

HISTORY OF USS GUDGEON (SS 211)

Somewhere in the Pacific at a chosen spot in King Neptune's realm lies the submarine GUDGEON. A proud and fearless member of the "Silent Service", she was designed and built to destroy enemy ships, troops, and cargo. On twelve war patrols during World War II the underseas marauder sent many thousands of tons of Japanese shipping to the bottom. That she was lost herself on her Twelfth War Patrol, tells briefly and dramatically the sacrifice that submariners risk against the enemy and the ocean wastes.

Her keel was laid on 22 November 1939, and on 25 January 1941, GUDGEON slid down the ways of the U. S. Navy Yard, Mare Island, California. She was sponsored by Mrs. William Pye, wife of Vice Admiral Pye, USN, and named for a small species of fresh water minnow.

GUDGEON was commissioned on 21 April 1941, with Lieutenant Commander E. W. Grenfell, USN, as her first commanding officer. Following her trials and shakedown, on 16 July the submarine returned to Mare Island to effect post-shakedown repairs. After her availability was completed, the sub was assigned to the Pacific Fleet, and moved to San Diego on 27-28 August.

SS-211 stood out of San Diego on 8 September, enroute to Pearl Harbor by way of Seattle, Washington; Sitka and Kodiak, Alaska; Dutch Harbor, Aleutian Islands, arriving at Pearl Harbor on 16 October. GUDGEON commenced operations in the Hawaiian Islands area, and on 7 December 1941, when the Japanese made the treacherous attack on Pearl Harbor, she was at sea and out of the attacking area.

Her time had come! Quickly GUDGEON coursed to Pearl Harbor where she underwent a two-day refit before departing for her First War Patrol off Japan on 11 December.

With vengeance as her mission, GUDGEON headed right for the heart of the waters off the Japanese Empire. While enroute, on 31 December the sub made her first contact with the enemy; a large freighter, but she was unable to close the vessel. Following more fruitless contacts, on the night of 9-10 January 1942, while in her assigned area, GUDGEON made contact with a large Jap freighter, which was silhouetted against the rising moon.

Closing in, the sub gained position and fired a spread of three torpedoes, scoring two hits, which sent the freighter to the bottom.

The sub continued patrolling in her assigned area until 14 January when she headed east. On the 27th, while west of Midway Island, contact was made with a surfaced enemy submarine. After making a hastened approach, the sub closed the Jap vessel and fired a spread of three torpedoes. Two torpedoes found their mark and the target plunged to the bottom, making GUDGEON the first U.S. submarine in history to sink an enemy combatant ship.

She proceeded on course, heading for Pearl Harbor, and on 31 January 1942 she moored there, thus completing her successful First War Patrol.

Her refit completed, GUDGEON set course from Pearl Harbor on 22 February enroute to the East China Sea via Midway for her Second War Patrol.

Four days later the sub arrived at Midway where she fueled to capacity, then departed the same day. On 2 March, while heading toward her patrol area, she was sighted, while surfaced, by a U.S. patrol plane which was hunting an enemy submarine in the same area as GUDGEON. The plane made a run on the sub which dove just before a bomb or depth charge exploded. Clearing the area, GUDGEON proceeded on course.

The underscas raider entered her assigned area through Colnett Straits on 10 March, and three days later she sighted a small armed merchantman. The sub commenced approaching the enemy vessel and in position, she fired a brace of torpedoes, which passed under the target. Clearing the vicinity, she proceeded to a newly assigned area. While patrolling the Shimoneseiki-Manila-Singapore shipping lanes on 25 March, a darkened Jap freighter was contacted and GUDGEON commenced her approach. The underseas marauder closed the enemy ship and upon gaining position, she fired a spread of three torpedoes, scoring two hits, which sent the target plunging to the bottom.

Two days later, on the 27th, GUDGEON contacted a large enemy cargo-passenger ship, and commenced closing. The sub hove into position and fired a spread of three torpedoes, two of which found their mark, leaving the target down by the bow and sinking.

GUDGEON cleared the vicinity and the following day at 0734 she recontacted the small armed merchantman which she had unsuccessfully attacked on 13 March. The sub closed the target and fired a brace of torpedoes, one of which passed under the now revealed "Q" ship. Swinging around she fired another torpedo, but the target was alerted and avoided the missile by maneuvering.

The sub sought the ocean depths, rigged for depth charge attack and commenced silent running. The "Q"-ship dropped fourteen accurately placed depth charges, which caused extensive minor damage. Shortly thereafter the enemy ship was joined by a destroyer and following a prolonged search, the submarine was able to clear the vicinity undetected.

GUDGEON continued on patrol, sighting many undesirable targets, and on the 30th she headed toward Midway, arriving there on 10 April. After being refueled the sub departed Midway the same day and five days later (15 April) GUDGEON moored at Pearl Harbor, ending her successful war patrol.

Due to the impending Battle of Midway, GUDGEON was ordered out of the Navy Yard, Pearl Harbor, with the highest military effectiveness possible. Her overhaul was not to have been completed for another month, but due to the emergency, on 24 May the sub departed the Navy Yard and proceeded to the Submarine Base, where she topped-off fuel and loaded stores. Two days later (26 May), GUDGEON churned out of Pearl Harbor enroute to her Third War Patrol off Midway.

Because of brilliant strategy, U.S. forces had gathered at Midway to intercept a large Japanese force, which was to attempt to take Midway, and this battle was to prove to be one of the decisive battles of the war.

GUDGEON arrived on station off Midway on the 31st, however, it was not until 4 June that she received a contact report on a Japanese aircraft carrier. The sub proceeded at full speed to intercept the reported contact. While enroute, she made contact with two enemy battleships, but while closing the large enemy vessels, contact was lost.

Many enemy and U.S. aircraft were sighted proceeding to and from attacks, but because of the many confusing and conflicting contact reports, nothing could be done by the sub. During this period of time the sub sighted the U.S. surface forces many times.

On 4 June the U. S. carriers launched the planes which decided the battle by sinking three of the four enemy carriers. The fourth enemy carrier, however, launched an attack, which resulted in the sinking of USS YORKTOWN.

The Battle of Midway was the first decisive defeat suffered by the Japanese in 350 years, and marked the turning point of the war in the Pacific from the defensive to the offensive. The momentous battle restored the balance of naval power, and the threat to Hawaii and the West Coast of the United States was automatically removed. Except for operations in the Aleutians area, enemy operations thereafter were confined to the South Pacific. This battle paved the way for later extensive victories and sweeping progress, and will doubtless be considered one of the historic naval battles of all time.

On 9 June GUDGEON headed for Pearl Harbor, arriving there and ending her patrol on the 14th.

Refit completed, the submarine stood out of Pearl Harbor on 11 July, enroute to her Fourth War Patrol, guarding the approaches to Truk.

