern boundary of our area on traffic route between TOURANE and YULINKAN.
- 2340 APR signal 112 mogs, 2 minute intervals. Believe BRILL is using SD. Few minutes later contacted BRILL on SJ.

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14 March (H) (29)

Noon: Lat. 18-06 N. Long. 110-16 E.

- 0035 Received message from BRILL ordering us to commence search for downed aviator, Southeast of Hainan, and telling us that she would take lifeguard for scheduled morning strike.
- 0042 Went to four engine speed and set course for point 20 miles Southeast of Sugar Loaf Point. Unfortunately, this aviator has been in the water for about 14 hours and we are 140 miles from the reference point. The delay in receiving the word, plus the long distance to travel, will make the search more difficult.
- 0716 AFR signals at 193 megs and 149 megs, apparently shore based and sweeping. These signals persisted intermittently throughout the day, varying from weak to saturated at 7/10 gain.
- 0945 Sighted formation of 5 enemy fighters, HAP, flying high and passing fairly close to port. They are apparently up to intercept our bombers during the strike on Yulinkan. Planes made no move towards us, so remained on surface.
- 0956 Arrived at initial point. Proceeded 5 miles Northeast of initial point and commenced search. Prevailing wind and sea for past 24 hours have been from Northeast. Consequently, pilot will have drifted to the Southwest. Started an expanding ladder type search, retiring along base course 225°, with search legs normal to the base course. Using 3 engine speed in order to cover as much area as possible during daylight.
- 1220 Received word from BRILL that she was joining the search. BRILL ordered us to search North of a line running 225° T from Lat. 18-00 N., Long 110-00 E.
- 1221 Altered course and continued search in assigned sector. Keyed SD intermittently for 10 minutes to check strong AFR signal.
- 1355 Sighted BRILL patrolling sector Southeast of us. She has SD mast up. Raised our mast again and resumed keying at 2 minute intervals.
- 1420 SJ and sight contact on two float planes, PETE, range 13,000 and 16,000 yards crossing our bow in edge of rain squall. Notified BRILL, who deciphered the message as two enemy submarines. (Weakness of WOPACO - An "S" being received as an "H" changed the meaning from aircraft to submarine).
- 1548 Sighted object floating in the water. Closed to identify.
- 1600 Identified object as gasoline tank from a U.S. aircraft. The tank was rectangular in shape with one side rounded, but not streamlined. The shape and size of the tank indicated that it was an internal tank, having apparently been mounted inside the wing of a plane.
- 1630 AFR signal at 193 megs is now saturated with 6/10 gain. We are about 17 miles from estimated position of this radar station, broadside to.

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- 1750 Sighted 2 U.S. Liberators and 3 Lightning fighters with belly tanks headed away from Hainan. Looks as if the time schedule of the strike had been changed from morning to afternoon. Nothing heard on VHF or APR.
- 1915 Notified BRILL of results of search.
- 1950 Received orders from BRILL to return to patrol station.
- 1955 Discontinued search. We have covered approximately 600 square miles of area, along a line extending 50 miles Southwest of initial point, and have expended approximately 5,000 gallons of fuel. It is regretted that no search plane was available to assist in the search and home us on. A plane could have covered as much area in one hour as we did in ten hours.

15 March (H) (30)

Noon: Lat. 16-52 N. Long. 108-27 E.

Patrolling traffic route between Tourane Bay and Yulinkan Bay.

- 1310 Received word from BRILL that she had sighted enemy torpedo wake and was now patrolling submerged. Set course Northeast to open out from coast on same traffic lane. Continuing surface patrol.
- 1624 Strong APR signal, 176 megs, airborne, increasing to saturation. Started swinging ship to get approximate bearing and put SD in standby condition.
- 1627 Signal saturated at 9/10 gain. Keyed SD; no contact.
- 1630 Signal saturated at 7/10 gain. Keyed SD; contact 15 miles. Immediately thereafter sighted plane, EMILY, on port bow and submerged. Remained submerged and conducted tracking and fire control drills. Exercised crew at battle stations.
- 1846 Surfaced and set course towards BRILL's vicinity. Later sent message to BRILL requesting rendezvous and received instructions relative thereto. The BRILL has had a torpedo fired at her on the same station where we were forced down by aircraft 8 times in three nights. The BRILL was forced down twice on the same night that we were forced down five times. The C.O. feels that we have patrolled too long on one beaten path, that our presence and approximate location are known, and that any traffic will be routed around us.
- 2018 Reduced speed for forty minutes while greasing topside.
- 2200 Reduced speed for forty-five minutes while converting No. 3 F.B.T. to a ballast tank.
- 2347 Picked up SJ and SD interference. Exchanged calls with BRILL. We are not using our SD.

16 March (H) (31)

Noon: Lat. 17-47 N. Long. 109-37 E.

- 0015 Went close aboard BRILL and communicated by megaphone.

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- BRILL agreed that it was a good idea to shift up towards Yulinkan for a few days. Requested and received permission to patrol submerged a few days close inshore off Ling Sui Bay and Ling Sui Point. BRILL said she would cover West and Southwest approaches to Yulinkan.
- 0031 Stood clear of BRILL and set course for new station. Will not reach it before afternoon, so plan to stay at least 20 miles offshore and run on surface.
- 0618 Submerged to flush out No. 3 F.B.T.; blowing and venting it several times at 125 feet.
- 0654 Surfaced and resumed course. Sighted sailboat.
- 0911 AFR signals at 193 megx and 147 megs. Shore based radar sweeping intermittently throughout the day. Signal strength varying from weak to saturated with 8/10 gain.
- 1330 Fix on land shows us to be 16 miles off Cape Gaalong. Desire to remain undetected so altered course to diverge coast and round the shoal water that lies Southeast of Ling Sui Point.
- 1834 Submerged for trim and training.
- 1857 Surfaced. Running trimmed down in view of shoal water spot in vicinity labelled "Position Doubtful" on the chart.
- 1912 Altered course to close coast for night patrol.
- 2104 SJ contact 20,000 yards, tracking speed zero. Closed and identified as Tien Fung Rock.
- 2207 Patrolling line parallel to coast, 4 miles off Tien Fung, 7 miles off the coast. Patrolling line 045 - 225° due to heavy sea and 2 knot current from the Northeast.

17 March (H). (32)

Noon: Lat. 18-15 N. Long. 109-54 E.

- 0631 Submerged 5 miles off Tien Fung Rock. Set course to pass between Ling Sui Point and the shoal spot that lies 6 miles Southeast. Soundings on this chart are very scarce so we are taking periodic soundings in conjunction with land fixes to supplement the meagre data shown on the chart.
- 0800 Passed between Ling Sui Point and the charted shoal spot. Sound picked up, reported, and tracked strong surf noises on the proper bearing for the reef, so the question mark on the chart can be removed. The reef is there. Current checking at 2-1/2 knots along the coast.
- 1148 Conning officer sighted low flying bomber, BETTY, and went to 100 feet for 15 minutes.
- 1222 False indication of tremendous increase in current. Later decided that sudden shift in position was caused by shift of landmarks used for cross bearings. Hainan Island is poorly surveyed.
- 1320 Started working out to seaward at 75 turns, making good about one knot against the current.

1923 Surfaced 13 miles Southeast of Sugar Loaf Point. Notified other boats that our radar was out and later that it was operating again. Heavy sea from Northeast. Worked around to East of shoal water and started patrolling line 4 miles off Tien Fung Rock. Intermittent AFR signals from shore based radar.

18 March (H) (33)

Noon: Lat. 18-23 N. Long. 110-09 E.

- 0621 Submerged 6 miles off Tien Fung Rock and set course to round the rock and close the coast. Taking periodic one ping soundings in conjunction with land fixes. Numerous sailboats to South of us. Decided to remain North of them and patrol close inshore off Ling Sui Point.
- 1030 We are 5,000 yards off the coast and 4,500 yards from a small offshore island. A small building observed on the island may be an observation post. Set course to diverge the coast.
- 1038 Sighted patrol plane, MAVIS, 2 or 3 miles distant, searching. Sea choppy, so took frequent short looks and tracked him out of sight over flat land towards small bay.
- 1052 Sighted same plane at 2 miles headed towards. Went to 90 feet and changed course to open out from coast.
- 1059 Two distant depth bombs, followed by three more during the next two minutes.
- 1115 Returned to periscope depth. Nothing in sight. There are three possible explanations for those bombs.
- (1) Some of the native sailboats may have listening gear, and may have heard us taking periodic soundings.
 - (2) We may have been sighted from the shore and our approximate position reported, although sea was choppy.
 - (3) Plane may have been suspicious or may have been doing area bombing ahead of a convoy.
- Doubt is plane would have dropped five in quick succession unless our presence was actually suspected. Decided to move Northeast and patrol a line 6 miles offshore, not wanting to be scared out completely and miss a possible convoy.
- 1334 Fire in the pump room, controller panel. Extinguished it.
- 1540 Set course to open out from coast.
- 1929 Surfaced 13 miles offshore. Plan to work in closer to shore when charge is well along and dive tomorrow in approximately the same place.
- 2036 Received message from FLOUNDER telling us to rendezvous at a spot 92 miles from our present position. Sent position and ETA to FLOUNDER. Set course to round shoal water, proceeding to rendezvous.
- 2200 SJ contact on unidentified plane. Did not close. Saturated AFR signals at 193 megs during the evening.

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19 March (H) (34)

Noon: Lat. 17-43 N. Long. 109-20 E.

- 0258 Exchanged calls with FLOUNDER and communicated via SJ. Tried VHF with no luck. We were told to watch Hainan for next few days. FLOUNDER will watch Tourane. We told FLOUNDER that 176 megs on AFR was a night plane.
- 0346 Stood clear and set course for HAINAN. Since we have insufficient time remaining before daylight to reach a suitable position for close inshore submerged patrol, plan to patrol Southern approaches to Yulinkan on the surface today.
- 0925 Patrolling across Southern approaches 20 to 30 miles off-shore. Strong AFR at 147, 190, 193 megs, shore based.
- 1349 Submerged on sighting 2 engine bomber, BETTY, coming in.
- 1509 Surfaced and resumed patrol on reverse course.
- 1539 Submerged on sighting 2 engine bomber, BETTY, at about 7 miles range.
- 1635 Surfaced. Heavy rain squalls beyond horizon.
- 1826 Sighted 2 engine bomber, BETTY, headed towards Yulinkan. SJ contact on same plane at 29,000 yards, opening.
- 2136 AFR signal at 147 megs saturated at 6/10 gain. We are 16 miles South of Yulinkan. Set course to work around to East of Yulinkan. Plan to make submerged patrol off Ling Sui Bay tomorrow.

20 March (H) (35)

Noon: Lat. 18-18 N. Long. 109-56 E.

- 0624 Submerged 21,000 yards South of Sugar Loaf Point. Closed coast and started patrolling line between Ling Sui Point and Gaalong Point across mouth of Ling Sui Bay. Sea flat and periscope foggy. Numerous sailboats in sight all day.
- 1532 Sighted 2 engine bomber, BETTY, making a thorough patrol sweep on this area, indicating possibility of traffic. Decided to patrol close inshore longer today before opening out for surfacing.
- 1700 Patrolling 7,000 to 8,000 yards Southeast of Gaalong Point. Sea flat calm, visibility excellent, but periscope fogged.
- 1723 Conning Officer sighted float plane, PAUL, close aboard and went to 80 feet.
- 1727 Sound picked up echo ranging bearing 053° T. Came to periscope depth.
- 1728 Sighted DE (UM-2 Class) bearing 051° T, range 8,100 yards, angle on bow 65° port. Went to battle stations and came to normal approach course. Bow wave indicated better than 15 knots. Float plane air coverage.
- 1734 At 7,300 yards target zigged towards giving 35° port angle on the bow. Flooded tubes at 6,500 yards and opened outer doors at 4,300 yards. Target tracking at 16.5 knots.

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- 1738 At 4,000 yards target zigged away. Did not fire. Target's subsequent courses followed the contour of the coast as he passed between us and land outside of firing range with us between 5,000 and 6,000 yards offshore.
- 1804 Secured from battle stations, drained tubes and checked torpedoes. Target disappearing on bearing 238° T (within 5° of reciprocal of initial bearing).
COMMENT: Believe our presence was suspected. Echo ranging started loud and clear after air coverage had been sighted. No previous weak pinging heard. After a few minutes of long scale pinging there was a pause followed by a series of pings similar to a challenge; then another pause as if awaiting a reply.
- 2005 Surfaced 7 miles Southeast of Gaalong Point. During the night patrolled a North-South line 14 miles East of Gaalong.

21 March (H) (36)

Noon: Lat. 18-16 N. Long. 109-55 E.

- 0008 SJ contact on unidentified aircraft. Did not close.
- 1612 Submerged 17,000 yards South of Sugar Loaf Point. Patrolled across mouth of Ling Sui Bay, between Gaalong Point and Ling Sui Point. Numerous sailboats in sight all day. Periscopes foggy. Sea flat calm. Running 90 feet 10 minutes between looks.
- 1948 Came to 44 feet preparatory to surfacing. SJ contact on unidentified aircraft at 2,800 yards. Returned to periscope depth. On next try same plane was contacted at 15,000 yards.
- 2046 Surfaced and set course to work around shoal spots. During the night patrolled line 5 miles off of Tien Fung Rock.

22 March (H) (37)

Noon: Lat. 18-18 N. Long. 110-03 E.

- By dawn visibility is only 1,000 yards due to heavy low hanging fog. Sea flat and no wind.
- 0800 Visibility improving rapidly. Land visible at 10 miles.
- 0818 Submerged 5 miles East of Tien Fung Rock and closed to 3,500 yards.
- 1045 Sighted friendly plane, FBM, headed Northeast.
- 1200 Passed between Ling Sui Point and the shoal spot that lies 6 miles Southeast. Patrolling line between Ling Sui and Gaalong.
- 1730 Set course from 4 miles East of Gaalong to open out from coast.
- 1942 Surfaced 10 miles Southeast of Gaalong Point. Patrolled across the Southern approaches to Yulinkan during the night.

23 March (H) (38)

Noon: Lat. 18-05 N. Long. 110-11 E.

- 0340 Exchanged recognition signals and calls with the FLOUNDER,
0546 Sighted SEA ROBIN enroute to lifeguard station Southwest of Yulinkan. Our orders are to patrol North of 17-30. Set course to patrol Southeast of Yulinkan and at same time be in position to cover forced landings in that direction.
- 1015 Sighted two bombers and one Catalina, probably the planes scheduled to orbit target. Also sighted PBM on patrol. Could not raise on VHF.
- 1055 On AFR heard one plane report 2 CL's anchored 60 miles South of a code point we could not identify. On area frequency heard plane tell PIRANHA that 2 CL's were anchored 2 miles offshore in a Bay. There followed considerable 2 way conversation between planes, on both VHF and the area frequency, in effort to identify the point. We were unable to raise planes on VHF.
- 1120 Called planes on area frequency in effort to identify the location. Plane came back in plain language without authentication and said ships were anchored in Ling Sui Bay.
- 1126 Went to flank speed to close Ling Sui Bay. Doubt if any ships will stay in bay after all the plain language conversation the Japs must have heard. Swung wide of Gaalong Point to avoid radar detection planning to enter from Eastern end.
- 1215 Submerged on sighting unidentified object on horizon, later identified as sailboat.
- 1245 Surfaced and resumed 4 engine speed.
- 1315 Submerged $7\frac{1}{2}$ miles Southeast of Sugar Loaf Point, about 11 or 12 miles from possible position of ships. Running $2\frac{2}{3}$ speed at 90 feet between half hour looks.
- 1515 Slowed and started careful, complete search of bay.
- 1823 Discontinued search. Nothing in the bay. Nearly dark and visibility getting poor.
- 1954 Surfaced 7 miles Southeast of Gaalong Point. Picked up SJ interference of PIRANHA, who had been searching same area. Started surface patrol East of Gaalong Point.
- 2115 Received orders from FLOUNDER to rendezvous at midnight. Information of zoomie sightings by day is usually given on the Baker sched at night. Received no confirming message regarding the sighting of the CL's.

24 March (H) (29)

Noon: Lat. 18-15 N. Long. 109-52 E.

- 0010 Held rendezvous with FLOUNDER. We were told to continue patrol North of 17-30 N. Set course to return to assigned area.
- 0624 Submerged off Sugar Loaf Point and commenced submerged

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- patrol in Ling Sui Bay. Structure previously observed on Black Point appears to be a radar station, possibly the one at 148 megs.
- 1020 Visibility very poor due to heavy rain. Decided to open out and surface.
- 1327 Surfaced 8 miles East of Gaalong Point. Started surface patrol. Patrolled Southern approaches to Yulinkan during the evening.

25 March (H) (40)

Noon: Lat. 18-19 N. Long. 108-33 E.

- Patrolling Western and Southwestern approaches to Yulinkan on the surface.
- 0215 Radar contact 15,000 yards. Tracking 2 knots on Westerly course. Closed and identified as sailboat. Not a large looking sailboat even at 3,000 yards. Feel suspicious of a small sailboat that can be picked up on radar at 15,000 yards. May be towing a radar decoy kite of some kind.
- 0809 Observed skeleton tower on beach near native village. We are 16 miles offshore and getting a new APR signal at 104 megs, coming in strong.
- 0842 Submerged on sighting 2 engine bomber, BETTY, 8 miles.
- 0916 Surfaced and resumed patrol.
- 1042 Strong surf noises to port and seaward of us. Stopped and checked them. Positively identified as reef noises in a spot where chart shows no soundings. Reversed course and decided to work out to seaward. (Lat. 18-23, Long. 108-29). Many sailboats in sight during morning.
- 1246 Few bursts from 20mm gun exploded floating mine. Set course to patrol Westward of this spot.
- 1900 Set course to head for East Coast of French Indo China. Desire to have a look along the coast in the vicinity of Cape Vung Chua and Cape Mui Dong. Believe there may be some sea truck traffic along the coast.

26 March (H) (41)

Noon: Lat. 18-03 N. Long. 106-42 E.

- Patrolling on surface along the Coast of French Indo China, searching for possible sea truck traffic. No contacts.
- 1434 Set course to head back across Tonkin Gulf and resume patrolling approaches to Yulinkan.
- 2112 Converted No. 5 F.B.T. to a main ballast tank.
- 2257 Submerged to flush out No. 5 F.B.T. and surfaced 20 minutes later.

27 March (H) (42)

Noon: Lat. 17-41 N. Long. 108-46 E.

- Surface patrol Southwest of Yulinkan.
- 0500 SJ contact 14,000 yards, tracking like a sailboat.
- 0624 Submerged 7,400 yards ahead, closed and identified contact as a large, two masted sailing boat, loaded with about 20 small rowboats and lots of Chinese men and women. The craft conformed to the large fishing vessels described in the sailing directions, which make long fishing trips lasting several months.
- 0807 Surfaced and resumed patrol Eastward.
- 1124 Sighted periscope, definite, with feather. Opened out at flank speed.
- 1129 Sighted two fighter planes with bombs or belly tanks coming in.
- 1130 Submerged. Decided to remain submerged since the periscope sighting was within 10 miles of the spot we wanted to patrol on the surface.
- 1944 Surfaced and started patrolling Southern and Southeastern approaches to Yulinkan.

28 March (H) (43)

Noon: Lat. 18-16 N. Long. 109-50 E.

- 0620 Submerged 9 miles South of Sugar Loaf Point. Patrolling across mouth of Ling Sui Bay and off Gaalong Point to cover coastal traffic to or from Yulinkan.
- 1436 Observed 2 radio masts, small, on East Brother Island at entrance to Gaalong Bay.
- 1947 Surfaced 12 miles Southeast of Gaalong Point.

29 March (H) (44)

Noon: Lat. 17-38 N. Long. 109-12 E.

- Patrolling Southern approaches to Yulinkan.
- 1110 Submerged on sighting 2 engine bomber, BETTY, 8 miles.
- 1132 Surfaced and resumed patrol.
- 1415 Received delayed contact report from plane. Seven ship convoy Lat. 15-02 N, Long. 109-29 E, course 060°, speed 10 knots. This position is 160 miles South of us and 90 miles South of our area boundary. The base course given will carry the convoy well outside our area, and almost 200 miles clear of Hainan. Doubt is convoy intends to swing that far out from land. Set course towards Southern end of our area. We have orders from FLOUNDER to patrol North of Lat. 17-30. FLOUNDER and SEA ROBIN are South of us.
- 1449 Sun lookout sighted single engine plane coming out of sun, less than 3 miles away. Submerged.

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- 1450 One plane bomb right over us as we passed 80 feet. This indicates that the convoy is not swinging wide as the message shows. Believe we are fairly close to projected track.
- 1539 Surfaced. Sent message to FLOUNDER recommending that we form a scouting line. Unable to raise the FLOUNDER. Set course East temporarily for the following reasons:
- (1) Believe we are in vicinity of projected track, but convoy still a long way off.
 - (2) Desire to remain on the surface to get further information, but do not wish to be detected again camping in the same spot.
 - (3) Still trying to raise FLOUNDER. Plan to patrol Eastward a short distance and double back after dark.
- 1608 Strong APR at 153 megs, a new signal, obviously airborne.
- 1614 Submerged on sighting float plane, 10 miles Northwest of us on Southerly course.
- 1636 Surfaced after watching plane well out of sight.
- 1756 Strong APR signal 153 megs, saturated at 9/10 gain. Put SD in standby condition. Plane did not close.
- 1800 Received delayed aircraft position report on convoy. Plot of two positions shows them making good course 020 T. Sent message blind to FLOUNDER requesting permission to enter her section of area, no receipt.
- 1806 Went to 3 engine speed and set course to intercept convoy at predicted 2100 position.
- 1820 Received message from CTF 71 that zoomies would bomb the convoy during the hours 2130 to 0100, while they are well offshore in deep water, and for us to remain clear during that time. Went to 4 engine speed in hopes of intercepting before 2030. If not in contact by 2100 plan to reverse course, pull clear, and gain position ahead while awaiting completion of aircraft attacks.
- 2055 Received contact report from FLOUNDER. Six ships, course North, speed fifteen. Position 24 miles Southwest of us. We had overshot, but would have caught them on our reverse leg.
- 2058 Reversed course, running flank speed on 4 engines to gain position ahead. Estimate we are forward of his beam now but well out on the flank. Set converging course to close range while gaining bearing.
- 2123 Sight contact at 18,000 yards on friendly plane, bright moonlight. SJ had several others on same bearing plus one smaller and not visible coming in from astern. APR signals, enemy, at 205 and 176 megs, strong.
- 2124 Submerged as unidentified plane came in to 6,000 yards, with no change in bearing. Returned to 44 feet.
- 2143 Surfaced when nearest plane had opened beyond 20,000 yards. Resumed flank speed.
- 2205 Planes on SJ at 27,000 yards, apparently ours.
- 2211 Flares from planes bearing 306° T showing that we had lost considerable bearing during our dive. Observed tracer fire,

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- gun fire, and bomb explosions showing that planes were at work. One ship apparently on fire.
- 2230 Altered course to converge. Have gained about 20 degrees of bearing during the show.
- 2239 Submerged as unidentified plane, not one of ours, came in from ahead closing rapidly from 18,000 to 7,000 yards. Plane remained in vicinity about 10 minutes while we ran at 44 feet.
- 2255 Surfaced and resumed flank speed on 4 engines. Asked FLOUNDER if she still had contact. Received following reply, "Affirmative, port, search damage aircraft". Very sketchy information. Altered course to 330° T to converge more, believing planes may have diverted ships from their Northerly course.
- 2335 Submerged as unidentified plane came in fast again. Definitely not our own as we had them on SJ intermittently at 27,000 yards. The one that heckles us is smaller and doesn't show on radar until about 14,000 yards. Has 176 meg radar.
- 2349 Surfaced and resumed chase at flank speed.

30 March (H) (45)

Noon: Lat. 18-09 N. Long. 108-22 E.

