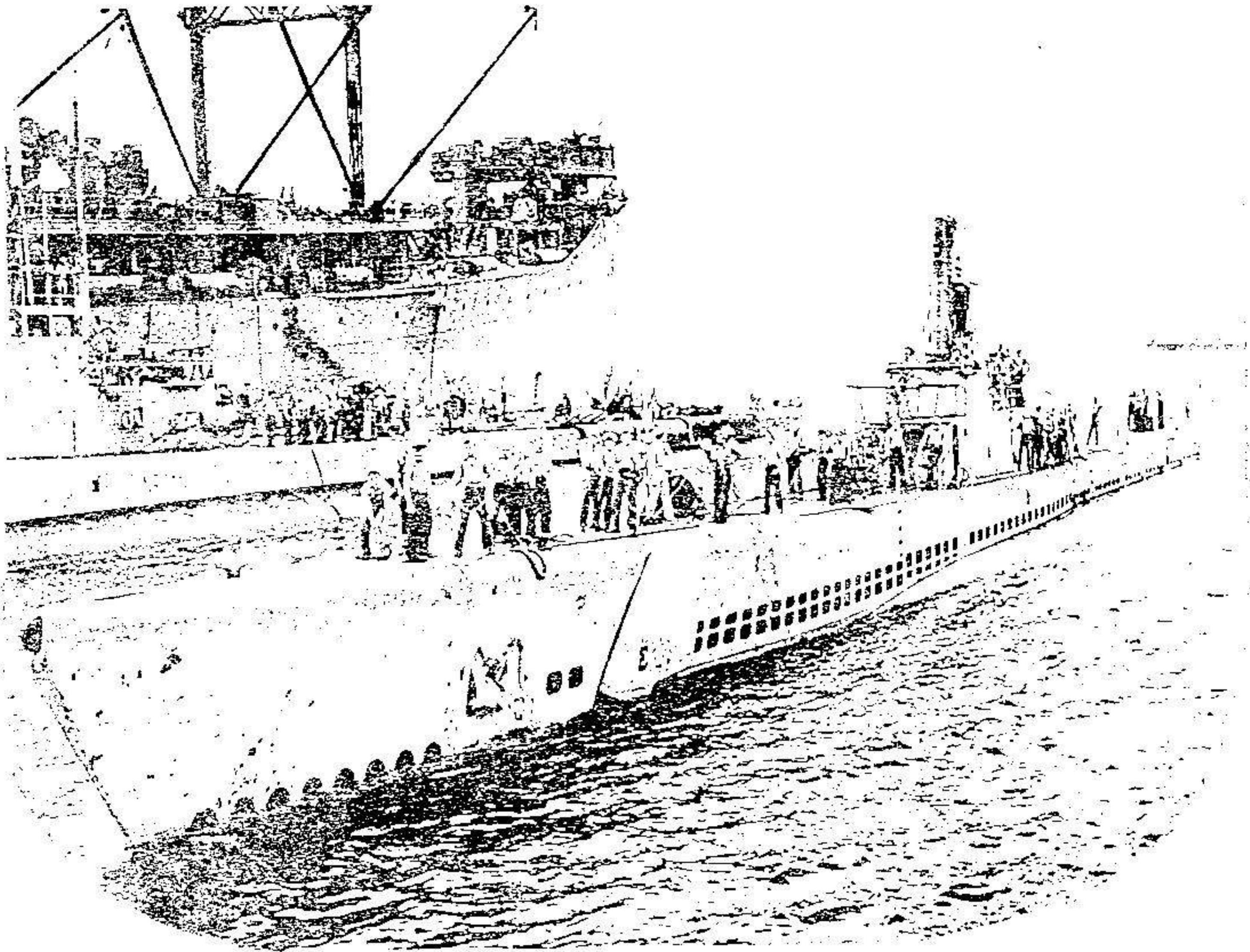


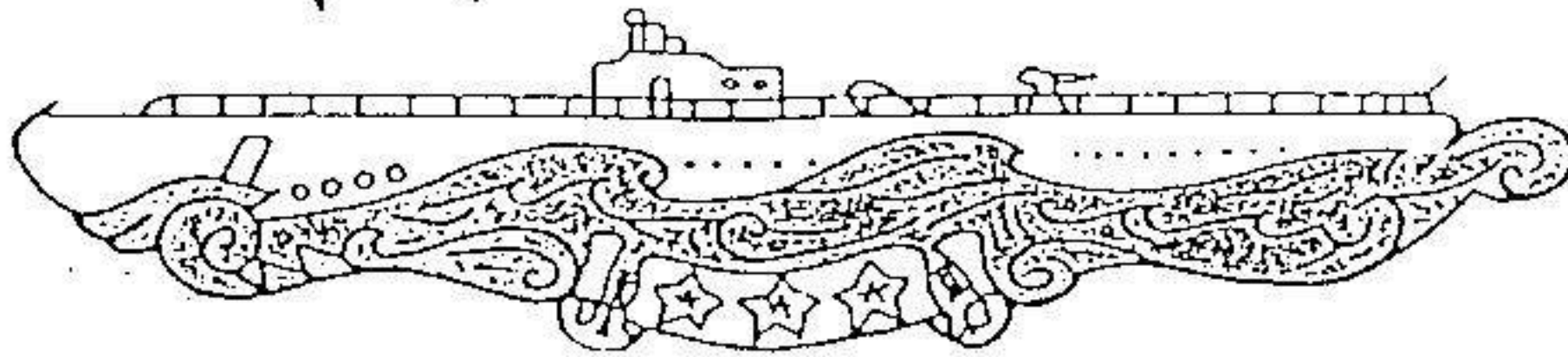
# HISTORY OF THE U.S.S. PLAICE

## A WORLD WAR II SUBMARINE



CONDENSED FROM  
THE SHIPS WAR PATROL REPORT  
BY RAY BARBER





# STILL ON PATROL

U.S. NAVY SUBMARINES PAID HEAVILY FOR THEIR SUCCESS IN WORLD WAR II. A TOTAL OF 374 OFFICERS AND 3131 MEN ARE ON BOARD THESE 52 U.S. SUBMARINES STILL ON "PATROL."

SEALION  
S-36  
S-26  
SHARK  
PERCH  
S-27  
S-39  
GRUNION  
ARGONAUT  
AMBERJACK  
GRAMPUS  
TRITON  
PICKEREL



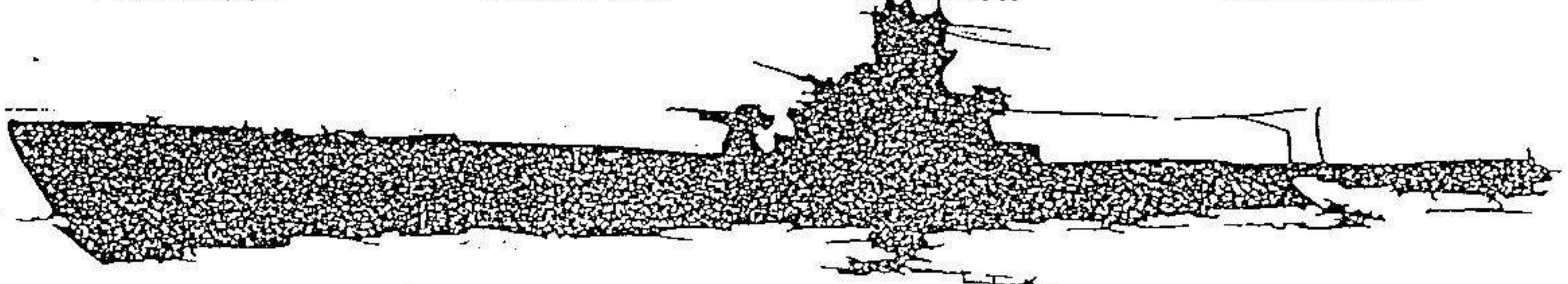
GRENADIER  
RUNNER  
R-12  
GRAYLING  
POMPANO  
CISCO  
S-44  
DORADO  
WAHOO  
CORVINA  
SCULPIN  
CAPELIN  
SCORPION



GRAYBACK  
TROUT  
TULLIBEE  
GUDGEON  
HERRING  
GOLET  
S-28  
ROBALO  
FLIER  
HARDER  
SEAWOLF  
DARTER  
SHARK II



TANG  
ESCOLAR  
ALBACORE  
GROWLER  
SCAMP  
SWORDFISH  
BARBEL  
KETE  
TRIGGER  
SNOOK  
LAGARTO  
BONEFISH  
BULLHEAD



## HISTORY OF THE U.S.S. PLAICE

The PLAICE had its inception when the keel for SS 390 was laid at the Navy Yard, Portsmouth, New Hampshire on 14 July 1943. The submarine acquired its name at the launching ceremonies on 15 November 1943, when Ms Eleanor Fazzi christened the ship in honoring her brother, Vicky Fazzi, Fireman Second Class who lost his life in the sinking of Aircraft carrier YORKTOWN.

Commissioned at Portsmouth on 12 February 1944, the submarine PLAICE had Lt. Comm. C.B. Stevens as her first commanding officer. By 28 February, the undersea rider got underway for the first time for trail runs. Accepted by the Board of Inspection and Survey, the ship reported for duty to the Chief of Naval Operations on the first of March. For twenty days PLAICE conducted training exercises out of Portsmouth before moving to Newport, Rhode Island for firing various types of torpedoes. On 30 March, the sub reported to the New London Submarine Base for another two-week training period.

All preliminary training completed, PLAICE got underway for Balboa in the Panama Canal Zone on 15 April. One day out of port, while submerged off the Virginia Capes, a series of distant underwater explosions was heard. A dispatch then arrived telling of the sinking of a Victory ship in the vicinity. On the following day, while making a routine dive, the Officer-of-the-Deck sighted a periscope and the sound man reported echo ranging. The crew hustled to battle stations but no further contact was made. This was believed to be an enemy submarine and the first contact of many with the enemy.

