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

(A) PROLOGUE:

5 July, 1944 Arrived Pearl from Balboa Canal Zone.

6-26 July Voyage repairs. Drydocked in YFD-2 to boreage number ten torpedo tube and repair leaky sea valves. Installed APR, DRV, Voycall and .50 cal machine guns. Sound tested. Conducted fourteen day final training. Torpedoman E. G. MORTON U.S.N. reported aboard for duty. Degussed. Two day loading period.

27 July Ready for sea.

(B) NARRATIVE:

27 July Underway in accordance with GTF Operation Order No. 1330 (V-W) 256-44 as Task Unit 17.2.15 PC 580 is escort.
1446 (V-W) Made trim dive.
2015 (V-W) Released escort. Proceeding at two engine speed.

28-30 July Training dives daily. Fired 4", 20MM, .50 cal and .30 cal. machine guns. Conducted general drills, battle surface, TDC drill, etc. Arma clock zigzag and high periscope watch during day and constant helm zigzag and SJ radar watch during darkness. Using SD radar during day at one minute intervals when cloudy.

31 July
0749 (X) Sighted Midway Islands.
1016 (X) Moored in berth Sail Two. Voyage repairs by Proteus and SubDiv 201 relief crew; fathometer overhauled. Refueled (1342.5 miles by pit log and 17, 740 gals diesel oil from Pearl).

1530 (Y) Underway in company with Tang for patrol station, checking fathometer against chart; operation satisfactory.

1655 (Y) Parted company with Tang.

1 August This day omitted due to crossing 130th meridian.

2-10 August Enroute station at two engine speed. Daily training dives, general drills, TDC drills. Arma clock zigzag and high periscope watch by day and constant helm and SJ during darkness. Used SD radar during day when cloudy. On 9 August converted No. 4 RFT to main ballast tank. On 10 August wind and sea began picking up and barometer started down.

11 August Wind increased to about fifty knots with barometer at 29.43. Running with main induction closed. According to Knights Seamanship, center of storm should pass to westward.

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- 1430(I) Steel deck forward commenced caving in and life lines carrying away. Slowed to 80-90 on one engine and headed south into the wind and sea. Ship rode much easier but still had to keep main induction closed.
- 12 August (All times I from now on until otherwise noted).
0649 Surfaced following trim dive and came back to course for area at two engine speed; main induction open again.
- 1836 Entered area and headed westward for Samar. 4772.3 miles and 58,145 gals diesel from Pearl.
- 14 August Made landfall on Samar by SJ at 40,000 yds.
0450 Went to "Battle Stations Radar" for new pip at 24,000 yds. Pip turned out to be Divinubo Island; secured from battle stations. (Fastest time to date for getting battle stations manned) At this time, the SJ radar quit working suddenly.
- 0510 Dove and commenced submerged patrol. Neither of the navigational lights at Port Borongan observed to be burning. Investigated the harbor and anchorages from outside the 100 fathom curve. Took photographs (for experience and practice) Continued southward down coast submerged and looked into the anchorages at Minanut and Llorente and at Pambuhan. The iron ore conveyor was plainly visible from outside the 100 fathom curve as was the empty berth below it.
- 1958 Surfaced. SJ still not working inspite of both RTs working on it all day. Headed southward down coast toward Suluan Island. The light there was observed to be not burning.
- 15 August Dove and commenced submerged patrol off entrance to
0545 Surigao Strait. Continued working on SJ radar.
1932 Surfaced and headed southward toward northeastern tip of Mindinao. SJ still out of commission.
- 16 August Both Dahakit and Cavit Point lights observed to be
not burning.
- 0538 Dove and commenced submerged patrol off Siriago Island. Continued working on SJ.
- 1405 Surfaced to test and make final adjustments on SJ.
1408 SD contact at 4 miles. Dove. This was apparently a "ghost" so at
- 1421 Surfaced and headed southward.
1530 SJ now working and all final adjustments completed.
- 1739 SD contact at 10 miles, closing. Dove. (Plane contact No.1.
- 1916 Came to radar depth. SD contact at one mile. (Plane contact No.2) another ghost?
- 1930 Surfaced and continued southward.

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17 August

0018 Headed towards northeast corner of our area at three engine speed.
1800 Crossed northern limit of area: Lat 12° 00' N Long. 128° 56' E.
1934 Made trim dive.
1953 Surfaced on course 290°. Running at one engine speed, trimmed down to a draft of 23 feet.

18 August

0054 SJ contact bearing 252° distant 22,500 yds. Went to battle stations radar, changed speed to flank and changed course to 110° and commenced tracking target. Slowed to full to close range slowly (Ship contact No.1)
0115 At a range of 16000 yds, picked up second pip on radar screen (1000 yds on starboard quarter of first and bigger target) (Ship contact No.2).
0113 Target tracking on base course 085 at 17 knots, zigging 30° every five minutes (070° and 100°).
0219 With target bearing 241° and a range of 12000 yds, slowed and turned towards track for bow shot. Target sighted with binoculars at 8000 yds. Commenced using TBT bearings. Except for large tower mast forward and one large stack, details were impossible to make out. Target appeared to be either a BB or CA at this time. Set torpedoes at ten feet in case he was a CA.
023730 With a torpedo run of 2000 yds, a 60° port track (and target due for a 30° zig away) and gyros approaching zero, fired five mark twenty-three torpedoes using a 4-3-2-1 spread (No.6 was not fired as outer door could not be fully opened.
023810 Left full rudder and all ahead flank for stern tube shot, at the same time keeping target between us and escort.
0240 Target turned on large dim light on foremast for about five seconds.
024043 Fired four mark eighteen torpedoes, with a torpedo run of 1900 yds, 75° port track and gyros averaging 110°. SJ and TDC show target to be on same course and speed.
024242 First of a series of explosions. The second explosion was followed by a loud prolonged rumbling noise (punctuated by three more explosions) and two large simultaneous fires of about two to five seconds duration just aft of the foremast. Flames shot up more than two thirds the height of the foremast, silhouetting foremast which showed it to be a battleship with a list of about fifteen degrees to port. TDC indicated target slowed and stopped. Escort, which was never seen visually, continued milling around on target's starboard quarter; he may have "soaked up" one of the misses as one of the lookouts later reported an explosive flash on the starboard side of the target.

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- 024845 Heard three explosions from direction of target. Radar showed escort had closed target.
- 0258 Range to target now 8000 yds and escort heading eastward in our direction at about ten knots. Target speed zero.
- 0305 Escort tracking on course 000° at 13 kts.
- 0328 Reload completed and following escort for possible shot at him. Escort still on course 000° at 13 kts (Target disappeared from radar screen at a range of 14000 yds)
- 0340 Decided to go back and have another look at the battleship. About this time decided there was something screwy about the whole set up - a battleship with only a single escort lets us get in to a range of 3500 yds for the bow tubes (and 2200 for the stern tubes) without being detected, and doesn't shoot at us after he's hit. Then when the battleship was stopped, the escort wanders off on a course at right angles to the original course, apparently not paying any attention to us. No depth charges were dropped. What kind of a ship was the escort? Could he and the target have been "exchanged" by the radar operator after the firing? The radar operator assured me the pips were entirely different and that the escort is the one headed north. Anyhow, headed back for the target at full speed on four engines.
- 0400 Picked up target in radar at 12,500 yds and started tracking. (Ship contact No.3) Slowed and headed for him. Passed through large oil slick and burnt powder smell. Target is tracking on EKO as on course 280°, speed zero to one half knot. After range closed to about 7000 yds, decided he was definitely the battleship again. (Still can't figure why escort shoved off!) As range closed, target seemed to look different, probably due to to his list. Decided to use six foot depth settings to help correct his list as his starboard armor belt was probably pretty well out of water. Target still tracking on course 280° at a half knot or less.
- 044119 Fired six bow tubes, torpedo run 3500 yds, 114° stbd track, gyros 0° to 3° R. Then headed east at flank speed and commenced reload
- 044451 Heard first of series of seven explosions accompanied by six explosive flashes along targets waterline. Target faded out of radar screen at 13000 yds. Target speed still zero at time of last observation. Headed south at full speed and then west.
- 0538 Changed course to 300° to close range for another look at target. Target appeared in radar screen at about 13000 yds. (Ship contact No.4) Daylight was approaching and we were trying to transmit contact report so that planes could finish him off if he got away from us.

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- 0554 Target sighted by lookouts and high periscope watch. His speed zero on TDC. Target was definitely a battleship with his bow almost awash and a big starboard list. Tall Pagoda type foremast, single tall stack and a fairly heavy mainmast well aft.
- 0559 Radio message sent "blind" twice. Decided not to wait for a Roger on it as target was observed to be firing at us (could see the tracers and the flashes) Dove! Commenced submerged approach. Angle on the bow 110° port, target speed zero.
- 0713 At a range of slightly less than 6000 yds, heard two explosions accompanied by rumbling. Target had disappeared when periscope was raised after being hoisted approximately six minutes.
- 0717 Several loud explosions accompanied by rumbling noise.
- 0719 Four distinct explosive noises.
- 0721 Three more explosions.
- 0722 Another explosion.
- 0729 Final explosion. This was followed by about five minutes of noise heard over JP, similar to the noise made by two rocks rubbed together under water when heard by a listener with his head under water. Target screws were never heard either by JP or JK. Decided to remain submerged until reached vicinity of targets last appearance Lat. 12° 29' N Long. 128° 49' E.
- 0815 Came to radar depth. Two contacts on SD (not sighted) at 3 and 4 miles closing. (Plane contact No.3) Decided to remain submerged and search vicinity for wreckage etc from periscope depth.
- 1223 Sighted wooden drawer or chest.
- 1550 Surfaced in rain squall, searching area.
- 1959 Sent Harbhead Serial One.
- 2015 Received ComSubpac Serial 180002.
- 2030 Radar interference on SJ.
- 2040 Entered large oil slick covering several square miles. Strong smell of bunker oil.
- 2046 AFR contact on 740 mc.
- 2050 Cut in SD - contact at 4 miles closing. Dove! (Plane contact No.4).
- 2112 All clear on SD. Surfaced.
- 2155 Commenced maneuvering in oil slick trying to get sample in can. Oil was spread out too thin. Next tried a rag on a line but all we could get was a smell and a oily feeling.
- 2158 Headed in direction of San Bernadino Strait at fifteen knots.
- 19 August
- 0536 Made trim dive. Surfaced and continued towards San Bernadino at ten knots.
- 0808 SD contact, 7 miles. (Plane contact No.5) Dove.
- 1010 Surfaced.

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1057 Sighted one Oscar type plane, 4 miles. (Plane contact No.6). Dove.
1135 Surfaced.
1251 Sighted one unknown type scout bomber 6 to 8 miles. Dove. (Plane contact No.7).
1400 Surfaced.
1500 APR contact 320 mc. No SD contact.
1504 Sighted one Hap or Zoke 3 miles. Dove. (Plane contact No.8).
1954 Surfaced.
2012 Sighted one unknown type plane about two or three miles. Dove. (Plane contact No.9).
2128 Surfaced on course 090°. Too many planes around here to suit us.
2257 Sighted low wing single engine plane about two or three miles. Dove (Plane contact No.10) This plane was sighted by two lookouts. Was beginning to think that the lookouts were "seeing things" up until now but began to think about radar equipped torpedo planes instead.

20 August

0038 Surfaced.
0305 Commenced sending Hardhead serial No.2. Continued transmitting for two and a half hours. Strong interference. Shifted frequency and found the Jap was already interfering there by the time we had shifted. Kept sending, hoping somebody could receive it.
0307 Headed south for our own area. Feel sorry for the boat that gets this area if it's like this all the time.
0530 Entered own area again. Lat 12° 00' N Long 127° 22' E.
0543 Dove. Decided to stay down all day, making periscope observations every fifteen minutes.
1102 Sighted one Rufe type plane distance 10 miles. (Plane contact No.11).
1933 Surfaced.
2005 Received ComSubPacs 200938.

21 August

0000 Changed course to southwest heading for Surigao.
0215 Sent Hardhead serial No.3.
0548 Made trim dive east of Siriago Island.
0755 Surfaced and commenced surface patrol off coast between Siriago and Suluan Islands.
1623 Sighted oil drum.

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22 August Patrolling off Suriago Strait.
0336 APR contact on 75 mc. Steady signal but getting stronger. Dove.
0430 Surfaced.
0550 Dove and commenced submerged patrol.
1012 Surfaced and continued patrol on surface.
1200 Sighted oil drum.
1412 Sighted oil drum.
1447 Sighted medium bomber (possibly Lily type) about ten miles. Dove. (Plane contact No.12).
1549 Surfaced and continued surface patrol.
2021 Sighted unidentified object bearing 070° which immediately disappeared. Turned towards, stopped and listened with JX. Nothing heard, no radar contact. Not visible with binoculars. Secured battery charge.
2028 Went ahead increasing speed to 15 knots.
2051 Stopped and listened. Nothing heard.
2057 Went ahead standard.
2108 Stopped and listened. Nothing heard.
2113 SJ contact bearing 154°T, range 1300 yds. Turned towards and went ahead at 10 knots. Contact disappeared.
2116 Stopped and listened. Nothing heard.
2127 Ahead standard and changed course to 070.
2147 Gave up chasing shadows, slowed and headed north. This was the first of a series of SJ contacts at short ranges that disappeared almost immediately and if they ever reappeared, it was on a different true bearing and at a different range, impossible except for a plane or bird. The visual contact was doubtful and seen by only one lookout. This was probably a case of "lookout's disease" but the two combined to make a plausible submarine contact.

23 August Surface patrol off Suriago Strait.
0545-0838 Trim dive.
1003 Sighted oil drum.
1530 Sighted water spout.
2030 Commenced converting No.3 and 5 R.F.O. to M.B.T.'s.
2200 Completed conversion. These tanks can now be blown with 600 ψ air but not with the L.P. blower.
2215 Dove to flush out tanks and vent lines.
2302 Surfaced and resumed surface patrol.

24 August Surface patrol off Suriago Strait.
0549-0636 Trim dive.
1420 Sighted water spout.
1448 Sighted unknown type float plane, distant 10 miles. (Plane contact No.13) Dove.
1630 Surfaced and resumed surface patrol.
2245 SJ radar contact at 350 yds. Turned away and speeded up. Lost contact immediately.
2251 Came back to course and slowed.

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2340 SJ contact 500 yds bearing 089T. Turned away and speeded up. Lost contact.
2355 New SJ contact 1800 yds bearing 243T. Turned away and speeded up. Lost contact.

25 August

0005 Came back to course and slowed.
0200 SJ contact 2000 yds. Turned away and speeded up. Lost contact.
0210 Came back to course and slowed.
0502 SJ contact 2000 yds. Turned away and speeded up. Lost contact.
0512 Came back to course and slowed.
0556 Dove and commenced submerged patrol off Suluan Island.
1947 Surfaced, patrolling off Suluan Island.
2255 SJ contact 2400 yds. Turned away and speeded up. Lost contact.
2300 Came back to course and slowed.
2305 SJ contact 2400 yds. Turned away and speeded up. Lost contact.
2312 Came back to course and slowed.

26 August

0600 Dove and commenced submerged patrol off Suluan Island.
1940 Surfaced, patrolling off Suluan Island.

27 August

0550 Dove and commenced submerged patrol off Suluan Island.
1946 Surfaced and headed southward for Tandag Point, Mindanao.
2030 Received ComSubPac 270445.
2330 Received ComSubPac 271325.
2346 Reversed course and changed speed to 80-90 on three engines heading for Suriago Strait.

28 August

0245 Slowed to one engine and commenced patrolling off entrance to Suriago Strait.
0509 Headed eastward at two engine speed to open range on Suluan Island for daylight surface patrol.
0537 Sighted ship bearing 050° from bridge. (Ship contact No.5) Too dark to observe details except he appeared to have a large angle on the bow. Slowed and headed at him. Coached SJ on target and got a range of 10,000 yards. Light conditions made surface attack impossible. (Morning twilight began at 0515) so at
0539 Dove and commenced approach. Bearing determined to be drawing left so went to normal approach course. Target was a destroyer believed similar to Amagiri class; too dark thru periscope to range or make out details; angle on the bow appeared to be sixty port. Both JK and JP reported target to be making 210 rpm. Target zigging radically and his bearing drawing

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rapidly across our bow. Unable to close; secured tubes but continued to observe him. Noted that he passed to southward of Suluan Island and north of Romanan Island.

0728 Reversed course to east to open range to Suluan Island at standard speed.

0853 Surfaced and headed south at three engine speed.

1404 Sighted puff of smoke to the north and west of Cunit Point, close to shore. Further puffs of smoke indicated vessel to be headed toward Minatua Pass between Buca Grande Island and Mindinco. This vessel was never sighted (Ship contact No. 6) Remained in this vicinity until

1602 Headed north for Suriago Straits feeling that we should have been twins today!

29 August Heading for Suriago.

0200 Rain, thunder and lightening; visibility zero.

0550-0637 Trim dive. Low visibility permitted close in surface patrol off Suluan.

0958 Received ComSubPac 282333.

1055 Visibility improving. Dove and continued patrolling submerged.

1957 Surfaced, patrolling off Suluan Island.

2135 SJ contact 1200 yds. Turned away and speeded up. Contact disappeared.

2143 Slowed and came back to course.

30 August Patrolling off Suluan Island.

0542 Dove and continued patrolling off Suluan Island.

1953 surfaced and continued patrolling off Suluan Island.

31 August Patrolling off Suluan Island.

0548 Dove and commenced patrolling submerged on easterly course.

1239 Surfaced and headed north. Felt that we had been in the same immediate neighborhood long enough, particularly since we might have been sighted on these bright moonlight nights we'd been leaving lately.

1707 Sighted floating mine (four horns, round and covered with sea growth) Commenced circling and shooting. Fired two pans 20mm; no hits (500 yds range) Broke out rifles and closed range to 350 yards; ship had a pretty bad roll for machine gun fire with tracer control. Six hits with the rifles but mine still floating. Broke out .30 cal machine guns and sprayed the mine from 300 yards. Several more hits out of 500 rounds.

1908 headed north with mine still floating. Anyway, tested all machine guns and also found out who were the shooters and who were the talkers.

2144 AFR contact 600 mc, high pulse rate and sweeping. No SD contact.

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1 September Patrolling on course north.
0055 SJ contact, range 1400 yards. Turned away and speeded up; contact immediately disappeared.
0102 Slowed and came back to course.
0200 Changed course to west.
0544 Another SJ "ghost"; followed usual procedure.
0546 Another SJ "ghost" - true bearing changed 200° with a range change of 1100 yards.
0548 Another "ghost" - true bearing changed 30° and range 600 yards.
0550-0708 Trim dive; changed course to south.
0732 Sighted plane distance about 15 miles over Samar. (Plane contact No.14)
0734 Plane turned toward; dove!
0748 Surfaced.
1157 Sighted plane bearing 100°T (Plane contact No.15)
1200 Dove.
1225 Changed course to south heading towards Suriago Strait.
1240 Sighted float type plane bearing 121°T. (Plane contact No.16)
1417 Surfaced.
1430 Sighted float type plane bearing 180°T, distance about 4 miles, angle on bow zero. (Plane contact No.17) Dove!
1434 Plane dropped one depth bomb. Boat was at 200 feet and charge sounded a long way off.
1453 Periscope depth. Continued patrolling submerged.
1712 Sighted Rufe type plane bearing 305°T (Plane contact No.18).
1943 Surfaced heading southeast to cover Suriago - Palau route.
2030 APR contact 310 mc sweeping. High pulse rate. No SD contact.
2130 APR contact 310 mc followed by SD contact at 8 miles, closing. Dove. (Plane contact No.19).
2240 Radar depth; all clear on SD and surfaced and headed south.

2 September Patrolling to eastward of Suriago Strait.
0546-0806 Trim dive - surfaced heading north.
1102 Sighted low wing monoplane bearing 265° distance six miles (Plane contact No.20) Dove.
1325 Surfaced on easterly course.
2015 SJ contact 2000 yards eastern; opened to 3000 yards and disappeared from screen.
2300 Headed south.

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3 September Patrolling to eastward of Suringo Strait.
0551-0643 Trim dive - surfaced heading north.
0840 Sighted plane bearing 270T distance 12 miles (Plane contact No.21)
0849 Plane disappeared bearing 275T.
0900 Dove.
1000 Sighted float type monoplane bearing 132T, distance 7 miles (Plane contact No.22)
1007 Plane disappeared bearing 045⁰T.
1334 Reversed course to south.
1405 Surfaced.
1415 AFR contact 265 mc, high pulse rate, swooping.
1627 AFR contact 265 mc.
2011 Headed east.

4 September Patrolling to eastward of Suringo Strait.
0245-0400 Intermittent interference on SJ. No AFR or SD contact. No reply to challenge.
0253 Received ComSubPac 031338.
0539-0620 Trim dive. Surfaced and headed north.
1130 Sighted plane bearing 090⁰T, distance 5 miles (Plane contact No.23) Dove.
1627 Surfaced.
2100 Reversed course to south.

5-6 September Patrolling to eastward of Suringo Strait across Suringo - Palau route. Morning trim dive each day. On 6 September, while operating on the surface and trimming down to a draft of 23 feet, the boat suddenly took a dive angle and started under. Main ballast was blown and the main induction closed out not before some water entered it. This water was delivered by the hull ventilation supply to all compartments except the two torpedo rooms but the only damage was in the radio room where the receivers and transmitter were splashed, as were the decoding officer and CSP 1248. One RAL unit was out of commission about twenty-four hours, but the transmitter and other receivers were back in operating condition after three hours of inspection drying out and testing. The only permanent damage was to CSP 1248 which was a total loss.

7 September Patrolling to eastward of Suringo Strait.
0536-0629 Trim dive.
0732 Sighted half of a life ring. Maneuvered alongside. Lifering had been in the water apparently a long time. No lettering could be seen on what canvas covering remained.
1342 Dove and commenced submerged patrol heading for Suluan Island.

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1940 Surfaced, patrolling off Suluan Island.
2030-2041 APR contact 155 mc at first sweeping, then steady. Also heard CW carries on 100 mc.
2100-2105 Same two APR contacts. Believe the 155 mc radar to be on Suluan Island. Noted that if we pointed our stern at the island, the contact went from steady to sweeping and then disappeared (Range to Island 13,000 yards.)
2107 Same two APR contacts except radioman on APR reported foreign code on the carrier at 100 mc. The 155 mc contact steady on us almost continuously even though our stern was pointed at island. At 20,000 yards, he seemed to lose us with a 180 angle on the bow but would get steady on with a 90 angle on the bow. At 22,000 yards, he lost us regardless of our angle on the bow.
2255-2323 Submerged while moon passed thru clear area between low and higher cloud banks. We were right inbetween moon and island.
2331 Strong radar pip bearing 149°T, distance 14000 yards. Changed course to 150° and manned battle radar stations. Pip turned out to be a rain squall. Secured from battle stations.

8 September Patrolling off Suluan Island.
0215 SJ contact "Ghost".
0240 SJ contact "Ghost".
0545-0657 Trim dive. Surfaced and headed south.
0605 Sighted water spout.
2005 Interference on SJ bearing 136°T; attempted radar recognition.
2045 SJ contact at 4500 yards. Exchanged recognition signals with Segundo. Secured from battle stations. Segundo came close aboard and passed over officer messenger mail via heaving line and soldered tin can container. (Ship contact No.7).
2130 Segundo departed; so did we.
2221 Received ConSubFac 081126 and headed for Suriago.

9 September Patrolling off Suriago Strait.
0532-0611 Trim dive.
1111 Sighted Zeke type plane bearing 090°T, distance 5 miles. Dove. (Plane contact No.24).
1116 Heard noise resembling far off depth charge.
1224 Surfaced.
1235 Sighted plane bearing 270°T distance about 15 miles (Plane contact No.25) Watched him disappear on southerly course.
1540 APR contact 140 mc. Heard U.S. aviators talking.
1735 Sighted trail of smoke in sky (cloud or burning plane?) Turned towards and speeded up on course 080°.
1740 Sighted two engine bomber bearing 095T distance about 3 miles. Dove! (Plane contact No.26)

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1809 Surfaced on course 080°.

1831 Sighted object in water bearing 030°. Turned towards. Thought it might be a rubber boat as we could see what appeared to be two men sitting up and moving around.

1845 The two "men" took off and flew away and the raft turned out to be a rectangular metal tank, rusty and covered with sea growth, about 3'x3'x4'. Slowed and headed back towards Suluan Island.

2003 SJ contact. "Ghost".

2005 Patrolling off Suluan Island.

10 September Patrolling off Suluan Island.

0010 APR contact 155 mc similar to last night. Contacts continued intermittently throughout remainder of night.

0534-0718 Trim dive. Surfaced. Patrolling off Suriago Strait.

0826 Sighted Betty type plane bearing 030 distance 4 miles. Plane turned towards us. (Plane contact No.27) Dove. Continued patrolling submerged.

1527 Surfaced.

1707 Sighted plane bearing 0200T far off. Disappeared into clouds. (Plane contact No.28)

2100 Patrolling off Suluan Island.

2204 Sighted what appeared to be glow of searchlight on Suluan Island. Later appeared to be a fire.

11 September Patrolling off Suluan Island.

0409 APR contact 155 mc, continued intermittently for about an hour. Seemed stronger and remained steady on us longer than before. Sweeping period before getting on steady seemed shorter than before.

0534-0735 Trim dive, opening out from Suluan. Surfaced, patrolling off Suriago Strait.

1040 APR contact 155 mc. Strong but sweeping only. No SD contact.

1620 Sighted Dave type plane bearing 320°T about 6 miles. (Plane contact No.29) Dove.

1640 Surfaced.

2130 Patrolling off Suluan Island.

12 September Patrolling off Suluan Island.

0142 Interference on SJ(?) Faded out. APR contact 110 mc. No SD contact.

0155 APR contact 270 mc. (Possibly internal from ship?)

0315 APR contact 108 mc. No SD contact.

0535 Dove, submerged patrol all day. Closed in to two miles off Suluan Island, looking for radar station. Took pictures of island. Unable to see anything resembling radar station or antenna.

1454 Sighted 2 Id. type planes bearing 234°T, about 6 miles which disappeared behind Suluan Island. (Plane contact No.30).

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1457 Sighted plane "hedgehopping" over Suluan Island, angle on bow zero. "Down periscope" and went deep.
1532 Heard two far off explosions.
1705 Sighted about 12 Val (?) type planes headed east, distance 7 or 8 miles.
1720 Sighted about 30 planes headed last appeared to be about 20 Betty (?) type planes in group.
1740 Heard distant explosion.
1747 Sighted one plane headed east. (NOTE. Now believe that these planes were U.S. but at the time thought they were Jap)
1905 Surfaced and sent Hardhead serial No. four. Patrolling off Suluan Island.
2200 Received ComSubPac 112029 and 112107.
2235 Changed course to head for plane guard station off Sungi Point.

13 September

0050 APR contact 750 mc (Internal?) No SD contact.
0145 APR contact 108 mc. No SD contact.
0215 SJ contact. "Ghost".
0250 SJ contact. "Ghost".
0500 On station for plane guarding.
0537-0552 Trim dive. Surfaced.
0615 Commenced sighting planes headed west. First small groups of planes. Continuous IFF contacts. Several pairs of planes circled us and flew off. Unable to establish radio contact with our air coverage although one pair, a dive bomber (No. 63 on his tail) and a fighter kept coming back every once in a while. Assumed they were it (See(L) for details on communications)
0952 Our two planes circled us then flew off to southeast. Then came back, circled us two times and flew off on course about 150°. Since we could not communicate with each other, assumed they had a plane down and followed them on three engines. Our two planes soon disappeared bearing 150°.
1020 Exchanged recognition signals by light with torpedo bomber. Sighted smoke bearing 140°.
1040 Sighted masts of large task force. About this time heard a plane report us as "friendly submarine" giving our bearing and range from the masts, which checked. Decided our air coverage had just been returning to their carrier. Reversed course and headed back for our station without air coverage for the rest of the day. Continued sighting occasional planes and large groups of planes remainder of morning and during afternoon.

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

1719 Last of the planes observed headed west.
1947 SJ contact. "Ghost"

14 September Patrolling in vicinity of life guard station.
0536-0555 Trim dive. Surfaced.
0614 Commenced sighting planes heading west.
0623 Sighted east of task force bearing 110°.
0828 Established communication with our air coverage.
1039 Established communication with Gar by voice radio.
1508 Aircoverage departed.
1610 Headed south.
1623 Sighted Gar bearing 165° distance about ten miles.
Closed each other; gave him the dope on the area
via search light and was relieved of the area by
him. Headed south for southern limit of area.
(Ship contact No.8)

15 September Heading for southern limit of area.
0553-0622 Trim dive.
0938 Sighted plane bearing 090° distant about 12 miles
just above horizon. Appeared to be a Liberator.
(Plane contact No.31)
Plane dipped below horizon.
0942 Departed assigned area Lat 7° 30' N Long 126° 56';
1300 shifted to operational control OTF seventy-one.
1915 APR contact 108 m.c. (?)
1937 SJ contact on land 27,900 yards. (Talmas Island)

16 September Enroute Fremantle entering Molukka Passage.
0552-0620 Trim dive. Surfaced by blowing Nos 3 and 5 with
600_m air, then using L.P. blower on other L.P. This
gave us almost a knot more speed and avoided ex-
cessive use of H.E. air, as No3 and 5 were not
rigged to be blown with L.P. blower.
1729 Sighted plane bearing 160°, distant 12 miles.
(Plane contact No.32)
1736 Plane disappeared bearing 125°.

17 September Enroute Fremantle (in Molukka Sea).
0318 Crossed from North to South Latitude.
0552-0615 Trim dive.
0933 Sighted submarine on northerly course on surface
(Ship contact No.9) bearing 193°. Turned away.
0949 Exchanged recognition signals.
Resumed course.
1450 Sighted airplane "belly" gasoline tank; circled for
close observation and resumed course.
1515 Sighted two planes bearing 165° distance 10 miles.
(Plane contact No.33) Dove.
1656 Surfaced, entering Ceram Sea.

CONFIDENTIAL

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

18 September Enroute Freemantle.
0551-0624 Trim dive.
0706 Sighted one Sally or Lily type plane bearing 040° distant 7 miles. Dove.
0808 Surfaced, entering Banda Sea.
1211 Sighted one Pete type plane bearing 100° distance 7 miles (Plane contact No.34) Dove.
1213 Plane dropped two depth bombs. One fairly close, second further away.
1256 Surfaced.
1350 SD contact 8 miles, closing. (Plane contact No.35) Dove.
1436 Surfaced.
1540 SD contact 19 miles, closing slowly. (Plane contact No.36).
1543 SD contact opened to 20 miles and faded out.

