

USS BULLHEAD (SS332)

Departing Fremantle for her third war patrol, BULLHEAD (Lieutenant Commander E. R. Holt, Jr.) on 31 July 1945, started for her area (from 110°-00'E to 115°-30'E, in the Java Sea). She was to leave her patrol area at dark on 5 September and head for Subic Bay, P.I. CAPITAINE and PUFFER were also to patrol in the Java Sea area, as were the British submarines TACITURN and THOROUGH.

BULLHEAD arrived in the area on 6 August, but CAPITAINE did not arrive until 13 August. On 12 August, CAPITAINE ordered BULLHEAD to take position the following day in a scouting line with CAPITAINE and PUFFER. There was no reply and on 15 August, CAPITAINE reported, "Have been unable to contact BULLHEAD by any means since arriving in area."

Since those submarines named above were in the same general area as BULLHEAD, and COD and CHUB passed through in transit at various times, it is difficult to point to one Japanese antisubmarine attack as the one which sank BULLHEAD. However, the most likely one occurred on 6 August 1945, when an enemy army plane attacked with depth charges in position 8°-20'S, 115°-42'E. It claimed two direct hits, and for ten minutes thereafter, there was a great amount of gushing oil and air bubbles rising in the water. Since the position given is very near the Bali coast, it is presumed that the proximity of mountain peaks shortened BULLHEAD's radar range and prevented her receiving a warning of the plane's approach.

BULLHEAD sank four enemy ships, totalling 1,800 tons, and damaged three ships, for 1,300 tons, in her first two patrols. Her first patrol was made in the South China Sea from the latter part of March to the end of April 1945. No enemy contacts were made, but on 31 March and again on 24 April BULLHEAD bombarded Pratas Island with her five-inch gun. She also rescued three airmen from a downed B-29 following an air strike on the China Coast. In May and June 1945 BULLHEAD patrolled the Gulf of Siam and the South China Sea during her second patrol. Here she sank two small freighters, a schooner and a sub chaser, and damaged two more sub chasers and another small freighter, all in gun actions.

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SS332/A16/JJIB

Serial No. 019

U.S.S. BULLHEAD (SS332)
Care Fleet Post Office
San Francisco, California
28 April 1945

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Via : (1) Commander Submarine Division
(2) Commander Submarine Squadron
(3) Commander Submarine Force, Pacific Fleet.

Subject: U.S.S. BULLHEAD (SS332) - Report of First War Patrol.

Enclosure: (A) Subject report.
(B) Track Chart (Comsubpac only).

1. Enclosure (A), covering the first war patrol of this vessel conducted in the northern part of the South China Sea during the period 21 March 1945 to 28 April 1945, is forwarded herewith.

W. T. GRIFFITH.

CONFIDENTIALU.S.S. BULLHEAD - Report of First War Patrol.
-----(A) PROLOGUELAUNCHED

Electric Boat Company, Groton, Connecticut
16 July 1944
Sponsored by Mrs. Howard Doyle

COMMISSIONED

U.S. Submarine Base, New London, Connecticut
4 December 1944
Presented for acceptance by Mr. W. W. Foster (EBC)
Accepted and Commissioned by Captain H. H. McLean, USN
Invocation by Lieutenant H. F. Murphy (ChC), USN
Commander W. T. Griffith, USN, assumed command.

ATTACHED TO

Submarine Division 302
Submarine Squadron 30

ITINERARY

| | |
|-------------------------|------------------|
| Left New London, Conn. | 9 January 1945 |
| Arr Key West, Fla. | 15 January 1945 |
| Left Key West, Fla. | 29 January 1945 |
| Arr Balboa, C.Z. | 2 February 1945 |
| Left Balboa, C.Z. | 11 February 1945 |
| Arr Pearl Harbor, T.H. | 26 February 1945 |
| Left Pearl Harbor, T.H. | 9 March 1945 |
| Arr Guam | 19 March 1945 |

Except for shaking down, the training at New London was of little value because of the bad winter weather, shallow water and restricted areas. Ten practice approaches were made and three torpedoes fired.

The trip from New London to Key West was made, completed in company with LIONFISH. This journey produced very fruitful training, both day and night. One night dive was made to 600 feet.

The two weeks stay at Key West was valuable as a shore training period, but no services were required of us that could not have been performed by the O-2 (SS63), except for two hours spent at 600 feet while a secret device was tested.

The training at Panama under Commander Submarine Squadron THREE was the most valuable that I have ever experienced. This was because of the ideal weather, clear area, deep water, ample targets (all screened by SSC), and the highly simplified procedures. In four days we fired 26 torpedoes, employing all types of fire and fire control. All torpedoes were picked up and prepared for firing by BULLHEAD and we were usually through with day runs by 1500.

U.S.S. BULLHEAD (SS332)

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U.S.S. BULLHEAD - Report of First War Patrol.

The trip from Balboa to Pearl was uneventful. Daily fire control drill and school of the boat were concentrated upon, and unqualified officers substantially completed their note books.

Voyage repairs in Pearl were completed by BUSHNELL.

Three days and one nite of training were completed. Only two torpedoes were fired because of rough weather

The trip from Pearl to Guam was made in company with TIGRONE and SEAHORSE. As this trip was made at best sustained speed only a daily trim dive was made; however, ship training was continued. The voyage was uneventful except for a brush with two of our own subs the second nite out of Guam.

Voyage repairs in Guam were completed by HOLLAND.

(B) NARRATIVE

21 March 1945
1500(K)

Departed Guam for first war patrol to wage unrestricted submarine warfare and perform lifeguard service in the northern part of the South China Sea as member of a coordinated search and attack group consisting of TIGRONE, BLACKFISH and BULLHEAD. The C.O. TIGRONE is Group Commander. SEAHORSE in company to area. Proceeding through safety lanes to area at 2 engine speed. The following officers and chief petty officers were on board:

| <u>OFFICERS</u> | <u>DUTY</u> | <u>No. W.P.</u> |
|------------------------------------|-------------------|-----------------|
| Commander W. T. GRIFFITH, USN | C.O. | 4 |
| Lieutenant K. R. PHILLIPS, USNR | EXEC | 5 |
| Lieutenant J. P. DOHERTY, USN | ENG | 5 |
| Lieutenant E. D. HACKMAN, Jr., USN | GUN & TORP | 0 |
| Lieut (jg) E. A. ERICKSON, USNR | AIDE TO EXEC | 6 |
| Lieut (jg) P. A. GOSSETT, USN | 1st LT | 0 |
| Lieut (jg) D. O. HENRIKSEN, USNR | COMMUN | 0 |
| Lieut (jg) R. W. STRASSLE, USN | COMSY | 0 |
| Ensign J. SIMMS II, USNR | SOUND | 0 |
| Martin SHERIDAN | WAR CORRESPONDENT | 0 |

CHIEFS

| | |
|---|---|
| BINGHAM, W.H., CMOMM(PA)(SS), USN | 6 |
| BROCKHAUSEN, C.W., Jr., CQM(T)(SS), USN | 4 |
| DAVIDSON, F.B., CRM(AA)(SS), USN | 3 |
| FITZJARRALD, C.R., CTM(T)(SS), USN | 8 |
| FLOYD, C.L., CEM(AA)(T)(SS), USN | 5 |
| HELFERICH, T.P., CMOMM(T)(SS), USN | 9 |

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U.S.S. BULLHEAD - Report of First War Patrol.

| <u>CHIEFS (CONTINUED)</u> | <u>No. W.P.</u> |
|-------------------------------|-----------------|
| PAYNE, W., CMM(PA)(SS), USN | 0 |
| SCOTT, W.H., CPHM(T)(SS), USN | 2 |
| SMITH, W.M., CEM(AA)(SS), USN | 7 |

Own ship speeds referred to in this report are as follows:

1/3 or 1 engine - - - - - 11 knots
 2/3 or 2 engines - - - - - 15 knots
 Standard or 3 engines - - - 16.5 knots
 Full or 4 engines - - - - - 17.5 knots
 Flank or Full Power - - - - 18 to 19 knots

22 March 1945

0000 Changed time zone from King to Item.
 During forenoon sighted two friendly patrol planes.
 1200(I) Lat 15-51N, Long 141-03E
 Continuing ship training enroute to area.

23 March

1200(I) Lat 18-50N, Long 136-35E.

24 March

0130(I) Contacted friendly force of about fifteen ships on south easterly courses. Avoided.
 1015(I) Sighted unidentified patrol bomber about ten miles to northward.
 1130(I) SEAHORSE reported being bombed and strafed by B-29.
 1200(I) Lat 20-40.6N, Long 131-56E.
 During afternoon contacted numerous friendly torpedo bombers and fighters.
 2400(I) Changed time zone from Item to How.

25 March

0930 All times HOW unless otherwise noted.
 Departed company with TIGRONE. Proceeding on four engines to lifeguard station off southwest Formosa.
 Expect to transit Batan Islands tonite.
 1000 Indications of Jap airborne radar intermittently.
 1200 Lat 20-42N, Long 126-10E.
 During forenoon received permission from Comsubspac for any Convoy College submarine to bombard Batan Island or Pratas Reef. I can be off Batan by dawn. Estimate of the situation:
 1. If I try to go in at dawn twilight we probably could not identify the radio station quickly enough.
 2. If we did identify it we would probably be forced to stay down all day after firing.
 3. I could arrive at dawn and reconnoiter submerged, then bombard at dusk.
 4. Either course of action makes me lose a day.
 5. My primary job at present is to take lifeguard station.
 6. The military value of my bombardment is questionable when weighed against other commitments.

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U.S.S. BULLHEAD - Report of First War Patrol.

25 March (Continued)

7. My ammunition may be of more use off the coast of Hainan.
 8. Therefore, I will not bombard Batan, but will proceed to station and bombard Pratas later on if opportunity offers.

1304 Submerged for unidentified plane (possibly 2 engine bomber) coming in about 4 miles astern out of the overcast.

1325 Surfaced.

1505 Submerged for SJ contact moving in from 11,000 to 7,000 yards on bearing 225°T. Plane not sighted.

1535 Surfaced.

1540 SJ contact 19,000 yards bearing 030°T. Presumed to be friendly submarine. Later exchanged calls with BLACKFISH that vicinity.

1700 Unidentified radar on APR from direction of islands.

2100 Received orders to be on lifeguard station by 1130 tomorrow. Changed course to pass north of Batan Group. Can just make station on four engines.

2200 SJ interference from friendly sub eastbound and south of us.

26 March

0515 Transited Bashi Channel eight miles north of Y'Ami Island. Set course for lifeguard station.

0615-0715 Had indications of IFF on APR. Built up and then died out.

0830 Sighted SW Formosa distant 30 miles.

0845 Possible IFF on APR.

1045 Shorebased radar searching.

1130 On station. Contacted air cover by voice.

1155 Air cover on station. Experienced a not very original feeling of gratitude for friendly air cover in this one-time hotspot. Lat 21-54N, Long 120-18.5E

1200 Air cover departed. No lifeguard services required.

1335 Submerged to repair SJ, ST and to get some rest before closing Takao tonight.

1900 Surfaced and closed Ryukuo Sho to 3800 yards. Then headed for Takao. Numerous enemy radars on APR including one plane.

2140 Reached blind bombing zone seven miles off Takao. Reversed course.

2250 APR has three planes near 157 mgcs. They come in to saturation, steady on and then die out.

We have not keyed SD and have not used SJ. Have employed ST for constant search instead of SJ in the belief that Japs cannot DF us.

27 March

0005 With Ryukuo Sho 4000 yards to port changed course to head for lifeguard station. APR plane contacts still strong and steady.

0430 ST out of commission. Shifted to SJ making infrequent PPI sweeps.

0450 Possible plane contact at 10,000 yards astern. Opening rapidly.

0520 Submerged on lifeguard station.

1155 Surfaced and established contact with air cover.

1200 Lat 22-03N, Long 120-09E.
 Our experience in this area to date indicates that the area is completely dead. No patrols in Bashi Channel or off Takao.

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U.S.S. BULLHEAD - Report of First War Patrol.

27 March (Continued)

I even doubt that the radar encountered was from nite flying planes. The nite was bright and clear, we had the so called plane radar practically all nite and yet we neither saw nor heard a plane, and we were not attacked.

A study of recent patrols in this area show that all boats have experienced the same radars I had last nite; yet I can find no instance of a boat being attacked at nite.

I realized last nite that I was possibly spotted; but what I did was a deliberate effort to feel out the area. There is definitely no shipping or patrol activity here except for the possible nite planes.

1400

Air cover departed. No services required.

1415

Submerged and commenced closing coast.

1640

Surfaced. Closed southern tip of Formosa to 100 fathoms curve and then headed up for Ryukuo Sho.

28 March

0210

On second pass up the coast. Submerged for plane, sighted and picked up by SJ at 5000 yards, crossing the stern. ST has defied all efforts thus far to give satisfactory operation, so have been forced to go back to SJ.

0240

Surfaced. Set course for lifeguard station.

0320

Submerged for plane coming in low from 195 at about 2000 yards. (N.B. I no longer doubt that the Jap radar is from nite flying planes.) It would appear that the planes are homing on the SJ. Our only contact last nite was after we'd started using SJ, and the same tonite.

Decided to stay down until I can see better. Am only 12 miles from station.

0430

Surfaced. Left SJ off.

0530

Submerged on station.

1030

Surfaced and established communication with air cover. Heavy overcast and they are unable to come through it. Not quite sure what good they are to us or a downed plane in this case.

1130

Examined an empty, heavy cabinet floating awash. No markings. Apparently off a ship.

1200

Lat 21-54N, Long 120-17E.

1215

Air cover departed. No services required.

1840

Submerged and commenced closing Ryukuo Sho.

Surfaced and commenced opening the coast to dump #4 fuel ballast tank.

Full moon. Bright as day. Three aircraft radars on APR in addition to usual shore based searches.

The ST is back in commission, and I have not keyed the SD, so do not feel that they can spot us tonite.

2300

ST out again. Running without radar in bright moonlight.

U.S.S. BULLHEAD (SS332)

CONFIDENTIALU.S.S. BULLHEAD - Report of First War Patrol.29 March

0100 Commenced converting #4 fuel ballast.
 0115 and 0125 Submerged to flush out #4.
 0130 Surfaced and set course for life guard station. Still running without radar. The nite is so bright that I feel the SJ would only serve to bring the planes to us. Only one plane now on APR. Submerged on lifeguard station.
 0530 Submerged on lifeguard station.
 1125 Surfaced and established voice contact with air cover.
 1200 Lat 21-55N, Long 120-16E.
 1215 Air cover not sighted, and unable to contact by voice. Another plane spoke up and said that the air cover had returned to base.
 1240 to 1310 Saw twenty-five Liberators with fighter cover heading south. One flying boat with four P-38's passed and said they were departing area.
 1315 Submerged. Just as we were going down heard a plane say that he had an engine knocking. Surfaced immediately and headed south just in case.
 1340 Planes out of sight, and no further word, so set course towards Pratas Reef for surface patrol. I am anticipating orders to change station tonite.
 2100 Guessed wrong; and reversed course to return to lifeguard station.

30 March

0530 Submerged on lifeguard station. Received orders last nite to depart this station at sunset and take up lifeguard duty off Hong Kong; however, in view of Convoy reported by aircraft off Hainan I plan to depart station as soon as today's strike is over. By doing that I can be between Pratas Island and the coast when any remnants pass. Will inform Com-subspac of my movement.
 1115 Surfaced and contacted air cover.
 1135 Air cover on station.
 1200 Lat 22-11N, Long 120-02E.
 1330 Air cover departed. No services required. Set course for Pratas Island enroute Hong Kong. Transmitted my Serial One to Comsubspac acknowledging orders to change station and giving information as to lack of activity at Takao.

31 March

0202 Radar picked up Pratas Island at 180 true, distant 10 miles. Considering the bright moonlight had decided to bombard Pratas in passing if radio station could be distinguished for target. Of course it is unwise to expend ammunition on shore objectives of doubtful value so early in the patrol - and I may regret it later - but knowing that I will end up in South West Pacific this may be our only chance at this island. And Admiral Lockwood's maxim, stated two and a half years ago, is more true now than ever before: "Submarines must take what comes rather than wait for something better - - -".
 0237 Commenced closing the island to determine visibility. We could distinguish the radio tower and buildings from 8000 yards so pulled out to southward to prepare for firing.

U.S.S. BULLHEAD (SS332)

CONFIDENTIAL

U.S.S. BULLHEAD - Report of First War Patrol.

31 March (Continued)

I had previously briefed the pointers and trainers on my plan, which was this:

To approach the island on a firing course of 020° true, parallel to the western reef, with range abeam of 4600 yards to the radio station, 2000 yards to the near ends of the island, and 900 to 1200 yards from the reef in 30 fathoms of water. (I was afraid to go closer to the reef at nite for fear of hitting uncharted shoals.)

To open fire on relative bearing of 70° true with the 5" in rapid fire on the station.

The automatic weapons, two 20mm and one 40mm, raking the bottoms of the trees on the near ends of the island, firing bursts commencing with the first shot from the 5 inch.

0334

Everything went nicely, at 4700 yards the radio tower and buildings stood out clearly in the moonlight.