Arriving at the Canal Zone on 24 April, PLAICE transited the canal the same day. Voyage repairs for the submarine and four day rotation liberty for the crew at Panama City, proceeded departure for Pearl Harbor where she arrived on 13 May 1944. A training period in Hawaiian waters marked the final tune-up for the submarine before she departed to meet the enemy on 3 June: the start of her first war patrol.



# PATROL #1

June 2, 1944

Completed underway training off PEARL HARBOR.

June 4, 1944

Underway from U.S. Sub. Base P.H.

June 8, 1944

Time 0955 Moored alongside USS HOLLAND in MIDWAY harbor.

Time 1540 Underway from MIDWAY.

June 12, 1944

Sighted one Emily, plane was probably from WAKE.

June 17, 1944

Time 0125 Sighted aircraft flare. No SD contact. no bombs.

Time 0831 Contact. Sighted patrol craft, trawler type coming out of mist at 10,000 yards. Submerged. He was on his own way, apparently not sighting us. In view of the general fleet situation now prevailing, decided an attack would not be worth disclosing ourselves. Decided to patrol submerged since the area is so small. We are now on the CHICHI JIMI YOMOHOMA route. Maybe something is coming through.

June 18, 1944

Patrolling CHICHI JIMI YOKOMAMA route.

June 22, 1944

Obtained radar fix on SOFU GAN (Lot's Wife)

June 23, 1944

Received orders to take up new patrol station.  
Departed NISHING JIMA.

June 24, 1944

15% of crew down with upset stomach.

June 25, 1944



The first invalids of the crew are still sick and another dozen are sick. The malady is starting in on the officers.

June 26-27

Half the crew is still sick.

June 28, 1944

The first to get sick and the light cases are getting better. New ones are catching the "bug" first food poisoning was blamed, but after a careful survey, have definitely decided we are having a epidemic of intestinal influenza.

June 29, 1944

We are now in a good position to intercept anything from YOKOHAMA. Crew condition better.

June 30, 1944

Time 1343 Submerged, sighted smoke.

Time 1520 Made out masts of two ships, freighters, went to battle stations.

Time 1530 Contacts made on convoy (2) freighters (1) escort. In zig zag formation on independently basis. Since firing range to be small, and sea calm, rigged for silent running at 8,000 yards.

Time 1629 Fired after tube nest of Mark 18 torpedoes from 800 yards on target's port beam and 300 yards on escort's starboard quarter when both freighters were in line. Accepted less favorable track to get both freighters in the same salvo.

Time 1630 (2) hits in the first target, one minute later (1) hit on second target, went deep. Escort dropped 20 depth charges, they were all above and behind us. Don't believe escort knew where they (torpedoes) came from. (2) depth charges heard. Then sound heard breaking up noises in direction of first target. Sound heard second set of breaking up noises towards second target. After this (9) depth charges dropped



Time 1957-2345 Surfaced. Nothing in sight or on radar. Strong interference on SD radar. The jamming made the SD almost totally ineffective for about an hour. (4) officer and (3) enlisted men had relapses, probably the result of the days excitement. As a result of the deep submergence sea water leaked on radio transmitter from a welded hard patch. As a consequence, no contact report could be sent to other boats nearby. 4" gun was flooded as a result of depth charges breaking one of the breech cover dogs.

July 1, 1944

Time 0100 Reported attack to ComSubPac.

July 2, 1944

Surfaced. proceeding to initial point for lifeguard station.

July 4, 1944

Time 0444 On surface. Sighted (6) single engine planes, using IFF. Sighted CHICHI JIMA. Fighter escort of (2) planes commenced circling overhead. Commence closing directly toward CHICHI JIMA.

Time 0657-

1431 At 6,000 yards offshore, turned to parallel shore. We are abreast of one reported downed flier and are moving toward position of another. During this run observed one ship heavily on fire, two in the harbor listed and burning, two apparently undamaged, three beached landing ship tanks and two armed trawlers underway. We passed 4,000 yards seaward of reported positions of downed aviators. Sighted and investigated floating wreckage of what might have been a plane. Shore battery open fire, one 3" shell landed 50 yards over and 25 yards forward of bridge. Another in the salvo landed 40 yards over and abreast of the after battery hatch. Submerged. If we had not been trimmed low in the water, both of these would probably have hit the superstructure. Firing continued after we submerge. After a short time the firing at our periscope ceased. In this glassy calm sea our periscope is probably quite visible. Observed in the harbor (1) tanker sunk in shallow water, (1) freighter on fire and broken in two and sunk in shallow water. (1) freighter on fire and (1) freighter listed about 10 degrees to port and (2) freights apparently undamaged.



(2) landing ship tanks were seen heading for beach. Finding no trace of aviators, headed out to sea to surface again.

On surface, fighter escorts commenced circling overhead. Headed for smoke, believing it may be from a downed plane. Fighters left to investigate. They reported no plane in vicinity. Commenced patrol parallel to shore looking for (2) more aviators near the first (2) down. Fighter escort departed. Continued searching ton surface 12,000 yards offshore.

Headed in towards FUTAMI KO, all looks quite. There has not been a plane in the sky for a couple of hours. Maybe the strike is over. Submerged, to close the shore. Noted the planes are back striking at shipping and the harbor. Surfaced, ran parallel to island. Fighter escort has returned. At Time 1401 saw one pilot bail out and his plane catch afire. Headed for the parachute. Another one parachuted down, probably on the island. Got into 3,000 yards offshore, when we were straddled by shore battery, over 200 and 300 yards, one shot off in deflection. Submerged saw one shell land 50 yards astern of the periscope. The next salvo was right overhead. (Believe this to be when we heard cables scraping down port side. At the time we expected this might be a minefield.) Had to detour to prevent the current from setting us on the rocks off MINAMI JIMA.

Time 1506

2345 Firing at us ceased. We had been running intermittently at 50 feet with one periscope and the SD mast exposed, keeping in radio contact with the fighter cover. Who was trying to lead us on to the aviator. We were an infinitesimal target, but probably a good point of aim. After having a good look at the area where the pilot would have been, surfaced. Fighter cover reported all pilots gone. As far as we could tell none of them had a chance to land their planes, or to use their rubber boats. If they were lucky they just made it by bailing out close inshore. The farthest reported position was a mile offshore. Observed tide rips up to two miles offshore. If the pilots became enmeshed in those with their parachute encumbrances they would not have lasted very long. Fighter cover reported mission completed and returning to bases. Headed out to sea. Hope we can intercept any of the still undamaged ships which may try to escape at night.

July 5, 1944



Time 0000

2115 Made SJ contact at 12,000 yards. Commenced tracking, went to battle stations. tracked at 9,000 to 11,000 yards, because of full moon. Had a contact on APR as we closed in. Worked around while solving his zig zag plan, to get position down moon from him. Sighted (1) ship at 8,500 yards.

Sighted escort at 6,800 yards. Radar had not yet picked up the escort. The moon was bright and full and both targets showed up nicely. If the escort has a radar he doesn't seem to have picked us up yet. We were trimmed down low in a calm sea. There was a light surface haze, so decided to try a surface shot. During the approach made out the escort to be an old type destroyer stationed about 500 yards astern of a nice big beauty. Fired (3) bow tubes at one target, identified as a freighter or transport of the AFRICA MARU class. Depth set 10 feet at a range of 3,000 yards. We were making 18 knots. Turned away. Escort let out a puff of smoke and turned towards us probably sighting the torpedo wakes headed his way. Saw men running over and look down the side of the big boy. First torpedo hit about 20 feet abaft the bridge. Such a terrific explosion ensued that it was impossible to tell whether the next two hit or not. Their wakes were observed to be headed for hits, right down the moon beam. A mixture of red flame and smoke billowed up approximately 400 to 500 feet high. The ship's sides burst outward like a pricked balloon. In a matter of about 30 seconds to a minute the base of the smoke cloud was about 10 feet above the water surface. There was nothing under it but a white swirl.

The escort, meanwhile was showing a bone in his teeth and fired a burst of what appeared to be 20 mm tracers in our general direction. The range was closing. I feel certain that we would have hit him if he weren't so nimble in dodging the torpedo wakes. The TDC didn't have to be touched in either range or bearing for the last five minutes of the approach. We now had the escort dead astern with a zero angle on the bow. The engines produced a very handy and heavy screen of white smoke, through which the pursuing escort was just well visible. Fired (4) stern tubes set at 4 feet on a down the throat shot, range 2,000 yards, it looked like a nice set up even at that range with the escort holding steady dead astern. There would be no wakes for him to dodge this time. About 10 seconds after the last torpedo left, the escort turned sharply to his starboard and



to our utter amazement started dropping depth charges. With all tubes empty we cleared the area. The radar interference and APR volume commence to die out as we opened the range. It seems uncanny that we were never sighted in the full moon. Also if the escort did have a radar as was indicated, he certainly did not know how to use it. Anyone as little on the job as he was didn't deserve to be missed by two salvos

Firm contact at 9,000 yards. Commenced tracking. He was heading toward CHICHI JIMA. Contact kept fading in and out, although the range closed to 8,000 yards. Glimpsed contact which looked like a small escort vessel or destroyer at 8,000 yards. Now have another SJ contact, firm at 12,000 yards. This looked like bigger game, so shifted to tracking the second contact. At 10,000 yards dead ahead of contact dove in the approaching dawn. Sighted target in the periscope. He was an empty landing ship tank. Decided he didn't have enough draft to hit with a mark 23, so let him go. Spent the remainder of the day patrolling this area submerged in hopes of picking up some crippled Japs slow in getting away from CHICHI JIMA. Surfaced at Time 2115.

July 6, 1944

Sent out serial two, reporting the second attack and results of lifeguard duty.

July 12, 1944

On surface closing KITA IWO JIMA. Sighted plane submerged. The last victim of the mysterious stomach malady has return to duty.