19 September Enroute Freemantle.
0629 Dove, all day dive in Ombai Strait. Depth control very erratic off Alor Island. Had to steer 50° to the right of the course to overcome the south-easterly set.
1929 Surfaced.

20 September Enroute Freemantle (In Sawoe Sea)
0605-0656 Trim dive.

21 September Enroute Freemantle
0622-0647 Trim dive.
1129 Transmitted Hardhead Serial one to CTF 71.

22 September Enroute Freemantle.
0640-0702 Trim dive.
1144 Sighted what appeared to be submarine through high periscope bearing 143° distance about 15 miles. Turned away. (Ship contact No.10).
1158 Submarine disappeared over horizon. Changed course to eastward and commenced trailing.
1220 Transmitted Hardhead serial two to CTF 71.
1258 Regained sight contact on other submarine; appeared to be U.S. type shears.
1327 Submarine slowed; so did we. Attempted SJ recognition without success. He appeared to be on course about 060°.
1355 Decoded CTF Third to Hardhead. Believe submarine dove at this time as he suddenly disappeared. Resumed course.

23 September Enroute Freemantle
0640-0704 Trim dive.

CONFIDENTIAL

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

- 24 September Enroute Freemantle
0645-0705 Trim dive.
0922 Sighted mast and superstructure of minesweeper (?) through high periscope bearing 190° distant about 12 miles. Turned away 90° (Ship contact No.11) Ship bearing 100°; came back to base course.
1007
- 25 September Enroute Freemantle.
0652-0713 Trim dive.
1027 Sighted shears of submarine from high lookout platform bearing 093°. Turned away 90° (Ship contact No.12)
1040 Submarine disappeared over horizon on a northerly course. Came back to course.
1215 Sighted submarine bearing 144° (Ship contact No.13) Reversed course; believe he dove, distance about ten miles. Changed course to pass to eastward of the point where he was last seen.
1313 Resighted contact No.13 bearing 264° distance 6 miles. He soon disappeared on a northeasterly course. (Attempted radar recognition with both submarines sighted today without success.)
- 26 September Rendezvoused with USS Tanworth Growler and Sturdy.
0703 Ran surface sound tests and degaussing range enroute to base.
1141 Moored alongside batfish at Submarine Repair Unit, Freemantle, W.A.

Serial 01186

15 October 1944. 1944

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

SECOND ENDORSEMENT to:
 USS HARDHEAD Conf. Ltr.
 A16-3 serial 018, dated 27
 September 1944. 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. HARDHEAD (SS365) - Report of First War
 Patrol - Comment on.

1. HARDHEAD's First War Patrol was conducted in the vicinity of SURIGAO STRAIT. It was the first war patrol for the Commanding Officer, Lieut. Comdr., F. McMASTER, USN., in command of a Fleet Type Submarine.
2. HARDHEAD fired fifteen torpedoes in two night surface attacks on a large, fast man-of-war which was identified by the Commanding Officer as a battleship. The first attack was made at 0238 (ITEM). After this attack a smaller vessel, thought to be an escort, although it took no offensive action, left the scene of the attack. The large ship was hit and stopped. While approaching it after dawn, it was observed to be listed to starboard with the bow almost awash. At 0713 when about 6000 yards from the target two heavy explosions were heard, followed by a rumbling noise. The target could not be seen in the periscope; six minutes had elapsed since the last observation. Explosions and breaking up noises continued for twenty minutes. The target sank at Lat. 12°-29'N., Long. 129°-49'E. While searching the area for wreckage or survivors a chest or drawer was sighted in the forenoon while submerged, and a large oil slick after dark on the surface.
3. The Commanding Officer observed the target through the periscope at a range of about 6,000 yards, and noted the following distinctive features:
 - (a) Foremast - large pagoda type, similar to that on a YAMASHIRO type battleship.
 - (b) Mainmast - tripod, platform, and stick, similar to that on a NAGATO type battleship, but located farther aft.
 - (c) Stack - large high stack near the foremast with two unidentified shapes aft of it.
 - (d) Turrets - none observed.

Serial 01186

15 October 1944.

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

SECOND ENDORSEMENT to:
USS HARDHEAD Conf Ltr.
A16-3 serial 018, dated 27
September 1944. Report
of First War Patrol.

Subject: U.S.S. HARDHEAD (SS365) - Report of First War
Patrol - Comment on

4. On 31 August at Lat. 11°-40'N., Long., 129°-01'E., STINGRAY picked up one JAPANESE Officer and three ratings, from whom the following information was obtained.

(a) They were survivors from the CL NATORI which received one torpedo at about 0240 (ITEM) on 18 August, 1944.

(b) The ship attempted to proceed eastward after the attack, but heavy seas caused flooding, and the ship was abandoned at about 0715. It sank bows first soon thereafter.

(c) The only other vessel present was Transport No. 3, an armed transport of about 1,000 tons, similar to a Destroyer. It was undamaged and left the scene soon after the initial attack.

5. The information derived from the POW interrogation checks so closely with the details of the attack appearing in the patrol report, that there is little doubt that the ship sunk by HARDHEAD was the CL NATORI. Except for the number of stacks, all of the distinctive features noted by the Commanding Officer in his description of the target apply very closely to this ship.

6. The information in the Narrative and in the Radar Section of the patrol report, on the subject of Radar Counter-measures, is of considerable value.

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

8. The Force Commander congratulates HARDHEAD's Commanding Officer, Officers, and Crew, on inflicting the following important damage on the enemy:

Serial 01186

15 October 1944.

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

SECOND ENDORSEMENT to:
 USS HARDHEAD Conf. Ltr.
 A16-3 serial 018, dated 27
 September 1944. Report
 of First War Patrol.

Subject: U.S.S. HARDHEAD (SS365) - Report of First War
 Patrol - Comment on.

SUNK

1 - CL (NATORI Class - EC) 5,200 tons (Attacks No. 1A,
 1B, 2.)

R. W. CHRISTIE,

DISTRIBUTION:

Cominch	(3)	- Direct	CTG-7-3	(2)
Vice Opnav	(2)	- Direct	CTG-71.4	(2)
Vice Opnav Op-23c	(1)		CTG-71.5	(2)
Com1stFlt	(1)		DivComsSubRon-12	(1)
Com2ndFlt	(1)		DivComsSubRon-16	(1)
Com7thFlt	(2)		DivComsSubRon-18	(1)
ComSubs1stFlt	(30)		S/M School N.L. Conn.	(2)
ComSubs2ndFlt	(4)		SubAd. Mare Island	(2)
CTF-71	(4)		S/Ms 7TH FLT	(1)
CTF-72	(2)			

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

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

Serial 0251

Care of Fleet Post Office,
San Francisco, California,
4 October 1944.CONFIDENTIALFIRST ENDORSEMENT to
U.S.S. HARDHEAD -- Report
of First War Patrol.

From: The Commander Submarine Squadron TWELVE.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Submarines, SEVENTH FLEET.
(2) The Commander SEVENTH FLEET.

Subject: U.S.S. HARDHEAD (SS365) - Report of First War Patrol.

1. The first war patrol of HARDHEAD covered a period of 61 days, 34 of which were spent in areas east and southeast of the Philippine Islands. The patrol was commenced from Pearl Harbor, T.H., and was terminated in Fremantle, W.A. All but the last 12 days of the patrol was spent in areas under operational control of Commander Submarine Force, Pacific Fleet.

2. Area coverage was good and most of the patrol was conducted on the surface. Two days were spent on a plane-guard mission, and there were no reports or evidence of any downed planes in the vicinity.

3. On 18 August two attacks, one on the surface and one submerged, were made on a target believed to be a battleship. A total of fifteen torpedoes were fired on these attacks, resulting in eight timed and observed hits, plus one possible additional hit, as reported by a bridge lookout. The ship assumed to be the screening vessel, and which was never visually contacted, took no retaliatory action and interfered in no way with the attacking submarine. It is regrettable that, in view of the extreme importance of this target, her immobility after the first attack, and the absence of any enemy interference, this damaged ship was not more closely approached in subsequent daylight in order to definitely and unmistakably establish her identity.

4. HARDHEAD's excellent material condition is reflected in the absence of material defects during the patrol. The SJ-1 radar will be carefully checked and repaired as necessary to minimize the possibility of further trouble. Upon docking, it was found that several vents and sea valves require reseating and new gaskets will be required as a result of more than average corrosion of seats and discs and deterioration of gaskets. This work is being accomplished. HARDHEAD will be refitted in the normal period by the Submarine Repair Unit, Navy 137, and Advance Training and Relief Crew Number Six.

5. The Squadron Commander congratulates the Commanding Officer, Officers, and Crew of the HARDHEAD for having inflicted extremely important damage on the enemy.

J.B. GRIGGS.

U.S.S. HARDELD (SS365)

SS365/A16

Serial: (018)

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

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

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

Subject: U.S.S. HARDELD (SS365), Report of First War Patrol.

Enclosures: (A) Subject Report.
(B) Track Chart (ComSubs 7th Flt only).

1. Enclosure (A), covering the First War Patrol of this vessel conducted in the vicinity of Suriagao Strait during the period 27 July 1944 to 26 September 1944, is forwarded herewith.

F. McMASTER
F. McMASTER

CONFIDENTIAL

(L) PROLOGUE

Arrived Fremantle, W.A. from First War Patrol 26 September, 1944. Commenced normal refit by Submarine Repair Unit and Advanced Training and Relief Crew #6. Installed VWF, Ion Exchangers and detached circulating water pumps for main engine cooling system. Refit completed 11 October 1944.

Commander Fitzhugh LECHSTER, U.S.N. was relieved as commanding officer by Commander F. A. GREENUP, U.S.N. on 11 October 1944. Conducted training 12 to 19 October, 1944. Sound tests revealed a noisy port shaft. Replaced port propeller and increased clearances in port and starboard stern tube bearings. Was de-gaussed. Conducted convoy exercise, day and night approaches and sound exercises. No exercise torpedoes were fired because of rough weather. Fueled and provisioned 19-20 October, 1944. Departed for Second War Patrol on 21 October, 1944.

The following officers and Chief petty officers were attached at the beginning of the second War Patrol.

Officers

Commander F. A. GREENUP, U.S. Navy.
SEAL 6 - BARRETO 1 - HARDSHED 1.
Lieut-Comdr. C. D. McCALL, U.S. Navy.
PIKE 6 - TULLIBEE 2 - HARDSHED 2.
Lieutenant J. S. ROSS, U.S. Naval Reserve.
TAMBOUR 4 - TRESSELER 1 - HARDSHED 2.
Lieutenant J. R. BRIDG, U.S. Naval Reserve.
HARDSHED 2.
Lieutenant E. BRIDGTOFF, U.S. Naval Reserve.
DRUM 6 - HARDSHED 2.
Lieutenant W. J. LINBY, U.S. Navy.
HARDSHED 2.
Lieutenant (jg) W. E. CRIBBLESS, U.S. Navy.
TRESSELER 5 - HARDSHED 2.
Lieut. (jg) G. J. VAN WYCK, U.S. Naval Reserve.
HARDSHED 2
Torpedoman P. C. MORTON, U.S. Navy.
GATO 4 - DOLEFIN 1 - HARDSHED 2.

Chief Petty Officers

F. BUTLER, CQM, U.S. Navy.
CREVILLIE 4 - SCIMP 3 - HARDSHED 1
K. F. RIFE, CQM, U.S. Navy.
HARE 4 - HARDSHED 1
J. E. HELLER, CQM, U.S. Navy.
DRUM 4 - HARDSHED 2.
R. E. WHEELER, CQM, U.S. Navy.
BARB 6 - HARDSHED 2.
J. M. CORNETT, CQM, U.S. Navy.
B-23 7 - HARDSHED 2.
G. L. MORTON, CQM, U.S. Navy,
BLLO 3 - HARDSHED 2
G. R. RUSSELL, CQM, U.S. Navy.
BASS 1 - HARDSHED 2
P. R. HAGIE, CQM, U.S. Navy.
PINBACK 4 - HARDSHED 2.

CONFIDENTIAL

(S) NARRATIVE

All times z one -4 (304)

21 October 1944:

- 1310 Underway for Second Air Patrol in accordance with
CIC 71.1 operation order #152-44. Joined U.S.S.
GUNNEL in exercise area and conducted practice
approaches; target was INVERSL.
2235 Departed exercise area in company with U.S.S. GUNNEL.

21-24 October

Enroute Lamouth Gulf, in company with U.S.S. GUNNEL.
Conducted practice approaches, tracking drill, VHF
tests and emergency drills. Tested Mk. 1 mod 1 sig-
nal projector. Steering by Area Course Clock.

22 October

- 1302 Sighted British submarine and attempted exchange rec-
ognition. Too rough to make out his light. Lat.
27-55S Long 112-02E. Ship Contact No. 1.

23 October

- 1300 U.S.S. GUNNEL departed.

24 October

- 0344 Looped alongside U.S.S. CROWLER at fuel barge Lamouth
Gulf. Received 10,500 gallons of fuel. Requested and
obtained permission from Commander of Coordinated
Attack Group to depart Lamouth 24 October, 1944 with-
out delaying one day to stagger passage of group
through Lombok Strait. Transferred DANCLAN, Verigrine
(n), Lottle, 207 06 95, U.S. Navy to Navy 01 PFT to
CSD 261 for treatment.
1320 Underway from fuel barge enroute patrol area.
1540 Fired 18 rounds of 4" and 100 rounds of 20mm at hull
off Northwest Cape at range of about 3500 yards.
Results excellent. Estimated 50% hits with 4".
1800 Submerged. Radar mast packing leaked badly.
1825 Surfaced. Tightened packing.
2153 Submerged. Radar mast tight at 300 feet.
2210 Surfaced.

25 October

Enroute Lombok Strait at two engine speed steering
by Area Course Clock during daylight.

26 October

- 0600 Submerged.
0629 Surfaced.
2217 AFR contact 97 lbs.
2230 Point SJ interference from direction of Lombok Strait.
2325 Strong AFR contact 120 lbs.

CONFIDENTIAL

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

27 October

- 0135 Commenced transit of Lombok Strait.
0215 Exchanged recognition signals by SJ with U.S. Submarine southbound. Ship Contact No. 2. Lat. 8-45S 115-40E.
0342 Completed transit.
0515 Submerged.
0600 Surfaced.
0825 Sighted two sailboats and avoided.
1416 SD contact at 4 miles, not sighted. Submerged. Plane Contact No. 1.
1445 Sighted U.S.S. IMKE bearing 196T at 6500 yards. Ship contact No. 3. Lat 6-16S Long 116-35E. Fired recognition star and at
1450 Surfaced.
Conducted radar tracking exercise.
1615 Sighted DD or DE bearing 358T, range about 16,000 yards. Identification doubtful. Angle on the bow was about 90 port. Went to flank speed and changed course to 240T to gain position ahead. Lat 5-53S Long 116-44E. Estimated target course 210T, speed 19-20 knots. Ship Contact No. 4.
1655 Target had gained true bearing and changed course to present a 180° angle on the bow.
1702 Lost contact: Did not send contact report because of uncertain identity and target destination.

Proceeded east of Lema Islands.

28 October

- 0535 Submerged.
0556 Surfaced.
Sighted numerous sailboats as we approached Makassar Strait. Avoided.

29 October

- 0120 Exchanged recognition signals with the IMKE. Lat. 00-09S Long. 119-10E.
0206 Crossed the equator. No pollywogs available.
0824 SD and sight contact with probable "Lilly" at 15 miles. Submerged. Plane contact No. 2.
0903 Surfaced.

30 October

- 0400 Completed transit of Sibuatu Strait. Moon nearly full. Uneventful.
0915 SD contact, 25 miles, friendly. Plane Contact No. 3.
0920 Sighted Liberator bearing 160T. Passed astern at 4 miles. Fired recognition flares.

CONFIDENTIAL

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

30 October (Cont'd)

- 1209 Sighted single engine monoplane, 340T, 8 miles, elevation about 5', no SD contact. Submerged. Plane contact No. 4.
- 1240 Surfaced.
- 1930 Changed course to 047T to pass through position of reported survivor.
- 2044 CJ radar contact 010T, 950 yards. Turned away. JARVIS, Frank J., TL3c, 655 60 48, U.S.N.R. sighted something white at radar range of 1500 yards so investigated and at
- 2201 Rescued Commander F. E. BRUTIS, U.S. Navy, File no. 75028, Commanding Officer of VF 20 of the U.S.S. INT-BRUTIS. His physical condition was excellent considering that he had been in a small life raft nearly seven days. Lat. 8-13N Long 121-28E.
- 2210 SD contact, 6 miles, closing, no IFF indication. Submerged. SJ range, 5500 yards, while diving. Plane contact No. 5. First dive for Commander BRUTIS since second class summer.
- 2345 Sent ARDHEAD Serial No. 1 requesting rendezvous with the ROGIER.

31 October

- 0234 Exchanged SJ recognition and calls with the BRUTIS. Ship contact No. 5. Lat 8-44N Long 121-42E.
- 0344 Spoke the BRUTIS and arranged search plan while awaiting rendezvous. Later learned from Commander BRUTIS that he believed that his position when shot down was about 8-56N, 121-54E as given in Commander Submarine, Seventh Fleet Serial No. 54 reporting a survivor.
- 0730 Sighted unidentified plane, low about 7 miles, closing, no SD contact or IFF indication. Submerged. Plane Contact No. 6.
- 0820 Surfaced, continued search.
- 0936 to 1330 Sighted numerous Liberators and Flying Fortresses at medium altitudes with friendly indication on SD. Turned on BA if they approached and fired flares for planes that flew nearby. Sweated out usual conversation heard on BHF about our identity, submarine or freighter. Plane contact No. 7.

CONFIDENTIAL

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

31 October (Cont'd)

1058 Sighted plane similar to FBY which did not show friendly IFF identification. Submerged at 1102 when he headed for us at about 6 miles. Regretted diving but felt he should have IFF turned on if he were friendly.

1115 Periscope depth.

1220 At 50', plane contact, 3 miles, closing.

1250 Surfaced. Continued search.

1335 Sighted four bomb splashes bearing 120T.

1528 Spoke B. TFLSH and secured search. HARDHEAD covered about 150 square miles.

1547 Sighted unidentified plane bearing 230T, about 10 miles, low. No SD contact. Plane contact No. 8. Proceeded to position South of Cagayan Islands.

1 November 1944

0013 Exchanged recognition and calls by SJ with the U.S.S. RATON. Ship contact No. 6. Lat 9-54N Long 121-33E.

0254 Exchanged recognition and calls by SJ with U.S.S. ANGLER. Ship Contact No. 7. Lat 10-23N Long 121-37E.

0345 Went alongside and transferred Commander BAKUIS to the U.S.S. ANGLER. Received information of two radar equipped patrol boats in West Apo Pass.

0500 Submerged ten miles off San Jose, Panay Island, Sighted three planes, probably "Betty's" during the day taking off and landing at air strip just north of San Jose, Lat 10-46N Long 121-57E. Plane contact #9.

1818 Surfaced south of Ratbatan Island.

1840 SD Contact, 8 miles, closing. Submerged. Plane contact No. 10.

1900 Surfaced. Enroute Mindoro Strait.

2354 Entered patrol area Able Four.

2 November

0510 Submerged having completed transit of Apo West Pass. Submerged patrol north of Busuanga Island.

1814 Surfaced.

3 November

0157 Exchanged calls with the MAKS by SJ radar. Lat 13-00N Long 119-51E.

0504 Submerged for patrol north of Busuanga Island.

0647 Sighted "RUFLE" bearing 090T, on a southwesterly course. Plane contact No. 11.

1829 Surfaced.

1900 Rigged No. 4 FBT as a main ballast tank.

1915 Exchanged calls with the GROWLER by SJ radar. Lat 12-57N Long 120 01E.

2204 Commenced scouting on course 290T at three engine speed to intercept convoy reported by aircraft in Commander Submarines Seventh Fleet Serial 82.

CONFIDENTIAL

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

4 November

- 0225 Secured search, headed for designated patrol sector.
- 0515 Submerged. Trim very heavy. Calculated we lost 13,000 gallons of fuel. Petcock reading on No. 3 FBT confirmed this. Tested fuel transfer line and No. 3 FBT and found tight. Attributed loss to personnel error.
- 1641 Surfaced.
- 2043 Rendezvoused with the GROWLER and MAKE as previously directed and received schedule of patrol stations assigned on area grid chart. Lat 13-20N Long 119-25E. Enroute patrol station off Cape Calavite. Learned from GROWLER that our search to the northwest last night prevented possible shot at a tanker he had been unable to close off Calavite today. Should have stayed on surface until we were back in our hole.

5 November

- 0456 Submerged nine miles southwest of Cape Calavite Light.
- 1152 Sound detected ping bearing 110T.
- 1245 Sighted tops of PC type patrol vessel bearing 069T, range about 6 miles on a northerly course off Cape Calavite. Made contact No. 3. Lat 13-21N Long 120-12E. Closed to within 4 miles off Cape Calavite Light. No evidence of radar installation.
- 1625 Surfaced.
- 1850 SD contact, 10 miles. Closed to 5 miles then opened to 10 miles and faded out. Plane contact No. 12.
- 2219 Exchanged calls with the GROWLER by SS radar. Lat 13-25N Long 120 07E.

6 November

- 0452 Submerged off Cape Calavite. Headed south for survey of Paluan Bay. Nothing sighted.
- 1020 Surfaced.
- 1822 SD contact 3 miles, closing. Plane contact No. 13. May have been a spurious pip since we found false pips on the SD later in the evening. See section M.
- 1836 At 50'. SD contact at 3 miles. Spurious (?).
- 1850 All clear. Surfaced.
- 2024 SD contact at 6 miles, closed to 5 miles. Submerged. Plane contact No. 14. Spurious (?).
- 2050 Surfaced. Received following message from the GROWLER on the area frequency: AT 0700300 MY POSITION WILL BE 13-00N 119-11E X SCOUT ON LINE OF BEARING 294T X MAKE MAKE POSITION TO WEST X HANDELD MUST X RELAY THIS MESSAGE TO MAKE.
- 2241 MAKE receipted for message.

CONFIDENTIAL

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

7 November

- 0042 3D contact at 8 miles closing. Submerged. Plane Contact No. 15. Spurious (?). False pips were definitely found on 3D screen after this contact. Remedied.
- 0109 Surfaced.
- 0300 On station, maintaining scouting line in accordance with Coordinated Attack Group Instructions.
- 1344 Received ComSubs Seventh Serial one directing back to shift to Area Three night of eighth.
- 1648 3D and sight contact at 11 miles, either "Frances" or "Betty". Submerged. Plane contact No. 16. Faith in 3D not shaken by performance last night.
- 1712 Surfaced. Corrected scouting position. Overcast all day, position doubtful.
- 2245 Contact with GROWLER at 5000 yards bearing 072T. Exchanged calls with 3J and received message "Course 024°T", 3J radar performance very erratic. Changed course to 024°T to stay in contact and find out if GROWLER intended to maintain scouting line. GROWLER reported no plane contacts during night. Lat 13-52N Long 119-26E.
- 2307 Received message from GROWLER (071500) assigning patrol points for eight; scouting assignment for 1900 Now eighth in area Able Three, HARBHEAD East of 14-25N, 119-30E, course 332T, speed 13; and directions to shift the grid north.
- 2314 Enroute patrol station for eighth.

8 November

- 0100 GROWLER bearing 285°T, 7000 yards.
- 0133 Message from GROWLER by 3J "Change course to 090 and search". Complied. She probably had radar contact at this time.
- 0142 Sight and radar contact 3 ships, 1 large, 2 small, bearing 095°T, 16,000 yards. Ship Contact No. 9. Lat 13-14N Long 119-42E.
- 0151 Message from GROWLER on Area Frequency. at 070140 BY POSITION 13-26N 119-22E RADAR CONTACT 097°T. RANGE 25,000".
- 0143 Commenced tracking and went ahead on 3 engines to gain position ahead. Determined target course as 315, speed 11 knots. Possibly third escort well out on starboard quarter of target.
- 0212 All ahead flank, GROWLER was closing astern but radar was having difficulty keeping on target at 15,000 yards. Leading escort ahead about 1000 yards, other escort on port quarter about 1500 yards. Last quarter moon in east, thin overcast, elevation about 50°.
- 0219 Message from GROWLER "HEAVY COURSE 350, SPEED 14, TRACKING FROM PORT BOW."

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

8 November (Cont'd)

- 0232 Message from CROWLER, "ENEMY COURSE 315, HARDHEAD
ATTACK FROM STARBOARD BOW".
- 0251 with target bearing 138T, range 13,350, submerged to
Radar Depth. Angle on the bow with target was zero.
Angle on the bow at this time for about 10 port.
- 0253 Explosion. Possibly torpedo.
- 0254 Target zigged right to course 030T. Escorts difficult
to follow either by radar or periscope.
- 0257to Heard three depth charges.
- 0259
- 0300 Surfaced to gain position on starboard bow of target.
Bearing 129½T, Range 11,400 yards.
- 0321 Target zigged left to 305T.
- 0328 Submerged to radar depth. Range 12,000 yards. Target
on course 270T, angle on the bow about 45° port.
Target maneuvers were radical at this time and he may
have been using constant helm zig plan.
- 0339 Periscope depth, range 8,900 yards. Headed for lead-
ing escort.
- 0357 Periscope range checked within 100 yards with gener-
ated range on the stack using 60 feet. Leading escort
now on target's port bow about 500 yards ahead of us,
other escort in sight on our port beam, range about
1200 yards, rather dark on this side of the target.
Target maneuvers had placed us on his port bow.
- 03-59-21 Fired #7 with small right gyro, 85 port track, gen-
erated range about 1000 yards. Spread from aft to
forward, 2° divergent. Depth 6'.
- 04-00-32 Fired #8.
- 04-00-41 Fired #9.
- 04-00-57 Fired #10.
- 04-00-59 Observed and heard hit under stack.
- 04-01-04 Heard hit. Looking at escorts.
- 04-01-07 Observed and heard hit amidships.
- 04-01-12 While observing escort ahead heard fourth hit and
escort was illuminated by flames. Had 7 feet of per-
iscope up and since range to other escort was doubt-
ful ran down periscope and ordered deep submergence
at full speed. Rigged for depth charge and silent
running. Identified target as loaded tanker similar
to RIKKO MARU(EU), MBF, Gross tonnage 9,182, page 283,
ONI 208 revised. The target more than filled the
periscope at a range of 1200 yards with angle on the
bow about 70 port.
- 04 02 Heavy explosion aft.
- 04 03 Breaking up noises astern. Fast screws and pinging
all around.
- 04 05 Flooding to get through a 16° gradient.

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

8 November (Cont'd)

04 11 to 11 Depth charges astern. Broke light bulbs aft. Sound
04 13 reported two and possible three escorts pinging. Clearing
area to the southwest at 4 knots.
0620 Came up. Pinging sounded loud, heard screws
astern. 10 or more depth charges, all well astern.
Back down.
0800 2 Depth charges astern.
0857 to 20 Depth charges far astern.
0901
0917 At periscope depth, all clear. Rigged for normal
running.
0946 5 Distant depth charges.
1010 1 Distant depth charge.
1035 Many distant depth charges.
1047 5 distant depth charges.
Remained submerged to routine torpedoes.
1222 to 29 Distant depth charges.
1225
1455 Surfaced, enroute to scouting position for tonight
in Area Able Three.
1644 Sighted "OSCAR" bearing 040T, very low, about 7 miles.
Plane Contact No. 17. Submerged.
1725 7 Distant depth charges.
1727 Surfaced.
1740 Sighted plane bearing 030T, very low, unidentified,
about 12 miles. Plane contact No. 18.
1952 Radar contact 1240T, 20,000 yards. Two pips. Lat.
14-11N. Long 118-59E. Ship contact No. 10. Commenced
tracking, and went to flank speed to get ahead.
Targets on westerly course at 18-20 knots.
2000 Contact developed into two ships in column with a
third about 4,000 yards on the port quarter of the
column. All gave large pips. No APR contacts. A pec-
uliar set-up. Our radar is working too good tonight.
2030 Targets slowed to 11 knots, course 260 T. Radar re-
ports all look like big ships. Clear dark night, no
moon.
2040 Slowed to 1/3, rigged out sound head, heard two or
three sets of pinging. Target course 225, speed 10
knots.
2043 At 5,500 yards identified targets as PC type escorts.
Headed for scouting position.
2100 Received ComSubs Seventh Fleet serial eleven desig-
nating rendezvous for BREEM and GROWLER to transfer
SJ transformer. Decided to take GROWLER'S position in
scouting line since this would enable us to head up
reverse course of convoy BATFISH is trailing.

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

8 November (Cont'd)

2119 SJ interference bearing 156T, very weak.
2140 Entered area Able Three.
Heavy weather was setting in from the North North East.

9 November

0430 Having reached northern limit of area without contact attempted to send position to GROWLER and request instructions but could not contact on area frequency.
0845 Headed for Capones Island to intercept southbound convoy.
0900 Intercepted following message from MAKE to GROWLER on area frequency, "MY 0900 POSITION 15-59N, 118-23EX DOPE INTERROGATIVE". GROWLER was not heard to answer call or receipt for message.
1132 Informed MAKE we were headed for Capones. Assigned her half of area north of 15-30N, HARDHEAD south of 15-30N until GROWLER returned.
Heavy overcast, seas rough, wind about 25 knots from the north.
1412 Ten miles off Capones Island. Headed into sea at five knots to patrol to the northward, 15 miles off the coast.
2315 Off Hermana Mayor Island. Headed south.
2340 heavy sea partially flooded induction. No damage.

10 November

Patrolling on surface between Capones Island and Santa Cruz. Weather improving.
1816 SJ radar interference bearing about 330T, Exchanged calls with the MAKE.
2025 SJ radar contact bearing 018T, 24,000 yards. Lat 15-28N Long 119-29E. Ship contact No. 11. Target was properly lighted hospital ship on a southerly course. Held tracking drill.

11 November

0524 Submerged for patrol off Port Matalvi.
Light not lighted.
1322 Surfaced.

12 November

0420 SJ radar contact bearing 115T, 11,000 yards. Lat. 15-30N, Long 119-37E. Ship contact No. 12. Pips very small. Tracked contact on course 350T, speed 5-6 knots. Sound heard two ships pinging. Nothing in sight at 8,000 yards. Avoided and headed for patrol station off Port Matalvi.

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

12 November (Cont'd)

- 0504 Submerged nine miles off Salvadore Island.
0638 Sighted "Mavis" bearing 150°T at about 5 miles. Plane Contact No. 19.
0637 Sighted masts of sea truck bearing 152°T on northerly course. Lat 15-27N Long 119-41E. Ship contact No. 13.
1031 Sighted small landing craft bearing 131°T on northerly course. Ship contact No. 14.
1507 Sighted float plane bearing 073°T. Plane landed in-shore off San Salvador Island. Plane Contact No. 20.
1822 Surfaced. Decided to patrol west of Manila tomorrow.