While enroute, at 0620 on 23 July, contact was made with an enemy patrol ship, and upon gaining position, GUDGEON fired a spread of three torpedoes. One of the missiles passed directly beneath the target, but no hits were made, and the sub went deep, rigging for depth charge attack on the way down. The enemy vessel became very confused, as he started following the torpedo tracks in the wrong direction, laying down a depth charge barrage while going away from the

ub. Shortly thereafter the sub came to periscope depth to find nothing in sight. How the slow target had been able to clear the area in such a short time was a matter for conjecture.

The next day contact was established with an enemy destroyer and GUDGEON started closing the enemy ship. However, a second destroyer and a merchant vessel were sighted and the submarine broke off her approach on the destroyer to try to attain position on the merchantman.

As the night was too dark for a periscope approach, the sub surfaced, and started closing the target, but suddenly one of the enemy destroyers abruptly changed course, heading directly for the sub. GUDGEON crash dived, rigged for depth charge attack, and shortly thereafter she was subjected to a 12-charge attack, which caused no damage. Fast screws were heard passing above the sub, indicating torpedoes, and she went still deeper. An hour after the last sounds were heard from the enemy ships, the sub surfaced to find nothing in sight, and after a brief search, she proceeded to her assigned area.

At 0245 on 31 July contact was made with a large enemy merchantman escorted by one destroyer. Closing in, GUDGEON hove into position and fired a spread of three torpedoes, scoring two hits, which left the target dead in the water. The enemy escort started a bewildered depth charge attack, and shortly thereafter the target disappeared, indicating that it had sunk.

Two hours after clearing the vicinity of attack, the sub sighted another Jap vessel, a large passenger liner, but was unable to close the vessel.

Contact was made with an enemy merchantman at 0440 on 3 August and the underseas raider commenced her approach. In position at 0523, GUDGEON fired a spread of three torpedoes, scoring two hits, which sent the target to the bottom in five minutes, following a tremendous internal explosion.

The submarine cleared the area and continued her patrol, although she seemed to be in poor material condition. At 1104 on 17 August the sub sighted the smoke and masts of two enemy freighter-transport vessels, escorted by two destroyers. The convoy was in column, the two destroyers leading the other two ships. Closing the convoy, GUDGEON gained position, and fired a spread of three torpedoes at a freighter, swung and fired three more at the second freighter. Three hits were scored on the first target and two on the second, which resulted in the sinking of both. The first target was observed to take a heavy port list, but then observations were cut short by the on rushing enemy escorts.

The sub crash dived, rigged for depth charge attack, and commenced silent running, before the attack started. While GUDGEON was passing 180 feet and going deeper, the hour long 60-depth charge assault began. The charges fell extremely close, and it was not until both of the attackers had expended all their charges, that the attack

as ceased, and the escorts returned to the scene of the sinkings to pick up survivors. The depth charging caused extensive minor damage to GUDGEON, and she cleared the area.

Shortly thereafter, GUDGEON left her patrol area, and headed for Fremantle, Australia. The sub passed by the Asia Islands, through Djailolo Passage, by Tobalai Island, through Manipa Strait and by Timor Island, before arriving at Fremantle on 2 September, thus completing another successful war patrol.

The sub moved to Albany, Australia (2-4 September), where she was refitted. Refit completed, GUDGEON proceeded to Brisbane, Australia (25 September to 3 October), and on 8 October she churned out of Brisbane enroute to her Fifth War Patrol, which was to take place south of New Ireland, south and west of the Shortlands, and west of Lunda Bar, New Georgia Island.

On the thirteenth day of the patrol (21 October), at 0850 contact was made with an enemy convoy, consisting of five large merchant ships, escorted by two destroyers. GUDGEON commenced closing the convoy, and in spite of a glassy sea, the sub decided on a periscope approach on the Jap ships, which had one escort in front and one astern.

The sub closed in on the convoy's starboard bow, which was the farthest away from the screens, and was attempting to get in position on the two vessels closest to her. However, a last minute change of plans made the two leading ships the targets, and the sub gained position. At 1112 she fired a spread of three torpedoes from her bow tubes at the leading merchantman. GUDGEON swung around, then fired her three remaining bow tubes at the second merchantman. Two hits were heard on the first target and one on the second, leaving both ships sinking.

GUDGEON dove into the murk to elude the charging escorts, and then ran under the remainder of the convoy to confuse the searching vessels. The destroyers laid down an ineffective depth charge barrage and during this time the sub heard many breaking-up noises and explosions from the torpedoed ships, indicating that the attacked ships were sinking fast. Shortly after 1200 the last charge was dropped and the undamaged sub cleared the vicinity for the time being.

Returning to periscope depth, GUDGEON sighted one escort which was either circling or picking up survivors, and then an enemy seaplane, which greatly influenced the decision to keep clear.

In the following days, the sub was depth charged by an enemy patrol vessel and poor visibility and worse luck helped an enemy convoy escape unscathed. On 29 October at 0125 GUDGEON made contact with an enemy convoy. After tracking it until dawn, she made a perfect approach, and when the sub was almost in firing position a rain squall came up and obscured everything. When the squall finally cleared, the enemy ships were observed going over the horizon making pursuit impossible.

At 2310 on 11 November, GUDGEON sighted smoke and this turned out to be an enemy convoy, consisting of five merchantships, escorted by two destroyers. The convoy was in a loose scattered column led by the destroyers, and the sub commenced her approach. Closing in, GUDGEON attained position at 2327 and fired a spread of three torpedoes at the second merchantman, scoring one hit, which left the target dead in the water. Swinging to port, the sub fired the remaining three bow tubes at the fourth merchantman in line, scoring two hits on this target and one hit on another unidentified target. The two hits left the second target dead in the water and settling rapidly.

Swinging around, GUDGEON brought her stern tubes to bear on the fifth merchantman in line and fired a spread of three torpedoes. The second torpedo fired hit the target, causing a tremendous explosion which blew the target apart, leaving nothing but smoke and debris. The third torpedo of this spread hit either one of the Jap destroyers, which had dropped behind shortly after the attack began, or hit the third merchantman in the column.

The enemy was in such a confused state that no depth charges were dropped, and when an escort was seen to head in the general direction of the sub, she cleared the area at full speed. Many breaking-up noises and explosions were heard from the sinking ships and the submarine proceeded unmolested.

Contact was made with an enemy convoy at 2020 on 24 November, consisting of two large merchant ships, escorted by three destroyers. While she was making her approach, the surfaced sub was sighted by one of the destroyers which opened fire with her deck guns. GUDGEON dove deep and rigged for depth charge attack. Shortly thereafter, all three of the enemy destroyers attacked her, dropping depth charges all around, some of them very close. Due to brilliant evasive tactics and luck, the sub dodged her attackers and cleared the attacking area with only minor damage incurred from the depth charging.