- 0025 Sent message to FLOUNDER requesting information.
- 0040 Aircraft on SJ at 22,000 yards. Do not believe this to be ours, as first group has departed area and second group has not arrived.
- 0045 Received message from FLOUNDER that she had lost contact at 2330 with convoy still on course North. However, plot of two positions given by FLOUNDER showed convoy to be making good about 335° T.
- 0051 Changed course to 300° T to converge convoy. Looks as if we are on the outer rim of a large wheel. Plotted base courses have changed from 020, to 000, to 335.
- 0100 Received message from SEA ROBIN showing that she was coming in from West to gain contact.
- 0154 Observed flashes of gunfire at 265° T, showing we have lots of bearing to gain.
- 0211 Observed flashes from gunfire or aircraft bombing. The zoomies are not conforming to the schedule, which called for bombing between hours of 2130 and 0100 only, while the ships were out in deep water. Now that the ships are approaching shallow and uncharted water the submarines are supposed to have their turn.
- 0242 Exchanged calls and information with FLOUNDER via SJ. Neither of us has contact.
- 0245 Sight contact followed by SJ contact bearing 255° T at 14,000 yards on three ships. Later picked up three more to make a total of six ships, all small. Came to 340° T to gain

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- bearing. Ships tracking on course 340° T, 15 knots. Sent contact report.
- 0300 Gaining bearing slowly and approaching land. Strong APR from Yulinkan, intermittent airborne radar. Ships firing guns intermittently in our general direction. Target group now tentatively identified as 2 DD's and 4 DE's. No large ships. Bright moonlight. Adjusting course as necessary to gain bearing and keep range open.
- 0320 Believe that target group is headed for Yulinkan or Sama Bay. We are now directly between them and Sama Bay.
- 0323 Targets made large zig towards putting us almost dead ahead. Shortly afterwards several flashes of gunfire observed.
- 0325 Shell splash about 500 yards abeam observed by C.O. and O.O.D. with naked eye. Submerged and returned to 44 feet for radar tracking. Headed in on 90 track, went to battle stations and made tubes ready. Believe we have been detected but still hope to get a shot at one of the DE's, which is showing sharp angle on the bow. Sharpened our track as range closed rapidly to 5,500 yards. At 5,500 yards the DE zigged away and the picture became most confusing. Radar began to pick up decoy targets between us and ships making tracking most difficult. The target group apparently retired behind this window screen. By the time we were able to get decent ranges through the false windows the range had opened to 7,300 yards and target group was tracking on 290° T, leaving us out on the limb again.
- 0400 Unidentified aircraft coming in fast to 4,000 yards. Went to periscope depth for 5 minutes. Convoy opening out to West, having apparently decided not to go into Sama.
- 0447 Surfaced and set course to trail ships.
- 0456 Observed our zoomies at work again bombing the ships. Planes reported that ships were heading West to go around Hainan. Planes also said they had two submarines in sight, believed to be us and the FLOUNDER. Check showed that they had us and SEA ROBIN in sight. Notified FLOUNDER and SEA ROBIN, no attack.
- 0511 Tried to raise planes to see if any were in trouble, but they were unable to hear us.
- 0636 Sighted SEA ROBIN. Closed and exchanged information. SEA ROBIN reported having made two long range attacks with negative results, on what she described as a Hunter Killer group. In retrospect it appears that pickings are really getting lean when 3 submarines have to chase a group of 6 DD's and DE's all over Tonkin Gulf in an effort to get a shot.
- 0910 Sighted 2 floating mines. Did not sink them due to our proximity to land and possibility that they would explode.
- 1023 Sighted periscope and maneuvered to avoid. Set course 120° T to patrol South of Hainan.
- 1252 APR signals at 176 megs airborne came in strong, then faded.

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- 1519 Avoided disturbance in calm water similar to impulse bubble.
1636 Submerged on sighting 6 enemy fighter planes.
1657 Final look before surfacing. Sighted single engine bomber, FRANCES, patrolling. Tracked it out of sight.
1715 Surfaced. Received plane report of survivors in raft Southeast of Gaalong. Set course to round Yulinkan and search.
2205 Commenced search. Now have the following APR signals: 176 megs airborne saturated at 7/10 gain; 148 and 190 megs land-based saturated at 7/10 gain and 8/10. Airborne soon faded, while 148 megs increased to saturation at 6/10 by 2345, then faded.

31 March (H) (46)

Noon: Lat. 11-55 N, Long. 109-41 E.

- 0000 Conducting expanding type search for survivors Southeast of Gaalong Point. Have three different positions so far and are trying to cover them all. Moon just past full, visibility excellent. APR at 193 and 148 megs saturated at 7/10 gain. Running trimmed down for fast diving and small silhouette. Steering constant helm instead of course clock to give better pattern. Shining red blinker gun around horizon at periodic intervals and listening on 500 Kc for the "Gibson Girl".
0309 Received message from CTF 71 giving last observed position of survivors. Set course for new point.
0421 Arrived at new point and started expanding rectangle type search plan. Night is quiet and sea flat. Started sounding blast on ship's whistle once every mile. (Note: Later one survivor asked if we had blown a whistle during the night. He had heard it several times, but the sound was so faint and far distant that he believed it to be his imagination. He must have been at least 15 miles from us at this time).
0655 Sighted aircraft headed towards us. Fired recognition signal from mortar. Plane turned and recognized as Liberator. He was followed by a second Liberator. Very glad to see them as we are about 5 miles off Gaalong Point, expecting to be forced down any minute.
0900 First plane searched Southwestward while second plane searched our vicinity. About 15 minutes later first plane reported locating two life rafts 5 miles South of Yulinkan, about 15 miles from where we are searching.
0916 Went to flank speed on 4 engines, blew all tanks dry, and came to course given by plane. Signalled planes we would swing wide and approach from South. Asked planes to tell survivors to paddle South. Plane dropped notes to life rafts.

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- 1000 The Yulinkan Harbor Defense is tracking us at 19 to 20 knots. APR signals at 148 and 193 megs are steady and saturated at 4/10 gain. Planes report that one DD and one DE in the harbor are getting up steam.
- 1004 Sighted mirror flashes beneath orbiting plane.
- 1006 Sighted two yellow life rafts South of Yulinkan. Mirror flashes soon became more rapid when it looked as if we might pass them by. In reality we were swinging wide to bring them in line with Tomb Point so that we could come in on danger bearings and ranges.
- 1012 Came right to 345° T and headed for survivors. During the next few minutes things were happening fast. Plane reported Jap DD underway in harbor and 16,000 yards from us. Cannot see him against the harbor background. We sighted and reported 4 aircraft, later identified as Mitchells, and reported 4 aircraft, later identified as Mitchells, coming in on quarter. We sighted and reported two enemy fighters circling for altitude ahead. Beginning to look as if Japs may make an issue of this recovery.
- 1015 The Mitchells joined the Liberators in flying a tight low circle around us. This apparently discouraged the DD and DE as no more was heard of them.
- 1016 Reduced speed to make remainder of approach cautiously, using danger bearings and radar ranges. Hope this section of island is better surveyed than others we have taken cuts on.
- 1017 Jap fighters making long range passes and attacks on bombers, trying to get them to break formation. Bombers holding formation and turning the Zeros back each time.
- 1020 Stopped and started swinging towards survivors, who are paddling towards us from several hundred yards off. We are now 11,900 yards from shore by radar.
- 1021 Jap Zeros made quick dive and strafed the life rafts from high altitude without damage. We trimmed down again as a precautionary measure. Careful observation shows that the Zeros are not carrying bombs.
- 1023 Observed Zeros starting a dive on us. Cleared bridge of all hands except C.O. who ducked behind bridge armor plating. First plane made lots of splashes around us but no hits. Second plane was better and rattled quite a few off our plating. As soon as planes had passed over, started maneuvering again to pick up survivors. Lt. Comdr. W. R. De Loach and Lieut.(jg) J.W. Quinlan went down on deck to help survivors aboard.
- 1029 Survivors aboard from both rafts. Swung left and started opening out to South at flank speed. Our planes damaged one Zero, sending him home, but he was replaced by another. Zeros are still making long range attacks on bombers and trying to break up or loosen the formation without getting too close.

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- 1031 Stationed lookouts and bridge watch again. We are still open and liable to strafing; but there is too much going on in the sky for one man to keep track of, and there's nothing to keep the Japs from sending a fighter bomber to the scene.
- 1040 Quartermaster reported one of our planes hit, but second observation showed that it was a burst of flak between us and the plane. Planes asked if we needed coverage any longer and we replied negative. Asked planes if they wanted us to stand by for strike on harbor and planes replied negative. Gave names of survivors to planes.
- 1042 Observed Zoros starting in for second run on us. Submerged, notifying planes on the way down. Planes replied they were heading for home. Heard machine gun fire rattle around our cheeks as we made our quickest dive on record. (Passed 100 feet in 50 seconds, still logging 14 knots). Returned to periscope depth to watch our planes out of sight.
- 1101 Set course Southeast, running deep at 2/3 speed between 15 minute looks. The survivors are: 2nd Lieut. James T. Walker, Pilot; 2nd Lieut. Richard T. Lee, Co-pilot; and Flight Officer Morris R. Perkins, Navigator. All Army of U.S. All are suffering from multiple abrasions and lacerations. Administered brandy and emergency first aid.
- 1159 Heard distant explosions, apparently from harbor strike. Commenced periscope patrol for observation.
- 1345 Sighted SEA ROBIN South of us patrolling Westward.
- 1354 Surfaced and closed SEA ROBIN. Notified her that we had recovered survivors. Learned that morning strike was made late and all planes returned safely.
- 1456 APR at 176 megs, airborne, saturated and getting stronger. Ran up SD mast and got contact at 10 miles. Notified SEA ROBIN and turned away. SJ picked up plane to port circling between 18,000 and 20,000 yards. Shortly thereafter lookout sighted 3 fighter planes, ZELE, coming in low and fast from opposite side.
- 1458 Submerged. Final SJ range 2,500 yards. Decided to remain submerged.
- 1944 Surfaced and sent serial THREE to CTF 71. During night patrolled Southeast and East of Yulinkan. Zoomies report 8 DD's and 3 Marus anchored there.

1 April (H) (I) (A7)

Noon: Lat. 18-17 N. Long. 109-56 E.

- 0350 Unidentified aircraft on SJ closed to 9,600 yards then opened to 20,000 yards.
- 1612 Submerged. Patrolling 3 to 5 miles South of Sugar Loaf Point in hopes of catching some traffic out of Yulinkan.
- 1630 Set clocks ahead one hour to "I" (-9) zone time.
- 2053 Surfaced. Patrolling East of Hainan during the night.

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2 April (I) (48)

Noon: Lat. 17-17 N. Long. 109-33 E.

- 0200 Received orders to depart area for Fremantle, patrolling four days in Java Sea enroute. Conducted surface patrol South of Yulinkan during the day.
- 1049 Closed SEA ROBIN to exchange information by VHF.
- 1144 Sighted friendly plane, PBM, patrolling.
- 1950 Departed area.

3-6 April (I) (49-52)

Enroute Java Sea. Sent serial FOUR to CTF 71 and received instructions to retain aviators aboard. Sighted three friendly submarines enroute.

- 1200 3 April (I) Lat. 13-30 N. Long. 110-36 E.
- 1200 4 April (I) Lat. 9-10 N. Long. 110-04 E.
- 1200 5 April (I) Lat. 5-03 N. Long. 107-45 E.
- 1200 6 April (I) Lat. 0-57 N. Long. 106-27 E.

7 April (I) (53)

Noon: Lat. 2-28 S. Long. 109-02 E.

- 0430 Entered Karimata Strait.
- 0719 Submerged. Running submerged today in Karimata Strait to avoid detection.
- 2008 Surfaced and set course to clear Strait.

8 April (I) (54)

Noon: Lat. 5-27 S. Long. 108-50 E.

- 0200 Entered assigned area. During day patrolled across traffic lane between Mandalika and Banca Strait.
- 1042 Submerged for one hour on sighting land biplane at 4 miles.
- 1800 Set course for Northern approaches to Batavia. Plan to run submerged patrol tomorrow near South Watcher Island to cover traffic into or out of Batavia.
- 2100 Received message from CTF 71 which places Batavia out of our area, so set course for Boompjes Island.

9 April (I) (55)

Noon: Lat. 6-26 S. Long. 109-09 E.

- 0655 Patrolling between Boompjes Island and mainland of Java. Commenced patrolling Eastward along the 20 fathom curve in search of coastal traffic. Many sailboats in sight all day.

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- 1440 Sighted what appeared to be a German Schnorkel just inside the horizon. The object looked like a vertical section of stove pipe through binoculars, and periodically we could see what appeared to be a small mast or periscope about in line with it and projecting above. Both disappeared abruptly after a few minutes.
- 1722 Set course to open out from the coast. During night patrolled line between Mandalika and Indramayu Point.

10 April (I) (56)

Noon: Lat. 6-17 S. Long. 108-50 E.

Patrolling East of Indramayu Point.

- 1042 Submerged on sighting two engine plane at 7 miles headed towards. Land fix just before diving shows us to be 6 miles inside the 20 fathom curve and the sea is nearly flat with no white caps.
- 1150 Surfaced and opened out to deeper water, 27 fathoms. During night patrolled Southwest of the Karimoon Java Islands to cover traffic route between Banka Strait and Mandalika.

11 April (I) (57)

Noon: Lat. 6-17 S. Long. 110-55 E.

Patrolling on course 330° T Southwest of Karimoon Islands.

- 0157 SJ contact 13,000 yards, 215° T. Bearing drawing left. Reversed course. Target tracking on 105° T at 10 knots. Went to 4 engine speed to gain station ahead.
- 0220 Target abruptly increased speed to 15 knots and started zigging. Range 9,600 yards at this time.
- 0230 Target increased speed to 19 or 20 knots. At flank speed we are getting only 18.2 knots, gaining a degree of bearing on some zigs and losing a degree on others. Target apparently realized this, because after a few zigs he steadied up on 100° T for 22 minutes, drawing ahead slowly. Sent out contact report.
- 0435 Lost contact at 14,700 yards. During this chase the range was closed to 9,000 yards and a small silhouette faintly seen. Believe that target was a DE. His actions indicated that he detected our SJ radar and obtained bearings on it, rather than picking us up on his own radar.
- 0500 We are now about 40 miles out of our area and 20 miles from Mandalika. Since our fuel is limited, and we have orders to depart area at dusk, decided to conduct submerged patrol off Mandalika.
- 0707 Submerged 10 miles offshore and started submerged patrol off Mandalika Light.

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- 1405 Sighted float plane, JAKE, and land biplane with wheels. Both patrolling our vicinity. Float plane remained in vicinity for 20 minutes. Hoped they were coverage for traffic, but no such luck.
- 2032 Surfaced and set course East to pass South of Bawean.

12 April (I) (58)

Noon: Lat. 6-03 S. Long. 113-56 E.

- 0945 Submerged on sighting float plane JAKE, at 7 miles by SJ radar. Half hour later same plane observed circling about 1,000 yards away. We are East of Bawean.
- 1115 Surfaced. Started keying SD radar at 2 minute intervals.
- 1410 SD contact at 5 miles. Garbled report over 7-MC required a repeat. Repeat of report also garbled as conning tower cut in on 7-MC to report contact at 8,000 yards. By the time the O.O.D. got the reports straightened the contact had closed to 4 or 5 thousand yards and was sighted.
- 1411 Submerged on sighting float plane, 20° elevation, coming in fast.
- 1412 Pattern of about 4 bombs in rapid succession, as we passed 80 feet with hard rise on both bow and stern planes (due to proximity of 19 fathom sounding on chart). The concussion of the bombing caused the automatic by-pass valve on the hydraulic system to open, allowing all oil in the replenishing tank to run back to the supply tank. This caused loss of power on planes and we broached before the boat could be brought under control. Damage as a whole was minor and we feel that we were indeed lucky.
- 1944 Surfaced and set course to pass West of Kangean.
- 2020 SJ contact at 17,000 yards. Identified and exchanged calls with the LAMPREY. Looks as if the bombing was good treatment for our radar.

13 April (I) (59)

Noon: Lat. 8-46 S. Long. 115-42 E.

- 0024 Passed West of Kangean Island and set course for Lombok Strait.
- 0647 Submerged in entrance to Lombok Strait.
- 1944 Surfaced 15 miles South of Lombok and set course for Exmouth Gulf via joint zone.

14-15 April (I) (60-61)

- 1200 Lat. 12-41 S. Long. 115-14 E. Enroute Exmouth.
- 1200 Lat. 17-57 S. Long. 113-50 E. Enroute Exmouth.

16 April (I) (62)

Noon: Lat. 22-11 S. Long. 114-07 E.

0940 Moored alongside COUCAL at Exmouth Gulf. Received 13,000 gal. fuel, increasing our total to 15,000 gal.
Received mail.

1329 Underway from alongside COUCAL. Made trim dive before dark.

17 April (I) (62)

Noon: Lat. 25-55 S. Long. 112-22 E.

18 April (I) (64)

Noon: Lat. 31-31 S. Long. 114-51 E.

1341 Arrived at rendezvous point off Rottmost Island..

1507 Entered Fremantle.

(C) WEATHER

The weather encountered while patrolling the Tonking Gulf was as per sailing directions with complete overcast during the first part of March and partly clear skies during the latter part of the month with moderate seas throughout.

(D) TIDAL INFORMATION

A current of 1 knot, 000° T set was experienced in Balintang Channel, mouth of Luzon, on 1 March.

A current of 2 knots, 250° T set was experienced three miles off Ling Sui Point, Hainan Island on

Currents in the Tenking Gulf were as per sailing directions - variable from practically zero up to two knots with set depending on direction of wind and sea.

(E) NAVIGATIONAL AIDS

Hainan Island - Southeast Coast.

As per sailing directions. Cross bearing fixes obtained by periscope using tangents and offshore islands in the vicinity of Cape Gaalong appear to give accurate positions and cross bearing fixes obtained in the vicinity of Ling Sui and Sugar Loaf Points give the same results but cross bearings taken simultaneously on Cape Gaalong and Ling Sui Point do not give accurate positions and indicate the coast is not correctly surveyed.

In passing 3½ miles off Ling Sui Point submerged on a

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southwesterly course, reef water noises were heard on the sound gear to pass down the port side indicating the presence of the reef shown in position $5\frac{1}{2}$ miles bearing 134° T from Ling Sui Point.

Radar ranges and bearings taken on Tien Fung Rock and Saddle Island apparently give an accurate position but simultaneous ranges and bearings on Tinhosa Island do not check and indicate the latter is about two miles to westward of charted position.

(F) SHIP CONTACTS

No.	Time Date	Lat. Long.	Type(s)	Initial Range	Est. Course Speed	How Contacted	Remarks
1.	1728 H 3-20	18-11 N 109-49 E	(1) DE	9,000 yds	214 ^{OT} 16 kts	Per.	Could not close
2.	0245H 3-30	17-56 N 109-18 E	2 DD 4 DE	14,000 yds	290 ^{OT} 15 kts	Sighted from bridge	Could not close
3.	0157I 4-11	6-05 S 109-48 E	(1) un- ident.	13,000 yds	095 ^{OT} 18 kts	SJ Radar	Could not close

Numerous sailboat and friendly submarine contacts throughout the patrol.

(G) AIRCRAFT CONTACTS

Enroute from S_gipan to the Tonking Gulf numerous friendly and a few enemy planes ore sighted. While patrolling the Tonking Gulf, contacts were made with many friendly and enemy planes. The majority of enemy planes encountered were radar equipped. While patrolling the Java Sea three contacts were made with enemy planes. No planes were contacted South of the Malay Barrier until reaching the Australian Coast.

No new types were encountered.

The RUFE which bombed the CHUB on 12 April made a high approach from broad on the starboard bow, flow past as the ship dove and came up the track from astern dropping several close light bombs as the ship passed 80 feet.

(H) ATTACK DATA

No data.

(I) MINES

A total of ten floating mines were encountered while patrolling the Tonking Gulf. All were spherical, horned type mines. Eight were sunk by rifle and machine gun fire, the other two being too low in the water to safely shoot at. Some exploded and some sank when hit.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS.

Anti-submarine measures encountered consisted entirely of aircraft action. No surface anti-submarine vessels were encountered. Numerous enemy aircraft patrolling sea areas were contacted, some radar equipped.

On two occasions CHUB was bombed, a single bomb being dropped on the first and a salvo of three to five on the second. All bombs were light but on the second attack were close enough to cause minor damage.

(K) MAJOR DEFECTS AND DAMAGESHULL:

Four casualties developed during the patrol. One occurred to the bow plane tilting ram which turned approximately $1/4$ " clockwise with no apparent harm to the plane's operation. In turn, this off-centered the ram from the "Ready to Rig" solenoid and created a constant "Ready to Rig" light regardless of plane angle.

Attempts to twist the ram back to original position were not successful. BuShips Plan No. SS313-52200-233495, which shows this assembly, has not been furnished this vessel, consequently ship's force cannot positively locate the trouble.

It was noted that this casualty developed after a forced dive from flank speed on four main engines. Whether the high stress exerted against the planes at full rise and full dive caused the tilting shaft to move and thus throw the ram off center is not known. Repairs will be accomplished during refit.

The concussion, when the ship was bombed on 12 April, caused the automatic by-pass valve on the hydraulic system to lift and remain open long enough for all hydraulic oil in the replenishing tank to run back to the supply tank. Both planes were on hard rise at the time and the ship broached before the trouble could be remedied.

Bow buoyancy vent was also unseated by this concussion.

The optics of number two periscope were deranged by the same bomb blast. Repairs will be made during refit.

MACHINERY:

Four cylinder head studs were broken in three different units of the main engines. In all cases prior to, and during this patrol, the broken studs were found to be inboard of the engine. This trouble seems to be an inherent weakness of this model engine due either to compression of the head gasket on one side, or excessive vibration of the engine. One cylinder liner was renewed when found cracked. Liner seal rings and liner to cylinder head gaskets were renewed on two units when found to be leaking, due to loosened liner stud nuts.

One cylinder head and exhaust valves were renewed on the auxiliary engine, when one exhaust valve was found bent and had formed a groove across the valve seat. The exhaust valve guide was broken and the valve stem badly scored.

ORDNANCE:

While firing at a floating mine with Browning .50 cal. machine gun (serial No. 271513) foul loading of a round damaged the case causing the round to be crimped in the chamber. Upon firing the round backfired. Damage incurred: Bent gun casing, burred breech lock, many good burrs throughout the gun working parts.

During close bombing on April 12, the battery in torpedo Serial No. 57920 (in No. 10 tube at time) was jarred loose causing damage to hydrogen burner assembly, cracking one cell, and breaking threaded section of cell top making it impossible to screw vent caps back on. Damaged cells were jumped out and torpedo replaced in tube.

(L) RADIODEFECTS:

The TBL-12 transmitter temperature control thermostat occasionally failed to cut out the heating circuit when it had reached the operating temperature. No repairs were attempted, as it could be remedied by a change in the calibration setting for the frequencies used.

RECEPTION, TRANSMISSIONS AND REMARKS:

Reception of the SUBPAC Submarine FOX schedule was good during passage to SWPA. The frequencies most used were 6045 kcs, 9090 kcs, and 13,655 kcs.

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Reception of VIXO (Baker Schedules) was good throughout the patrol with the exception of the 4370 kc band, which could not be heard until we reached a position about 04-00 N after which it was received very well. The frequencies most used were 9250 kcs, and 12,360 kcs with occasional use of 16,150 kcs and 4370 kcs.

The lifeguard frequency of 4475 kcs was guarded along with the VHF whenever friendly planes were known to be in the area. Those were both used 31 March 1945 while rescuing survivors with a great deal of success. But as a whole, VHF reception was very unsatisfactory, although our transmissions seemed to be good. On 31 March, while rendezvousing with SEA ROBIN, the reception was very poor and faded completely out when the range between the two submarines was greater than 2,000 yards.

The WOLFPAC frequencies were guarded while patrolling the Tonking Gulf with excellent results. This frequency was also used by planes and fairly good voice transmissions were intercepted. CW transmissions were used exclusively between CHUB and the other submarines in the area.

The RECCO frequencies of 7615 kcs and 4210 kcs as well as the 4155 kcs CHINA frequency were guarded while in Tonking Gulf with excellent results. The 5440 kcs China plane frequency was guarded occasionally with no transmissions being intercepted.

The ship to shore transmissions of this ship were made on the 8470 kc band. The 4235 kc band was tried twice but with negative results.

(M) RADAR

MODEL SJ-1
OPERATION:

The general performance of the SJ during this patrol was very good. Ranges obtained on all targets were close to the maximum to be expected. The equipment was particularly useful for close inshore navigation.

The following maximum ranges were obtained:

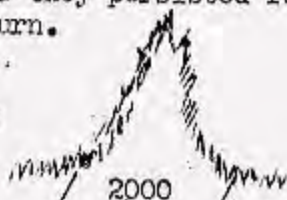
- On 4,000 ft. land - - - - - 150,000 yards
- On 2,000 ft. land - - - - - 45,000 yards
- On large patrol plane (MAVIS) - - - - - 40,000 yards
- On small plane - - - - - 15,000 yards
- On friendly PBM - - - - - 32,000 yards
- On friendly submarines (normally - max.) - - 11-12,000 yds.
- On friendly subs (probably atmospheric) - - 19,000 yards

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Communication with other submarines by SJ was used often during this patrol. Once while communicating with the U.S.S. SEA ROBIN, the ROBIN's code was received and copied by the radio-man on the 500 kc distress frequency. The reception was like interference or buzzing in the receiver but the characters were clearly readable. This may indicate that interception of SJ transmissions by the enemy is possible.