July 17, 1944

Time 0452

2247 On surface heard two-way voice in Japanese on RBO receiver, coming in loud. Sighted NELL type bomber at 6 miles. Submerged. Three depth bombs, not close. One depth bomb not close. This means we were sighted. Assuming that NELL was air coverage for a convoy, decided it would certainly make an evasive course change. If they changed to Westward they would lengthen their journey considerably. A change Eastward would not appreciably increase the distance to CHICHI JIMA. Laid out a retiring search to the Eastward to commence at dusk. Two more depth bombs. Surfaced and commence retiring search at (3) engine speed.

Contact made on SJ radar at 15,000 yards. Went to battle stations and started tracking. APR contacts all



over the dial. Believe we have now solved the convoy's disposition and zig zag plan. Started in for attack from ahead. The escorts are out about 4,000 yards on the convoy's flanks. It is too dark for a submerged attack. Decided to go in surfaced and see what happens. We might be able to squeeze between two escorts. We found out. At 5,800 yards the nearest escort started after us. We retired and so did the escort. Tried again and the same thing happened. Tried the third time coming in from the convoy's beam with the same results. For the fourth try, decided to come in on the convoy's quarter and shoot the nearest target. This time we made it.

July 18, 1944

Time 0004

1905 Fired (4) bow tubes at the port quarter escort who was caught on the near limit of a constant helm at 4,000 yards, giving us a 75 degree track shot. Continuing in more would have giving a large track angle. Commenced surface retirement. Saw the flashes of (2) hits and heard (3) definite hits. The target had disappeared from sight and the target's radar pip went from a full pip to nothing in one antenna revolution. Those Japs joined their Ancestors in a hurry. During those times when we were driven off, we were probably not sighted. It appeared that the escorts would head our way without increasing speed, apparently having a doubtful radar contact. When we retired they would probably lose it, then rejoin the formation. The attack should remove all doubt from their minds about future contacts. The entire formation was never on our radar screen all at once. But it could be pretty well determined as composed of (2) columns of merchantmen with escorts about 5,000 to 6,000 yards broad on each bow and quarter. The APR had (4) strong signals. Apparently the use of radar has caused the defensive screen to move farther out. Escorts dropping depth charges and firing 3" or 4" guns spasmodically. Sent contact report on area frequency to nearby friendly submarine and to radio HONOLULU for relay to insure delivery. Submerged. Another contact this was made out to be two catcher type fishermen with steel hulls. Since our 4" gun is probably inoperative after the flooding, had to let them go.

Fire in the main control cubicle. Went to fire quarters. The cause was a main generator field resistor which burned through on being warmed up when preparing to surface. The circuit was quickly opened and no other apparatus was damaged. Repairs were made and surfaced.



July 19, 1944

Sent out serial (4) to ComSubPac reporting our departure from the area and sinking the destroyer.

July 26, 1944

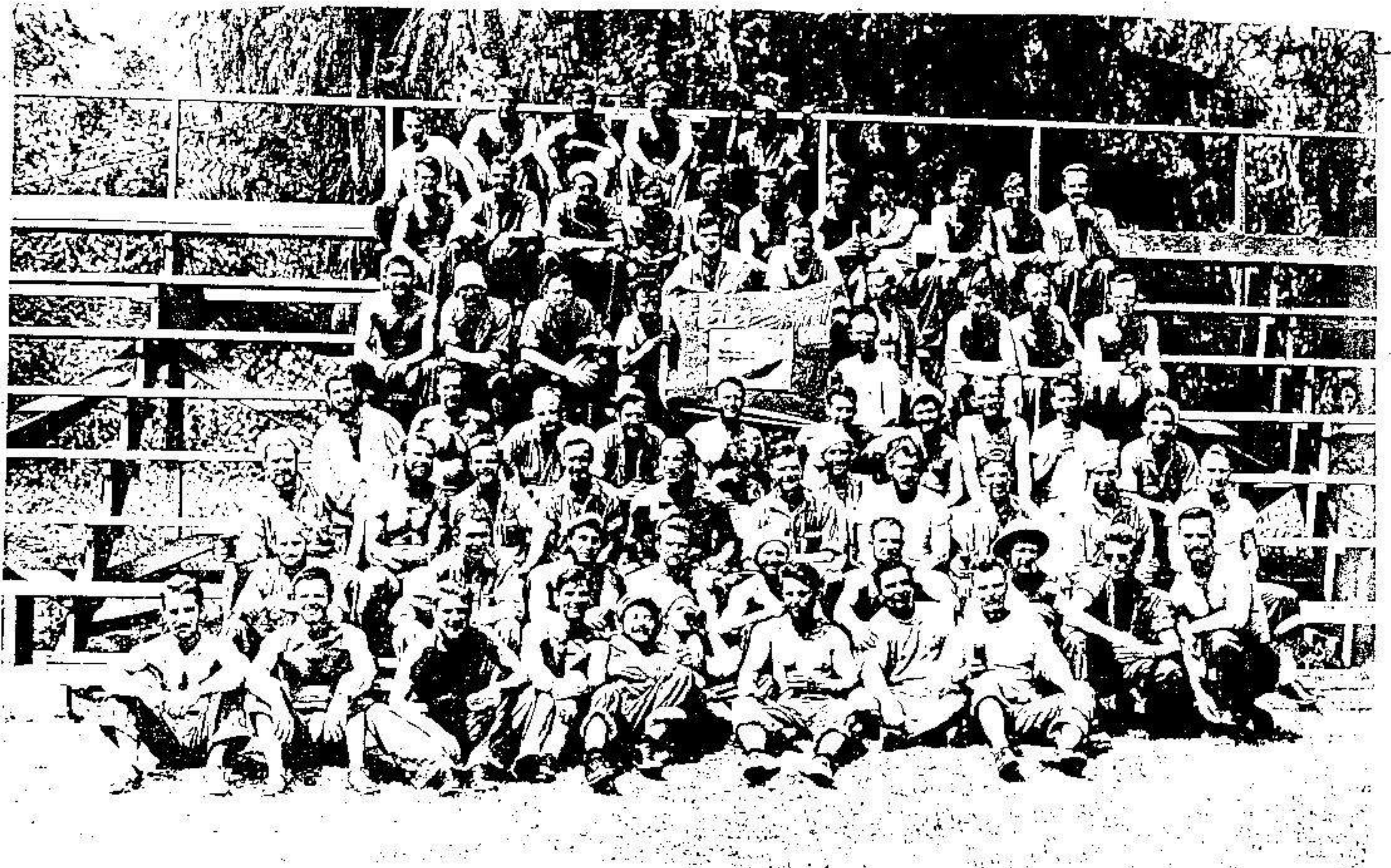
Time 0502 Contacted air coverage for entry into MIDWAY  
Moored at Sail 8, Submarine Base MIDWAY at Time 0853

TONNAGE SUNK:

(1) Freighter (	SAMARANG MARU class)	4,000 tons
(1) Freighter (	HAKOZAKU MARU class)	4,000 tons
(1) Transport (	AFRICA MARU class)	9,500 tons.
(1) Destroyer (	SHIGU E class)	1,360 tons

The Commander Submarine Force, Pacific Fleet,  
Congratulates the Commanding Officer, officers, and crew for  
this aggressive and successful first war patrol.

C.A. LOCKWOOD Jr.





## PATROL #2

PLAICE

Covering the second war patrol of this vessel conducted in the NANSEI SHONO area during the period 17 August 1944 to 12 October 1944

Prologue; Lt. Comm. L.R. Johnson was detached to the USS Gardfish, Lt. (jg) W.R. Sans reported aboard.

Aug. 17, 1944

Time: 1531 Underway from Berth S-1 MIDWAY IS. for patrol area. escorted by 2 aircraft.

Aug. 19, 1944

Time: 0300 Crossed International date line.

Aug. 26, 1944

Time: 2135 Heavy seas, slowed to 10 knots after half a dozen waves went down the bridge hatch. Fire in forward engine room, the main induction soaked #2 main engine guage board, burning up the ammeter and voltmeter. slowed to 6 knots.

Aug. 30, 1944

Time: 2052 Sight contact and also SJ contact at 7,000 yards on large PC type patrol boat in the pass between YOKOATE SHIMA and TAKARA JIMA. Avoided.

Aug 31, 1944

Time: 0140 Sighted what was probably the same PC. Slowed an observed his movements. Apparently the Southern limit of his sweep is West and slightly South fo YAKOATE SHIMA. Later stopped alongside to investigate whaleboat awash. No identification marks or loose gear could be found.

Sept. 1, 1944

Time: 0539 Challenged by blinker on IHEYA SHIMA at 30 miles. Submerged.

Sept. 4, 1944

Time: For the past three nights, the APR has shown two shore based radars to hold a steady beam on us for on to two minute periods. Decided they were using their radars as receivers listening to our SD, which was being keyed once a minute and fixing our position with cross-bearing. Secured the SD.



Sept. 7, 1944

Time: 1315 Heard echo ranging, headed toward it. This turn later proved unfortunate. Time: 1320 Sighted Destroyer coming out of rain squall. Went to battle stations. Came to normal approach course.

Time: 1326 Sighted very large two stack vessel, which appeared to be tender. It was emerging hazily from the rain squall. Shifted set up to the new target. Estimated masthead height 90 feet, angle on bow 40 degrees starboard, range 3,300 yards. Planned to get a final set up 3 minutes later and fire the entire bow nest with a spread covering 900 feet, target length estimated at 600 feet. Target zigged 80 degrees away. Angle on bow was not 150 degrees starboard. As soon as the set up was cranked in, the angle setter solution lights went out. Got a better look at him. He did not ring true as a tender. Plot gave a speed of 18 knots. Since he was gone out of torpedo range. Paralleled his base course and studied him. Subsequent tracking confirmed the height speed of 18 knots. His base course headed for NAHA on OKINAWA. Later estimate placed his speed at 23 knots, based on a better masthead height.

Time: 1405 Ceased tracking. Made a detailed study of Japanese Naval silhouettes. Could find nothing resembling the target. After studying silhouettes of all navies, built up a composite picture which leads me to conclude the ship was probably a new type cruiser. Surfaced. Decided to remain in this vicinity hoping to catch the target on the return trip.