13 November

- 0600 Received first part of Comsubs serial 37 assigning lifeguard station off Sampoloe Point for today. Assumed our station would be Sampoloe Point and at
0606 Enroute lifeguard station on four main engines.
0715 Heard planes calling us on VHF. Could not establish communication. Probably fighter cover.
0721 Sighted smoke and mast bearing 130°T about 12 miles. Ship contact No. 15. Lat 14-36N Long 119-03E. Commenced tracking.
0728 Sight and 3D contact on unidentified plane over convoy, 12 miles, closing. Plane contact No. 21. Submerged. Contact appeared to be three medium A's with three escorts in a very loose formation. Base course appeared to be 300°T when we submerged which placed us close to track. Went to battle stations and commenced approach.
0900 Convoy on base course 240°T, speed 8 knots. Last ship in column bearing 150°T, range about 16,000 with 90 starboard angle on the bow. Unable to close at standard speed.
1007 Surfaced. Enroute lifeguard station on four engines.
1018 Sighted float plane bearing 117°T, about 7 miles, very low, angle on the bow zero. Submerged. Plane contact No. 22.
1107 Surfaced. Transmitted contact report on 2800 Mcs without receipt. Transmitted contact report by VHF to Fox 47. Fox 47 appeared to be communication clearing center for striking group. Do not know if he relayed message. Transmitted contact report twice blind on ship shore frequency.
1300 Arrived lifeguard station. Could hear striking group working over Luzon on VHF. No fighter cover, probably decided we would not be on station today and departed.
1306 Sighted masts bearing 151°T, angle on the bow zero. Lat 14-58N Long 119-36E. Ship contact No. 16. Submerged and manned battle stations.
1345 Identified target as hospital ship, course 350°T, speed 14 knots, similar to America Maru, page 9, OMI 200-J Revised. Conducted practice approach and took pictures.

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

13 November (Cont'd)

1513 Surfaced on lifeguard station.
1600 Sighted three unidentified planes bearing 090T, range 15 miles. Plane contact No. 23.
1639 Sighted float plane bearing 030T, range about 14 miles. Plane contact No. 24.
1655 Sighted three unidentified planes bearing 260T, range about 12 miles, closing. Submerged. Plane Contact No. 25. All quiet on VHF since 1300 so decided strike was over.
1824 Surfaced.
2235 Re-Transmitted contact report, obtained receipt from Radio Darwin.

14 November

0500 Arrived lifeguard station twenty miles off Samploc Point.
0503 SD contact 13 miles, closing rapidly. Submerged. Plane Contact No. 26.
0535 to 0708 Varying between 50' and periscope depth. Sighted and had SD contact on 4 separate planes identified as float planes and "Ballys". Plane Contact No. 27.
0716 Sighted 4 planes circling vicinity. Identified as friendly and at
0742 Surfaced and established communication by VHF with fighter cover. Had continuous fighter cover until at
1202 Sighted and had SD contact on twin engine bomber bearing 280T, range 9 miles with IFF indication. Notified fighter cover that plane appeared to be enemy. Fighters attacked and one fighter completed firing run before bomber banked sharply and headed for low altitude. This maneuver placed him astern about four miles in a good position for a run on us so at
1216 Submerged.
1240 Surfaced. Fighter cover reported that bomber escaped.
1245 Fighter cover reported that relief was overdue and requested permission to depart since fuel was low. Granted permission and cover departed at 1300. Had previously obtained information that there were no survivors down in accessible positions either yesterday or today.
1400 All quiet on VHF. Strike apparently completed.

15 November

Surface patrol West of Manila.
0952 SD contact at 16 miles. Not sighted. Plane contact No. 29.

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

16 November

- 0200 Rendezvoused with the HAKE. HAKE reported no contacts in northern half of area and desired patrol off Manila. HAKE further reported observing tanker we attacked morning of eighth sink in 20 seconds. Conducted surface patrol along convoy routes northwest of Manila.
- 1402 SD contact, 13 and 18 miles, closing. Submerged. Plane Contact No. 30.
- 1634 Surfaced.

17 November

- 0502 Submerged ten miles off Rena Point.
- 0600 Sighted Betty bearing 135^oT, about 10 miles. Plane contact No. 31.
- 1050 Sighted float plane similar to Dave bearing 140^oT, about 6 miles. Plane contact No. 32.
- 1550 Sighted transport plane similar to Topsy bearing 000^oT, about 1 mile. Plane contact No. 33.
- 1826 Surfaced.
- 1831 Lookout sighted twin engine bomber bearing 260^oT close aboard. No SD contact. Submerged. Plane contact No. 34.
- 1846 Surfaced.

18 November

- 0510 Submerged 15 miles off Rena Point and closed to 6 miles.
- 1117 Echo ranging bearing 155 T, bearing drawing left. Came to normal approach course.
- 1139 Sighted two small SC or PC boats bearing 152^oT, range about 7,000 yards, course 350^oT, speed 6-8 knots. Ship contact No. 17. Lat 16-06N Long 119-40E.
- 1202 While attempting to evade at periscope depth to the westward one patrol boat appeared to have contact. Went to deep submergence and rigged for silent running and depth charge. After alternately pinging, stopping and listening the patrol boats passed clear.
- 1350 Periscope depth. All clear.
- 1552 Sighted "Betty" bearing 180^oT, about 3 miles. Plane contact No. 35.
- 1821 Surfaced.
- 2052 Enroute lifeguard station for nineteenth off Samploc Point.
- 2300 Echo ranging bearing 115^oT. True bearing drew left rapidly. No SJ radar contact. Sound reported two sets of echo ranging. Avoided. Ship contact No. 18. Lat 15-37N Long 119-10E.

19 November

- 0505 Submerged on lifeguard station off Samploc Point to wait until morning search plane activity is over.

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

19 November (Cont'd)

- 0545 Heard what sounded like two torpedo explosions and sighted tall column of white smoke over the horizon bearing 221T. Lat 14-30N Long 119-55E.
- 0547 to 0609 Heard 19 distant depth charges.
- 0610 to 0658 Sighted several Bettys and float planes searching vicinity at very low altitude. Plane Contact No. 36.
- 0730 Observed striking force over Subic Bay.
- 0750 Surfaced on life guard station. No fighter cover. Heavy smoke over Subic Bay area.
- 0814 Received report of plane down bearing 300T, 35 miles from Sampoloc Point. All ahead flank.
- 1010 Rescued Ensign Thomas McQUE, USNR, File No. 301499, VF 20, U.S.S. HARRIERHEAD. His fighter plane was hit in the engine while he was attacking Clark Field. Unable to contact striking force on VHF to report resus. Returned to life guard station, all quiet on VHF.
- 1427 Submerged.
- 1715 Completed search off coast south of Subic Bay at 11,000 yards. No shipping aground.
- 1831 Surfaced. Patrolled west of Manila during night.

20 November

- 0429 SD contact at 16 miles, opened and faded out. Plane Contact No. 37A
- 0504 Submerged on life guard station off Sampoloc Point.
- 0550 to 0615 Sighted usual morning search planes flying low over vicinity. Plane contact No. 36.
- 0646 Sighted dense low black smoke over coast from Subic Bay to about 40 miles north. Probably drifted off Clark Field on the morning land breeze.
- 0703 Surfaced. No evidence of striking force over Luzon. Heavy oil slicks apparently drifting out of Subic Bay.
- 0719 Sighted unidentified plane bearing 160T, 13 miles. Plane Contact No. 39.
- 0938 Sighted floatplane bearing 060T, 13 miles. Plane Contact No. 40. Closing slowly so at
- 0941 Submerged.
- 1000 to 1300 Came to 44 feet several times to listen on VHF and on life guard frequency using SD mast. All clear.
- 1402 Surfaced.
- 1415 Sighted Dave bearing 340T, angle on the bow zero, very low, range about 5 miles. Submerged. Plane Contact No. 41.
- 1626 Surfaced.

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U.S.S. EARLEAD - Report of Second Air Patrol.

21 November

- 0236 Enroute submerged patrol station off Port Natalvi. SJ contact, 099T, 9,000 yards. Sound heard two sets of echo ranging. Nothing in sight but visibility poor against coast. Decided to avoid. Lat 15-31N Long 119-36E. Ship contact No. 19.
- 0310 SJ contact, 109T, 20,000 yards. Believed SJ turning had been faulty on first contact so commenced tracking and went ahead flank to gain position ahead. Target course 170T, speed 10 knots.
- 0325 Target group difficult to analyze but at 16,000 yards appeared to be one large ship with several escorts. Sent contact report to HAKE.
- 0350 Target group doubtfully identified as two escort vessels on the flanks of several small ships which are probably landing craft. Decided to attack starboard screen from a position which would place other targets on torpedo tracks.
- 0400 At 8,000 yards sighted starboard screen and it appeared to be medium sized escort vessel.
- 0417 Target had zigged right 25° to course 195T presenting about a 75° starboard angle on the bow. With 30 minutes to go before morning twilight headed in for attack at 15 knots. When range had closed to about 4000 yards the target zigged back to 170T and the set-up looked poor. None of the other targets were in sight because of land in background. Decided to shoot and at
- 0427 Fired six torpedoes at a medium sized PC or SA, torpedo run 2500 yards, 135° starboard track, 1° divergent spread. All missed. Should not have fired more than four. Depth set 2 feet and 4 feet. Target changed course to the right about the time torpedoes passed him, turned on a red masthead light and chased at about 14 knots. Evaded without difficulty. Attack #2. Should have run ahead of this group and looked them over after dawn but wanted to be off Salvador for submerged patrol since it was the only section of coast nearby where close patrol could be maintained.
- 0436 Heard 5 or 6 end of run explosions. Informed HAKE that contact was escort vessels.
- 0506 Submerged for patrol 6 miles off Salvador Island.
- 0632 Sighted unidentified plane, elevation 1°, 7 miles. Plane Contact No. 42.

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

21 November (Cont'd)

0900 Sighted unidentified plane, elevation 2°, 6 miles.
Plane contact No. 43.
1724 Sighted "Jake", elevation 8°, 6 miles. Plane contact
No. 4.
1839 Surfaced. Set course for patrol station west of Manila
to patrol on surface tomorrow.
1848 Weak SJ interference bearing 313T.
2050 Sent HARRHEAD Serial Three reporting Ensign SCOTTE
rescued and results to date.

22 November

Surface patrol west of Manila. Uneventful. Too rough
for effective submerged patrol off shore.

23 November

0453 Received contact report from HAKE: Three targets
bearing 145T, range 20,000 from 14-24N, 119-32E
on course 240, speed 15 knots.
0700 to 1100 Covered courses 230 to 270, speed 15 to 10 without
Contact. Convoy probably headed south for Palawan
Passage. Could not contact HAKE after contact report
was sent.
1213 Set course for Caiman Point to intercept northbound
convoy.
1931 12 miles off Caiman Point, headed south.
2003 SJ radar contact, one large ship, one small, off
Kernana Mayor Island bearing 101T, 17,800 yards.
Target course 010T, speed 12 knots. Decided to inter-
cept off Rena Point and commenced end around at flank
speed. Ship Contact No. 20. Lat 15-49N Long 119-34W.
2050 Target group off Caiman Point very close to coast.
Difficult to maintain radar contact.
211 Contact on second escort about 6,000 yards ahead of
target. Escorts signalled and took position with first
escort about 1000 to 1500 yards on port beam, second
escort about 2000 to 2500 yards ahead.
2136 With target bearing 145T, 13,000 yards submerged to
radar depth about 7,000 yards off Rena Point and headed
in to close the coast. New moon, very low in west, and
visibility very poor towards coast.
2158 Doubtful radar range and bearing on target 118T, 6300
yards. Nothing in sight by periscope. This placed
target very near coast on course 020T which headed
him for Rena Point.
2159 Periscope depth. Could not definitely locate leading
escort. Could not locate target. Sound condition
toward beach very poor.

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

23 November (Cont'd)

- 2159 Came left to 045T, to gain time to locate target. Bearing of ping from beam escort showed us to be about 1000-1500 yards from the estimated track.
- 2202 Port Beam escort in sight with small port angle on the bow bearing 169T; range about 1000 yards. He seemed to have sound contact. Contacted leading escort bearing 060T. He stopped searching and pinged steadily in our direction. True bearings of escorts screws steady and getting closer. Could not see or hear target and he had evidently stayed very close to coast with beam escort moving out to about 3000 yards. A tough one to let go but could see no chance to shoot.
- 2207 Went deep and evaded. Escorts stayed in vicinity until 2230. (JP Sound had been detailed to locate and stay on target. The following day the JP was found to have a faulty lead which alternately grounded as it was trained. This may have prevented sound contact with target at the crucial stage of the approach).
- 2305 Surfaced four miles off coast and headed north to cover routes from Cape Bolinao at dawn.

24 November

- 0100 Received Serial Eleven designating lifeguard duty for twenty fifth and twenty sixth.
- 0502 SD contact at 8 miles., closing fast. Submerged. Plane Contact No. 45. Forced us to dive about 15 miles Northwest of Cape Bolinao.
- 0550 Sighted unidentified plane bearing 110T, 10 miles. Plane contact No. 46.
- 1155 Sighted float plane bearing 170T, 12 miles. Plane contact No. 47.
- 1240 Sighted mast of patrol boat bearing 115T, range about 9 miles, Northeast of Cape Bolinao. Lat 18-20N Long 119-31E. Ship contact no. 21.
- 1302 Sighted another patrol boat mast bearing 100T and float plane on same bearing. Plane at about 8 miles. Plane contact No. 48. Closed Cape Bolinao to investigate.
- 1348 Pinging in direction of Cape Bolinao with three planes circling overhead and gradually drawing south. Headed west to clear coast and surface to run around, however no ships were sighted at 55 feet at a range of about 16,000 yards off Cape Bolinao.
- 1607 Ready to surface about 15 miles off coast. Sighted "Betty" bearing 345T, 5 miles headed south. Plane contact No. 49. Decided to remain submerged.

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

24 November (Cont'd)

- 1010 Surfaced and set course for lifeguard station off Sampoloc Point. Decided not to send contact report since no ships had been sighted.
- 2244 SD contact at 5 miles, closing. Submerged. Plane Contact No. 50.
- 2311 Surfaced.
- 2345 Exchanged information with ~~CL~~ by SJ. ~~CL~~ reported two hits in MATORI class CL on nineteenth. Assigned ~~CL~~ northern half of area for last week on station.

25 November

- 0042 SD contact at 3 miles, SJ contact at 3,000 yards. Submerged. Plane contact No. 51.
- 0114 Surfaced.
- 0140 SD contact at 12 miles. Plane contact No. 52.
- 0455 Submerged on lifeguard station off Sampoloc Point.
- 0606 Sighted unidentified plane bearing 066T, 11 miles. Plane contact No. 53.
- 0607 Sighted two Hellcats circling near us. Plane Contact No. 55.
- 0623 Surfaced and established communication with fighter cover.
- 0800 Observed planes bombing off Sampoloc Point and south of Subic Bay.
- 0822 Fight cover reported ship headed our way from Manila Bay. They investigated and identified it as a hospital ship. Avoided. Ship contact No. 22. This was a large single stack ship. Lat 14-25N Long 119-54E. Sighted numerous striking planes during the day. Our fighter cover was excellent and continuous until 1607. At 1500 one section of fighter cover, while departing, reported a tanker near shore at San Felipe, not underway, and that they were attacking. At 1501 they further reported that they had strafed and sunk the tanker. There were no planes reported down during the day.
- 1450 SD contact, unidentified plane at 14 miles, notified fighter cover but they could not locate and plane was not sighted. Plane contact No. 55.
- 1607 Fighter cover departed.
- 1622 submerged.
- 1835 Surfaced and headed for night patrol station off Manila Bay.

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

25 November (Cont'd)

- 1908 SD contact at 5 miles, closed to 2 miles. Submerged. We keep the SD on while submerging to see how close they come. Plane Contact No. 56.
- 1924 Sound contact bearing 215° T. Probably escort enroute to join target group. Went to battle stations. Surfaced. SJ radar contact bearing 270° T, 17,000 yards. One large target with other indefinite indications. Commenced tracking. Ship contact No. 23. Lat. 14-22N Long 119-57E.
- 1939 SD contact at eight miles. Plane Contact No. 57. Kept SD on continuously and sweated it out when he closed under eight miles. Believe he was circling target. Target on base course 100 or 115, speed 12, which is the course for Corregidor Island.
- 2008 With target bearing 269° T, range 12,350 submerged to radar depth. Escorts indefinite, radar reported several small pips which seemed to jump around with relation to the target.
- 2010 Went to periscope depth when SD contact closed to 5 miles.
- 2015 Target and two leading escorts in sight. Escorts appeared to be about 2000 yards, broad on the bow of the target. Angle on the bow of target zero, range 9,000 yards, bearing dead ahead.
- 2025 Sighted another escort nearly dead ahead close on the starboard bow of target, angle on the bow zero. At this time the leading starboard escort was on our port quarter.
- 2027 Changed course left to parallel close escort and as soon as he commenced to draw right with a small starboard angle on the bow at
- 2030 Commenced swinging right to firing course.
- 2032 Periscope range 1250 yards on funnel checked within 100 yards of generated range. Large AK, split superstructure, MPMA. Estimated tonnage 3,000 (LU). Target filled the periscope at this time, angle on the bow about 70 starboard.
- 2032-26 Attack #3A. Commenced firing six torpedoes forward. Couldn't see how we could miss but we were swinging right at 4 knots to keep the gyros low. Track 90 starboard, run 1000 yards, 2° divergent spread from aft forward. Periscope on the target continuously while firing. (Careful analysis by plotting showed the first three firing bearings to be 10° in error which apparently caused all torpedoes to miss ahead. The first three torpedoes were fired with gyro angles about 10° greater than the last three. Analysis also showed correct target speed to be 11.5 knots).

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

25 November (Cont'd)

- Started to fire the after tubes at the escort who passed ahead but his angle on the bow was 175 port. Sighted a better target astern and at
- 20-34-34 Attack #3B Commenced firing stern tubes at a large PC or AM estimated tonnage 600 tons who had evidently been close on the starboard quarter of the target. Track 120 port, range 1250 ft firing (probably loss).
- 20-34-34 Fired #7.
- 20-34-43 Fired #8.
- 20-34-52 Fired #9.
- 20-35-20 Fired #10 after looking for another target. Realized too late that bow torpedoes were not hitting and regretted not firing stern ones at him also.
- 20-36-50 Observed and felt torpedo hit escort amidships. He appeared to disintegrate.
- 037 Sound reported a high noise level aft and brief breaking up noises.
- 20-37-44 Explosion. Source unknown.
- 2040 Looked the situation over and discovered that target had changed course radically and was now on a parallel course 335T, broad on the starboard bow, angle on the bow 80P, range about 1500 (?) yards. Ordered bow tubes reloaded. The two leading starboard escorts were in sight well astern milling about.
- 20-42-04 Attack #3C Fired #1 tube at original target. Angle on the bow now 160°3, range 2,000 - 3000 (?) yards, track 168° starboard. Remaining three torpedoes not ready.
- 20-45-33 *76A* Torpedo explosion. Took a quick look at target and saw what appeared to be a column of smoke on his starboard quarter. The visibility in the direction of the target was fair but a moderate sea was running. Time indicated a torpedo run of about 5200 yards.
- 2048 Explosion. Source unknown.
- 20-48-30 Original port escort, who evidently made sound contact when target reversed course the second time, coming in fast on the starboard beam. Had increased speed but could not make his true bearing change, so changed course towards him at full speed and went deep. Rigged for depth charge.
- 2051 6 Close depth charges astern.
- 2053 to 2057 18 Depth charges. Some rather close.
- 2104 8 Depth charges. Well astern.

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

26 November

- 0010 Surfaced and set course for lifeguard station off Sampoloc Point.
- 0345 SJ contact bearing 145^oT, 11,000 yards. Heard one pinger on same bearing. This was near location of attack. Avoided. Observed radar closely but could make out only one small pip. Ship Contact No. 24. Lat 14-31N Long 119-43E.
- 0330 Sent HARDHEAD Serial Four reporting results and plan for departing area after dark today.
- 0345 Received Serial Twenty-two cancelling strike for twenty sixth so set course to clear Lubang Island for surface running after dawn.
- 0535 SJ radar contact bearing 212^oT, range 12,000 yards. Two small pips. Sighted two small patrol vessels. Ship Contact No. 25. Lat 14-31N Long 119-26E.
- 0537 Submerged.
- 0902 Sighted small patrol vessel bearing 090^oT. Avoided. Ship Contact No. 26. Lat 14-26N Long 119-21E.
- 1029 Surfaced. Set course for Mindoro Strait.

27 November

- 0420 SD Contact at 15 miles. Plane Contact No. 58.
- 0426 Sighted searchlight bearing 100 T. We were off San Jose, Panay Island and it is possible that night planes use the airstrip north of San Jose.
- 0958 SD and sight contact, Liberator, at 11 miles. Plane Contact No. 60.
- 1555 Sight contact, small unidentified landplane at 5 miles. Submerged. Plane Contact No. 61. Diving time 36 seconds. Trim slightly heavy.
- 1630 Surfaced.
- 2330 Received FLASHER Serial Two requesting rendezvous and follow-up motor for Torpedo Data Computer.

28 November

- 0032 SJ interference bearing 160^oT.
- 0058 Exchanged calls with the FLASHER by SJ radar.
- 0118 Went alongside the FLASHER and transferred bearing follow-up motor which had been removed from our Data Computer. Lat 6-05N Long 119-44E.
- 0126 Set course for Sibutu Strait.
- 0420 SD contact at 7½ miles, closed very slow to 3½ miles then opened and faded out. Plane Contact #62.
- 0600 Completed transit Sibutu Strait.
- 1125 Received Serial 34 designating special mission.
- 1254 Sent HARDHEAD Fifth reporting position, fuel, and rendezvous with FLASHER accomplished.

CONFIDENTIAL

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

28 November (Cont'd)

1505 Received Serial 35 directing us to proceed to base.
1600 Alongside the KAWKHELL exchanging information.
Lat. 02-48N Long 119-34E.

29 November

1600 Passed Cape William abeam to port.
1804 Sighted British submarine bearing 259°T on a north-
erly course. Lat 3-21S Long. 118-26E.
1900 SJ and sight contact bearing 189°T, range 4,000
yards. Strong 215 Mcs APR contact almost simultane-
ous with SJ contact. Could not identify but appeared
too high to be a submarine. Avoided.
1906 Lost all contact including APR contact.
1943 APR contact, 210 Mcs.

30 November

0612 Sighted British Submarine bearing 218°T. Exchanged
calls with JIG 248.
0650 Submerged for trim dive.
0708 Surfaced.
0725 JD contact 9 miles, closed to 5 miles. Submerged.
Plane contact No. 64.
0813 Surfaced.
1052 Commenced transit of Lombok Strait.
1900 Sighted patrol boat bearing 239°T, range about
13,000 yards. He turned on a red masthead light and
appeared to be closing. Avoided to eastward at flank
speed, passing within three miles of 100 fathom
curve. Patrol did not appear to use very high speed
if he were chasing yet while he was in sight his
angle on the bow was near zero. No SJ Radar contact.
Strong APR contact at 166 Mcs simultaneous with
sight contact. Patrol was in exact center of North-
ern entrance to strait. Ship Contact No. 27.
2045 Exchanged calls with the HOE by SJ and informed her
of patrol.
2135 Completed transit of Lombok Strait.

1 December 1944

0958 Sighted and exchanged calls with the PADDLE. In-
formed her of patrol in Lombok Strait. Lat 11-34S
Long 115-17E.
1104 Sighted and exchanged calls with the HAMMERHEAD.
Informed her of patrol in Lombok Strait. Lat 11-45S
Long. 115-15E.

CONFIDENTIAL

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

2-4 December 1944

Enroute Fremantle, W.A.

5 December 1944

0500 Arrived at rendezvous off Rottnest Island.
0800 Completed sound test and running magnetic range.
0830 Moored in Fremantle Harbor, Fremantle, W.A.

(C) WEATHER

The weather was generally fine with light winds and smooth seas and occasional rain squalls. Heavy weather was encountered on November 8th and 9th and was probably caused by cyclonic disturbances over the central and southern Philippines.

(D) TIDAL INFORMATION

Current and tidal conditions were in accordance with the Coast Pilot, Sailing Directions, Tide and Current tables and pilot charts.

(E) NAVIGATIONAL AIDS

Of the many navigational lights observed only Cape Bolinao Light was observed burning. This light was observed burning steady white at low intensity on November 23rd and 24th.

REC'D NO
SUBAD, M. I.

FE24-71/A16-3

UNITED STATES NAVY

12a/hr 13-15

Serial 01561

19 December 1944

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

SECOND ENDORSEMENT to:
USS HARDHEAD Conf. Ltr. A16-3
dated 5 December 1944. 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. HARDHEAD (SS365) - Report of Second War
Patrol - Comment on.

1. HARDHEAD's Second War Patrol was conducted off the west coast of LUZON with GROWLER and HAKE in a Coordinated Search and Attack Group, commanded by GROWLER's Commanding Officer, Commander T. B. OAKLEY, U.S.N. It was the first war patrol for Commander F. A. GREENUP, U.S.N., in command of a Fleet Type Submarine.

2. HARDHEAD made three torpedo attacks which resulted in one large AO and one escort vessel being sunk, and one large AK being damaged.

3. Enroute to the area HARDHEAD intercepted a message to another submarine directing a search for a downed aviator in the SULU SEA. Being near the reported position the Commanding Officer headed for the spot and within two hours after receiving the message located and picked up Commander F. E. BAKUTIS, U.S.N., Commanding Officer of VF-20 attached to U.S.S. ENTERPRISE. Commander BAKUTIS had been adrift on a small life raft for nearly seven days.

4. HARDHEAD had three two day periods of Lifeguard duty off SAMPOLAC POINT. Ensign MCCUE, U.S.N.R., also attached to VF-20 of the ENTERPRISE, was picked up on November 19th. A most accurate position was given by one of the Fighter Group, and HARDHEAD was able to effect the rescue expeditiously about two hours after the plane crashed.

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

6. The Force Commander congratulates HARDHEAD's Commanding Officer, Officers and Crew on their excellent performance of Lifeguard duties, and on inflicting the following damage upon the enemy:

Serial 01561

19 December 1944

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

SECOND ENDORSEMENT to:
USS HARDHEAD Conf. Ltr. A16-3
 dated 5 December, 1944. Report
 of Second War Patrol.

Subject: U.S.S. HARDHEAD (SS365) - Report of Second War
 Patrol - Comment on.

SUNK

- 1 - AO (Similar RIKKO MARU - EC) 9,200 Tons (Attack No. 1)
- 1 - SMC (Escort Vessel - EU) 600 Tons (Attack No. 3B)
- Total 9,800 Tons

DAMAGED

- 1 - AK (Large - EU) 7,500 Tons (Attack No. 3C)
- Grand Total 17,300 Tons

R. W. CHRISTIE.

DISTRIBUTION:

Cominch	(3)	- Direct	CTG-71.5	(2)
Vice Opnav	(2)	- Direct	CTG-71.8	(2)
Vice Opnav Op-23c	(1)		CTG-71.9	(2)
Com1stFlt	(1)		ComSubRon-12	(2)
Com2ndFlt	(1)		DivComsSubRon-12	(1 ea)
Com7thFlt	(2)		DivComsSubRon-18	(1 ea)
ComSub1stFlt	(30)		DivComsSubRon-26	(1 ea)
ComSubs2ndFlt	(4)		ComSubDiv 162	(1)
CTF-71	(7)		S/A School, N.L. Conn.	(2)
CTG-71.3	(2)		Swad, Mare Island	(2)
CTG-71.4	(2)		S/As 7thFlt	(1)

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

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

Serial (021)

Care of Fleet Post Office;
San Francisco, California,

8 December 1944.

CONFIDENTIALFIRST ENDORSEMENT to
U.S.S. HARDHEAD - Report
of SECOND War Patrol.

From: The Commander Submarine Squadron TWENTY-SIX.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Submarines, Seventh Fleet.
(2) The Commander Seventh Fleet.

Subject: U.S.S. HARDHEAD (SS365), Report of War Patrol
Number Two.

1. The Second War Patrol of HARDHEAD, and the first for the present Commanding Officer as such, covered a period of forty six days, thirty five of which were spent north of the Malay Barrier. HARDHEAD was one unit of a coordinated search and attack group, composed of GROWLER, HAKE, HARDHEAD, with Commander Oakley, Commanding Officer GROWLER, in command of the Group.

2. Area coverage was good, and in addition to two successful torpedo attacks, life guard missions were skillfully carried out, two Naval Aviators from Enterprise being rescued. It is noteworthy that these two officers, picked up by the same submarine, three weeks and 400 miles apart, were from the same Fighter Squadron.

3. In three torpedo attacks twenty one torpedoes were fired for a total of five hits, with one possible additional hit.

Torpedo Attack No. 1: In the early morning of 8 November, after having been skillfully coached to a contact by GROWLER, a submerged radar and periscope approach was made on a closely escorted large tanker; four torpedoes were fired at a range of 800 yards for four hits, resulting in the sinking of this valuable ship. Depth charging by the escorts was prompt and persistent, but no damage was sustained by HARDHEAD.

Torpedo Attack No. 2: This attack, on 21 November was a pre-dawn surface attack on what appeared to be a group of escort vessels. Owing to darkness and close land background, the identity of the whole group was never clearly established, but no large vessel was contacted. Six torpedoes were fired at a medium PC or AI, at a range of 2500 yards, 135° track, and all torpedoes missed. HARDHEAD evaded on the surface, and no further attack was attempted.

Torpedo Attack No. 3: On the night of 25 November a submerged night radar - periscope approach was made on a closely escorted AK. Six torpedoes were fired at the AK, followed immediately by four at a PC or AI escort, which was hit by one torpedo and blew up. Due undoubtedly to a fire control error, the torpedoes fired at the AK all missed. Ten minutes later one torpedo which had been reloaded forward was fired at the AK, which then presented a 168° track angle. A timed explosion resulted, checking for a torpedo run of 5200 yards. This is deemed a possible hit.

FC5-26/A16-3

SUBMARINE SQUADRON TWENTY-SIX

Serial (021)

Care of Fleet Post Office;
San Francisco, California,
8 December 1944

CONFIDENTIAL

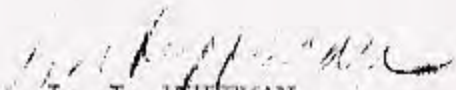
FIRST ENDORSEMENT to:
U.S.S. HARDHEAD - Report
of SECOND War Patrol.

Subject: U.S.S. HARDHEAD (SS365), Report of War Patrol
Number Two.

4. Many plane contacts were made, both friendly and enemy, and all were handled intelligently and efficiently. Skillful employment of radar contributed considerably.