During the remaining period in her area, the Japs made determined, but unfruitful efforts to destroy GUDGEON, which had been raising so much havoc with her shipping. However, the sub headed for her home base and on 1 December 1942 she moored at Brisbane, thus completing her extremely successful Fifth War Patrol.

With her refit accomplished, GUDGEON departed Brisbane on 27 December 1942, enroute to her Sixth War Patrol.

The sub patrolled Davao Gulf, Ambon Island and Timor Island, however no attacks were possible. She reconnoitered the latter two islands and also underwent a very severe depth charge attack, incurring much minor damage, while off Ambon Bay. GUDGEON moored at Fremantle, Australia, on 18 February 1943, thus completing her patrol.

Refit completed, the underseas raider stood out of Fremantle on 13 March 1943, enroute to the area north of the Malay Barrier for her Seventh War Patrol.

On 22 March at 1647, while off Surabaya, GUDGEON made contact with an enemy convoy, consisting of seven cargo ships with two escorts. The sub commenced closing the convoy and in position at 1834, she fired a brace of torpedoes at the leading cargo ship. Swinging around she then fired two more missiles at the second cargo ship, and at the same time she heard two hits on the first target. A hit on the second target was seen and it seemed to lift the ship up into the air and set it back on its side. Great billows of black smoke and debris arose, leaving the target with a heavy list to starboard and settling rapidly, indicating an explosion beneath the keel. The underseas marauder then set her sights on the third cargo ship and fired a brace of torpedoes. Looking around, the first target had already plunged to the bottom, the second target was sinking rapidly, and an enemy destroyer was sighted, heading directly for the sub. GUDGEON then plunged and while on the way down two hits were heard on the third target, indicating that the sub had sunk certainly two and most likely all three of the attacked vessels.

GUDGEON then was subjected to a three-hour, twenty-one charge, depth charge attack, from which she emerged unscathed.

Continuing on patrol in her assigned area, the submarine made contact with a five-ship Jap convoy the following day at 0140. After tracking the two small tankers with three escorts until 0720, her sound gear picked up the screws of the three corvettes coming in for a depth charge attack. GUDGEON rigged for depth charge attack, went as deep as possible in the shallow water, and commenced evasive tactics. While undergoing the seven-charge attack, the sub hit bottom at 100 feet, with no damage resulting.

Safely clearing the attacking area, GUDGEON headed for the area north of Kangean Island, however at 0116 on the 24th she sighted an enemy vessel while surfaced. With intentions of making a surface approach and sinking the small ship with her deck guns, GUDGEON commenced closing the target. However, the target turned sharply to the starboard, revealing herself as a small destroyer, but in spite of this fact the sub charged on, "taking the bull by the horns". The underseas marauder closed the range to 1800 yards and fired a spread of four torpedoes which missed, due to the shallow draft and violent maneuvering of the target. GUDGEON then opened fire with her deck guns, and for two hours and fifty minutes, she duelled on the surface with the enemy destroyer, scoring four excellently placed three-inch shell hits on the target but incurring no damage herself.

However, while GUDGEON was clearing the area with the destroyer astern, a Jap bomber appeared. The sub crash-dived and cleared the area while submerged.

At 0210 on 29 March the sub sighted an enemy tanker and commenced her approach. While closing, the enemy ship sighted the sub and started firing her deck guns extremely accurately. Finally at 0233 GUDGEON hove into position and fired a spread of three torpedoes, then dove into the murk. Two hits were heard on the target, leaving it dead in the water and settling by the stern to port. As

the target was still afloat a half hour after the attack, the sub again closed it and fired a torpedo, which hit just forward of the bridge. The tanker was still afloat at 0417, so GUDGEON reapproached her and fired another torpedo, which hit just forward of the stack and blew debris 500 feet into the air. Shortly thereafter the target disappeared beneath the surface and the sub started clearing the vicinity.

An hour after the tanker sank, GUDGEON made contact with an enemy freighter and commenced her approach. After four hours of tracking the sub was still not in an attacking position, when she sighted another Jap ship, a tanker, heading for her. She broke off her approach on the freighter and commenced closing the tanker. In position, the underseas raider fired two torpedoes at the target, scoring two hits, which left the vessel in a sinking condition with a 50° list to starboard. Shortly thereafter the target's boilers exploded and she started sinking fast. While raising her periscope for observation a large depth bomb was heard to explode close by. GUDGEON went deep, rigged for depth charge attack, and then received five more extremely well placed bombs, which caused no damage.

Clearing the area, the sub had only two torpedoes left, so she headed toward Fremantle. GUDGEON moored at Fremantle on 6 April 1943, thus completing her seventh patrol.

Following her refit, GUDGEON churned out of Fremantle on 15 April bound for Pearl Harbor via the Philippines for her Eighth War Patrol.

On 25 April at 2320, while patrolling on the surface off Mangkalihat, GUDGEON sighted an enemy ship and commenced her approach. After closing the target, the sub fired a spread of three torpedoes, scoring one hit on the target, and then went deep. Upon coming to periscope depth shortly thereafter; the target was found to be still afloat, so GUDGEON reapproached it, and fired a spread of three torpedoes. While waiting for these missiles to hit, an enemy escort was spotted coming directly for the sub so she went deep. While on the way down two hits were heard on the target and later many breaking-up noises were heard, indicating that the ship was sinking fast.

GUDGEON retired to reload and when she returned with her tubes full, neither the target (which was believed to have been sunk) or the escort could be sighted after an extensive search.

While on patrol, a large Japanese vessel was sighted at 2315 on 27 April and GUDGEON commenced closing. Having gained position, at 0104 on the 28th the sub fired a spread of four torpedoes and then submerged. Three torpedoes were heard hitting the target, followed by heavy internal explosions. The target was still on an even keel, so the sub swung around to line up the stern tubes. However, before the tubes were in firing position, the target's bow suddenly rose into the air and it sank stern first, amid violent explosions. (This 17,500-ton ship was identified as the KAMAKURA MARU, the largest transport vessel the enemy had.) GUDGEON headed for

the spot where the ship went down and shortly came abreast of lifeboats, floating debris, and many swimming Japs.

After completing a special mission in the vicinity of Pucio Point, Panay on 30 April, the sub continued her war patrol and on 2 May she made an unfruitful attack on an armed trawler, which then became the aggressor, dropping 23 charges in an unsuccessful attack on the sub.

Two days later on the 4th, contact was made with a small enemy trawler and it was decided to try and sink him by gunfire. Closing in, the sub commenced firing, and shortly thereafter the trawler caught fire and sank. The following day a Jap coastal type passenger-freighter was shelled by the sub, and was left burning fiercely and slowly sinking. The target probably sank, and in any event, was a complete loss. That same day contact was established with an enemy ship at 1401.