During an attack by a squadron of Mariners on an enemy convoy several large ragged unusual echoes were observed which had the appearance shown below. They were at first thought to be "window" which was to have been used by the Mariners but later taken to be rain clouds as they persisted for two hours. Most unlike the normal cloud return.

A-SCOPE



PPI



Evidence was obtained while tracking the same convoy that the enemy was using some form of decoy target. Several strong saturated signals were obtained between the Nips and ourselves. Although reflecting an echo that we might expect from a medium ship at 5,000 yards they tracked at zero speed and when a couple of them closed to 2,000 yards nothing was seen in the clear, bright moonlight.

MATERIAL AND MAINTENANCE:

The overall material condition of the SJ during this patrol was good with a total of 8-1/2 hours lost operation. The OBU echo box was very useful in locating failing tubes before they caused trouble.

An unfortunate situation exists in this installation which has the transmitter located aft in the conning tower behind the SD mast. The relatively simple job of changing a tube in the transmitter now takes an hour and a half instead of a few minutes. It is hoped to remedy this condition during the coming refit.

Normal tube replacements were made and the following equipment failures experienced:

- Low Ringtime - Indications of faulty T-R Tube. Replaced T-R Tube.
- Jittery Transmitter Pulse - Defective 5U4G in Reg. Rect. Replaced.
- Double Transmitter Pulse - Grounding of output lead on 726B Oscillator. Wrapped with scotch tape. Insulated sleeve missing.
- No Sweep - Shorted Regulated Rectifier. Replaced grounded condenser, 8526, in Range Unit.
- Ground and Fire in Main Control Unit - Grounded terminal strip. Rewired.

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The following casualties were sustained during the close bombing attack:

- Hand training gear bent.
- Feeder unit commutator binding and not making contact.
- No lobing.
- H.V. fuse brackets knocked loose.

Repairs were made with the exception of the lobing motor. It was not considered feasible to remove the feeder unit to effect repairs.

MODEL SD-5

The performance of the SD during this patrol was good and the ranges obtained on planes were good. The SD was used only to check strong APR signals and for this purpose was left continually in a stand-by condition. During the periods that the SJ radar was out of commission the SD was keyed three seconds every two minutes.

The only material casualty was shorted 8014's.

Maximum Range FBM - - - - - 24 miles.
Maximum Range Land (2,000 ft) - - - - - 30 miles.

Trouble was encountered with the H.V. fuse in the Range Indicator. It often went out while the set was in stand-by condition and was not noticed until time for use. This one-half amp fuse (F-903) was believed too small to continually accommodate the H.V. transformer primary and was replaced with a one amp.

(N) SONAR GEAR AND SOUND CONDITIONS

Quite a few unusual noises were heard which were attributed to fish or shrimp.

The sound gear was manned on the surface as well as submerged, and in one instance proved its value by locating a shoal section by the sound of water against the reef.

The JT sound gear was used to track an enemy convoy and gave bearings accurate within one degree at ranges of 5,000 to 9,000 yards.

(O) DENSITY LAYERS

The water about the Hainan Island area during this patrol was for the most part isothermal. There were a few cases of gradual negative gradients, most of which occurred in depths greater than 100 feet. On all day submerged patrol in water 100 to 150 feet the temperature of the water changed as much as 25 degrees.

(P) HEALTH, FOOD, AND HABITABILITY

The health of the crew as a whole was excellent. There were no communicable diseases on board during the run.

The food was of good quality, ample in quantity, and well prepared.

The habitability of the boat was greatly improved by the installation of a booster blower in the control room at Pearl Harbor, and with the exception of the control room the boat was cool and comfortable. It is expected to modify the control room ventilation during refit to take care of excess heat.

(Q) PERSONNEL

- (a) First patrol.
- (b) Seventy-eight men on board.
- (c) Thirty-six men qualified at start of patrol.
- (d) Seventy-two men qualified at end of patrol.
- (e) Forty-one unqualified men making their first patrol.

The performance of both officers and men was very satisfactory throughout the patrol. The performance of the lookouts as a whole was very gratifying. It is particularly desired to mention the keen alertness of BABB, D.B., Flc, as a lookout whose work was steady throughout the patrol and who saved the ship from considerable embarrassment by sighting the zeros during the rescue operation.

(R) MILES STEAMED - FUEL USED

Pearl Harbor to Area	5886 miles	75,621 gallons
In Area	6603 miles	59,250 gallons
Area to Fremantle	3541 miles	40,045 gallons

(S) DURATION

Days enroute Area	19
Days in Area	33
Days enroute Base	12
Days submerged	12

(T) FACTORS OF ENDURANCE REMAINING

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provisions</u>	<u>Personnel</u>
25	4,000 gallons	12 days	12 days

Limiting factor this patrol: Fuel. Patrol terminated by despatch orders.

(U) COMMUNICATIONS, RADAR, AND SONAR COUNTERMEASURES.

Communication Countermeasures:

1. No enemy signals intercepted.

2. The usual expected jamming and interference with none of it being too effective. NKN seems to interfere nearly every day on the 9250 kc BAKER band. At 2100 GCT on 20 March 1945, while off Southern Hainan Island, a station with call MTS 9 was interfering on the 9250 kc band. Throughout the patrol very little difficulty was experienced in being able to copy the schedules.

Radar Countermeasures:

1. The APR search receiver and SPA pulse analyser were used continuously while on the surface. They were of great value in locating enemy shore based radar and in giving an early warning of approaching radar equipped planes. After once having obtained a calibration of radar ranges vs saturated height and gain on APR, (full gain SPA - vary APR) the search receiver gave a fair estimate of range to the known signal (See APR contacts) although the SD was normally used to check the range of the closing plane.

In one case, when forced down several times by fast approaching plane, no signal was received on the APR though the plane obviously had radar (see narrative). It is, however, possible that the enemy was homing on the SJ signal. The present APR tuning unit, TN-3, 1000 Mc, is the highest frequency that the CHUB has. It is hoped that the TN-4 may be obtained during the coming refit.

Two definite cases of keyed enemy radar signals were obtained (see contacts). The keyed signals were clearly readable and probably were being used for recognition.

The APR receiver was used as a VHF receiver when that unit became defective. It was found that greater ranges of reception were possible.

It would be very helpful if the APR units were interconnected so that one unit could be "standing guard" on a known frequency while the others were sweeping their bands. This will be attempted during refit.

Although this equipment was in continual operation during most of the patrol the material troubles were few, being one shorted condenser and several tube replacements.

2. No jamming encountered.

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3. The possible decoy balloons or false targets used by an enemy convoy during a night approach has been described under SJ Radar.

4. APR Contacts:

	(a)	(b)	(c)	(d)
Frequency	150 Mc	171-178 Mc	150 Mc	190-193 Mc
PRF	1000 p/s	150-500 p/s	500 p/s	500-1000 p/s
PW	7-10 us	3-7 us	5-7 us	6-12 us
Latitude	20-16 N	17-52 N	18-38 N	18-38 N
Longitude	122-06 E	111-03 E	110-38 E	110-38 E
Date	2 March	4 March	14 March	14 March



(a) (b) (c) (d)

	(e)	(f)	(g)	(h)
Frequency	147 Mc	176 Mc	153 Mc	220 Mc
PRF	500 p/s	200 p/s	800 p/s	300 p/s
PW	5-6 us	7-10 us	8 us	7 us
Latitude	18-13 N	16-12 E	17-29 N	18-24 N
Longitude	110-02 E	108-30 N	109-48 E	109-38 E
Date	20 March	18 March	24 March	31 March



(a) This radar was received near BATAN ISLAND in the LUZON STRAIT. It has all the characteristics of Jap airborne gear and was received several times during the patrol.

(b) This is a probable airborne equipment having the characteristic irregularity and unstable appearance. It was received several times around the above area and the characteristics varied as shown.

(c) Probable aircraft.

(d) Confidential reports indicate a shore station of 193 Mc in this area (South Hainan Island) on the point of Cape Saloman. During the time of patrol in this area frequencies of 193 and 190 Mc were received with varying pulse rates and pulse widths. Within the same hour signals were received on both frequencies with pulse widths of 3 and 11 us respectively. It is possible that there are two radars at this point but each had such a wide variance of PRF and pulse widths that it is believed that it is the same station, one which has unstable operation. This radar seemed to be sweeping the bay area at three to five sweeps per minute.

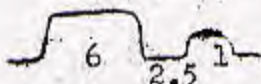
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The strength of the received signal varied from being barely perceptible at a great range to saturation at 0.4 gain when within six miles of the Cape during rescue operations.

(e) This radar was definitely shore based and the strength of the received signals were similar to those of the 193 Mc. It is definitely located in the Ling Sui Bay area and, during a close inshore submerged patrol, it is believed that the station was sighted on a hilltop of Black Point. The equipment viewed through the periscope had the appearance shown in the sketch below:



Several times the 147 Mc signal had the appearance shown below:



It is believed that this was due to trouble or double pulsing of the enemy transmitter because of the following:

- (1) Both main echo and secondary increased and decreased in size together, although it was apparently sweeping.
- (2) The secondary echo always remained fixed with respect to the first one; in perfect synchronism.
- (3) Both were exactly the same frequency.

(f) This radar was detected several times during the patrol and was definitely established as airborne. The CHUB was forced down several times by an aircraft with increasing APR signals and decreasing SJ ranges. It was evidently a large patrol type plane as it was tracked in on the SJ from 20,000 yards and echoes were received as far as 40,000 yards. The following APR calibration was obtained with SJ and SD ranges vs saturated APR signal:

APR GAIN SET	RANGE
0.9	24,000 yards
0.7	20,000 yards
0.5	9,000 yards

(g) Probable aircraft.

(h) Believed friendly aircraft.

No Sonar Countermeasures Encountered.

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(V) REMARKS

Naturally all hands are keenly disappointed to have gone through such a long patrol without firing a torpedo. However our spirit is not dampened. We feel that we tried hard this time; but we'll try even harder next patrol.

FE24-71/A16-3

UNITED STATES NAVY

Serial 0864

25 May 1945.

Reg. #953
COMMANDANT RECEIVED

JUN 17 10 28 AM '45/hr
PUGET SOUND NAVY YARD

~~CONFIDENTIAL~~

SECOND ENDORSEMENT to:

USS CHUB Conf. Ltr.
A16-3, Serial 09, dated
18 April, 1945. Report
of First War Patrol.

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

Subject: U.S.S. CHUB (SS329) - Report of First War Patrol,
Comments on.

1. The First War Patrol of the CHUB, under the command of Commander C. D. RHYMES, Jr., U.S.N., was conducted in the SOUTH CHINA SEA in the area between TOURANE and HAINAN as a member of a Coordinated Group consisting of BRILL (OTC) and CHUB from 6 to 18 March; and as a member of a Coordinated Group consisting of FLOUNDER (OTC), SEAROBIN and CHUB from 19 March to 3 April. From 8 to 13 April, CHUB patrolled in the JAVA SEA.

2. No torpedoes were fired on this patrol. The enemy contact on 30 March is of especial interest in view of the enemy's effective use of "window". Four periscopes and numerous mines were sighted during the patrol.

3. The commendatory comments upon CHUB's exemplary rescue of aviators on 31 March are fully concurred in.

4. The patrol report, and particularly the remarks section, are well written and indicative of careful preparation and much thought.

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

6. The Force Commander congratulates the Commanding Officer, Officers and Crew of the CHUB upon their completion of this arduous and aggressive patrol, and especially upon their heroic rescue of downed aviators in the face of determined enemy opposition on 31 March.

JAMES FIFE.

Serial (08)

Care of Fleet Post Office,
San Francisco, California.
20 April 1945.CONFIDENTIALFIRST ENDORSEMENT to
U.S.S. CHUB (SS329)
First War Patrol Report.

From: The Commander Submarine Squadron THIRTY.
 To : The Commander-in-Chief, U.S. Fleet.
 Via : (1) The Commander Submarines, SEVENTH Fleet.
 (2) The Commander-in-Chief, SEVENTH Fleet.

Subject: U.S.S. CHUB (SS329) - Report of FIRST War Patrol.

1. The first patrol of the CHUB, conducted in the South China and Java Sea areas was of 64 days duration, 33 of which were spent in the assigned areas. From 6 to 18 March, the CHUB was a member of a coordinated attack group of which the Commanding Officer of BRILL was O.T.C. From 19 March to 3 April, the CHUB, SDA ROBIN and FLOUNDER formed a coordinated attack group of which the Commanding Officer of FLOUNDER was O.T.C.

2. Few contacts worthy of torpedo fire were made. First contact, on 20 March, was on a DE which could not be closed. Second contact on 30 March consisted of two DD's (UN) and 4 DE's (UN). Torpedo attack on this group, already under air attack, was frustrated due to detection and gunfire by the targets and very effective use of "Window". Another contact, apparently on a DE, was made in the Java Sea on 11 April but it could not be closed for attack. The CHUB was apparently detected by Radar. Aircraft and periscope sightings were numerous. Of mines sighted, eight were sunk by gun fire. The CHUB was closely bombed in the Java Sea on 12 April but fortunately only minor damage resulted.

3. The highlight of the patrol was the stirring rescue of three Army aviators south of HAINAN on 31 March. This rescue was accomplished close to shore in face of strafing by two Zeros and a report from the aircover that a Jap DD in the harbor only six miles away was getting underway. Two Liberators and four Mitchells provided a very effective low altitude tight defensive screen during this operation. This rescue is outstanding, not only in the courage and determination of the Commanding Officer, but also in the fine flight discipline and courage of the air cover in continuing their tight defensive circle over the submarine for about 25 minutes, up until the submarine dived after rescue. This is an example of air cooperation of the highest order.

4. The CHUB presented a shipshape appearance upon return from patrol and morale is high. Material condition is good and the refit will be accomplished in the normal time.

5. The Squadron Commander welcomes the CHUB to the Southwest Pacific and congratulates the Commanding Officer, officers and crew upon a well conducted and aggressive patrol. The determination and courage of the personnel in effecting the splendid rescue of the aviators in the face of continued strafing are worthy of high commendation.

K. G. HENSEL
K. G. HENSEL.

U.S.S. CHUB (SS 329)

SS329/A16-3

c/o Fleet Post Office,
San Francisco, Calif.,
18 April, 1945.

Serial (09)

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

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Via : (1) The Commander Submarine Division THREE HUNDRED ONE.
(2) The Commander Submarine Squadron THIRTY.
(3) The Commander Submarines, SEVENTH FLEET.

Subject: U.S.S. CHUB (SS 329) - First War Patrol Report.

Enclosure: (A) Subject Report.
(B) Track Chart. (Comsubs 7th only).

1. Enclosure (A), covering the first war patrol of this vessel conducted in the South China Sea area and the Java Sea during the period 13 February 1945 to 18 April 1945, is forwarded herewith.

C. D. Rhymes Jr.
C. D. RHYMES, Jr.

CONFIDENTIAL - U.S.S. CHUB (SS 329) SECOND WAR PATROL REPORT.

(A) PROLOGUE

Arrived Fremantle, West Australia, 18 April 1945 from First War Patrol. Normal refit conducted by Relief Crew of Submarine Division 301, while officers and crew spent a most enjoyable rest period of 14 days. Renewed No. 2 periscope and installed ST radar in No. 1 position. Regular officers and crew returned on 4 May 1945. We were well pleased with the refit job and especially pleased with the cleanliness of the ship throughout. The following officers were detached: Lieut-Comdr. William R. DE LOACH, Jr., USN, and Lieut-Comdr. Robert W. MC INTOSH, USN. The following officers reported aboard for duty: Lieut(jg). Robert T. REHMEYER, USNR, and Ensign Arnett B. TAYLOR, USN. Conducted 8 days training under Captain J. L. HULL, USN, and Captain P.H. ROSS, USN. Ready for sea 14 May 1945.

(B) NARRATIVE

<u>File No.</u>	<u>Officers</u>	<u>Rank</u>	<u>Total Patrols Including This One</u>
74884	RHYLES, Cassius D., Jr.	Commander, USN	Eight
97004	CARROLL, Robert M.	Lieutenant, USNR	Nine
187845	REHMEYER, Robert T.	Lieut(jg), USNR	One
223681	CORDRAY, Austin E.	Lieut(jg), USNR	Two
253682	QUINLAN, John W.	Lieut(jg), USNR	Four
204204	WATTS, Evan E.	Lieut(jg), USN	Thirteen
199373	SCHLICHT, John M.	Lieut(jg), USN	Two
258456	CLARY, Everett B.	Lieut(jg), USNR	Two
390057	TAYLOR, Arnett B.	Ensign, USN	One

<u>Ser. No.</u>	<u>Chief Petty Officers</u>	<u>Rate</u>	<u>Total Patrols Including This One</u>
228 27 74	ADAMS, Edward A.	CTM	Four
201 32 34	BROOKS, Charles	CMoMM	Seven
616 77 75	EMMONS, Charles R.	CMoMM	Two
243 60 70	HILLMAN, Paul	CEM	Ten
381 17 59	MERFELD, Marvin E.	CEM	Eleven
337 03 22	SCHMIDT, Fred H.	CMoMM	Seven
407 23 23	WELSH, Robert A.	CRM	Eight

14 May (1)
ALL TIMES ITEM (-9)

1400 Departed Fremantle, West Australia, independently, with fond memories of the place and sincere hopes of refitting here again. Too much cannot be said for the morale building effect of a refit and rest period in West Australia. Conducted gun firing on towed target during afternoon. Conducted end around

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runs and attacks on CORPUS CHRISTIE during afternoon and evening.

15 May to 18 May (2-5)

Enroute Lombok Strait. Conducted training dives, drills, school of boat, and exercised crew at battle stations. Passed USS BAYA enroute. Manufactured and installed new hinge pin in bow buoyancy vent operating gear.

1200	15 May	Lat. 29-25 S	Long. 112-58 E.
1200	16 May	Lat. 24-42 S	Long. 112-33 E.
1200	17 May	Lat. 18-45 S	Long. 113-35 E.
1200	18 May	Lat. 13-09 S	Long. 115-07 E.

19 May (6)

Noon: Lat. 08-51 S Long. 115-46 E.

0702 Submerged in Southern entrance to Lombok Strait. Patrolled Southern entrance during the day, just holding our own against the current.

1957 Surfaced. Stood South for 45 minutes charging batteries then reversed course.

2117 Commenced transit of Lombok Strait on 3 engines. No contacts in the strait.

20 May (7)

Noon: Lat. 06-16 S Long. 116-09 E.

0030 Completed transit of Lombok and set course to pass West of Kangean Island.

9103 Went to 4 engine speed and altered course to pass East of Kangean.

0210 Exchanged calls with BECUNA.

0445 Sent serial one to Comsubs 7th Fleet.

0622 Rounded Sekala Island.

0715 Submerged on sighting single plane (ZEKE) at about 10 miles flying low.

0750 Surfaced and sighted same plane again.

0751 Submerged to avoid detection.

0814 Surfaced and went to 4 engine speed.

1203 Submerged on SD contact and sight contact at 15 miles on float plane, circling (RUFÉ).

1245 JT sound reports possible screws bearing 238° T. Nothing visible with 15 feet of periscope exposed.

1300 Exposed 15 feet of periscope and sighted masts bearing 235° T. Commenced approach. Ships consist of a small freighter type escort and a small engines aft freighter, "Sugar Charlie" type. Started approach on escort because his higher superstructure made him appear larger.

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Near firing point a zig away gave us a 3,000 yard shot at the escort and placed us almost on track of SC. At this point considered shifting targets but did not for the following reasons:

- (1) Chance of getting both targets by torpedo fire.
- (2) Escort has gun mounted forward (about 37mm).
- (3) If we get the escort with torpedoes, we can get the other ship with gun fire.
- (4) Setup checking perfectly on escort.

1339:30 Fired three Mk 18-1 torpedoes at escort. Depth set 4 feet, track 105 S, torpedo run 3,200 yards. Missed. Following the above clumsy attack, stood clear to the South and conducted special mission, as assigned by Comsubs Seventh Fleet. See Supplement "A" to this report.

21 May (8)

Noon: Lat. 05-49 S Long. 115-13 E.

0104 Patrolling North of Kangean Island enroute assigned area. SJ contact 18,000 yards 180° T, bearing drawing left. Target on base course 085° T at varying speeds. While tracking we are keeping the range open to 12,500 - 14,000 yards for the following reasons:

- (1) Target is headed towards vicinity of our last attack and is probably an escort vessel.
- (2) On our last patrol we were detected twice while tracking when range was allowed to close to 10,000.
- (3) Target changing speed about every 20 minutes (15,11,8, 17,13 kts).
- (4) Track and antics of target indicates that he knows we have been around and is on the alert for us.

We are taking quick SJ setups at 2 minute intervals. Between looks we sweep with the PPI by keying; but cut it off as it crosses the target's sector each time.

0231 Submerged 13,000 yards ahead of target, 1,000 yards off the track. Tracked target in from 10,000 yards using ST ranges and JT sound bearings. (The ST-JT is an excellent combination for tracking a single target submerged at night). At 4,000 yards can barely make out target through periscope. Target has zero angle on bow but is almost due for a zig away. Keeping our bow on target to reduce his chances of sound contact. He is echo ranging on 17.4 kc.

0247 Zig away as expected. Target is a blob in periscope but has general contour of a DE or AM. Moon has just set. Sound bearings by JT considered more accurate than periscope, so continued to use them with ST ranges.

0248:30 Fired 5 torpedoes, 700 foot spread, depth set 4 and 5 feet

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- staggered, track 100 port, torpedo run 2,900.
- 0250 Went to deep submergence, 200 feet.
- 0251:42 One torpedo explosion (timed hit). By this time "Cautious Cassius" was conning the CHUB at 200 feet. Sound reports that screws and echo ranging have stopped. Started to return to periscope depth.
- 0255:45 Heavy explosion that sounded as if block buster had been dropped on us. Immediate reaction of all hands was that we had nicked the target with one torpedo, but that he was still able to drop depth charges. Careful check by sound reveals nothing. Decided that target had exploded instead of depth charging us.
- 0310 Started easing up to periscope depth.
- 0342 Careful swoops on ST and SJ show all clear.
- 0344 Surfaced and closed scene of attack.
- 0405 Passed through large strong smelling oil slick. Circled area but could locate no survivors in the dark. Consider target sunk. As a crippled target could not have gotten beyond SJ range without making screw noises that could be heard by our JT.
- 0413 Set course for our assigned area.
- In retrospect the C.O. feels a little sheepish about not staying at periscope depth after firing at this unescorted DE or AM; but gives the following reasons:
- (1) Target recognized to be an escort vessel and known to be alert; as we attacked him within 4 miles of the point of our previous afternoon's attack.
 - (2) Lack of complete confidence in sound shots.
 - (3) Inability to tell by eye what the target was doing.
 - (4) A natural pessimism born of experience on several boats of having heard many torpedoes leave the tube; but very few explosions, except prematures.
 - (5) A great deal of respect for this type of target.
- 0700 Sent serial two to Comsubs 7th Fleet.
- 0708 Submerged to get some rest.
- 1620 Surfaced. Set course for area at 3 engine speed.

22 May (9)

Noon: Lat. 04-46 S Long. 113-13 E.

- 0014 Entered assigned area. During day patrolled near Southern area boundary on line between Schangan Bay and Soerabaja, at 2 engine speed.
- 2150 Exchanged calls with CROAKER via SJ.

23 May (10)

Noon: Lat. 04-39 S Long. 111-33 E.

Patrolling line Southwest of Sebangon Bay.

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- 0345 Sounding 13 fathoms. Set course to open out to deeper water before daylight. Two engine speed.
0957 Submerged to work on SJ radar.
1442 Surfaced. Radar back in commission.
1520 Blew gasket in hydraulic accumulator.
1529 Submerged to renew gasket, rather than chance a forced dive without hydraulic power.
1637 Surfaced. During night patrolled Southwest and South of Sebangan Bay at 3 engine speed.

24 May (11)

Noon: Lat. 04-46 S Long. 112-57 E.

- 0851 Submerged on line North of Bawean Island.
1934 Surfaced. Received report from BOARFISH of having sighted 3 small ferries and 1 patrol boat during afternoon.
2245 SJ radar out of commission.
2300 Headed Southeast at 3 knots while BOARFISH came close aboard. Passed instructions to BOARFISH via line throwing gun for coordinated patrol of this area.

25 May (12)

Noon: Lat. 04-42 S Long. 112-41 E.

- 0012 Set course to overtake ferries and patrol boat; although BOARFISH advised that entire outfit didn't aggregate 600 tons and that she had made no attack on them.
0043 Changed mind and reversed course for following reasons:
(1) Plot shows we will have to go 60 miles inside the BLUEBACK and CROAKER area to overtake.
(2) Radar officer states that many hours will be required to repair SJ - if it can be repaired.
Decided not to enter another boat's area with no SJ.
0721 Submerged on line North of Bawean Island. BOARFISH is Southeast of us submerged on line between Bawean and Cape Malatajoer.
Worked on SJ radar all day. A 1700 volt transformer is burned out in the "A" scope unit and there is no spare on our allowance. The radar gang has hooked up a "jury-rig" consisting of a 2000 volt transformer found in SD spares and an assortment of resistors taken from the QC and QB sound equipment. Everyone has his fingers crossed and is wondering, when we surfaced, whether the SJ will send out a "ping" or "pulse".
1934 Surfaced. The SJ sends out pulses.