Sept. 9, 1944

Time: 1102 Sighted the same cruiser and escort that skimmed by day before yesterday. Went to battle station. Fired six bow tubes, heard one hit. While adjusting the still camera for a picture, four depth bombs landed, not particularly close, but one of them blew a 3/4" pipe plug out of the forward engine room circulating water suction line, releasing a solid stream of water. Went deep. Escort started frantically pinging, but never picked us up. Believe impulse bubble gave us away during this approach, definitely decided the target was a KONGO MARU class liner converted to an auxiliary cruiser. The main features of change were the addition of two super imposed heavily shielded large (probably six of eight inch) gun mounts forward of the bridge and one aft of the superstructure, a high tower bridge structure, a heavy tripod foremast topped with a fire control station and bed spring radar antenna, shortening the mainmast to half its old height and the possible removal of



part of top superstructure deck. See Sketch, enclosure. Because the TDC was lagging in bearing, plot gave 19 knots, the target was showing a large bow wave, and it had gone by so fast two days before, the Commanding Officer arbitrarily increased the speed estimate three knots, from 15 to 18. Either this or a thirty degree zig away during torpedo run or both factors caused the bulk of the salvo to miss ahead. The fact remains that a 15 knot speed estimate would have made either three or four hits. One torpedo tube roller failed to cut the hydrogen eliminator leads. The torpedo ran straight, but its speed and depth with a hole in the afterbody are anybody's guess on performance.

Sept 11, 1944

Time: 1925 Surfaced, to the mutual surprise of the quartermaster and a trigger fish who met face to face as the hatch opened. Both radars are shut off.

Time: 2025 At 68,000 yards started the SJ. The APR showed no sign of us being picked up. It seems we are detected as an echo in the neighborhood of 30,000 yards.

Time: 1322 Sighted topmast of a ship. Headed towards it, check direction of bearing changes, then came to normal approach course. Masts disappeared, never to reappear. He was probably coming East through the pass between TAKARA JIMA and YOKOATE SHIMA and then turned North-East. We were submerged in the pass between YOKOATE SHIMA and AMAMIO SHIMA. Did not consider surfacing in the pass feasible. It appears that this ship was routed around us after we were apparently picked up by radar.

Time: 2220 Received ComSubPac despatch giving us a new mission. Proceeding at three engine speed to new station.

Sept. 18, 1944

Time: 1477 While submerged sighted small sailboat. In view of our new orders, decided he was not worth advertising our present. Sighted coastal cargo vessel aground on the reef 2.9 miles South of TSUKEN JIMA light. She was broken in two with bow and stern sections about one hundred feet apart. She is certainly well enough wrecked not to require the assistance of torpedoes, even if we could get one to skip over the reef.

Time: 2230 Sighted a steady white light and got an SJ radar contact at 27,000 yards. Closed at battle station to investigate. Made out target as a properly marked hospital ship. Zig Zagging and travelling alone. Tracked her for exercise.

Sept. 24, 1944



Time: 0716 Sighted (2) battleships coming out of mist. Started approach. Identified both battleships as FUSO class. Selected leading battleship as target. The battleships were in column, screened by (4) destroyers, one on each bow of the leader and one on each beam of the second ship. Screens were stationed about 3,000 yards off the track. Identified the nearest destroyer as DDAA. Targets were zig-zagging using straight legs. One PETE type float seaplane was observed as close air screen.

Time: 0742 Fired six bow tubes. Spread torpedoes from aft forward. using 120 percent coverage based on 600 feet length. Took a look at the screen. He filled up three fourths of the periscope in low power with a 30 degree angle on the bow. Went deep to avoid collision. Gave up the idea of firing stern tubes..

Time: 0745 Heard five explosions. The first four had definite characteristics sound of torpedo explosions. The fifth might have been a torpedo hit, but the sound was muffled and followed a torpedo explosion by only three seconds. Firing interval was ten seconds. The most probable conclusion is four hits and internal explosion.

Time: 0748 Three depth charges, which shook the boat slightly, but were not particularly close. Three more at a little farther away. Heard destroyer screws through the hull passing overhead and forward. Sound could only hear one set of heavy screws. The destroyers were alternately speeding up and slowing down, searching in what appeared to be a circle. No depth charges. Sound heard a second set of heavy screws starting up.

Time: 0936 At periscope depth, all clear except for two smoke clouds in the direction of the last bearing of heavy screws. Surfaced and sent serial three to ComSubPac, CinPac combining contact report and attack data.

Sept. 27, 1944

Time: 2313 On surface, SJ contact 20,450 yards. Commenced tracking. Contact turned out to be a convoy of two ships, one a freighter followed by a transport with three escorts, one ahead and one ranging up and down each flank. The formation was zig-zagging, using straight legs with a change of base course hourly.



Sept. 27, 1944

Time: 0149-53 Fired bow tubes, saw four hits. Fired when the escort was dropping back to overlap the transport. The first hit was in the escort and the other three in the transport. About 10 seconds after the last hit, the transport burst into a 500 foot sheet of flame illuminating the entire scene like daylight. Saw the escort with her back broken, and bow and stern sections each inclined up at the ends about ten degrees. The escort had divided into two small pips which remained on the screen three minutes, then disappeared one antenna revolution apart. The transport gave a large pip for the explosion, then disappeared in two to three revolutions of the antenna. After the smoke blew away nothing could be seen of either ship at 6,000 yards. The color of the flame, the delayed detonation and extreme violence of the explosion indicate the large target had a cargo of gasoline.

Time: 0200 All the others in the convoy were milling about, apparently circling. Finally one escort and the freighter started off. The other escort remained at the scene of the attack. Waited until it was certain that one escort was staying at the scene, then started chasing the others. Unfortunately, they speeded up to 15 knots.

Time: 0325 Gave up the chase. It is obvious we can not get ahead of them by dawn. Returned to the scene of the attack to search for survivors. Discovered the other escort still there. Submerged in approaching dawn at 14,000 yards to the escort. Escort has finally left. Surfaced, but due to plane contact had to submerge. 11

Oct. 1, 1944

Time: 0906 On surface. Sighted formation of about 30 planes, probably headed for DIATO JIMA. Submerged.

Time: 2218 On surface. Sighted smoke, started approach. After working up ahead for an attack, the target slowed to 3.5 knots. Finally made him out as a catcher or trawler. Decided he was not worth spoiling out search. Resumed search to cover South of SOFU gan.

Oct. 8, 1944

Time: 0038 Crossed international date line.

Oct. 7, 1944 Moored to Berth S-3 MIDWAY



Oct. 8, 1944

Time: 1404 Underway from MIDWAY enroute PEARL HARBOR in company with THRESHER.

Oct. 12, 1944

Time: 1115 Moored to berth sail 9, Submarine base, PEARL HARBOR.

COMMENTS:

The PLAICE returned from patrol very clean and shipshape and in very good material condition.

The Commanding Officer, officers, and crew of the PLAICE are congratulated on the completion of this very fine aggressive patrol and the damage inflicted upon the enemy

It is recommended that the PLAICE be credited with inflicting the following damage to the enemy:

1 AP(EU) 10,000 tons sunk  
1TB (CHINDER I(EU) 600 tons sunk  
1ACL (EX-KONGO MARU CLASS)(EC) 7,100 tons damaged  
1BB (FUSO CLASS)(EC) 29,300 tons damaged

C.A. LOCKWOOD, Jr.





## PATROL #3

Nov. 9, 1944

Time 1445 Underway from Sub. Base Pearl Harbor, in accordance with Comsubpac operation order enroute to Midway.

Nov. 10, 1944

Time 1456 Attempted full power trial. Number two main engine would not carry rated load. Attempted full power on #1, #3 and #4 main engine ran hot. Secured trials after 10 minutes. #2 main engine is being disassembled to determine the inability to carry load.

Nov. 11, 1944

Time 0750 Started another full power trial on 1, 3 and 4 main engines. All did well in test run. Full power on #1 successful.

Nov. 13, 1944

Time 1015 Moored to Berth S-3, Midway

Nov. 14, 1944

Time 1230 Underway from Midway for patrol area.  
Time 2345 Crossed international Date line.

Nov. 21, 22, 23

Various plane sighting and radar contacts with planes. Also shore base radar active. With all this radar activity, decided something may be coming our way, so will remain submerged in this vicinity to see.

Time 1847 Surfaced.

Nov. 24, 1944

Time 0600 Entered patrol area, submerged. Between 0750 and 1514 sighted 3 sanpan. All else quite.

Nov. 27, 1944

Time 1805 Surfaced, with Tanega Shima 30,000 yards astern. Various plane contact on radar and APR. The plane



had definitely gotten a radar contact. Submerged, remained down to investigate and correct noises in stern planes.

Nov. 29, 1944

Time 2055 SJ contact at 23,000 yards. Commenced tracking.

Time 2140 Can make out complete and proper markings as a hospital ship. Radar has two echoes, 100 yards apart. Perhaps a legitimate target is tagging along, too. Closing to investigate. At 14,000 yards the two echoes blended into one. Continued in to 11,000 yards. In the light of a nearly full moon, the is definitely only one ship. After giving the second team some tracking drill, secured from battle station.

Nov. 30, 1944

Time 1755 Surfaced for a Thanksgiving feast. Sighted definite, but indistinct object ahead, which abruptly disappeared when we gave it a bows-on view. Believe it was a midget sub. With him submerged and ourselves surfaced in a full moon, turned away.

Dec. 1, 1944

Time 0617 to 2249 Sighted more aircraft some burning running lights. Exchanged recognition signals on SJ with U.S.S. Sea Devil.

Dec 3, 1944

Time 1819 Surfaced, enroute to lifeguard station. SJ contact at 31,700 yards. Changed course to close and started tracking. The target is on a course leading us directly away from our lifeguard station. With luck we can get into attack position by 0400 tomorrow morning at full speed. sighted small screen or patrol vessel. Turned away for 8 minutes. There is also a plane searching back and forth somewhere near us. The APR shows the plane steady on us. Submerged. Surfaced to resume chasing, The plane has us again,

Submerged. Decided to stay down a little longer this time.