After approaching the enemy vessel, the target changed course sharply, revealing the silhouette of a small tanker. As the enemy ship was now aware of the sub, GUDGEON dove and started closing. When she came to periscope depth for a quick look, the target was spotted bearing down on her, looking much more like a "Q"-ship than a tanker. As the enemy vessel was so near, the underseas raider did not have time to launch any torpedoes, so GUDGEON started going deep and was then subjected to an extremely accurate depth charge attack, during which much minor damage was incurred. While submerged, the sub received many more charges close aboard, however, brilliant evasive tactics brought the sub clear of the "Q"-ship.

While patrolling the approaches to Dumaguete on the surface on 8 May, a small enemy trawler was suddenly confronted. GUDGEON swung into position and fired a torpedo from her bow tubes. This missed, and the sub swung around and fired another shot from her stern tubes. This also missed or was a dud, and the skipper took her down while rigging for depth charge attack. After receiving an eleven-charge attack the sub evaded the enemy vessel, and when she came to periscope depth later, GUDGEON watched the trawler conducting a depth charging in the distance.

After clearing the area, GUDGEON continued her patrol, conducting one unsuccessful attack, before heading toward Pearl Harbor. While enroute to Pearl Harbor, the sub was subjected to two depth bomb attacks by Jap planes, incurring no damage. She moored at Pearl Harbor completing her eighth patrol on 25 May 1943.

Following a two day period of refueling and reprovisioning, the sub sailed for the U. S. Naval Drydocks, Hunter's Point, San Francisco, California, where she was to undergo a major overhaul. Arriving on the West Coast on 2 June, her overhaul was completed on 9 August, when she set course for Pearl Harbor. Upon her arrival at Pearl Harbor on the 16th, GUDGEON was refitted, and then underwent a period of training.

After being topped-off with fuel and provisions, GUDGEON stood out of Pearl Harbor on 1 September in company with the submarine TRIGGER, enroute to her Ninth War Patrol via Johnston Island.

Arriving at Johnston Island on 3 September, she departed the same day, heading toward her assigned patrol station, in which she arrived on 12 September.

GUDGEON reconnoitered Saipan during the first few days on station and on 17 September, while surfaced off Rota Island, an enemy patrol vessel was sighted. The sub started closing the small vessel with intentions of sinking it with her deck guns. After making a few hits on the target with her new five-inch gun, another patrol ship was sighted heading for the fracas and the sub cleared the immediate area. At a distance, GUDGEON observed the target listing heavily to port and burning fiercely with an escorting plane overhead and another patrol boat standing by.

Clearing the area, the submarine continued on patrol and on 25 September, she was surprised while surfaced, by a Jap destroyer which emerged out of a rain squall. While going deep, GUDGEON was subjected to an extremely accurate depth charge attack which caused extensive minor damage. However, the sub was able to elude the enemy vessel.

On the 27th at 1813, GUDGEON made contact with an enemy freighter, on which she conducted an unsuccessful attack. The following day, while still patrolling the Saipan-Empire route, the underseas marauder made contact with another Jap freighter with two escorts and commenced closing. After almost a three-hour approach, the sub gained position and fired a spread of four torpedoes, scoring two hits on the target, which squatted by the stern and took a list to port. Going deep to avoid the enemy escorts, the sub was subjected to a 17-charge depth charge attack, before being able to evade them. When she was able to come to periscope depth for a look, the sub saw lifeboats in the water and the patrol craft milling around the area where the enemy ship had gone down.

Clearing the attacking area, GUDGEON made contact with an enemy freighter and a passenger-freighter, escorted by two destroyers at 0930 on the 29th. Closing the Jap convoy, the submarine gained position at 0950, when she fired a bow spread of four torpedoes, two at each of the merchant ships. Two timed hits were picked up by the sound gear, and their times indicated a hit on both ships. While trying to come to periscope depth for a look, GUDGEON was spotted by the Jap destroyers, and the sub went deep, rigging for depth charge attack on the way down. While trying to avoid the patrol vessels, she underwent a 26-depth charge attack, and her sound gear picked up many smaller explosions, which suggested ships breaking up.

Two hours later, having eluded the destroyers, the sub came to periscope depth and saw the destroyer with two other patrol boats, gathered close to the second target, which was listing to port and down by the stern. A careful search failed to disclose the other target, indicating that it had sunk.

GUDGEON safely cleared the vicinity and the following day headed for Midway. The underseas raider moored at Midway on 6 October, thus completing her successful patrol.'

Refit completed, on 31 October 1943 GUDGEON departed Midway enroute to the East China Sea north of Formosa for her Tenth War Patrol. After accomplishing a reconnaissance mission on Chichi Shima, the sub sighted and made an unsuccessful two-day attempt to close a damaged enemy aircraft carrier with many escorts. On 13 November an unfruitful attack was made on an enemy ship, which was being moored in the harbor at Amami O Shima. Four days later a "junk" was sighted and boarded to investigate. After finding no war materials aboard, the boarding party was debarked and the "junk" was left unmolested.

While patrolling on the surface southwest of Heishan Islands, on 23 December at 0315 GUDGEON sighted an enemy convoy consisting of a freighter, a tanker and a transport, escorted by a large destroyer. Closing at 0332, the sub swung into position and fired a spread of six torpedoes, two at each of the merchantmen. She swung around for a stern shot at the destroyer, but this was unnecessary, as it intercepted one of the torpedoes intended for the transport, broke in two and sank in a "V" in less than a minute. The tanker absorbed two hits, but was still able to make headway, the transport was stopped completely by one hit, but the freighter appeared undamaged. GUDGEON swung left, while conducting a reload forward, and fired a brace of torpedoes from her stern tubes at the crippled transport, scoring one hit.

With the transport stopped and slowly settling, the sub commenced chasing the freighter and the damaged tanker, which were both going out of sight in the direction of the beach. While chasing the two targets, the closer of the two, which was believed to be the tanker, suddenly disappeared from the radar scope, indicating that she had finally sunk from her wounds. However, after a half hour chase, the freighter was still 7,500 yards distant, and as the water was only eight fathoms, the sub broke off the chase to return to the scene of attack. GUDGEON conducted two unsuccessful attacks on the crippled transport, which, although it was low in the water, appeared to be able to get underway. As the target now opened fire with her deck gun, the underseas marauder dove, made a smart approach, and fired three deliberate shots at the transport, all of which hit. The target immediately took a violent list and sank.

GUDGEON resurfaced amid much debris and oil, with lifeboats and life rafts all around. She picked up one Japanese seaman as prisoner before setting course to clear the area and proceed to deep water where she could dive.