Commenced firing.

The first 18 rounds landed beautifully in the area near the base of the radio tower, with one positive direct hit in the building nearest the tower.

This was my first shore bombardment and I was greatly surprised at the effectiveness of the shells when striking solid material. Every shell exploded on striking with a flare up higher than the buildings and trees.

The next five rounds drifted off to the left, but still landing in the target area; however, as I couldn't understand why they had drifted off, at

0340

Ceased firing and commenced retiring. There was no return fire from the beach.

It is not considered that a great deal of damage was done, but the station area was certainly peppered and there was at least one direct hit on a building. No fires were started.

I found on investigation that the gun had been spotted off in deflection on the last five rounds through error.

My main purpose was accomplished: to let my men feel that at least, in a small way, they were fighting the war.

0350

Set course for Focal Point at 20-30N, 115-30E for surface patrol today.

0827

Intercepted message from TIGRONE to LAMPREY and BUGARA giving position of convoy 190 miles southwest of us.

My orders to lifeguard duty prohibit my going down there; but I can patrol here until about 1700 and then take course to intercept enroute my lifeguard station. By that time I may have more information.

1130

LAMPREY reported 1030 position of convoy. It appears that I may be able to intercept and not get too far from lifeguard station. Went ahead full on best interception course.

1145

TIGRONE reported that she was diving to attack.

U.S.S. BULLHEAD (SS332)

CONFIDENTIALU.S.S. BULLHEAD - Report of First War Patrol.31 March (Continued)

Thus far I have had three reported positions of convoy, all showing a northerly course at about 11.5 knots; however, LAMPREY reported course as 220 speed 17. This message may have been garbled, so I can only proceed on the assumption shown by the successive positions.

1200 Lat 20-41N, Long 115-22E.
 1300 TIGRONE reported surface contact hospital ship.
 1315 I sent message asking TIGRONE and LAMPREY if they had contact with convoy. The situation seems a trifle confused.
 1330 TIGRONE said negative contact. Told us to maintain present position while aircraft searched. Gave her position, course and speed; placing us about 130 miles dead ahead of her.
 1340 Slowed to one third and changed course to close TIGRONE.
 1600 TIGRONE said air search negative and that she and LAMPREY were on course 095 to cover courses to southward. She instructed BULLHEAD to coordinate with BLACKFISH to cover courses to the north. Took course 330 at standard speed and requested BLACKFISH to give her position. However, unable to raise BLACKFISH so transmitted blind.
 1700 Unable to raise BLACKFISH.
 1800 Sighted sails on horizon bearing north. Closed and inspected medium size Chinese junk with four small boats fishing around it. Took pictures.
 1845 Set course to return to scouting line.
 1900 TIGRONE contacted BLACKFISH and gave them scouting instructions.
 1945 Sighted lights of four probable junks 30 degrees on port bow. Passed them at 7000 yards, with an unlighted junk 6000 yards to starboard. As there will be numerous junks from now on along the coast I shall discontinue mentioning them except in out-of-the-ordinary cases.
 2000 Land at 70,000 yards. These are the islands off Hong Kong Channel.
 2100 Ten miles from land in 20 fathoms of water. Radar clear except for land. Reversed course to search to seaward covering slower convoy speeds.

1 April 1945

0300 Received instructions from TIGRONE to form scouting line 110° true through posit 20-30N, 116-00E, interval 30 miles, course 200 speed 10. Order of ships BULLHEAD, TIGRONE, BLACKFISH, LAMPREY. TIGRONE requested information on our lifeguard status. I replied that in the absence of special daily instructions I considered myself free to search, but that I should stay within a night's run of station in absence of convoy contact.
 Took course and speed to reach scouting station.
 Aircraft contact on SJ at 12000 yards. Disappeared closing.
 0330 On scouting line.
 0630 On scouting line.
 1200 Lat 19-29N, Long 114-56E.

U.S.S. BULLHEAD (SS332)

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U.S.S. BULLHEAD - Report of First War Patrol.

1 April (Continued)

1245 Intercepted message from TIGRONE to BLACKFISH and LAMPREY saying that radar interference was bearing northwest and that he was on course North speed 17.
Changed course to North and went ahead two thirds.

1400 BLACKFISH and TIGRONE have APR contact or radar interference and are on easterly courses. Changed course to 090. I can get neither APR nor radar interference.

1420 Sighted possible periscope twice at 1000 yards on starboard beam. Turned away at flank speed. (This could be BUGARA who should pass this vicinity today.)

1430 Set course 050° true at standard speed. Reported to TIGRONE and requested information as to what is going on.

1550 TIGRONE said APR contact lost and that he and LAMPREY were closing Hainan; so I set course 330 to close lifeguard station at one-third speed.

2030 Received orders to perform lifeguard duties tomorrow.

2230 Exchanged challenges and calls with BLACKFISH via SJ radar.

2 April

0030 Have what appears to be another SJ bearing 035° true in addition to BLACKFISH.

0045 APR indicates airborne radar at 158 mgcs similar to that encountered off Takao, and in this area last nite. Saturated signal.

0625 Submerged on lifeguard station off Hong Kong.

1100 Surfaced with about fifteen junks in sight.

1120 Air cover on station. Japs are trying to jam voice circuit with a steady keyed signal.

1200 Lat 21-41N, Long 114-24E.

1220 Air cover said he believed junks were trying to surround us. I told him we'd try to fight our way out.

1315 Air cover departed. No service required. Decided to stand down the coast to St. Johns Island skirting the blind bombing zone and feel out this area for air and/or surface patrols.

1435 Sighted and exploded a floating mine by 40mm gun fire. 10 rounds expended.
We are as near as we can get to Hong Kong Channel. Aircraft report 1 CA, 1 CL, 1 DE, 2 Freighters and numerous small craft in and around Victoria - only 30 miles from us and we can't get them.

2000 Commenced patrol off St. Johns Island for the night. A study of the chart indicates that traffic moving from or to the north of Hong Kong can keep well out of reach against the beach, while from or to the south it would appear that ships will be forced to come to seaward of St. Johns Island. From my position no ship can pass this island undetected. To get them I will have to enter the blind bombing zone; but in case of contact I consider this justified despite instructions to the contrary.

U.S.S. BULLHEAD (SS332)

CONFIDENTIAL

U.S.S. BULLHEAD - Report of First War Patrol.

2 April (Continued)

2150 Message from TIGRONE: "Radar Contact".
He is about 90 miles south of me. Changed course to 180° true and increased speed while awaiting amplifying report.

2220 TIGRONE said radar contact was on junks.
Resumed patrol off St. Johns Island.

3 April

0025 Large aircraft of undetermined type in vicinity. Sighted him several times and had him on radar. Closed to 7000 yards, circled and then opened. Kept bow pointed at him at slow speed. No APR contact. Bright moonlight. If he is homing SJ he should come in again. He could be a routine flight just getting his bearings off St. Johns Island.
Shifted to ST radar.

0045 Set course for lifeguard station. Have decided that I should patrol submerged in close except when life guarding because of enemy submarine threat.
BLACKFISH, judging from partial reports, had a periscope and/or attack yesterday.

0620 Submerged on lifeguard station off Hong Kong.
1100 Surfaced on lifeguard station surrounded by 20 junks. As air cover does not arrive until 1215 decided to amuse ourselves by inspecting junks. Commenced working on the southern group. Went alongside six of them; all apparently harmless. They were all medium size except for one large one of about 75 to 100 tons, to which we paid particular attention.
Lat 21-11N, Long 114-00E.

1200 Air cover on station.
1220 Air cover departed. No services required.
1330 Set course for St. Johns Island at two thirds speed.

1800 Commenced patrol at edge of blind bombing zone off St. Johns Island.

4 April

0340 Aircraft on SJ radar at 10,000 yards. Closed to 8,000 yards then opened to 12,000 yards and disappeared.

0445 Aircraft on SJ at 12,000 yards. Disappeared.
0500 Set course for lifeguard station.
This area seems to be as dead as Takao. No air or surface patrol. At first glance it may appear that we are needlessly exposing our presence by surface patrolling; but reflection indicates that junks are the only possible spotters, and as they see us every day on lifeguard station we may as well stay up and enjoy the fresh air and sunshine.
With the known enemy shortage of escorts and aircraft it appears that they have ceased all routine A/S sweeps in these areas and are using what they have to protect their few remaining ships.

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CONFIDENTIAL

U.S.S. BULLHEAD - Report of First War Patrol.

4 April (Continued)

1100 On lifeguard station. A plane similar to a Navy Ventura crossed our stern at about 3 miles heading south easterly. Got IFF response. Heard over VHF: "Pilot to Navigator, plot in that submarine down there".
A plane similar to this crossed about the same time yesterday. It is assumed that this is a reconnaissance plane from Luzon. Can hear bombers talking on the APR. Nothing on VHF.

1130 Lat 21-40N, Long 114-18E.

1200 Two planes crossed overhead very high.

1210 Air cover reported that he was on station but could not see us.

1215 Tried to tell him that we were on station and had seen him cross over, but he could not understand us.
The day is cloudless and we have the islands along Hong Kong Channel in sight so that we know definitely that we are in position. Cannot understand why the planes could not see us.

1330 No further word from any plane so set course for St. Johns Island.

1500 At least one plane left at Hong Kong.
Submerged as flying boat came from across the harbor. He was about 5 miles north of us so do not believe he spotted us.
We are just to the east of south off Gap Rock.
On the chance that he is sweeping for a traffic movement we headed up toward the channel.

1825 Made preparations for surfacing, but on last sweep spotted single float seaplane crossing the stern at 5000 yards, so decided to wait awhile.

1900 Still light but plane not in sight. Decided to surface and clear off this spot before dark on the assumption that he will make a radar sweep right after dark in an effort to try and catch us surfacing.

1905 Surfaced and commenced opening the coast. In view of planes off St. Johns the last two nites, and the fact that they know where we are now I deem it prudent not to follow my same schedule tonite.

5 April

0630 Submerged near lifeguard station off Hong Kong.

1100 Surfaced. Low overcast, strong wind and sea from northeast.

1130 Contacted PEM by voice.

1200 Lat 21-44N, Long 114-42E.

1230 Received on Fox aircraft report of convoy consisting of 1 CA, 5 DD and eight freighters who, at 0650, were about 50 miles northeast of us in the blind bombing zone. The date appears to be in error as the date time group was 050650. This looks like the ships previously reported as in the harbor. They apparently started north last nite. When lifeguard duty is over I will set course along edge of blind bombing zone just in hopes, though they will be 100 miles ahead of us.

1240 Have the PEM in sight.

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- 1300 Air cover departed. No services required. Set course 078 at best speed into the sea.
- 1440 Aircraft contact on SJ at 16,000 yards. Moved in rapidly to 9000 so submerged. As we were diving sighted at least 6 planes which looked like B-25's at 7000 yards heading east. Believe these are own planes after convoy. Heard pilots talking on APR as we dove.
- 1450 Surfaced and resumed chase at full speed. Manned VHF and tried to contact planes.
I realize the convoy is in blind bombing zone but if we can get in vicinity maybe something will happen to help us. Nothing like being on the scene.
- 1510 Interference on SJ screen bearing 110° true. May be BLACKFISH.
- 1520 Exchanged calls with BLACKFISH.
- 1600 Via SJ BLACKFISH said that air contact was 18 hours old at 0800 and that she had come down the line without contact.
- 1615 The date time group on the contact message was 050650 which was obviously incorrect, but I assumed the pilot had used local time through error. Asked BLACKFISH how he could tell that the information was 18 hours old, but was unable to get the message through.
From BLACKFISH DR he thinks he is at the edge of Blind Bombing Zone, but he bears 120° true from me so I don't believe his position is good. We started out from a land fix this morning, and fathometer readings indicate we are still outside the air zone. Consequently I will hold my course and speed until there is no further hope, or until I must return to lifeguard station.
- 2000 In absence of contact and no further information consider I must return to station.
Reversed course. While reversing picked up plane on SJ at 30,000 yards. APR has U.S. radar pip.
Plane or planes closed in to 5700 yards with no IFF so at
- 2010 Submerged.
- 2040 All clear. Surfaced. Friendly radar gone from APR.
It would appear that I'm too close to blind bombing zone. The two dives for own planes today were too close.
- 2200 Received aircraft report of position of 5 DD and 1 DE up against the beach in blind bombing zone at 2100, 45 miles north of us. I suspect that's where the freighters are, too. However, I think the run out was worth the chance anyway.
Wind and sea are still strong from northeast.

6 April

- 0100 Later aircraft report amplified last report to whole convoy. Our run along edge of zone was about right to have overtaken them if they'd stayed near the southern limit, but their shift to the beach put them out of reach.
- 0730 Commenced surface patrol on lifeguard station.

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U.S.S. BULLHEAD - Report of First War Patrol.

6 April (Continued)

0930 BLACKFISH asked us for our position, which was sent them.
 0950 TIGRONE asked if we had made an attack yesterday. Sent message describing our search and negative result, but did not get receipt.
 1200 Lat 21-05N, Long 114-00E.
 1450 No reports of aircraft in trouble so set course for St. Johns Island.
 2100 Reversed course off St. Johns Island and began working back towards lifeguard station against a heavy sea.

7 April

0200 Received message from TIGRONE telling of possible submarine contact southwest of St. Johns about 2100. As I was within 20 miles of him at the time sent my position, course and speed. He later said that he was satisfied that his contact had been on me although neither of us experienced SJ interference.
 0420 Submerged for large plane sighted through break in overcast.
 0440 Surfaced.
 0500 Have received no orders for lifeguard duty today. Will try to stay on surface off Gap Rock to intercept contact reports. Low hanging rain clouds. Reduced visibility. High wind and heavy swells.
 1200 Lat 21-42N, Long 114-27E.
 1300 Wind and sea still increasing. Barometer is fairly high, but this looks like the edge of a typhoon. Visibility limited by fine driven mist. I plan to stand on into the sea to the eastern limit of my area, passing 10 miles south of Gap Rock; and then reverse course and try to run before the sea.
 1700 Low rain clouds have cleared. Now have high overcast with good visibility.
 1900 Submerged for plane sighted visually and by radar at 9000 yards closing to 5000.
 1915 Prepared to surface. SD went out of commission so stayed down to work on it.
 2000 SD still out so surfaced anyway. It is presumed that the plane homes on our intermittent SJ sweep, as we have been using it today in the low visibility and bad weather. Commenced using ST.

8 April

0300 Due to submergence at 1900 missed all of message concerning our air strike. When it came in on 0230 schedule found that strike was a nite one, and already over. It would appear now that we may, again, have submerged for own plane.
 0600 Low overcast has closed in again with fine mist. Wind and sea are now moderate.

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U.S.S. BULLHEAD - Report of First War Patrol.

8 April (Continued)

- 1112 Submerged for probable B-24 making a run on us out of the overcast. He dropped three astern as we went down. Minor shake up and damage aft.
This four engine twin tailed bomber was observed at about 500 yards by OOD, QM and port lookout. He was making what must have been a radar run on us, as he was in attack attitude when he came thru the overcast. The first bombs exploded almost coincident with the diving alarm. We had no indication of radar on the APR, therefore, if it was a Jap, he had a radar we could not detect. On the other hand, if it was a B-24, his bombing accuracy was lamentable. He had us cold on the surface and yet missed by at least 75 yards; and he neglected to strafe us as he went by.
- 1115 Three or four bombs. Not close.
As this is fourth time we've been forced down by planes presumed to be friendly, have decided to remain submerged and clear southern edge of blind bombing zone.
- 1200 Lat 21-20N, Long 112-56E.
- 1225 Sound of straffing on water. Nothing in sight.
- 1820 Surfaced. Set course for Gap Rock off Hong Kong.
- 2030 Did not receive orders for lifeguard duty on 1830 schedule. so changed course to open coast in order to convert #3 fuel ballast tank tomorrow.

9 April

- 0530 Near southern edge of area. Conditions of sea and visibility unsuitable for conversion. Decided to stay out here today and hope for better conditions tonite.
- 0950 Sank floating oil drum on probability, that it might be a mine float.
- 1200 Lat 20-17N, Long 113-02E.
- 1330 Submerged for unidentified plane coming from the north.
- 1400 Surfaced.
- 1520 Submerged for SD contact at 6 miles. Because of overcast decided to remain submerged until time for the 1830 air schedule. It would appear that the quality of the air patrol off Hong Kong is improving.
- 1830 Surfaced and set course for blind bombing zone east of Gap Rock. Conditions are not suitable for converting the ballast tank.
- 2000 Received no orders for lifeguard services tomorrow. I plan to proceed to a point at 22N, 115E for submerged patrol tomorrow. Seventy-five miles from station I will secure all radar except the ST.

10 April

- 0500 Submerged on station. Submerged patrol is considered necessary because: 1. This position is coincident with the limit of the blind bombing zone.
2. The low overcast makes intermittent keying of SD necessary on the surface; and while this does not insure plane detection it would appear from our experience yesterday (120 miles off the coast) that it reveals our presence to the enemy.

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U.S.S. BULLHEAD - Report of First War Patrol.