Dec 4, 1944

Time 0126 Surfaced, this time to stay. The target is gone past hope of reaching attack position by dawn. Started back toward lifeguard station.

Dec 5, 1944



Time 0614 Submerged on lifeguard station. The sky is overcast, so we are of no value as a reference point for the planes approach. The radio circuit is quiet. Perhaps the plan is not working. Time 1238 Will continue to run at 50 feet, listening with the SD mast. Came to normal approach course to investigate contact. Lost contact due to weather conditions. Time 2120 Decoded message from ComSubPac to the effect that the operation was delayed one day.

Dec 6, 1944

Time 0615 to 2300 Received another message from ComSubpac saying operation again delayed a day.

Dec 7, 1944

Time 2000 Exchanged recognition signals and calls with USS Sea Devil on SJ. Asked her if tomorrow's strike was cancelled. She replied that it was and she was released. Our not having the China Cipher has been a handicap. We always get word on the daily delays one day late and hence have been lifeguarding for nothing. Also Sea Devil is right in the spot we had chosen to patrol. Picked a new spot covering the Southern approaches to Nagasaki and Sasebo and headed for it. Decoded orders to return to our original area.

Time 2330 Decoded message telling us about a task force somebody had spotted headed our way. Decided to dive just south of Danjo Gunto to intercept. Hearing aircraft radar searching, he got close a couple of times but did not pick us up.

Dec 8, 1944

Time 1820-2330 Exchanged calls and recognition signals with Sea Devil on SJ. Exchanged recognition signals with a second sub. Both those boats were west of us. Decided to head due east and cover the route between Danjo Gunto and Koshiki Retto. If anything at all is coming, it just about has to come through there unless it rounds Danjo Gunto to the north, which the other boats seem to be in a better position than we to cover. Intercepted wolf pack message which put the task force twenty miles south-east of us heading east. Turned south to intercept.

Dec 9, 1944

Time 0000 SJ radar contact 24,000 yards due west of us. Tracked target's group as on about 060\* T. Turned parallel to check it. They are moving fast. Looks like we are in a



good position. Informed wolf pack commander we had contact and were due east of targets. The target group changed base course to due north. That utterly ruined our position. They were making 18 knots, turned at the hub of a wheel, and there we were, out on the rim. Blow up dry, ran at full power, and just managed to hold our own in bearing while closing the range ever so slowly. Our only hope is a big zig eastward. Hung on and hoped for the best. Half way to the target and two points ahead of the target's bearing is a radar pip and SJ interference. Assumed it to be one of our boats. Altogether seven boats might be milling around here. Maybe things will develop into a battle royal. At any rate, we will have to wait until this boat's attack is completed before we can start ours.

Time 0030 Heard three explosions below decks, which sounded like torpedo hits. Later information established these as hits from the Sea Devil's attack.

Time 0050 A big zig to the eastward. The target group is constant helming with changes of base course. We get a real break. Started attack

Time 0125 It is now evident that the screen has the big targets boxed in too tightly for us to squeeze through. Our electric torpedoes will not reach from outside the screen. With a quarter moon completely blotted out with clouds and the targets in a rain squall, a submerged attack is out of the question. Range is closing fast. Decided our best chance lies in a divided bow nest salvo at the two leading destroyers and a stern nest salvo at the big boy during the ensuing confusion, if we had some luck. Fired tubes #1, #2 and #3 at the leading destroyer, as the first two destroyers emerged from the rain squall. Continued on in, shifting the set-up to the second destroyer. While in that process, we saw him turn toward us with an extremely small angle on the bow. That shot was spoiled, so we shifted to anything in range further back. The only thing was a third destroyer. The big boy popped out of the rain squall. He was a large carrier with island superstructure. The second destroyer is still bearing down on us. Dove to avoid what looked like a ramming situation. Heard two hits in the leading destroyer while diving. Fired tubes #7, #8, #9 and #10 at the third destroyer. He was still hidden in the rain squall. We are on our way deep. Fired the first tube on a radar range and bearing and the other three on generated bearings. The first shot went out at deep depth of 38 feet and the fourth at 130 feet. Now we are in a fix. The combination of flooding the stern tubes from sea and firing them submerged as made us very heavy aft. The boat hung at 150 feet with a seven degree up angle and hard dive on both



planes. Negative flood chose this time to refuse to open. Slowed down and began to gradually go deeper.

Time 0133 Heard two hits. We have wafted gently down to 225 feet. one depth charge, three depth charges, one depth charge. These were ahead and seemed to be about 200 yards away. A ship with reduction gear drive passed overhead. Heard him through the hull. one depth charge, two depth charges. four depth charges. One of these was close enough to shake us up a little but did no damage, two depth charges.

Time 0205 Heard breaking up noises loud enough to come through the hull. These continued for three minutes on the sound gear. then stopped abruptly, Heard one depth charge at a range of at least 2000 to 3000 yards. Commenced hearing a new set of breaking up noises on a different bearing from the first and further away. Believe the depth charge came from the sinking destroyer. Heard one distant explosion, One destroyer is still milling around our vicinity, but has not picked us up.

Time 310 All seems quiet. Started up from deep submergence. After we got down, our depth problem reversed itself. After putting a bubble in safety (we were too deep for the trim pump to work) we checked the boat at 565 feet and cruised thereafter at 450 feet at two thirds speed and a ten degree up angle. As soon as we got the trim squared away, reloaded

Time 0323-0430 Heard a distant explosion. It may be a torpedo hit. Another like the first. Heard a very large distant explosion. Also heard distant depth charges. From later information the foregoing noises were probably the Redfish's attack. Reload completed. Surfaced with nothing in sight or radar range. Exchanged calls and attack information on the SJ with Sea Devil. There are now either two or three friendly subs making interference on the SJ.

Time 1820 Headed back to our old area.

Dec 16, 1944

Time 2009 Headed out of area toward Saipan, Larson, Philip is seriously ill with pneumonia.. Informed Comtaskgroup 17.7 and Comsubpac of leaving area and treatment given patient.

Dec 18, 1944

Time 2200 Ordered to refit at Guam.



Dec. 20, 1944

Time 1715      Moored starboard side to USS Scabbardfish  
alongside USS Sperry at Guam.

The Commander Submarine Force, Pacific Fleet,  
Congratulates the Commending officer, officers, and crew of  
the PLAICE for another aggressive successful patrol. While  
it is probable that two destroyers were destroyed in these  
attacks, lack of positive evidents permits assessment of  
only damaged. The Plaice is credited with having inflicted  
the following damage upon the enemy during this patrol.

DAMAGED

1 - DD (Terutsuki Class) (ec)	-2300 tons
1 - DD ( Type Unknown) (ec)	2300 tons
	total 4600 tons

C.A. Lockwood, Jr. 3



## PATROL #4

.PLAICE/

Covering the fourth war patrol of this vessel conducted in LUZON STRAITS AND FORMOSA area during the period 23 January 1945 to 23 March 1945.

Moored to USS SPERRY at Naval Base, Guam, is. at 1715 20 December, 1944. Reported for duty. Transferred Larson, P.A., pneumonia patient, to USS SPERRY. Had chest X-rays of entire crew taken. All hands tested negative. Departed in company with USS SCABBARDFISH for SAIPAN on 16 January, 1945. Arrived same date and reported for duty in connection with coordinated attack training. Moored to USS FULTON, Conducted coordinated attack training on 18, 19 and 20. Departed SAIPAN for coordinated patrol with USS SCABBARDFISH in area CHOPHOUSE. The Group Commander was the Comm. officer, USS PLAICE. The third submarine of the pack was to have been the USS SWORDFISH, but she did not arrive in time to depart in company.

JAN. 23, 1945

TIME 1410 Underway from USS FULTON in company with USS SCABBARDFISH.

JAN. 24 TO 29

Except for contact with other friendly subs. had mostly aircraft contacts which forced us to do yo-yo dive and surface. Other than this nothing to report.

JAN. 29, 1945

TIME 2300 Entered assigned patrol area.

JAN. 31, 1945

TIME 0012 Bright Green Parachute flare sighted about 1,500 yards astern. Submerged, the flare burned for only about 30 seconds. Suspect it came from Mavis on the return leg.

TIME 0743 Submerged. Passed two dead Japs. Looked like aviators.



TIME 1221 . Based on evidence to date the following tentative aircraft conclusions are reached. The SD radar attracts planes. Complete failure of lookouts of previously proven alertness to sight planes in the moonlight indicates sighting at night can in no sense be relied upon. We are hard for the planes to sight us at night. We should use our SJ for low flying planes and the APR when we seem to be detected by there radar.

FEB. 1, 1945

TIME 2130 Received ComSubsPac. message directing search for pilot, headed for spot on 4 engines. Many aircraft contacts during this period forcing us to dive and surface like a yo-yo.

FEB. 2, 1945

TIME 0345 Arrived at reported position of pilot. Commenced moonlight search. Commenced firing green very's stars every 15 minutes. During this time was forced down do to aircraft in the area.

TIME 2100 Received ComSubsPac Serial 17, directing formation of a 5 ship wolf pack, with PLAICE as leader.

FEB. 3, 1945

TIME 0140-1200 Still having aircraft contact now at No. 44,45,46. Each time having to submerge. SD had made a 2 minute sweep at 50 feet and reported all clear. As the Commanding Officer emerged from the hatch, 7 U.S. army fighters were directly overhead at 500 feet, first SD contact was at 2 miles, going away.

TIME 1235-2230 Aircraft contact 48 picked up on both APR and SJ. APR indicated he probably had us. SJ showed him moving in fast. Submerged with range 9000 yards. Range 5000 yards as the antenna went under. This fellow may have foxed us by retiring to his maximum range of contact, moving on that are until he got abeam of us, then headed in, Decided to stay down and let him search until he got tired.

FEB. 4, 1945

TIME 0555-2141 SJ interference, probably SCABBARDFISH or BATFISH enroute to station. No reply to SJ. Aircraft contact No 49 17 miles, nothing on APR but showing on SJ.