Shortly thereafter the submarine departed her station and headed for Pearl Harbor via Midway. After a stop at Midway (5-6 December) she proceeded to Pearl Harbor, ending her war patrol with her arrival there on 11 December.

Refit completed, GUDGEON churned out of Pearl Harbor on 6 January 1944, enroute to the East China Sea for Eleventh War Patrol, in company with the submarines FLASHER and SNOOK. Upon her arrival at Midway on 10 January one of her propellers was found to be bent, so she was forced to return to Pearl Harbor for repair, arriving there on the 14th. Two days later (the 16th) with repairs completed, GUDGEON stood out of Pearl Harbor bound for her patrol station via Midway. Due to inclement weather, the sub was forced to stand off shore, and then was instructed to proceed to her area without refueling.

GUDGEON made contact with an enemy force consisting of a damaged auxiliary aircraft carrier, escorted by three destroyers and one vessel with a destroyer hull, stacks and guns, with a large boom aft, at 0753 on 2 February 1944. Determined to close the carrier, the sub felt obliged to counter-attack the escorts if they attacked her. The underseas raider commenced approaching a destroyer at 1008, after hearing two depth charges, and at 1012 the sub fired a four-torpedo "down the throat" shot at the oncoming escort, range 900 yards. GUDGEON went deep to avoid an intensified depth charge attack and no hits were heard on the target. After undergoing over 30 depth charges, she was able to elude the escorts, reload her tubes, and surface, to find the area clear with the exception of the submarine USS SAURY.

It was agreed to collaborate this attack with SAURY and at 1527 GUDGEON dove to continue to close the enemy ships. At periscope depth at 1535, the carrier was observed launching a plane and a destroyer suddenly headed directly for her. Unable to gain firing position, the sub went deep and received nine depth charges, which caused some minor damage. Again at periscope depth a destroyer escort was observed coming in for a depth charge attack. Swinging about, GUDGEON launched a four-torpedo "down the throat" shot at this target, range 800 yards, scoring no hits. Going deep the sub again evaded the enemy escorts, and again while attempting to gain position on a destroyer, she was discovered and fired upon. Going deep to avoid being hit, GUDGEON lost contact with the enemy group and after an extensive search, she headed for her assigned area.

On station, at 2107 on 11 February while patrolling off Pi Ki Shan, the raider made contact with a large Jap transport, escorted by a small torpedo boat. GUDGEON dove and commenced a cautious approach. When she had closed the range to 2,200 yards, the sub fired six torpedoes, three at each of the targets, and murky smoke burst from the transport after one or more hits. Due to the shallow draft of the escort, the torpedoes must have passed under her.

Diving deep to dodge the onrushing escort, the sub was subjected to an intense depth charging, which was extremely accurate and caused minor damage. Coming back to periscope depth at 2311, GUDGEON again contacted the two-ship convoy, and commenced her approach. In position, at 2327 the sub fired a spread of three torpedoes at the transport, scoring two hits, which shortly left the target with her bow on the bottom and her stern high in the air. Many breaking-up noises were heard and shortly thereafter the sub cleared the area at high speed, retiring toward deep water. Suddenly out of nowhere the escort located the sub and commenced firing with her large deck guns.

Leaving Pearl Harbor on 4 April 1944, GUDGEON (Lieutenant Commander R. A. Bonin) was beginning her twelfth war patrol. Ton after ton of enemy shipping had been sunk by GUDGEON since that long ago day when she pioneered the road to Tokyo. Captain Grenfell in command, and on the way home sank the I-173, the first enemy naval vessel to be destroyed by a U.S. submarine. In the South China Sea, the Battle of Midway, the Philippines, the Bismarck Archipelago, the Mandate areas -- GUDGEON had fought all over the Pacific. For her first eight patrols she had received the Presidential Unit Citation. Departing now for a patrol area just north of the Marianas, she sailed with the confidence of an old sea-fighter who knew the trail and what lay beyond.

She entered the Valley of the Shadow. In the seas north of the Marianas the Japanese were rushing troopships, munition convoys, all available reinforcements to Saipan and on down to Truk and Palau. Jap aircraft winged the sky between the Bonin Islands and Guam. Admiral Toyoda, new Commander-in-Chief of the Combined Fleet (Admiral Koga had been killed late in March in a plane crash), was determined to hold the Marianas line. Defenses were being buttressed with every possible support, and the A/S forces around the Marianas were strengthened. Into these perilous waters went GUDGEON.

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However, there is no island of "Yuoh" in the Pacific. Neither in English nor in Japanese is there an approximation of this name for an island, and the Japanese may have erred in decoding, or there may have been error in subsequent translation. At the time of the attack GUDGEON was due off the island of Moug in the northern Marianas. There was no similar attack reported by a U.S. submarine on that date, and GUDGEON could have been the target.

On 11 May, a message was transmitted to GUDGEON, ordering her to leave her area for a special assignment. This message was not acknowledged. The following day, SANDLANCE, SILVERSIDES and TUNNY, patrolling in the Marianas, heard distant depth-charging. SANDLANCE was off Saipan and the barrage seemed to be about 10 miles away. The Japanese recorded an anti-submarine attack made by aircraft and A/S vessels on that day, but SANDLANCE herself was target for a bomb and depth-charge attack not long after she heard the distant barrage. Was GUDGEON the victim of this ambiguously reported assault?

During her first eleven patrols, GUDGEON was a most active submarine. She sank 12 ships, for 71,047 tons, and damaged 8 more. She started for the Empire but four days after the attack at Pearl Harbor, and there sank a freighter and a submarine. By sinking the Japanese submarine I-173 on 27 January 1942, GUDGEON became the first U.S. submarine in history to sink an enemy combatant ship. She patrolled the South China Sea in her second war run and sank a large freighter. Her third patrol was as a member of the forces fighting the Battle of Midway. She inflicted no damage in the battle. Passing from Pearl Harbor to Fremantle, Western Australia, for her fourth war patrol, GUDGEON patrolled the Truk area enroute. Here she sank three freighters and a freighter-transport, all of fairly large size. Her fifth

patrol was in the Bismarck Archipelago and resulted in the sinking of three freighters and damage to another.

GUDGEON patrolled Davao Gulf, Ambon Island and Timor Island on her sixth patrol. She made no attacks on this patrol, but did reconnoiter the latter two islands. In the Java Sea and Strait of Makassar on her seventh patrol, GUDGEON sank two tankers and two freighters and damaged a third freighter. Her eighth patrol covered a passage from Fremantle to Pearl Harbor with principal patrol in the Philippine areas. She sank the largest (17,500-ton) transport ship the Japanese had, a small freighter-transport, a trawler, and damaged a freighter. GUDGEON patrolled Saipan and Rota on her ninth run, and sank a freighter and damaged another freighter and patrol craft. The East China Sea north of Formosa was GUDGEON's area during her tenth war patrol. She sank a large transport, a small freighter, and the coastal defense vessel Wakamiya on 23 November 1943. She also damaged a large tanker. In the same area for her eleventh patrol, GUDGEON sank a large transport and a second sampan.