26 May (13)

Noon: Lat. 03-53 S Long. 111-16 E.

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- Patrolling close inshore off Cape Poeting to cover possible traffic along South Coast of Borneo, to and from Banka Strait.
- 0155 False alarm on AFR, 125 megs. Fathometer reading 4 fathoms, started opening out from coast. Later found that AFR had sub-harmonic of ST radar which was being tested at this time.
- During day patrolled on surface Southwest of Cape Poeting. SJ radar out for four hours during the day.
- 1945 Set course to close coast and investigate the vicinity of Sangora Bank for possible anchored ships.
- 2312 Crossed inside the 10 fathom curve.

27 May (14)

Noon: Lat. 03-42 S Long. 11-38 E.

- Patrolling South of Koemai Bay in 8 fathoms of water, making radar search for possible anchored shipping.
- 0123 Crossed outside 10 fathom curve and patrolled Southwest of Cape Poeting in 18 fathoms of water.
- 0720 Submerged. Moved North $4\frac{1}{2}$ miles and conducted submerged patrol off Cape Poeting in 16 fathoms of water.
- 1829 Surfaced and notified BLENNY of our position.

28 May (15)

Noon: Lat. 04-17 S Long. 112-41 E.

- 0328 Made rendezvous with BLENNY and communicated by VHF. Exchanged ideas and plans for working this shallow water area. Plans are as follows: Tonight both boats will make a search for anchored targets. BLENNY will work up towards mouth of Barito River and CHUB will work up towards Sebanggan Bay. Both spots have a narrow tongue of fairly decent water 11 to 15 fathoms leading up to within a few miles of the objectives. If either boat stirs up a hornet's nest, she will pull clear and advise the other boat.
- 0930 Submerged in 19 fathoms of water heading up towards Sebanggan Bay, 75 miles away.
- 1947 Surfaced in 13 fathoms of water; continued working up towards Sebanggan Bay and Cape Malatajoer. The bottom is very uneven in this tongue, varying from 11 to 15 fathoms.
- 2200 Crossed an 18 fathoms pocket not shown on the chart.
- 2236 Came to an apparent uncharted bank where fathometer readings dropped rapidly from 9 to 6 to $4\frac{1}{2}$ fathoms. (We are trimmed down to 21 feet, giving depth of water as 8 fathoms where chart shows 12 to 15).
- 2310 Circling to the left while Navigator finishes another set of moonlight stars. Fix shows us within one mile of DR position and in charted depth of 15 fathoms.

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- 2320 Became suspicious of fathometer. Stopped and broke out the lead line. The lead fell off on the first cast. (The line was rotten from being stowed topside).
- 2353 Made stationary dive to check fathometer sounding of 4 fathoms. Spotted on the bottom at 45 feet, showing that fathometer is accurate.

29 May (16)

Noon: Lat. 04-30 S Long. 111-31 E.

- 0003 Surfaced. Made 4 mile dog leg off to the left at slow speed in hopes of locating a deep channel. Fathometer readings 4 or 4½ fathoms all the way.
- 0114 Abandoned idea of reaching bay and set course to open out for following reasons:
- (1) Navigation has been accurate. Checked by 3 fixes.
 - (2) In no place has fathometer checked with charted soundings.
 - (3) Believe Malatajoer Bank, which extends 40 miles to seaward has expanded during the past 38 years.
 - (4) Full moon with overcast sky. Time not best for this type of reconnaissance.
- 0127 Fathometer readings increased to 6 fathoms, went to standard speed. Patrolled well off shore during the day.
- 1800 Set course to close Cape Poeting.

30 May (17)

Noon: Lat. 04-34 S Long. 112-56 E.

- 0122 Crossed inside 10 fathom curve to make radar search for possible anchored targets. Trimmed down.
- 0305 Crossed outside 10 fathom curve and set course for rendezvous with BLENNY at 3 engine speed.
- 1100 Received word from BLENNY that she was closing small AK for attack, and cancelling rendezvous.
- 1107 Altered course to the South. (See Supplement "A").
- 2010 Lost high voltage on SJ radar. Shortly thereafter detected strong SJ interference Southwest of us, closing, believed to be CROAKER. Then SJ failed completely.
- 2025 Went to full speed on 3 engines, course North, and notified BLENNY and CROAKER that our SJ was out. CROAKER asked our position. Gave it to him and asked him to stop chasing us. CROAKER replied that he was searching for convoy East of us. We continued to run along blind as a bat. Soon received message from CROAKER, "Attacking Starboard Flank". We wonder uneasily what was our relative position to the fray. Later learned that CROAKER attacked South of us. We must have gone directly across the bow of his convoy, within a few thousand yards.

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31 May (18)

Noon: Lat. 04-50 S Long. 113-21 E.

Patrolling blindly East and West with the war apparently going on all around us. Received contact report from BLENNY giving position and course and asking if he was tracking us. Told him negative, fire when ready. It would have saved us a couple of hours of uneasiness if the CROAKER had told us what and where she was attacking, without our having to ask twice.

0206 SJ radar back in commission, too late for the show, but quite a relief to see in the dark again. APR now out of commission.

0721 APR back in commission.

0738 Closed BLENNY to communicate by VHF. Making plans for the day. Decided to head East and rendezvous again at dark West of the Laurot Islands.

0816 Rendezvous completed. Went to 3 engine speed, headed East. Numerous sailboats sighted during the day.

1920 Closed BLENNY at Eastern area boundary for VHF conference. Plan is as follows: We will do a little poaching on the adjoining area, making reconnaissance of the Laurot Island Group, with BLENNY working the North side and CHUB working the South side. At moonrise we will meet at the East end of Mata Siri Island and take a look into the small bay anchorage there. If we find anything anchored, we will pull clear and flip a coin to see who shoots. The winner will back in close, trimmed down, and fire stern tubes into the anchorage.

2010 Completed conference and commenced reconnaissance.

2220 Closing Mata Siri Island and getting strong SJ interference. Wondering how BLENNY's interference carries so far.

2240 Challenged and exchanged calls with HMS TIPTOE, who is also making survey of Mata Siri. My schedule shows him to be patrolling South of Lat. 7 South. Started working around TIPTOE for look at anchorage.

2300 SJ radar went out of commission again. Pulled clear and sent message to BLENNY and TIPTOE.

2315 Contact report from BLENNY. She has flushed a small AK with escort and is herding them over into our area.

2317 Went to 4 engine speed and set course to work around islands and get on projected track. Hope we can get SJ to working by then.

Have message from ComTaskFor 71 changing our area to E-2. Plan to assist BLENNY with this contact, then shift areas.

1 June (19)

Noon: Lat. 4-55 S Long. 114-57 E.

0005 BLENNY reports results of her attack negative.

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- 0039 SJ radar back in commission except we have no PPI and no lobing.
- 0219 Getting weak SJ interference from TIPTOE who apparently cut between the islands. We couldn't do this for fear she might take a shot at us.
- 0305 On projected track. SJ contact 2 minutes later, 14,000 yards.
- 0310 Received report from BLENNY that they had expended 14 torpedoes with negative results and that the C.O.'s face was red. Notified BLENNY and TIPTOE that we were starting approach. No receipt from TIPTOE.
- Tracked from ahead for one hour. Since BLENNY had had bad luck with this target, decided to take our time. Later decided to attack from the quarter. Did reverse end around and took station 3,000 yards on target's port quarter, with escort 1,000 yards on target's starboard bow. Took up formation speed, 9.5 kts., waiting for a zig toward. Half moon now 4 hours high but visibility poor due to complete overcast and intermittent rain squalls.
- 0433 Zig toward, range 2,400 yards. Opened outer doors preparatory to shooting but was not satisfied with set-up, which gave a 3,000 yard run. Decided to run with them a while longer and try to ease in a little closer, since there has been no indication of detection. Expect a more favorable zig at 0500. Eased in to 2,000 yards on quarter. Torpedo run will be down sea.
- 0500 Zig towards. Target and escort over lapping.
- 0502 Fired 3 Mk 18-1 torpedoes, depth 4 feet, range 1,450, torpedo run 1,875, track 144 P, spread 300 feet, TBT bearings, Radar ranges. Swung left and away at flank speed. No hits. Decided against further expenditure of torpedoes. Reasons: (1) Our three made a total of 17 that had been fired at this group in about 5 hours. (2) We know that the BLENNY has a very good fire control party.
- 0520 SJ interference to North, believed to be BLENNY or TIPTOE. No answer to challenge.
- 0527 SJ contact 7,000 yards with SJ interference. No answer to challenge.
- 0537 Contact closing fast. Swung left, went to flank speed. Closest range 3,200 yards. Believed this to be friendly sub taking no chances on it being the PC escort. Shortly afterwards received message from BLENNY to slow for VHF conference.
- 0600 Took Southeasterly course while she closed to pass us some much needed radar spares, and for the C.O.'s to hold sympathy conference.
- 0626 BLENNY reports SJ contact at 16,000 yards. Spares not yet transferred. They have no torpedoes. We will take crack

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at it and transfer spares afterwards.

0629 Pulled clear and started tracking 2 targets on base course 090 speed 7 kts. Too late for a night attack and too early for submerged attack. Moreover the nearest soundings on the chart are 16 fathoms North and 13 fathoms West of our DR position. Will run with the target to give 13 fathom spot good clearance.

0704 Submerged 13,000 yards ahead on target's starboard bow. Identified target as a small freighter passenger type, about 1,200 tons, with stack aft, bridge amidships; escorted by an SCS-51 sub chaser, or PC. Escort on starboard bow of target. Came to 90 track to pull across bow and attack from port flank. Used ST ranges from 9,000 yards in to 4,100 yds, then shifted to stadimeter ranges with 76 foot masthead height. As escort approached, put stern on him and altered course slowly left as he crossed astern at 600 yards, at which point we were dead ahead of target at 3,000 yards. With escort clear, used 75 turns to get on across target's track and ended up farther across than intended. Target has been zigging only 15 degrees at odd, long intervals.

0805 Fired 3 Mk 14 torpedoes from stern tubes, depth 6 feet, torpedo run 1,400, track 82 P, gyros near zero. Watched torpedo track run straight and normal. No hits.

Target did not start turning away until after torpedoes had passed under her. Started taking quick looks at escort and target while putting stern to escort. He is not alerted yet. Have false target shell ready.

0813 Escort is headed our way, belching black smoke. Fired false target shell, followed by a noisemaker (NAC), then another false target shell. Rigged in sound heads and pit log.

0816 Eased down to 90 feet and started pulling away at 80 turns on Westerly course.

0822 Altered course to 240° T as Westerly course heads us towards 13 fathoms and we are not sure of our DR position.

Cannot hear escort's screws because of noisemaker. Can hear his intermittent pinging. Eased experimentally from 90 ft to 95 then to 100 ft. No depth charges yet. Escort must be fascinated by NAC beacon, or maybe he is dropping contact projectiles, that have been rumored in other patrol reports.

0835 Returned to periscope depth and slowed to 60 turns. Observed escort milling around in vicinity of false targets 3,000 to 4,000 yards away.

0852 Escort gives a bolch of smoke and lays down a pattern of 10

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- 0918 depth charges, then starts milling around again. Escort drops another pattern of 5 depth charges. We are now 7,000 yards away casing out to Southwest.
- 0950 Heavy rain squall sets in. Decided to surface and stand clear.
- 0953 Surfaced on Westerly course and sent to BLENNY results negative as usual. No receipt.
- 0957 Rain squall passed West of us leaving escort plainly visible. Started chasing the rain squall, 4 engine speed.
- 1005 SJ radar out of commission again.
- 1007 Overtook rain squall and visibility decreased to 500 yards. Sent message twice more including dope on radar and requesting rendezvous. She is apparently still submerged.
- 1057 Submerged. Everyone is tired and SJ is out. Will rest up today and rendezvous tonight, then head for new area.
- 1720 SJ radar back in commission, "A" scope only.
- 1940 Surfaced and requested the BLENNY to rendezvous.
- 2100 Received BLENNY message, tracking and investigating unidentified enemy on base course 230 speed 13. Position 70 miles West of us. She is out of torpedoes but still doesn't want to go home.
- 2103 Took intercept course at full speed on 3 engines.
- 2157 Report from BLENNY that enemy is PC, now on course 215 at 14 knots. We cannot intercept. Headed for rendezvous point designated.
- 2300 Message from JTF 71 assigning us lifeguard station off of Batavia for the 3rd.
- 2321 Slowed while BLENNY came close aboard and passed radar spars. Received following information:
- (1) BLENNY watched our morning attack, while submerged 3 miles North of us, and tracked our torpedoes by sound as running straight.
 - (2) PC did not rejoin AK after counter attacking us.
 - (3) She later attempted end around on same PC and observed PBM circling it (The one the Zoomies later reported as a Wakatake DD).
 - (4) BLENNY sighted float plane over scene of our attack later in morning. Not seen by us.
 - (5) She surfaced at 1210, accounting for nonreception of our messages.
- 2355 APR contact 134 mags. Neither BLENNY nor CHUB know what this may be, unless it is the TIPTOE with other radar in addition to her SJ.

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2 June (20)

Noon: Lat. 4-59 S Long. 112-23 E.

- 0050 Completed rendezvous and sympathy session and bid the BLENNY farewell. Hope we can work with them again. We didn't give the Nips much trouble, but it was an active whirl and we had lots of fun.
- 0054 Set course for new area 3 engine speed.
- 0120 Made 15 minute trim dive and flushed out No. 3 FBT which had been converted during rendezvous. Sent serial three to CTF 71 revealing the red faced accomplishments of the BLENNY-CHUB sheep pack.

3 June (21)

Noon: Lat. 5-40 S Long. 106-47 E.

- 0910 Submerged East of Thousand Islands. Made "U" turn around South Watcher and opened out towards lifeguard station. Many sailboats in sight during day.
- 2025 Surfaced 7 miles Northeast of South Watcher.
- 2040 BLUEBACK came close aboard and passed us instructions for coordinated patrol, and chart showing traffic routes across Sunda Strait.
- 2200 On station for lifeguard duty. Several radar contacts on planes. Planes showed running lights until formed up. During raid observed several bomb blasts in direction of Batavia.
- 2350 Received word that all planes were away and clear.

4 June (22)

Noon: Lat. 5-49 S Long. 105-53 E.

- 0004 Set course to pass North of Thousand Islands. Intermittent interference from BLUEBACK all night.
- 0730 Submerged. Patrolling Western half of Northern approaches to Sunda Strait. BLUEBACK patrolling Eastern half. During day observed small craft, built like lugger, and smoking profusely, running between Toppers Island and Whartway Island. On Northern leg he would go behind Toppers Island but not stand past. Half hour later he would stand out on reverse course toward Whartway. Antics of a patrol vessel.
- 2041 Surfaced and exchanged calls with BLUEBACK and discussed plans for next day's patrol. During night patrolled Northeast of St. Nicholas Point. Many contacts with sailboats and unidentified small craft. Some not picked up on SJ until 2,500 yards.

5 June (23)

Noon: Lat. 5-44 S Long. 106-26 E.

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- 0725 Submerged 6 miles North of Babi Island and moved over to patrol Northwest of Hoorn Island. Sea has fair ripple but no white caps.
- 1028 JT sound reports possible high speed screws bearing 000° T. Nothing visible with 8 feet of periscope.
- 1033 Went to battle stations. Still nothing in sight.
- 1043 Sighted tops of ship bearing 012° T, over 24,000 yards, angle 15 starboard, later identified as HIGURO class heavy cruiser, with MINEKAZE class DD escort and at least two float planes and two BETTY bombers for air cover.
- Cruiser is zigging between 180° and 205° at about 5 minute intervals, tracking at 21.5 knots, 250 rpm.
- 1100 Range 9,200, angle on bow 18 starboard. Went to 75 feet and came to a 60 track.
- 1106 Came up expecting a zig toward but observed large zig away, range 5,500, angle on bow 60 starboard.
- 1108 DD has zero angle on bow, CA about 75 starboard. Next look DD has 20 port angle on bow, and on following look DD is turning away. DD made complete circle to his right then bent on a lot of speed to catch up with cruiser.
- Remained at periscope depth and watched this valuable target pass by outside the range of our Mk 18 torpedoes.
- 1122 Observed splash in water close aboard while making low power sweep. Ordered down scope, 90 feet, flood negative. Heard bombs arm. C.O. was already heckling the Diving Officer by the time two plane bombs exploded close aboard, as we passed 70 feet. Reversed course and started opening out to better water at 100 rpm. Heard several distant explosions during ensuing hour.
- 2046 Surfaced and set course to pass North of Thousand Islands.

Commentary on Observations:

- (1) Believe that large zig away was scheduled zig to round Mundi Reef and pass East of Hoorn Island instead of West of Hoorn as we had expected. Had first believed the zig indicated detection, but we were not bombed until 16 minutes later.
- (2) The zero angle on the bow by the DD at first indicated detection, but completion of his circle indicated that he was possibly losing bearing from CA's bow to quarter to allow for a large zig toward. On other hand it is possible that DD may have been starting run on us and been called back by cruiser to take care of what might lay ahead.
- (3) Final positive detection and consequent bombing was

results of foolishly remaining at periscope depth for 16 minutes in vicinity of 4 plane air coverage.

6 June (24)

Noon: Lat. 5-40 S Long. 106-46 E.

- 0100 Exchanged calls, information and ideas with BLUEBACK. Both believe CA is in Batavia for short stay only. Both believe he will follow different route on his return trip; as a cruiser of this class has been sighted on 3 different routes in and out of Batavia by a Dutch submarine. Today we will patrol East of Thousand Islands.
- 0132 SJ contact 3,200 yards on same bearing as BLUEBACK interference. (SJ had been in use for some time for communications). Believed this contact to be BLUEBACK and that range had closed during SJ communication. Allowed range to close to 2,500 making sight contact. This craft began to flash blinker signals at us, and we, still believing it BLUEBACK, flashed back. After considerable exchange of unintelligible blinking, while range closed to 1,900, recognized contact as a patrol boat - definitely not a submarine. Stood clear at flank speed.
- 0729 Submerged and patrolled East of Thousand Islands in vicinity of South Watcher. QB sound head off 20° in bearings.
- 2035 Surfaced and set course to pass North of Islands.
- 2310 Exchanged calls, ideas, and plans with BLUEBACK.

7 June (25)

Noon: Lat. 5-44 S Long. 106-19 E.

- 0718 Submerged North of Babi Island and moved over to patrol off Western tip of Hoorn Island. Sea is flat with barely a ripple on the water.
- 1010 Sighted float plane bearing 115° T and another float plane bearing 080° T.
- 1015 JT sound picked up possible high speed screws partially blanketed by the reef noises of Hoorn Island.
- 1018 Propeller noise definite bearing East and drawing left.
- 1025 Sighted heavy cruiser hull down, bearing 067° T. Range by height of eye formula 18,000 yards, which puts him almost on Great Kotok Island, in the Thousand Island Group. Turn count 280 rpm, 24 knots. He disappeared from sight shortly, hugging the Thousand Islands. About 15 minutes later he slowed to 220 rpm, 19 knots. JT sound tracked him out to an estimated range of 40,000 yards.

Commentary:

- (1) We were outguessed on cruiser's return trip. Knowl-

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edge that cruiser of this class had been seen by a Dutch submarine on three different routes in and out of Batavia led C.O. to believe that he would follow different route out, especially since we had been detected near his track inbound. Instead the CA used the same return route, hugged the islands closer and added 2.5 knots speed until clear of expected attack area.

- 1316 Sighted two small Sugar Dogs or Sugar Charlies South of Babi Island on Westerly course. Tracked their smoke into Banteen Bay.
- 1427 Sighted float plane headed towards Batavia.
- 1444 Sighted small patrol boat in direction of Banteen Bay.
- 2029 Surfaced North of Cape St. Nicholas.
During night patrolled off West Island until we were completely boxed in by sailboats and other unidentified craft, then shifted to patrol North of Cape St. Nicholas.

8 June (26)

Noon: Lat. 5-49 S Long. 105-53 E.

- 0025 Exchanged calls with the BLUEBACK.
- 0038 Passed North Watcher. Making sweep for possible targets in shallow water North of North Watcher.
- 0215 Reversed course to head back for diving area. Steering various courses to clear the various reefs and numerous sailboats.
- 0625 Went to 4 engine speed to reach desired diving position.
- 0716 Submerged for patrol of West half of Sunda Strait. BLUEBACK patrolling East side. Slight ripple on the water during the morning changing to a glassy calm in the afternoon. During the day sighted 2 Sugar Dogs and one Sub Chaser crossing Strait well South of us.
- 2036 Surfaced and exchanged calls with the BLUEBACK.
- 2210 Headed South, planning to make radar search of Banteen Bay for possible anchored targets.

9 June (27)

Noon: Lat. 5-45 S Long. 105-57 E.

- 0007 West side of bay apparently empty. Headed East to check Eastern half of bay.
- 0017 Challenged by blinker light sharp on port bow. Cannot see craft and radar gets no contact. Turned away flank, as light continued to blink at us, and opened out to Northward. Will not try searches of this nature again until the sensitivity of our radar is improved to where

0046 it will pick up small craft farther than they can see us. Slowed to exchange calls with BLUEBACK. Learned that she is departing area. We will miss her continual and confusing radar interference through-out the coming nights. During remainder of night patrolled North of St. Nicholas Point.

0720 Submerged for patrol off Sunda Strait. During day sighted 6 small luggers and one sub chaser all close inshore and none suitable as torpedo targets. Luggers and small Sugar Dogs sighted in Sunda Strait have not been attacked by gun fire for following reasons:

- (1) Have no specific directives relative to the present of projected strategic value of this strait.
- (2) Question the advisability of possibly creating a hornet's nest in a narrow strait that is being used with increasing frequency for submarine transit.
- (3) See supplement "A" for additional comment relative to small craft contacts in Sunda Strait.

2047 Surfaced. Set course to pass North of Thousand Islands.

10 June (28)

Noon: Lat. 5-22 S Long. 107-37.5 E.

Patrolled on surface during the day on line between Indramurya Point and Banka Strait.

0940 Submerged on SD contacts 10 and 19 miles followed by sight contact on one 2 engine bomber, bearing South. Changed course to South.

1115 Surfaced and resumed patrol.

1800 Set course to make sweep North of Thousand Islands.

11 June (29)

Noon: Lat. 5-50 S Long. 105-52 E.

0721 Submerged in Northern entrance to Sunda Strait. Decided to work well down into the strait today and get on probable track of the small Sugar Dog traffic.

1036 JT sound reported heavy screws bearing Northeast, drawing left. Nothing in sight. Looks as if some worthwhile target is crossing Northern approaches to strait on the one day we choose to patrol farther South than normal.

During the day the sea was fairly choppy with scattered white caps, the first we have seen West of the Thousand Islands. This was caused by a fresh breeze setting in from the Southwest through Sunda Strait. Normally the prevailing wind (East Monsoon) is from the Southeast, and is partially blanked out by the Java Coast and the Thousand Islands.

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- 2043 Surfaced.
 2145 Passed small craft abeam to port. Radar finally picked it up at 1,200 yards.

12 June (30)

Noon: Lat. 5-43 S Long. 106-28 E.

- 0722 Submerged 5 miles North of Babi Island and moved over to patrol West of Thousand Islands, 3 miles off Mungu Island.
 1239 Sighted smoke bearing 190° T, Southwest of Hoorn Island. Unable to close. Smoke passed South of Babi Island, apparently headed towards Banteon Bay.
 1417 Headed back up to patrol West of Thousand Islands.
 2045 Surfaced 10 miles West of West Island. Set course to make a sweep in the shallow water North of North Watcher.
 2300 Passed North Watcher Island.

13 June (31)

Noon: Lat. 5-34 S Long. 106-16 E.

- 0240 Reversed course and headed down for diving area. Will have to dive West of West Island today as insufficient time remains to reach point farther South before daylight.
 0736 Submerged and patrolled 8.5 to 4.5 miles Southwest of West Island; in 21 to 18 fathoms of water. Sea has fair chop today, but no white caps.
 1630 Sighted lugger bearing 060° T and smoke bearing 020° T. Bearing on smoke drawing left. Chased this smoke on normal approach courses remainder of afternoon. Sighted float plane air coverage, but no masts. Bearing of smoke drew from 020° T over to 330° T by night fall. Two columns of smoke sighted. Ships were either Southbound and cutting across Southwest from North Watcher to run along Sumatra coast; or they were Northbound and had come up East side of Thousand Islands and were cutting across Northwest towards Brothers Islands.
 2038 Surfaced and made 10 mile dog leg to West to cover possibility that ships were headed Southwest. Closed coast to investigate pip, which finally blended in with shore line at 15,000 yards.
 2140 Stood out from coast and set course to search to North of North Watcher Island. Three engine speed.