FEB. 5, 1945

TIME 0433-2300 Interference on SJ, No reply to our challenges. Aircraft No 50. received BATFISH report of damaging by gunfire enemy landing barge enroute to station at dusk 4 February .

FEB 5, 1945

TIME 0602-2345 Aircraft contacts 51,52 and 53. This seems peculiar. The night is very dark. Started checking over the APR, since these contacts are being picked up on the SJ at 27,800 yards.

FEB. 7, 1945

TIME 0035-2254 Aircraft contact 54, On contact 55 submerged with range 9000 yards. This fellow either has a high frequency radar or our APR is not working. Aircraft contact 56,57. Completed critical check-up of APR. Found one bad tube. Believe last night's pest was only our old companion of each night. Received message from BATFISH requesting permission to patrol east of BADUYAN CHANNEL. Permission granted. Aircraft contact 58. Contact 59 held for 19 minutes on APR before SJ contact was made. Our nightly visitor is getting more foxy. When he picked us up, he keyed his set about 5 seconds every minute. He made for a rain squall and then came out of it, circling us at 15,500 yards until he got dead astern, then started straight in. Submerged, with range 13,000 yards.

FEB. 8, 1945

TIME 0005-2127 Received SCABBARDFISH report of possible sound attack. Aircraft contact No. 60. No SJ. Submerged. While preparing to surface, discovered the SJ was out of commission. Remained down to repair. Surfaced. Aircraft contacts No 61,62 picked up at 13 miles.

FEB. 9, 1945

TIME 0605-2132 Aircraft contact No. 63,64. Received report from SCABBARDFISH that an enemy submarine had submerged in her area and requesting sea room. Granted her permission to move north. We were north of her along the assumed enemy track. Moved north to give her plenty of sea room. Received report from BATFISH that she was making night attack.



Aircraft contact No 65. BATFISH reported sinking enemy submarine. Aircraft contacts 66,67. Warned BLACKFISH not to close the SCABBARDFISH. She reported her course as North-west. Received ComSubsPack 100621, directing PLAICE, SCABBARDFISH and SEA POACHER to patrol north-east of FORMOSA and ARCHERFISH, BATFISH and BLACKFISH to remain in LUZON STRAIT. Aircraft contacts No 68,69. Informed pack that ARCHERFISH was in charge.

FEB. 13, 1945

0552-2125 We were now at Aircraft contacts of 71,72,73 and 74. At 2125 sighted SANOHO KAKU light on NE tip of FORMOSA, burning with altered characteristics.

FEB. 27, 1945

TIME 0543-2340 SEA POACHER reported radar contact on 4 ships. then reported losing contact. We are up to Aircraft contact No 90. Ship contact. Sighted periscope. Turned toward, then submerged. Periscope was picked up by the lookout and confirmed by the officer-of-the-deck, navigator and commanding officer. Heard on sound gear for 2 minutes after submerging. Apparently he went deep and ran silent when we dove. Saw him make a total of 3 periscope exposures. Surfaced and commenced searching for the submarine. Advised SEA POACHER of submarine contact. She reported disappearing radar contact at 11 mile.

FEB. 28, 1945

TIME 0007-2400 SEA POACHER requested information on lifeguard procedure. Sighted wreckage of a wooded sampan with four survivors clinging to it. Came alongside four times. Life rings were placed within easy arm's reach of survivors repeatedly, and the wreckage was taken in tow, but they all refused to be saved. Ordered SCABBARDFISH to proceed to a point 15 miles north of northeast tip of ISHIGAKI JIMA to intercept a convoy reported headed westward. PLAICE is heading for a point 10 miles due north of the harbor of ISHIOAKI HAKUCHI. Ordered SEA POACHER to cover eastern approaches while not lifeguarding.

MARCH 1, 1945

TIME 0535 PLAICE arrived on station and sent position to SCABBARDFISH. Submerged. Aircraft contact No. 91.



TIME 1325 Heard echo ranging in direction of harbor.  
Ship contact, sighted mast of one ship.

TIME 1330 Sighted another mast. Commenced approach.  
Contact turned out to be three escort vessels. One was a CHIDORI, one was a KAIBOKAN class destroyer escort, and the third was a new single stack destroyer not seen in any available photographs. It was a strikingly similar to the American SOMERS class. The chief difference noted were; (a) The ship was flush deck; (b) about 30 to 40 feet of main deck abaft the stack was clear of superstructure; (c) there was only one gun mount forward; and (d) there was no after deck house. These three vessels turned out to be making an anti-submarine sweep and returned to the harbor. The minimum range read was 6,000 yards on the CHIDORI. By this time, the masts of two freighters could also be seen. Moved over toward the area of the sweep.

TIME 1605 The group is starting out. Commenced approach. The group now consists of a small passenger-freighter similar to the AMAKUSA MARU, an engines aft freighter, identified as Standard "B" class Cargo Ship, Type 45, as illustrated in the Cinepac Weekly Intelligence Bulletin. escorted by the CHIDORI and KAINBOKAN went by at 500 yards, leaving us in a nice position between the freighters.

TIME 1714 Fired four torpedoes from the after nest at the engines aft freighter, range 1100 yards, 90\* port track, depth set 10 feet. We had this fellow dead to rights. Heard one hit. Believe the depth set was too deep or we could have two hits. While getting a bow nest final set up for the AMAKUSA MARU the KAIBOKAN started dropping depth charges. Two charges so far. Following with 8 charges then 5 more not particularly close.

TIME 1740 8 Depth charges. This was a perfect three-dimensional straddle, with charges above, below, ahead, astern, to port and to starboard. In fact, it was such a broad straddle that we apparently have only superficial damage, except for a few broken light bulbs and loose cork flying about, all that seems to have happened is a crack in #2 sanitary tank outboard vent valve. One charge pushed us down by the stern and another lifted us up by the bow, thus helping us maintain trim, because we are heavy aft from firing the stern tubes. This fellow is playing his cards well, because he is cruising back and forth to seaward of us and is gradually pushing us toward shore. However, he never



regained contact. TIME 1815 Heard 6 explosions. Perhaps the SCABBARDFISH attacked.

TIME 1932 Surfaced. Heading on last observed convoy course. TIME 2040 Received ComSubsPac 011156 reporting aviator in a raft off TARAHA JIMA.

TIME 2151 Regained contact on the convoy. Commenced surface approach. The night is slightly hazy with a full moon intermittently covered by clouds filling 4/5 of the sky. Unless the moon pops out at the wrong moment, we can probably make a surface attack. Will work up ahead and close the track so we can finish submerged if necessary. With two freighters and two escorts, we can easily sink the whole convoy with one escort disposed of first. Finally got a contact report to SCABBARDFISH. She is south east of ISHIGAKI JIMA and cannot catch up by dawn. She is searching for downed aviator.

TIME 2350 Fired 4 torpedoes from the stern tubes at the port flank escort. The combination of finishing the approach with the stern tubes and an untimely zig away makes for a long torpedo run. Heard 4 explosions, ten seconds apart. These are undoubtedly our torpedoes exploding at the end of their runs. Will try again. Attributed missing to the long torpedo run.

MARCH 2, 1945

TIME 0101 Fired 4 bow tubes, this time with a 2,800 yard run. Heard 3 end of run explosions. We had perfect radar solutions on each surface run. Bendix log accuracy was satisfactorily checked on the last approach. A careful check of control data revealed no ascertainable control errors. However, since we missed twice with perfect solutions, something is definitely wrong somewhere. Saw no point in futilely throwing more torpedoes away, so broke off the attack and commenced a detailed survey of the whole torpedo firing system, torpedo tubes and torpedoes. Sent contact report on convoy to ComSubsPac. Relieved SCABBARDFISH on lifeguard assignment. Continue checks on torpedoes and torpedo systems. Report Aircraft contact No. 92,93,94,95

MARCH 9, 1945

TIME 0125 Informed SEA POACHER of our departing area. Advised ComSubsPac with information on our routing. Sunk mine with 20 mm.



MARCH 13, 1945

TIME 0315-1913 Aircraft contacts No. 96,97,98 Picked up  
escort, USS\_SC-775 started toward SAIPAN

MARCH 14, 1945

TIME 0005 Anchored in outer harbor, SAIPAN.  
TIME 0830 Moored to USS FULTON

MARCH 16, 1945

TIME 1252 Underway for MIDWAY

MARCH 23, 1945

TIME 0805 Moored Submarine Base, Midway.

The fourth-war patrol of PLAICE was conducted in the LUZON STRAIT and in waters off the east coast of FORMOSA. This patrol was of 59 days duration, 39 of which were spent in the assigned areas.

Recommended assessment; 1 Standard "B" Class Cargo Ship, Type 45 (EC) 4,400 tons- damaged

The Commanding Officer, officers and crew are congratulated upon completion of this long patrol and for the damage inflicted upon the enemy

C.H. ANDREWS



## PATROL #5

Arrived MIDWAY March 23, 1945; Comm. R.S. Andrews reported on board as relief Commanding Officer. Loaded (6) torpedoes from Sub. Base, MIDWAY and on March 23, proceeded to French Frigate Shoals for test torpedo firing. (Subject of a separate report. Return to MIDWAY and was assigned to Sub. Div. 242, March 28, for normal refit.

On March 30, 1945, Comm. C.B. Stevens, Jr. was relieved of Command by R. S. Andrews, Other changes in officer personnel were Detached: Lt. Comm. C. B Carroll. Reported: Ens. D. E. Brand.

April 26, 1945

1610 In accordance with ComSubsPac 82-45, departed MIDWAY, in company with PIPER, POMFRET, and SEAPOACHER as part of attack group 17.17.

April 27,

0640 Crossed International Date Line.

April 28 to May 3

Made daily section dives, and exercised daily drills on all equipment in each compartment.

May 3.

2010 Entered area (Club Car) assigned. Temperature 33F

May 6,

Many aircraft sighting while on surface.