GUDGEON took her toll before she started her eternal patrol.

Armed with the pride borne of her successes on eleven previous war patrols, GUDGEON, under Lieutenant Commander R. A. Bonin, sailed from Pearl Harbor on 4 April 1944 to conduct her twelfth patrol in an open sea area in the northern Marianas. She left Johnston Island on 7 April 1944, after having topped off with fuel, and was never heard from again.

Originally scheduled to leave her area on 16 May, she was ordered on 11 May to depart her area in time to take station for a special assignment. An acknowledgement for this message was required and when none was received, it was asked for again on 12 May. On 14 May, her special assignment was given to another submarine, and GUDGEON was told to return to Midway. She should have arrived at Midway about 23 May but failed to do so and on 7 June she was reported as presumed lost.

GUDGEON's area was the space from 17°N to 21°N, and 143°E to 147°E but if she arrived earlier than 22 April 1944, she was to patrol the rectangle from 21°N to 24°N, 143°E to 147°E until that time. Using normal cruising speed, she would have arrived in the area assigned about 16 April. Assuming that nothing irregular happened enroute, she might be expected to have been in the northern area from 16-22 April. On 18 April, enemy planes claimed that they dropped bombs on a submarine. "The first bomb hit the bow, the second bomb direct on bridge. The center of the submarine burst open and oil pillars rose." The position given for this attack is 166 miles bearing 13°T from "Youh" Island. No island approaching the spelling or sound of this word can be found in the Pacific, and it is assumed that a mistake has been made either by the Japanese or in translation of the position. If the island referred to could be Maug, the position given would be in the middle of the area in which GUDGEON should have been at the time specified. The attack described cannot be correlated with any known attack on a U.S. submarine near this time, but it is felt that the possible errors in assuming that this attack sank GUDGEON are too great to list as anything but a possibility.

On 12 May 1944, a number of submarines patrolling the Marianas reported that the enemy engaged in intensive antisubmarine tactics in about 15°-15°N, 145°-30°E. Early that afternoon, SAND LANCE states, "while patrolling off Saipan looking for convoy, we heard about forty depth charges eight to ten miles away." Later SAND LANCE met three bombs and twenty-one depth charges herself. SILVERSIDES heard both the first attack and the one made on SAND LANCE. TUNNY heard depth charging during the afternoon. No submarine returning from the area reported having been attacked on 12 May but SAND LANCE. Japanese data for the attack give little information with ships. With so many submarines in the vicinity, and the enemy conscious of their presence, as they undoubtedly were, the attack which was not on SAND LANCE might easily have been on a false contact.

The probability as to the cause for GUDGEON's loss is that she was depth-charged, bombed, or both. The attack of 12 May occurred slightly south of GUDGEON's area, but it was not unusual for submarines to leave their areas temporarily for tactical reasons. Since the antisubmarine measures in the Marianas were so intense, it is not unlikely that GUDGEON would be unable to transmit a receipt for the message of 10 May for several days. All of these conclusions are presumptive, and there is a great likelihood that GUDGEON was lost during an

unrecorded enemy attack.

During her first eleven patrols, GUDGEON was a most active submarine. She sank 25 ships, for 166,400 tons, and damaged 8 more, for 41,900 tons. She started for the Empire but four days after the attack at Pearl Harbor, and there sank a freighter and a submarine. By sinking the Japanese submarine I-73 on 27 January 1942, GUDGEON became the first United States submarine in history to sink an enemy combatant ship. She patrolled the South China Sea in her second war run and sank a large freighter-transport and a medium freighter. Her third patrol was as a member of the forces fighting the Battle of Midway. She inflicted no damage in the battle. Passing from Pearl Harbor to Fremantle, Western Australia, for her fourth patrol, GUDGEON patrolled the Truk area enroute. Here she sank three freighters and a freighter-transport, all of fairly large size. Her fifth patrol was in the Bismarck Archipelago, and resulted in the sinking of three freighters and damage to another.

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USS GUDGEON (SS567) was named in honor of USS GUDGEON (SS211).

Loss of Gudgeon

Leaving Pearl Harbor on April 4, 1944, GUDGEON (Lieutenant Commander R. A. Bonin) was beginning her twelfth war patrol. Ton after ton of enemy shipping had been sunk by GUDGEON since that long-ago day when she pioneered the road to Tokyo, Captain Grenfell in command, and on the way home sank I-173, the first enemy naval vessel to be destroyed by a U.S. submarine. In the South China Sea, the Battle of Midway, the Philippines, the Bismarck Archipelago, the Mandate areas—GUDGEON had fought all over the Pacific. For her first eight patrols, she had received the Presidential Unit Citation. Departing now for a patrol area just north of the Marianas, she sailed with the confidence of an old sea-fighter who knew the trail and what lay beyond.

She entered the Valley of the Shadow. In the seas north of the Marianas the Japanese were rushing troopships, munition convoys, all available reinforcements to Saipan and on down to Truk and Palau. Jap aircraft winged the sky between the Bonin Islands and Guam. Admiral Toyoda, new Commander-in-Chief of the Combined Fleet (Admiral Koga had been killed late in March in a plane crash), was determined to hold the Marianas line. Defenses were being buttressed with every possible support, and the A/S forces around the Marianas were strengthened. Into these perilous waters went GUDGEON.

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April 11, 1943.

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

SECOND ENDORSEMENT to
CO GUDGEON Conf. ltr. SS211/A12-1
Serial 015 of April 6, 1943.

From: The Commander Task Force SEVENTY ONE.
To : The Commander in Chief, U.S. FLEET.
Via : The Commander SEVENTH FLEET.

Subject: U.S.S. GUDGEON - Seventh War Patrol - Comment on.

1. The GUDGEON spent twelve days in enemy controlled waters, patrolling five days submerged off SURABAYA; one day off CAPE WILLIAM, CELEBES; one day off BALIKPAPAN; and one day south of MANGKALIHAT.
2. 67.4 % of the 17 torpedoes fired on this patrol hit the target and exploded. Four of the five torpedoes which missed were fired at a shallow draft patrol craft by seaman's eye. This high percentage of hits indicates a well organized and efficient fire control party. The excellent performance of torpedoes is most encouraging and reflects credit on torpedo personnel of both the submarine and the tender.
3. The Task Force Commander admires the fighting spirit exhibited by the GUDGEON in the gun and torpedo fight with the Subchaser on 24 March 1943. In any gun engagement the odds are usually against the submarine. These risks must always be accepted when they are justified by the expected gain. In this particular instance it is presumed that the Commanding Officer considered that due to the shallow water the submarine might have been subjected to greater risks by submergence. The intrepidity displayed by the GUDGEON in completing a successful attack on the Naval Tanker during the night of 29 March despite accurate gunfire, is most commendable.
4. The Task Force Commander concurs fully in the remarks of the Commanding Officer, that some form of recognition which the submarine enlisted men can "show the folks back home" would materially contribute toward the continuance of high morale in the submarine service. It is understood that steps along this line are under consideration and it is urged that early action be taken in the matter.
5. The Commanding Officer, officers and crew of the GUDGEON have continued to exhibit that determined, aggressive fighting spirit which has been characteristic of that submarine since the war began.