14 June (32)

Noon: Lat. 4-52 S Long. 107-30 E.

- 0000 Passed North Watcher Island, making search to Northward.
 0220 Radar officer reports that SJ is acting up and fluctuating

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- due to bad magnetron tube, causing double moding of transmitter, with blank spots in PPI sweep coverage.
- 0250 Abandoned search and reversed course for following reasons:
(1) SJ radar is erratic and unreliable and the sensitivity is definitely low.
(2) At least 3 engine speed will be required to reach desired diving area, allowing a margin of time for dodging the small contacts we will encounter on the way.
- 0253 Went to 4 engine speed. Have 40 miles to go to North Watcher plus an additional 20 miles to our desired diving spot.
- 0339 SJ contact bearing 199° T, range 10,100 yards. Commenced tracking target and deliberated as to whether there was time available to attack and get clear. Decided that we would not have time to attack and still reach suitable diving water South of North Watcher, allowing time for dodging sailboats, reefs and possible patrol craft. Decided that we could attack and pull clear to East, provided we attacked before 0500 and made flank speed retirement to East.
- 0400 Manned battle stations. Target tracking on course 030° , speed 5 knots, visible from bridge at 7,000 yards. Night clear with no moon. Decided to attack from starboard quarter, where we would have a cloudy background.
- 0420 Target now on course 045° T. At 4,500 yards can make out 3 additional targets, much smaller than main target. On radar the target group was just one blended pip that did not begin to break up into separate pips until range had closed to 4,000 yards. We then shifted to TBT bearings and radar ranges.
- 0436 Commenced firing 5 Mk 18-1 torpedoes. Range 2,400, torpedo run 2,650, track 144 S, depth setting staggered 2,3, and 4 feet. Binocular formula gave ship length of about 200 feet.
- 0437 Turned left and went to flank speed.
- 0439:15 Observed, heard, and felt a double explosion (few seconds apart). Which blanked off main target. The port after lookout, who was keeping target under constant surveillance reported that he could no longer make out target shortly after the explosion. Radar reported that explosion was observed on PPI, giving appearance of rain cloud. Shortly afterwards radar reported only two pips which soon blended into one as they had during the initial tracking phase.
- 0451 Steadied up on Easterly course at flank speed, 19 knots, sound head raised and all ballast tanks dry. The water

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we are running in varies between 12 and 14 fathoms. We have about 50 miles to go from point of attack to get across a 12 fathom bank, beyond which the water drops off rapidly to 18, 19, and 20 fathoms. In case we are caught short there is a 15 to 16 fathoms pocket 38 miles along the wdy.

- 0612 SJ contact on port bow 5,600 yards. Avoided. During the hour SJ picked up two more contacts at ranges of 5,400 and 6,000, which were also avoided.
- 0720 By DR we are crossing the 12 fathom bank and should soon be in decent water.
- 0740 Slowed to standard speed on 4 engines.
- 0747 Sighted cross-tree mast and bridge of sub chaser broad on starboard bow.
- 0748 Submerged, being careful to use very little down angle. Levelled off at 80 feet.
- 0800 Returned to periscope depth and observed the sub chaser. He appears to be lying to or kicking ahead slowly on a Northwesterly course, judging by change of bearing.
- 0804 Altered course slightly left and went to 90 feet. Diving officer found that boat levelled off nicely at 87½ feet and that by flooding in water he got down to 88 feet. He thought that he was running on a layer (which was true) and made no report of it.
- 0815 Ordered periscope depth for another look.
- 0819 Diving officer requested more speed, stating that he was having trouble getting up. Shortly after increase in speed found that we were swinging right with left 20 degrees rudder and that diving officer was getting no up angle with hard rise on both planes. Realized that we were in the mud. Worked out of mud by pumping and kicking ahead slowly.
- 0828 Bearing of sub chaser slowly drawing to South. We stood clear on course 075° T, running 75 turns at 75 feet between looks. Suspect that this craft may have been stationed there to intercept us. Can think of no other logical reason for a patrol craft to be milling around so far from shore all by himself.
- 2011 Surfaced in Eastern edge of our area.
- 2055 Sent serial 5 to CTF 71, reporting our attack, adding that we had two steam torpedoes remaining aft, and asking whether we should depart area or remain. Message was cleared through Darwin and proper authentication received. (Later learned that message was not received by Subic)

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15 June (33)

Noon: Lat. 5-46 S Long. 106-41 E.

- 0200 Set course for South Watcher Island. Have received no answer to our message. Will remain in area as we may get lifeguard assignment.
- 0726 Submerged 9 miles East of South Watcher Island. Patrolled Southeast of Thousand Islands, between South Watcher Island and the Agenieten Islands. Closed Jong Reef to 3,000 yards then worked back up between South Watcher and the Thousand Islands.
- 2041 Surfaced 7 miles Northeast of South Watcher.
- 2312 Set course to close coastline for night patrol.

16 June (34)

Noon: Lat. 4-21 S Long. 108-37 E.

- 0300 Set course North to open out from coast. We are scheduled to arrive Subic 22 June, which would necessitate departing area tonight and running submerged in Karimata Strait tomorrow. Decided to depart area this morning for following reasons:
- (1) Have only two Mk 14 torpedoes, which are aft.
 - (2) By departing area half a day early we can run surface through Karimata tonight and gain a full day, and arrive Subic 21 June.

Sent serial 6 notifying CTF 71 that we were departing area half day early. Received message that CTF 71 had not received our serial 5.

- 0900 Departed area and set course for Karimata Strait.
- 1435 Submerged Southwest of Discovery East Bank Light.
- 1901 Sighted friendly submarine on Southerly course.
- 1941 Surfaced and commenced transit of Karimata Strait. Passed two friendly submarines.

17 June (35)

Noon: Lat. 0-06 S Long. 107-00 E.

- 0305 Cleared Karimata Strait. SJ out for 2 hours during the day.

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18-20 June (36-38)

Enroute Subic Bay P.I., conducting training and school of the boat. Fired all guns. Made deep dive to test for leaks prior to refit.

Sighted several friendly planes.

1200	18 June	Lat. 05-10.8 N	Long. 107-45 E.
1200	19 June	Lat. 9-59.0 N	Long. 110-39.5 E.
1200	20 June	Lat. 13-47 N	Long. 115-35 E.

21 June (39)

0455 Made rendezvous with escort, U.S.S. FRATT (DE 363).
1000 Arrived Subic Bay, P.I.

(C) WEATHER

Weather encountered South of Borneo was as per sailing directions. However, off Northwest Java and Sunda Strait the sailing directions state "the Eastern Moonsoon blows with force from East-Southeast between the latter half of April and October, being strongest in June, July, and August". This wind was negligible.

(D) TIDAL INFORMATION

Currents held closely to those indicated on various H.O. charts and sailing directions. A current of 4 knots, 150° T. Set was experienced off the Southern entrance to Lombok Strait on 19 May.

(E) NAVIGATIONAL AIDS

A sweep into the Sabangan Bay area off the Southern coast of Borneo revealed a bar to have formed around the vicinity of $113^{\circ}-15'$, $03^{\circ}-40'$. Fathometer readings in water where the chart showed 11 to 15 fathoms indicated the water to average about $7\frac{1}{2}$ fathoms. To check fathometer we submerged and hit bottom at 45'. Our position was checked as accurate by three NAVIGATIONAL FIXES.

Cross bearings in the Thousand Island Group were fairly accurate. However, distortion was noticed on certain bearings between other islands, such as South Watcher, Babi, and Agenieten taken in conjunction with the Thousand Islands.

Cross bearings in the Sunda Strait area were accurate with the exception of North Island on the East coast of Sumatra. This island is apparently slightly misplaced on the chart.

(F) SHIP CONTACTS

No.	Time Date	Lat. Long.	Type(s)	Initial Range	Est. Course Speed	How con- tacted	Remarks
1.	1300I 5-20	06-18 S 116-05 E	1 Small AK 1 Escort	20,000 yds	020° T 9 kts	JP Sound	Subject of Spec. Report
2.	0104I 5-21	06-09 S 115-36 E	1 Mine Sweeper	18,000 yds	105° T 13 kts	SJ Radar	Sunk
3.	1654I 5-30	05-08 S 113-56 E	2 Coasters 1 Sub Chaser 1 Converted Escort	8,000 yds	025° T 4 kts	JP Sound	Subject of Spec. Report
4.	0307I 6-1	04-41 S 115-14 E	1 Small AK 1 PC Escort	14,000 yds	240° T 9.5 kts	SJ Radar	Missed Surf. Attack
5.	0626I 6-1	04-52 S 115-14 E	1 Small AK 1 PC Escort	13,800 yds	070° T 7 kts	SJ Radar	Sub. Attack Torp. seen to run under.
6.	1028I 6-5	05-43 S 106-26 E	1 Haguro Cl. Cruiser 1 Minekaze Class DD	35,000 yds	190° T 21.5 kts	JP Sound	Detected and bombed during approach, target zigged away.
7.	1015I 6-7	05-45 S 106-22 E	1 Haguro Cl. Cruiser 1 Minekaze Class DD	18,000 yds	305° T 24 kts	JP Sound	Could not close.
8.	0339I 6-14	04-49 S 106-20 E	4 Small Un- idents	10,100 yds	050° T 4.5 kts	SJ Radar	Sank Largest.
9.	0747I 6-14		1 Sub Chaser	18,000 yds	315° T 5 kts	Visual	Dove to Avoid. from bridge.

Many Luggers, Sea Trucks and small patrol boats were seen in area Easy Two in vicinity Sunda Strait. For more information concerning these see Supplement "A" to this report.

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ADDITIONAL INFORMATION FOR TARGETS PICKED UP BY SOUND

No.	Depth Water	Own Speed and Depth	Rel. Bearing	Type(s)	Est. Tonnage Target Speed	Type(s) Sound	Other Sound Gear in use
1.	50 F 63'	2.6 kts	350	1 Small AK 2 Escort	600 400	JP	QB
3.	35 F 63'	2.6 kts	355	2 Coasters 1 Sub Chaser 1 Conv. Escort	400 Each 250 400	JP	QB
6.	21 F 63'	2.6 kts	265	1 CA 1 DD	10,000 1,200	JP	QB
7.	23 F 63'	2.6 kts	020	1 CA 1 DD	10,000 1,200	JP	QB

(G) AIRCRAFT CONTACTS

All convoys moving during daylight hours had air cover- usually RUFES. The heavy cruiser encountered on 5 June had a 4 plane escort - (2) BETTYS and (2) ZEKES.

No new types were encountered.

(H) ATTACK DATAU.S.S. CHUB (SS 329) TORPEDO ATTACK NO. 1 PATROL NO. 2Time 1339:30 Date 20 May 1945 Lat. 06-18 S Long. 116-05 E.Target Data - Damage Inflicted

Description: 600 ton inter-island Freighter converted for escort duty, single stack, raised forward, amidships, and aft, with a single tripod mast built up above the bridge, possibly for radar antenna. He was escorting a small, engines aft AK, 600-800 tons, but because of his higher superstructure he was assumed to be the bigger target. Just before firing his true nature was discovered, but by then he was tracking so well that three torpedoes were fired at him. Propellers were picked up by sound at about 18,000 yards. The sea was slightly choppy with two foot swells. The ships were sighted by periscope at 14,000 yards.

Ships Sunk: None

Ships Damaged or Probably Sunk: None

Damage Determined by:

Target Draft 6' Course 020 Speed 9 Range 3,000 (at firing).Own Ship DataSpeed 2.5 Course 300-304 Depth 65' Angle 1° Dive (at firing).Fire Control and Torpedo Data

Type Attack: Periscope approach. ST ranges were used from 8,000 yards into 4,500 yards, when stadimeter ranges were again used until time of firing. The target checked very well at 9 knots. About two and a half minutes after the first torpedo was fired, the target apparently detected the torpedoes and zigged towards. It is believed this caused all three torpedoes to pass ahead of the target.

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TORPEDO ATTACK NO. 1

Tubes Fired	1	2	3
Track Angle	105-30 S	104-30 S	107 S
Gyro Angle	004-30	002-30	003-30
Depth Set	4	4	4
Speed Used	9 kts	9 kts	9 kts
Hit or Miss	Miss	Miss	Miss
Erratic	No	No	No
Mark Torpedo	18-1	18-1	18-2
Serial No.	56015	55348	57781
Mark Exploder	8-5	8-5	8-7
Serial No.	9480	15768	8055
Actuation Set	Contact	Contact	Contact
Mark Warhead	18-2	18-2	18-2
Serial No.	2748	3232	4315
Explosive	Torpex 2	Torpex 2	Torpex 2
Firing Intervals	12 sec	12 sec	12 sec
Type Spread	3	3	3
Length of Run	3,200 yds	3,200 yds	3,200 yds
Duration of Run			
Sea Conditions	Light Swells		
Temp. of Electrolyte	80° F.	80° F	80° F
Injection Temp.	80° F	80° F	80° F
Overhaul Activity	N.T.D.	S.R.U.	Navy 137

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U.S.S. CHUB (SS 329) TORPEDO ATTACK NO. 2 PATROL NO. 2

Time 0248:30 Date 21 May 1945 Lat. 6-15 S Long. 116-01.5 E.

Target Data - Damage Inflicted

Description: Single Ship. AM, DE, or DD (600 tons), picked up at 18,000 yards by SJ radar. At 3,000 yards the target, observed thru the ST periscope was a hazy image with general contour of an AM, DE, or DD.

Ships Sunk: One 600 ton AM or DE or DD.

Ships Damaged or Probably Sunk: None

Damage Determined by: One timed hit, after which the target's screws and pinging stopped. Four minutes later a tremendous explosion was heard. It was much too loud to be a depth charge as far away as the target was. Upon surfacing 40 minutes later, SJ could get no contact on the target. A heavy, fresh, strong smelling oil slick and floating debris were found at scene of attack.

Target Draft: 8' Course 105 Speed 13 Range 3,000 (at firing)

Own Ship Data

Speed 2.5 Course 212-208 Depth 55' Angle 1° Dive (at firing).

Fire Control and Torpedo Data

Type Attack: The target was tracked by SJ radar on the surface for 60 minutes. Submerged 13,000 yards ahead and completed attack using ST ranges and JT sound bearings. JT sound bearings, using RLI were excellent and consistent and considered more reliable than periscope bearings. The target was changing speed all through the approach from 8 to 17 knots, and at one time slowed to 4 knots. He was zigging every 5 minutes from 065 to 105. During the final stages of the approach he checked right on 13 knots. At 3100 yards he zigged to 105° putting us on an 83° port track. One minute later 5 torpedoes were fired. Too much cannot be said for the value and accuracy of the combination of ST ranges and JT bearings on a single target when the target cannot be seen clearly and yet detection on the surface is possible by the enemy's radar.

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TORPEDO ATTACK NO. 2

Tubes Fired	1	2	3	4	5
Track Angle	98 P	98-30 P	100-30 P	102 P	104 P
Gyro Angle	335-30	336-30	334-30	332	331
Depth Set	4	5	4	5	4
Speed Used	13 kts	13 kts	13 kts	13 kts	13 kts
Hit or Miss	Miss	Hit	Miss	Miss	Miss
Erratic	No	No	No	No	No
Mark Torpedo	18-1	18-1	18-1	18-1	18-2
Serial No.	55259	55350	53369	56992	57875
Mark Exploder	8-5	8-5	8-5	8-5	8-5
Serial No.	10226	8954	10342	11533	11001
Actuation Set	Contact	Contact	Contact	Contact	Contact
Mark Warhead	18-1	18-2	18-2	18-2	18-2
Serial No.	4311	2009	1515	4324	3970
Explosive	Torpex 2	Torpex 2	Torpex 2	Torpex 2	Torpex 2
Firing Interval	10 sec	10 sec	10 sec	10 sec	10 sec
Type Spread	Divergent	Divergent	Divergent	Divergent	Divergent
Length of Run	2,900 yds	2,900 yds	2,900 yds	2,900 yds	2,900 yds
Duration of Run	3 Minutes 00 Seconds				
Sea Conditions	Light Swells				
Temp. of Electro.	80° F	80° F	80° F	80° F	80° F
Injection Temp.	80° F	80° F	80° F	80° F	80° F
Averhaul Activity	N.T.D.	S.R.U.	Navy 137		

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U.S.S. CHUB (SS 329) TORPEDO ATTACK NO. 3 PATROL NO. 2

Time 0502 Date 1 June 1945 Lat. 04-48 S Long. 115 E.

Target Data - Damage Inflicted

Description: Two ship convoy. 800-900 ton Freighter, mast funnel mast, with an especially tall stack, raised aft and possibly amidships and forward. Escorted by a PC, stationed on the target's starboard bow. The target was picked up by SJ radar at 14,000 yards. Visibility was poor especially at the time of firing when the target entered a rain squall. The sea was slightly choppy with three foot swells.

Ships Sunk: None

Ships Damaged or Probably Sunk: None

Damage Determined by:

Target Draft 6' Course 070 Speed 7 Range 1,450 (at firing)

Own Ship Data

Speed 11 Course 269 Depth Surf. Angle

Fire Control and Torpedo Data

Type Attack: Radar surface approach. The target was tracked for an hour and 32 minutes. The lobing motor was out of commission and bearings were accurate only within 5 degrees. The target tracked very well at 9.5 knots on base course 260, zigging every 5 minutes from 240 to 280. TBT bearings were used inside of 3,500 yards. Three estimates of angle on the bow were made when lightning flashes lighted up the target. On each occasion the observed angle on the bow agreed exactly with that generated. The attack was made from the target's port quarter on a 140° track when the target was on the 240° leg. Neither the target nor the escort gave any indication of detecting us. The reason for the miss is unexplainable unless the torpedoes ran deep.

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TORPEDO ATTACK NO. 3

Tubes Fired	6	5	4
Track Angle	144 P	144 P	144 P
Gyro Angle	007-30	008	004-50
Depth Set	4	4	4
Speed Used	9.5 kts	9.5 kts	9.5 kts
Hit or Miss	Miss	Miss	Miss
Erratic	No	No	No
Mark Torpedoes	18-2	18-1	18-2
Serial No.	58104	56567	57945
Mark Exploder	8-5	8-5	8-5
Serial No.	10088	11203	9871
Actuation Set	Contact	Contact	Contact
Mark Warhead	18-2	18-2	18-2
Serial No.	3475	3012	1353
Explosive	Torpex 2	Torpex 2	Torpex 2
Firing Interval	10 sec	10 sec	10 sec
Type Spread	Divergent	Divergent	Divergent
Length of Run	1,900 yds	1,890 yds	1,860 yds
Duration of Run			
Sea Conditions	Light Swells		
Temp. of Electrolyte	84° F	84° F	84° F
Injection Temp.	84° F	84° F	84° F
Overhaul Activity	N.T.D.	S.R.U.	Navy 137

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U.S.S. CHUB (SS 329) TORPEDO ATTACK NO. 4 PATROL NO. 2

Time 0805 Date 1 June 1945 Lat. 04-56 S Long. 115-16 E.

Target Data - Damage Inflicted

Description: Two ship convoy. 1,200 ton Freighter, mast funnel mast, raised, amidships, and aft. Escorted by a PC stationed on the target's starboard bow. Target was picked up by SJ radar at 14,000 yards. After sunrise visibility was good. The sea was slightly choppy with three foot swells.

Ships Sunk: None

Ships Damaged or Probably Sunk: None

Damage Determined by:

Target Draft 8' Course 240 Speed 9.5 Range 1,570 (at firing).

Own Ship Data

Speed 2.5 Course 345 Depth 65' Angle 1° Divo (at firing).

Fire Control and Torpedo Data

Type Attack: Submerged approach. The target was tracked by radar for 38 minutes. We then submerged at 12,000 yards range, 10° on the target's starboard bow for a dawn attack. Using ST ranges in to 4,100 yards. We pulled straight across the target's track to get in position for a stern shot. Five minutes before firing the target made a 20° zig to his left. Three steam torpedoes were fired from the stern tubes on an 82-84 port track, 1,400 yard run. All three torpedoes were seen to pass under the target. The target did not maneuver to avoid until the torpedoes had passed under him.

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TORPEDO ATTACK NO. 4

Tubes Fired	8	9	10
Track Angle	82 P	83 P	84-30 P
Gyro Angle	182	182-20	177-40
Depth Set	5	5	5
Speed Used	7 kts	7 kts	7 kts
Hit or Miss	Miss	Miss	Miss
Erratic	No	No	No
Mark Torpedo	14-3A	14-3A	14-3A
Serial No.	63551	66290	64154
Mark Exploder	6-5	6-5	6-5
Serial No.	25507	25523	25631
Actuation Set	Contact	Contact	Contact
Mark Warhead	16-1	16-1	16-1
Serial No.	16421	12852	14389
Explosive	Torpex 2	Torpex 2	Torpex 2
Firing Interval	8 sec	8 sec	8 sec
Type Spread	Divergent	Divergent	Divergent
Length of Run	1,400 yds	1,400 yds	1,420 yds
Duration of Run			
Sea Conditions	Light Swells		
Temp. of Electrolyte	84° F	84° F	84° F
Injection Temp.	84° F	84° F	84° F
Overhaul Activity	N.T.D.	S.R.U.	Navy 137

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U.S.S. CHUB (SS 329) TORPEDO ATTACK NO. 5 PATROL NO. 2

Time 0436 Date 14 June 1945 Lat. 04-41 S Long. 106-22 E.

Target Data - Damage Inflicted

Description: Unidentified. Largest of four ships in column. The target was picked up by SJ radar at 10,100 yards. Sensitivity of the radar was known to be low at the time. The target was visible from the bridge at 7,000 yards. It was a clear night with no moon. The sea was calm.

Ships Sunk: One unidentified.

Ships Damaged or Probably Sunk: None

Damage Determined by: Double explosion a few seconds apart. The explosion was seen from the bridge by the C.O., O. I.D., and by one lookout. The second was either an internal explosion in the target or a torpedo hit in a second target. Immediately after the explosions the main ship on the radar showed all the characteristics of a rain cloud and then disappeared. The target could not be located by sight shortly after the explosions.

Target Draft 8' Course 050 Speed 4.5 Range 2,535-2,400 (at firing).

Own Ship Data

Speed 10 Course 010 Depth Surf. Angle _____

Fire Control and Torpedo Data

Type Attack: Surface radar approach. The target was tracked for 54 minutes. TBT bearings were used inside of 3,500 yards. The target changed course twice during the approach but had no apparent zig plan. Speed check was good at 4.5 knots. The target gave no indications of detecting us.

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TORPEDO ATTACK NO. 5

Tubes Fired	1	2	3	4	6
Track Angle	144 S	144 S	144 S	145 S	145 S
Gyro Angle	004	004½	003½	005	006
Depth Set	3	4	3	4	2
Speed Used	4.5 kts	4.5 kts	4.5 kts	4.5 kts	4.5 kts
Hit or Miss	Miss	Miss	Miss	Hit	Pos. Hit
Erratic	No	No	No	No	No
Mark Torpedo	18-1	18-2	18-1	18-1	18-2
Serial No.	54226	57335	56781	53979	58100
Mark Exploder	8-5	8-5	8-5	8-5	8-5
Serial No.	8465	11433	11502	11579	10722
Actuation Set	Contact	Contact	Contact	Contact	Contact
Mark Warhead	18-2	18-2	18-2	18-2	18-2
Serial No.	3347	4298	3215	3490	4322
Explosive	Torpox 2	Torpox 2	Torpox 2	Torpox 2	Torpox 2
Firing Interval	10 sec	10 sec	10 sec	10 sec	10 sec
Type Spread	Divergent	Divergent	Divergent	Divergent	Divergent
Length of Run	2,700 yds	2,675 yds	2,625 yds	2,600 yds	2,550 yds
Duration of Run				2 M 50 S	2 M 54 S
Sea Conditions	Calm				
Temp of Electro.	84° F	84° F	84° F	84° F	84° F
Injection Temp.	84° F	84° F	84° F	84° F	84° F
Overhaul Activity	N.T.D.	S.R.U.	Navy 137		

(I) MINES

None. Encountered.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS

In the Java Sea, targets worthy of torpedo fire normally have air cover during the day, as well as surface escort. The potential value of a smoke contact can usually be ascertained by looking above it for a float plane. No radar equipped night search planes were encountered. Detection and bombing of the CHUB on 5 June is attributed to our remaining too long at periscope depth in vicinity of four plane air cover, when sea, though slightly choppy, had no white caps.