10 April (Continued)

1200 Lat 22N, Long 115E.
 1830 Surfaced. Set course to open blind bombing zone.
 2000 Received orders for lifeguard duty tomorrow. Tonight I will patrol at two thirds speed between Gap Rock and St. Johns Island, to be on station by 0600.

11 April

0550 Submerged on lifeguard station.
 1015 Surfaced. Low overcast, strong northeasterly wind and medium swells.
 1115 Still no indication of air cover. This is a definitely unhealthy situation for us.
 1120 Received despatch delaying and then cancelling strike.
 Submerged.
 1200 Lat 21-36N, Long 114-23E.
 1825 Surfaced. Set course for St. Johns Island.
 2320 St. Johns Island by radar 30,000 yards.
 2325 Submerged for aircraft closing rapidly from 4000 to 800 yards. Just prior to this picked up strange APR contact at 670 mgcs. Have been using ST continuously with SJ sweep every 30 minutes. Every nite we've been in this locality have had a plane sometimes between 2300 and 0300; and this is where we got bombed on the morning of the 8th.

12 April

0005 Surfaced. Commenced zigzagging although it is dark with low overcast. It would appear that the plane made a radar run on us and possibly zigzagging will help throw him off on his next run. The strange radar has a pulse rate of about 1700 and a width of 1.25.
 0015 Submerged for four engine bomber crossing ahead very close.
 0100 Surfaced.
 0545 Submerged south of St. Johns Island at blind bombing zone. Forty-five junks in vicinity.
 1200 Lat 21-27N, Long 112-55E.
 1825 Surfaced. Set course for lifeguard station beyond Gap Rock. Clear weather again.

13 April

1030 On lifeguard station east of Gap Rock.
 1130 Voice contact with air cover.
 1200 Lat 21-38N, Long 114-48E.
 1205 Air cover on station.
 1210 From voice circuit we gather there is a plane down in the harbor. We cannot help.
 1430 Air cover departed. Commenced surface patrol south of blind bombing zone along Long 115 East.
 1900 Patrolling parallel to blind bombing zone off Hong Kong just south of tomorrow's lifeguard station.

U.S.S. BULLHEAD (SS332)

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U.S.S. BULLHEAD - Report of First War Patrol.

14 April

0740 Submerged 4 miles south of lifeguard station because of low overcast. Fifty junks in sight.

1000 Surfaced on station. IFF at 60 miles.

1100 No contact with planes as yet. Patrolling on station.

1200 Lat 21-21N, Long 114-01E.
Still no contact with planes. Set course for St. Johns Island.
Weather has cleared.

1900 Off St. Johns Island. Have received no orders for lifeguard tomorrow so will patrol south of the islands tonite and close in for submerged patrol tomorrow.

15 April

0020 Intercepted message from TIGRONE to BLACKFISH giving a position 25 miles north of us at 2345 with a 20 knot enemy contact bearing 045 distant 20 miles. Abandoning chase.
Have been on pack circuit all day, but it would still appear that we missed something.

0035 Set course for rendezvous at 19-30N, 112-50E.

0600 At rendezvous awaiting arrival of TIGRONE.

0850 Contacted TIGRONE and exchanged area information. He is low on fuel and will begin return to Guam.
TIGRONE stated that enemy contact last nite was only probable and that he had broadcast it just in case that I was in position to check.

0920 Set course to return to coast.

1200 Lat 20-25N, Long 112-55E.

1240 Received air contact report on gunboat at 18-50N, 111-06E. Set course to intercept in coordination with TIGRONE.

1310 Sighted and sank floating mine.

1320 BLACKFISH taking position to intercept off St. Johns Island.

1330 Held Memorial Service for the late President Roosevelt during regular Church Services.

1400 My course and speed is set to intercept the gunboats speed circle at 1700. I will then search all courses to blind bombing zone off Hainan Strait by 2000. Have suggested to TIGRONE that he cover a slower speed and that if we have no contact by 2200 that we join BLACKFISH on line off St. Johns Island.

1500 TIGRONE said he would cover 7 knot speed circle commencing at 1800.

1800 Obtained land fix 15 miles northeast of Tayas Islands.

2000 No contact. I am now too far behind to cover 12 knot speed so will set course to patrol south of BLACKFISH off St. Johns Island.
Informed BLACKFISH.

2115 Received lifeguard assignment for tomorrow 85 miles beyond Hong Kong. This will require standard speed until 1100 tomorrow to arrive on time. Modified course and plans accordingly. Notified BLACKFISH who will continue to patrol south of St. Johns Island until required for lifeguard duty.

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U.S.S. BULLHEAD - Report of First War Patrol.

16 April

0015 Submerged for possible plane contact on SJ at 4700 yards.
 0035 Surfaced.
 0200 Exchanged recognition signals with BLACKFISH via SJ.
 1100 On station. Voice contact with air cover.
 1120 Plane down at 22-26N, Long 114-52E. Proceeding at full speed thirty miles inside blind bombing zone in 12 fathoms of water. No air cover.
 1200 Sending message to Comsubpac and destroying ECM.
 1315 Lat 22-06N, Long 115-03E.
 Recovered following survivors of B-25, all suffering from shock and badly cut up, two stretcher cases:
 CHARNO, Irving 2nd Lt - Pilot
 STUEM, Harold V. 2nd Lt - Copilot
 TUKEL, Robert Sgt - Radioman
 Three other crew members did not get out.
 The aviators had been taken aboard two junks nearest the scene of the crash, which was marked by a column of high black smoke. The Chinese first tried to hide the fliers until they knew we were friendly. Gave both junks food and cigarettes.
 The pilot was the only one of the three who was conscious. He said they had been damaged and set on fire by one of their own bombs during a low skip-bombing run.
 1330 Set course for Olongapo at full speed. Informing Comsubpac.
 1452 At Lat 22-03N, Long 115-08E passed white conical buoy apparently adrift.
 1530 While all aviators are seriously cut and are bad patients, I believe now that we can handle them unless infection sets in. Informed Comsubpac and decided to remain on station awaiting instructions.
 2005 Set course towards Gap Rock.
 Lat 21-15N, Long 114-54E
 Sighted what appeared to be green very flare bearing 065° true on our side of horizon. Fired green rocket and headed towards.
 2030 Fired green rocket. No response.
 Decided to remain in this vicinity tonite for daylight search.
 Squaring area tonite.
 2045 Received instructions to remain on station until relieved if condition of aviators permits.
 I am assuming that Comsubpac will notify Fifth Air Force that my future assignments must come by strip cipher instead of ECM.

17 April

0700 After making trim dive commenced search by expanding square from my 2000 posit last nite.
 1200 Lat 21-06N, Long 115-06E
 1500 Secured from searching and set course toward St. Johns Island. This afternoon a loud station, presumably a plane, opened up on wolf pack frequency using regular Q signals and current aircraft code and our call to ask about condition of survivors. Authenticator did not check and his call sign was not right according to our aviators; however, I decided to answer him as the current code has only been in effect two days. While preparing reply he

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17 April (Continued)

said he had to shift frequency but would call us later. He has not come up again.

The aviators are resting very poorly today. Developing many aches and pains. I believe this is to be expected; but the Pharmacist's Mate is very concerned about internal injuries.

1800 Sighted and sank floating mine.
 1810 Sent amplifying report to Comsubspac on aviators' wounds.
 2000 No lifeguard station so far. Notified BLACKFISH that I was taking station 15 miles south of him.

18 April

0100 Commenced surface patrol 25 miles south of St. Johns Island.
 0830 Trim dive.
 1200 Lat 21-00N, Long 112-58E.
 1855 Sighted large plane about 10 miles north of us on easterly course. Did not dive as it seemed apparent that he would not see us.
 1930 Guessed wrong. Two engine job crossed bow at 500 feet. Submerged.
 1945 Surfaced. ST and SJ out of commission. Heading south while we work on them.
 2200 Radar in commission.
 Received message from Comsubspac stating that Fifth Air Force know we have no ECM.

19 April

0930 Patrolling on station south of St. Johns.
 BLACKFISH sent message via Wopaco stating that Fifth Air Force message 170630 was ECM requesting names and condition of survivors.
 I have assumed that Comsubspac was relaying the information sent in on survivors. This is apparently incorrect. Will try this afternoon to transmit direct to Fifth Air Force.
 1045 Sighted and closed BLACKFISH to exchange information.
 1105 Submerged for plane at two miles.
 1130 Surfaced. BLACKFISH is low on fuel and says he must leave station on 23rd.
 1145 Set course south to clear position where plane spotted us.
 1200 Lat 21-11N, Long 113-12E.
 1230 Jap airborne radar on APR. Saturated signal. Have had plane radar every nite and sometimes during daylight; but usually not this strong.
 1955 Submerged for plane contact on SJ closing from 7000 yards. He passed 1000 yards down the starboard side as we dove. As we leveled off at 100 feet, he dropped two depth bombs overhead. Went to 200 feet. That's our limit. Fired an easy beacon.

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U.S.S. BULLHEAD - Report of First War Patrol.

19 April (Continued)

2030 Surfaced and set course for the southern edge of blind bombing zone east of Gap rock.
We have been spotted three times in 20 hours south of St. Johns; so I've decided to clear out fast, using ST and run submerged tomorrow.
We have been unable to contact Fifth Air Force and Comsubspac message did not indicate whether or not survivors names were passed, so we are in the dark. Lack of messages from Fifth Air Force indicates we may be missing lifeguard assignments.

20 April

0030 Submerged for plane on SJ.
0045 Surfaced. Weather is making up and it appears that Japs may move something. We'll submerge as close in as we can get before daylight.
0455 Submerged at edge of blind bombing zone.
1200 Lat 22-00N, Long 115-00E
1825 Surfaced. Set course for Pratas Island. Will patrol off there and possibly bombard tomorrow nite.

21 April

0300 Commenced surface patrol between Pratas Island and Vereker Bank. Sea is too rough for gun shooting.
1200 Lat 20-50N, Long 116-06E
Aviators' wounds are doing fairly well except for one apparently fractured ankle and a mangled hand. The hand is so bad we can do nothing except sprinkle sulphur powder on it and hope.
1930 Message from BLACKFISH states that SS244 is to move into our area. BLACKFISH received this from another submarine. We have no orders from Comsubspac or Comsouwespac. This is most disconcerting.
2200 Having intercepted lifeguard instructions for BASHAW off Hainan Straits requested instructions from Comsubspac.

22 April

0220 Airplane on SJ at 10,000 yards. Disappeared after three minutes. Changed course and shifted to ST for 40 minutes.
1200 Lat 19-10N, Long 114-49E.
1315 IFF on APR followed by voice: "Could that be a Jap sub down there". Manned VHF and contacted friendly plane. He said he was circling sub at 500 feet. I told him he wasn't circling me, gave him my course and turned on ABK. The plane may have BLACKFISH north of us.
1430 Sighted and exchanged signals with GURNARD. He passed on a northeasterly course.
1930 Received message from Comsubspac concerning relief for BLACKFISH on 23rd and BULLHEAD on 26th.
They told BLACKFISH he might see GURNARD.
Continuing patrol off Pratas.
Converted #3 fuel ballast tank.

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U.S.S. BULLHEAD - Report of First War Patrol.

23 April

0500 Submerged for plane closing on SJ from 6000 yards.
0525 Surfaced.
1200 Lat 20-28N, Long 116-02E.
Set course to close Gap Rock.
1815 Sighted and exploded a floating mine.
2030 Received message from Comsubspac ordering BULLHEAD to commence guarding "Bakers" and pass to operational control of CTF 71 on receipt.
No lifeguard assignment for tomorrow so have decided to spend the day off Pratas Island.

24 April

0230 Shifted to SJ radar. Approaching Pratas Island.
0340 Submerged for plane closing on SJ, 3000 yards.
0420 Surfaced.
0441 Submerged for plane at 2000 yards.
Decided to remain submerged until daylight. Visibility is very poor, sea flat calm so that we are completely outlined in phosphorous on the surface. Too, our position is doubtful and it isn't worthwhile to chance grounding on Pratas.
0630 Visibility very poor. Sighted U.S. Submarine at 5000 yards.
Fired recognition signal and surfaced.
Exchanged calls with BLACKFISH.
Sighted Pratas Island bearing 140°T distant 10 miles.
Commenced closing.
0715 Submerged.
1200 Lat 20-38N, Long 116-38E.
1830 Battle surfaced and opened fire on radio station to give gun crew a work out.
Had intended to expend all 5" ammunition on the island but decided that the military value of Pratas does not warrant the expenditure.
1840 Ceased firing and set course for Hong Kong.

25 April

0330 Submerged for plane on ST, closing rapidly from 3800 yards to 1100.
0600 Surfaced. Commenced surface patrol south of Hong Kong at 2 engine speed.
1200 Lat 21-02N, Long 114-02E.
1745 To pass the time away went over and inspected two Chinese Junks. Both fishermen. Gave them food and cigarettes.
2100 Received message from CAVALLA stating he would enter area tonite and requesting information.
Transmitted to CAVALLA and CTF 71 giving ETA Subic Bay. Set course for southern edge of area.

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U.S.S. BULLHEAD - Report of First War Patrol.

26 April

0330 Received lifeguard assignment. Reversed course at full speed. We can get within ten miles of station if not driven down. Fifth Air Force message had date time group 250710, nevertheless it was not transmitted on the 1830 schedule. Am asking CAVALLA if they can make station.

0430 Unable to raise CAVALLA. Overcast. Wind and sea making up.

0600 Heavy rain. The strike will probably be cancelled.

1000 On station. Still raining. No contact with aircraft.

1030 Set course for southern edge of area. Requested CAVALLA to take over station.

1100 Message on pack frequency from a plane about 100 miles south of us indicating strike called off. If not driven down we can get out of area only four hours late. Lat 21-09N, Long 114-15E.

1200 Weather clearing.

1600

27 April

0310 Submerged for plane on SJ closing from 4000 to 1900 yards.

0330 Surfaced.

0925 Sighted U.S. Submarine on port beam. Probably CHARR, but too far away to speak.

0950 Sub sighted us and commenced closing at full speed. Manned SJ and exchanged calls with GABILAN.

1000 Entered joint zone off Subic Bay. This is the first time we've headed east in five months. Lat 14-40N, Long 114-30E.

1200 Large 4 engine plane passed overhead going towards Luzon. IFF and U.S. markings. Fired recognition flare.

1400 B-24 came up from southwest. IFF and U.S. markings. Fired recognition flare.

1500

28 April

0500 Contacted escort, U.S.S. BARNES (DE353).

1037 Moored in nest alongside U.S.S. GILMORE (AS16).

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U.S.S. BULLHEAD - Report of First War Patrol.

(C) WEATHER

Weather normal for area with two blows experienced during period of this patrol.

(D) TIDAL INFORMATION

Tides observed to be normal.

(E) NAVIGATIONAL AIDES

No navigational aides sighted during patrol.

(F) SHIP CONTACTS

NONE.

(G) AIRCRAFT CONTACTS

Nite fliers were numerous off Takao and Hong Kong. Some may have been radar equipped, but if so they were not efficient. It seems more likely that they found us with a detector as they only came close while SJ was in use. They never came close while ST was in use.

We were closely bombed once by day and once by nite; both believed to be radar runs.

(H) ATTACK DATA

NONE.

(I) MINES

Floating Japanese mines identified as moored contact Type 93 Model 1 were sighted off Hong Kong on 2 April, 17 April, 24 April and 26 April. All were extremely rusty. The first mine exploded when struck by 40mm H.E.I.T. ammunition, the second was hit several times by 40mm and 20mm and sank without exploding, the third was exploded by 20mm, and the fourth was left afloat.

An unidentified type mine was sighted on 15 April off Hong Kong. After several hits by 20mm it sank without exploding. This mine was shaped like a truncated cone about 2 feet wide at its water line. At least four horns were visible with wire running between them.

(J) ANTI SUBMARINE MEASURES AND EVASION TACTICS

Nite flying planes were the only AS measures encountered.

Use of ST instead of SJ seemed to foil their search.

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(K) MAJOR DEFECTS AND DAMAGE

ENGINEERING: 21 March. #4 main engine out of commission due to cracked cylinder liner - #11 unit. Replaced liner with spare. Operation normal.

18 April. #4 main engine out of commission due to cracked cylinder liner - #5 unit. Inspected crank case and found fine particles of bronze in lube oil. Found piston pin broken inside connecting rod bushing #5 unit. About 25% of connecting rod bushing was ground away.

Inspected all main and connecting rod bearings. Inspected blower. Drained and cleaned crank case, lube oil sump, strainers, and filters. Flushed out engine and repeated draining and cleaning operation.

Renewed following parts on #5 unit: Cylinder liner, piston assembly complete with connecting rod and connecting rod bearings. Run in engine on battery charge, operation normal.

ORDNANCE: After the first week of patrol the trigger axis pin and the outer safety lever on the 40mm gun repeatedly froze. A daily application of penetrating oil and a vigorous workout of the firing pedal was carried out, but these parts could not be depended on for free action.

It is recommended that the trigger axis pin be made of monel or CRS and set in a non-corrosive bushing. The outer safety lever should be similarly mounted. Grease fittings for these vital moving parts should be installed.