5. HARDHEAD arrived in Fremantle, W.A. in good material condition. Refit will be accomplished by ANTHEM and Division 261 Relief Crew in scheduled time. No extensive conning tower rearrangement will be attempted.

6. The Squadron Commander congratulates the Commanding Officer, and Crew of the HARDHEAD on a well conducted and productive patrol.


L. J. HUFFMAN.

SS365/A16-3

U.S.S. HARDHEAD (SS365)

CONFIDENTIAL

5 December 1944.

From: Commanding Officer, U.S.S. HARDHEAD (SS365)
To : Commander-in-Chief, United States Fleet.
Via : (Official Channels).

Subject: U.S.S. HARDHEAD (SS365), Report of War
Patrol Number Two.

Enclosure: (A) Subject Report.
(B) Track Charts for Commander Submarines,
Seventh Fleet.

1. Enclosure (A), covering the second war patrol of this vessel conducted off the West coast of Luzon, P.I., during the period 21 October, 1944 to 5 December, 1944; is forward herewith.

F. A. Greenop
F. A. GREENOP.

U.S.S. HARDHEAD (SS365)

CONFIDENTIAL

(A) PROLOGUE:

Arrived Fremantle, Western Australia, from Second War Patrol 5 December 1944. Commenced normal refit by U.S.S. ANTHEDON (AS24) and U.S. Submarine Division 261 Relief Crew. Installed double hatches, additional dogs for torpedo loading hatches improved type VHF (SCR-542-A) and 5 gallon capacity ice cream machine. Received latest modification to SJ radar PPI unit which produced a precision sweep and 8,000, 20,000, 40,000, and 80,000 yard sweeps. Minor modifications were completed in conning tower. Firing pads were not moved forward because of excessive work load and reduced refit period. Replaced port propeller during docking.

Officers and crew returned on 18 December 1944. Detached Lieutenant J.R. BLACK, U.S.N.R., and Chief Torpedoman P.C. MORTON, U.S. Navy. Lieutenant N.A. GARRETT, U.S. Navy and Ensign W.J. CANDLER, U.S.N.R. reported for duty. Conducted training 19 to 22 December 1944, under the supervision of Captain W.L. WRIGHT, U.S. Navy. Degaussing not necessary. Submerged sound tests not conducted because of unfavorable weather. Conducted day and night exercises with U.S.S. BASSO and U.S.S. BLACKFIN. Fueled and provisioned 22 and 23 December 1944. Departed for Third War Patrol on 24 December 1944.

The following officers and chief petty officers were attached at the beginning of the Third War Patrol:

OFFICERS:

Commander F.A. GREENUP, U.S. Navy;
SEAL 6 - BARBERO 1 - HARDHEAD 2.
Lieut-Comdr., C.D. McCALL, U.S. Navy.
PIKE 6 - TULLBLE 2 - HARDHEAD 3.
Lieutenant J.S. ROSS, U.S. Naval Reserve.
TIMBOR 4 - ENGINEER 1 - HARDHEAD 3.
Lieutenant E. BRIDGEMAN, U.S. Naval Reserve.
DRUM 6 - HARDHEAD 3.
Lieutenant N.A. GARRETT, U.S. Navy.
HARDHEAD 1.
Lieutenant W.J. MANBY, Jr., U.S. Navy.
HARDHEAD 3.
Lieut(jg) W.E. CHAMBLESS, U.S. Navy.
THRESHING 5 - HARDHEAD 3.
Lieut(jg) G.J. VanWYLEN, U.S. Naval Reserve.
HARDHEAD 3.
Ensign W.J. CANDLER, U.S. Naval Reserve.
HARDHEAD 1.

U.S.S. HARDHEAD (SS365)

CONFIDENTIAL

(1.) PROLOGUE (Cont'd)

CHIEF PETTY OFFICERS:

F. BUTLER, CGM, U.S. Navy.
CREV DLT 4 - SCALP 3 - HARDHEAD 2.
K.F. RIFE, CGM, U.S. Navy.
HAKU 4 - HARDHEAD 2.
J.E. HUNTER, CGM, U.S. Navy.
DRUM 4 - HARDHEAD 3.
G.M. HARRON, CGM, U.S. Navy.
BALLO 3 - HARDHEAD 3.
G.R. RUSSELL, CGM, U.S. Navy.
BLISS 2 - HARDHEAD 3.
D.S. WILLIAMS, CY, U.S. Navy.
HARDHEAD 1.
P.R. RAGLE, CHM, U.S. Navy.
TINE CR 4 - HARDHEAD 3.
T.H. HOUTENBUCK, CRM, U.S. Navy.
GUPNARD 1 - MARGAL 1 - HARDHEAD 3.
T.E. BOWER, CRM, U.S. Navy.
TROUT 1 - HARDHEAD 3.

(B) NARRATIVE:

All Times Zone -8

24 December 1944

1600 Underway for Third War Patrol in accordance with Commander Task Group 71.1 Operation Order #175-44. BESUGO, HARBHEAD, BLACKFIN to conduct coordinated search and attack in Area C-3 as directed by Commanding Officer, BESUGO. BLACKFIN was delayed and did not join group until 21 January 1945.

1900 Commenced convoy exercise.

25 December 1944

0300 Completed convoy exercise. Enroute Exmouth Gulf in company with BESUGO. Conducted intensive training enroute consisting of day and night tracking, practice approaches and emergency drills.

26 December 1944

Continued training exercises enroute Exmouth Gulf, Western Australia.

27 December 1944

- 0639 Moored port side to tanker in Exmouth Gulf. Received 11,700 gallons of fuel.
- 0709 BESUGO moored alongside to starboard.
- 1340 P. J. PANITO moored starboard side to tanker.
- 1709 Underway.
- 1910 Fired fourteen (14) rounds of 4" and three hundred (300) rounds of 20MM at hulk off Northwest Cape using combined radar and control officer spots. Hit with first 4" round at 5000 yards.
- 1932 Departed Exmouth Gulf and set course for joint zone enroute to Lombok Strait.

(B) NARRATIVE (Cont'd)

28 December 1944

0129 Exchanged recognition signals and calls with the BUSHW using SJ radar.
Lat. 20°-21'S Long. 113°-56'E.

Conducted training dives and school of the boat daily for the remainder of the patrol.

29 December 1944

0604 Sighted and exchanged calls with the FLASHER.
Lat. 14°-56'S Long. 114°-40'E.

30 December 1944

1906 AFR contact, 195 Mcs, sweeping slowly, probably aircraft search radar on Nusa Besar.
Lat. 9°-16'S Long. 115°-40'E.

2030 Commenced transit of Lombok Strait. Moon full in East with scattered low clouds. Passed 3,000 yards off Nusa Besar.

2112 Ship Contact #1. Sight and radar contact on two small and one medium patrol boats stationed just North of Southern entrance to Lombok Strait. They were evenly spaced across the Strait. The largest patrol boat was in a sector of reduced visibility in the West. Evaded at 13 knots.

2223 Entering Northern passage on course 025°T to pass through center.

2250 Ship Contact #2. Sight and radar contact on two large patrol boats at 13,000 yards, bearing 015°T. They were making heavy smoke and were on an interesting course to the Southeast. Believe picket boats had reported us. Reversed course and headed for reduced visibility sector and approaching rain squall off Eastern tip of Bali. The patrols detected our course change immediately and continued closing. Tracked patrol boats at 18-19 knots.

(B) NARRATIVE (Cont'd)

- 2256 5,000 yards from Bali, squall making up nicely. Nearer patrol fired two rounds at range 7,500 yards. Short 2-3000 yards.
- 2307 Patrol boat fired three (3) more rounds at range 6,000 yards just before we entered rain squall. Had to head Northwest to clear Bali.
- 2323 Seven distant depth charges.
- 2325 2,000 yards off Bali coast. Rain squall cleared, full moon. Range had closed to 4,000 yards. One round astern ricocheted over bridge. Left full rudder and observed splash on starboard bow where we would have been so at
- 2328 Submerged to radar depth 2,000 yards off the coast. Paralled targets course hoping he would close for a stern tube shot. Target did not cooperate so changed course right and closed track for a bow tube shot. Went to periscope depth when range closed to 2,700 yards and at
- 2336 Attack #1. fired two Mk. 23 torpedoes from tubes #5 and #6, set at 4 feet at a large PC or AM, 130° port track, range 2,900 yards. Target speed 16 knots. Used 2° divergent spread and continuous periscope bearing. Target changed course 90° to the right at about the time torpedoes reached his position. Both missed.
Lat. 8°-20'S Long. 115°-43'E.
- 2343 Sighted second patrol boat astern of target.
- 2345 Went deep, rigged for silent running and depth charge and evaded on Northeasterly course at 3-5 knots. Sound reported two more additional patrols joined the search party. No depth charges were dropped and do not believe they ever made contact, probably because of two sharp negative layers.

(B) NARRATIVE (Cont'd)

31 December 1944

- 0410 All clear except for echo ranging astern. Surfaced 12 miles off the coast. Transit of Lombok Strait Completed. Sighted and avoided numerous sail boats during the day.
- 0645 Sighted Sekala Island bearing 352°T, 16 miles.
- 2210 Sighted Gt. Masalembo Island bearing 343°T, range 20 miles.

1 January 1945

- 1632 Received serial victor changing patrol area to Dog Two South of latitude 8°-15'N.
- 2300 Commenced transit of Karimata Strait.

2 January 1945

- 0630 Completed transit of Karimata Strait. Enroute Area Dog Two passing West of Tambelan Islands and Anambas Islands.

3 January 1945

- 0333 SJ radar interference bearing 070°T. Lat. 01°-24'N Long. 106°-05'E.
- 0644 Submerged for trim dive.
- 0714 Surfaced.
- 1016 Received scouting instructions from BEBUGO: CTG position 06°-56'N, 103°-54'E; HARDHEAD 20 miles bearing 115°T; direction of scouting line 115° - 295°; report when in position.

4 January 1945

- 0530 Entered Area Dog Two at Lat. 06°N, Long. 104°-30'E. Had numerous close SJ contacts believed to be oil drums.

(B) NARRATIVE (Cont'd)

- 0535 Received scouting instructions from BBSUGO: HARDHEAD proceed to position $07^{\circ}-55'N$, $106^{\circ}-53'E$; and take standard scouting disposition CTC position $06^{\circ}-46'N$, $106^{\circ}-35'E$. Take course $241^{\circ}T$, speed 15, at 1100 GCT, direction of scouting line $065^{\circ}245$; at 2300 GCT take course $262^{\circ}T$; report present position. Complied. Set course for new position, distance 100 miles at 3 engine speed. #4 Main Engine out of commission with two broken cylinder head holding down studs.
- 1730 Submerged for trim.
- 1750 Surfaced.
- 1051 #4 Main Engine back in commission.
- 1838 Sighted BBSUGO bearing $002^{\circ}T$, range about 7 miles.
- 1920 Received following message by SJ radar from the BBSUGO: At 1900 my speed 15 my course 241° x at 2300 course 263° x at 0300 course 277° x at 0700 course 155° x maintain scouting line bearing 065° true from me x this search based on GURNARD contact report of large convoy with possibility of battleship x convoy speed 10.
- 1930 Took position in scouting line.

5 January 1945

- 1116 Received scouting instructions from BBSUGO: Scouting course at 1200 is $335^{\circ}T$, speed 8; my position Lat. $06^{\circ}-12'N$ Long. $104^{\circ}-09'E$ at 0400 GCT; tomorrow take standard scouting disposition; CTC position $06^{\circ}-30'N$, $102^{\circ}-50'E$; 20 miles between subs; direction of line $090^{\circ}T$; report when in position.
- 1130 BBSUGO dived for aircraft.
- 1550 Received instructions from BBSUGO: Change course at 1700 to 025 ; reverse course at 2145 ; at 2400 proceed to scouting position for tomorrow. Complied.

CONFIDENTIAL

U.S.S. HIRDHEAD (SS365)

(B) NARRATIVE (Cont'd)

6 January 1945

- 0634 Arrived at new scouting position and reported in position to BESUGO.
- 0705 Submerged for trim.
- 0742 Surfaced.
- 1430 Received instructions from BESUGO to guard 4475 kcs and area frequency until sunset in order to receive contact reports from B-29 search planes searching coast in vicinity today. Complied.
- 1852 Contact report from BESUGO; ship sighted bearing 182°T, range 26,000 yards from Lat. 06°-30'N, 102°-51'E at 1845 EST. Changed course to intercept at flank speed.
- 1905 BESUGO reported enemy course 325°T, speed about 12 knots.
- 1906 BESUGO reported enemy course 000°T.
- 1915 BESUGO reported enemy course 315°T.
- 1932 Radar contact bearing 245°T, range 24,200 yards. Sighted tanker and one escort by periscope. Ship Contact #3. Commenced tracking. Lat. 06°-35'N. Long. 102°-59'E.
- 1942 Reported contact to BESUGO. Reported enemy course 040°T.
- 2016 Reported enemy course 030°T, speed 13.5 knots. Target bearing 233°T, range 19,250 yards. Planned to track in position on starboard bow of target and to attack after BESUGO.

(B) NARRATIVE (Cont'd)

- 2030 Received instructions from BESUGO to make combined attacks from port bow. Took course to change position at flank speed. Target group consisted of one escort ahead and one well aft on each quarter of target.
- 2100 In position 15,000 yards, 000°T from target about 7,000 yards off the track using 030°T, as base course. BESUGO bearing 254°T, 4,600 yards. Commenced approach maintaining position with small port angle on the bow to be in good firing position if BESUGO detected and target changed course away.
- 2120 Changed course left to present small silhouette to leading escort bearing 155°T, range about 2500 yards.
- 2121 Observed two hits on target, one in bow and one amidships. Second hit produced flames which illuminated vicinity. BESUGO visible at 5,000 yards without binoculars. Made out details of escort ahead. He was a large single stack PC or AM. Target which was a large tanker, started sinking rapidly by the bow. Ordered shift of targets to the escort ahead but the OOD had been blinded by the flames since he had been taking continuous TBT bearings on the target. Expected fires to continue so at
- 2122 Submerged to radar depth to continue approach on escort.
- 2123 Only small fire on water visible through periscope. Could not make out escort and TDC reported escort apparently maneuvering.
- 2126 Surfaced and changed course for stern tube shot at escort. Nothing visible of target except a tall column of smoke. BESUGO bearing about 240°T, range 5,000 yards. Tracked escort headed our way at about 13 knots, range 3,000 yards and closing. Angle on the bow 15° starboard. Tracked using radar ranges and TBT bearings.

(B) NARRATIVE (Cont'a)

- 2130 Fired four Mk. 18 torpedoes at escort. Torpedo run 2000 yards, 22° starboard track, 180° gyros. Depth set at 4 feet. Observed one torpedo breach and run erratic. OOD reported one torpedo track passed close aboard the target. All missed. No end of run explosion possibly due to shallow water (30 fathoms). Lat. 06°-49'N, Long. 102°-58'E. Attack #2. Not a favorable set-up but gyros were steady at 180.
- 2134 Target slowed and five minutes later was tracked at speed zero. Perhaps the torpedoes spoiled his spirit for the chase. Evaded to Northeast in company with BESUGO. No estimate is made of tanker tonnage because he was never observed at close range with an angle on the bow greater than 30°.
- 2237 Received scouting instructions from BESUGO: Take standard scouting disposition at 0800 "H" CTC position Lat. 06°-56'N, Long. 103°-54'E, scouting distance 20 miles direction of scouting line 115-295; HLRDHEAD to East; report when in position.

7 January 1945

- 1038 Submerged for SD radar contact at 6 miles, closing. Plane contact #1.
- 1106 Surfaced.

8 January 1945

- 0800 Reported in position to BESUGO. On scouting line Southeast of Cape Kamao.

9 January 1945

- On scouting line Southeast of Cape Kamao.
- 1057 BESUGO dived for aircraft.
- 1325 Sighted BESUGO surfacing. Changed course to 195°T, speed 10 knots.

(B) NARRATIVE (Cont'd)

- 1326 Received message from BESUGO informing us that she had been attacked by aircraft.
- 1415 Requested BESUGO to take course 195°T, speed 18 knots and transmitted serial 73 by radar.
- 1430 Relayed message from COBLA to BESUGO via SJ radar. COBLA reported position 06°-50'N, 108°-07'E and requested instructions.
- 1604 Received instructions from BESUGO to proceed to position 20 miles east of CEM position 04°-00'N, 104°-36'E, arriving at 0230 E 10 January and to wait in assigned position.
- 1635 Relayed message from PERCH to BESUGO containing scouting instructions for PERCH group.
- 1700 Relayed PERCH message to COBLA. PERCH using CW to contact distant submarines, possibly this radio traffic alerted the enemy.

10 January 1945

- 0145 Arrived on assigned station and commenced standard scouting procedure.
- 0540 Received instructions from BESUGO to proceed to position ten miles East of COBLA assigned position arriving at 0800 "H". BESUGO to proceed ten miles West of COBLA assigned position 04°-32'N, 104°-43'E. Complied.
- 0814 Received instructions from BESUGO to maintain station at 0800, to proceed at 0900 to position bearing 113°T, distance 20 miles from COBLA and at 1000 to take scouting course 023°T, speed 8. BESUGO to take position bearing 293°T, 20 miles from COBLA position. Complied.
- 0945 BESUGO dived for aircraft.
- 1200 BESUGO dived for aircraft.
- 1519 Received instructions from BESUGO to change scouting course to 203°T at 1500 and using COBLA 2000 position 04°-32'N, 104°-43'E as reference point to take scouting course 293°, speed 8 at 2000. Complied.

(B) NARRATIVE (Cont'd)

- 1618 Received message from PERCH containing scouting instructions for PERCH group.
- 2020 Received instructions from BESUGO to reverse course at 2000, 0200 and 0600. Complied.

11 January 1945

- 0714 Submerged for trim dive.
- 0731 Surfaced.
- 0957 Received instructions from BESUGO to maintain scouting course until 1200. Complied.
- 1024 Received instructions from BESUGO to proceed position $05^{\circ}-45'N$, $103^{\circ}-55'E$; COBIA to proceed position $05^{\circ}-45'N$, $103^{\circ}-22'E$ at 1200; COBIA OTG. BESUGO retiring to East to transmit tonight, returning tomorrow night.
- 1135 Received instructions from COBIA to take position 090^{OT}, 23 miles from position $04^{\circ}-20'N$, $105^{\circ}-10'E$ at 1200 H. Scouting course 311, speed 6.
- 1348 COBIA dived for aircraft.
- 1351 BESUGO dived for aircraft.
- 1445 BESUGO dived for aircraft.
- 1601 Sighted and closed GURNARD to exchange information. Lat. $05^{\circ}-58'N$, Long. $105^{\circ}-01'E$.
- 1908 Sighted drifting mine. Lat. $05^{\circ}-05'N$, $04^{\circ}-56'E$. Unable to sink or explode with 20Mm before end of twilight.
- 2216 Received instructions from COBIA to patrol own assigned area independently upon arrival.
- 2306 Received Serial 88 assigning BESUGO group Area Dog Two between latitude six and seven North.

12 January 1945

- 0650 Sighted and exchanged calls with the SEALION. Lat. $05^{\circ}-55'N$, Long. $103^{\circ}-53'E$.

(B) NARRATIVE (Cont'd)

- 0933 BESUGO dived for aircraft.
- 1605 BESUGO requested 1800 position. Reported in position assigned. Exchanged information by SJ radar. Received instructions to take standard scouting disposition, CTG position 05°-45'N, 103°-42'E at 1630 GCT, scouting distance 20 miles, direction of scouting line 090-270 and to report when in position. Requested submerged patrol off Pulo Redang and reported fuel.
- 2400 Reported in position.

13 January 1945

- 0925 BESUGO dived for aircraft.
- 1020 Sighted single engine monoplane about 5 miles. Submerged. Aircraft Contact #2.
- 1115 Surfaced.
- 2040 Received instructions from BESUGO to take standard scouting disposition CTG position 05°-55'N, 103°-33'E at 1530 GCT, scouting distance 20 miles, direction of scouting line 070-250 and to report when in position. COBLA to maintain patrol ten miles off Pulo Redang tonight.
- 2320 Reported in position to BESUGO.

14 January 1945

- 0358 Received instructions from BESUGO to guard 4475 kes for group today. B-29 search planes are to cover sea area from French Indo China to Singapore.
- 0430 Received instructions from BESUGO to move scouting position five miles Eastward at dawn. COBLA to maintain surface patrol.
- 0739 COBLA dived for aircraft.
- 1155 BESUGO dived for aircraft.

(B) NARRATIVE (Cont'd)

16 January 1945

On scouting line East of Pulo Redang.

1647 SD radar contact 10 miles. Opened to 11 miles and faded out. Aircraft Contact #6.

2153 Received instructions from BESUGO to proceed at 2400 to take standard scouting disposition, CTG position 08°-09'N, 103°-20'E at 0130 OCT, scouting line East West; report when in position. BESUGO suggested GURNARD and BLACKFIN patrol location 5°-25'N, 103°-26'E, GURNARD CTG.

17 January 1945

1103 Reported in position to BESUGO. Delayed by heavy seas.

1315 Sighted MLVIS, elevation 15°, range about 3 miles. No SD radar contact. Submerged. Aircraft Contact #7.

1402 Surfaced.

18 January 1945.1102 SD radar contact at 3 miles. Not sighted. Aircraft Contact #8.1533 SD radar contact at 3 miles, closing. Not sighted. Submerged. Aircraft Contact #9.

1602 Surfaced.

19 January 19450910 SD radar contact at 6 miles. Submerged. Not sighted. Aircraft Contact #10.

0953 Surfaced.

1625 Received instructions from BESUGO to change scouting course to 005°T, speed 3 at 1630, and at 0220 to proceed to take standard scouting disposition CTG position 06°-56'N, 103°-54'E at 0330, 20 January; scouting line 115°-295°; report when in position.

(B) NARRATIVE (Cont'd)

20 January 1945

0630 Reported in position to BESUGO.

21 January 19450458 Received instructions from BESUGO to take standard scouting disposition at 0630, CTG position $6^{\circ}-52'N$, $104^{\circ}-03'E$; direction of scouting line $115^{\circ}-295^{\circ}$; report when in position.

0900 Reported in position to BESUGO.

1207 BESUGO dived for aircraft.

1736 Received Serial ZEBRA assigning BLACKFIN to BESUGO pack.

2315 Exchanged calls with BESUGO by SJ radar.
Lat. $06^{\circ}-53'N$, Long. $104^{\circ}-13'E$. BESUGO bearing $202^{\circ}T$, 9,200 yards. BLACKFIN joined group.22 January 1945

In position on scouting line.

2237 Received instructions from BESUGO to take standard scouting position, CTG position $05^{\circ}-58'N$, $103^{\circ}-23'E$, at 0930 23 January; HARDHEAD to West; direction of line 070-250; HARDHEAD to patrol surface or submerged at discretion; pack to make dawn and dusk dives; HARDHEAD to proceed at 2245 tonight.23 January 19450515 SJ radar contact on Pulo Redang Island, bearing $243^{\circ}T$, range 75,000 yards.

0657 Submerged.

0836 Surfaced. Patrolling on surface between 11 and 17 miles off Pulo Redang Island.

0840 Reported in position to BESUGO.

1931 Submerged.

1941 Surfaced.

(B) NARRATIVE (Cont'd)

24 January 1945

- 0540 Received contact report from BLACKFIN; radar contact bearing 345°T, range 16,500 yards from position 06°-07'N, 103°-48'E at 0510; enemy course 200, speed 14.
- 0559 Received message from BLACKFIN giving position at 0550 as 06°-00'N, 103°-47'E; enemy course 180, speed 13, BLACKFIN attacking on surface.
- 0615 Received contact report from BESUGO; radar contact bearing 322°T, range 12,500 yards. Position garbled.
- 0620 Took intercepting course at flank speed. BLACKFIN contact report message was not promptly delivered to the Communication Officer.
- 0641 Sighted flash over the horizon bearing 055°T from Lat. 05°-56'N, Long. 103°-26'E. Possibly BLACKFIN attack.
- 0644 BESUGO diving to attack.
- 0715 Sighted large tanker bearing 055°T, range about 24,000 yards. Lat. 5°-53'N Long. 103°-30'E.
Ship Contact #4.
- 0717 Observed and felt torpedo hit or hits in tanker. Visibility poor and there may have been several hits.
- 0737 Control room reported several distant explosions.
- 0745 Tanker milling around, apparently down by the bow.
- 0747 Control room reported five distant explosions.
- 0752 Sighted masts of two escort vessels in vicinity of tanker. Escorts moved off to Westward and tanker got underway on base course 160°T, speed 5-8 knots. HINDHEAD trailing from ahead to determine base course and maintain contact until BLACKFIN or BESUGO report contact.
- 0843 BLACKFIN reported tanker damaged and one escort vessel sunk of a total of five ships. Convoy consisted of one tanker and four escorts.

(B) NARRATIVE (Cont'd)

- 0920 Reported in contact with tanker and two escorts bearing 015°T , range 22,000 yards, enemy course 160°T , speed 6, HARDHEAD trailing from ahead.
- 0922 BLACKFIN reported in contact with tanker and two escorts bearing 240°T , 24,000 yards from position 6°-N , 103°-50'E .
- 0950 Reported diving to attack from ahead and at
- 0954 Submerged. The tanker had presented a starboard angle on the bow since settling on a southerly course and was tracked on base course 155° to 160° , speed 10-12 knots. At times the base course appeared to be 140°T , course 160°T was direct route for Singapore.
- 1030 Tanker changed base course to about 190°T , and increased speed to 13-15 knots, at range of about 14,000 yards. Used standard and full speed for forty minutes but could not close under 7,000 yards. Identified tanker as similar to HUZISAN MARU, page 285 ONI-208 (Revised) (9,527 tons). EC.
- 1057 JP reported light screws bearing 335°T . Sighted large PG type escort bearing 335°T , range about 5600 yards, angle on the bow 20° port, course 175°T . Ship Contact #5. Lat. 05°-36'N Long. 103°-44'E .
- 1116 Shifted target to escort vessel.
- 1120 Flooded all tubes, set depth at 4 feet.
- 1125 Escort hoisted several signals, speeded up, and passed at 3,000 yards with a 90° port angle on the bow. Estimate that this escort recovered survivors from escort BLACKFIN sunk because two escorts harried BESUGO all morning.
- 1135 Sighted float plane over tanker. Aircraft Contact #11.
- 1140 Opened target group to surface for end around. We had missed an opportunity to attack an unescorted tanker. Should have submerged to radar depth at 0954 and kept tanker in sight continuously until range closed. Lost 20 minutes tracking time by submerging to periscope depth.

(B) NARRATIVE (Cont'd)

- 1253 Surfaced. Target group not in sight. TBL transmitter out of commission. Unable contact BLACKFIN. Chased at flank speed.
- 1342 Sighted aircraft, very low, circling and dipping below horizon near Pulo Tenggara Island, range about 16 miles. Aircraft Contact #12.
- 1435 BLACKFIN surfaced bearing 315⁰T, range about 4 miles. BLACKFIN reported target passed Pulo Tenggara at 1330 making 16 knots and that BLACKFIN had been forced down by aircraft. Discontinued chase. Set course to return to position of BESUGO's attack.
- 1500 BLACKFIN set course for lifeguard station.
- 1721 Sighted unidentified plane, distance about 14 miles, very low. Aircraft Contact #13.
- 1828 Sighted tops of two escort vessels bearing 015⁰T, range about 9 miles from position 05⁰-31'N, 103⁰-41'E. Ship Contact #6.
- 1840 BLACKFIN reported contact on two ships bearing 305⁰T, 11 miles from position 05⁰-41'N, 103⁰-55'E.
- 1857 Informed BLACKFIN that contact appeared to be two escorts.
- 1913 BLACKFIN reported that ships were estimated to be good targets and consisted of AK and one PC.
- 1946 Informed BLACKFIN that Westerly ship was definitely a PC. BLACKFIN identified both ships as PC's and stopped attack.
- 2047 Received instructions from BESUGO to take standard scouting disposition, CTG position 05⁰-25'N, 105⁰-00'E at 0700, 25 January, HARDHEAD 20 miles to West. BESUGO reported three hits in tanker and requested results.

25 January 1945

- 0113 Rendezvoused with BESUGO and reported events of day.
- 0436 Reported in position to BESUGO.

(B) NARRATIVE (Cont'd)

- 0712 Submerged.
- 0743 Surfaced.
- 1124 BESUGO dived for aircraft.
- 1240 Sighted "SILLY" at elevation 2°, range 8 miles, closing. Submerged. Aircraft Contact #14.
- 1339 Surfaced.
- 1954 Submerged to radar depth.
- 1959 Surfaced.
- 2022 Received instructions from BESUGO to move scouting line 20 miles North at 2030.

26 January 1945

- 0757 Sighted DE bearing 027°T, range about 16,000 yards. Tracked target on base course 215°T, speed 13-15 knots. Trailing from ahead. Lat. 05°-43'N, Long. 104°-41'E. Ship Contact #7.
- 0815 Sent contact report to BESUGO.
- 0825 Reported target estimated as DE, speed 15 to BESUGO.
- 0855 BESUGO reported position.
- 0945 Determined base course to be 180°T. Reported position to BESUGO, on any course 180°T, speed 14 knots.
- 1030 Sighted BESUGO bearing 060°T, range about 5 miles.
- 1041 Informed BESUGO we were diving to attack and submerged to radar depth. We were determined to correctly solve target's base course and from 1006 to 1114 we were never more than 2,000 yards off track. Maintained depth to keep target in sight and timed legs of zig-zag plan to all be between 4 and 10 minutes. Identified target as a DE-UN2 with stack well aft and just forward of mainmast. One gun forward in mount and a large twin AA gun aft without shield. Noted small rangefinder over bridge. Estimated 1000 tons. Determined turn count at 13 knots to be 190 RPM.

(5) NARRATIVE (Cont'd)

- 1114 Target changed base course right about 15°.
- 1130 Made ready all torpedo tubes.
- 1132 After a 16 minute lag target passed us by at 2400 yards with a 100° port angle on the bow. Did not shoot because of smooth sea and excessive run. Took pictures and kept target in sight.
- 1231 Surfaced and started end around.
- 1253 BESUGO reported that she would intercept target at 1630.
- 1434 Transmitted target tonnage and easthead height to BESUGO and requested permission to trail to conserve fuel.
- 1504 Received affirmative from BESUGO and commenced trailing from astern.
- 1530 Target entered low visibility sector. Lost contact.
- 1555 Reported lost contact to BESUGO.
- 1640 Sighted very low plane bearing 275°T.
Aircraft Contact #15.
- 1700 Stopped search after covering target courses to Southwest.
- 1727 Reported had stopped search and position to BESUGO.
- 1829 Received instructions from BESUGO to take standard scouting disposition, CTG position 05°-45'N, 105°-00'E at 0730, 27 January; HARDHEAD 20 miles to West. BESUGO reported no attack on DE.