On 20 May the converted freighter type escort was evaded by slow speed running at 200 feet. Although he dropped 12 depth charges, he is not believed to have had definite contact on us at any time. He did not use echo-ranging.

On 1 June, following an unsuccessful attack with Mk 14 torpedoes, a PC or SCS-51 class escort was evaded by firing 1 false target shell, 1 NAC beacon, and 1 more false target shell. We then cleared the point by running between 90 and 100 feet at a speed of 4 knots. The escort was later observed to drop 15 depth charges in the vicinity of the false target shells. Prior to dropping depth charges, it is suspected that this escort may have dropped contact projectiles. There is no evidence to substantiate this suspicion except the 47 minute time lag between our attack and the first barrage of depth charges.

Sunda Strait appears to be patrolled by a sub chaser which spends most of his time in the vicinity of Toppers Island and seldom ventures out into the center of the strait.

Night patrol boats were encountered Northeast of the Thousand Islands and near the entrance to Banteen Bay. In each case we were challenged by blinker light. These craft were avoided by turning away at high speed.

(K) MAJOR DEFECTS AND DAMAGE

HULL

Installed missing gasket in hydraulic accumulator to remedy air leak.

Installed shims under Third Stage head of No. 1 air compressor to give proper clearance. Compressor would not deliver maximum output.

MACHINERY:

Renewed two cracked liners on No. 3 main engine.

Attached salt water pump on No. 1 main engine failed. Found both ball bearings carried away. Installed spare pump.

ORDNANCE AND GUNNERY:

None.

(L) RADIO

DEFECTS:

None noted.

RECEPTION, TRANSMISSIONS AND REMARKS:

Reception of VIXO was good for first two days before shifting to NPT1.

Reception of NPT1 was difficult during first two weeks due to distance and transmitting troubles.

The frequencies most used were 9250 kcs and 4370 kcs. At times 9250 kcs faded out in the morning and afternoon when 12630 kcs and 4370 kcs were heard with a good signal.

The only interference experienced on this schedule was from a broadcast station on 9250 kcs, whose carrier would block NPT1 signals. By turning off the receiver beat oscillator we were able to copy NPT1 due to NPT1's signals beating with the broadcast carrier.

The lifeguard frequency of 4475 was guarded whenever friendly planes were known to be in the area with no interference. The signals received were weak due to distance.

Difficulties were again experienced with VHF in communication with friendly submarines and reception faded completely at ranges in excess of 2,000 yards.

The WOLFAC frequencies were guarded continuously in area with good results.

Seven ship to shore transmissions were made during this patrol. The first was received for by NPT1 on 8470 kcs, second and

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third by VHM on 4235 kcs, fourth by VIXO on 4235 kcs, the fifth was receipted for by VHM on 4235 kcs with the correct authenticator but message did not reach addressee, the sixth was received by VIXO on 4235 kcs and the last by VHM on 8470 kcs.

During June enemy signals were heard on the new frequencies but did not interfere with communications.

A message from the BALAO was intercepted at a distance of 2,800 miles, (WOPACO area frequency).

(M) RADAR

MODEL SJ-1
OPERATION:

The operation of the SJ radar during this patrol was poor and frequent material troubles resulted in the equipment being often out of commission.

The SJ was operated continually while on the surface as a guard against low flying planes.

MATERIAL AND MAINTAINANCE:

The material condition of the SJ was very poor and frequent equipment failures resulted in many hours lost operation and continued servicing and maintainance while submerged.

The following equipment failures were experienced:

Intermittent low transmitter high voltage(1000), high on-time current(250), double sweeps, apparent change in frequency, compensation voltage low.

With this trouble in the equipment the H.V. Rectifier, Mod. Generator, and associated circuits and tubes in the transmitter were checked to be hot straight and normal, including waveforms.

This trouble caused the radar gang many sleepless hours and "circuit headaches". Severe jolting of the transmitter case would intermittently cause the trouble. After a final jolting at the end of a week of profitless trouble-shooting it disappeared entirely and never came back again. Wow!

High voltage meter reading low (900) R44 meter multiplier in Selector Unit had changed in value from 1.5 to 1 Meg. Replaced for normal operation.

No sweeps PPI and Range Ind. All meters normal. This was caused by the burned out high voltage winding of the H.V.

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transformer T-1 in the Range Ind. No spare was carried for this transformer so the spare transformer in the H.V. circuit of the SD Range Ind. was used. This transformer is 350 volts higher than the SJ but gave satisfactory operation.

There were no apparent causes for the failure of this transformer, being no grounds and all circuit elements checking properly. However, the filter resistor, R62, normally 150,000 ohms, 10 watts had been replaced during the last refit by a 48,000 ohm, 2 watt resistor - presumably a modification for the ST installation. This resistor, though measuring 48,000 ohms, showed signs of being overheated and was replaced with the 150,000 resistor in spares.

The increase in current caused by the substitution of this resistor may have been responsible for the transformer's failure.

High voltage fuses burn out when equipment is started. Replaced the 836's H.V. rectifier tubes.

Intermittent grass on "A" scope, replaced defective 6AC7.

No PPI presentation, replaced burned out resistor, R44, with spare. Before replacement the H.V. circuit was checked as to resistances and circuit elements (normal). The spare lasted three days and burned out.

There was no spare 7 meg. resistor of sufficient wattage on board and attempts to repair the defective one were fruitless. The PPI was out for a day and a night until a spare was obtained from the U.S.S. BLENNY.

This time the cause was discovered due to the retaining bushing on the PPI range selector switch grounding out the LP lamp (pilot) and consequently 220,000 ohms of bleeder resistance.

The modification of the 20,000 yd PPI sweeps was made during the last refit and when the switch was replaced the nut holding the bushing in place was left off allowing the bushing to be jarred loose.

As the unit was on its side on the deck when the first check was made the trouble and/or bushing was free.

Lobing out. Replaced broken brush on lobing 115 volt supply slip ring.

Persistent 1,500 yd tunable false echo, replaced magnetron.

No line voltage. Defective line switch. Strapped out defective side.

RADAR SD-5

The performance of the SD during this patrol was good and the ranges obtained on planes were good. While on the surface the SD was koyed at one minute intervals during the day and two minute intervals at night.

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With the new long persistent screen of the SD-5 it was only necessary to key the equipment for one second.

It was found that echos, particularly distant ones (15 miles), could be more easily seen on the 80 mile sweep, sometimes not even appearing on the expanded 20 mile sweep.

The only material trouble was arcing 8014's.

RADAR ST

The ST radar gave very good performance during the patrol. A little trouble was experienced with the tuning drifting but this was not by constantly checking against the echo box while being used.

Ranges obtained were good for this gear. Typical ranges were 10,000 yds on a small AM with seven foot periscope exposure, and 6,000 yds on 125 foot land at two foot exposure.

The success of the ST for submerged night attack has been detailed under SOUND.

No material maintenance was required other than normal routines and the only equipment casualty was the breaking of the plastic window in the Adaptor wave guide.

In connection with this casualty it should be mentioned that the mica window in the adaptor wave guide was not made to be easily replaced. The brass collar that holds it in place is in such a position that it cannot be removed without a special tool or dismantling the adaptor unit. Inasmuch as this would seem to be a possible frequent casualty, some means of rapid and simple replacement should be provided.

(N) SONAR GEAR AND SOUND CONDITIONS

The JK-QC and the QI sound gear turned in its normal good performance during this patrol. The gear was manned continually while submerged and on the surface at speeds up to fifteen knots.

During the latter part of the patrol both sound shafts became noisy and developed what was apparently a hydraulic knock. This knock and binding seems to be between the inner stationary piston and the shaft cylinder. It is suspected that the shafts are out of alignment due to either a bomb explosion or scraping of the heads on the bottom. The starboard QC head also gives evidence of being about 90 degrees off in bearing and damage to the head is suspected.

The JP topside gear gave excellent performance. Besides detecting enemy screws at great ranges it was also good for locating own ship's noises. Small patrol ships were detected when their masts were below the horizon at a depth of 58 feet. An enemy

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heavy cruiser was tracked at ranges greater than 40,000 yards.

Too much can not be said for the JT sound equipment. The accuracy of the bearings ($\frac{1}{2}$ to 1 degree) was definitely proved during a successful torpedo attack in which all bearings obtained were from the JT.

The combination of the ST radar ranges and JT sound bearings is ideal for a night submerged attack on a single ship. Ranges were given to the TDC from the ST immediately following the JT bearings and resulted in a perfect problem solution.

The CHUB feels that the JT with its associated power training and RLI is the best sound equipment that has yet been installed in our submarines.

(O) DENSITY LAYERS

In the area around the Southeast corner of Borneo clear negative gradients were obtained on almost every dive. These were two to three degrees and began at about 125 feet extending to 150 to 200 feet.

In the Lombok area a six degree gradient was obtained starting at 125 feet and extending to 180 feet.

The area about the Thousand Islands and the Northwestern tip of Java was entirely isothermal.

(P) HEALTH, FOOD AND HABITABILITY

HEALTH:

The health of the crew in general has been excellent. The MOMMs and the baker were troubled with heat rash the first half of the patrol run. Two minor injuries occurred causing some extra work for the Radio and Quartermaster gangs, and one man was troubled with a kidney.

FOOD:

The food was good and well prepared. The baking was excellent.

HABITABILITY:

The boat was cool and comfortable throughout most of the run. There were times during the first of the patrol, however, when the air conditioning could have been better.

(Q) PERSONNEL

- (a) Number of men detached after previous patrol..... 14
- (b) Number of men on board during patrol..... 79
- (c) Number of men qualified at start of patrol..... 64
- (d) Number of men qualified at end of patrol..... 7
- (e) Number of men unqualified making their first patrol.... 10

COMMENTS:

The performance of duty of both officers and men was excellent.

(R) MILES STEAMED - FUEL USED

	<u>MILES</u>	<u>GALLONS</u>
Base to area	1,579.5	20,438
In area	7,058.8	82,697
Area to base	1,201	14,545

(S) DURATION

	<u>DAYS</u>
Days enroute to area	5
Days in area	30
Days enroute to base	3
Days Submerged	23

(T) FACTORS OF ENDURANCE REMAINING

<u>TORPEDOES</u>	<u>FUEL</u>	<u>PROVISIONS</u>	<u>PERSONNEL FACTOR</u>
2	2,600	20 Days	14 Days

Limiting factor this patrol: Torpedoes.

(U) COMMUNICATION, RADAR, AND SONAR COUNTERMEASURES

COMMUNICATION COUNTERMEASURES

No enemy signals were intercepted.

CONFIDENTIAL - U.S.S. CHUB (SS 329) SECOND WAR PATROL REPORT.

The usual expected jamming and interference was experienced with none of it being too effective. Foreign voice interference was encountered on all the June WOLF-PAC frequencies.

RADAR COUNTERMEASURES

None.

SONAR COUNTERMEASURES

None.

(V) REMARKS

This patrol was handicapped throughout by poor and unreliable performance of the SJ radar. This equipment often went out of commission at the most inopportune time. Towards the end of the patrol the sensitivity of the radar became definitely low and the equipment could not be depended on to give warning of the nearby presence of small craft.

The performance of the JI sound gear (JP with RLI) on this patrol was excellent. On several occasions this equipment picked up propeller noises beyond the range of visibility.

It was most disappointing to see the Jap heavy cruiser slip by us twice without getting off a shot. On the first try we came close but were still outguessed. On the second passage we were completely outguessed.

All hands worked hard this patrol and we feel that we gave the Japs a good run for their money. We do not have a great deal to show for the number of torpedoes we fired; but we feel that a lower percentage of hits must be expected nowadays. Ships are scarce, most of them are small, and the small ones are harder to hit than the large ones.

The directives of Commander Submarines, SEVENTH FLEET confidential letter PB24-71/L13-1 Serial 0243 of 2 February 1945 have been complied with.

Serial 0174-A

3 July 1945

~~CONFIDENTIAL~~ I-A-L

SECOND ENDORSEMENT to:
 USS CHUB Conf. Ltr. A16-3
 Serial 065, dated 21 June,
 1945. Report of Second War
 Patrol.

From: The Commander Submarines SEVENTH FLEET.
 To: The Commander in Chief, UNITED STATES 7th Fleet.
 Via: The Commander SEVENTH FLEET.

Subject: U.S.S. CHUB (SS329) - Report of Second War
 Patrol - Comment on.

1. The Second War Patrol of the U.S.S. CHUB (SS329) under the command of Commander C. D. RHYMES, Jr., U.S.N., was conducted in assigned areas in the JAVA SEA.

2. Although hampered the entire patrol by material difficulties and failures of the SJ radar, the CHUB aggressively searched out and made five torpedo attacks on enemy shipping. Two of these attacks resulted in damage to the enemy. It is regrettable that the CHUB was not able to close the HAGURO class heavy cruiser with a MINEKAZE class DD escort which were sighted on 5 June and again on 7 June.

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

4. The Force Commander congratulates the CHUB on her aggressiveness in penetrating shallow and confined waters to seek out the enemy at a time when his shipping is extremely scarce and each ship extremely valuable to him. The CHUB is credited with inflicting the following damage on the enemy:

SUNK

* 1 Freighter (EU)	600 Tons.
1 AM (EU)	630 Tons.
1 Unident (EU)	1,500 Tons.
Total	2,730 Tons.

* This sinking covered by special report.

Serial 0174-A

~~CONFIDENTIAL~~

3 July 1945

SECOND ENDORSEMENT to:

USS CHUB Conf. Ltr. A16-3
 Serial 065, dated 21 June,
 1945. Report of Second War
 Patrol.

Subject: U.S.S. CHUB (SS329) - Report of Second War
 Patrol - Comment on.

DISTRIBUTION:

Cominch	(3)	Direct	CTG-71.8	(2)
Opnav	(2)	Direct	ComSubRon-22	(2)
Opnav Op-23c	(1)		ComSubRon-26	(2)
Com1stFlt	(1)		ComSubRon-30	(2)
Com2ndFlt	(1)		DivComsSubRon-22	(1 each)
Com7thFlt	(2)		DivComsSubRon-26	(1 each)
ComSubslstFlt	(30)		DivComsSubRon-30	(1 each)
ComSubs2ndFlt	(4)		S/M School, N.L. Conn.	(2)
CTF-71	(7)		Comdt. NYD, Puget Sound	(1)
CTG-71.5	(2)		SubAd, Mare Island	(2)
			S/Ms 7thFlt	(1)

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

J. B. MILLER,
 Flag Secretary.

Serial 0138

Care of Fleet Post Office,
San Francisco, California,
24 June 1945.CONFIDENTIALFIRST ENDORSEMENT to
U.S.S. CHUB (SS329) -
Report of Second War Patrol.From: Commander Submarine Squadron Twenty-two.
To : Commander in Chief, United States Fleet.
Via : (1) Commander Submarines, SEVENTH FLEET.
(2) Commander, SEVENTH FLEET.

Subject: U.S.S. CHUB (SS329) - Report of Second War Patrol.

1. The U.S.S. CHUB (SS329) departed FREMANTLE, W.A., 14 May 1945, on her second war patrol under the command of Commander C. D. RHYMES, Jr., U.S. Navy. She arrived SUBIC BAY, LUZON, P.I., on 21 June 1945, after a patrol of thirty-eight (38) days, of which thirty (30) days were spent in assigned areas in the JAWA SEA.

2. Area coverage was good. Handicapped by the material difficulties and failures of the SJ radar, nevertheless an aggressive search was made for targets in shallow and confined waters.

3. Torpedo Attack #1. In a day periscope attack on 20 May, attacked a 600 ton escort of converted freighter type escorting a small engine-aft freighter. Fired three (3) Mk. 18-1 torpedoes, torpedo run 3200 yds., average track angle 106 S, average gyro angle 003°, depth set 4 feet. No hits, target apparently detected and avoided torpedoes.

Torpedo Attack #2. On 21 May, in a night submerged approach using ST radar and JT sound bearings, fired five (5) torpedoes at an AM-DE type target. Torpedo run 2900 yds., average track 101 P, average gyro 333°, depth set 4 and 5 feet. One hit. Target sunk.

Torpedo Attack #3. 1 June. In a night surface radar attack, fired three (3) Mk. 18-1 torpedoes at a small escorted AK. Torpedo run 1875 yds., average track 144 P, average gyro 006°, depth set 4 feet. No hits. Torpedoes may have run under target, more likely misses may be attributed to control errors with a foreshortened target.

Torpedo Attack #4. 1 June. In a day periscope attack on a 1200 ton stack aft freighter escorted by one (1) SCS-51 sub chaser, fired three (3) Mk. 14 torpedoes, depth set 6 feet, torpedo run 1400 yds., average track 82° P, average gyro angle 181°. No hits. Torpedoes passed under target.

Torpedo Attack #5. 14 June. Night surface radar attack on four (4) ship convoy, using TBT bearings, fired five (5) Mk. 18-1 torpedoes, torpedo run 2650 yds., average track 144° S, depths set 2, 3, and 4 feet staggered. One, possibly two, hits. Target, estimated approximately 1000 tons by the Commanding Officer, sunk.

U.S.S. CHUB (SS 329)

SS329/A16-3

c/o Fleet Post Office,
San Francisco, Calif.,
21 June 1945.

Serial (065)

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

From: The Commanding Officer, U.S.S. CHUB (SS 329).
To : The Commander-in-Chief, UNITED STATES FLEET.
Via : The Commander Submarine Division THREE HUNDRED ONE,
The Commander Submarine Squadron THIRTY,
The Commander Submarines, SEVENTH FLEET.
The Commander-in-Chief, SEVENTH FLEET.

Subject: U.S.S. CHUB - Report of War Patrol Number Two.

Enclosures: (A) Subject Report.
(B) Track Chart (Seventh Fleet only).

1. Enclosure (A), covering the SECOND war patrol of this vessel conducted in the waters of Java Sea during the period of 19 May 1945 to 18 June 1945, is forwarded herewith.

C. D. RHYMES, Jr.

(A) PROLOGUE

Arrived Subic Bay, P.I., 21 June 1945 from Second War Patrol. Normal refit conducted by Relief Crew of Submarine Division 222 and the U.S.S. GILMORE. Ship was docked to determine damage from bottoming on Second Patrol. Regular officers and crew returned on 6 July 1945. We were well pleased with the refit job. The following officer was detached: Lieut(jg) Evan E. WATTS, USN. The following officers reported aboard for duty: Lieutenant David HUME, USNR and Ensign Roy K. JONES, II, USN. Conducted 3 days training exercises under Captain R. C. LAKE, USN and received several valuable suggestions from him. Ready for sea 15 July 1945.

(B) NARRATIVE

<u>File No.</u>	<u>Officers</u>	<u>Rank</u>	<u>Total Patrols Including This One</u>
74884	RHYMES, Cassius D. Jr.	Commander, USN	Nine
97004	CARROLL, Robert M.	Lieutenant, USNR	Ten
102372	HUME, David	Lieutenant, USNR	Three
187845	REHMEYER, Robert T.	Lieut(jg), USNR	Two
223881	CORDRAY, Austin E.	Lieut(jg), USNR	Three
253682	QUINLAN, John W.	Lieut(jg), USNR	Five
199373	SCHLICHT, John M.	Lieut(jg), USN	Three
258456	CLARY, Everett B.	Lieut(jg), USNR	Three
390057	TAYLOR, Arnett B.	Ensign, USN	Two
389703	JONES, Roy K. II	Ensign, USN	One

<u>Ser. No.</u>	<u>Chief Petty Officers</u>	<u>Rate</u>	<u>Total Patrols Including This One</u>
228 27 74	ADAMS, Edward A.	CTM	Five
201 32 34	BROOKS, Charles (n)	CMoMM	Eight
300 12 45	CONNORS, Jack T.	CEM	Nine
616 77 75	EMMONS, Charles R.	GMoMM	Three
381 17 59	MERFELD, Marvin E.	CEM	Twelve
337 03 22	SCHMIDT, Fred H.	CMoMM	Eight
238 71 64	SMULLMAN, Ephriam R.	CPhM	Three
407 23 23	WELSH, Robert A.	ORM	Nine

15 July 1945 (1)
ALL TIMES ITEM (-9)

1405 Departed Subic Bay, P.I. for Third War Patrol.
 1548 Submerged to conduct Sound Training exercises with WOODSON (DE359).
 1629 Surfaced and went to maximum sustained speed to conduct search for downed aviators North of us.

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16 July 1945 (2)

Noon: Lat. 18-37 N Long. 117-13 E.

- 1620 Conducting search for downed aviators; running at four engine speed to give increased coverage.
Received message from aircraft: "Services Completed".
Set course for area at 3 engine speed.

17-21 July 1945 (3-7)

Enroute patrol area conducting training dives, drills, and school of the boat. Passed BLUEFISH, LIZZARDFISH and BLENNY enroute.

1200	17 July	Lat. 14-07 N	Long. 116-22 E.
1200	18 July	Lat. 12-16 N	Long. 113-18 E.
1200	19 July	Lat. 9-19 N	Long. 110-20 E.
1200	20 July	Lat. 5-08 N	Long. 107-37 E.
1200	21 July	Lat. 0-15 S	Long. 106-44 E.

22 July 1945 (8)

Noon: Lat. 4-19 S Long. 109-44 E.

- 0015 Commenced transit of Karimata Strait.
0845 Completed transit of Karimata Strait.
1431 Entered assigned patrol area.
1848 Went alongside two masted sail boat to investigate. Crew definitely natives and carrying no suspicious cargo.
2313 Set course to rendezvous with BOWFISH.

23 July 1945 (9)

Noon: Lat. 5-50 S Long. 113-31 E.

- 0222 Went close aboard BOWFISH and passed instructions via line throwing gun for patrol of area.
0236 Stood clear and set course towards Kangean Islands.
0900 Submerged for training of planesmen.
1210 Surfaced and resumed surface patrol.

24 July 1945 (10)

Noon: Lat. 7-43 S Long. 114-26 E.

- 0020 Passed East of GoaGoa Island. Set course towards Bali.
0415 Went close aboard HARDHEAD and passed instructions via line throwing gun, then stood clear.
0714 Submerged Southeast of Meinderts Reef Light.
1343 Sighted smoke and stack bearing 165° T.
1402 At 59 feet got ST radar range of 8,400 yards. Target identi-

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fied as a large fleet type ocean going tug, rounding Cape Sedano close inshore. Later sighted small diesel tug on large tug's bow. Targets too far inshore for torpedo attack.

- 1440 Made battle surface on target's quarter and opened fire with 5" at initial range of 5,000 yards. The target was maneuvering radically and we scored no hits until the range had closed to 3,500 yards. Whereupon both tugs beached themselves and abandoned ship. Closed range to 1,700 yards and made two runs parallel to beach at 7 knots, firing 5" gun at the large fleet tug which was built of steel, and firing the 40mm at the small diesel tug, which was made of wood. Got 46 hits with 5" in the large tug and 50 hits with 40mm in the small tug, setting both of them and the grass on the beach ablaze.
- 1522 Ceased firing having expended 113 rounds of 5" and 212 rounds of 40mm.
- 1540 Commenced maneuvering to pick up a prisoner.
- 1552 Picked up one volunteer Indonesian prisoner and set course to open out from beach at 4 engine speed. Just in time.
- 1557 Submerged on sighting plane coming in from direction of land. Stern planes jammed on hard rise and we came back up to 55 feet before catching boat and starting down again.
- 1559:02 One plane bomb close as we passed 70 feet on way down again; apparently dropped on our second swirl. Had this plane come out ten minutes earlier he could have caught us flat footed, backing and twisting.

COMMENT:

1. Tugs were observed to be still burning 4 hours later and beach fires 5 hours later. Consider small tug completely destroyed; and large tug damaged beyond salvage.
2. Close inshore it was necessary to keep close check on alertness of lookouts; as SD radar was blanked off by nearby mountains and hills, and consequently useless.
3. Obtained following information from prisoner:
 - (a) Two German submarines in Soerabaja manned by Japs have made short runs out of harbor. He did not know whether these were trial runs or anti-submarine runs.
 - (b) Very few Japs and very little shipping in Soerabaja.
 - (c) Tugs were on a grocery run to and from Gradjagan.
 - (d) There is a Jap Army camp near spot where tugs were beached. (He observed this camp while firing, two miles to the Westward).

25 July 1945 (11)

Noon: Lat. 7-10 S Long. 115-10 E.

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is West of us off of GoaGoa Island. HARDHEAD and STUBBORN are East of us.

- 1553 Sighted float plane bearing 270° T.
1600 JT sound picked up screws bearing 270° T.
1604 Sighted masts bearing 270° T, headed towards.
1607 Target zigged away to pass North of Komirian Island. Came to normal approach at 6 knots between looks; but unable to close. Least range 6,800 yards as target headed up to Kangoan Island and skirted its Southern Coast. The target was a converted 2 stack DM or APD. Target had apparently passed well South of the BOARFISH on a base course of about 090° T, then went North of us on a base course of 060° T, then out of sight on base course 100° T.
- 1825 Heard two distant explosions that sounded like torpedo hits.
2005 Surfaced and called HARDHEAD, CABRILLA, and HMS STUBBORN. Learned that STUBBORN had sunk target with two hits, as it passed Saibus Island.