2100 Had SJ pip at 350, distance 3500 yards: Bridge personnel sighted white light at same bearing. Attempted to develop contact, but lost light and pip. Believe it was a small fishing boat. With late twilight, early morning



twilight and excessive steam from exhausts when running and charging simultaneously, small craft should be able to pick us up from 6,000 to 8,000 yards. Con't on toward ETOROFU KAIKYO.

May 12,

Patrolling to north and northwest of SHIKOTAN TO in hopes of catching any early morning traffic leaving port.

2300 Passage completed into Sea of OKHOTSK.

MAY 13,

Patrolling up coast of ETOROFU.

0208 SJ radar contact bearing 068 at 5,900 yards. Commenced tracking. As range closed, and dawn began to break could make out several vessels in target group. Radar had 6-pips which later developed into 8 gun targets, four large and four small. Went to battle stations, gun action. Put head of column on port bow, thus gaining weather gage, dark background, and closing range. Closed range and assigned targets. 40 MM to take left hand target, 4" to take 3rd from left. Those were two of the four large targets, With visibility increasing, size of targets began to grow and for a moment wondered if we had got hold of something we couldn't let go of.

0315 Opened fire with 40 MM and with 4" a few seconds later. Range for 40 MM was 3,400 yards and 4" 3,500 yards. 40 MM scored hits immediately. 4" began hitting on 4th or 5th salvo. Element of surprise was complete. Enemy countermarch and two targets returned our fire with what appeared to be 25 MM. Splashes were seen about 25 feet from ship. Range closed to about 2,200 yards on 40 MM target, 4" target had in meantime turned away. After firing about 100 rounds of 40 MM, target began sinking and disappeared at 0330. 4" target had received damage and had opened range to about 5,500 yards. 4" ceased firing. Target was seen to transfer passengers to smaller craft at about 0400. Enemy return fire was sporadic and wild. Results: 40 MM target sank: 4" target damaged. for attack 1 & 2

Attack 3: Closed on 3rd of large targets who had countermarched. At 0340 opened fire at 3,000 yards with 4" and 40 MM. Closed target rapidly, making frequent hits with



4" and 40 MM. Target afire at 0350. Closed range to 1,000 yards and opened up with 20 MM and 50 cal. This target was a large diesel trawler. Left this ship afire and sinking. Headed for 4th of large targets and began closing range. No return fire from this target after first hits.

RESULTS: (1) Diesel Trawler left on fire at 0405. Exploded at 0543.

Attack 4: At 0412 closed this target and opened fire at 3,000 yards with 4" and 40 MM. Scored repeated hits but could not set on fire. Closed to 400 yards and strafed with 20 MM and 50 cal. Target was left riddled and sinking. The side of the ship looked like a sieve. Expended last of 4" on this target. Last of 4" shot was a command performance and landed in the amidships well. Masts, hatches, debris, and forward part of bridge blow up like a bursting balloon. Observers say one lone Jap on poop deck took a one way trip aloft with this salvo.

RESULTS: (1) trawler left sinking at 0425, and disappeared at 0445.

Attack 5: This target is same as that of Attack 2. Closed to 500 yards and let him have 35 rounds of 40 MM, plus 240 rounds of 20 MM and 600 rounds of 50 cal. Target was left a floating, abandoned derelict, holed and sinking. Broke off action at 0515.

RESULTS: At 0515 target holed, and sinking. When seen at 0615 was very low in water and disappearing.

Attack 6: With no 4" and 40 MM left, decided to turn our attention to remaining small vessels who were rapidly streaking for the shelter of UTASUTSU WAN, some 6 miles from us. Set out for them at flank speed on 4 engines. Manned 2 - 50 cal's, 1 - balking and unreliable 20 MM, 2 - Tommy guns, 2 - carbines, plus 2 - 45 automatics. Wasn't too keen about this phase as the WAN was reported covered by shore fortifications and we all were in plain sight of the beach. Had life saving gear on topside in hopes of getting a prisoner. Came down starboard side of target and herded him to seaward. He had every opportunity to surrender, but turned toward us instead, and attempted to ram. At 0530 opened up with everything on the bridge. Range varied from 300 to 75 yards. Target got inside our turning circle as I swung left and attempted to ram at every opportunity. 20 MM jammed repeatedly leaving us with only 50 cal and small arms. This target was left riddled, and damaged at 0530.



Attack 7: Closed on target 7 who had by this time closed to within 3 miles of beach. Withheld fire as we cut him off from beach and circled him to right. Time went on and no response or sign of surrender and again opened up with everything available.

RESULTS; the same as for Attack 6. The 20 MM jammed and balked, while the 50 cal and small arms kept up a constant hubbub. Left him damaged, strafed and dead in water at 0540.

Decided our luck had held out long enough, so pulled out to sea after firing for (3) hours. As we passed target of attack 6, those guns that were still loaded, or had ammunition available, unloaded through the muzzle in his direction.

0615 Fired last shot, secured from battle stations, gun action and stood out to sea on 4 main engines.

Ammunition expended: 100 rounds 4"  
512 rounds 40 MM  
1200 rounds 20 MM  
3150 rounds 50 cal.  
180 rounds 45 cal.  
100 rounds 30 cal. carbine

Damage sustained from enemy: none

Although this was the first gun action for PLAICE it had been thoroughly trained for and anticipated by all hands.

May 17,

0746 While submerged sighted masts of several small fishing boats standing toward the SUIDO.

0815 The number of fishing vessels had now increased to 19, all vessels were in column. and ships were divided into groups of 4 or 5. The leaders of each was overlapped so that no outside ship could break through column. This fact combined with following facts made a battle surface unwise.

- (1) We had no 4" or 40 MM ammunition.
- (2) Our 20 MM was unreliable.
- (3) Land was 6-9 miles on three sides.
- (4) Possibility of a worthwhile torpedo target coming through if this bunch escaped attack.



0940 Sighted 8 more fishing vessels, no targets justified torpedoes.

1900 Released more oxygen in boat. All hands are panting badly. For after 15 hours of dive, breathing becomes difficult.

May 18,

1716 Surfaced in broad daylight, some 9-10 miles from land, and started out for position of masts sighting. bearing 259, distance 14,000 yards. as range closed could make out seven small fishing ships. Ships were in 2 columns, four in left, three in right. (6) targets averaged about 250 tons each, were too small for torpedoes, but were good gun targets. Targets sighted us, executed a turn and headed for beach. Changed course to left and began closing. Had available one 20 MM which had failed to fire consistently during last gun action, 2 - 50 cal. The outlook was not to promising or favorable. Decided to take the last ship of left hand column under fire as it was nearest, smallest, and also shielded us somewhat from fire of the three ships ahead. The 2nd ship in the left hand column and largest, had manned a high gun and was apparently ready to fire. Right hand column of 3 - 250 ton trawlers had drawn well ahead and afforded us no worry.

1820 Presenting a 5 degree starboard angle on the bow, opened fire with our forward 20 MM at range of 2,600 yards and closed. It began hitting immediately and smoke could be seen rising from target. On reload, the lip of the face piece broke and gun ceased firing. Swung hard left and opened fire with 2 - 50 cal. After 8 shots from one, and none from second, both reported jams. Enemy opened up with a bang. Splashes of a 13.2 MM or 25 MM began popping up all around us. A large splash from an apparent 2.2" caught my eye as it fell about 200 yards short. At approximately the same time more passed overhead. Target column now turn left so all of their guns could fire. With all guns out of action, and the situation rapidly getting no better, made a strategic withdrawal seaward. Our 20 MM target had by this time apparently put out the fire for it was still afloat, and underway either under its own power, or by tow.

1838 Secured from "gun stations", and steadied on course 050. Decided to patrol north eastward, skirting edges of mine field.



May 19,

1305 On surface patrolling along northwest coast of ETOROFU toward ETOROFU KAIKYO.

1529 Sighted aircraft distance 3 miles, and coming in. Dove.

1530 One bomb to port and close, just as we passed 60 feet. Second bomb to port, not too close, as we passed 90 feet. Hydraulic line to control valve for bow plane rigging carried away but was repaired immediately. Small amount of cork flew off here and there. Just prior to sighting aircraft, crew heard American air on 6.35 cyl, giving latitude and longitude. Last words that could be remembered was FLASH -- William Xray Ten over and out. Do not consider there is any connection between the two, BUT.

May 22,

1030 For 19 days we have patrolled the southern end of the island chain in accordance with Task Group 17.17's instruction, and with the exception of a few aircraft and many fishing trawlers, etc, we have not sighted a single major torpedo target. We feel certain that if any major shipping is moving, it is not doing so along the island chain. Many commanding officers who have been in this area before believe that enemy ships move parallel to the coast at a distance of approximately 100 miles off shore, cutting in sharply to destination when abreast of same.

We expect orders soon to continue rotation patrol by the 24th. Our area at that time will be Day Coach which is some 600 mile NNE of our present position. In view of above we are going to begin patrolling at 1200 in an "in and out" method, covering the route 100 miles off the beach between PARAMUSHIRU and HOKKAIDO. Our patrol will advance us northeastward and we will be position to enter Day Coach as scheduled on the 25th.

May 26

0300 Ice began to form on bridge, superstructure and radio antennas to a depth of 1/4". Air temperature 31 degrees.

0430 Made drill dive operating all hydraulic machinery in hand power. #7 MBT vent could not be opened by hand and #6 "C" & "D" MBT vent opened very slowly and late,



thus giving the boat a large and uncomfortable (25 to 45 degree down angle. At 95 feet resorted to "Back, Blow & Pray" After surfacing found packing on #7 MBT to be hard. Will request complete overhaul during refit.

May 27,

0301 Sighted ship bearing 214 range approximately 15,000 yards. Ship was emerging from snow squall and did not see us. Began tracking. This contact was 10-12 miles off Russian NAGAEVA route. Increased speed to full as we were gaining bearing very slowly. The visibility varied from 4,000 to unlimited, thus making our problem of getting ahead more difficult and longer. Sunrise for this AM was 0221.