(L) RADIO

An Army Signal Corps Trans-Ceiver BC-659 was installed aboard the BULLHEAD at Guam about thirty minutes before getting underway for patrol. At the time of installation by the tender force, it was checked on Channel "B" and found operative. After getting underway Channel "A" was checked and found inoperative. A short time later Channel "B" ceased to operate. A type 3E7 tube was found shorted at the base and had an open filament. The gear could not be placed back into operation because spares were not issued with the equipment and no instruction book was supplied.

The best frequency for reception of NPM Submarine Fox Broadcast was 9050 kcs with 13655 kcs used as an alternate. 4515, 6345, and 16730 kcs were seldom used. Although 9050 was the most used frequency, it also had the most jamming. This jamming occurred in the early morning and around twilight. Weak signals were noted at sunset and sunrise on all frequencies. At times NPM's sticking tape and keying relay were a detriment to good copying.

Communications on Ship-Shore frequencies were good. Contact with NPN or Pearl was made immediately during most of the transmissions. The only difficulty in getting a message out was experienced during some extremely rough weather encountered off Hong Kong.

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U.S.S. BULLHEAD - Report of First War Patrol.

(L) RADIO (Continued)

WoPaco communications were not satisfactory in that the two letter code many times throws doubt on the meaning of messages if one character of the group was missed during reception. On the night of 14 April the USS TIGRONE (SS419) and the USS BLACKFISH (SS221) tried to contact the BULLHEAD on the WoPaco frequency without success. The SafPlan frequency at the time 2006 kcs and the frequency shift from 2160 kcs had been accomplished at 1205Z, just five minutes after the scheduled frequency shift. The initial call up of the TIGRONE took place at 1300Z and contact was not made with the TIGRONE until 1537Z. A competent operator was on watch during this time and he made no adjustments to the receiver, after it was checked with the frequency meter until the message was received from the TIGRONE. The CWO was in the radio shack during the entire time and witnessed all of these operations. It is not known why the above radio transmission was so difficult.

(M) RADAR

Radar performance was very good through out the patrol. No unusual jamming or interference was encountered during the patrol. Radar conditions were normal most of the time. Several nights of unusual conditions were encountered. The nights of 16 April off Hainan and 17 April off Hong Kong rare radar conditions existed. On the 16th the USS BLACKFISH was picked up at 14,000 yards on the ST and tracked out to 15,000 yards. On both nights small pips ranging from 500 to 5000 yards appeared at well defined bearings all around the ship. Ranges of these pips changed quite rapidly, some opening, some closing. The sea was very calm and it is doubted if these pips could have been wave echoes. Both nights were clear and warm without much wind.

SJ radar was used intermittently close to land. Japs apparently have directional search receivers covering the SJ frequency. Every time SJ was used close to land, planes were drawn out. This situation was corrected by searching with ST when near land. Japs apparently cannot detect this radar. SJ ranges were exceptionally good with land ranges up to 120,000 yards, Chinese Junk ranges up to 15,000 yards, and aircraft contacts at 30,000 yards. The ranges obtained with the ST plus its freedom from detection are a good argument for using the ST as a search radar. ST ranges up to 14,000 yards were obtained on junks and land ranges up to 50,000 yards.

SD was operated very little during patrol and when used was operated intermittently. No interference or jamming was experienced. Most use of the SD was made when rendezvousing with air cover for lifeguard assignments. Initial contact with the planes was usually made by means of an IFF response. IFF responses up to 50 miles were noted. This radar seems to fail in its inability to pick up low flying planes.

APR-SPA was used continuously throughout the patrol. Efforts to obtain rough bearings on radar pulses by swinging ship were unsuccessful because the decrease in pip height could not be attributed to the swinging of the submarine or change in strength at the source of the pulse.

CONFIDENTIAL

U.S.S. BULLHEAD - Report of First War Patrol.

(M) RADAR (Continued)SJ/ST Troubles

1. High voltage rectifier tube type 836 burned out. Replaced, gear worked normal.
2. Cathode ray tube of PPI unit failed. Triple sweep appeared with sweep difficult to focus. Replaced cathode ray tube and trouble was corrected.
3. Main power switch on controller unit burned out. Inspection of switch showed it to be almost completely carbonized. The above switch is a tender spare. Replaced temporarily with spare emergency switch for TBL transmitter.
4. Feed through insulator supporting plate lead to high voltage rectifier tube in high voltage power supply (1200V) broke down. Close inspection showed that insulator had small crack where moisture had entered resulting in ultimate breakdown. No insulators like this aboard so converted a spare standoff insulator for this use.
5. ST magnetron weak and had a tendency to drift. Changed magnetron and retuned set. Performance improved appreciably after satisfactory ringtime obtained. Prior to changing magnetron, Klystron oscillator tube was changed since it could have been responsible for some of the drift. After a few days of operation, equipment settled down and worked satisfactorily. An occasional peaking seems necessary if the ST is used for search as has been the policy on the BULLHEAD.

SD Troubles

1. Burned out 8014A. Replaced, operation normal.
2. Rectifier-type 2X2 in CRT doubler power supply in Rac-Ind shorted out on two occasions.
3. Loose IF cable connection corrected, equipment operation satisfactory.

APR-SPA Troubles

1. Shorted capacitor in 5u sec. sweep GKT (C 127).

(N) SONAR GEAR AND SOUND CONDITIONS

All sonar gear functioned very well throughout the patrol, with no materiel failures noted.

Sound conditions in the area covered were theoretically above average to excellent; however, no ship contacts were available to check this statement. Off Formosa and Hong Kong isothermal water was found down to 150 and 110 feet, respectively.

A listening watch for surface cruising was set on the QB in local control. In a force three sea or below, excess water noises for listening were not encountered until a speed of fifteen knots was reached.

U.S.S. BULLHEAD (SS332)

CONFIDENTIAL

USS BULLHEAD - Report of First War Patrol.

(O) DENSITY LAYERS

The maximum gradient encountered in this area was about one degree in 100 feet, with isothermal water prevailing at least ninety per cent of the time.

(P) HEALTH, FOOD, HABITABILITY

Health of the crew was about average with considerable cases of constipation, gastritis, and headaches.

Food during the patrol could have been improved upon in variety and preparation.

Habitability has been very good with efficient air conditioning and no restrictions on fresh water due to complete cooperation of all hands.

(Q) PERSONNEL

The quality of submarine crews and their performance of duty has led to the use of many superlatives. Considering these superlatives I can say that the officers and men of the BULLHEAD are a credit to the submarine service, and come up to the high standards expected.

It is a matter of great regret to the Commanding Officer that their devotion to duty could not be rewarded with an opportunity to engage the enemy.

- (a) 5 during training at Pearl Harbor.
 - (b) 77 (one PhoMlc)
 - (c) 24
 - (d) 47
 - (e) 25
- 5 men rated.

(R) MILES STEAMED - FUEL USED

| | | |
|-------------------|----------|-------------|
| Guam to area | 1530 mi. | 20,606 gal. |
| In area | 8030 mi. | 80,537 gal. |
| Area to Subic Bay | 600 mi. | 8,580 gal. |

(S) DURATION

| | |
|----------------------|----|
| Days enroute to area | 5 |
| Days in area | 32 |
| Days enroute base | 2 |
| Days submerged | 5 |

(T) FACTORS OF ENDURANCE REMAINING

| Torpedoes | Fuel | Provisions | Personnel Factor |
|-----------|-------|------------|------------------|
| Number | Gals. | Days | Days |
| 25 | 9,744 | 10 | 18 |

U.S.S. BULLHEAD (SS332)

CONFIDENTIAL

U.S.S. BULLHEAD - Report of First War Patrol.

(U) COMMUNICATIONS, RADAR AND SONAR COUNTERMEASURESAPR Contacts

| <u>Frequency</u> | <u>Pulse Rate</u> | <u>Pulse Width</u> | <u>Date Time March</u> | <u>Position Lat & Long</u> | <u>Remarks</u> |
|------------------|-------------------|--------------------|------------------------|--------------------------------|--------------------------|
| 43* | 30 | 20 | 171740 | 18-30N 133-30E | Possibly ship's noise |
| 215 | -- | 4 | 240130 | 20-30N 134-00E | |
| 185 | 60 | 6 | 240200 | 20-30N 134-30E | SC-SA |
| 596 | 200 | 6.5 | 242200 | 21-30N 130-30E | AN/TPS-3 |
| 164* | 250 | 8 | 250930 | 21-00N 127-00E | Enemy airborne |
| 180 | 100 | 5 | 260630 | 22-00N 122-00E | IFF friendly |
| 160* | 500 | 15 | 260900 | 22-00N 122-00E | Landbased surface search |
| 97* | 500 | 17 | 261000 | 22-00N 122-30E | Landbased surface search |
| 70* | 400 | 18 | 270100 | 22-00N 120-30E | Landbased airsearch |
| 80* | 400 | 18 | 270230 | 22-00N 119-00E | Landbased airsearch |
| 156 | 500 | 7 | 292000 | 22-00N 120-00E | Shipborne surface |
| 157* | 550 | 8 | 292300 | 22-00N 118-30E | Airborne |
| <u>April</u> | | | | | |
| 75 | 500 | 20 | 110800 | 21-00N 113-00E | Landbased air search |
| 106 | 500 | 20 | 151900 | 21-00N 111-00E | Landbased surface |
| 80* | 500 | 19 | 160500 | 21-00N 114-00E | Landbased air search |

*Indicates subsequent contacts with same radar in approximately same position.

Communications Countermeasures

Radio jamming was experienced twice and consisted of CW and Bagpiping. Neither proved very effective and did not hinder copying to any great extent.

(V) REMARKS None.

Serial 0880~~CONFIDENTIAL~~

29 May 1945.

SECOND ENDORSEMENT to:
 USS BULLHEAD Comf. Ltr.
 A16-3, Serial 019, dated
 28 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. BULLHEAD (SS332) - Report of First War
 Patrol, Comment on.

1. The First War Patrol of the BULLHEAD, under the command of Commander W. T. GRIFFITH, U.S.N., was conducted in the northern part of the SOUTH CHINA SEA. During this patrol BULLHEAD was a member of the TIGRONE Coordinated Group.
2. During the greater portion of this patrol BULLHEAD performed lifeguard services. A notable rescue was performed on 16 April, when two crew members of a downed aircraft were rescued under very difficult circumstances. It is of special interest to note the friendly activities and sentiments of the Chinese natives who assisted in the rescue.
3. On two occasions BULLHEAD carried out a bombardment of PRATAS ISLAND. Considerable damage was apparently inflicted upon the enemy radio installations.
4. A very extensive and well planned search of the traffic lanes in the area produced no enemy contacts.
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 BULLHEAD upon their completion of this well conducted patrol during which every effort was made to inflict damage upon the enemy; two aviators were rescued, and PRATAS ISLAND was twice bombarded.

JAMES FIFE.

Serial 0880

~~CONFIDENTIAL~~

29 May 1945.

SECOND ENDORSEMENT to:
 USS BULLHEAD Conf. Ltr. A16-3
 Serial 019, dated 28 April,
 1945. Report of First War
 Patrol.

Subject: U.S.S. BULLHEAD (SS332) - Report of First War
 Patrol, Comment on.

DISTRIBUTION:

| | | | | |
|-------------------|------|--------|-------------------------|--------|
| Cominch | (3) | Direct | CTG-71.0 | (2) |
| Vice OpNav | (2) | Direct | ComSubRon-22 | (2) |
| Vice OpNav Op-23c | (1) | | ComSubRon-26 | (2) |
| Com1st Flt | (1) | | ComSubRon-30 | (2) |
| Com2nd Flt | (1) | | DivComSubRon-22 | (1 ea) |
| Com7th Flt | (2) | | DivComSubRon-26 | (1 ea) |
| ComSub1st Flt | (30) | | DivComSubRon-30 | (1 ea) |
| ComSub2nd Flt | (4) | | S/M School, N.L.Conn. | (2) |
| CTF-71 | (7) | | Comdt. NYD, Puget Sound | (1) |
| CTG-71.5 | (2) | | SubAd, Mare Island | (2) |
| | | | Submarines 7th Flt | (1) |

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

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

Serial: 076

Care of Fleet Post Office,
San Francisco, California,
29 April 1945.CONFIDENTIALFIRST ENDORSEMENT toU.S.S. BULLHEAD (SS332) -
Report of First 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. BULLHEAD (SS332) - Report of First War Patrol.

1. The U.S.S. BULLHEAD (SS332) departed PEARL 9 March on her initial war patrol under the command of an able and experienced Captain, Commander W. T. GRIFFITH, U.S.N. A two day stop was made in GUAM, thence to her patrol area in the northern part of the SOUTH CHINA SEA. The Commanding Officer was directed to join the U.S.S. BLACKFISH (SS221) and U.S.S. TIGRONE (SS419), forming a Coordinated and Attack Group with the Commanding Officer, TIGRONE the Officer in Tactical Command.

2. This patrol extended over a period of thirty-eight (38) days, of which thirty-two (32) were spent in the assigned area, with only five days submerged patrolling. In spite of thorough area coverage, the analysis of each aircraft and submarine contact, and a study of possible traffic routes, not one ship was sighted or contacted by radar during the entire patrol. Numerous fishing craft and Chinese junks were in constant attendance, and close scrutiny of many of them indicated that they were what their names imply.

3. A large part of the time on station was spent performing life guard duty. The Commanding Officer reports that VHF communications were very satisfactory, and only in rare instances were communications not reliable. Frequent identity was established by IFF, although a bomb attack by a friendly bomber was experienced 8 April. In an overcast sky, an approach was apparently made by radar, and an alert OOD dived, receiving two sticks of bombs, with minor damage.

4. With a bright moon, the BULLHEAD made a gun attack on PRATAS ISLAND, the radio station serving as a point of aim. This attack resulted in damage to at least one building in the area, a second bombardment was made on the same target at dusk on 21 April. No opposition was experienced on either occasion, and other than planes, both night and day, no anti-submarine measures were encountered. Contrary to recent experiences in that area, only four floating mines were sighted, all of which were sunk by gunfire.

5. The Commanding Officer's decision to enter shallow water, well inside the blind bombing zone to rescue survivors from a ditched plane is worthy of the highest praise. Voice communications reported a plane down 16 April, giving latitude and longitude. Fortunately the position reported was correct, and within two hours after the crew members were in the water, the BULLHEAD received the three survivors, pilot, co-pilot and radioman, from a Chinese junk, the latter having recovered them from the water almost immediately after crashing. All were seriously

FC5-22/416-3

SUBMARINE SQUADRON TWENTY-TWO

/Bn

Serial: 076

29 April 1945.

CONFIDENTIAL

Subject: U.S.S. BULLHEAD (SS332) - Report of First War Patrol,

injured, and only the pilot was conscious when taken on board. Encouraging improvement was visible on their arrival in Subic.

6. The BULLHEAD was bombed again, during darkness on 19 April, with no damage. In spite of the absence of targets, an excellent state of morale exists on board, and the ship presented a very clean, smart appearance on return to Base. The health is good and very few material difficulties will require correction during a normal refit period. The Squadron Commander congratulates the Commanding Officer, officers and crew for their timely rescue of three Army airmen, and regrets that no enemy contacts were made worthy of torpedo attacks.

E. S. Hutchinson
E. S. HUTCHINSON.

CONFIDENTIAL

U.S.S. BULLHEAD - Report of Second War Patrol

(A) PROLOGUE

- 1945
28 April Arrived Subic Bay for normal refit by GILMORE.
13 May Refit completed. Commenced training period.
21 May Excellent training completed under Commander Submarine Squadron 22.

(B) NARRATIVEAll times HOW (-8).

- 21 May
 1300 Departed Subic Bay for Second War Patrol to wage unrestricted submarine warfare in the Gulf of Siam. The following Officers and Chief Petty Officers were on board:

OFFICERSNO. WAR PATROLS

| | |
|------------------------------------|---|
| Commander W. T. GRIFFITH, USN | 5 |
| Lieutenant K. R. PHILLIPS, USNR | 6 |
| Lieutenant J. P. DOHERTY, USN | 6 |
| Lieutenant E. D. HACKMAN, Jr., USN | 1 |
| Lieutenant E. A. CRICKSON, USNR | 7 |
| Lieut(jg) P. A. GOSSETT, USN | 1 |
| Lieut(jg) D. O. HENRIKSEN, USNR | 1 |
| Lieut(jg) R. W. STRASSLE, USN | 1 |
| Ensign J. SIMMS II, USNR | 1 |
| Ensign J. J. PARPAL, USNR | 0 |

CHIEF PETTY OFFICERSRATENO. WAR PATROLS

| | | |
|-------------------|-------|----|
| DAVIDSON, F.B. | CRM | 4 |
| ENGBRETSEN, E.M. | CQM | 7 |
| FITZJARRALD, R.C. | CTM | 9 |
| HELFERICH, T.P. | CMOMM | 10 |
| PAYNE, W. | CMM | 1 |
| SMITH, W.M. | CEM | 8 |

Own ship speeds referred to in this report are as follows:

One third (1 engine) - - - - - 10-11 knots
 Two thirds (2 engines) - - - - - 13-14 knots
 Standard (3 engines) - - - - - 15-16 knots
 Full (4 engines) - - - - - 17.5 knots
 Flank (full power) - - - - - 18-19 knots

CONFIDENTIAL

U.S.S. BULLHEAD - Report of Second War Patrol

 21 May (Cont) No reference will be made to training dives or to the numerous native craft encountered near the shore, except where unusual circumstances warrant.