26 July 1945 (12)

Noon: Lat. 6-21 S Long. 114-42 E.

Conducting surface patrol Northwest of Kangoan Island. Made 7 training dives during the day.

27 July 1945 (13)

Noon: Lat. 5-45 S Long. 112-24 E.

- 0040 Converted No. 4 F.B.T. into a ballast tank and submerged for 20 minutes to flush it out.
0716 Submerged and conducted submerged patrol Southwest of Bawoan Island. Working on Master Gyro which has been giving us trouble since start of patrol.
2014 Surfaced and set course Westward. Sent message to BRILL and CABRILLA requesting that they give us what 5" ammunition they have remaining when they depart their area.

28 July 1945 (14)

Noon: Lat. 5-39 S Long. 110-36 E.

Conducting surface patrol Northeast of Karinoo Islands. At dark headed East to patrol off Kangoan Islands.

29 July 1945 (15)

Noon: Lat. 6-36 S Long. 114-31 E.

- 1527 Conducting surface patrol Northwest of Kangoan Island.
2010 Submerged and closed Kangoan Island.
Surfaced and commenced patrol South of Komirian Island.

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30 July 1945 (16)

Noon: Lat. 6-19 S Long. 113-25 E.

Conducting surface patrol Northeast of Soerabaja. Sighted well over a hundred sailboats during the day. Normally we see about 20 to 40.

1430 Submerged North of Soerabaja, as we are ahead of schedule on our proposed plans.

1913 Surfaced and set course to close coast West of Soerabaja. Made radar sweep pass AmarAmar Cape during the evening.

31 July 1945 (17)

Noon: Lat. 6-00 S Long. 112-39 E.

0100 Converted No. 5 F.B.T. and submerged for twenty minutes to flush it out.

0723 Submerged South of Bawean Island.

2009 Surfaced. Received message from BRILL designating rendezvous point for ammunition transfer.

1 August 1945 (18)

Noon: Lat. 5-42 S Long. 112-18 E.

Conducting surface patrol North of Bawean Island.

0736 Made trim dive and surfaced 50 minutes later.

0855 Sighted probable periscope. Shifted patrol station Westward 20 miles.

2137 Set course to rendezvous with the BRILL.

2 August 1945 (19)

Noon: Lat. 5-17 S Long. 112-45 E.

0030 Maneuvering to receive ammunition from BRILL. Sea quite choppy. Both boats lying to in trough of sea, bows on, with CHUB maneuvering to maintain proper clearance. Using rubber boat with lines run from it to each submarine. Sea became so rough that only nine rounds were transferred in two trips, with two other rounds lost over the side. On third trip boat started leaking so attempt was abandoned. Net gain was 9 rounds of 5" ammunition.

0207 Stood clear of BRILL and set course Southeast. Conducting surface patrol during the day. Investigated one sailboat.

1850 Set course to head down towards Soerabaja.

3 August 1945 (20)

Noon: Lat. 6-57 S Long. 115-01 E.

Patrolling Northeast of Soerabaja.
Exchanged calls with HARDHEAD.

0452

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- 1050 Sighted shoal water ahead through high periscope. Identified as Karang Takat Reef. We are about 5 miles East of our DE position.
- 1115 Submerged West of Kangean Island.
- 2002 Surfaced Southwest of Kemirian Island. Exchanged plans with HARDHEAD, THOROUGH, TACTURN.

4 August 1945 (21)

Noon: Lat. 7-41 S Long. 114-19 E.

- 0711 Submerged off Heinderts Reef and closed the Java Coast. Made two runs past the large fleet tug that we had beached on the 24th of July. Made following observations:
1. Torpedo net stretched to seaward of tug.
 2. Salvage barge alongside tug inshore.
 3. Japs have commenced to camouflage the tug with grass and leaves.

The camouflage indicates that the operation will take some time. An immediate attack is considered unnecessary. Decided to pull out and make careful exact plans. The big boss has already congratulated us for destroying this tug, so cannot afford to let the Japs make a liar of us.

- 2000 Surfaced and stood clear to Eastward.

5 August 1945 (22)

Noon: Lat. 7-49 S Long. 114-30 E.

- 0705 Submerged off Heinderts Reef. During day made careful examination of beached tug and the adjacent shore line.

OBSERVATIONS

1. Tug is short distance off shore almost parallel to the beach and listed slightly to port. It has been partially deceptively camouflaged. A wire hawser extends from bow of tug to a tree on the beach.
2. The torpedo net extends from shore out to seaward, parallel to port side of tug but does not enclose the stern of the tug. The buoys have been camouflaged to resemble a grass fence.
3. Salvage barge alongside inshore has been partially camouflaged and protrudes slightly astern of the tug.
4. Considerable activity on the beach. Apparently Japs and natives gathering grass for camouflage.
5. Observed several neat rows of rectangular huts 2 miles Westward which Indonese says is a Jap observation post.

6. Fathometer shows good deep water within 1,500 yards of the shore.

PLAN OF ACTION

1. Will surface 15 or 20 minutes before sunset; at which time the probability of an air patrol should be the least and the element of surprise greatest.
2. Will surface on the batteries, trimmed down, and outside 2,000 yards, with fathometer going steady.
3. Will make initial, exploratory attack with 40mm only; keeping other gun crews standing by below. Thus we will have minimum personnel topside in case of a trap, and other guns can be manned quickly when wanted.
4. Plan to destroy barge and discourage any resistance by gunfire. Will then move in close and sink some of the torpedo net buoys. Next plan to finish off beached tug with a torpedo.

1850 Manned stations for Battle Surface. During past half hour have observed about one dozen people go ashore and walk up the beach.

1903 Surfaced and opened fire with the 40mm at 2,200 yards. Observed numerous people jump into water and swim for shore. Closed in to 700 yards from the barge, at which point we killed our headway; as we were encountering intermittent but inaccurate small arms fire. Fired 100 rounds of 40mm for approximately 90 hits in the salvage barge, making a smouldering wreck of it.

1916 In position 350 yards from beach and behind the line of the torpedo net buoys. Fired one torpedo on 160 port track, 720 yard torpedo run. The torpedo hit aft with a terrific blast and blew one engine up on deck.

Started swinging left to open out, believing our work done. Called up 20mm crew for anti-personnel coverage during turn away. As the smoke cleared away we found that the blast of the torpedo had done several things:

1. Cleared away most of the camouflage.
2. Completed the sinking of the wooden salvage barge.
3. Jarred loose another tug which had been moored forward of the barge and hidden by camouflage, probably the source of the small arms fire. As the second tug drifted out into view it was seen to be of medium size and steel construction (about 200 tons).

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Made circle to the left and opened fire with the 40mm. Closed tug to 500 yards and fired one electric torpedo which went to left, due to fire control error, and skidded high and dry onto the beach, stopping just short of a tree. Backed out 500 yards and fired a second torpedo, which breached and then sank after a 15 second run.

Meanwhile we were still firing 40mm into the tug for 100 percent hits. Small arms return fire now coming from the beach to the left of the fleet tug. Called up the 5" gun crew to finish off the second tug.

Twisted around broadside to the tug to bring all guns to bear at 600 yards. The 20mm sprayed ammunition wildly. The 5" gun fired our last 16 rounds for 14 hits (misses due to smoke obscuring target). The 40mm completed firing a total of 90 rounds into this second tug without a miss. The impact of the shells drove the tug to the beach where it settled to the bottom, completely demolished topside.

1950 Secured guns, tubes, and fathometer. Pumped up and stood clear at 4 engine speed, as this area becomes a blind bombing zone at 2100 and we have 25 miles to go to be clear.

We are positive that all three targets are completely destroyed. The only things the Japs can salvage are their anti-torpedo net and one of our torpedoes, which unfortunately beached. No attempt was made to destroy the beached torpedo due to insufficient light remaining.

The large fleet tug has been identified by P.O.W. as the Ex-Dutch "GINAH" (725 tons) built in 1940. It is an exact likeness of the British ST-ABES Class (820 tons). Computations based on comparative dimensions and draft give a tonnage of 725 for the GINAH.

6 August 1945 (23)

Noon: Lat. 7-05 S Long. 117-07 E.

0238 Set course Eastward at 3 engine speed to search for lugger reported by HARDHEAD and TACITURN.
0712 Submerged for 20 minutes to flush out No. 5 F.B.T.
1232 Surfaced and exchanged calls with CALMAN.
1500 Abandoned search and set course to return to own area. Believe CALMAN must have gotten the lugger.

7 August 1945 (24)

Noon: Lat. 7-50 S Long. 115-30 E.

Patrolling surface South of Kangean Island.

- 0822 C.O. heard aircraft and looked aft and up to see float plane coming in fast from astern, almost overhead. Clear the bridge!!! J.O.O.D., who had been absorbed in verifying a possible ship contact aft looked up to see a black shiny bomb headed his way. This bomb and one other cleared the sheers by a narrow margin and landed close aboard to starboard. Both splashes were observed by O.O.D. and one lookout. These two bombs were close enough that people below heard the splash before the bombs detonated. Explosion of the bombs gave us quite a jolt as the bridge watch came down the hatch two at a time.
- 0823 One bomb close aboard as we passed 55 feet.
- 0823:40 One bomb close aboard as we passed 100 feet.

COMMENT

1. At the time we were caught flat footed the bridge watch consisted of an O.O.D. fwd, J.O.O.D. aft, 2 forward lookouts, 2 after lookouts, and a sun lookout. In addition the C.O. was on the bridge for a breath of air.
2. SJ radar was manned and sweeping with no contact. SD radar was being keyed at one minute intervals with no contact. High periscope watch was manned.
3. It is felt the J.O.O.D. aft was primarily responsible, through allowing his attention to be absorbed in verification of a possible ship contact, instead of directing the high periscope to verify it.
4. There is no explanation for the fact that neither SD nor SJ made contact on the plane at any time during its approach.
5. During this emergency the quick thinking and acting of three men probably saved the ship and is worthy of high commendation. In the rush of clearing the bridge the O.O.D. had forgotten to sound the diving alarm. BROOKS, Charles, CMoT, USN, on the hydraulic manifold grasped the situation, assumed the diving alarm to be out, opened all vents and shut the main induction while engines were still running. BRUNNER, Paul R., MoTtC, USN, and OLSON, Eric H., MoTtC, USN, throttlemen in the engine rooms, on hearing the first two bombs, stood by their throttles immediately and watched the induction light. When the induction light snapped to shut, they stopped and secured their engines immediately.
6. Damage from this bombing was surprisingly minor, principal items being the gyro and the SJ radar. These were repaired during the day.
7. Believe that enemy planes in the future will have a difficult time slipping in on our lookouts. Experience is a great teacher, but at times it's a hectic way to learn.

0837 Returned to periscope depth to see if plane was air coverage

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for a torpedo target. Thought at least the escorts might come our way. Numerous sweeps revealed nothing but the plane which hung around closely for over an hour.

- 1143 Surfaced and notified COD that this spot was not satisfactory for daytime transfer of ammunition (scheduled for 1500).
1302 Submerged after arranging night rendezvous with COD.
1400 Raised periscope and sighted float plane. He was full field in low power. Lowered periscope.
1807 Surfaced and headed for rendezvous.
2110 Went close aboard COD and received 35 rounds of 5" and 48 rounds of 40mm; passed by Breeches buoy in a most efficient manner. Also exchanged nine movies and received a can of baking powder.
2230 Parted company with COD.

8 August 1945 (25)

Noon: Lat. 8-01 S Long. 115-13 E.

- 0705 Submerged and patrolled off North Bali coast.
1957 Surfaced.

9 August 1945 (26)

Noon: Lat. 7-54 S Long. 114-31 E.

- 0706 Submerged off Meinderts Reef and closed Cape Sedano.
1146 Sighted masts and bridge bearing 000° T headed South along coast. Examined and tracked this target for over half an hour, having difficulty deciding what he was with foggy periscope against the land background. His antics were those of a patrol vessel; but thought several times that he might be a small coastal vessel.
1220 Manned stations for Battle Surface.
1229 ST radar gives range of 2,200 yards.
1230 Surfaced and opened fire with 5" and 40mm. Received return fire from the target. Both of us far short and giving the intervening water a rough going over.

Soon found by SJ that the range to the target was 4,500 yards instead of 2,200 yards. With clear binoculars saw that he was a Sub Chaser (SC51 class) instead of a smaller craft. (Radar had given a range to nearest land instead of target before surfacing).

Fortunately our 5" and 40mm got on quickly and scored a few hits, silencing his return fire except for small arms or machine gun. Target was maneuvering radically, and very difficult to hit.

Closed range at 4 engine speed to 2,800 yards, at which

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point target headed towards us. We swung out to keep range open and our guns began to really pound him, causing him to change his mind and start a turn away. Several good hits caught him as he was broadside to and he sank quickly, leaving only his bridge superstructure and his flag showing where he settled on an off shore reef.

- 1245 Secured from battle stations.
1250 Submerged and resumed patrol.
- 1800 Closed reef to 1,000 yards and examined sunken target. The following parts projected above the water.
1. One 40mm gun mounted well forward and very similar to our own.
 2. One 20mm gun mounted just forward of bridge.
 3. Top of bridge, mast, and a few other miscellaneous items of superstructure.
 4. Flag mast projecting out of the water, from which the Japanese colors waved briskly in the breeze.
- 1947 Surfaced and closed reef in a fruitless effort to obtain the flag. Had planned to approach reef from windward with decks awash and let rubber boat out on a long line. Unfortunately the wind was strong and the sea choppy. At 700 yards from the sunken Sub Chaser our fathometer stopped registering. People forward reported that they believed we had struck bottom twice. We could keep our stern into the wind, but the current began to set us into the beach, until we were 560 yards offshore.
- 2105 Decided that one craft on this small reef is enough. No use getting the flag if we cannot take it away. Started twisting and backing until clear.
- 2115 Set course to open out from the coast.
2230 Sent message to BUMPER requesting ammunition.

Note: Had the C.O. known before surfacing that the target mounted a 40mm and a 20mm, he would have let the target go by.

10 August 1945 (27)

Moons: Lat. 7-46 S Long. 114-45 E.

- 0230 Made rendezvous with BUMPER.
0305 BUMPER dashed off to investigate radar contact which turned out to be a sailboat.
0314 Crankcase explosion. Slowed to one engine speed. Notified BUMPER that British TACITURN and THOROUGH were in this area.
0500 Went close aboard BUMPER and received 10 rounds of 5" and 16 rounds of 40mm ammunition via rubber boat.
0712 Submerged on sighting fighter plane.
1947 Surfaced.

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11 August 1945 (28)

Moan: Lat. 8-36 S Long. 115-42 E.

- 0650 Submerged Northeast of Bali Island and commenced submerged transit of Lombok Strait.
- 1117 Sighted large Sea Truck towed by small tug and escorted by a small Picket Boat, South of us and headed Eastward across Lombok Strait.
- 1145 Manned stations for Battle Surface and ordered 40mm to keep Picket Boat under fire while 5" worked on the Sea Truck.
- 1203 Surfaced and opened fire at 4,200 yards and closed range to 2,200 yards on 3 engines.

The 40mm jammed on first loading and the Picket Boat headed towards us firing small arms until the 40 finally started working and made things too hot for him. About 60 rounds of 40mm were fired at this small elusive craft for 5 hits, starting one fire which was extinguished. The Picket Boat was only slightly damaged but thoroughly discouraged from interference.

The 5" gun fired 13 rounds for 4 hits in the Sea Truck and the 40mm added 4 hits, leaving the Sea Truck listed towards about 30 degrees and sinking.

- 1221 Commenced firing our last few rounds of 40mm at the tug which had slipped the tow and is headed away.
- 1223 Lookout sighted plane which disappeared in cloud bank. Have 5 rounds of 40mm remaining and ordered them fired before diving.
- 1224 O.O.D. sighted plane again coming out of clouds and headed towards. Cleared bridge and submerged immediately, leaving two unfired rounds in the 40mm gun.
- 1250 Returned to periscope depth and observed Sea Truck listed to port 60 degrees, trailing an oil slick and with approximately 100 oil drums floating in the vicinity.
- 1320 Sea Truck now lying almost on its side, 75 degree angle, with very little freeboard, and drifting through strait to seaward.
- 1330 Sighted 2 engine bomber, full field in low power, banking towards. During the ensuing two hours either the bomber, or a fighter, or an obsolete land biplane was in sight on every look, covering our area thoroughly, and preventing further observation of the Sea Truck.

The Sea Truck is considered sunk or destroyed. Even if the unsalvageable hulk had continued to float for several hours, it would have drifted through the strait and out to sea with the strong southerly current prevailing in the strait.

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13 August 1945 (30)

Noon: Lat. 08-41 S Long. 114-21 E.

- 0136 Entered Gradjagan Bay and commenced visual and radar search for anchored targets.
- 0310 Stood clear, having found the bay empty.
- 0707 Submerged and conducted close inshore patrol off Gradjagan Bay and Cape Bantenan during day.
- 1921 Surfaced and set course for Fremantle in accordance with operation order. Sent serial 4 to ComTaskFor SEVENTH ONE.

14 August 1945 (31)

Noon: Lat. 12-51 S Long. 115-01 E.

15 August 1945 (32)

Noon: Lat. 18-47 S Long. 113-31 E.

Received welcome news of Japanese surrender.

16 August 1945 (33)

Noon: Lat. 25-14 S Long. 112-30 E.

- 1340 Stopped for half an hour and jumped out No. 4 main motor, due to sparking.

17 August 1945 (34)

Noon: Lat. 30-42 S Long. 114-36 E.

- 0016 Stopped for half an hour and jumped out No. 3 main motor, due to sparking.
- 1920 Arrived Fremantle, West Australia.

(C) WEATHER

Enroute area the sky was overcast the entire time. However, while in area, the weather encountered was as per Sailing Directions mild and clear.

(D) TIDAL INFORMATION

Currents held closely to those indicated on various H.O. charts and Sailing Directions. A current of 1.5 knots, 100° T set was experienced off Cape Bantenan on the S.E. coast of Java, a current of 4 knots, 180° T set, in Lombok Strait.

(E) NAVIGATIONAL AIDS

No Comments.

(F) SHIP CONTACTS

No.	Time Date	Lat. Long.	Type(s)	Initial Range	Est. Course Speed	How con- tacted	Remarks
1.	1343I 7-24	7-46 S 114-21 E	1. Fleet Tug 2. Small Diesel Tug	10,000 yds	300° T 7 kts	Periscope	Destroyed both by Gunfire
2.	1600I 7-25	7-05.5 S 115-13 E	1. Converted DM	12,000 yds	090° T 13 kts	JF Sound	Could not close
3.	1905I 8-5	7-46 S 114-24 E	1. Fleet Tug 2. Barge 3. Small Tug	2,800 yds	On beach	Periscope	See Nar- rative
4.	1115I 8-9	7-52.5 S 114-28.5E	1. Sub Chaser	8,000 yds	150° T 8 kts	Periscope	Sunk by Gunfire
5.	1117I 8-11	8-33.6 S 115-46 E	1. Sea Truck 2. Tug 3. Picket Boat	6,000 yds	090° T 5.5 kts	JF Sound	Sunk Sea Truck by Gunfire. Damaged Picket Boat.

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ADDITIONAL INFORMATION FOR TARGETS PICKED UP BY SOUND

<u>No.</u>	<u>Depth Water</u>	<u>S/M Speed</u>	<u>Keel Depth</u>	<u>Rel. Bearing</u>	<u>Sound Equip.</u>	<u>Other Equip. In Use</u>	<u>Frequency</u>
2.	50 F	2.5 kts	66'	225°	JP	QB	17.5 Kcs.
5.	600 F	2.5 kts	66'	10°	JP	QB	17.5 Kcs.

(G) AIRCRAFT CONTACTS

Current trends are discussed under Anti-Submarine measures.
No new types were encountered.

AIRCRAFT CONTACT NO. 4
CHUB 3RD WAR PATROL

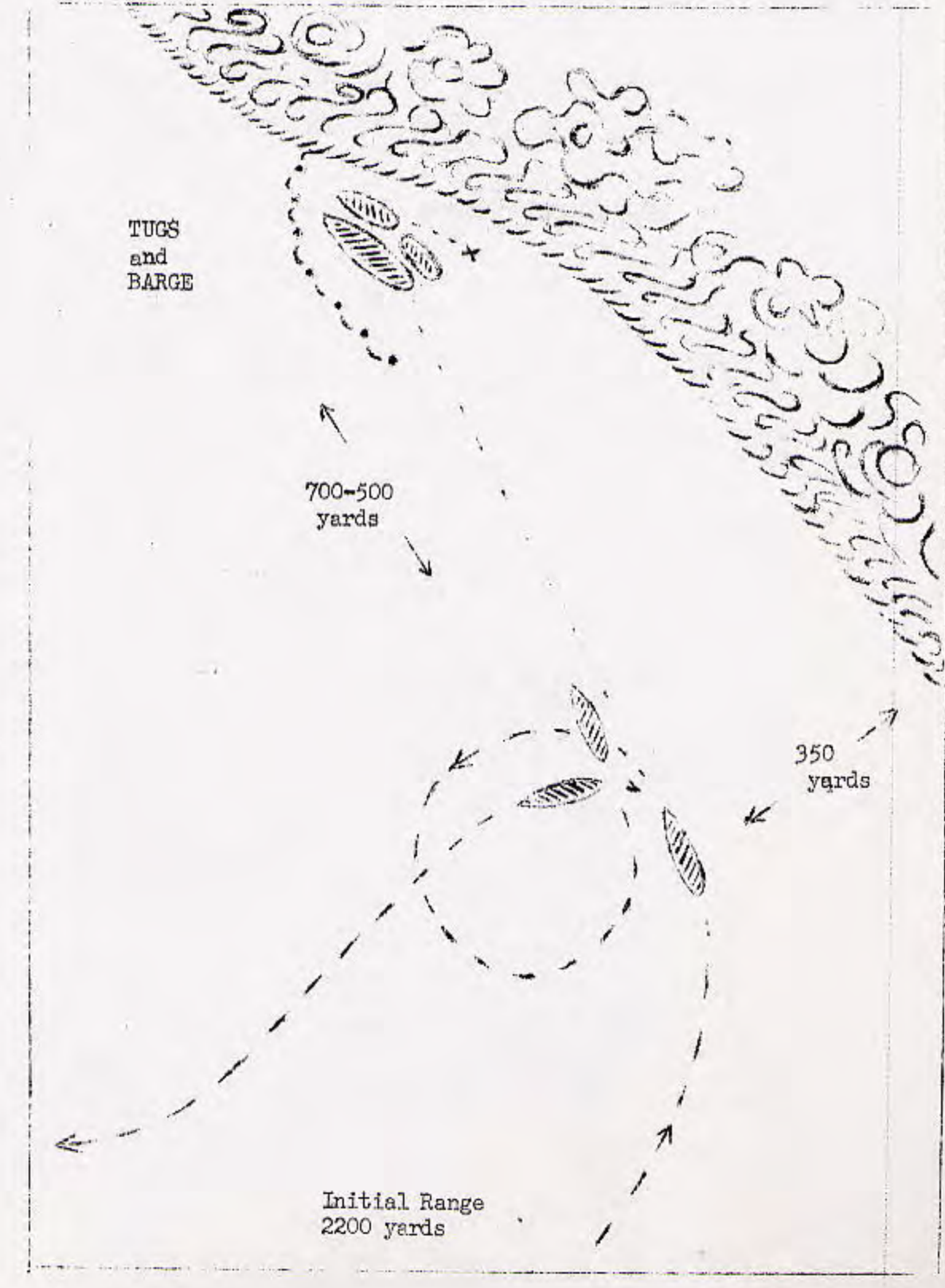


TUGS
and
BARGE

700-500
yards

350
yards

Initial Range
2200 yards



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(K) ATTACK DATA

U.S.S. CHUB (SS 329) TORPEDO ATTACK NO. 1 A PATROL NO. 3

Time 1916 Date 5 Aug. 1945 Lat. 7-46 S Long. 114-24 E.

Target Data - Damage Inflicted

Description: Fleet tug with heavy stack, two masts, high bridge and forecastle. Ex-Dutch "GINAH" (725 tons), beached and camouflaged with torpedo net to seaward. A salvage barge and another tug alongside inshore. The fleet tug had been previously damaged and left ablaze with 46 hits by CHUB 5" gun.

Ships Sunk or Destroyed: One fleet type ocean going tug. 725 tons.

Ships Damaged: One salvage barge (100 tons), wooden construction. One medium tug (200 tons), steel construction. (Note: Final destruction above 2 vessels by gun attacks 2 and 3).