27 January 1945

- 0710 Reported in position to BESUGO.
- 0831 Received instructions from BESUGO to take scouting course 000°T at 0830, 240°T at 1230 and 120°T at 1630.
- 1100 SD radar contact at 12 miles. Not sighted.
Aircraft Contact #14.

(B) NARRATIVE (Cont'd)

2005 BESUGO ordered course 000°T at 2030.
2025 Submerged to radar depth.
2032 Surfaced.
2150 Rendezvoused with BESUGO and exchanged information. Learned that Group Commander was of the opinion that BE was not worth disclosing our position. Results on 2 February 1945 confirmed this opinion. Received instructions to advance scouting line to Lat. 07°-00'N.

28 January 1945

0913 SD radar contact at 6 miles, closing. Submerged. Aircraft Contact #17
0958 Surfaced.

29 January 1945

0840 Submerged.
0905 Surfaced.
1013 SD radar contact at 13 miles. Aircraft Contact #18.

30 January 1945

0930 SD radar contact at 19 miles, closed to 16 miles and faded out. Aircraft Contact #19.
1150 SD radar contact at 14 miles. Aircraft Contact #20.
1156 BESUGO dived for aircraft.
1345 BLACKFIN reported position, and that she was joining group.
1456 Received instructions from BESUGO to take standard scouting disposition; CGC position 07°-00'N, 104°-50'E at 1300; direction of scouting line 090-270; HARDHEAD West BLACKFIN East; report when in position.
1930 Reported in position to BESUGO.

(B) NARRATIVE (Cont'd)

31 January 1945

- 0535 Submerged.
- 0841 Surfaced.
- 1207 Received instructions from EESUGO to proceed at 8 knots to position $05^{\circ}-00'N$, $103^{\circ}-51'E$, arriving at 0300, 1 February; BLACKFIN to proceed to position $05^{\circ}-00'N$, $104^{\circ}-11'E$; EESUGO to join at 0500, taking position 20 miles East of BLACKFIN.
- 1527 SD radar contact at 11 miles.
- 1530 Sighted plane similar to "BETTY" elevation 8° , range 10 miles headed North. Aircraft Contact #21.

1 February 1945

- 0045 SD radar contact on Pulo Tenggara bearing $217^{\circ}T$, 60,000 yards.
- 0330 In position on scouting line 16 miles Northeast of Pulo Tenggara.
- 0655 Submerged.
- 0712 Surfaced.
- 1033 SD radar contact at 14 miles.
- 1035 Sighted B-29 flying very low on a Northerly course just North and West of Pulo Tenggara. Aircraft Contact #22.
- 1044 Intercepted distress calls from plane #559 evidently damaged during strike on Singapore. Did not hear any answer to plane calls so shifted transmitter to 4475 kcs and gave our position with reference to lifeguard reference point but plane either did not hear us or was suspicious. Authenticated call using CSP 1270 which is used by 4th Air Force for authentication. Positions given by plane were at approximately $02^{\circ}-25'N$, $105^{\circ}-22'E$ and $03^{\circ}-10'N$, $105^{\circ}-53'E$. HARRIED position $05^{\circ}-06'N$, $103^{\circ}-50'E$. Plane position reports changed so radically that he may have been in doubt as to his location with respect to reference point.

(B) NARRATIVE (Cont'd)

- 1130 Requested permission from BESUGO to search vicinity where plane was sighted since distress calls stopped soon after we sighted a B-29.
- 1145 BLACKFIN reported positions given by plane in distress. BLACKFIN had been assigned to guard 4475 kes for group today.
- 1400 Completed search to 20 fathom curve from South of Fulo Kapes to last bearing of plane. Shoreline very clear at range of 10 miles but nothing sighted.
- 1414 Reported results to BESUGO. Also reported that plane distress calls had not been answered.
- 1612 Sighted unidentified plane very low bearing $197^{\circ}T$, range about 14 miles. Aircraft Contact # 23.
- 2231 Moonrise.
- 2325 BLACKFIN reported departing for new station assignment.
- 2341 BESUGO reported radar contact bearing $015^{\circ}T$, 15,000 yards from position $05^{\circ}-04'N$, $104^{\circ}-28'E$ at 2340.
- 2346 Set course to intercept at flank speed.
- 2348 BESUGO reported enemy course about $225^{\circ}T$, speed 15 knots.
- 2355 BESUGO reported enemy course $200^{\circ}T$.

2 February 1945

- 0016 BLACKFIN reported position, course and speed upon request from BESUGO.
- 0030 Reported position to BESUGO. Plot showed BLACKFIN and HLRDHELD would intercept at about same time.
- 0036 SJ radar and sight contact on BLACKFIN bearing $060^{\circ}T$, 9,300 yards.
- 0046 BESUGO reported target position, target group consisted of 4 ships including one Cruiser or DD.

(3) NARRATIVE (Cont'd)

- 0052 BLACKFIN reported having HARDIELD in sight bearing 225°T.
- 0110 BESUGO reported enemy speed 13 knots.
- 0129 BESUGO reported enemy course 180°T.
- 0149 SJ radar and sight contact on target group consisting of one medium ship and two escorts bearing 052°T, range 12,000 yards from position 04°-30'N, 104°-22'E. Ship Contact #8.
- 0152 BLACKFIN reported contact to BESUGO. Did not send contact report since BLACKFIN was within 4,000 yards and BESUGO should have radar contact on us.
- 0157 BESUGO dived to attack. HARDIELD trailing from ahead on port bow and BLACKFIN on starboard bow of target group.
- 0229 Observed torpedo hit or hits on target, terrific fire developed with fireworks for trimmings. Fires quickly spread throughout length of target.
- 0230 Heard loud explosion and fires increased in intensity.
- 0232 Heard four explosions, probably depth charges.
- 0300 Last fire on water disappeared.
- 0310 Closed scene and contacted single escort East of position of sinking, searching vicinity and slowly moving Westward.
- 0351 BLACKFIN reported two escorts and target bearing 065°T, range 13,000 yards from position 04°-30'N, 104°-21'E.
- 0357 BLACKFIN reported diving to attack. Closed position of BLACKFIN contact and contacted two escorts. Escorts were alternately signalling and dropping depth charges. Remained in vicinity South of escorts to await developments of BLACKFIN attack.
- 0441 Received instructions from BESUGO to take standard scouting disposition, CTC position Lat. 05°-45'N, Long. 103°-35'E. Set course for new position, having sighted only two escorts in position of BLACKFIN's contact.

(B) NARRATIVE (Cont'd)

- 0443 Heard 14 depth charges.
- 0500 BESUGO reported results of attack as 1 hit on a probable destroyer and requested results.
- 0515 BESUGO requested information concerning BLACKFIN.
- 0526 Reported to BESUGO that target sank and that BLACKFIN had submerged to attack escorts.
- 0541 Received scouting instructions from BESUGO; CTG position $05^{\circ}-45'N$, $103^{\circ}-53'E$ at 1730; HARDHEAD to West.
- 0601 Heard 7 depth charges.
- 1248 BLACKFIN reported nothing sighted but escort vessels on approach and no attack made.
- 1541 Reported in position to BESUGO
- 1908 Submerged.
- 1928 Surfaced.
- 1950 Received instructions from BESUGO to patrol about 10 miles off Pulo Redang tonight. BESUGO 20 miles to East of HARDHEAD.
- 2132 SJ radar contact at $311^{\circ}T$, range 13,500 yards. Commenced tracking. Ship Contact #2.
Lat. $05^{\circ}-45'N$ Long. $103^{\circ}-28'E$.
- 2147 Sent contact report to BESUGO. Target course 240; speed 6 knots.
- 2154 Reported target on course 220 speed 10 knots to BESUGO. Closed to 9,000 yards and determined contact to be single ship.
- 2209 Sent amplifying contact report to BESUGO.
- 2214 BESUGO reported course and speed.
- 2232 BESUGO reported position 25 miles East of HARDHEAD.
- 2255 Decided to attack before BESUGO arrived. Moon will rise at 2311 and our position is five miles off rocks Southeast of Pulo Redang in 30 fathoms of water.

(B) NARRATIVE (Cont'd)

- 2310 Fired 4 Mk. 23 torpedoes set at 4' depth at a small AO or LA with engines aft, torpedo run 1500 yards, 75° port track, 10° divergent spread from aft-forward. Target about 275' to 300' long by binocular formula, estimated 2,000-3,000 tonsDU. Target had no bridge structure forward and was probably of new construction small AO type since little top hump was visible.
- 2311 First torpedo hit amidships.
- 2311⁰⁹ Second torpedo hit amidships. Target broke in two and by the time the smoke cleared one minute later only the bow and stern were visible. Target sank rapidly. Searched vicinity without locating any survivors.
- 2316 Reported results to BESUGO.
- 2335 Received scouting instructions from BESUGO; CIC position 05°-45'N, 105°-00'E at 0730 3 February; HARBREED to West.

3 February 1945

- 0657 Submerged.
- 0909 Surfaced.
- 1010 BESUGO submerged for aircraft.
- 1230 Reported 29,000 gallons of fuel to BESUGO and requested estimated time of departure from area.
- 1311 Received instructions from BESUGO to depart at discretion today; BESUGO departing tomorrow; BESUGO will transmit departure report tomorrow night.
- 1355 Reported departure to BESUGO and set course for Karimata Strait.
- 1730 Departed patrol area at Lat. 05°-00'N, Long. 104°-51'W.

4 February 1945

Enroute Karimata Strait.

(B) NARRATIVE (Cont'd)

4 February 1945

- 1608 Sighted and exchanged calls with the BERGALL.
Lat. 00°-02'S Long. 106°-54'E.
- 1818 Sighted an unidentified British submarine.
Lat. 00°-23'S Long. 107°-10'E.
- 1646 Received Serial Queen assigning BEEUGO and HARDHEAD
lifeguard stations off Singapore for B-29 strike on
6 February.
- 1959 Message from BEEUGO asking if we had received
Serial Queen. BEEUGO ordered HARDHEAD to
exchange lifeguard positions. This assigned
HARDHEAD northern position and saved fuel since
we had planned to transit Karimata Strait tonight.
- 2010 Transmitted affirmative to BEEUGO.
Set course for position of ditched B-29 off
Singapore to search tomorrow.

5 February 1945

- 0017 Sighted and exchanged calls with the KRAKEN.
Lat. 00°-17N Long. 106°-27'E.
- 0816 Submerged.
- 0832 Surfaced.
- 1103 Sighted plane similar to Betty, range about 5 miles,
closing. No SO radar contact. Submerged.
Aircraft contact #24.
- 1125 Surfaced. Screened all day in vicinity of ditched
B-29 off Singapore. Nothing sighted.
- 1729 Received Serial Thirteen cancelling strike on
Singapore. Set course for Karimata Strait.

6 February 1945

- 1740 Sighted and exchanged calls with the PERCH.
Lat. 01°-41'S Long. 108°-21'E.
- 1950 Commenced transit of Karimata Strait.

7 February 1945

- 0600 Completed transit of Karimata Strait.

(B) NARRATIVE (Cont'd)

- 0746 Submerged.
- 0754 Surfaced.
- 1833 Sighted and exchanged calls with the BESUGO,
Lat. 05°-13'S. Long. 112°-39'E.

8 February 1945

Enroute Lombok Strait.

- 0610 Submerged.
- 0618 Surfaced.
- 0835 SD contact at 9 miles. Steadied at 8 miles and then started closing. Submerged. Aircraft Contact #25.
- 0837 Received two bombs. Not very close.
- 0854 One bomb well aft.
- 0944 Surfaced.
- 1024 Sighted plane similar to Betty, very low, about 10 miles astern and closing. Submerged. Aircraft Contact #26
- 1100 Heard one distant explosion.
- 1225 Surfaced.
- 1235 SD contact at 10 miles, closing. Sighted Betty astern, elevation 3°. Submerged. Aircraft Contact #27.
- 1446 Surfaced in front of rain squall making good course 090°, speed 14 knots. Took position just forward of rain line for two hours.
- 1449 Possible SD contact at 20 miles. Aircraft Contact #28.

9 February 1945

- 0200 Commenced transit of Lombok Strait. Had SJ radar contacts on one small patrol boat in Northern passage and one small patrol boat in Southern passage at 6,000 yards. Evaded on surface without being detected. Ship Contact #10.
Lat. 08°-33'S Long. 115°-48'E.

(B) NARRATIVE (Cont'd)

- 0430 Completed transit of Lombok Strait.
- 0611 Submerged.
- 0636 Surfaced.
- 2355 Exchanged calls with the HAWKBILL by SJ radar. Lat. $13^{\circ}-14'S$ Long. $114^{\circ}-54'E$. Attempted to transmit information on Lombok Strait but lost contact.

10 February 1945

Enroute Onslow, Western Australia.

- 0225 Exchanged calls with the PERCH by SJ radar. Lat. $13^{\circ}-49'S$. Long. $114^{\circ}-47'E$.

11 February 1945

Enroute Onslow, Western Australia.

- 1432 Sighted Anchor Island bearing $154^{\circ}T$, range 12 miles.
- 1710 Anchored off the jetty at Onslow, Western Australia. Unable to fuel before tomorrow morning because of damage to dock fender.

12 February 1945

- 0815 Moored starboard side to East side of Onslow jetty with tidal current holding boat clear of fender. Received 14,000 gallons of fuel.
- 0900 Sighted MESUGO and GABILAN standing in.
- 1117 Underway to clear dock.
- 1355 Received mail via rubber boat.
- 1400 Set course to clear harbor enroute Fremantle, Western Australia.

13 February 1945

Enroute, Fremantle, Western Australia.

CONFIDENTIAL

U.S.S. HARIHEAD (SS 365)

(B) NARRATIVE (Cont'd)

14 February 1945

Enroute Fremantle, Western Australia.

15 February 1945

Moored alongside U.S.S. BLISCO in nest alongside
0702 U.S.S. SURYLE, starboard side to.

Serial 0403

~~CONFIDENTIAL~~

28 February 1945.

SECOND ENDORSEMENT to:
 USS HARDHEAD Conf. Ltr. A16-3/A9
 Serial 01-45, dated 15
 February 1945. Report of
 Third War Patrol.

From: The Commander Submarines, SEVENTH FLEET.
 To: The Commander in Chief, UNITED STATES FLEET.
 Via: The Commander, SEVENTH FLEET.
 Subject: U.S.S. HARDHEAD (33365) - Report of Third War
 Patrol - Comment on.

1. The Third War Patrol of the HARDHEAD, under the command of Commander F. A. GREENUP, U.S.N., was conducted in the SOUTH CHINA SEA as a member of a Coordinated Search and Attack Group consisting of HARDHEAD, BESUGO and BLACKFIN.

2. The first attack was made on 30 December in LOU-BOK STRAIT. After being driven down by close gunfire HARDHEAD attacked the largest of several anti-submarine vessels with two torpedoes. There were no hits but this torpedo attack apparently discouraged the enemy patrols because no counter-attacks developed. On 6 January HARDHEAD joined BESUGO to make an excellently planned simultaneous attack on a target group consisting of a large, escorted AO. As the attack worked out BESUGO sank the AO and HARDHEAD pressed home his attack on an escort. Four MK 18 torpedoes were fired but no hits were observed; and again no counter-attack was made by the enemy. On 2 February HARDHEAD attacked and sank a small tanker with two hits out of four torpedoes fired.

3. This patrol is an interesting study in submarine group tactics. The several boats were ably directed by Commander WOGAN in BESUGO, but HARDHEAD and BLACKFIN in return, presented an excellent example of individual boat cooperation.

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

5. The Force Commander congratulates the Commanding Officer, Officers and Crew of the HARDHEAD on this well conducted patrol during which the following damage was inflicted upon the enemy:

SUNK

1 - AC (Small - EU)

2,500 Tons (Attack
No. 3)

ELIOT H. BRYANT.

Serial 0403

~~CONFIDENTIAL~~

28 February 1945.

SECOND ENDORSEMENT to:
 USS HARBORHEAD ComS. Ltr. A16-3/A9
 Serial 01-45, dated 15
 February 1945. Report of
 Third War Patrol.

Subject: U.S.S. HARBORHEAD (SS365) - Report of Third War
 Patrol - Comment on.

DISTRIBUTION:

Cominch	(3)	Direct	CTG-71.8	(2)
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CTG-71.5	(2)			

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

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

Serial 0161

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

CONFIDENTIAL

FIRST ENDORSEMENT to
USS HARDHEAD (SS365) -
Report of Third War
Patrol.

From: The Commander Submarine Squadron EIGHTEEN.
To: The Commander in Chief, UNITED STATES FLEET.
Via: (1) The Commander Submarines, SEVENTH FLEET.
(2) The Commander SEVENTH FLEET.
Subject: U.S.S. HARDHEAD (SS365) - Report of Third War Patrol.

1. The third war patrol of the U.S.S. HARDHEAD was conducted in the SOUTH CHINA SEA as part of a coordinated attack group consisting of the BESUGO and HARDHEAD, and for part of the patrol, the U.S.S. BLACKFIN. The Commanding Officer of the U.S.S. BESUGO was the C.T.C. The patrol lasted fifty-three days, forty of which were spent north of MALAY BARRIER.

2. Area coverage was excellent. Five contacts with targets worthy of torpedo fire were made. Three were developed into attacks. Two, an AO previously damaged by the BLACKFIN and the BESUGO and on another occasion a DE, could not be closed for attack because of a change in base course after the HARDHEAD was submerged.

3. Attack No. 1. In transiting LOMBOK STRAIT heavy patrol boat activity forced the HARDHEAD to submerge near the northern entrance. A set-up was obtained and two torpedoes fired at an AM or PC which had been firing her guns at the HARDHEAD. Both missed. The target maneuvered either just before torpedoes reached her or as a result of their passing. At any rate when the patrol boats formed up for an attack they were unable to regain contact on the HARDHEAD.

Attack No. 2. On 6 January 1945 four torpedoes were fired at one of three escorts, a IC or AM, of a tanker which the BESUGO had contacted, tracked, and set on fire. The HARDHEAD was standing by to fire at the tanker if the BESUGO missed or the target maneuvered. After the tanker started to sink, the HARDHEAD shifted to the escort. The torpedoes missed. One was seen to run erratic. However, the torpedoes evidently discouraged the escort and allowed the two submarines to retire unmolested.

Attack No. 3. On night of 2 February 1945 after an hour and twenty minutes tracking, four torpedoes were fired at a small unidentified AO or AK. Two hits were obtained and the target sank immediately. *W*

4. Life guard duty was performed on two occasions.

5. The ship was clean and the bearing and appearance of the officers and crew attest to a high state of morale.

FC5-18/A16-3

SUBMARINE SQUADRON EIGHTEEN

Mk

Serial 0161

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

CONFIDENTIAL

FIRST ENDORSEMENT to
USS HARDHEAD (SS365) -
Report of Third War
Patrol.

Subject: U.S.S. HARDHEAD (SS365) - Report of Third War Patrol.

6. The material condition of the ship is good. Due to work load on tenders and relief crews, the refit will take ten days longer than normal.

7. The Squadron Commander congratulates the officers and men on a well conducted, alert patrol and on the damage inflicted on the enemy.

Stanley P. Moseley
STANLEY P. MOSELEY.

SS365/A16-3/A9
Serial (0 1-45)

U.S.S.. HARDHEAD (SS365)
% Fleet Post Office,
San Francisco, California.
February 1945.

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet
Via : Official Channels.
Subject: U.S.S. HARDHEAD (SS365), Report of War
Patrol Number 3.
Enclosures: (A) Subject report.
(B) Track and Attack Charts to CTF 71.1
only.

1. Enclosures (A) and (B), covering the third war patrol of this vessel conducted in the South China Sea Area during the period 24 December 1944 to 15 February 1945, are forwarded herewith.

F.A. Greenup
F.A. GREENUP.

Subject: U.S.S. HARBORHEAD Report of Fourth War Patrol.

A. PROLOGUE:

Returned to Fremantle, W.A. on 15 February, 1945 from Third War Patrol. Submarine Division 181, Relief Crew and U.S.S. BURYALE (AS22) commenced normal refit on 25 February. Refit completed on 11 March.

The following important work was accomplished:

- (1) Overhauled two main engines and the auxiliary engine.
- (2) Shifted Conning Tower firing panels forward.
- (3) Installed LORAN equipment.
- (4) Installed experimental directional APF.

Training period from 12 March to 17 March.

Loading period 18-19 March.

Detached Lieutenant Commander G.D. McCALL, U.S. Navy and Lieutenant (jg) G.J. Van Wylen, U.S. Naval Reserve on 12 March. Lieutenant John K. Bragg, (DE) U.S. Naval Reserve and Ensign Donald R. Nyhagen, (E) L, U.S. Naval Reserve reported.

In accordance with Commander Submarines, Seventh Fleet Confidential Letter serial 0243 of 2 February, 1945 appointed Lieutenant J.S. ROSS, U.S. Naval Reserve as Security Officer and carried out the provisions of paragraph 4 of the referenced letter during this patrol.

The following officers and chief petty officers were attached at the commencement of the HARBORHEAD'S Fourth War Patrol:

GREENUP, F.A.	Commander,	U.S. Navy	9	War Patrols
ROSS, J.S.	Lieutenant,	U.S.N.R.	8	" "
BRAGG, J.K.	Lieutenant,	U.S.N.R.	2	" "
FREDCOFF, R.	Lieutenant,	U.S. Navy	9	" "
GARRISTY, N.A.	Lieutenant,	U.S. Navy	1	" "
HAMEX, W.J. Jr.	Lieutenant,	U.S. Navy	3	" "
CHARLESSES, W.	Lieut (jg)	U.S. Navy	8	" "
CANDLER, W.J.	Ensign,	U.S.N.R.	1	" "
NYHAGEN, D.R.	Ensign,	U.S.N.R.	0	" "
SUTTER, F.	CGM	U.S. Navy	13	" "
HEATON, B.	CMOM	U.S. Navy	6	" "
HILLER, R.W.	CMOM	U.S. Navy	3	" "
RUSSELL, G.R.	CMOM	U.S. Navy	3	" "
BOWEN, T.C.	CGM	U.S. Navy	7	" "
RAGLE, F.R.	CPHM	U.S. Navy	7	" "
RIZZELLI, P.L.	CY	U.S. Navy	2	" "

CONFIDENTIAL

Subject: U.S.S. HARBURD Report of Fourth War Patrol.

B. NARRATIVE
Times NOW (Zone -8)

20 March, 1945

1300 Underway for Fourth War Patrol from Fremantle, W.A. in accordance with Commander Task Group 71.1 Operation Order #41-45 of 19 March, 1945. HARBURD to conduct Special Mission, deliver mail to submarines in patrol areas, and patrol Area C-3 until 26 April, 1945.

1400 Conducted gunshoot and convoy exercise in company with the
to GABILAN and BELUGO.
2300

2300 Set course for ONSLOW, W.A. in company with GABILAN.

21-22 March, 1945

Enroute ONSLOW conducting training exercises with GABILAN.

1200 Position: Lat. 28°-35'-30"S Long. 112°-43'-30"E

22 March, 1945

1945 Transmitted serial one requesting authority to transfer McLEOD, Grover S., 272 79 13, TM2c(SS), U.S.N.R. with probable broken foot, for medical care.

1200 Position: Lat. 23°-50'S Long. 112°-31'E.

23 March, 1945

0800 Hoored alongside CROAKER at jetty, ONSLOW, W.A.

0820 CROAKER underway.

1015 Transferred McLEOD, Grover S., 272 79 13, TM2c(SS), USNR to Commander Submarine Division One Eighty One for medical treatment.

1030 Rear Admiral James Fife, U.S. Navy, Commander Submarines, Seventh Fleet, embarked.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

1105 Underway enroute LOMBOK STRAIT and patrol area after having received 13,000 gallons of fuel.

1200 Position: Lat. 21°-31S Long. 115°-01'E

Conducted training exercises with the GABILAN on 23 and 24 March.

24 March, 1945

1200 Position: Lat. 16°-58'-45"S Long. 114°-12'-05"E

1327 Transmitted serial two.

25 March, 1945

0610 Submerged.

0623 Surfaced.

1200 Position: Lat. 11°-33'S Long. 115°-34'E

1305 Sighted periscope shears of two submarines bearing 299°T. Later identified as PERCH and CROAKER.

1535 Delivered one bag of mail to the PERCH. PERCH reported two small patrol boats in LOMBOK STRAIT and that she had been strafed by a fighter plane one hundred miles south of LOMBOK this morning. Passed information to GABILAN and CROAKER and designated order for transit of LOMBOK tonight: HARDHEAD, GABILAN and CROAKER.
Lat. 11°-18'S Long. 115°-29'E

2121 Sighted LOMBOK ISLAND bearing 013°T, range about 40 miles.

26 March, 1945

0015 Commenced transit of LOMBOK STRAIT, moon nearly full.

0043 Sight and radar contact on two small craft at about 8500 yards. Avoided to westward. SHIP CONTACT #1
Lat. 8°-23'S Long. 115°-49'E.

0310 Completed transit of LOMBOK STRAIT and set course to pass westward of KANGEAN ISLAND.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol,

0636 Submerged.

1200 Position: Lat. 7°-04'S Long. 115°-15'E

1843 Surfaced and set course to patrol north of MADURA Island enroute KARIMATA STRAIT.

27 March, 1945

0440 Passed through fleet of sail boats anchored twelve to fifteen miles South of BAWEAN ISLAND.

0813 SD Contact at 8 miles closing, Submerged. Lat. 05°-45'S Long. 112°-10E.

1020 Sighted aircraft probably RUFÉ, through periscope, at about 6 miles.

1112 Surfaced and set course to patrol off Southern Coast of BORNEO tonight.

1200 Position: Lat. 5°-25'S Long. 112°-05'E

2000 Sighted CAPE PUTING bearing 000°T, range about 15 miles. Patrolled 5 to 15 miles South of CAPE PUTING until dawn. Visibility very poor because of rain squalls.

28 March, 1945

0700 Set course for KARIMATA STRAIT.

0828 Submerged.

0839 Surfaced.

1200 Position: Lat. 04°-06'S Long. 110°-33'E.

1817 Commenced transit of KARIMATA STRAIT.

29 March, 1945

0400 Completed transit of KARIMATA STRAIT.

0838 Submerged.

0845 Surfaced.

0846 Submerged for spurious SD contact.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

0901 Surfaced.

1200 Position: Lat. $00^{\circ}-28'-15''S$ Long. $107^{\circ}-58'-15''E$.

29 March, 1945

1325 Sighted DIRECTION ISLAND bearing $356^{\circ}T$; range 32 miles and DATU ISLAND bearing $050^{\circ}T$, range 41 miles.

1451 Crossed the equator at Long. $108^{\circ}-07'E$.

1602 Sighted LAMURUTAN ISLAND bearing $041^{\circ}T$, range 45 miles.

2000 Passed four miles North of LAMURUTAN ISLAND and searched to eastward of island for shipping. No luck. Set course to patrol 10 to 15 miles off coast North of LAMURUTAN ISLAND and South of API POINT.

30 March, 1945

320 Transmitted serial three designating rendezvous with TUDOR at 2100, 31 March, at position $2^{\circ}-54'N$, $110^{\circ}-13'E$.

0734 Submerged.

0751 Surfaced.

0801 Submerged for SD Contact at 6 miles closing to 4 miles. Possibly spurious since visibility good and contact not sighted.

0807 Surfaced.

1200 Position: Lat. $03^{\circ}-12'N$ Long. $109^{\circ}-57'E$

2000 At rendezvous.

2015 Received TUDOR serial two cancelling mail delivery and set course for Area D-2.

2100 Converted #4 F.B.T. to a M.B.T.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

31 March, 1945

0115 Received serial King designating new rendezvous with HMS TUDOR at 10°-50'N, 108°-05'E. Set course accordingly.

0701 Submerged.

0745 Surfaced.

1200 Position: Lat. 20°-21'-45"N Long. 108°-14'E.

1430 At rendezvous position. Searched on East-West and North-South legs at two engine speed, steering by Arma Clock.

2059 Transmitted serial four reporting at rendezvous and requesting HMS TUDOR position and estimated time of arrival.

2118 HMS TUDOR reported closing from West and text of message implied something smelled bad near rendezvous point.

2257 Delivered mail and fresh meat to HMS TUDOR. Lat. 10°-51'N, Long. 107°-42'E. TUDOR reported sighting enemy periscope 10 miles northeast of rendezvous position this morning.

2305 Set course for Area D-2.

1 April, 1945

0800 Set clocks ahead one hour to ZONE-9 (ITEM) time.

0949 Submerged to locate leaks in #1 periscope and to recharge.

1200 Position: Lat. 03°-41'-15"N Long. 106°-53'E.

1238 Surfaced.

1630 APR Contact at 162 Mcs.

2 April, 1945

0045 Entered Area D-2 at Lat. 6°N, Long. 105°-50'E.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

1058 Submerged.

1200 Position: Lat. 07°-47'-30"N Long. 105°-00'E

2101 Surfaced.

2326 Completed Special Mission covered by separate report to Commander Task Group 71.1.

3 April, 1945

0500 Transmitted serial five reporting Special Mission completed and designating rendezvous position with HMS TRADEWIND in Area D-1.

0505 Set course for Area D-1 to patrol off Malay Coast tonight northwest of KHOTA BARU.

0735 Submerged.

0753 Surfaced.

0940 SD Contact at 12 miles closed to 10 miles. Submerged. Not sighted.

1020 Surfaced.

1200 Position: Lat. 07°-03'N Long. 103°-51'E

1636 SD Contact 3½ miles. Not sighted. May have been spurious since tube had just been replaced in SD. Submerged. Lat. 06°-47'N Long. 103°-04'E.

1713 Surfaced.

Patrolled ten miles off MALAY Coast during night between HILLY CAPE and KHOTA BARU.

4 April, 1945

0105 Moonrise. Set course for surface patrol off PULO LOZIN during day.

0818 Submerged.

0822 Surfaced.

CONFIDENTIAL

Subject: Report of Fourth War Patrol U.S.S. HARDHEAD

4 April, 1945

Patrolled five to fifteen miles East of PULO LOZIN.

1019 SD Contact at 11 miles, closed to 9 miles and faded out. Not Sighted. Lat. 7°-14'N. Long. 102°-01'E.

1200 Position: Lat 7°-21'-45"N. Long. 102°-08'.

1730 Set course for HILLY CAPE to patrol off coast during night.
Patrolled eight miles off coast between HILLY CAPE and KHOTA BARU.