1500 -
 1630 Furnished services to escorts.
 1700 Departed training area for patrol.
 1900 Escort departed.
 Enroute Gulf of Siam using two thirds speed at nite and standard during daylight. -1-
 Daily gunnery, fire control, and diving drills.

22 May
 1200 Lat 13-51N Long 115-51E

23 May
 0230 Indications of another SJ to the north of us. Unable to exchange calls, but could be Subic bound BLOWER.

1200 Lat 11-04N Long 111-17E
 1510 In position Lat 10-33N Long 110-40E sighted a ship on high periscope bearing 249° true. Put stern to him to check bearing rate. Bearing drew about 10 degrees to the right and then 16 degrees to the left.

On last bearing change I was able to see low periscope shears and a clearing line so knew that I had a non-U.S. submarine. Turned toward and dove as I was on his base course. Knew that the British SUPREMS might be in the area, but also considered possibility of enemy character.

1600 The target disappeared between two 5 minute looks. Decided to head down his true bearing and wait him out.

1650 Target surfaced 3000 yards on port bow. Definitely identified as British. In position for good shot.

1700 Target had speeded up and zigged across my bow at 1200 yards, 90 starboard track.

Decided to remain submerged and let him go on his way in peace.

1800 Surfaced. Target shears in sight by high periscope on starboard quarter.

24 May
 1200 Lat 8-47N Long 107-34E -1-

1235 Sighted Pulo Condore bearing 266° true distant 54 miles.

1400 Submerged on SD contact at 8 miles.

1450 Surfaced 20 miles from Pulo Condore.

2200 Arranged rendezvous with BERGALL in Gulf of Siam to deliver mail.

25 May
 0800 Entered patrol area in the Gulf of Siam.

1130 Sighted and closed BERGALL. He did not desire to receive mail until after dark, and instructed us to open fifteen miles on 130° true, reversing course hourly.

1200 Lat 7-57N Long 102-58E

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U.S.S. BULLHEAD - Report of Second War Patrol

25 May (Cont)

1900 BERGALL closed and directed that we follow him.
 2000 lay to while BERGALL came alongside to receive mail and give us pack instructions. General plan: COBIA, BERGALL, and BULLHEAD patrol line in south central part of Gulf while KRAKEN and HAWKBILL patrol northern Gulf.
 2015 Proceeded in company with BERGALL to rendezvous with COBIA on scouting line.
 2020 BERGALL said 90% of mail in her bag was for BOARFISH and asked us to check in other bags for her mail. A check was made but there was no mail for BERGALL.
 2030 BERGALL said she would come alongside tomorrow nite to return BOARFISH mail and borrow a bulb for her movie projector.
 2130 Rendezvoused with COBIA, received patrol station at southern end of line and set course for that station. Using one engine at nite and two in the day time.

26 May

0030 On patrol station, reversing course hourly.
 0130 to
 0630 Many close phantom pips.
 1200 Lat 7-50N Long 102-45E
 1740 Submerged for float plane 5 miles to northward.
 1815 Surfaced.
 2015 BERGALL came alongside to return BOARFISH mail and to receive spare movie projector bulb.
 He said that COBIA had apparently been spotted by a plane about 1530. He will close COBIA to check this. If so we will probably shift the line tomorrow.
 This returns us to the old dilemma: If you patrol submerged on an open station you lose too much coverage. If you patrol on the surface and get spotted you may as well not be there.
 The Japs know we have submarines in the Gulf. Their only problem is to find out how many and where we patrol.
 2040 Set course to return to patrol station.

27 May

1130 Rendezvoused with BERGALL to suggest change in patrol line in view of aircraft sightings.
 1200 Lat 8-06N Long 102-32E
 1205 Set course to return to patrol station, having arranged another rendezvous for 2000.
 1400 Rendezvoused with BERGALL again. We have decided to pick up KRAKEN and try to intercept the two Marus sighted by air yesterday. The Marus were seen standing out of Singapore Strait on course 010° true so we have little to go on, but will close over for a try.
 2100 KRAKEN joined line and we are closing coast toward Great Redang Islands.

U.S.S. BULLHEAD (SS332)

CONFIDENTIAL

U.S.S. BULLHEAD - Report of Second War Patrol

28 May

0330 Sighted Great Redang Islands ahead. SJ defective, unable to pick them up.

0430 BERGALL ordered course change to parallel coast at 0500. Japs are jamming the Pack Frequency.

0630 Reversed course ten miles off Great Redang. Will patrol here rest of the day reversing course hourly.

0930 Closed BERGALL and suggested shifting the line northward; however in view of possible error in plane estimate of target speed it was decided to remain on this line.

1200 Lat 6-00N Long 103-14E

1545 Received permission from BERGALL to reconnoiter inshore at discretion then to rendezvous afterward.

1945 Word from full escorts Great Redang Anchorage. One thousand yards off southern limits of anchorage. No shipping by sight or radar. Set course for rendezvous 45 miles away. I will be two and one-half hours late at rendezvous, but after spending all day here I couldn't see leaving without being positive that the anchorage was empty. Aircraft coverage of Malay Coast yesterday did not spot the two Marus seen leaving Singapore day before yesterday. It would appear that they did not come this way.

29 May

0100 Rendezvoused with BERGALL and KRACKEN. Agreed with BERGALL to patrol close inshore until further orders off Hilly Cape, Patani Yoring in 15 fathoms, remaining submerged during daylight in order to remain undetected.

0620 On station.

0630 Submerged. Numerous junks and small native craft in vicinity.

1200 Lat 6-54N Long 101-39E

1840 Surfaced and opened coast to dump garbage.

2030 On station patrolling off Hilly Cape at 3 miles.

30 May

0615 Submerged off Hilly Cape in 15 fathoms of water. Numerous junks and small native craft in vicinity.

1200 Lat 6-52N Long 101-39E

1910 Surfaced at battle stations gun action with a large two masted lugger in sight close to the beach. All ahead full to get between him and the shore.

1925 Opened fire.

1930 Target sank. The 5" is most effective. All hits exploded doing extensive damage. This target was a large two masted job with studsails and large jib. I estimate him at about 150 tons. He was about 150 feet long with a beam of about 40 feet.

2040 After clearing the shore in 6 fathoms out to 20 fathoms submerged to flush out No. 4 fuel ballast.

U.S.S. BULLHEAD (SS332)

CONFIDENTIAL

U.S.S. BULLHEAD - Report of Second War Patrol

30 May (Cont)

2105 Received orders from BERGALL to join scouting line on 320°T about 40 miles off shore across Patani Roads.

31 May

0200 On scouting line. Patrolling 320 and reversing course hourly.
 1200 Lat 7-25N Long 101-28E
 1500 Have decided to request permission from BERGALL to make sweep of Patani Roads tonite if no contact by 1800.
 1750 Rendezvoused with BERGALL and received permission to go in to coast tonite; but first must contact KRAKEN, have him take my place in line and then on return I take his place.
 1800 Set course to close KRAKEN.
 1850 Passed word to KRAKEN.
 1855 Set course for Patani Roads at full speed.
 2100 Entered Patani Roads at southern end following 6 to 7 fathom curve to Singora Anchorage.
 2240 Headed north to skirt minefield off Singora.

1 June

0015 Headed west to close Singora north of minefield.
 0415 Completed sweep of coast. No contacts. Commenced return to diving water. Informed BERGALL of negative results.
 1000 On station in scouting line.
 1130 KRAKEN closed and relayed orders to open distance to 20 miles and make nitely sweep of coast.
 1200 Lat 7-17N Long 101-37E
 1520 Sighted single float seaplane heading north up the coast about 15 miles away.
 1535 Plane did not appear to be getting any farther away, and it seemed he might be making a wide circle; so submerged.
 1620 Surfaced.
 1625 Plane still in sight. Submerged. Looks like he's covering something.
 1715 Surfaced. Headed for Patani Roads at full speed. Still 90 minutes to sunset so do not believe I should get inside 10 fathoms before dark.
 In Patani Roads we are two hours from diving water. I believe there is something in there tonite so will mount the extra 20mm and the .50 cal.
 1755 Submerged for "Pete" at 5 miles. Do not believe he saw us.
 1815 Surfaced.
 Closed debris which turned out to be stern of ship we thought we sank day before yesterday. The stern was lying on its side with the mainmast and shrouds showing. As we were in only 126 feet of water I figured the bow might be on the bottom, except that I'm positive that the 5"-25 blew his bow off. Nevertheless we used the 20mm and 40mm on the remains and chewed them up as well as we could. We left him leveled to the water; being useful now only as a menace to navigation for submarines.

CONFIDENTIAL

U.S.S. BULLHEAD - Report of Second War Patrol

1 June (Cont)

- 2250 Six miles south of Singora Anchorage at the edge of the minefield. Careful radar sweep shows nothing anchored there.
- 2310 After 20 minutes of radar plotting to be sure that anchorage is empty set course for Hilly Cape and diving water (15 fathoms).

2 June

- 0320 Rounded Hilly Cape following the 10 fathom curve.
- 0600 Headed for station on patrol line. Low overcast.
- 0920 On station in scouting line.
- 1200 Lat 7-12N Long 101-44E
- 1330 Friendly plane informed BERGALL that he was searching coast south of 8°N. BERGALL instructed radio silence.
- 1700 Have received no orders from BERGALL regarding shift of station so headed in to sweep the shore.
- 2250 Intercepted message from KRAKEN to BERGALL saying, "Unable to contact 332". It would appear that he has a message to pass by voice.
- 2255 Set course to return to scouting line. Sent message to BERGALL giving my position, course, and speed.

3 June

- 0035 Received orders from BERGALL to proceed independently to new patrol station south of Anambas Islands. Set course accordingly.
- 0115 Exchanged calls with HAWKBILL on starboard quarter via SJ.
- 0700 Shears of submarine in sight on port beam for awhile.
- 1200 Lat 5-16N Long 104-33E

4 June

- 0400 Rendezvoused with BERGALL and KRAKEN at 2N, 106E to receive patrol instructions.
- 0515 Proceeded to take station between Pulo Rittan and Doendoem, on scouting line in support of Brunei Bay operation.
- 1200 Lat 2-19N Long 106-13E

5 June

- 1200 Lat 2-25N Long 106-35E
- 1215 Sighted search plane at 12 miles. Tail looked like B-32.

6 June

- 1200 Lat 2-36N Long 106-41E
- 1415 Sighted two B-24's at 8 miles.
- 1900 Commenced conversion of #3 fuel ballast to main ballast.
- 1920 Completed conversion of #3 fuel ballast tank.
- 2000 Submerged to flush out #3 F.B.T.

7 June

- 1200 Lat 2-24N Long 106-19E

U.S.S. BULLHEAD (SS332)

CONFIDENTIAL

U.S.S. BULLHEAD - Report of Second War Patrol

8 June

1200 Lat 2-16N Long 106-11E
 1430 Intercepted orders for BERGALL to leave line and ordering the TACITURN and THOROUGH to join.
 1700 Sighted BERGALL leaving station. Sent message to KRAKEN ordering change in scouting procedure to best cover BERGALL's blank position.

9 June

1200 Lat 2-14N Long 106-35E
 1330 Sighted and contacted by voice one friendly search plane. This afternoon endeavored to contact THOROUGH and TACITURN on pack circuit without success.
 1900 Again tried to contact TACITURN and THOROUGH. No results. We have now had two boats trying to cover a ninety mile pass for the last 30 hours. We cover the middle 60 miles every two hours fairly well; but the flanks are unguarded.
 2345 Finally contacted TACITURN and THOROUGH. TACITURN will be on station at midnite, and THOROUGH tomorrow morning.

10 June

1200 Lat 2-00N Long 106-29E

11 June

1200 Lat 2-08N Long 106-43E

12 June

1130 Exchanged signals with search plane.
 1200 Lat 2-04N Long 106-29E
 1230 Intercepted orders for TACITURN and THOROUGH to leave the line tonite. This again leaves two boats to cover 90 miles.
 1700 Ordered KRAKEN to rendezvous for exchange of information and new disposition.
 1900 Rendezvoused with KRAKEN. Agreed on new disposition and exchanged other information.
 1930 Commenced pulling off line towards Singapore to transmit my serial one.
 2215 Transmitted to CTF 71 informing him of KRAKEN's and my fuel situation; requesting spend remainder patrol in Java Sea.
 2230 Set course for northern end of patrol line near Pulo Rittan.

13 June

0215 Radar contact 085° true at 10,000 yards. Commenced tracking. Target on course 045 at 7 knots. Looks like submarine contact. Has radar 222 mgc. PR 450.
 This is where TACITURN would be if still on station; however, he was supposed to leave at dark last nite, and contact is not on our normal scouting line courses. Commenced end around.
 0230 Target commenced a gradual large circle to his left and at
 0300 Commenced constant helming on course 203°T at 11.5 knots.

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U.S.S. BULLHEAD - Report of Second War Patrol

13 June (Cont)

0315 Requested position from TACITURN. Unable to contact her. Continued end around intending to dive at dawn for identification.

0410 Finally got message off to TACITURN. He replied "Leaving patrol line". This still did not definitely identify contact.

0420 10,000 yards ahead of target on his base course. Ready to dive at daylight.

0430 Informed TACITURN that I had contact on submarine, giving position, and asked if that were he.

0450 TACITURN replied, "Yes Me".

0500 TACITURN said he had left patrol line at 0300 on course 200°T at 12 knots. We missed his course 3° and his speed 1/2 knot; however, I suspect our speed estimate was nearer correct than his. Set course to return to patrol line.

1200 Lat 2-09N Long 106-30E

14 June

1130 Search plane contacted on radio.

1150 Sighted and spoke PB4Y search plane. Requested that he look over Anambas Islands for small craft or traffic, which he agreed to do.

1200 Lat 2-07N Long 106-29E

1240 Plane reported negative on search of islands.

1715 Received orders for KRAKEN and BULLHEAD to depart present station at dark tomorrow and patrol western end of Java Sea.

15 June

0600 Rendezvoused with KRAKEN and agreed on area patrol.

0740 Jap aircraft radar at 159 mgs on APR.

0845 "Sally" or "Betty" crossed astern of us at about 10 miles heading southwest.

1200 Lat 2-14N Long 106-30E

1900 Departed station off Anambas Islands enroute Batavia via Karimata Strait.

16 June

0800 Commenced passage of Karimata Strait.

1200 Lat 2-18S Long 109-00E

1730 Completed passage of Karimata Strait.

17 June

0630 Submerged off Java Coast just east of Batavia in 14 fathoms.

1200 Lat 6-07S Long 108-12E

1900 Surfaced and set course for Pamanukan Anchorage.

2030 In Pamanukan Anchorage 8000 yards from the dock. Nothing here except the buoy and a junk.

Set course for Batavia east entrance.

2200 CTF 71 sent message suggesting that we patrol between Pulo Babi and St. Nicholas Point tomorrow.

Set course to round the Thousand Islands and sent message to KRAKEN coordinating the line.

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U.S.S. BULLHEAD - Report of Second War Patrol

18 June

- 0330 Encountered KRAKEN north of Thousand Islands enroute station. Exchanged calls via SJ.
- 0620 Submerged on station 6000 yards off St. Nicholas Point, West Java. Went deep (150 feet) for BT card. No gradient.
- 0910 Sighted small camouflaged coastal vessel heading eastward near St. Nicholas Point.
- 0917 Battle surfaced and headed for target. He headed for the beach.
- 0930 Target sunk. Commenced opening coast to dive.
- 0945 Submerged on station.
This target was a small, steel hulled diesel driven Sugar Charlie of about 700 tons flying the enemy flag. Judging by the number of people in the water there were about 50 Japs on board. Used 40 and 20 mm on them after target was down.
- 1130 Sighted transport plane over St. Nicholas Point. Appeared to be circling for landing.
- 1150 Sighted SC type patrol craft near scene of sinking.
- 1200 Lat 5-51S Long 106-00E
- 1225~ Lost sight of patrol boat in direction of Sunda Strait.
- 1435 Sighted the mast and deck house top of the patrol boat coming from direction of Sunda Strait close to the shore.
- 1530 The patrol boat reversed course near St. Nicholas Point. He seems to be patrolling right up against the shore; why, I can't imagine.
- 1915 Surfaced and closed KRAKEN who is 8 miles away off Pulo Babi.
- 1950 Rendezvoused with KRAKEN to set nite patrol line. Commenced patrolling between Pulo Babi and St. Nicholas Point.
- 2120 Sighted two columns of smoke bearing 130°T near Banten Anchorage. Informed KRAKEN via Wopaco.
- 2130 Could make out two small ships with two escorts. Within few minutes picked them up on radar at 10,000 yards.
- 2145 Tracking was delayed somewhat by a casualty to SJ which was repaired. Targets on course 300°T at 8 knots. Not zigzagging; however, they have just left the net.
- 2210 Gave KRAKEN enemy position, course, and speed via Wopaco.
- 2210 On target track 12000 yards ahead. Submerged. The nite was too brite to attempt a surface approach. I believed these were too small for torpedoes but the plan was to let them pass me at 1000 yards, shoot torpedoes if possible, or battle surface on them.
- 2226 With targets at 6000 yards and I 1500 yards off their track inshore of them they changed course toward the beach and then began to mill around in apparent confusion. Set course toward them at two thirds speed.
- 2232 Range began to open.
- 2250 Targets swung towards us at 9000 yards, then reversed again.
- 2302 It became apparent that the targets were returning to the anchorage.
- 2314 Surfaced. Picked up KRAKEN about 5000 yards away in direction of targets.