Damage Determined by: Torpedo hit aft with terrific explosion, blasting hole up through after section of ship, leaving one engine visible topside. Ship listed a few more degrees to port with no apparent change in draft. Having been previously damaged and burned out by 46 hits from 5" gun, this target is considered completely destroyed. The medium tug and the salvage barge were damaged by shock of explosion.

Target Draft 13'* Course 160 Speed 0 Range 750 (at firing).
(*Normal draft - P.O.T.)

Own Ship Data

Speed 0 Course 172 Depth Surface Angle 0

Fire Control and Torpedo Data

Type Attack: Day surface attack. Periscope bearings and radar ranges. One Mk 18 fired from tube No. 4. Large track accepted in order to fire behind torpedo net. Torpedo did not breach.

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U.S.S. CHUB (SS 329) TORPEDO ATTACK NO. 1B-1C PATROL NO. 3

Time 1929 Date 5 Aug. 1945 Lat. 7-46 S Long. 111-24 E.

Target Data - Damage Inflicted

Description: Medium tug, steel construction, 200 tons. Had been tied up alongside tug of torpedo attack 1A and hidden by camouflage. Torpedo explosion had jarred it out to seaward with consequent damage.

Ships Sunk: None.

Ships Damaged: None.

Damage Determined by:

Target Draft 8' Course 150 Speed 0 Range 500-600

Own Ship Data

Speed 0 Course 192
182 1/2 Depth Surface Angle 0

Fire Control and Torpedo Data

Type Attack: Day surface attack. Periscope bearings and radar ranges. Two Mk 18 torpedoes were fired. First torpedo missed to left, due to fire control error and ran up onto the beach. The second broached then sank after about a 15 second run. (It may have gone erratic and been caught in torpedo net).

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TORPEDO ATTACK NO. 1

	A.	B.	C.
Tubes Fired	No. <u>4</u>	No. <u>3</u>	No. <u>1</u>
Track Angle	160 P	150 P	150 P
Gyro Angle	007.5	347.5	357.5
Depth Set	2	2	2
Speed Used	27.5	27.5	27.5
Hit or Miss	Hit	Miss	Miss
Erratic	No	No	Yes
Mark Torpedo	18-2	18-1	18-1
Serial No.	58191	54130	55539
Mark Exploder	8-7	8-5	8-5
Serial No.	16445	11114	8998
Actuation Set	Contact	Contact	Contact
Mark Warhead	18-2	18-2	18-2
Serial No.	5431	5396	5244
Explosive	Torpex 2	Torpex 2	Torpex 2
Firing Interval			
Type Spread	None	Single Shots	
Length of Run	720 yds	500 yds	600 yds
Duration of Run	43 sec.		
Sea Conditions	Choppy*	Choppy	Choppy
Electrolyte Temp.	83	83	83
Injection Temp.	82	82	82
Overhaul Activity	U.S.S. HOWARD W. GILMORE (AS-16).		

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U.S.S. CHUB (SS 329) GUN ATTACK NO. 1 PATROL NO. 3
Time 1440 Date 24 July 1945 Lat. 7-46 S Long. 114-24 E.

Target Data - Damage Inflicted

Sunk or Destroyed: One Diesel tug, 100 tons, wooden construction.

Damaged or Probably Destroyed: One fleet type tug, 725 tons, Ex-Dutch "GINAH". Steel construction. Identified by P.O.W. (Destruction of this tug completed by torpedo attack No.1).

Damage Determined By: Observed 46 hits from 5" gun in large fleet tug and 50 hits from 40mm gun in the small Diesel tug. The small tug blazed briskly for 4 hours. The large tug blazed and smoldered intermittently for four hours. The small tug, being of wooden construction, is considered completely destroyed by fire. The large tug is considered heavily damaged by shell hits and by fire.

Details of Action

Made battle surface on target's quarter and opened fire with 5" gun at initial range of 5,000 yards. Target maneuvered radically and we scored no hits until the range had closed to 3,500 yards; whereupon both tugs beached themselves and abandoned ship. Closed range to 1,700 yards and made two runs parallel to the beach at 7 knots, firing the 5" gun at the large fleet tug which was built of steel, and firing the 40mm at the small Diesel tug, which was made of wood. Scored 46 hits with 5" gun in the large tug and 50 hits with 40mm in the small tug; leaving them both ablaze before being forced down by a plane. While submerged observed fires for 4 hours before surfacing.

Expended: 113 rounds 5" for 46 hits, 212 rounds 40mm for 50 hits.
Fire Control: Periscope spotting for 5". Local spotting for 40mm.
Note: One misfire and one premature on 5" gun.

U.S.S. CHUB (SS 329) GUN ATTACK NO. 2 PATROL NO. 3
Time 1903 Date 5 Aug. 1945 Lat. 7-46 S Long. 114-24 E.

Target Data - Damage Inflicted

Sunk or Destroyed: One salvage barge, rounded stern, large deck house aft, freshly painted, wooden construction. C.O.'s best estimate 100 tons.

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Determined Observed approximately 90 hits from 40mm gun, setting
Damage by: barge on fire and demolishing its topside. Later the
barge was observed to sink.

Details of Action

The salvage barge was tied up alongside of beached fleet tug with stern protruding aft. Surfaced and opened fire with 40mm at 2,200 yards, local control and spotting. Fired 100 rounds for approximately 90 hits in the barge, setting the barge afire, demolishing the topside, and starting it to sink. Torpedo attacks Nos. 1A, 1B, 1C, followed, during which time the barge sank.

U.S.S. CHUB (SS 329) GUN ATTACK NO. 3 PATROL NO. 3

Time 1935 Date 5 Aug. 1945 Lat. 7-46 S Long. 111-24 E.

Target Data - Damage Inflicted

Sunk or Destroyed: One medium sized tug, steel construction. C.O.'s best estimate 200 tons.

Determined Observed 14 hits with 5" gun and 90 hits with 40mm gun
Damage by: in this tug. Observed tug settle to the bottom, heavily
battered and smouldering topside.

Details of Action

This tug had been moored alongside the beached fleet tug and hidden by camouflage. The explosion of the torpedo hit in the fleet tug had jacked this tug loose from its moorings and into open view. Two torpedoes were fired at this second tug with negative results, due to fire control error and erratic performance. The submarine was then twisted around broadside to the tug at 600 yards to bring all guns to bear. Fired 16 rounds of 5" for 14 hits in the tug. Misses were due to smoke obscuring the target. Fired 90 rounds of 40mm for 100 percent hits in the tug. The impact of the shells drove the tug towards the beach where it was observed to settle to the bottom, heavily demolished topside. Had one loading jam in the 40mm gun. Fired 164 rounds of 20mm for anti-personnel coverage.

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U.S.S. CHUB (SS 329) GUN ATTACK NO. 4 PATROL NO. 3

Time 1230 Date 9 Aug. 1945 Lat. 7-52.5 S Long. 114-28 E.

Target Data - Damage Inflicted

Sunk: One Sub Chaser (SC51 Class), 170 tons, armed with 40mm, 20mm, and depth charges.

Determined Observed target sink.
Damage by:

Details of Action

Surfaced and opened fire with 40mm and 5" at range of 4,500 yards. Received 40mm return fire from target until we scored our first hits. Received only small arms return fire thereafter. Target was maneuvering radically and difficult to hit. Closed range on 4 engines to 2,500 yards. Target headed towards but 5" and 40mm began to really batter him as he headed in, changing his mind and forcing him to turn away again. Several good hits caught him when he was broadside to and he sank quickly in shoal water leaving only the following parts showing above water: Top of bridge, 40mm and 20mm guns, miscellaneous superstructure aft of bridge, foremast, and mainmast with flag waving briskly in the breeze. Expended 29 rounds 5" for 6 hits, and 49 rounds 40mm for 12 hits.

U.S.S. CHUB (SS 329) GUN ATTACK NO. 5 PATROL NO. 3

Time 1203 Date 11 Aug 1945 Lat. 8-33.6 S Long. 115-46 E.

Target Data - Damage Inflicted

Sunk: One Sea Truck, 200 tons (C.O.'s best estimate).

Damaged: One Picket Boat escort armed only with machine guns, small arms, and depth charges. 75 tons (C.O.'s best estimate).

Determined Observed 4 hits from 5" and 4 hits from 40mm in Sea
Damage by: Truck leaving it in a sinking condition listed 75 degrees to port with very little freeboard. Observed 5 hits from 40mm in the Picket Boat, starting one fire which was extinguished.

Details of Action

Target group consisted of a large Sea Truck, towed by a small tug, and escorted by a Picket Boat. Surfaced and opened fire at 4,200 yards; firing 5" at the Sea Truck and 40mm at the Picket Boat. The 40mm jammed on first loading and the Picket Boat headed towards, firing small arms, until 40mm finally got to working and hit him. Five hits from 60 rounds of 40mm did little damage to Picket Boat but did drive him off. Closed range to 2,200 yards on the Sea Truck. The 5" fired a total of 13 rounds for 4 hits in the Sea Truck and the 40mm added 4 more, leaving it in a sinking condition. Fired last few rounds of 40mm at the tug, which had cut his tow, before being forced down by a plane. No hits in the tug. Total 40mm expended, 75 rounds for 9 hits. The 40mm scored only a small percentage of hits; but it accomplished the purpose intended - that of keeping the Picket Boat at a safe range, while the 5" worked on the Sea Truck. Low percentage of 5" hits is explained by loss of communications between periscope and gun.

(I) MINES

None Encountered.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS

Float plane air patrol and float plane coverage for shipping is the principal anti-submarine measure employed and also the most effective. Float plane air patrols are occasionally supplemented by 2 engine bombers, fighters, and obsolete land planes with fixed landing gear. In areas where submarine attack may be expected, shipping will normally have air coverage and surface escorts.

Based on observations from two patrols in the Java Sea, it is believed that air patrols when not escorting, normally come out around 0730 to 0900 in the morning and returns to base around 1100 to 1130 for lunch. They come out again around 1330 and return to base around 1630. This schedule varies and should be considered only a rough guide of what to expect. When flying air coverage for shipping the planes normally stay with the ships throughout daylight, apparently being relieved by another plane when necessary to return to base.

The Submarine Chaser we sank on 9 August off Cape Sedano appeared to be on anti-submarine patrol. It is quite probable that he was looking for us; as he was contacted only a few miles from the point where we had destroyed the three tugs and the salvage barge.

When sighted he was rounding Cape Sedano at good speed, but on arrival in our vicinity he slowed to bare steerage way.

Unfortunately for him, a combination of foggy periscopes, land background, and an inaccurate ST radar range led to his being mistaken for a smaller target at half the actual range. If this Sub Chaser was actually in search of the CHUB, the survivors are entitled to file an honorable report of success.

(K) MAJOR DEFECTS AND DAMAGE

HULL AND MACHINERY

The only major casualty to occur was the failure of the Kleinschmidt Vapor Compressor Evaporators to distill battery water from sea water during the entire patrol and finally the failure to make fresh water under normal operating procedure.

The evaporators have now approximately 1600 hours of operation, with the original set of tube coils. They have been flushed with acid three times, the first time being before this vessel's first patrol, the second time during the refit after the first patrol and the third time during the refit after the second patrol.

During this vessel's second patrol the pressure on the stills showed a sudden increase after approximately 100 hours of operation. This continued until the number 1 unit had to be secured entirely. During the refit new coils were asked for but were not received. Meanwhile they were flushed with acid and inspected. The water was tested and was found to be satisfactory for battery water, but five days after the start of the patrol the evaporators would not make battery water from sea water. So fresh water had to be redistilled, thus increasing the consumption of fresh water and over loading the units. The pressure on both units continued to rise until the prospect of tearing the number 2 unit down at sea and sealing the tube coils arose, but by trying every method of operation it was finally kept operating by keeping the by-pass slightly cracked. This cut down on its capacity but saved us the necessity of overhauling the unit at sea.

It is requested that new tube coils be installed during the refit.

ORDNANCE AND GUNNERY:

No major defects or damage.

(L) RADIO

DEFECTS:

None Noted.

RECEPTION, TRANSMISSIONS AND REMARKS:

Reception of NPT1 was good throughout patrol. The frequencies used while in area north of Java were 4370 Kcs. and 9250 Kcs. For the two days off the South coast of Java it was necessary to change to 12630 Kcs; the other two being very weak.

The lifeguard frequency of 4475 Kcs. was guarded during search for downed aviators with good results using CW transmission.

VHF communication was good with surface ships and planes during final training period and search for aviators, planes contacted as far as 15 miles. Reception of other submarine's transmissions during rendezvous was very poor being undependable at ranges greater than 1,000 yards. The other submarine could hear us and sometimes his transmission was picked up on our APR at ranges greater than 1,000 yards. The fault must be in our receiver.

The WOLFAC frequencies were guarded continuously in area with good results.

Four ship to shore transmissions were made during the patrol. The first and third were received for by NPT1 on 4235 Kcs, the second and fourth by VHF on 4235 Kcs.

(M) RADAR

MODEL SJ-1

OPERATION:

The operation of the SJ during this patrol was very good with normal maximum ranges obtained.

In one instance, however, two enemy light patrol planes got in close enough to bomb the CHUE on the surface with no contact on the SJ or the SD. Both of these equipments were known to be in normal operating condition at the time and no explanation can be offered for this failure. Experienced operators were manning both equipments.

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It is possible the planes were in that sector aft in which the SJ is blanked by the SD mast or possibly the operator was just not on his toes.

MATERIAL AND MAINTAINANCE:

During this patrol the SJ was secured during daylight whenever visibility conditions permitted. This allowed the equipment to cool (in this installation the gear is too hot to touch after 36 hours operation) and also allowed time for a system of thorough routine maintainance. It is believed that the excellent material performance of the SJ with only 15 minutes lost operation is a result of this system.

Normal tube replacements were made. All but one of which was found during the times when the equipment was secured.

During a close bombing the Transmitter and Regulated Rectifier went out due to tube failures. The lower (1 & 2) collector rings on the Feeder Unit were jolted together and forced against the feeder base. These put the Range Indicator lobe separation unit out of commission but it wasn't considered advisable to remove the Feeder Unit to effect the necessary repairs.

RADAR SD-5

The performance of the SD was good and normal ranges were obtained. It is believed that the planes mentioned under SJ were too low to be picked up by SD.

The SD was keyed at one minute intervals while on the surface.

MATERIAL TROUBLES:

Shorted 80L4's in transmitter. No sweeps on indicator - shorted synch pulse cable. Intermittent sweeps on Indicator - broken sweep generator lead on range selector switch.

RADAR ST:

The operation of the ST was very satisfactory, and gave very little trouble. Ranges of 24,000 yards were obtained on 1,500 foot land with a three foot exposure.

A little trouble was experienced with the B.O. tuning drifting but this was checked often and crystal current readjusted.

The only material troubles were a bad crystal and broken wave guide window. The broken window does not seem to affect the ranges obtainable.

Some means should be provided for readily replacing these windows and they should be of thicker, less fragile material.

(N) SONAR GEAR AND SOUND CONDITIONS

The performance of all sound equipment was satisfactory and material troubles were few.

The JT in one instance of tracking gave bearings apparently 10 degrees off from the periscope. The equipment checks normal on the topside test oscillator but will be given a thorough check during refit.

A hydraulic knock developed in the QB sound shaft during the latter part of the patrol.

(O) DENSITY LAYERS

The BT cards showed consistent isothermal water throughout the area. In and around Lombok Straits the usual shifting and unpredictable gradients and temperatures were noted.

The familiar Java fish noises were frequent ranging from base to soprano and heavy slow tankers to fast speedboats.

(P) HEALTH, FOOD, AND HABITABILITY

HEALTH:

The health of the crew as a whole was excellent. There were no communicable diseases during the run.

FOOD:

The food was of good quality, ample in quantity and well prepared.

HABITABILITY:

The habitability throughout the entire patrol was excellent.

(Q) PERSONNEL

(a) Number of men detached after previous patrol.....	19
(b) Number of men on board during patrol.....	80
(c) Number of men qualified at start of patrol.....	56
(d) Number of men qualified at end of patrol.....	71
(e) Number of men unqualified making first patrol.....	14

The performance of both officers and enlisted men during the patrol was excellent.

It has been noted that the big weakness amongst new men reporting aboard after each refit is their lack of schooling as helmsmen. Apparently they are not given any instructions in this phase at the Submarine School as they have no idea of the terminology or what the job consists of.

(R) MILES SURVEILED - FUEL USED

Base to area	988 miles	14,465 gallons
In area	5858 miles	71,492 gallons
Area to base	1487 miles	23,470 gallons

(S) DURATION

Days enroute to area.....	3
Days in area.....	26
Days enroute to base.....	5
Days submerged.....	14

(T) FACTORS OF ENDURANCE REMAINING

<u>TOPPEDOES</u>	<u>FUEL</u>	<u>PROVISIONS</u>	<u>PERSONNEL FACTOR</u>
19 & 3	8,200 gals	20	14

Limiting factor this patrol: Terminated by operation order.

(U) COMMUNICATION, RADAR, AND SONAR COUNTERMEASURES

COMMUNICATION COUNTERMEASURES:

There was some enemy interference on the WOLFFLC frequencies

but none of it was effective in jamming the signal.

No enemy signals were intercepted.

RADAR COUNTERMEASURES:

None Encountered.

SONAR COUNTERMEASURES:

None Encountered.

(V) REPAIRS

The directives of Commander Submarines, SEVENTH FLEET confidential letter W224-71/113-1 Serial 0243 of 2 February 1945 have been complied with.

The end of this patrol leaves us all groping around in the dark. The news of the Japanese surrender came as a most welcome surprise to all hands. After almost four years of war the idea of peaceful pursuits and peace time training seems rather strange. We all look forward to the future with the utmost curiosity. The Commanding Officer is all set for the first step forward. He will go over to a certain house in Perth and pick up a couple of suits of civilian clothes that he left there in 1942; at a time when there was no room for them on a submarine, and such clothes looked to be out of fashion for a long time to come.

ADDITIONAL MATERIAL DEFECTS

While enroute Fremantle heavy sparking developed in Number 3 and 4 main motors. Analysis indicates that the close bombing of 7 August had probably loosened the brush rigging assemblies; but the trouble did not show up until heavy seas were encountered while enroute Fremantle. Four engine speed was used in smooth seas with no indications of trouble for two days. During the evening of the 15th the sea became rough and No. 4 motor began to spark slightly. The sparking on this motor remained about the same for about 12 hours, then began to increase. At 1340 the 15th No. 4 motor was jumped out to prevent possible damage. By midnight of the 16th No. 3 motor had started to spark in a manner similar to No. 4. This motor was also jumped out and propulsion continued on Nos. 1 and 2 motors. All running done on the 4 motors during this patrol was at less than 30 percent power.

Serial 0561-AC-O-N-F-I-D-E-N-T-I-A-L

11 September 1945

SECOND ENDORSEMENT to:

USS CHUB Conf. Ltr. A16-3,
Serial (075) of 17 August,
1945. Report of Third War
Patrol.

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

Subject: U.S.S. CHUB (SS329) - Report of Third War Patrol
(15 July to 17 August, 1945).

1. The Third War Patrol of the CHUB was conducted in the JAVA SEA under the command of Commander C. D. RHYMES, Jr., U.S.N.

2. The CHUB exploited her area to the fullest extent and found targets enough to keep her gun's crew busy in five gun actions. One large fleet type tug and a subchaser returned fire, but without inflicting damage on the CHUB. One torpedo was used to apply the coup de grace to the large tug which had previously absorbed numerous 5 inch and 40 millimeter hits.

3. All attacks were made in shallow water. They were well planned and aggressively executed. CHUB had a very narrow escape when she was caught on the surface by a previously undetected plane and closely bombed. Fortunately only minor damage was sustained.

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

5. The Force Commander congratulates the Commanding Officer, Officers and Crew of the CHUB on the completion of this aggressive successful patrol and on their safe return to port. The following damage to the enemy was inflicted:

S-U-N-K

*1 - Fleet Tug (Ex-Dutch GINLEH) (EC)	725 Tons
1 - Diesel Tug	100 Tons
1 - Salvage Barge	100 Tons
1 - Medium Tug	200 Tons
1 - SC-51 Subchaser (EC)	170 Tons
1 - Sea Truck	200 Tons
Total	1,495 Tons

Serial 0561-A

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

11 September 1945

SECOND ENDORSEMENT to:
 USS CHUB Conf. Ltr. A16-3,
 Serial (075) of 17 August,
 1945. Report of Third War
 Patrol.

Subject: U.S.S. CHUB (SS329) - Report of Third War Patrol
 (15 July to 17 August, 1945).

D-A-M-A-G-E-D

1 - Picket Boat

75 Tons

* One Torpedo Used.

JAMES FIFE.

DISTRIBUTION:

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J B Miller
 J. B. MILLER,
 Flag Secretary.

Serial: 0156

Care of Fleet Post Office
San Francisco, California
20 August 1945.C-O-N-F-I-D-E-N-T-I-A-LFIRST ENDORSEMENT to

U.S.S. CHUB (SS329) -

Report of Third War Patrol.

From: The Commander Submarine Squadron THIRTY.
To : The Commander-in-Chief, U.S. FLEET.
Via : (1) The Commander Submarines, SEVENTH FLEET.
(2) The Commander SEVENTH FLEET.

Subject: U.S.S. CHUB (SS329) - Report of Third War Patrol.

1. The third war patrol of the U.S.S. CHUB (SS329) under the command of Commander C. D. RHYMES, Jr., U. S. Navy, was conducted in the J/VA SEA. The patrol was of thirty-four days duration with twenty-six days spent in the area. A series of 5 aggressive successful gun actions were fought.

2. On 24 July, the CHUB attacked with divided fire a fleet tug with 5" and a small diesel tug with 40MM. Both were driven aground in a sinking condition. CHUB withdrew from the beach at high speed and only 5 minutes after the completion of attack was forced down and bombed by an enemy plane.

3. On 4 August, the CHUB reconnoitered submerged close to the beach where she had driven the large tug aground 11 days before. Jap salvage operations were observed. This 750 ton tug had been hit with 46 rounds of 5" ammunition. Just prior to sunset CHUB surfaced, closed the beach to 350 yards, and completed destruction of the tug by firing a torpedo from behind an anti-torpedo net which had been rigged to seaward. Two more torpedoes were fired at a small tug alongside the large cripple, but both missed. One salvage barge and the small tug were demolished by gunfire. CHUB received return small arms fire from the small tug and the beach during this engagement of 47 minutes duration.

4. On 7 August, the CHUB was closely bombed by a plane which caught her unawares. It is interesting to note that the COD saw both bombs hit the water. About one minute later the first exploded as CHUB passed 55 feet. 40 seconds after that the second bomb exploded as CHUB passed 100 feet. This first hand information, obtained the hard way, on Jap bombing technique, would have been most useful had the war continued.

5. On 10 August, the CHUB battle surfaced in shoal water on what was thought to be a smaller vessel and engaged a Jap Subchaser in gun battle. The Subchaser's return fire was quickly silenced by the deadly fire of CHUB and SC sank at the conclusion of 15 minutes action.

6. A final gun action was fought on 11 August against a tug towing a sea truck escorted by a picket boat. The picket boat and tug were hit and the sea truck destroyed. After 20 minutes action CHUB was forced to break off and submerge on plane contact.

Serial: 0156

Care of Fleet Post Office
San Francisco, California
20 August 1945.C-O-N-F-I-D-E-N-T-I-A-LSubject: U.S.S. CHUB (SS329) - Report of Third War Patrol.

7. The CHUB arrived with all hands in excellent spirits with the satisfaction of knowing she had aided materially in bringing the enemy to his knees. Material condition is good except for 2 main motors which need close inspection to determine the extent of repairs necessary.

8. The Squadron Commander heartily welcomes the first boat of SubDiv 301 to return to port on conclusion of the war and congratulates the Commanding Officer, Officers, and crew on their straight shooting, hard hitting patrol.


SMITH.

U.S.S. CHUB (SS 329)

SS329/A16-3

Serial (075)

Care of Fleet Post Office,
San Francisco, California,
17 August 1945.

C-O-M-M-A-N-D-E-R-I-N-C-H-I-E-F

From: The Commanding Officer, U.S.S. CHUB (SS329).
To : The Commander-in-Chief, UNITED STATES FLEET.
Via : (1) The Commander Submarine Division THREE HUNDRED ONE.
(2) The Commander Submarine Squadron TWENTY.
(3) The Commander Submarines, SEVENTH FLEET.
Subject: U.S.S. CHUB - Report of War Patrol Number Three.
Enclosure: (A) Subject Report.
(B) Track Chart (Seventh Fleet only).

1. Enclosure (A), covering the THIRD war patrol of this vessel conducted in the waters of Java Sea during the period of 10 July 1945 to 13 August 1945, is forwarded herewith.

C. D. Rhymes, Jr.
C. D. RHYMES, Jr.