5 April, 1945

0605 Set course for PULO PANJANG to investigate traffic routes between PULO PANJANG and MALAY Coast.

0812 Submerged.

0824 Surfaced.

1200 Position: Lat. 7°-48'-30"N Long. 102°-21'E

1920 Sighted PULO PANJANG bearing 033°T, range 22 miles.

2032 Sighted three ships bearing 354°T from Lat. 09°-09'N Long. 103°-15'E, range about 12 miles. Target group consisted of one large tanker, one small MFM freighter and one small engine aft trawler. At first believed trawler to be escort since visibility was poor due to evening twilight. Commenced tracking and stayed clear until dark. Ship Contact #2.

2053 SJ Contact bearing 351°T, range 19,600 yards. Target group on course 250°T, speed 10 knots. Two freighters were apparently keeping station on the tanker but they moved around so radically that the radar operator had difficulty staying on tanker. The tanker pip was in two parts possibly because of the large bridge structure forward and this increased tracking difficulties.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

2152 ATTACK #1 Commenced firing six Mark 18 torpedoes from bow tubes at large, empty, tanker, 10,000 tons (EU), similar to RIKKO MARU. Torpedo run 2,500 yards, track 80° port, spread 1½° between torpedoes from aft forward depth set at 6 feet. Set-up checking perfectly. Had telescope matching gyros in automatic before firing, shifted to hand and then back to automatic but not enough time was taken to insure correct matching. Analysis showed at least four torpedoes gyros off enough to miss. One torpedo hit forward of bridge. Tanker fired several rounds from medium caliber bow gun and much automatic weapon fire - all well clear of HARDHEAD. Lat. 9°-19'N Long. 103°-01'E.

2155 ATTACK #2 Commenced firing two Mark 18 torpedoes aft at MFW freighter, estimated 2500 tons (EU), torpedo run 2000 yards, 90° port track, spread 2° between torpedoes from aft forward, depth set at 4 feet. Both missed.

Tanker settled by the bow and slowed but soon increased speed to 7 - 8 knots and started erratic zig zag on base course 320°T, the general direction of PULO WAI.

2304 ATTACK #3 Commenced firing three Mark 18 torpedoes from bow tubes at tanker, torpedo run 2000 yards, track 60° port. Torpedoes were spread for six tube salvo by error, from aft to forward, with 2° spread. Only three were fired out of an ordered salvo of four, because bridge heard tanker sound off on whistle. Depth set at 4 feet. All missed. Believe two should have hit since analysis showed everything checking correctly. Tanker did not appear to maneuver to avoid, after whistle was heard. Lat. 9°-21'-30"N. Long. 102°-58'E.

2307 ATTACK #4 Commenced firing last two torpedoes aft (Mark 18) at tanker, torpedo run 2000 yards, track 95° Port, spread 2° from aft to forward, depth set at 4 feet. Analysis showed everything checking. Both missed.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

- 2337 Submerged to radar depth 5,000 yards ahead of tanker for close shot out of last three torpedoes which were forward.
- 2352 ATTACK #5. Fired one Mark 18 torpedo forward at tanker from radar depth using periscope bearings. Torpedo run 400 yards, 40° Port track, depth set at 3 feet. Missed. Fire control party calm and determined but the whistle for the end of the game is about to blow.
- 6 April, 1945
- 0018 Surfaced 3,000 yards astern of target group and commenced last end around at 4,000 to 5,000 yards.
- 0159 Unfavorable zig placed HARDHEAD dead ahead of tanker at 2100 yards. All ahead flank, right full rudder. Closed to 1400 yards but not sighted. All surface running had been with boat flooded down since first attack. Tanker zigged right so continued swing and at
- 0213 ATTACK #6. Commenced firing last two Mark 18 torpedoes from bow tubes, torpedo run 1300 yards, 80° Port track, spread 2° from aft to forward, depth set at 3 feet. First torpedo hit below tanker's stack and second torpedo hit below bridge with a very satisfactory explosion, with flames.
- 0217 Tanker sank followed by heavy explosions. Lat. 9°-37'N Long. 102°-48'-15"E. Hauled clear for a blow and made preparations to engage two freighters after moonrise.
- 0258 With trawler in moon slick, shortly after moonrise, fired 14 rounds of 4" without hitting at ranges between 4,500 and 3,500 yards. Trawler returned fire inefficiently with medium caliber gun and automatic weapons - do not believe he could see us but his maneuvers were very radical. Target very difficult to make out in gun telescopes.
- 0340 Fired 4 rounds of 4" at small freighter at 3,000 yards, from dead astern, but background of PULO WAI made sighting difficult and no hits were obtained. Everytime a shell passed over him he fired all guns in all directions.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

Reared clear and set course to clear the area before dawn.

- 0500 Transmitted Serial #6 reporting results of torpedo attack and canceling rendezvous with IRADWIND.
- 0819 Submerged.
- 0836 Surfaced.
- 1754 Transmitted Serial #7 reporting negative results gunshot. HARDHEAD proceeding rendezvous with ROCK and BOURFISH, then to SUBIC BAY for reload and minor repairs and return to Area D-1.
- 1200 Position: Lat. 7°-55'N Long. 103°-16'E
- 7 April, 1945
- 0755 Submerged.
- 0828 Surfaced.
- 1146 SD Contact at 19 miles. Submerged when range closed to 10 miles. Sighted but not identified. Lat. 8°-26'N Long. 108°-36'E.
- 1200 Position: Lat. 8°-26'N Long. 108°-35'E.
- 1220 Surfaced.
- 1806 SD Contact at 12 miles. Observed heavy SD jamming. Opened to 16 miles and lost contact. Lat. 9°-34'N. Long. 109°-23'E.
- 8 April, 1945
- 0439 Rendezvoused with the ROCK to transfer mail. Lat. 11°-26'N Long. 110°-12'E.
- 0602 Exchanged calls with the BASHAW by SF Pador.
- 1200 Position: Lat. 12°-34'N Long. 110°-42'E.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

9 April, 1945

0145 Rendezvoused with the BOARFISH to transfer mail.
Lat. 14°-11'N Long. 109°-08'E.

0217 SD Contact at 8 miles. BOARFISH at 500 yards
port. Recovering boat. Submerged when range
closed to 2½ miles.

0240 Surfaced. BOARFISH reported boat recovered.
They evidently sweated out the SD contact.

Set course for SUBIC BAY via joint zone.

1116 Submerged. Made deep dive and conducted cav-
itation tests. Boat very quiet and no leaks.

1200 Position: Lat. 14°-15'N Long. 111°-08'E.

1649 Surfaced.

10 April, 1945

1015 Entered joint zone.

1200 Position: Lat. 14°-30'N Long. 114°-4'E.

1904 Sighted flight of aircraft, range about 15 miles.

11 April, 1945

0502 SD Contact at 14 miles, closing rapidly.
Submerged and SD showed range zero as we passed
50 feet. No IFF indication but we were only
60 miles from rendezvous position. Lat. 14°-
40'N Long. 118°-48'E.

0515 Fired three red stars (correct recognition
signal) of which one worked. Boat at 50'.
SD contact at 6 miles.

0517 Surfaced and challenged plane with searchlight
using SJ bearing.

0520 SD Contact closing rapidly so submerged and
again plane evidently passed overhead as we
passed 50'. This game is tiresome at five
a.m., on a pitch black night.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

0537 Surfaced All clear.

0715 Rendezvoused with escort and proceeded to SUBIC BAY.

1227 Moored alongside ANTHEDON in SUBIC BAY.

1235 All hands to quarters. The Commanding Officer had the pleasure of presenting Rear Admiral James Fife, U.S. Navy with his first submarine combat pin after five war patrols in British and U.S. Submarines.

1240 Admiral Fife disembarked. HARDHEAD acting as flagship, Submarines, Seventh Fleet until departure from SUBIC BAY.

11 - 14 April, 1945

U.S.S. ANTHEDON (AS24) and Submarine Division 261 completed minor voyage repairs. Fueled and provisioned to capacity. Loaded twenty four Mark 14-3A torpedoes. Lieutenant (jg) G.J. VAN WYLEN, U.S.N.R. reported. Transferred UBERT, Ernest William Jr., 643 18 45, Flc.(EM) USNR; Received WATSULA, George, 245 84 87, Flc.(EM) USNR; GANARD, Willbet George, 555 58 59, Y3c, USNR, from Submarine Division 261.

15 April, 1945

0158 Underway to continue Fourth War Patrol in accordance with Commander Task Force 71 secret Despatch 130157 and Operation Order #41-45. Proceeded to rendezvous point in company with escort and the BECUNA.

0625 Escort departed.

0739 Submerged for trim dive.

0755 Surfaced.

1200 Position: Lat. 14°-37'N Long. 118°-00'E.

1613 SD Contact at 8 miles, closing. Not sighted. No IFF indication. Submerged.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

15 April, 1945

1626 Surfaced. BECUNA evidently sighted and identified plane and did not dive.

16 April, 1945

Proceeding westward in joint zone off SUBIC BAY in company with the BECUNA.

0652 Departed joint zone and set course for Area Dog One.

0925 Sight and SD contact on friendly patrol plane. Exchanged calls using VHF.

1200 Position: Lat. 13°-24'N Long. 112°-48'E.

2010 Sighted lights of a hospital ship bearing 340°T, range 30,000 yards by SJ radar from position Lat. 12°-05'N. Long. 111°-26'E. SHIP CONTACT #3. Target course 030°T, speed 14 knots. Closed range and definitely identified as properly lighted. Lost SJ Contact at 32,400 yards.

17 April, 1945

0716 Submerged.

0729 Surfaced.

0920 Sighted SAPATU ISLAND bearing 280°T, distance 23 miles.

1200 Position: Lat. 9°-22'N Long. 109°-04'E.

18 April, 1945

0015 Transmitted Serial NINE informing TRADEWIND we would arrive at position 8°-25'N, 101°-20'E at twenty two hundred today.

0740 Submerged.

0755 Surfaced.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

18 April, 1945

1000 Entered Area Dog One.

1200 Position: Lat. 7°-47'N Long. 103°-37'E.

1205 SD Contact at 10 miles. Not sighted. Submerged.

1225 Surfaced.

2300 Patrolling near KOH KRAH across traffic lane from PULO PANJANG to PANTANI ROADS.

19 April, 1945

0312 Set course for PULO WAI.

1200 Position: Lat. 9°-40'N Long. 102°-12'E

1329 Sighted PULO WAI bearing 056°T, distance 20 miles.
Patrolling between PULO WAI and PULO PANJANG.

2136
to
2147 Called TRADEWIND on 2880 Kcs. without result.

20 April, 1945

Patrolling between PULO WAI and PULO PANJANG.

1000 Position: Lat. 9°-10'N Long. 103°-09'E.

1241 Sighted two aircraft, very low, no SD contact.
Submerged.

1249 Identified aircraft as PB4y's. Fired identification star and at

1250 Surfaced with aircraft visible without binoculars.
Fired flare and challenged with searchlight.
Search planes disappeared to westward. Called
by radio using VHF, area frequency and finally
plane recco frequency without result.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

20 April, 1945

1324 Sighted patrol planes headed eastward toward PULO PANJANG at about 12 miles but very low. Tried everything to attract their attention and repeated the radio routine without result. Had them in sight for a total of 30 minutes and feel as if we had been ignored.

1354 Decided this vicinity clear of shipping so set course for PULO LOZIN.

21 April, 1945

0100 Patrolling off PULO LOZIN.

1200 Position: Lat. 7°-24'N Long. 102°-09'E.

Having received no contact reports from search planes over PATANI ROADS yesterday decided to investigate western side of GULF of SIAM.

1900 Sighted KOH KRAH bearing 302°T, distance 25 miles.

22 April, 1945

0047 SJ radar contact on KOH SAMUI bearing 300°T, range 65,000 yards.

0350 Headed through TAU Passage south of SAIL ROCK.

0600 Had series of SJ radar contacts on large sailboats, and junks, ranges between 8,000 and 13,000 yards. Junks in this area are reputedly Chinese and friendly.

0722 Submerged to clear sailboats.

1034 Surfaced and set course for KOH NGAMYAI.

1145 Sighted two sea trucks bearing 278°T, range 14,000 yards from Lat. 10°-20'N Long. 99°-30'E. SHIP CONTACT #4. Targets on course 060°T, speed about 5 knots heading eastward of KOH NGAMYAI.

1200 Position: Lat. 10°-24'N Long. 99°-31'E.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

22 April, 1945

- 1215: Received Serial QUEEN directing HARDHEAD to patrol between GREAT NATUNA ISLAND and SOEBI BESAR commencing night of 27 April.
- 1233 In position 5 miles northeast of KOH NGAMYAI. Submerged to investigate targets. Only one small machine gun mount on each sea truck.
- 1352 Battle Surfaced and engaged both sea trucks with 4", 20MM and 50 caliber at ranges between 4,000 and 1,200 yards. One sea truck returned fire ineffectively with small machine gun. HC started fires and crews abandoned ship.
- 1412 Both targets burning briskly with tall columns of black smoke rising against the hills of THAILAND and BURMA in the background.
Cleared area at flank speed without attempting to pick up survivors since we were in 12 fathoms of water.
Boat in water and many sailboats in vicinity to assist crews who are probably mostly native. Observed the two 150 ton sea trucks (EC) sink while clearing area.
- 1800 Set course for LEM CHONG PRA to patrol off coast tonight. This position will definitely interrupt any shipping off West Coast of Gulf.
- 2200 Commenced patrol six to fifteen miles off coast.
- 23 April, 1945
- 0800 Set course to cross Gulf and patrol off KOH KUT to cover traffic proceeding along north-eastern coast.
- 1000 Changed course to head for position southeast of FULO LOZIN.
- 1200 Position: Lat. 10°-34'N. Long. 101°-19'E.
- 1523 Called TRADEWIND frequently on 2880 Kcs during remainder of day and all night without results.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

24 April, 1945

- 0217 SJ Radar contact bearing 215°T, range 22,000 yards from position Lat. 7°-42'N Long. 102°-32'E. SJ reported a very small contact. Closed at flank speed. SHIP CONTACT #5.
- 0234 Targets consist of two pips, same size, one 2,000 yards on beam of other. Sighted from bridge at 14,000 yards, visibility excellent with first quarter moon. Targets on course 225°T, speed 10 knots. When range closed to 12,000 yards had strong APR contact at 155 Mcs. steady on us. Right flank ship slowed and changed course to present beam view. Identified as medium escort, probably AM class, and other ship appeared smaller at a range of 300 yards greater than escort. Decided target group was A/S sweep and broke off contact. APR contact was sweeping at times and believe it was surface search radar similar to type previously contacted in LOMBOK STRAIT.
- Continued searching traffic lanes between PULO OBI and HILLY CAPE.
- 0800 Submerged.
- 0815 Surfaced.
- 0830 Contacted BICUMA on area frequency, sent position and suggested forming scouting line off PULO KIPAS.
- 1114 SD contact at 5 miles, closing. Not sighted. Submerged. No IFF indication. This contact was later determined to be a Liberator search plane that sighted us but could not establish VHF communication before we submerged.
- 1200 Position: Lat. 7°-07'N Long. 102°-51'E
- 1209 Surfaced.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

24 April, 1945

1210 SD contact at 10 miles, opening. Attempted VHF communication without results.

0909 BECUNA assigned HARDHEAD position ten miles East of PULO KAPAS, BECUNA ten miles East of HARDHEAD position.

2125 Exchanged calls and information with the BECUNA by SJ radar.

2130 Arrived at scouting position and commenced surface patrol ten to twenty miles East of PULO KAPAS.

25 April, 1945

0800 Exchanged scouting stations with the BECUNA.

1145 SD contact at 23 miles, closing. Called repeatedly on VHF without result. Visibility poor because of low clouds and rain squalls.

1150 When contact closed to 10 miles submerged to 50 feet to attempt to sight by periscope since almost certain contact is friendly search plane. Contact closed to 8 miles but not sighted.

1156 Surfaced when contact opened to 12 miles and continued calling on VHF without results. Our procedure in this area is to commence calling TESTER on VHF on any sight or SD plane contact.

1200 Position: Lat. 5°-15'N Long. 103°-38'E

26 April, 1945

0000 BECUNA departed area.

0737 Set course for new station off GREAT NATUNA passing fifteen miles off PULO TENGGOL enroute

1200 Position: Lat. 4°-42'N Long. 104°-25'E.

1317 SD contact at 10 miles, closing. Not sighted. Visibility poor. Submerged and contact closed to 6 miles as we passed 50 feet.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

1353 Surfaced.

27 April, 1945

0800 Submerged.

0840 Surfaced.

1200 Position: Lat. 2°-57'N Long. 108°-14'E

1222 SD contact at 24 miles, faded out. Possibly friendly search plane.

1405 Sighted small aircraft, very low, flying between SOEBI and GREAT NATUNA.
Submerged.

1543 Surfaced.

1600 Commenced surface patrol between SOEBI and GREAT NATUNA ISLANDS using two engine speed in daytime and one engine speed at night.

2300 Hit submerged object. No apparent damage.

28 April, 1945

Surface patrol south of GREAT NATUNA.

1115 SD contact at 24 miles. Identified as Liberator search plane. Exchanged calls and information with TESTER FOUR via VHF.

1200 Position: Lat. 3°-29'N Long. 108°-28'E

1210 Sighted Liberator near GREAT NATUNA and exchanged calls with TESTER FIVE.

1445 Exchanged calls with TESTER FOUR as he returned from westward enroute to base.

29 April, 1945

Surface patrol south of GREAT NATUNA.

0755 Submerged.

0808 Surfaced.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

29 April, 1945

1200 Position: Lat. 3°-16'N Long. 108°-29'E.

1248 Sighted and exchanged call's with Liberator search plane. Sent message to base informing them HARDHEAD would patrol vicinity BURONG ISLANDS commencing night of 1 May.

1420 Message from BECUNA requesting rendezvous tonight in our area.

1450 Sent message to BECUNA designating rendezvous.

2200 Rendezvoused with BECUNA. Received plans for joint search off BURONG ISLANDS. HARDHEAD to contact search plane tomorrow and request search of area on two May.

30 April, 1945

Surface patrol south of GREAT NATUNA.

1200 Position: Lat. 3°-14'N Long. 108°-40'E.

1219 Sighted and exchanged calls with Liberator search plane. Sent following message to base: BECUNA and HARDHEAD had rendezvous last night and plan joint search north of BURONG Island night of two May. Request you search inshore of island that day. HARDHEAD will remain on surface Lat. 1°N Long. 108°-30'E for information. BECUNA will be submerged ten miles to eastward. Suggest you attack escorts first due to shallow water. Request answer tomorrow.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

1 May, 1945

Surface patrol south of GREAT NATUNA ISLAND. Numerous rain squalls today. No contact with PALAWAN search planes.

0906

Submerged. Held fire control drill.

0952

Surfaced.

1200

Position: Lat. 3°-17'N Long. 108°-43'E.

1530

Received serial 21 directing HARDHEAD rendezvous with BAYA vicinity 4°-N, 106°-E on six May to receive mail.

1630

Set course for BURONG ISLANDS in company with BECUNA.

2 May, 1945

Passed south of ST. PETRUS ISLAND and searched along coast of BORNEO south of API PT. to BURONG ISLANDS in company with the BECUNA.

0715

Commenced surface patrol 20 miles northwest of BURONG ISLANDS. BECUNA submerged 10 miles eastward of our position.

1200

Position: Lat. 1°-08'N Long. 108°-30'E.

1433

Sighted and exchanged calls with Liberator search plane. Plane reported no contacts in-shore of BURONG ISLANDS and along coast to south except for two luggers which they sank. Congratulated plane and sent our thanks for search.

1510

Closed BECUNA'S position and sent "SURFACE" on sound gear.

1518

BECUNA surfaced. Reported information from search plane.

1520

Set course to resume patrol station off GREAT NATUNA.

CONFIDENTIAL

subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

2 May, 1945

2045 BECUNA alongside to receive missing portions of Addendum 2 to SOP-2A.

3 May, 1945

Surface patrol south of GREAT NATUNA ISLAND.

1200 Position: Lat. 3°-26'N Long. 108°-30'E.

1324 Sighted Liberator search plane over SOEBI KETJIL. Too distant for VHF communication. It is very comforting to know that these daily search planes are aware of our position and will immediately notify us of any contacts.

4 May, 1945

Surface patrol south of GREAT NATUNA ISLAND.

0945 Submerged.

0955 Surfaced.

1200 Position: Lat. 3°-22'N Long. 108°-25'E.

1332 Sighted Liberator search plane near SOEBI KETJIL and later observed bombing of airstrip.

5 May, 1945

0120 Exchanged calls with the BECUNA by SJ radar.

0530 Master gyro compass out of commission. See section (K).

1100 Set course for rendezvous with BAYA.

1200 Position: Lat. 3°-27'N Long. 108°-10'E.

1227 Sighted and exchanged information via VHF with Liberator search plane. Informed him we were leaving area. Pilot very anxious to exchange "K" ration for a steak but no solution could be found.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

5 May, 1945

1300 Observed smoke on GREAT NATUNA apparently result of attack by Liberator.

1609 BECUNA surfaced 4,000 yards dead ahead. Sea was very calm and lookout had just reported a possible mast on her bearing which could not be picked up by periscope. We now avoid "possible" masts.

1800 Received serial 47 directing HARDHEAD to start for FREMANTLE night of 6 May.

1852 Master gyro compass in commission.

6 May, 1945

At rendezvous

1200 Position: Lat. 4°-01'N Long. 105°-58'E

1215 Called BAYA on area frequency and asked if she would arrive at rendezvous tonight.

1236 BAYA answered affirmative, at 1800.

1547 Submerged.

1622 Sighted BAYA, fired recognition star, and surfaced.

1640 BECUNA alongside BAYA for mail.

1650 BECUNA departed.

1705 HARDHEAD alongside BAYA for mail. (HARDHEAD has been alongside seven submarines this patrol to transfer or receive mail).

1710 Set course for KARIMATA STRAIT.

2130 APR contact at 156 Mcs. at saturation strength. This enemy radar is believed located near Mangkai Light, ANAMBAS ISLANDS.

7 May, 1945

0734 Submerged.

0749 Surfaced.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

7 May, 1945

1044 Sighted Liberator search plane at 12 miles.
Unable to establish communication although
plane closed to 7 miles.

1200 Position: Lat. 00°-17'N Long. 105°-51'E.

2000 Commenced transit of KARIMATA STRAIT.

2256 Exchanged calls with the BLOWER.

328 Exchanged calls with the PERCH.

8 May, 1945

0600 Completed transit of KARIMATA STRAIT, and set
course to patrol south of BORNEO Coast between
KARIMATA and BANJERMASIN.

730 Submerged.

0755 Surfaced.

1028 Sighted and unsuccessfully attempted to sink
two drifting mines. Lat. 4°-10'S Long. 109°-57'E.

1200 Position: lat. 4°-11'S Long. 110°-12'E.

1300 Celebrated V-E day with test firing of 20 MM guns.

9 May, 1945

0040 Set course for KEMIRIAN ISLAND.

0625 SJ radar contact on GT. MASELUMBO ISLAND
bearing 085°T, 55,000 yards.

1200 Position: Lat. 6°-42'S Long. 114°-54'E.

1415 Passed west of KEMIRIAN ISLAND on surface.
Reef to westward easily distinguished from bridge.

1522 SD contact on BALI Peak at 65 miles.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

9 May, 1945

1538 SD contact at 16 miles, faded out.
2030 Commenced transit of LOMBOK STRAIT.
2255 Completed transit of LOMBOK STRAIT. Made good
20 knots plus with three engines on propulsion.

10 May, 1945

0948 Exchanged calls and information with the
HAWKBILL.
1200 Position: Lat. 11°-25'S Long. 115°-29'E
1950 Exchanged calls with the TRUMP.
2018 Transmitted serial eleven giving ETA EXMOUTH
GULF for fuel.

11 May, 1945

1200 Position: Lat. 16°-58'-45" Long. 113°-57'E
1415 Exchanged calls with the TUDOR.

12 May, 1945

0925 Moored alongside the COUCAL in EXMOUTH GULF.
1100 HMS SOLENT and HMS SLEUTH came alongside
HARDHEAD to receive fresh water and provisions
and to transfer one Japanese POW, one Malay
Collaborator, and seven Malay volunteers.
Mounted portable record player on bridge
and stores were transferred on the double.
Received 13,000 gallons of fuel from COUCAL.
1600 Underway for Fremantle, W.A.
1730 Fired 4" and 20 MM at wreck off entrance to
EXMOUTH GULF.

CONFIDENTIAL

Subject: U.S.S. HARDHEAD Report of Fourth War Patrol.

13 May, 1945

Enroute FREMANTLE, W.A.

1200 Position: $24^{\circ}-58'-45''$ S Long. $111^{\circ}-57'-30''$ E

14, May, 1945

Enroute FREMANTLE, W.A.

0838 Submerged to test depth.

0902 Surfaced.

1200 Position: Lat. $30^{\circ}-33'-30''$ S Long. $114^{\circ}-08'-00''$ E

Anchored in Gage Roads.

15 May, 1945

Moored alongside U.S.S. CLYTIE (AS

COMMANDANT RECEIVED
Reg # 1092
JUN 08 10 57 AM '45

C

PUGET SOUND NAVY YARD

FD24-71/A16-3

UNITED STATES NAVY

14/dn

Serial 0875

28 May 1945.

CONFIDENTIAL

SECOND ENDORSEMENT to:
USS HARDHEAD Conf. Ltr.
A16-3 (no serial), dated
15 May, 1945. Report of
Fourth 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. HARDHEAD (SS365) - Report of Fourth War
Patrol, Comment on.

1. The Fourth War Patrol of the HARDHEAD, under the command of Commander F. A. GREENUP, U.S.N., was conducted in two phases. The First Phase, during which OTF-71 was embarked, was conducted in the GULF of SIAM. The Second Phase, following torpedo reload and voyage repairs at SUBIC BAY, was also conducted in the GULF of SIAM and in the SOUTH CHINA SEA near GREAT NATONA ISLAND.

2. The six torpedo attacks which were made are carefully analyzed in the First Endorsement of Commander Submarine Squadron THIRTY. As a result of these torpedo attacks a large tanker was sunk. Two seatrucks were sunk by gunfire on 22 April, during the Second Phase of the patrol.

3. A Special Mission was successfully performed on 2 April, 1945, off CAPE KAMOI.

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

5. The Force Commander congratulates the Commanding Officer, Officers and Crew of the HARDHEAD upon the completion of this arduous patrol during which the following damage was inflicted upon the enemy:

<u>SUNK</u>	
1 - AO (Large) (EU)	10,000 Tons
2 - MIS (EU)*	300 Tons
Total	<u>10,300 Tons</u>

* Sunk by gunfire.

JAMES FIFE.

Serial 0875

28 May 1945.

~~CONFIDENTIAL~~

SECOND ENDORSEMENT to:
 USS HARDHEAD Conf. Utr.
 A16-3 (no serial), dated
 15 May 1945. Report of
 Fourth War Patrol.

Subject: U.S.S. HARDHEAD (SS365) - Report of Fourth 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-50	(2)
COM2NDFLT	(1)		DIVCOMSUBRON-22	(1 ea)
COM7THFLT	(2)		DIVCOMSUBRON-26	(1 ea)
COMSUB1STFLT	(30)		DIVCOMSUBRON-30	(1 ea)
COMSUB2NDFLT	(4)		S/M SCHOOL, N.L., CONN.	(2)
CTG-71	(7)		COMDT, NYD, PUGET SOUND	(1)
CTG-71.5	(2)		SUBAD, MARE ISLAND	(2)
			S/MS 7TH FLT	(1)

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

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

Serial 063

Care of Fleet Post Office,
San Francisco, California,
18 May 1945.C-O-N-F-I-D-E-N-T-I-A-LFIRST ENDORSEMENT to
U.S.S. HARDHEAD (SS365)
Report of Fourth 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, SEVENTH FLEET.

Subject: U.S.S. HARDHEAD (SS365) - Report of Fourth War Patrol.

1. The Fourth War Patrol of the U.S.S. HARDHEAD under the command of Commander F.A. GREENUP, U.S. Navy, was conducted in the Gulf of Siam and the South China Sea areas and was of 56 days duration. A special mission was completed successfully on 2 April 1945.

2. (a) Torpedo Attack Number One was a night radar surface attack on a large empty tanker, one small M.F.M. freighter, and a small engine-aft trawler. Six Mark 18-1 torpedoes were fired from the bow tubes at the tanker, torpedo run 2500 yards on an 80 port track, depth set six feet, spread of one and one-half degrees between torpedoes. One torpedo hit forward of the bridge. This spread should have obtained four hits; misses are accredited to control errors as gyros were not correctly matched.

(b) Torpedo Attack Number Two: Three minutes later two Mark 18-1 torpedoes were fired from stern tubes at M.F.M. freighter, torpedo run 2,000 yards on a 90 port track, depth set four feet, gyro angle small with a 2 degree spread between torpedoes. Both missed, reason unknown.

(c) Torpedo Attack Number Three: One hour later three Mark 18-1 torpedoes were fired from the bow tubes at the tanker, torpedo run 2,000 yards, on 55 port track, zero gyro angles, depth set four feet. All missed, probably due to combination of small spread, only 3 torpedoes fired, and likely evasion maneuvers of target.

(d) Torpedo Attack Number Four: Three minutes later fired last two torpedoes from stern tubes at tanker, torpedo run 1,900 yards on a 95 port track, depth set four feet, spread 2 degrees between torpedoes. Data indicates these misses should have been hits.

(e) Torpedo Attack Number Five: Forty-five minutes later gained position ahead of tanker and submerged to radar depth. Fired one Mark 18-1 torpedo from forward tubes using periscope bearings and radar ranges.

Serial 063

Care of Fleet Post Office,
San Francisco, California,
18 May 1945.C-O-N-F-I-D-E-N-T-I-A-LSubject: U.S.S. HARDHEAD (SS365) - Report of Fourth War Patrol.

Torpedo run 400 yards on a 38 port track, thirty right gyro angle, depth set three feet. Luck was still out.

(f) Torpedo Attack Number Six: With two torpedoes left forward, HARDHEAD surfaced 3,000 yards astern of target group and commenced last end around. One hour and a half later fired last two Mark 18-1 torpedoes from bow tubes, torpedo run 1,300 yards on 80 port track, depth set three feet with a small gyro angle. Both torpedoes hit and the tanker sank four minutes later. This job really took patience.

3. (a) Gun Attack Number One: Thirty minutes later, shortly after moon rise fired fourteen rounds of 4" at trawler. No hits. Ranges 4,500 to 3,500 yards.


(b) Gun Attack Number Two: Forty minutes later fired four rounds of 4" at small freighter. No hits. Range 3,000 yards.

(c) Gun Attack Number Three: On 22 April HARDHEAD battle surfaced and engaged two Sea Trucks with 4", 20 MM, and 50 caliber at ranges between 4,000 and 1,200 yards. Four 4" hits were obtained on each Sea Truck. Twenty minutes later both Sea Trucks were observed to sink.