11. GENERAL REMARKS. CONT.

At 2305 (1505 GCT) 18 groups had been sent over a period of 45 minutes. All difficulties then seemed to disappear. The remaining 197 groups were sent without break-ins, and a receipt was promptly obtained.

Transmission at 2157 (L) May 20 was followed by an aircraft contact at 1113 (L) the next day. Transmission at 0112 (M) and 0632 (M) May 22 were followed by an aircraft contact at 1018 (M) the same day. These coincidences lead to a belief that these transmissions were probably DF'd.

(e) Sound.

Sound conditions were normal. A notable density layer was encountered at 156 feet in the vicinity of Lat 10-02 N, long 121-46 E, while evading the Q-ship there.

(f) Radar.

Both radars gave excellent performance the entire trip. Interference was encountered in the NORTHERN CELEBES SEA below SIBUTU STRAIT, off the western approaches to BANGATURAN PASSAGE, and off SAN JOSE, PANAY.

(g) Health and Habitability.

Health and habitability were good.

The 3 Filipino survivors from the NAKU MARU were accommodated on cots in the forward torpedo room without great inconvenience to the crew.

(h) Photographs.

Photographs were taken of: MANGKALIHAT; Sinking of NAKU MARU; MURASKI MARU; Wharf at DUMAGUETE; MANKO MARU; Filipino survivors: Detailed information is contained in a separate report.

W.S. Post, Jr.

W.S. POST, Jr.

Serial # 0112

G-O-N-F-I-D-E-N-T-I-A-LU.S.S. TAUMOG, Flagship,
April 7, 1943FIRST ENDORSEMENT to
C.O. GUDGEON ltr A16-3
Ser 015 of April 6, 1943.

From: The Commander Submarine Squadron SIX.
To : The Commander Task Force SEVENTY-ONE.
Subject: U.S.S. GUDGEON - Seventh War Patrol - Comment on.

1. The GUDGEON's seventh war patrol covered a period of twenty-five days of which twelve were spent north of the Malay Barrier. The patrol was terminated when the GUDGEON reported that only two serviceable torpedoes remained in the after torpedo room. This is the first patrol of Lieutenant Commander Post as commanding officer.

2. The GUDGEON is currently being given a short refit of about one week in preparation for the eighth war patrol. No major work is required and only a routine check is considered necessary due to the short duration of the patrol just completed. Binocular gun sights which can be carried to the gun by the gun's crew are being provided by the tender. Periscope and SJ masts will be investigated for excess clearance and an effort will be made to discover and rectify cause of excessive vibration reported.

3. Full advantage was taken of all opportunities to attack. It is considered that three freighters were sunk on 22 March as it would be most unusual if the third freighter did not sink after being hit by two torpedoes. After missing a subchaser with four torpedoes on 24 March, a running gunfight was carried on with resultant damage to the subchaser. This shows the commanding officer's determination to inflict damage on the enemy. While making the approach for a night attack on 29 March the enemy tanker opened fire. Although shells were falling close, the GUDGEON remained on the surface to fire torpedoes which resulted in the ultimate destruction of the tanker. Later the same day another tanker was sunk with two torpedo hits. Of the 17 torpedoes fired, 11 were hits. 64.7 per cent hits is unusually high. This is considered an excellent and highly commendable performance.

4. The Commander Submarine Squadron Six takes great pleasure in commending the commanding officer, officers and crew of the GUDGEON on an outstanding war patrol.

April 11, 1943.

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

Subject: U.S.S. GUDGEON - Seventh War Patrol - Comment on.

To the already impressive total of 78,400 tons sunk and 7,500 tons damaged on the previous six war patrols, they are considered to have added the following:

Sunk

1 SYOTO MARU Class freighter	5,254 tons
1 TAKETOYO MARU Class freighter	6,965 tons
1 KOKUYO MARU Class tanker	10,027 tons
1 OGURA MARU Class tanker	<u>7,311 tons</u>

Total Sunk 29,557 tons

Damaged

1 YUKI MARU Class freighter	5,704 tons+
1 PC	<u>290 tons</u>

Total Damaged 5,994 tons

+ Probably sunk but evidence not conclusive.
(Tonnages taken from the index in ONI-208J and Janes 1941)

6. The Commander Task Force Seventy One congratulates the Commanding Officer, officers and crew of the GUDGEON on the conduct of this outstanding patrol.

R. W. CHRISTIE.

DISTRIBUTION:

COMINCH	(2) (Via Commander 7th Flt)
VICE OPNAV	(1) (" " " ")
COM 1ST FLT	(1)
COM 2ND FLT	(1)
COM 3RD FLT	(1)
COM 7TH FLT	(1)
COMSUBS 1ST FLT	(5)
COMSUBS 2ND FLT	(2)
COMTASKFOR 72	(2)
COMSUBRON-6	(1)
DIV COM, RON-6	(1)
EACH S/M W.A.	(1) (NOT TO BE TAKEN TO SEA - BURN)

E. L. CARR,
Lieut-Comdr., U.S.N.,
Flag Secretary.

SS211/A12-1
Serial 015
CONFIDENTIAL

U.S.S. GUDGEON

WSP/R

Fleet Post Office,
San Francisco, California.

April 6, 1943.

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

Subject: U.S.S. GUDGEON - Seventh War Patrol Report.

Enclosure: (A) Seventh War Patrol Report of U.S.S. GUDGEON.

1. Enclosure (A) is forwarded herewith.

WSP/Post, Jr.
W.S. POST, Jr.

Serial # 0112

C-O-N-F-I-D-E-N-T-I-A-LU.S.S. TAUTOG, Flagship,
April 7, 1943FIRST ENDORSEMENT to
C.O. GUDGEON ltr A16-3
Ser 015 of April 6, 1943.Subject: U.S.S. GUDGEON - Seventh War Patrol - Comment on.
(Continued)

5. The GUDGEON is credited with inflicting the following damage on the enemy:

S-U-N-K

1	AK (SYOTO MARU class)	-	5,254 tons
1	AK (TAKETOYO MARU class)	-	6,965 tons
1	AK (YUKI MARU class)	-	5,704 tons
1	AO (KOKUYO MARU class)	-	10,027 tons
1	AO (OGURA MARU class)	-	<u>7,311 tons</u>
			35,261 tons

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

1 PC

290 tons

W. H. Wakefield
WILLIAM WAKEFIELD,
Chief of Staff.

Report of 7th War Patrol from March 13, 1943 to April 6, 1943.