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U.S.S. BULLHEAD - Report of Second War Patrol

18 June (Cont)

2326

Directed KRAKEN to take station 4 miles to eastward of St. Nicholas to watch for targets trying to get out to northward. Commenced north-south patrol northwest of St. Nicholas. Could still see target smoke at anchorage.

I now believe that targets were recalled to the anchorage as a result of my Wopaco transmissions. This is not certain but is probable. Another possibility is that my periscope was sighted, but this is improbable because I had a land background and no escorts came to bother me. The only other possibility is that the KRAKEN was spotted while closing the scene, thus flushing the targets; however, I feel certain that the KRAKEN would have been too careful to do that, and further, he was not bothered by the escorts.

19 June

0230

Directed KRAKEN to return to Pulo Babi and cover line to northeast. SJ out of commission. Targets cannot get by me with present visibility.

0305

SJ in commission.

0425

Submerged 6000 yards off St. Nicholas Point.

0620

Column of black smoke bearing 110° true. Commenced approach.

0820

Target came over horizon on straight course with zero angle on bow, emitting occasional puffs of black smoke. He appeared bow on to be a freighter of about 1000 tons.

I set course for the beach to get off his track and between him and the shore.

At 3700 yards target zigged 40° left putting me to seaward of him. He then looked like a patrol craft of about 250 tons similar to a PC. I decided to give him six torpedoes set on 4 feet with an 800 yard run.

At 2000 yards he zigged left again giving me a run of 1550 yards and a 110 track. I saw, too, that he was not a PC type, but an apparent conversion job of some tug-like vessel. Held fire as my chances of hitting such a small vessel were nil.

The target had a 3" gun forward; radar dome on his single mast, and two well filled depth charge racks. He was not pinging. Speed was 9.

0920

Patrol boat commenced searching around about 4000 yards west of us.

0940

Patrol boat set course toward Sunda Strait and disappeared.

1200

Lat 5-45S Long 106-06E

1300

Two small picket boats passed at 1000 yards on course north. No pinging.

These boats were similar to, but smaller than, the Australian YML's at Darwin with a 37mm gun forward and depth charges aft.

1320

Smoke bearing 123° true. The picket boats have headed easterly at slow speed. Commenced approach.

These are apparently the fellows who tried to come out last nite. Could make out two targets. The leading one was a large Sugar Charlie while the trailing one appeared to be a small MFM Maru.

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U.S.S. BULLHEAD - Report of Second War Patrol

19 June (Cont)

- 1320 (Cont) Decided to give the Maru 4 torpedoes set on 4 feet. Picket boats are trailing astern.
As targets closed could see that they were both large steel hulled Sugar Charlies.
- 1415 Battle surfaced and closed nearest target. It was then apparent that there were three Sugar Charlies, the two largest about 700 tons and the trailing one about 500 tons. The last two overlapping had looked like a Maru.
- 1421 Commenced firing. The picket boats started closing when we surfaced, but now they changed course and headed back to Banten Anchorage. The smaller vessel who was about 2000 yards astern also headed back.
- 1430 First target sank. It took too much ammunition and too long to get him because they were hitting top side instead of the hull. Only 9 rounds left. Took out after the second large one who appeared to be about to beach himself.
- 1436 This target commenced rounding a point so opened up and got three hits in his stern as he ran aground at 12 knots just inside the point.
Sprayed dock and buildings with 40mm while we expended our last 6 rounds of 5". There were two more small ships of about 300 tons tied up in here. Got one hit in one and two hits in the other. These docks and buildings are at Lat 5-55-45S Long 106-00-30E (Merak Roads) and can be approached within 1800 yards on the surface.
- 1440 Set course to clear shoal water. Will give KRAKEN this position and let her come down here tomorrow. It should be a turkey shoot for them. The third vessel and pickets disappeared in Banten Anchorage.
- 1512 Sighted "Pete" on starboard beam about 10 miles. Submerged in good water (150 ft).
- 1615 Four distant depth charges.
- 1915 Surfaced.
- 1940 Rendezvoused with KRAKEN and gave him information on position of damaged ships. He will now patrol off St. Nicholas and I off Pulo Babi.
- 2210 KRAKEN rendezvoused and requested, after gunning Merak Roads, permission to patrol east Sunda Strait. I concurred.

20 June

- 0645 Submerged off Pulo Babi.
- 1200 Lat 5-46S Long 106-12E
- 1915 Surfaced. Patrolling from north of Pulo Babi to St. Nicholas Point at 15 knots as KRAKEN is in Sunda Strait tonite.
- 1945 Transmitted my serial two to CTF 71 giving results to date and suggesting test messages by Palawan search planes to check submerged reception.

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U.S.S. BULLHEAD - Report of Second War Patrol

20 June (Cont)

2215 Received message from CTF 71 recommending patrol towards Two Brothers Islands during afternoon and evening of today, and north of Two Brothers tonight.
Set course for line between Two Brothers and North Watcher.

21 June

0200 Passed Two Brothers 5000 yards to port.
0300 Reversed course to head for diving water by daylight. Now have 25 feet under the keel.
0635 Submerged between Pulo Babi and Thousand Islands.
1200 Lat 5-45S Long 106-25E
1910 Surfaced and closed Sunda Strait to try to contact KRAKEN.
I wish to patrol off St. Nicholas tomorrow but cannot do so unless I inform KRAKEN, as I turned that station over to him.
If I do not find him, I will shift to north of Sunda Strait.
2145 Received orders to proceed immediately to east Java Sea to form scouting line with ICEFISH and PUFFER, between Kangean Island and Cape Selatan.
Set course to pass north of the Thousand Islands, thence eastward.
Informed ICEFISH that I would arrive on the line about noon Saturday the 23rd.
2300 ICEFISH said she would be on station morning of 26th.

22 June

0630 Sighted and closed a nicely built schooner of about 25 tons with junk rig. Went close aboard with guns manned.
Although he appeared to have some cargo stacked amidships all the crew (about 10) were light skinned; Malays, very vociferous in their protestations of innocence and friendship, so let him go.
It did not appear reasonable that a Jap would be this far from land.
1200 Lat 5-35S Long 108-43E
2110 Informed HARDHEAD that I would be in northern part of his area tomorrow.
2130 HARDHEAD reported contact with three small vessels south of Masalembo Island. I am over 200 miles away from him. Will inform him of my present position; however, he should have no difficulty with these.

23 June

0800 As I am very near my scouting line (Kangean Islands to Cape Selatan) decided to patrol across Bandjermasin Surabaya line this afternoon and tonite, taking up my line tomorrow morning.
Headed up for Annie Florence reef to see if the buoy and beacon are still there.
1200 Lat 5-18S Long 113-02E
1240 Sighted buoy on Annie Florence Reef bearing 063° true distant 8 miles. See "Aids to Navigation".

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U.S.S. BULLHEAD - Report of Second War Patrol

23 June (Cont)

- 1340 Own search plane called up from near Bawean Island. Requested that he search on 045 true for 120 miles from that island. The radio call of this plane was LK2P/569.
- 1345 Requested HARDHEAD to search with me across line. Informed him that if any contact made I would attack from west and he should attack when I report finished or upon hearing depth charges. If contact too small for torpedoes I will attempt to draw off escorts while he guns them, as I have no ammunition except small caliber.
- 1440 Friendly search plane passed to starboard, but he was flying in stattered clouds and, I believe, too high for reliable search.
- 1530 Plane reported 2 SC, 1 SB, and 1 DE at 3-50S, 114-10E on course 210° true. We are near their track. Requested HARDHEAD rendezvous at 1800 to coordinate nite scouting line.
- 1730 Rendezvous with HARDHEAD and arranged for scouting line across tracks of ships sighted by plane. HARDHEAD reported that he had no torpedoes aft and only 6 rounds of 5" left.

24 June

- 0150 Received amplification of plane report from CTF 71 giving targets a speed of 12 knots. If they are making that they could have got by me at 1930 last nite; however, for speeds of 10 or less we have covered a 44 mile line across their track throughout the nite. Above report also said 10 small vessels left Bandjermasin yesterday at 1500, course 210.
- 0215 Told HARDHEAD to commence retiring search to west at 0400.
- 0400 Commenced retiring search to west.
- 0415 Told HARDHEAD if no contact by 0700 to search at discretion, and that I would continue, in this vicinity (northeast of Annie Florence) throughout the day, retiring to my assigned station tonite.
- 0800 HARDHEAD rendezvoused and suggested a final two hour sweep to north and then proceed to west of Bawean. I concurred.
- 0930 Agreed with HARDHEAD to sweep towards Madura Island. We could really use a search plane today.
- 1200 Lat 5-15S Long 113-12E
- 1448 Sighted masts of ship bearing 308°T distant 15 miles. Tracked on course 080 at 10 knots. Passed info to HARDHEAD. I am on target's starboard beam.
- 1530 HARDHEAD made contact ahead of target.
- 1600 HARDHEAD asked, "Interrogatory dive for attack". I gave him affirmative.
- 1645 Target zigged to about 160°T putting us well on his port bow. Now I have to pull ahead again. However, this is towards better water. On his previous course we would have had to attack in 15 fathoms; now we may have 35. This zig may throw HARDHEAD off.

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U.S.S. BULLHEAD - Report of Second War Patrol

24 June (Cont)

- 1700 Target zigged to course 200°T.
- 1745 Target reversed course to 040°T., putting me on his starboard beam again.
- 1745 to
1900 Target continued to maneuver radically. I kept track of him by keeping his masts in sight at a range of 32000 yards.
- 1900 Target steadied on 095° true and commenced blinking mast head lites. About this time HARDHEAD reported that as result of her approach target was hospital ship.
Used Slade Cutter's method for tracking over the horizon. When we got the target by radar at 27000 yards the range was only 150 yards out and we had been getting 10.6 knot speed as opposed to 11 actual. Could then see red lites on target through nite scope.
This ship kept HARDHEAD and myself occupied for four hours and diverted us from search for plane sightings. Consider he should be sunk. He has violated instructions for hospital ships by interfering with and embarrassing our operations.
Sent report and opinion to CTF 71.
Decided to continue tracking target for drill until answer received from CTF 71.
- 2100 Target increased speed to 13.5 knots and changed course to 100°T. His objective must be Makassar via De Brill Bank.
- 2300 Having received no instructions after 3½ hours, abandoned tracking and set course for west Kangean Islands.

25 June

- 0300 Off West Kangean Island, decided to spend a day in north Lombok.
- 1000 Submerged off North Lombok.
- 1020 Forced to surface by bad leak in maneuvering room, the source of which could not be immediately located.
- 1115 Submerged and checked leaks at test depth. Leak in M.R. was caused by steel plug having been eaten in two on port M.M. C.W.
Lat 8-16S Long 115-52E
- 1200 Sighted a large two masted schooner with double jib standing across Lombok Strait from Amponan on a southerly wind. Commenced tracking.
- 1630 Surfaced with schooner on port bow, sighted small vessel in shadow of beach on Bali side.
Decided to pass schooner close aboard and look him over, then get between the small ship and Ambat.
Schooner was loaded with deck cargo of boxes and drums and had an engine. Passed him at 15 yards.
As HARDHEAD was closing Ambat from west I knew the schooner couldn't escape us. Decided to check for more game before giving the show away by opening fire.
Contacted HARDHEAD off Ambat, told him about the schooner, then started after the small ship.

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U.S.S. BULLHEAD - Report of Second War Patrol

25 June (Cont)

- 2005 Caught up with target in the open about 5 miles off shore. Turned out to be a medium Sugar Charlie of about 300 tons.
- 2010 Commenced firing with 40 and 20 MM.
- 2012 Ceased firing. Target burning fore and aft. Subsequent explosions indicated that she was loaded with drums of gas or oil. Commenced circling target to be sure she was done for. Found ten men hanging on to debris. From their cries they sounded like natives so decided to pick them up.
- 2038 Took on board 10 Javanese men and stowed them in empty magazine. Only two of them had been injured by burns. Sent my serial four to CTF 71 asking whether or not I should bring these men in or put them ashore. Headed for Bali Coast to meet HARDHEAD.
- 2130 Talked to HARDHEAD. He got the schooner at Ambat and reported coast clear between Lombok Strait and Ambat. We decided to sweep the shore for about thirty miles and proceeded to do so. Commenced following shore contour at about 800 yards with HARDHEAD 10,000 yards astern.
- 2210 Exchanged calls with BAYA via SJ. He has apparently just come up the strait.
- 2300 Passed HARDHEAD's schooner in Ambat anchorage still burning fore and aft. Our target still burning, and exploding at frequent intervals.
- 2310 Received message from ICEFISH giving position and requesting that we designate rendezvous. Sent message to ICEFISH, HARDHEAD, and BAYA suggesting rendezvous at 6S, 115E at 1300 tomorrow.

26 June

- 0046 Set course for Kangean Islands.
- 1130 Sighted and exchanged calls with PUFFER at rendezvous.
- 1200 Lat 5-57S Long 115-01E
- 1300 Sighted and exchanged calls with BAYA who relieves me in area. Set course for Lombok via Kangean Islands. Informed ICEFISH that I would depart area tonite.
- 1410 ICEFISH agreed and released me.
- 1950 Radar contact on two ships at 17,800 yards, 280° true. Notified ICEFISH and PUFFER. Unable to raise BAYA.
- 2020 One target has radar, 156 mgs, 500 PR Zigzagging on 085°T at 12 knots. Notified ICEFISH and PUFFER. Unable to raise BAYA. HARDHEAD has remained off Surabaya and is in contact with our planes making strike.
- 2035 Informed ICEFISH and PUFFER that I would not attack until one of them made contact. Unable to raise BAYA. Brite moonlite. Commenced working over to port side of targets to get off moon.

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26 June (Cont)

- 2055 BLUEBACK in north Lombok at 2030 is heading up.
 2100 Targets base course is 090°T, speed 12. Sent dope to all subs.
 2115 Exchanged calls with BLUEBACK via SJ.
 2145 ICEFISH gave his position and said he would not reach line until
 0200. BLUEBACK should be here by 1130.
 2246 BLUEBACK has contact. Informed pack "Diving for attack".
 2251 Submerged and commenced approach. One target pinging.
 Approached from windward side although it is up moon so that
 torpedoes may run with force 4 sea. Impossible to fire in trough
 on any decent track.
 Had targets in scope at 8000 yards but could not see them clearly
 until 2000. There were two of them, both similar to small minelayers
 or Chidoris. Set torpedoes on 5 feet.
 2324 Commenced firing bow tubes on 60 starboard track with torpedo run of
 1480 yards. Fired six with first one to hit, the other five cover-
 ing 400 feet. Check bearing and ST range set on each shot.
 Fired all six at nearest vessel as the ships were in line of
 bearing with the far one too widely separated on the far bow for
 much chance of hitting.
 The second and fourth torpedoes broached, throwing up big sprays
 of water vastly more noticeable than the heavy white caps.
 No hits.
 Had hoped to evade at periscope depth but the target turned towards
 at 1100 yards.
 2326 Rigged for depth charge and went to 200 feet meaning to use special
 device if possible.
 2333 to
 2335 4 depth charges at range of about 3 to 4,000 yards.
 One target drew away to eastward while one stayed near us.
 2344 Rigged for normal running and commenced reload.
 Came up to periscope depth.
 2346 One target in sight astern at 4500 yards.

27 June

- 0010 Lost sight of target. Came up to 45 feet. All clear on ST and SJ.
 0020 Surfaced. Informed pack that I had missed and told BLUEBACK to go
 ahead.
 Got 4 miles south of targets' track and headed up the line.
 0045 Regained contact with one target on course line at 11 knots.
 0120 BLUEBACK dove for attack. I figured that I had contact with the
 (About) one I had fired at while BLUEBACK had the other; but at
 0140 my target slowed, stopped and then circled around. Heard a few
 depth charges.
 0149 Target blew up and disappeared.
 Now we don't know where the second target is.
 0156 Set course up the line at full speed. Informed pack that I did not
 have contact with second ship.