4. During period 11 to 14 April HARDHEAD received a reload of torpedoes and minor voyage repairs at SUBIC, resuming patrol on 15 April.

5. The HARDHEAD returned from patrol clean and in good material condition. Refit will be completed in the normal period. Morale is high and health is good.

6. The Squadron Commander congratulates the Commanding Officer, officers and crew of the HARDHEAD on this aggressive and well conducted patrol, and for the damage inflicted on the enemy.


R. G. HENSEL.

CONFIDENTIAL

U.S.S. HARDHEAD

SS285/A16-3

Care of Fleet Post Office
San Francisco, California.

15 May, 1945

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

Subject: U.S.S. HARDHEAD (SS365) - Report of Fourth
War Patrol.

Enclosure: (A) Subject Report.
(B) Track Chart of Patrol.

1. Enclosure (A), covering the 4th war patrol of this vessel conducted in the Gulf of SIAM and South China Sea during the period 20 March, 1945 to 15 May, 1945, is forwarded herewith.

F.A. Greenup
F.A. GREENUP

(A) PROLOGUE:

Returned to Fremantle, W.A., on 15 May 1945 from FOURTH WAR PATROL. Advanced Training and Relief Crew #6 and Submarine Repair Unit, Navy #137 commenced normal refit on 16 May. The following important work was accomplished:

- Installed ST periscope.
- Installed 5" gun and one additional 20 MM mount.
- Installed Mk 7 DRT in conning tower.
- Overhauled two main engines and the auxiliary engine.

Main motor brushes with welded pigtails, manufactured in Fremantle, which were installed last refit were found to be defective. They were replaced with the original type. (Riveted pigtails).

Lieutenant (jg) W.H. CHAMBLESS, U.S. Navy was detached. Ensign P.R. vom EIGEN, DE(G), U.S.N.R. reported. Transferred 15 men to the relief crew (including 6 Chief Petty Officers, (see remarks), and received 15 men (including 4 Chief Petty Officers).

Officers and crew returned from their respective rest camps on 30 May and a normal training period under the supervision of Captain P.H. ROSS, U.S. Navy was commenced on 31 May. Sound tests revealed a noisy starboard propeller. Redocking and replacement of the propeller were accomplished during the night of 1-2 June without interference with the training period. Three exercise torpedoes were fired. Target services were excellent and special emphasis was placed on ST periscope approaches, day and night.

Appointed Lieutenant J.S. ROSS, DE, U.S.N.R. as security officer and carried out the provisions of paragraph four of Commander Submarines, Seventh Fleet Confidential Letter serial 0243 of 2 February 1945.

Officers and Chief Petty Officers have completed patrols previous to this patrol as follows:

<u>RANK</u>	<u>NAME</u>	<u>DESIGNATION</u>	<u>NO. OF PATROLS</u>
Comdr.	F.A. GREENUP,	U.S. Navy	10
Lieut.	J.S. ROSS,	U.S.N.R.	9
Lieut.	J.K. BRAGG,	U.S.N.R.	3
Lieut.	E. PRIDONOFF,	U.S. Navy	10
Lieut.	N.A. GARRETTY,	U.S. Navy.	2
Lieut.	W.J. MANBY,	U.S. Navy	4
Lt(jg)	G.J. VAN WYLEN,	U.S.N.R.	4
Lt(jg)	W.J. CANDLER,	U.S.N.R.	2
Ensign	D.R. NYHAGEN,	U.S.N.R.	1
Ensign	P.R. Vom EIGEN,	U.S.N.R.	0

Chief Petty Officers

SCOTT, J.E.	CPhM	8
RAGOS, A.E.	CMoMM	9
CHEEK, W.J.	CMoMM	9
HENSON, J.P.	CJM	8
RIZZELLI, P.L.	CY	3

(B) NARRATIVE:9 June 1945.

1400 Underway from Fremantle, W.A., on Fifth War Patrol in accordance with Commander Task Group 71.1 Operation Order #75-45 of 8 June 1945. Encountered heavy seas and rain off Fremantle and cancelled gunshot and practice approaches.

10 June 1945.

0440 Heavy seas. Proceeding at one engine speed. Heavy swell flooded induction. Two inches of water on decks of starboard rooms in forward battery, less in after battery. No water in Maneuvering because ventilation flapper closed. Prompt closing of conning tower lower hatch prevented damage in control room or pump room. All damage minor and quickly corrected. Should have been ventilating inboard in view of previous experience this area but dry bridge is very deceiving.

1200 Position: Lat. 29° 13'S. Long. 113° 02'.

11 June 1945.

Heavy seas prevailing, proceeding at one engine speed.

0600 Weather improving, proceeding at two engine speed.

Conducted daily tracking drill, fire control drill, training dives, battle surfaces and school of the boat while enroute LOMBOK STRAIT including night firing of 5" gun. Flashless powder better than lot in 4" ammunition but still inferior to Japanese variety as we quickly observed the second night in our area.

1200 Position: Lat. 26° 56"S. Long. 111° 53".

12 June 1945.

0400 #2 Vapor compression distilling unit out of commission. (See Major Defects)

1200 Position: Lat. 22° 30'S. Long. 112° 38'E.

1530 Rendezvoused with the BLUEBACK to obtain information and spare parts for auxiliary engine.

2008 SD contact at 5 miles, closed to 3 miles and apparently circled. Turned on ABK and checked contact with BN. No IFF indication; Fired comet with other hand on diving alarm. Contact opened and faded out. Lat. 21° 05'S. Long. 113° 00'E.

13 June 1945.

1200 Position: Lat. 17° 48'S. Long. 113° 50'E.

14 June 1945.

0126 Exchanged calls with the COBIA.
Lat. 15° 25'S. Long. 114° 40'E.

1200 Position: Lat. 13° 07'S. Long. 115° 07'E .

2023 Repairs to distiller unit unsuccessful. Other unit undependable for making battery water.

Set course for ONSLOW, W.A. Had planned to transit LOMBOK STRAIT tonight if repairs successful.

2313 Transmitted serial one giving ETA ONSLOW. 0800, 16th and requesting two sets of distiller coils.

15 June 1945.

Enroute ONSLOW, W.A.

1200 Position: Lat. 17° 17'S. Long. 113° 50'E.

16 June 1945.

1000 Moored alongside jetty, ONSLOW, W.A. and fueled to capacity. Cemented Allied Relations in this region by showing movies on the dock each night. The conduct of the crew during this disappointing period was exemplary and caused numerous complimentary comments ashore.

17 June 1945.

Moored at ONSLOW, W.A.

18 June 1945.

Replacement distiller coils arrived by RAAF plane.

1757 Transmitted serial two giving time of departure from ONSLOW as 1600, 19 June.

19 June 1945.

1600 Underway enroute LOMBOK STRAIT and Area Easy Eight.

20 June 1945.

Enroute LOMBOK conducting intensive training.

1200 Position: Lat. 17° 24'S. Long. 114° 00'E.

1800 Rendezvoused with HMS THOROUGH to obtain information. Lat. 15° 54'S.
Long. 114° 26'E.

21 June 1945.

Enroute LOMBOK.

- 1200 Position: Lat. 11o 38'S. Long. 115o 26'E.
- 1630 Received serial CHARLIE directing HARDHEAD to proceed immediately to station off SURABAYA.
- 2300 Exchanged calls with the CAIMAN.
Lat. 8o 55'S. Long. 115o 44'E.
- 2320 SJ and sight contact bearing 006 T, range 5600 yards in southern entrance to LOMBOK STRAIT. Resembled British submarine and was probably HMS TACITURN. Avoided and submarine submerged before recognition could be initiated.

22 June 1945.

- 0226 Completed transit of LOMBOK STRAIT.
- 0837 SD contact at 5 miles, not sighted. Closed to 1½ miles. Submerged.
Lat. 7o 39'S. Long. 115o 25'E.
- 0919 Surfaced.
- 1200 Position: Lat. 7o 16'S. Long. 115o 25'E.
- 1315 Passed East of GOA GOA Island.
- 1552 Sighted three small ships with periscope bearing 247 T, range about 15,000 yards from Lat. 6o 38'S, Long. 114o 20'E. Contact consists of one large Sugar Charlie, one medium Coastal Minelayer and one Sub-chaser on a northerly course. SHIP CONTACT #1.
- Was determined to sink all three ships but if detected on a day approach all might get away so gained position ahead and at
- 1650 Submerged to have a good look at target group. All zigging radically with escorts patrolling station. Course heads them for Gt. MASALEMBO, speed about 7 knots.
- Minelayer is similar in appearance to TOSHIMA CLASS CMC, ONI 41-42, listed as 150 feet and 430 tons but is larger, has more superstructure, two bow guns, and is about 300 feet long by binocular formula. Sub-chaser is SCS-1 Class, page 93, ONI 222-J, (100 tons). Sugar Charlie is about 200 feet long, (1000 tons (EU)).

Decided to attack after dark with gun or torpedoes, using ST scope for a close, accurate submerged shot.

22 June 1945 (continued)

- 1938 Surfaced and maneuvered to gain position down moon (West) of the target group. Subchaser is on port flank and CMc is on starboard flank of Sugar Charlie.
- 2115 Escorts have fallen back on each quarter of Sugar Charlie. Decided to attack Sugar Charlie with gunfire, hoping for an early hit. Approached from sharp on port bow of target and at

2127 GUN ATTACK #1

Commenced firing with 5" gun at about 4,000 yards. Fired four shots which were very close but did not hit. Gun misfired on fifth round, and escorts return fire became rather accurate, so broke off action at a minimum range of about 2500 yards. This was very disappointing because plans called for Sugar Charlie to be blazing at this time and he was untouched.

Each time we closed under 7,500 yards after this the escorts fired in our direction so gained position ahead to wait for moonset for a close surface approach.

23 June 1945.

- 0111 Target group will be too close to Gt. MASALEMBO after moonset so submerged for torpedo attack. Both escorts now on port flank of target. Decided to attack CM with bow tubes (Mk 14), and Sugar Charlie with stern tubes (Mk 18).
- 0133/30 ATTACK #1 - Commenced firing four Mk 14 torpedoes from forward tubes set at 2 feet at CMc, 1150 starboard track, 1150 yards run and small gyro angles. Used continuous ST periscope ranges and bearings. 10 spread, between torpedoes, spread from aft. forward.
- 0134/35 One hit in bow of CMc and target settled rapidly.
- 0140 ATTACK #2 - Commenced firing three Mk 18 torpedoes set at 2 feet from the after tubes at the Sugar Charlie, 600 port track, 900 yards run and small gyro angles. Used continuous ST periscope ranges and bearings. Used 10 spread. First torpedo broached and circled left. Radar had contact on torpedo at 400 yards. Target evidently saw torpedo and turned left sharply. Checked fire after second torpedo had been fired and set depth on tube #10 at 3 feet.
- Fired stern tubes up sea but chop was very small. Had intended firing Mk 14 torpedoes up sea until CM was located down sea from Sugar Charlie. Commenced reload of tubes #8 and #9.
- 0144 Observed CMc sink. Lat. 50 50'S. Long. 1140 18'E. Estimate - 600 - 800 tons (EU). Sugar Charlie and Subchaser milling around.

23 June 1945 (continued)

0205 Subchaser passed 500 yards down starboard side. Rigged for silent running.

Target group headed south then north again with Subchaser in lead.

0213/34 ATTACK #3 - Commenced firing three Mk 18 torpedoes from after tubes, set at 3 feet, at Sugar Charlie, 900 starboard track, 1100 yards run and small gyro angles. Used lo spread. Used continuous ST periscope ranges and bearings. Fired down sea and sound tracked torpedoes to target. No hits and no torpedoes left aft. Wasted five torpedoes on a target we destroyed later with about five good 5" hits.

0243 Surfaced.

0259 Manned all guns.

0305 GUN ATTACK #2.

Opened fire on Sugar Charlie from his starboard quarter with Subchaser 5000 - 7000 yards on port bow of target and making no attempt to interfere.

0315 Sugar Charlie ablaze from stem to stern. Closed range to 1500 yards to afford automatic weapons a chance to practice. Two hours later, after burning intensely, the target sank. (1000 tons EU).

0327 GUN ATTACK #3.

Opened fire on Subchaser from about 5,000 yards. Target difficult to see clearly in gun scopes and maneuvering radically.

0328 Target jettisoned several depth charges.

0339 25 MM fire from Subchaser getting too close when we closed the range to 4,000 yards so heeled clear to obtain better position eastward and down moon of target. Target chased at 12 knots, for several minutes and sprayed our area rather accurately with his 25 MM. #3 main engine had been out of commission since first gun action tonight and our five knot advantage opened the range very slowly.

0415 Resumed fire, 8 miles from GT. MASALEMBO Island. Closed range to 2500 yards and started hitting with 5" gun. Target blazing but making full speed in a tight circle - a wild sight. Everytime he came around to our side of the circle all guns would pepper him from about 300 yards. 5" finally stopped him dead in the water from a range of 500 yards and turned him 900 with a hit in the bow.

Heavy expenditure of 5" was caused by engaging at 5,000 yards in first phase. Fire was checked often to allow gunners to steady up.

23 June 1945 (continued).

Target's stack had numerous five inch holes in it and he was probably damaged by near misses during first phase.

Broke off action with 6 rounds of 5" remaining and dawn approaching.

This Subchaser was destroyed although the wreckage may not have sunk.

The Officer of the Deck observed and heard three heavy explosions on the target after we hauled clear because of approaching dawn and periscope lost sight of the target at this time.

Needless to say, all hands enjoyed burning this Subchaser, just as much as if he had been a 10,000 tonner.

0715 Submerged west of GT. MASALEMBO Island.

1200 Position: 5o 15'S. Long. 114o 10'E.

1241 Surfaced.

1330 Transmitted HARDHEAD serial three reporting results to date.

1415 SD contact at 6 miles. Submerged. Not sighted.

1506 Surfaced.

1549 SD contact at 24 miles. Not sighted.

1558 Received aircraft contact report of four large ships departing BANJERMASIN on course 210 T.

1710 SD contact at 3 miles. Not sighted. Submerged. Lat. 5o 37'S.
Long. 113o 54'E.

1728 Surfaced.

1800 Rendezvoused with the BULLHEAD Lat. 05o 44'S. Long. 113o 52'E and arranged plans for joint search of traffic lanes between BANJERMASIN and SURABAYA.

2030 Patrolling traffic lanes between BANJERMASIN and SOPOEDI STRAIT.

24 June 1945.

0400 Commenced retiring search curve to westward in accordance instructions from BULLHEAD.

0820 Rendezvoused with BULLHEAD and arranged plan to search between BANJERMASIN and BANJERAN.

1030 Set course 155 T at 4 engine speed.

24 June 1945 (continued)

- 1200 Position: Lat. 40 53'S. Long. 1130 25'E.
- 1611 Contact report from BULLHEAD.
Ship sighted bearing 352 T, 14 miles from Lat. 50 51'S, Long. 1130 36'E.
Enemy course 055 T.
Set course to intercept. (SHIP CONTACT #2).
- 1642 Sighted BULLHEAD bearing 214 T and smoke bearing 279 T.
- 1658 HARDHEAD in position for attack. Requested permission from BULLHEAD to dive for attack. Received affirmative one minute later.
- 1703 Submerged and commenced a two hour and 11 minute approach on a hospital ship. When range had been closed to 5,000 yards target stopped and turned right. Took picture and attempted to open range. Identified as TAKASAGO MARU. Attempted to open range to resume scouting but this hospital ship milled around, got underway, stopped, smoked and generally made a nuisance of herself. Re-read OP-PLAN 1-45 and found it very explicit concerning hospital ships.
- 1910 Attempted to call BULLHEAD using SD mast without success.
- 1944 Surfaced. Informed BULLHEAD contact was hospital ship, actions were evasive, inquired if we should trail. Received negative from BULLHEAD.
- 1956 Received contact report on area frequency from aircraft of ship sighted Lat. 360 35'N Long. 1250 59'E.
- 2151 Received instructions from BULLHEAD for joint search off AMBAT ROAD, BALI, tomorrow night.
- 2300 Patrolling north of SAPOEDI STRAIT.

25 June 1945.

- 0745 Set course for AMBAT ROAD via GOA GOA ISLAND.
- 1200 Position: Lat. 60 52'S. Long. 114 45'E.
- 2000 Commenced search of AMBAT ROAD, 1,000 to 2,000 yards off beach. BULLHEAD patrolling off northeast point of BALI.
- 2018 Sighted small ship off northeast point of BALI and asked BULLHEAD if she had contact to south. (SHIP CONTACT #3).
- 2022 Affirmative contact received from BULLHEAD, commenced closing and made out contact to be medium sized schooner.
- 2033 BULLHEAD reported five contacts beside schooner so headed down coast to intercept. Schooner was westbound and we passed her on an opposite and parallel course at about 500 yards.

25 June 1945 (continued)

- 2055 BULLHEAD reported only one definite contact in open and directed HARDHEAD to "get that schooner against beach".
- 2100 Observed BULLHEAD attack and set afire her contact with automatic weapons.
- 2125 Attacked medium loaded auxiliary schooner in AMBAT ROAD and quickly set her afire. GUN ATTACK #4. BULLHEAD observed this schooner before dark and estimated her as 100 tons, however, she appeared smaller and is estimated at 80 tons (EU).
- 2135 Commenced search of BALI Coast about 1,000 yards off shore between AMBAT ROAD and LOMBOK STRAIT.
- 2230 Rendezvoused with the BULLHEAD, reported results and made plans to search BALI coast.
- 2334 Observed start of eclipse of moon. This spoiled the visibility along the coast.

26 June 1945.

- 0030 Moon 90% eclipsed.
- 0155 Moon emerged from eclipse.
- 0230 Completed search of BALI Coast and set course for patrol station off SURABAYA via GOA GOA ISLAND.
- 1200 Position: Lat. 6o 34'S. Long. 114o 00'E.
- 1623 Received instructions from ICEFISH to take patrol station north of LOMBOK STRAIT.
- 1843 Having received Serial KING concerning anti-shipping sweep SURABAYA area tonight requested permission from ICEFISH to remain in this area.
- 1948 Received permission from ICEFISH to remain vicinity of SURABAYA. This message arrived in strip cipher and we lost thirty miles relative distance awaiting reply and decoding.
- 2108 Patrolling just north of blind bombing zone off MADURA ISLAND. 175 MCS APR contact to eastward, apparently closing.
- 2128 SD contact at 10 miles, closing, several pips and feel certain this is anti-shipping sweep, called planes on area frequency using voice call but received no reply.
- 2129 Surfaced. APR contact to westward and growing faint.

26 June 1945 (continued)

2312 APR contact on 175 mcs and SD contact at 10 miles. Exchanged calls with planes and gave them distance from us. When range closed to 3 miles, requested planes to open range which they promptly did.

27 June 1945.

Surface patrol off SURABAYA covering traffic routes to eastward.

0855 APR contact at 150 mcs, sweeping. Believe this radar is located near western tip of MADURA ISLAND and that he makes contact on us at about fifteen miles.

0918 SD contact at 11 miles, closing. Submerged.

0945 Surfaced.

0946 SD contact at 7 miles.
Submerged.

1200 Position: Lat. 6° 29'S. Long. 112° 47'E.

1228 Surfaced.

1419 SD contact at 8 miles.
Submerged.

1440 Back to periscope depth, sea very calm.

1441 Conning Officer sighted RUFÉ very very close aboard.

1445 RUFÉ dropped one depth charge, well astern. He may have seen swirl when we started down.

1955 Surfaced.

28 June 1945.

0107 Requested CAPITAINE to designate rendezvous to transfer ammunition.

0213 CAPITAINE reported she was remaining on station another week and therefore she hopes to use her ammunition which we are coveting.

0310 Exchanged calls and information with the BLUEBACK via SJ radar. She plans to patrol off SURABAYA today so we will guard SAPOEDI STRAIT. Informed her of our encounter with RUFÉ. Lat. 6° 24'S. Long. 113° 42'E.

0600 Patrolling on surface north of SAPOEDI STRAIT.

0900 Set course to search area south of KANGÉAN ISLAND.

28 June 1945 (continued)

- 1145 Passed east of GOA GOA ISLAND through HARDHEAD passage.
- 1200 Position: Lat. 7° 08'S. Long. 114° 54'E.
- 1925 ICEFISH reported contact on single, high speed westbound ship at Lat. 7° 07' Long. 115° 07'. BAYA is working with her and HARDHEAD is too far east to intercept.
- 1940 Set course for patrol station off SURABAYA.
- 2300 Requested rendezvous with ICEFISH to obtain 5" ammunition since she is leaving area tonight.
- 2346 Received negative from ICEFISH. Possibly she received message garbled or decided sea too rough for transfer.

29 June 1945.

- 0330 Passed east of GOA GOA ISLAND.
- 0919 Submerged.
- 0933 Surfaced.
- 1100 On lifeguard station off BAWEAN ISLAND.
- 1200 Position: Lat. 6° 25'S. Long. 113° 02'E.
Surface patrol north of SURABAYA.
- 2043 Strong APR contact at 150 mcs. Steadied on at intervals. Appeared to lose contact when we opened range from MADURA outside of 15 miles. Lat. 6° 37'S. Long. 112° 25'E.
- 2045 Set course for KANGEAN ISLAND.

30 June 1945.

- 1137 Sighted low flying floatplane apparently searching between KANGEAN and GOA GOA ISLAND. Submerged to remain undetected.
- 1200 Position: Lat. 6° 52'S. Long. 114° 45'E.
- 1918 Surfaced and searched west of KANGEAN ISLAND.
- 2000 Received serial Twenty assigning lifeguard duty off SURABAYA nights of one through four July.
- 2130 Set course for patrol station off SURABAYA.

1 July 1945.

Surface patrol northeast of SURABAYA.

1200 Position: Lat. 06o 27 00S; Long. 113 03 00E.

2300 On lifeguard station north of SURABAYA.

2 July 1945.

0300 SHIP CONTACT #4. - Radar contact bearing 204 T, range, 12,500 yards. Target appeared large enough for torpedoes so commenced tracking and gained position ahead. Position: Lat. 06 31 00S; Long. 112 21 00E.

0340 Submerged and commenced approach.

0357 Flooded bow tubes at range of 4300 yards.

0411 Target reversed course and commenced opening range. Secured bow tubes.

0433 Surfaced when range had opened to 8,000 yards to see what was going on.

0435 Target reversed course and commenced closing range again so submerged and continued approach.

0516 Finally closed range to 2,800 yards after target changed base course to the right about 15o apparently to head for SURABAYA entrance channel. At this time we were about 2 miles north of the restricted area off SURABAYA by DR.

Contact definitely too small for torpedo fire as he filled only 1/6th of scope at 2,800 yards. Last quarter moon partially obscured by clouds and could not make out his armament. Probably an armed trawler by the looks of his silhouette.

0539 Surfaced and trailed at 5,000 yards. Have only six rounds of five inch ammunition left and know nothing of his armament so broke off contact at

0635 and set course to patrol northeast of SURABAYA.

1010 SD contact at 10 miles. Opened and faded out.

1200 Position: Lat. 06-12S Long. 112-53E.

1532 Sighted small plane at about 6 miles. Submerged.

1948 Surfaced.

2300 On lifeguard station north of SURABAYA.

3 July 1945.

Surface patrol northeast of SURABAYA.

1131 Sighted small plane at about 5 miles. Submerged.

1200 Position: Lat. 06-10S, Long. 113-02E.

1252 Surfaced.

1626 SD contact at 10 miles, closing. Submerged.

1847 Surfaced.

2300 On lifeguard station north of SURABAYA.

4 July 1945.

0000 Headed east to patrol across BANJERMASIN - SAPOEDI STRAIT traffic lane.

1200 Position: Lat. 06-17S, Long. 114-19E.

1700 Set course for lifeguard station.

2300 On lifeguard station north of SURABAYA. During five lifeguard periods since 29 June we have not had any evidence of any air strike.

5 July 1945.

0040 Headed for BALI via GOA GOA ISLAND.

Serial 52 of 4 July directed BECUNA to join HARDHEAD in area Easy 8.

0238 Informed BECUNA of plans and directed her to join at discretion. BECUNA reported later that she was enroute to join but she made contact later in day on a high speed unidentified eastbound target and did not join.

1200 Position: Lat. 06-47S, Long. 114-27E.

1407 Sighted one SUGAR DOG headed north from between GOA GOA and KAMUDI ISLANDS. (SHIP CONTACT #5). Thought at first that he was anchored but he finally pulled clear and headed for KARANG TAKAT reef. Took position between target and KANGEAN ISLAND and submerged waiting for him to clear reef. Target stayed very close to reef until after sunset then headed north. Observed that target had radio antennae although he was rather decrepit.

1942 Surfaced and engaged with gunfire. (GUN ATTACK #5). Opened fire after dark with five inch gun using five rounds at slow fire at 500 yards but could not hit because gunners unable to see crosswires. Plastered him with automatic weapons but had great difficulty starting a fire. Tracer illumination showed his sides full of large 20 MM holes.

5 July 1945 (continued)

2134 Target finally started burning and sank soon afterwards. This SUGAR DOG was about 125 feet long, 300 tons (EU). Target had small Japanese flag painted on bow. Headed south through GOA GOA passage to patrol north coast of BALI and AMBAT ROADS.

6 July 1945.

0207 Commenced patrolling down northeast coast of BALI.

0649 Submerged, patrolling off AMBAT ROADS, BALI.

1200 Position: Lat. 08-13S, Long. 115-39E.

1654 Sighted a loaded 100 foot, 150 ton VICTOR ABLE headed east along coast of BALI. Kept in sight.

1947 Surfaced. Closed VICTOR ABLE and at

2037 Commenced firing with automatic weapons at range of 500 yards. (GUN ATTACK #6). This one burned brightly from first burst of 20 MM. Target headed for the beach and made it. Continued fire until target was inferno from bow to stern. Periodic explosions indicated he was carrying either gasoline or diesel oil in drums: Position Lat. 8-19-30, Long. 115-38E.

2048 Headed for GOA GOA and SURABAYA.

2340 Informed BECUNA we are heading north to patrol west of SURABAYA.

7 July 1945.

Enroute area west of MANDALIKA.

1200 Position Lat. 06-19S, Long. 112-57E.

1745 Informed BECUNA of patrol plans.

2235 Patrolling west of MANDALIKA.

8 July 1945.

0054 Headed for patrol east of MANDALIKA.

0744 Submerged.

1200 Position: Lat. 06-29S, Long. 111-42E.

2009 Surfaced.

2030 Told BECUNA we had negative contacts today and would search east.

9 July 1945.

- 0044 HUFF, Melvin Boyd, 861 26 11, MoMM3c, U.S. Navy, placed on binnacle list with appendicitis. Sent HARDHEAD serial 4 to CTF 71 reporting results of attacks on 5th and 6th and requesting instructions regarding sick man.
- 0735 Patrolling west of MANDALIKA.
- 1006 SD contact 7 miles, closing; Submerged.
- 1200 Position: Lat. 06-21S, Long. 110-34E.
- 1944 Surfaced.
- 2105 Exchanged calls with LIZARDFISH.
- 2200 Received instructions from CTF 71 to proceed to ONSLOW to transfer sick man, and replenish ammunition.

10 July 1945.

- 0040 Made rendezvous with LOGGERHEAD to collect some welcome mail.
- 0145 Set course for ONSLOW, W.A., via GOA GOA and LOMBOK STRAIT.
- 1200 Position: Lat. 06-12S, Long. 113-09E.

11 July 1945.

- 0216 Commenced transit of LOMBOK STRAIT.
- 0402 Completed transit of LOMBOK STRAIT without incident.
- 1200 Position: Lat. 10-30S, Long. 115-26E.
- 1720 Sent HARDHEAD fifth to CTF 71 giving STA ONSLOW twelve hours thirteenth and requesting spare parts.

12 July 1945. Enroute ONSLOW, W.A.

- 1200 Position: Lat. 16-08S, Long. 114-20E.

13 July 1945.

- 1200 Position: Lat. 01-34S, Long. 114-54E.
- 1314 Moored alongside jetty at ONSLOW, W.A.
- 1330 Transferred HUFF, Melvin Boyd, 861 26 11, MoMM3c, U.S. Navy to U.S. Naval Hospital, Navy #137, for treatment.

14 July 1945.

Moored at ONSLOW, W.A.

15 July 1945.

Moored at ONSLOW, W.A.

1010 Underway having received 100 rounds of 5"; 2160 rounds of 20 MM; 1750 rounds of .50 caliber, and various spare parts as requested.

Set course for LOMBOK STRAIT.

1200 Position: Lat. 21-27S, Long. 114-51E.

1513 Transmitted HARDHEAD sixth reporting departure ONSLOW.

2234 Transmitted HARDHEAD seventh reporting Commanding Officer ill and requesting instructions.

16 July 1945

0119 Received instructions to return to ONSLOW.

0337 Transmitted HARDHEAD eighth giving ETA ONSLOW, seventeen hours, 16 July.

1200 Position: Lat. 20-46S, Long. 114-43E.

1635 Moored to jetty at ONSLOW, W.A.

17 June 1945.

Moored at ONSLOW, W.A.

0242 Transmitted HARDHEAD Ninth.

1300 Lieutenant Commander J.L. HAINES, U.S. Navy relieved Commander F.A. GREENUP, U.S. Navy as Commanding Officer in accordance with Commander Submarines, Seventh Fleet despatch. #170121 of this date.

1430 Received Commander Submarines, Seventh Fleet despatch 170438 of 17 July directing that HARDHEAD Fifth War Patrol be terminated upon arrival ONSLOW, W.A.

(C) WEATHER.

Weather on station was excellent. Visibility was slightly hazy.

(D) TIDAL INFORMATION.

A steady westerly set of about 0.6 knot was experienced in the area. This is as predicted in the sailing directions.

(E) NAVIGATIONAL AIDS.

No lighted navigational aids were sighted.

(F) SHIP CONTACTS.

NO.	TIME DATE	LAT. LONG.	TYPES	INITIAL RANGE	EST. COURSE & SPEED	HOW CONT.	REMARKS
1.	1552(I) 22 June '45	6-38S 114-20E	One large Sugar Charlie (AK), one CMC similar in appear- ance but larger than TASHIMA Class CMC listed in ONI-222J, and a standard SCS-1 Class Subchaser listed in ONI-222J.	15,000	020 6 kts.	Per. Surface	
2.	1611(I) 24 June '45	5-51S 113-36E	One large LH (TAKASAGO MARU)	14 miles	055 12 kts.	Per. Surface	
3.	2018(I) 25 June '45	8-19S 115-30E	80 ton two masted auxiliary schooner	5 miles	--	Per. Surface	
4.	0300(I) 2 July '45	6-31S 112-21E	Unknown	12,550 yds.	090 12 kts.	SJ RADAR	
5.	1407(I) 5 July '45	7-01S 115-00E	300 ton old type Sugar Dog	8 miles	000 5 kts.	Per. Surface	
6.	1654(I) 6 July '45	8-19S 115-38E	One 150 ton Victor Able	6,000 yds.	090 4 kts.	Per. Submerged.	