0615 Went to "Battle Stations, Torpedo".

0620 Dove, and began approach. While we inwardly feared he was Russian, we were taking no chances in letting this one get by. With the target (a large tanker) coming in for an 87 degree starboard track, 1,350 yard torpedo run shot, definitely identified him as similar to the Russian KRASNAY-AARMIYA, 10,195 tons on course 345 speed 15 knots. She was properly marked and a beautiful ship - no one on her had the slightest idea we were around, and her guns were not manned (at that moment)

0700 Surfaced with target 6,000 yards on starboard quarter, Broke out and hoisted the colors.

0703 Tanker saw us, bent on speed, turned away and at 0705 opened fire on us. Fused shell burst near us but did not wait to find out exactly where: Dove on course 126. When colors were hoisted, quartermaster deliberately stretched them out so they were broadside to target; but this did little good in them no firing on us.

1100 Another Russian freighter sighted but made no effort to surface as we did before.

June 4

1415 Departed Polar Circuit. Time on station 32 days. Miles steamed in area 7,148. which is believed to be an all time high.

June 5-7 Enroute to MIDWAY.



June 8            Sighted MIDWAY , moored to Pier 10. Sub Base.

June 9.            Departed MIDWAY in company with PIPER for Sub Base, P.H.T.H.

June 13,          Moored at Submarine Base, PEARL HARBOR, T.H.

The PLAICE is credited with inflicting the following damage to the enemy:

SUNK:

4 - Sea Truck (EC)    1,270 tons

DAMAGED

3 - Wooden Lugger(EC) 300 tons.          TOTAL 1,570

Award of Submarine Combat Insignia for this patrol is authorized.





## PATROL #6

Covering the sixth war patrol of this vessel, conducted in the EAST CHINA SEA area during the period 18 July to 24 August 1945.

July 18, 1945

Time 2315 Exercises completed, released escort, and set out on course 266 degrees.

July 19-31

Enroute SAIPAN, held daily emergency drills and damage control drills. Exercised all officers, lookouts, and quartermaster in loading, unloading, firing of 40 MM guns and small arms. Formed and trained daily "ready 40 MM gun crew" from section actually on watch.

July 31

Time 0710 Contacted escort, proceeded into SAIPAN harbor.

Time 1145 Moored starboard side of USS ORION.

Aug. 2

Time 1400 Cleared USS ORION, under way on course 290 degree.

Aug. 4-5 Held "ready gun crew" drill on both 40 MM's. Held small arms firing drill for boarding and covering party. Experimented with different combinations of oil, rags, alcohol, and igniters for boarding and arson party.

Aug. 7

Time 0035 Received CSP's assigning us to lifeguard position.

Time 0820 Planes began passing overhead enroute strike destination.



Time 1050 Air cover arrived, began circling on station

Aug 9

Time 0943 Sighted two PBM's circling low on horizon, distant 8-1- miles. No SD contact, No I.F.F, or answer to V.H.F. Watched them, thinking they might be circling a life raft. Warned O.O.D. as to A/S tricks, "feint with the left and swing with the right" Suddenly, dead ahead, sighted a 3rd PBM, distant 4-5 miles, angle on bow zero, altitude 400 feet, coming in fast. Dove and watched a PBM pass overhead. Came to periscope depth and fired two recognition signals, which failed. Saw plane drop a smoke bomb on our wake and realized he was serious.

Time 1013 Surfaced immediately as plane started coming in again for what appeared to be bombing run. No time to go deep. finally established communications on V.H.F with no trouble whatsoever provided the other end is manned. Plane said he thought we were a Jap submarine so wouldn't open up before. Oh lord, give us strength and patience.

Aug 10

Time 1610 Sighted what appeared to be a raft with two objects in it waving their arms. Periscope watch assured bridge there was life there, and one lookout reported he could see an object waving a white shirt. Stood by with man overboard party to rescue our first "zoomies." Shades of disappointment! Our raft turned out to be an auxiliary gas tank; our reported life was two black "gooney" birds with white underwings. They waved cheerfully as we passed by.

Time 1940 Con't to offer service for tomorrow's strike But never received answer rom OKINAWA. Sighted searchlight beam from NAGASAKI.

Aug 11

Time 0916 Sighted what appeared to be a small boat through high periscope bearing 119 degrees. Closed to investigate on four main engines. Looked like sampan with two sails. Boat under way on approximate course of 120 degrees.

Time 0931 Manned both 40 MM guns. As we approached, could see several figures moving about, but making no signs of recognition, or waving. A balloon ascended from boat.



Realized it could be antenna for Gibson Girl, or a signal for location boat. but could see no reason for using it at this late period when we were in plain sight, unless it was a radio antenna getting off a last message. About 30 feet from boat we could see what appeared to be a black periscope in water. Having received no word from OKINAWA or recently sighted planes as to survivors, decided to approach with caution as this appeared to be the perfect set-up for a midget submarine decoy. Still no sign of recognition from boat as it turned and presented a zero angle on bow. At about 1,500 yards range put rudder over hard right and circled. Fired three 40 MM shells as a warning. All overs. Still no signs of waving or recognition. As we circled to left, a yellow object was displayed with a figure 8 which looked like a Goodyear. Approached closer at flank speed and then figures appeared. Maneuvered close aboard and picked up 5 survivors from B-25 Rummy 993, 501 Bomb. Sqd., 345th bomb, group. Lat. 31-34 N. Long. 128-35 E, as follows:

MASTERSON, J.F., WILKINSON, E.J. RUNOLFSON, T.R, MCCOY, G.L. PRUNTY, P.

All survivors except Prunty in good shape, except for bruises, small cuts, contusions, and shock. Prunty was suffering from a badly swollen leg which was diagnosed as a strain and probable dislocation.

Object which had appeared to be periscope was found to be an empty black cylinder of helium thrown overboard when balloon was inflated and was floating vertically. Thanked God that we "ceased firing" when we did, but all circumstances leading up to the firing looked like the perfect underhill decoy set-up, which we were warned to be on alert for.

Aug 12

0842-1055 SD ;;contact 8 miles, friendly. Established communications by V.H.F and received word it was rescue plane and would land shortly. Manned both 40 MM guns and all (4) 50 cal. guns in case of air attack during transfer. Began transferring the five B-25 survivors to nearby PBM. Many friendly groups of aircraft were sighted during transfer. After many futile attempts with V.H.F., finally contacted one PB4Y who agreed to act as cover during transfer. Transfer completed, departed locality .

Following report by Air Sea Rescue - 4 RUMMY



OPERATION:

The B-25 received AA damage on strike over western KYUSHU and was ditched during return to base. It was buddied by another plane of the same mission and the survivors were orbited until a Jukebox was called, arrived and dropped a boat within 50 yards. during the afternoon the submarine, not on lifeguard duty sighted the survivors wearing fatigue hats and standing in the boat. The Gibson Girl motor was going and the can for the hydrogen balloon was floating alongside the boat. The rescued survivors report that the submarine commander had never heard of an airborne lifeboat, that the can alongside was thought to be a periscope, that the motor whine was thought to come from a torpedo and the man in fatigue hat were Jap decoys. The submarine opened fire on the boat and continued until the survivors waved the yellow recognition sheet provided by the lifeboat. This yellow sheet was recognized by the submarine commander. The survivors were taken aboard.

Aug. 15

0805 Heard of JAPAN'S acceptance of POTSDAM ultimatum.

1030 Read ComSubsPac despatches ordering cessation of hostilities to crew, Warned crew to be vigilant.

Aug 16

Time 1615 Received CSP's serial 39 ordering us out.

Aug 24

Time 1350 Moored port side to pier 8 MIDWAY, T.H

The Division Commander congratulates the Commanding Officer, officers and crew of the PLAICE on this smart, heads-up conducted patrol which resulted in the rescuing of (5) USAAF aviators.

J.W. Davis



### SUMMARY OF WAR ACHIEVEMENTS

<u>NUMBER &amp; TYPE OF SHIPS SUNK</u>	<u>TONNAGE SUNK</u>	<u>NUMBER &amp; TYPE DAMAGED</u>	<u>TONNAGE DAMAGED</u>
1 FREIGHTER (SAMARANG MARU)	4,000	1 BATTLE SHIP (FUSO CLASS)	29,300
1 FREIGHTER (JAKOZAKU MARU)	4,000	1 CRUISER (KONGO MARU)	7,100
1 PASSENGER FREIGHTER (AFRICA MARU)	9,500	1 DESTROYER (TERUTSUKI)	2,300
1 DESTROYER (SHIGURE CLASS)	1,400	1 DESTROYER	2,300
1 LARGE AP	10,000	1 AK	4,400
1 CHIOORE CLASS TB	600	3 LUGGERS	300
3 SEA TRUCKS	900		
1 SEA TRUCK	370		
<hr/>			
TOTALS			
10 SHIPS	30,700	8 SHIPS	45,700

DESTROYED 12 MINES AND RESCUED 5 AVIATORS

PLAICE EARNED SIX (6) BATTLE STARS ON THE ASIATIC-PACIFIC AREA SERVICE RIBBON, THE NAVY OCCUPATION SERVICE MEDAL, AND FIVE (5) STARS ON THE SUBMARINE COMBAT INSIGNIA.

#### AFTER THE WAR

Unlike many of the other United States Submarines, the U.S.S. PLAICE remained in active service after the war was over. This was a tribute to her crew who kept the submarine in top operating condition to be considered worthy of continued service. Her cruises after the war took her to countless parts and islands in the wide waters of the bounding blue pacific ocean.

By directive, in November 1947, the U.S.S. PLAICE S.S.-390 was to be placed out of commission in reserve, attached to the U.S. Pacific Reserve Fleet.

#### PLACE WAS NOT DONE YET

In 1963, Plaice was sold to the Brazilian Navy in the training for submarine warfare and exercises in anti-submarine warfare. Her name was changed to "Bahia" and retired from active service in the Brazilian Navy in 1973.

The builders and crews of the United States and Brazilian Navies can be proud of the following endurance record:

Days at sea - 8,355  
Number of dives - 2,179  
Miles navigated on the surface - 129,117  
Miles navigated submerged - 11,188

**WELL DONE PLAICE**