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27 June (Cont)

- 0330 Have combed target's possible track ahead and have contact with one sub and indications of another up ahead, so decided that target was astern of me. It would now appear that BLUEBACK got second target while the one who depth charged me hung back.
Set course back down the line.
- 0418 Radar contact 235°T, 13000 yards. SJ interference from that direction so tried to identify; but
- 0422 Range closing rapidly to 9000 decided to run with him and track. Came right to open track and went ahead flank.
- 0428 Range 5400. Target has low silhouette but cannot tell whether it is a submarine or not.
Target tracked on base course 045, zigging from north to 090, at 18 knots. We are just able to hold bearing on him.
Informed pack of this high speed, unidentified, hoping that the two or three boats to eastward could get ahead of him. I cannot get around him.
Sent 0430, 0500, 0530 reports on target to pack.
- 0600 Battle stations. The target can be seen from the bridge at 12,000 yards and is a small minelayer or Chidori. I figure that he can see me also and if he heads over I will have to shoot fast at this speed. I stayed in position hoping he would head over.
- 0610 Sighted submarine 15,000 yards ahead of me. He may have a chance to get in.
- 0612 Sighted second submarine ahead of target.
- 0624 Sunrise. Target and I have each other clearly in sight.
He apparently has no intention of coming towards me. I do not have enough speed to close him. This is a situation for the books. With two boats up ahead I figured I'd better pull astern as I do not have the fuel to keep up full power all day. Sent sight position report to pack.
- 0648 Changed course for Lombok Strait, passing astern of target at 9000 yards. He could at least take a shot at us with his guns.
- 0709 Exchanged calls with BAYA heading up astern of target.
- 1150 Submerged in North Lombok Strait after a strenuous, but disappointing nite.
- 1200 Lat 8-17S Long 115-51E
- 1330 Looked over my prisoners. They are all Javanese. They say there were four Japs on the oiler, but that two were shot and they don't know what happened to the other two. The Japs were the skipper, engineer, and two soldiers.
The Sugar Charlie Oiler was enroute from near Surabaya to Ampenan.
- 1700 Surfaced and proceeded to search coast of Bali through Ambat Anchorage. APR contact 126 mgs.
- 1845 Put my 10 Javanese survivors in rubber boat 1200 yards off shore about 6 miles west of Ambat as they are anxious not to fall into Jap hands again. Lost APR contact.
- 1855 Set course to transit Lombok.

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27 June (Cont)

1940 Entered Lombok Strait. APR contact 159 mgs.
This contact gradually became stronger, and reached maximum at the southern end of the strait. After leaving the strait it began to decrease. Although it had airborne characteristics it would appear to be on the beach.

2100 Contacted BECUNA on SJ. He is northbound through the strait.

2140 Completed uneventful transit of Lombok Strait.

28 June

1200 Lat 12-05S Long 115-25E

1300 Held delayed ceremony while King Neptune came aboard. He has learned that we came south of the line without proper ceremony. King Neptune decreed that our batch of Polywogs should have a 24 hour probationary period, and that at 1300 tomorrow they should be introduced to the royal domain.

1600 Sent despatch to CTF 71 giving detail of contact on 26th and time of arrival Fremantle.

1800 Sent message to Commander Task Group Seventy One Point Three requesting installation of additional five inch gun and 40mm forward; and that Squadron Medical Officer be prepared to Xray crew for Tuberculosis.

29 June

1200 Lat 17-15S Long 113-50E

1300 to 1600 Royal Party received, examined and indoctrinated Polywogs into the Royal Domain.

30 June

0900 Sent message to CTF 71 advancing time of arrival Fremantle.

1200 Lat 23-03S Long 112-35E

1 July

1200 Lat 28-26S Long 112-54E

2 July

0230 Passed and exchanged calls with northbound CROAKER.

0535 Sighted Rottnest Light bearing 135⁰T.

1050 Moored alongside U.S.S. CLYTE in Fremantle Harbor.

2140

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-----(C) WEATHER.

No comments.

(D) TIDAL INFORMATION

Currents in Sunda Strait were higher than given in H.O. publication 236, "Currents in the South China, Java, Celebes, and Subu Sea". Generally in vicinity of 1 to 1.5 knots and all flowing in direction of Strait, even up by Two Brothers.

(E) NAVIGATIONAL AIDS

H.O. 163 lists Annie Florence (La Bocuf) Reef (5°13'S, 113°17'E) as being marked with a buoy and also a beacon. Upon passing, the buoy was plainly visible but nothing resembling a beacon could be seen. The buoy was painted red instead of black and white. The chart says the reef "breaks heavily", but no sign of breaking could be seen on two passages.

(F) SHIP CONTACTS

Enumerated on following page.

(G) AIRCRAFT CONTACTS

Only four Jap planes were seen this patrol; two "Petes" in the Gulf of Siam and one "Pete" and a transport plane off Batavia. It is not certain that any of these were on anti-submarine duty.

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(F) SHIP CONTACTS

| No. | Time Date | Lat Long | Type | Initial Range | Est. C & S | How Contacted | Remarks |
|-----|--------------|-------------------|------------------------|------------------|--------------------------------|-------------------|---------------------|
| 1. | 1517 5/23 | 10-33N 110-40E | HMS SUPREME | 14000 | 045 ⁰ T 8 kts | High Periscope | |
| 2. | 1910 5/30 | 6-52N 101-40E | 2 Masted Lugger | 6000 | 020 ⁰ T 3 kts | Periscope | Gun Action |
| 3. | 0215 6/13 | 2-24N 106-21E | HMS TACITURN | 10000 | 203 ⁰ T 11.5 kts | SJ Radar | |
| 4. | 0910 6/18 | 5-53S 106-02E | SC Maru | 9000 | 050 ⁰ T 5 kts | Periscope | Gun Action |
| 5. | 1149 6/18 | 5-54S 106-01E | Sub Chaser | 7000 | 060 ⁰ T 8 kts | Periscope | |
| 6. | 2120 6/18 | 5-52S 106-04E | 2 SC Maru 2 escorts | 15000 | 300 ⁰ T 8 kts | Binoculars | Smoke |
| 7. | 0820 6/19 | 5-53S 106-07E | PC Patrol Craft | 12000 | 290 ⁰ T 9 kts | Periscope | Smoke |
| 8. | 1300 6/19 | 5-50S 106-06E | 2 Picket Boats | 10000 | 800 ⁰ T 5 kts | Periscope | |
| 9. | 1321 6/19 | 5-53S 106-02E | 3 SC Marus | 10000 | 260 ⁰ T 8 kts | Periscope | Gun action |
| 10. | 1437 6/19 | 5-56S 106-00E | 2 SC Marus | 3000 | Moored to dock | Bridge | Gun Action |
| 11. | 1448 6/24 | 5-47S 113-30E | Hospital Ship | 25000 | 080 ⁰ T 10 kts | High Periscope | DAMN! |
| 12. | 1630 6/25 | 8-16S 115-46E | Aux. Schooner | 9800 | | Periscope | Sunk by HARDHEAD |
| 13. | 1816 6/25 | 8-26S 115-47E | SC Maru | 9000 | 135 ⁰ T 7 kts | Bridge | Gun Action |
| 14. | 1950 6/26 | 7-32S 115-07E | Class 7 AM 1 escort | 17800 | 088 ⁰ T 12 kts | SJ Radar | Torpedo Attack |
| 15. | 0045 6/27 | 7-29S 115-52E | One of #14 | 15000 | 090 ⁰ T 12 kts | SJ Radar | Sunk by BLUEBACK |
| 16. | 0418 6/27 | 7-37S 116-19E | Second of #14 | 13000 | 045 ⁰ T 18 kts | SJ Radar | |

U.S.S. BULLHEAD (SS332)

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U.S.S. BULLHEAD - Report of Second War Patrol

(H) ATTACK DATA

U.S.S. BULLHEAD (SS332) GUN ATTACK NO. 1, PATROL NO. TWO.

Time: 1939; Date: 30 May 1945; Lat. 10-33N; Long. 110-40E.

Target Data - Damage Inflicted

Sunk: One wooden two-masted skysail schooner - 150 tons (EC)
Damaged: None.

Details of Action

Closed single target on surface. Opening range 2200 yards. Expended 12 rounds 5"/25 HC, 16 rounds 40mm HEIT, and 240 rounds 20mm (HEI & HET). First 5"/25 shot put target down by bow. Average range 1200 yards. All guns firing. Target sank four minutes after opening fire. Fuses for 5"/25 set on super quick. Three 20mm shells were misfires.

U.S.S. BULLHEAD (SS332) GUN ATTACK NO. 2, PATROL NO. TWO

Time: 0917; Date: 18 June 1945; Lat. 05-53S; Long. 106-02E.

Target Data - Damage Inflicted

Sunk: One 700 ton (EC) steel hulled Sugar Charlie Maru.
Damaged: None.

Details of Action

Expended 37 rounds 5"/25 HC, 68 rounds 40mm HEIT, and 240 rounds 20mm (HEI & HET). Hit target with third 5"/25 shot and repeatedly afterward. Target sank soon after being hit at water line. Opening range 3200 yards. Average range 1800 yards. Radar range with periscope spotting used for fire control. Super quick fuse on 5"/25 proved very effective against steel hull. No material casualties.

U.S.S. BULLHEAD (SS332)

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U.S.S. BULLHEAD - Report of Second War Patrol

(H) ATTACK DATA (Cont)

U.S.S. BULLHEAD (SS332) GUN ATTACK NO. 3, PATROL NO. TWO

Time: 1415; Date: 19 June 1945; Lat. 05-56S; Long. 106-00E

Target Data - Damage Inflicted

Sunk: One 700 ton (EC) steel hulled Sugar Charlie Maru
Damaged: One 700 ton (EC) steel hulled Sugar Charlie Maru
Two 300 ton (EU) steel hulled Sugar Charlie Marus

Details of Action

Commenced firing at first target at 2600 yards. Repeated hits in stern and superstructure were obtained, and target finally sank when holed several times at waterline. Shifted fire to second target and obtained three definite hits with 5"/25 at 1500 yards before target took cover behind point of land. Shifted fire to the two smaller vessels in a cove and obtained hits on each with both 5"/25 and 40mm. Ceased firing when 5"/25 supply ran out. Total expenditure of ammunition: 50 rounds 5"/25 HC, and 72 rounds of 40mm HEIT.

U.S.S. BULLHEAD (SS332) GUN ATTACK NO. 4, PATROL NO. TWO

Time: 2010; Date: 25 June 1945; Lat. 08-26S; Long. 115-47E

Target Data - Damage Inflicted

Sunk: One 300 ton (EC) Sugar Charlie Maru
Damaged: None

Details of Action

Opened fire at 750 yards with all guns. Target set on fire by first burst of 40mm. Ceased firing after two minutes with target blazing fiercely. Expended 1 round 5"/25 HC; 30 rounds 40mm HEIT; 120 rounds 20mm; and 200 rounds .50 cal. Target burned with frequent explosions for three hours before sinking.

U.S.S. BULLHEAD (SS332)

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U.S.S. BULLHEAD - Report of Second War Patrol

(H) ATTACK DATA (Cont)

U.S.S. BULLHEAD (SS332) TORPEDO ATTACK NO. 1, PATROL NO. TWO (Cont)

| TUBES FIRED - NO. | 1 | 2 | 3 | 4 | 5 | 6 |
|-----------------------|---------------------------------|--------|--------------|------------|-------|-------|
| TRACK | 60S | 62S | 65S | 66S | 72S | 75S |
| GYRO | 000.5 | 004 | 005.5 | 006 | 009 | 011 |
| DEPTH SET | 5' | 5' | 5' | 5' | 5' | 5' |
| POWER | Hi | Hi | Hi | Hi | Hi | Hi |
| HIT OR MISS | MISS | MISS | MISS | MISS | MISS | MISS |
| ERRATIC | -- | BROACH | -- | BROACH | -- | -- |
| MK TORP | 14-3A | 14-3A | 14-3A | 14-3A | 14-3A | 14-3A |
| SERIAL | 63844 | 63587 | 63996 | 63982 | 40586 | 40661 |
| MK EXPLODER | 6-5 | 6-5 | 6-5 | 6-5 | 6-5 | 6-5 |
| SERIAL | 32521 | 26959 | 12058 | 27186 | 19692 | 17476 |
| ACTUATION SET | ----- | ----- | CONTACT ONLY | ----- | ----- | ----- |
| ACTUATION ACT | ----- | ----- | NONE | ----- | ----- | ----- |
| MK WARHEAD | 16-1 | 16-1 | 16-1 | 16-1 | 16-1 | 16-1 |
| SERIAL | 13541 | 13139 | 11576 | 9711 | 1329 | 9793 |
| EXPLOSIVE | TPX | TPX | TPX | TPX | TPX | TPX |
| FIRING INTERVAL | - | 10 | 8 | 15 | 8 | 12 |
| TYPE SPREAD (Longit.) | 0 | 2½R | 1½R | 0 | 1L | 2½L |
| SEA COND | ----- | ----- | ----- | STATE 4 | ----- | ----- |
| TORP RUN | 1480 | 1500 | 1525 | 1490 | 1500 | 1475 |
| TEMPERATURE | ----- | ----- | ----- | NO CONCERN | ----- | ----- |
| OVERHAUL ACTIVITY | U.S.S. HOWARD W. GILMORE (AS16) | | | | | |

REMARKS: At least 2 torpedoes were seen to broach from the radar screen and periscope. Shallow depth setting in the choppy sea believed to be biggest factor in failing to hit.

U.S.S. BULLHEAD (SS332)

CONFIDENTIAL

U.S.S. BULLHEAD - Report of Second War Patrol

(H) ATTACK DATA (Cont)

U.S.S. BULLHEAD (SS332) TORPEDO ATTACK NO. 1, PATROL NO. TWO

Time: 2324; Date: 26 June 1945; Lat. 7-33S; Long. 115-47E

Target Data - Damage Inflicted

Description: Two small minesweepers (possibly Chidoris) picked up by SJ radar at 17,000 yards. Bright moonlight night but visibility only fair. Targets were zigzagging. One had indications of being radar equipped.

Ships Sunk: None.

Ships Damaged: None.

Target Draft: 7 feet; Course: 088°T; Speed: 11 kts; Range: 1500 yards.

Own Ship Data

Speed: 3.3 kts; Course: 330°T; Depth: 58 feet; Angle: 1° down.

Fire Control and Torpedo Data

Type Attack: Tracked targets with SJ radar, TDC, and Plot, while running on surface. Maintained range at about 13,000 yards until BLUEBACK made contact. Submerged and completed attack with ST radar. Good solution of target course and speed had been obtained. All fire control gear working normally. Fired six torpedoes from forward tubes, with first aimed to hit MOT and others spread to cover 400 feet. Set an ST radar range and visual bearing in TDC before each shot. Torpedoes were fired down the sea which was running at state 4.

CONFIDENTIAL

U.S.S. BULLHEAD - Report of Second War Patrol

(I) MINES

None sighted.

(J) ANTI SUBMARINE MEASURES AND EVASION TACTICS

One chaser, one miscellaneous, and two picket boats contacted off Batavia. They did not bother us and were notably unaggressive.

After firing at a small AM on 26 June he dropped 4 ineffectual charges. No evasive measures necessary. A second AM making high speed refused to close us although we remained in sight of him on the surface during daylight of 27 June. We could not close him because of his speed.

(K) MAJOR DEFECTS AND DAMAGE

Replaced cracked cylinder with spare.

Renewed two broken cylinder head studs.

(L) RADIO

(a) Signal strength and readability of each sub fox frequency:

1. 4370 kcs - Very low and poor readability at all times.
2. 9250 kcs - This was the best copying frequency for NPTL fox.

21 to 27 May in Gulf of Siam area there was much interference and Bakers could not be heard for periods of three and four hours. From 28 May to 27 June, a great improvement occurred in the signal strength and readability of NPTL. Heavy interference; however still occurred between 1000 and 13000 GCT. This period was spent in the Singapore and Java Sea area.

3. 12630 kcs - Signal strength was good at night but poor during the day. The signal put out on this frequency had a fair note, but a decided chirp.

(b) Reception of submarine area frequencies:

Reception and transmissions over Safplan frequencies were good at all times. Voice transmissions at short ranges were very successful. Communications with Palawan search planes were good in the Anambas Islands area.

(c) Transmissions:

4235 kcs. provided fairly successful ship to shore transmission. In the Java Sea area, NPTL could not be raised and messages were passed to VIXO (Radio Perth) and NPN (Radio Guam). No difficulty was experienced in passing the traffic to these stations.

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U.S.S. BULLHEAD - Report of Second War Patrol

(L) RADIO (Cont)

(d) Submarine Force Communications Publications:

WoPaco publications proved inadequate for routine messages on Safplan frequencies. It is realized that this code was not designed for this purpose, but its limitations during routine operations overcome the advantages of a quick, fast usable code during the attack phase. Errors in transmissions sometimes caused considerable delay in traffic delivery because of such short groups. Communications with planes using CSP 1270 were very satisfactory and it is believed that this code would be very satisfactory for submarine use. Normal communications over Safplan frequencies were accomplished by using Crypto-Channel 108.

(M) RADAR

1. SJ RADAR:

Performance of this radar was satisfactory throughout the patrol. Exceptional ranges were obtained in the East Java Sea area. Lobed bearings were obtained on a Japanese hospital ship at 33,500 yards and radar contact was not lost until 35,500 yards. A submarine was tracked out to 15,500 yards and contact was reestablished at 17,000 yards. The above ranges are about 5,000 yards above the normal ranges of this equipment.

At the start of the patrol, a 100-volt ground developed in the lobing motor in the SJ antenna. Since this could not be corrected at sea, a double pole, double throw switch was installed in the lobing circuit. This provided a means of isolating the ground at all times except when lobing was being used during radar tracking. Radar lobing was satisfactory throughout the patrol.