(G) AIRCRAFT CONTACTS, RADAR AND SIGHT.

Numerous daytime SD radar contacts and sight contacts north of SURABAYA indicate increased patrol activity in this area.

(H) ATTACK DATA (continued)

TORPEDO ATTACK REPORT FORM

U.S.S. HARDHEAD.

Torpedo Attack No. 2

Patrol No. 5.

Time: - 0140 (I)

Date: - 23 June 1945.

Lat. 5-50S

Long. 114-18E.

TARGET DATA - DAMAGE INFLICTED

Description: - Target group consisted of 1 Sugar Charlie (AK) and 1 Subchaser, which remained after torpedo attack #1. The Sugar Charlie was the target on this attack.

Ship Sunk: - None.

Ships Damaged or

Probably Sunk: - None.

Damage Determined by; - - -

Target Draft: - 8 ft.

Course: - 025.

Speed: - 5 kts.

Range: - 1000 yards.
(At Firing)

OWN SHIP DATA

Speed: - 3 knots.

Course: - 354.

Depth: - 60 feet.

Angle: - 0 (At Firing).

FIRE CONTROL AND TORPEDO DATA

Two Mk 18-1 torpedoes were fired using ST radar ranges and periscope bearings with 2 ft. depth settings. A spread for three torpedoes was used, but check fire was ordered after firing the 2nd torpedo. The first torpedo was observed to broach and run erratic. The target zigged radically after the first torpedo broached at which time the Commanding Officer ordered check fire.

(H) ATTACK DATA (continued)

TORPEDO ATTACK REPORT FORM

U.S.S. HARDHEAD

Torpedo Attack No. 3

Patrol No. 5

Time: - 0213(I)

Date: - 23 June 1945. Lat.: - 5-50S. Long. 114-18E.

TARGET DATA - DAMAGE INFLICTED

Description: - Target group same as attack #2.
The Sugar Charlie (AK) was the target on this attack.

Ships Sunk: - None.

Ships Damaged or
Probably Sunk: - None.

Damage Determined by: ---

Target Draft: - 8 feet. Course: - 016. Speed: - 6 kts. Range: - 1200 yds.
(At Firing).

OWN SHIP DATA

Speed: - 3 knots. Course: - 115. Depth: - 60 ft. Angle: - 3 (At firing).

FIRE CONTROL AND TORPEDO DATA

Three Mk 18-1 torpedoes were fired using ST radar ranges and periscope bearings with three ft. depth settings. A one degree spread was used between torpedoes and were spread from aft, forward. Bearings and ranges checked perfectly throughout the attack. Analysis showed that three torpedoes should have hit the target.

(H) ATTACK DATA (continued)

	<u>TORPEDO ATTACK #1</u>			
	#3	#4	#5	#6
Tubes Fired	#3	#4	#5	#6
Track Angle	115S	115S	116S	116S
Gyro Angle	7½L	5L	1½L	1½R
Depth Set	2 ft.	2 ft.	2 ft.	2 ft.
Power	High	High	High	High
Hit or Miss	Miss	Miss	Hit	Miss
Erratic	No	No	No	No
Mark Torpedo	14-3A	14-3A	14-3A	14-3A
Serial No.	64241	64346	64155	64259
Mark Exploder	6-5	6-5	6-5	6-5
Serial No.	20267	25413	26702	13729
Actuation Set	Contact	Contact	Contact	Contact
Actuation Actual	-----	-----	Contact	-----
Mark Warhead	16-1	16-1	16-4	16-4
Serial No.	17093	17386	20642	20636
Explosive	TPX	TPX	TPX	TPX
Firing Interval	---	10s	10s	7s
Type Spread	1½R	1½L	½R	½R
Sea Conditions	Cond.2	Cond.2	Cond.2	Cond.2
Overhaul Activity	----- -Torp. Depot, Navy #137 -----			
Torpedo Run	1150 yds	1150 yds	1150 yds	1150 yds

REMARKS:

Torpedo run (time) 45 seconds.

(H) ATTACK DATA (continued)

	<u>TORPEDO ATTACK #2</u>			<u>TORPEDO ATTACK #3</u>		
	#8	#9	#8	#9	#10	
Tubes Fired	#8	#9	#8	#9	#10	
Track Angle	60P	60P	90S	90S	90S	
Gyro Angle	23L	21L	20½L	18½L	16L	
Depth Set	2 ft	2 ft	3 ft	3 ft	3 ft	
(Speed in Power Knots)	29.8 kts.	29.8 kts.	29.8 kts.	29.8 kts.	29.8 kts.	
Hit or Miss	Miss	Miss	Miss	Miss	Miss	
Erratic	Yes	No	No	No	No	
Mark Torpedo	18-1	18-1	18-1	18-1	18-1	
Serial No.	55995	55688	54253	54819	54943	
Mk. Exploder	8-5	8-5	4-7	4-7	4-7	
Serial No.	11507	11627	17219	17148	17375	
Actuation Set	Contact	Contact	Contact	Contact	Contact	
Actuation Actual	-----	-----	-----	-----	-----	
Mk Warhead	18-2	18-2	18-0	18-0	18-0	
Serial No.	3691	3547	913	1245	1224	
Explosive	TPX	TPX	TPX	TPX	TPX	
Firing Interval	---	10s	---	10s	10s	
Type Spread	1R	0	1L	0	1	
Sea Conditions	Con.2	Cond.2	Cond.2	Cond.2	Cond.2	
Overhaul Activity	----- Torp. Depot, Navy #137 -----					
Torpedo Run	900 yds.	900 yds.	1100 yds.	1100 yds.	1100 yds.	

REMARKS:

In attack #2, torpedo #55995 was seen to broach and run erratic. The cause is undoubtedly due to the condition 2 sea and 2 ft. depth setting.

(H) ATTACK DATA (continued)

U.S.S. HARDHEAD

GUN ATTACK #1

PATROL #5

Time: - 2127(I)

Date: - 22 June 1945

Lat. 6-04S

Long. 114-21E

TARGET DATA - DAMAGE INFLICTED

Sunk: - None

Damaged: - None

DETAILS OF ACTION

The target was a large Sugar Charlie of about 1000 tons with an exceptionally large foremast. It was escorted by a CMC similar in appearance but larger than the TOSHIMA Class CMC listed in ONI-222J and a standard SCS-1 class subchaser also listed in ONI-222J. The CMC was probably armed with two 3" guns and several automatic weapons. The Subchaser had two 25 MM A.A. guns.

The target was flanked on the starboard quarter by the CMC and on the port quarter by the Subchaser. Approached the target sharp on his port bow and fired 4 rounds of 5" at an average range 3100 yards. The opening range being 3500 yards. Several close shots were observed. The fifth round misfired while the escorts returned fire, the fire becoming quite accurate when our automatic weapons opened up at 2800 yards. Broke off action and retired to gain a more favorable position. Another round of 5" was fired as we retired, the gun having been out of action at the crucial point.

AMMUNITION EXPENDED

5 rounds of 5"/25 H.C. with Mark 29-Mod. 2 fuses set on super quick.
240 rounds of 20 MM.
200 rounds of 50 caliber.

The misfire on the 5" was probably due to faulty primer as the gun fired on the next attempt.

(H) ATTACK DATA (continued)

U.S.S. HARDHEAD

GUN ATTACK #2

PATROL #5

Time: - '0305 (I)

Date: - 23 June 1945

Lat. 5-43S

Long. 114-21E

TARGET DAMAGE INFLICTED

Sunk: - One large Sugar Charlie of about 1000 tons. (EU)

Damage: - None

DETAILS OF ACTION

The target was a large Sugar Charlie of about 1000 tons with an exceptionally large foremast. It was escorted by one subchaser listed in ONI-222J as the SCS-1 class. The Sugar Charlie had no apparent armament but the subchaser was armed with two 25 MM A.A. guns.

With the subchaser broad on the target's port bow, we approached the target from its starboard quarter. Opening fire with the five inch at 4650 yards, we observed many close shots until at a range of 3500 yards a hit was obtained which set the ship afire. Eleven other hits were observed as we closed the range. At 1200 yards the automatics commenced firing to give the gunners practice. The escort returned ineffective fire during the engagement. The Sugar Charlie burned continually and was observed to sink about two hours afterwards.

AMMUNITION EXPENDED

38 Rounds of 5" H.C. with Mark 29 Mod. 2 fuses set on super quick.
 360 Rounds of 20 MM.
 400 Rounds of 50 caliber.

(H) ATTACK DATA (continued)

U.S.S. HARDHEAD

GUN ATTACK #3

PATROL #5

Time: - 0326 (I)

Date: - 23 June 1945

Lat. 5-39S

Long. 114-19E

TARGET DATA - DAMAGE INFLICTED

Sunk: - One Subchaser of the SCS-1 class as listed in ONI-222J. 100 tons displacement and 100 feet in length.

Damage: - None.

DETAILS OF ACTION

The target was a standard 100 ton, 100 foot subchaser as listed under the SCS-1 class in ONI-222J. The target on a northerly course was approached down moon on its starboard quarter. At an opening range of 4700 yards and at an average range of 4300 yards, 23 rounds of five inch were expended with no hits obtained because of excessive range, radical target maneuvers, and poor visibility. At times the subchaser returned accurate automatic weapon fire. Fire was checked while we maneuvered to place the target in a moon slick. The first hit was observed at a range of 2800 yards after near misses had apparently disabled the target. The subchaser jettisoned its depth charges shortly before the first hit was observed. The target ceased firing but continued underway. Several more hits were observed but failed to stop the target. The bridge structure of this target was burning at this time.

Automatic weapons opened fire at 1100 yards. Many hits were observed increasing the fire until it enveloped the complete bridge structure.

The subchaser presented a wild sight maneuvering radically, burning furiously and obviously out of control; making flank speed in tight circles. 5 more rounds of five inch were fired at 500 yards, stopping the target. The subchaser finally exploded and disappeared at dawn.

AMMUNITION EXPENDED

57 Rounds of 5/25 H.C. with Mk 29-Mod. 2 fuses
1100 Rounds 20 MM
800 Rounds of 50 caliber.

(H) ATTACK DATA (continued)

U.S.S. HARDHEAD

GUN ATTACK #4

PATROL #5

Time: - 2125(I)

Date: - 25 June 1945.

Lat. 8-19-30S Long. 115-38-30E

TARGET DATA - DAMAGE INFLICTED

Sunk: - One 80 ton two masted auxiliary schooner (Misc.).

Damage: - None.

DETAILS OF ACTION

The target, a heavily laden 80 ton two masted auxiliary schooner was lying to in AMBAT ROADS, BALI.

Automatic weapons opened fire at a range of 1000 yards. The schooner immediately caught on fire and shortly afterward burned along its entire length. The schooner was observed two hours later at close range still burning fiercely with its hull a complete mass of flames. Any part left afloat was wreckage.

AMMUNITION EXPENDED

600 Rounds of 20 MM.

500 Rounds of 50 caliber.

(H) ATTACK DATA (continued)

U.S.S. HARDHEAD

GUN ATTACK #5

PATROL #5

Time: - 2000 (I)

Date: - 5 July 1945. Lat. 7-01S, Long. 115-00E,

TARGET DATA - DAMAGE INFLICTED

Sunk: - One 175 foot, 300 ton old type Sugar Dog (EU).

Damage: - None.

DETAILS OF ACTION

The target was an old type Sugar Dog 175 feet long and about 300 tons. It was just getting underway at dusk, north of KARANG TAKAT REEF.

Taking advantage of a very good background, the range was closed to 700 yards before the five inch opened fire. Expended five rounds without hitting. The automatic weapons opened fire scoring a high percentage of hits. Finally and reluctantly the target caught on fire. The light from fire showed the freeboard completely riddled with holes. The fire slowly went out as the ship settled lower in the water and finally sank.

AMMUNITION EXPENDED

5 Rounds of 5"/25 H.C. with Mk. 29-Mod. 2 fuses.
1800 Rounds of 20 MM.
700 Rounds of 50 caliber.

CASUALTIES

In addition to the usual number of 20 MM jams, two of the guns had broken barrel springs making it necessary to change guns.

(H) ATTACK DATA (continued)

U.S.S. HARDHEAD

GUN ATTACK #6

PATROL #5

Time: - 2037 (I)

Date: - 6 July 1945

Lat. 8-19-30S Long. 115-38E

TARGET DATA - DAMAGE INFLICTED

Sunk: - One 100 ft., 150 ton VICTOR ABLE.

Damage: - None.

DETAILS OF ACTION

The target, a loaded 100 ft. 150 ton VICTOR ABLE was making its way eastward along the coast of BALI off AMBAT ROADS. Under the cover of darkness the range was closed to 500 yards before the automatic weapons opened fire. The target immediately caught on fire and headed for the beach. The ship was kept under fire until it was blazing from bow to stern. As we left the target we could see it burning and exploding, indicating it was carrying either drum gasoline or Diesel Oil.

AMMUNITION EXPENDED

840 Rounds of 20 MM.
400 Rounds of 50 caliber.
500 Rounds of 30 caliber.

(I) MINES.

One drifting spherical type mine was sighted eighteen miles north of SURABAYA.

(J) ANTI-SUBMARINE MEASURES AND EVASIVE TACTICS.

No new anti-submarine measures were encountered.

(K) MAJOR DEFECTS AND DAMAGE.

ENGINEERING: - #2 Kleinschmidt Vapor Compressor.

On 12 June after several days of rough sea, #2 evaporator failed to make fresh water. This evaporator was acid cleaned and tested by Submarine Repair Unit, Navy #137 and again tested successfully by the ship's force on 7 June 1945. After attempting unsuccessfully to make fresh water for several hours it was decided to put this evaporator out of commission to correct the leaks. Water test revealed several leaks.

Upon disassembly it was discovered that all the coils were in a badly corroded condition and badly caked with a thick salt deposit. In spite of great care, many coils tended to part and broke at silver soldered joints during disassembly. At this stage of the game it was hard to believe that coils in such poor condition could be made to produce water again; nevertheless, the tedious process of silver soldering numerous holes and broken joints was begun. This took twelve hours.

The coils were assembled but water test revealed there were still several leaks in the coils. The evaporators were completely disassembled again to await new coils.

New coils were installed in OMSLOW, on 17 June 1945. The evaporator made fresh and battery water successfully.

#1 Kleinschmidt Vapor Compressor.

Since #1 evaporator was not consistent in making battery water during the period 9 June to 17 June 1945, it was decided to renew coils in this unit also. The old coils of this evaporator were also badly corroded and covered with a thick deposit of hard salt around the tops of the coils. The coils were renewed; however, this evaporator has still failed to make battery water consistently.

(L) RADIO.

1. Reception was very good on all NPT-1 frequencies. Reception was good on the SAPPAN frequencies, but superfluous transmissions by submarines on these frequencies persists.

(L) RADIO (continued)

On 10 July an aircraft with call 1M6C/951 called the BESUGO, BAYA, BUCUNA, and HARDHEAD on the area frequency having no traffic for any of these submarines, but required several transmissions from each of these submarines, with the exception of the BESUGO, who did not answer up.

An alert enemy intercept operator would have no difficulty in determining the number of submarines in the area and possibly obtaining D/F fixes from these transmissions.

2. Transmissions:

<u>Date</u>	<u>Date/Time</u>	<u>Station Worked</u>	<u>Grs.</u>	<u>Total Time</u>	<u>Freq.</u>
18 June	180845	VIXO	41	13 min.	8470
23 June	222355	VHM	65	39 min.	12705
8 July	081520	VIXO	87	17 min.	8470
11 July	111020	VHM	89	25 min.	8470
11 July	111025	VHM	80	27 min.	8470
15 July	150520	VIXO	47	18 min.	8470
15 July	151300	VIXO	67	19 min.	8470
15 July	151830	VIXO	36	7 min.	8470
16 July	161200	VIXO	32	50 min.	8470

3. Casualties:

There were no radio casualties.

4. APR-1/SPA:

The APR-1/SPA was manned at all times on the surface. There were no APR-1/SPA casualties. APR-1 contacts are given in detail in section (U).

5. IFF:

The ABK was triggered by a flight of RAAF Liberators, but no response was received from the Liberators' ABK. This was the only attempt to exchange IFF identification. There were no IFF casualties.

(M) RADAR.1. SJ-1 Radar:

SJ-1 operation was normal throughout the patrol. There were no casualties other than one TR tube and the usual vacuum tube failures.

2. SD Radar:

SD Radar operation was normal throughout the patrol. Usual vacuum tube failures were the only casualties.

(M) RADAR (continued)3. ST Radar:

The ST Radar was installed during last refit at Fremantle, W.A. by Submarine Repair Unit, Navy #137. This equipment operated very well throughout the patrol. There was no ST casualties.

CHANGES MADE TO SJ-ST SYSTEM:

1. Reinstalled original IF gain control in the range indicator by replacing R-40A and R-40B with a 5000 ohm potentiometer. Before this change was made the noise level of the IF strip was so high that signals on the PPI were very blurred and indistinct, and the precision sweep was impossible to use for accurate ranges. The installation of this control also permits by-passing the selector unit in case of failure of that unit.

2. The ST tuning was instable and drifted considerably until the authorized change was made which furnishes plate voltage to the 723/A/B oscillator tube during standby periods. After this change was made the tuning was much more stable.

(N) SOUND:

Due to the very limited time submerged no conclusive observations were made of sound conditions in the patrol area.

(O) DENSITY LAYERS.

No layers were observed.

(P) HEALTH, FOOD, AND HABITABILITY.

The general health of the crew was excellent throughout the patrol, with the exception of one case of acute appendicitis.

Food supplies were ample and of good variety. Living conditions were comfortable at all times, surface and submerged.

(Q) PERSONNEL.

(a) Men detached after fourth patrol	15
(b) Men on board during 5th patrol	74
(c) Men qualified at start of patrol	54
(d) Men qualified at end of patrol	56
(e) Unqualified men making first patrol	9

Due to circumstances beyond our control 6 chief petty officers were transferred during last refit period and four were received aboard. The excellent performance of these men on a strange ship speaks highly for our *state of training and replacement program.*

(R) MILES STEAMED - FUEL USED.

	<u>Miles</u>	<u>Fuel</u>
Fremantle to area	3000	33,600
In Area	5600	63,300
Area to ONSLOW	1300	19,000

(S) DURATION

Fremantle to area	13 days
In Area	19 days
Area to Base	6 days

(T) FACTORS OF ENDURANCE REMAINING.

Torpedoes	Fuel	Provisions	Personnel
12	100,000	30 days	Indef.

Patrol was terminated on 17 July 1945 in accordance with instructions contained in Commander Submarines, Seventh Fleet despatch #170438.

(U) COMMUNICATIONS, RADAR AND SONAR COUNTERMEASURES.ENEMY RADIO JAMMING

1. SHIP OR STATION: - U.S.S. HARDHEAD (SS365).
2. POSITION, BEARING AND ALTITUDE WHEN ENEMY RADIO SIGNALS WERE OBSERVED: - 05-49-30S, 111-06-15E.
3. POSITION OF TRANSMITTING STATION: - Unknown.
4. DATE OF JAMMING: - 9 July 1945. TIME: - 1805-1820 GCT.
5. FREQUENCIES JAMMED: - 2820 kcs.
6. Describe SIGNAL JAMMED (FREQ. TYPE OF MODULATION, ETC.): - CW.
7. USE OF CIRCUIT (TACTICAL, ADMINISTRATIVE): - WOPAC.
8. WAS ENEMY JAMMING SIGNAL STABLE: - YES.
9. WHAT WAS RATIO OF STRENGTH OF OWN SIGNAL TO ENEMY JAMMING SIGNAL: - 5-5.
10. WHAT WAS POWER OUTPUT OF OWN TRANSMITTER AT TIME OF JAMMING: -----
11. LOCATION OF ENEMY JAMMER:
 SHIPBORNE _____ AIRBORNE _____ LANDBASED _____ UNKNOWN X
12. TYPE OF JAMMING SIGNALS: -
 BAGPIPE (MUSICAL TONE) _____ SWEEP-THROUGH(FM) _____
 SAW(VARIABLE TONE) _____ WOBULATED TONE _____
 CW _____ CW _____ NOISE MODULATION _____
 VOICE _____ MCW _____
13. EFFECTIVENESS OF JAMMING: - Negative.
14. ACTION TAKEN TO OVERCOME JAMMING: - None.
15. BAND WIDTH COVERED BY ENEMY JAMMING SIGNALS: - 2kc.
16. NARRATIVE: - On WOPAC frequency someone came up using Kana code at same time that LOGGARHEAD was calling CROCKER - did not seem like jamming but more like chat traffic. Enemy signals as strong as LOGGARHEAD 's, which was maximum 25 miles distant.

(U) COMMUNICATIONS, RADAR AND SONAR COUNTERMEASURES. (continued)INTERCEPTION OF ENEMY RADAR

1. Date: - 22 June 1945.
2. Position: - LOMBOK STRAIT (MIDDLE).
3. Was enemy radar: Shipborne X Airborne _____
Landbased _____ Unknown _____
4. Intercept Equipment: - APR & SPA.
5. (A) Frequency: - 155 mc.
(B) PRF: - 400
(C) Pulse Width: - 5 microsec.
(D) Sweep Rate: - ?
6. (A) Surface Search X Air Search _____
(B) Evidence for this conclusion: - - - -
7. Remarks: - SJ radar had target during time of APR contact. Target disappeared - apparently submerged and APR contact was lost. Target was HMS T.L.CITURN.

1. Date: - 22 June 1945.
2. Position: - LOMBOK STRAIT.
3. Was enemy radar: - Shipborne _____ Airborne _____
Landbased X Unknown _____
4. Intercept equipment: - APR&SPA.
5. (A) Frequency: - 195 mc.
(B) PRF: - 1000
(C) Pulse Width: - 5 microsec.
(D) Sweep Rate: - 4 min.
6. (A) Surface Search X Air Search _____
(B) Evidence for this conclusion: - - - - -
7. Remarks: - Same contact as that intercepted while going south through the Strait in May. Probably located on NUSA BESAR.

1. Date: - 27 June 1945.
2. Position: - 06-25 S, 114-05 E.
3. Was enemy radar: Shipborne _____ Airborne _____
Landbased ? Unknown _____
4. Intercept equipment: - APR & SPA.
5. (A) Frequency: - 150 mc.
(B) PRF: - 500
(C) Pulse Width: - 8-10 microsec.
(D) Sweep rate: - 2 min.
6. (A) Surface Search X Air Search _____
(B) Evidence for this conclusion: - - - - -
7. Remarks: - None.

(U) COMMUNICATION, RADAR AND SONAR COUNTERMEASURES (continued)INTERCEPTION OF ENEMY RADAR

1. Date: - 29 June 1945.
2. Position: - 07-20-30 S, 115-32 E.
3. Was enemy radar: Shipborne Airborne
Landbased X? Unknown
4. Intercept equipment: - APR & SPA.
5. (A) Frequency: - 150 mc.
(B) PRF: - 500
(C) Pulse width: - 9 microsec.
(D) Sweep rate: - 2 min.
6. (A) Surface search Air search
(B) Evidence for this conclusion: - - - - -
7. Remarks: - Had APR contact for three hours. Beam seemed to steady occasionally.

1. Date: - 2 July 1945.
2. Position: - 17-35 miles north of SURABAYA.
3. Was enemy radar: - Shipborne Airborne
Landbased X Unknown
4. Intercept equipment: - APR & SPA
5. (A) Frequency: - 150 mc.
(B) PRF: - 500
(C) Pulse width: - 9 microsec.
(D) Sweep rate: - 1 min. and faster.
6. (A) Surface Search X Air Search
(B) Evidence for this conclusion: - - - - -
7. Remarks: - Picked up contact on following nights. Usually faded out at a range of from thirty to thirty-five miles from land.

1. Date: - 7 July 1945.
2. Position: - 07-55-30S, 115-28 E.
3. Was enemy radar: - Shipborne Airborne
Landbased X? Unknown
4. Intercept equipment: - APR & SPA.
5. (A) Frequency: - 150 mc.
(B) PRF: - 500
(C) Pulse Width: - 9 microsec.
(D) Sweep Rate: - 3 min. sweep.
6. (A) Surface Search X? Air Search
(B) Evidence for this conclusion: - - - - -
7. Remarks: - B.L.I from five to twenty miles distant during contact. No surface or plane contacts.

(U) COMMUNICATION, RADAR AND SONAR COUNTERMEASURES (continued)INTERCEPTION OF ENEMY RADAR

1. Date: - 11 July 1945.
2. Position: - 07-31 S, 115-11 E.
3. Was enemy radar: - Shipborne Airborne
Landbased Unknown
4. Intercept equipment: - APR & SPA.
5. (A) Frequency: - 150 mc.
(B) PRF: - 500
(C) Pulse width: - 9 microsec.
(D) Sweep rate: - ?
6. (A) Surface Search Air Search
(B) Evidence for this conclusion: - - - -
7. Remarks: - Nearest land 32 miles - BILLI. Had contact for fifteen minutes. Range to land was still closing when contact faded out.

1. Date: - 11 July 1945.
2. Position: - 10 miles west of LOMBOK ISLAND.
3. Was enemy radar: - Shipborne Airborne
Landbased Unknown
4. Intercept equipment: - APR & SPA.
5. (A) Frequency: - 177 mc.
(B) PRF: - 300
(C) Pulse width - 3 microsec.
(D) Sweep rate: - ?
6. (A) Surface search: Air search
(B) Evidence for this conclusion - - -
7. Remarks: - None.

1. Date: - 11 July 1945
2. Position: - 09-10 S, 115-39 E.
3. Was enemy radar: Shipborne Airborne
Landbased Unknown
4. Intercept equipment: - APR & SPA.
5. (A) Frequency: - 155 mc.
(B) PRF: - 550
(C) Pulse width: - 8 microsec.
(D) Sweep rate: - - -
6. (A) Surface search Air search
(B) Evidence for this conclusion: - - -
7. Remarks: - None.

Serial: 0120

Care of Fleet Post Office,
San Francisco, California.
22 July 1945.

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

FIRST ENDORSEMENT to
U.S.S. HARDHEAD (SS365) -
Report of Fifth 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, SEVENTH FLEET.

Subject: U.S.S. HARDHEAD (SS365) - Report of Fifth War Patrol.

1. The fifth war patrol of the U.S.S. HARDHEAD under the command of Commander F.A. GREENUP, U.S. Navy, was conducted in the Java Sea area. Patrol was of thirty eight days duration with nineteen days spent in the area. Life guard services were performed 1 - 4 July off SURABAYA but no request for services were received.

2. Torpedo Attack No. 1 was a night submerged ST radar attack on a three ship convoy consisting of one large Sugar Charlie 1000 tons (EU), one medium coastal minelayer 800 tons (EU), and one subchaser 100 tons (EC). Four MK-14 torpedoes were fired from bow tubes at minelayer on 115° starboard track, torpedo run 1150 yards, small gyro angles, depth set 2 feet. One hit in bow sank the 800 ton (EU), CMC in 8 minutes.

Torpedo Attack No. 2. Seven minutes later 2 Mk 18 torpedoes were fired from stern tubes at large Sugar Charlie on a 60° port track, 900 yard torpedo run, depth set 2 feet and small gyro angles. First torpedo broached and ran erratic and both torpedoes missed as the target maneuvered to avoid.

Torpedo Attack No. 3. Thirty minutes later 3 Mk 18 torpedoes were fired from stern tubes at Sugar Charlie on a 90° starboard track, 1100 yard torpedo run, small gyro angles, depth set 3 feet using 1° spread between torpedoes. All missed.

3. Gun Attack No. 1. The large Sugar Charlie of the above convoy was first attacked by gunfire before the torpedo attack. Four rounds of 5" were fired at a range of 3100 yards. The fifth round missfired and as the return fire from escorts was quite accurate the HARDHEAD retired to gain a more favorable position.

Gun Attack No. 2. After missing the large Sugar Charlie with five torpedoes in two different torpedo attacks the HARDHEAD surfaced and twenty minutes later attacked with guns. Of 38 5" rounds fired, 12 were hits which set the ship afire. Numerous 20 mm and 50 Cal. hits were obtained and target sank two hours later.

Gun Attack No. 3. During the attack on the Sugar Charlie the escorting subchaser stayed at a safe distance of 5000 yards and didn't interfere with HARDHEAD's attack. This subchaser was then brought under fire by HARDHEAD. After a forty-five minute gun battle in which HARDHEAD expended 57 rounds of 5", 1100 rounds 20mm and 800 rounds 50 Cal., obtaining numerous hits, the target was completely destroyed.

Serial: 0120.

Care of Fleet Post Office,
San Francisco, California.
22 July 1945.C-O-N-F-I-D-E-N-T-I-A-LFIRST ENDORSEMENT to
U.S.S. HARDHEAD (SS365) -
Report of Fifth War Patrol.Subject: U.S.S. HARDHEAD (SS365) - Report of Fifth War Patrol.

Gun Attack No. 4. A heavily laden 80 ton two masted auxiliary schooner lying to in ALBAT ROADS was attacked with 20MM and 50 Cal. The schooner caught fire immediately and was completely destroyed by fire.

Gun Attack No. 5. An old type Sugar Dog 300 ton (EU) was contacted north of KARANG TAKAT reef on the night of 5 July and was sunk by gunfire. Range was closed to 700 yards before opening fire with all caliber guns. This target was extremely hard to set on fire, but it finally sank two hours later.

Gun Attack No. 6. On 6 July a 150 ton Victor Able was attacked at an opening range of 500 yards with automatic weapons. Target caught fire with first burst of 20MM. HARDHEAD continued fire until target had beached herself and became an inferno from bow to stern. This target is considered completely destroyed.

4. At beginning of patrol HARDHEAD returned to ONSLOW, I.A. for repairs to stills, remaining there from 16 - 19 June. HARDHEAD again returned to ONSLOW on 13 July for replenishment of ammunition, fuel, and the transfer of an appendicitis case. On 15 July HARDHEAD was again underway from ONSLOW to resume patrol when the Commanding Officer became ill and HARDHEAD again returned to ONSLOW where the Commanding Officer was relieved and this patrol was completed.

5. The Squadron Commander most heartily congratulates the Commanding Officer, officers and crew of the HARDHEAD 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.

SS365/A16

U.S.S. HARDHEAD (SS365)

Serial (022)

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


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

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

Subject: U.S.S. HARDHEAD (SS365) - Report of FIFTH WAR PATROL.

Enclosure: (A) Subject report.
(B) Track Chart (ComSubs7th only).

1. Enclosure (A), covering the Fifth War Patrol of this vessel conducted in the JAVA SEA during the period 9 June 1945 to 17 July 1945, is forwarded herewith.


F. A. GREENUP.