The main power switch for this radar burned out due to an overload. This is a re-occurrence of a similar casualty of the first run. The rating of this switch is not high enough to stand the load with ST radar installed. Before the ST radar was installed, the 20 ampere rating was satisfactory since total line current was from 15 to 17 amps. Now with the added load of the ST filaments and switching units the line current is 22 amps. In view of the above, it is recommended that a 30 ampere switch be installed and fuses F1 and F2 be increased to 30 ampere fuses. Power fuses in the SJ main control unit burned out frequently during the run due to the above.

SJ RADAR DEFECTS:

| <u>Trouble</u> | <u>Remedy</u> |
|-----------------------------|---|
| 1. Noise in receiver | 1. Caused by noisy pre-amplifier tube. Replaced 717A in Trans. Unit |
| 2. Shorted Power Switch | 2. Caused by current overload due to ST circuits added to SJ power unit. Replaced with switch from TBL trans. |
| 3. Ground in Lobing Circuit | 3. Caused by moisture in feeder assembly. Remedy explained above. |

U.S.S. BULLHEAD (SS332)

CONFIDENTIAL

U.S.S. BULLHEAD - Report of Second War Patrol

(N) SOUND GEAR AND CONDITIONS

Sound conditions throughout the patrol were average and in keeping with the prevailing iso-thermal water and comparatively shallow depth.

No material defects were noted.

(O) DENSITY LAYERS.

The following density layers were recorded:

18 May 15-44N, 120-44E, 80 ft. to 380 ft. - 8°
23 May 10-28N, 110-36E, 100 ft. - 6°
24 May 08-30N, 107-05E, 100 ft. - 4°
25 June 08-16S, 116-00E, 120 ft. to 260 ft. - 6°
25 June 08-14S, 115-49E, 180 ft. to 380 ft. - 12°

(P) HEALTH, FOOD, HABITABILITY

Health of crew was average except for one case of acute appendicitis which responded to treatment, and eight cases of dysentery .

The Commanding Officer suffered from dysentery during the entire patrol. Sulfa tablets seemed to check but not cure it. The Squadron Medical Officer will be consulted.

There was a notable improvement in the Commissary Department over the last patrol.

Habitability was excellent.

(Q) PERSONNEL

The performance of duty of all hands left nothing to be desired. Performance during action was in keeping with the best expectations of the U.S. Navy and the Submarine Service.

Lieutenant J. P. DOHERTY, USN, the Engineer and Diving Officer, is especially commended not only for the excellent performance of his own duties in commissioning and training the ship but also for the invaluable aid he has been in advising and seasoning the junior officers.

(a) No. men detached after previous patrol- - - - - 16
(b) No. men on board during patrol- - - - - 76
(c) No. men Qualified at start of patrol- - - - - 47
(d) No. men Qualified at end of patrol- - - - - 64
(e) No. Unqualified men making first patrol - - - - - 10

U.S.S. BULLHEAD (SS332)

CONFIDENTIAL

U.S.S. BULLHEAD - Report of Second War Patrol

(M) RADAR (Cont)

SJ RADAR DEFECTS (Cont)

| <u>Trouble</u> | <u>Remedy</u> |
|-----------------------|--|
| 4. Weak Echoes | 4. Caused by weak oscillator. Replaced 726B. |
| 5. Power Fuse Trouble | 5. Same cause as power switch. Replaced with 25 amp. fuse. |

2. ST RADAR:

ST radar operation was good. This particular ST has always performed excellently. We have had ranges on friendly merchantmen while on the surface as high as 26,000 yards, and on DE's up to 19,000 yards. Performance of the ST is always more satisfactory after it has been in operation for 10 or 15 minutes. This radar drifts in frequency very radically during the first few minutes of operation and it is difficult to keep the receiver tuned. Normal submerged ranges are:

DE - - 12,000 yards - - 9 ft scope
 SC - - 7,500 yards - - 9 ft scope

ST RADAR DEFECTS:

| <u>Trouble</u> | <u>Remedy</u> |
|-----------------|---|
| 1. Shorted 5D21 | 1. Caused by incorrect On-Time. Replaced On-Time Multivibrator 6SN7 and 5D21. |
| 2. Weak Echoes | 2. Caused by short On-Time. Replaced On-Time Multivibrator 6SN7 and reset On-Time Adjustment. |

3. SD RADAR:

This radar was not used very much during the run except to check possible plane contacts. Difficulty was experienced in picking up low flying planes. IFF indications of friendly search planes were picked up at ranges of over 30 miles.

SD DEFECTS:

| <u>Trouble</u> | <u>Remedy</u> |
|----------------------|--|
| 1. No Sweep On Scope | 1. Replaced 2X2, Scope Power Supply Rectifier. |

4. APR-SPA:

APR-SPA DEFECTS

| <u>Trouble</u> | <u>Remedy</u> |
|--|---|
| 1. No Output | 1. Caused by capacitor C139 shorting across output transformer, replaced. |
| 2. Faulty Training Motor in Osc. Unit 2B | 2. Replaced with motor from Osc. Unit 1B. |

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U.S.S. BULLHEAD - Report of Second War Patrol

(R) MILES STEAMED - FUEL USED

Subic Bay to Area 1233 miles - 14,358 gals.
 In Area 8860 miles - 83,865 gals.
 Area to Base 1530 miles - 18,551 gals.

(S) DURATION

Days enroute to Area - - - - 3
 Days in Area - - - - - - - 36
 (12 days spent on scouting line in support of Brunei Bay Operation)
 Days enroute to Base - - - - 4
 Days submerged - - - - - - - 7

(T) FACTORS OF ENDURANCE REMAINING

| <u>Torpedoes</u> | <u>Fuel</u> | <u>Provisions</u> | <u>Personnel Factor</u> |
|------------------|-------------|-------------------|-------------------------|
| 16 | 3,000 gals. | 20 days | 15 days |

Limiting Factor this Patrol: Operation Order and Fuel concurrently.

(U) COMMUNICATION, RADAR, AND SONAR COUNTERMEASURES

1. Communications:

Jamming was noted on Safplan frequencies quite frequently but there was not enough to delay delivery of traffic.

2. Radar:

Recognition by SJ radar interference from other submarines proved very satisfactory during the coordinated attack north of Lombok Strait the night of 26 June. An IFF installation in conjunction with this radar would be desirable for quick position determination of other subs during the attack when ranges between boats exceed the range of the SJ.

APR CONTACTS

| <u>Date</u> | <u>Time</u> | <u>Lat</u> | <u>Long</u> | <u>Freq</u> | <u>Pulse Rate</u> | <u>Pulse Width</u> | <u>Remarks</u> |
|-------------|-------------|------------|-------------|-------------|-------------------|--------------------|---|
| 6/3 | 2245 | 3-04N | 105-21E | 160 | 500 | 10 | Landbased surface search |
| 6/13 | 0215 | 2-21N | 106-20E | 222 | 500 | 5 | British S/M surface search |
| 6/15 | 0725 | 1-26N | 106-35E | 159 | 500 | 5 | Enemy Airborne |
| 6/26 | 1935 | 7-32S | 115-14E | 156 | 450 | 10 | Jap Minelayer Class 7 IM |
| 6/27 | 1705 | 8-16S | 115-50E | 127 | 2400 | 7 | Landbased A/C search |
| 6/27 | 2104 | 8-46S | 115-41E | 159 | 500 | 5 | Landbased A/C or S/S search (See note below)** |
| 6/27 | 2300 | 9-12S | 115-42E | 200 | 800 | 5 | Undetermined |

**Note: This radar pulse was strongest at the narrowest part of Lombok Strait and its intensity persisted longer south of the Strait than it did to the north of the narrows.

(V) REMARKS None.

Serial 0246 A

18 July 1945.

~~CONFIDENTIAL~~

SECOND ENDORSEMENT to:
USS BULLHEAD Conf. Ltr.
A16, Serial 024, dated
2 July, 1945. Report of
Second 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. BULLHEAD (SS332) - Report of Second War Patrol -
Comment on.

1. The Second War Patrol of the BULLHEAD, under the command of Commander W. T. GRIFFITH, U.S.N., was conducted in the GULF of SIAM, in the SOUTH CHINA SEA East of SINGAPORE, and in the JAVA SEA. BULLHEAD coordinated her patrol in the GULF of SIAM with COBIA, BERGALL, KRAKEN, and HAWKBILL; in the SOUTH CHINA SEA with KRAKEN and H.M.S. THOROUGH and TACITURN; and in the JAVA SEA with KRAKEN.

2. During the first part of the patrol a careful and thorough search of coastal traffic lanes and harbors revealed no worthwhile shipping along the coast or in GREAT REDANG Anchorage, SINGORA Anchorage or PATANI ROADS. The second part of the patrol was spent as a member of a scouting line established in support of the Allied landings in BURNEI BAY, BORNEO. The remainder of the patrol was conducted in the JAVA SEA where BULLHEAD used his guns in a most admirable and effective manner. BULLHEAD also joined BLUEBACK in a coordinated attack which resulted in the sinking by BLUEBACK of one of two AM 7 Class minelayers.

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

4. The Force Commander congratulates the veteran Commanding Officer, the Officers and Crew of the BULLHEAD upon this well conducted and coordinated patrol. The BULLHEAD is credited with the following damage:

C ~~CONFIDENTIAL~~
 Ser. No. 0246-A
C-O-N-F-I-D-E-N-T-I-A-L

18 July 1945.

SECOND ENDORSEMENT to:
 USS BULLHEAD Conf. Ltr.
 416, Serial 024, dated
 2 July, 1945. Report of
 Second War Patrol.

Subject: U.S.S. BULLHEAD (SS332) - Report of Second War Patrol -
 Comment on.

S-U-N-K

| | | |
|-----------------------------|------------|--------------------|
| 1 - Schooner (EU) | 150 Tons | (Gun attack No. 1) |
| 1 - Coaster (SC Class) (EU) | 700 Tons | (Gun attack No. 2) |
| 1 - Coaster (SC Class) (EU) | 300 Tons | (Gun attack No. 3) |
| 1 - Coaster (SC Class) (EU) | 700 Tons | (40mm gun attack) |
| Total Sunk | 1,850 Tons | |

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

| | | |
|------------------------------|------------|--------------------|
| 1 - Coaster (SC Class) (EU)* | 700 Tons | (Gun attack No. 3) |
| 1 - Coaster (SC Class) (EU) | 300 Tons | (Gun attack No. 3) |
| 1 - Coaster (SC Class) (EU) | 300 Tons | (Gun attack No. 3) |
| Total Damaged | 1,300 Tons | |

Grand Total 3,150 Tons

* Later sunk by KRAKEN during bombardment of MERAK ROADS, JAVA.
 BULLHEAD also damaged harbor installations in MERAK ROADS,

JAMES FIFE.

Serial 0246 A

~~CONFIDENTIAL~~

18 July 1945.

SECOND ENDORSEMENT to:
 USS BULLHEAD Conf. Ltr.
 416, Serial 024, dated
 2 July, 1945. Report of
 Second War Patrol.

Subject: U.S.S. BULLHEAD (SS332) - Report of Second War Patrol -
 Comment on.

DISTRIBUTION

| | | | | |
|-------------------|------|--------|-------------------------|--------|
| Cominch | (3) | Direct | CTG-71.8 | (2) |
| Vice Opnav | (2) | Direct | ComSubRon-22 | (2) |
| Vice Opnav Op-23c | (1) | | ComSubRon-26 | (2) |
| Com1stFlt | (1) | | ComSubRon-30 | (2) |
| Com2ndFlt | (1) | | DivComsSubRon-22 | (1 ea) |
| Com7thFlt | (2) | | DivComsSubRon-26 | (1 ea) |
| ComSub1stFlt | (30) | | DivComsSubRon-30 | (1 ea) |
| 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
 J. B. MILLER,
 Flag Secretary.

Serial: 0105

Care of Fleet Post Office,
San Francisco, California,
6 July 1945.C-O-N-F-I-D-E-N-T-I-A-LFIRST ENDORSEMENT to
USS BULLHEAD (SS332) -
Report of Second War
Patrol.

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

Subject: U.S.S. BULLHEAD (SS332) - Report of Second War Patrol.

1. The second war patrol of the U.S.S. BULLHEAD under the command of Commander W. T. GRIFFITH, U.S. Navy, was conducted in the Gulf of Siam and the Java Sea area. Patrol was of 43 days duration with 36 days spent in the area. While patrolling in the Gulf of Siam the BULLHEAD was a unit of a coordinated attack group composed of the U.S.S. COBIA, BERGALL, KRAKEN and HAWKELL with the Commanding Officer of the BERGALL as group commander. After departing the Gulf of Siam the BULLHEAD and KRAKEN formed a coordinated attack group off Anambas Island and in the Java Sea with commanding officer of the BULLHEAD as group commander.

2. Torpedo Attack Number One coordinated with BLUEBACK was a night submerged S.T. Radar attack on two small mine sweepers. Six Mk14-3A torpedoes were fired at leading target on a 65 starboard track, torpedo run 1480 yards, small gyro angles, depth set 5 feet, with a spread coverage of 400 feet. The second and fourth torpedoes breached and all missed. A check bearing and S.T. range was set for each shot with the first torpedo to hit. The spread used should have obtained three hits. Misses are accredited to torpedoes under running target. Two hours later the BLUEBACK, using Mk 18's with a 4 foot depth setting, sank one of these targets.

3. Gun Attack Number One. While submerged off Hilly Cape BULLHEAD contacted a large two masted schooner tonnage 150 (EC). BULLHEAD battle surfaced with an opening range of 2200 yards and fired all guns. Twelve rounds 5", 16 rounds 40mm and 240 rounds 20mm were expended and many hits obtained. Schooner sank in four minutes.

Gun Attack Number Two was a battle surface on a 700 ton SC which headed for the beach when BULLHEAD surfaced. Average firing range was 1800 yards. Ammunition expended 37 rounds 5", 68 rounds 40mm, and 240 rounds 20mm. Many hits were obtained after third salvo and target sank in 13 minutes.

Serial: 0105

Care of Fleet Post Office;
San Francisco, California,
6 July 1945.C-O-N-F-I-D-E-N-T-I-A-LFIRST ENDORSEMENT to
USS BULLHEAD (SS332) -
Report of Second War
Patrol.Subject: U.S.S. BULLHEAD (SS332) - Report of Second War Patrol.

Gun Attack Number Three. While patrolling submerged off St. Nicholas Point BULLHEAD contacted two 700 tons SC escorted by two picket boats trailing astern. BULLHEAD battle surfaced and closed nearest Sugar Charlie. Six minutes later commenced firing on leading Sugar Charlie. The picket boats who had started closing when BULLHEAD surfaced now changed course and headed back to BANTEN ANCHORAGE. First target sank in 9 minutes and BULLHEAD shifted fire to second SC who had headed for the beach. Three hits were obtained in his stern as he grounded himself in MERAK ROADS. BULLHEAD found two Sugar Charlies moored to the docks in MERAK ROADS and with her last six rounds of 5" she obtained one hit in one and two in the other while spraying the docks and buildings with 40mm. With 5" ammunition expended and BULLHEAD headed for diveable waters as planes could be expected at anytime as this engagement occurred between 1400-1500. Ammunition expended was 50 rounds 5", 72 rounds 40mm. BULLHEAD rendezvoused with the KRAKEN and gave him information on position of damaged ships. KRAKEN then finished off what the BULLHEAD had started.

Gun Attack Number Four. While patrolling submerged off North Lombok a large two masted schooner was contacted. BULLHEAD surfaced to look him over and contacted a 300 ton SC which was near the beach. BULLHEAD turned schooner contact over to HIRDHEAD and headed in for Sugar Charlie. BULLHEAD opened fire at 700 yard range using 40mm and 20mm. Target caught fire in two minutes and sank three hours later. Ammunition expended was 30 rounds 40mm and 120 rounds 20mm. Ten Javanese survivors were rescued and taken aboard. Two days later these survivors were put ashore using BULLHEADS rubber boat.

4. The BULLHEAD presented a very clean smart appearance on return from patrol, and is in good material condition. Refit will be completed in normal time. As would be expected from this fighting ship, morale is very high.

5. The Squadron Commander most heartily congratulates the Commanding Officer, officers and crew of the BULLHEAD upon the completion of this extremely aggressive and smartly conducted patrol, on the excellent planning and intelligent use of all weapons and the damage inflicted upon the enemy.


C. C. SMITH.

U.S.S. BULLHEAD (SS332)

SS332/A16/JJIB

Care of Fleet Post Office
San Francisco, California
2 July 1945

Serial No. 024

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Via : (1) Commander Submarine Division
(2) Commander Submarine Squadron
(3) Commander Submarines, Seventh Fleet.
Subject: U.S.S. BULLHEAD (SS332) - Report of Second War Patrol.
Enclosure: (A) Subject report.
(B) Track Chart (Comsubs7th only).

1. Enclosure (A), covering the Second War Patrol of this vessel conducted in the Gulf of Siam and the Java Sea during the period 21 May 1945 to 2 July 1945, is forwarded herewith.

W. T. GRIFFITH