1. EMPLOYMENT SINCE LAST PATROL.

February 18, 1943. Returned to FREMONTLE, W.A. from Sixth War Patrol of 54 days. Began two week tender and relief crew refit. Officers and men relieved by relief crew.

February 19th. Docked in marine railway.

February 24th. Undocked. Moored to tender.

March 4th. Ship's officers and crew relieved relief crew.

March 6th. Lieutenant Commander W.S. STOVALL, Jr., was relieved as commanding officer by Lieutenant Commander W.S. POST, Jr.

March 8th. Made trim dive and deep dive. Conducted day and night approaches on U.S.S. ISABEL.

March 9th. Ran over degaussing calibration range; calibrated radio direction finder.

March 11th. Made submerged day approaches on HENIS VAN GALEN.

March 12th. Made final preparations for sea.

INSTRUCTIONS FOR SEVENTH WAR PATROL

Commander Task Force 51.1; Operation Order S6-43.

When directed about March 13, 1943; proceed via BOMBING RESTRICTION LANE to ENTHOUTH GULF and fuel to capacity there. Thence proceed via LOMBOK STRAIT to patrol approaches to SURABAYA. Thence proceed vicinity BALIKPAPAN and patrol approaches BALIKPAPAN and shipping routes to as far north as MANGKHALINAT. Thence proceed to vicinity DAVAO GULF, reconnoitering MENADO BAY and KITA in northeastern CELEBES enroute. Patrol DAVAO GULF area and thence proceed to vicinity TANAOS PASS and patrol approaches to PARACALE and PORT JOSE TANGANTIBAN.

Depart TANAOS PASS area at dark April 24, 1943 and return to FREMONTLE via east coast of MINDANAO, MAKASSAR, and LOMBOK STRAIT, exploiting likely shipping lanes enroute.

Conduct offensive patrol against all enemy ships encountered, making every effort to ensure the complete destruction of same.

2. NARRATIVE.

March 13, 1943. (1st Day).

- 0805 I Underway from FREMANTLE, WESTERN AUSTRALIA for seventh war patrol. Conducted sound training, submerged daylight attacks, and night surface attacks on U.S.S. ISABEL in submarine exercise area.
- 2152 I With ROTTEBEST LIGHT bearing 148 T, distant 15 miles, took departure. Proceeding via bombing restriction lane.
- 1200 I Lat 31-54-00 S Long 115-20-00 E
Distance run 104.6 Fuel used 1049

March 14, 1943. (2nd Day).

Underway on surface in bombing restriction lane.
Made trim dive.

- 1200 I Lat 29-17-00 S Long 113-11-00 E.
Distance run 288.8 Fuel used 2951

March 15, 1943. (3rd Day).

Underway on surface in bombing restriction lane.
Held training dives and general drills.

- 1015 I Fire in forward torpedo room while surfacing from training dive. Chain fall above tilting motor came loose and fouled the drive shaft overloading the motor. The starting resistors took the load, overheated and set fire to a waterproof cover over the resistor. Fire was brought under control promptly. Interlock shaft sheared. Repaired by ship's force.

- 1200 I Lat 25-10-00 S Long 112-24-00 E.
Distance run 298.8 Fuel used 3222

March 16, 1943. (4th Day).

Underway on surface in bombing restriction lane.

- 0615 I Sighted NORTHWEST CAPE bearing 065 T, distant about 20 miles.

- 0821 I Sighted two Navy PB4 planes bearing 125 T, distant about 10 miles, altitude 1000 feet. Lat 21-45 S, long 114-11 E.
- 1055 I Moored to fuel barge ENLIGHTENED GULF. Started taking on fuel. Held swimming call.
- 1100 I Set clocks back one hour to zone -8 time.
- 1335 H Underway from barge after taking on 7970 gallons fuel. Held quarters. Told crew substance of our orders, what they could expect, and what was expected of them.
- 1430 H U.S.S. CHILDS replaced 4 empty CO2 fire extinguishers used in fighting fire in forward torpedo room.
- 1828 H Made trim dive. Made battle surface and fired 110 rounds 20 mm ammunition.
- 1200 H Lat 22-10-24 S Long 114-07-42 E.
Distance run 256.1 Fuel used 2386

March 17, 1943. (5th Day).

Underway on surface. Made training dives and held general drills. Made day and night battle surfaces - fired 9 rounds target ammunition (3" 50). Observed no difference in flash between target ammunition and new "flashless" ammunition.

- 1200 H Lat 18-14-30 S Long 113-31-00 E.
Distance run 308.8 Fuel used 3203

March 18, 1943. (6th Day).

Underway on surface. Made training dives and held general drills. Made one dive completely by hand - time 4 minutes.

After receipt of serial 46 reporting 35,000 tons merchant shipping at SURABAYA abandoned plan to reconnoiter north of KANGAR and decided to proceed to vicinity SURABAYA by most direct practicable route, between GOA GOA ISLAND and KARANG TAKAT.

- 1200 H Lat 13-46-00 S Long 114-36-18 E
Distance run 262.4 Fuel used 1689

March 19, 1943. (7th Day).

Underway on surface. Made training dives and battle surfaces.

1244 H Sighted smoke bearing 078 T. O/C to 077 T to investigate.

1307 H Sighted trawler. Lat 09-50 S, long 115-43-E. Made quick dive to close for a possible battle surface.

1315 H Sound picked up two long hand keyed pings on 24 kcs.

1330 H Trawler was observed to be a craft of about 120' long, 250 tons, with a stack on the stern, two masts with a canvas covered forecandle and deck house. Vessel appeared to be an A/S vessel or a Q-ship on station patrol. Decided not to attack and disclose our position - too much big game in SURABAYA.

1357 H Surfaced.

1655 H Sighted LOMBOK ISLAND bearing 021.2 T.

2051 H Began transit of LOMBOK STRAIT.

2309 H Completed transit of LOMBOK STRAIT.

1200 H Lat 10-34-24 S Long 115-27-00 E
Distance run 266.7 Fuel used 2221

March 20, 1943. (8th Day).

Underway on surface.

0622 H Made quick dive.

"Crabbing" through strait with strong northeasterly set toward EARLIG TAKAT.

1437 H Sighted GOA GOA ISLAND bearing 275.6 T, distant 9.5 miles.

1902 H Surfaced.

1200 H Lat 07-10-36 S Long 114-58-00 E
Distance run 177.3 Fuel used 1280

March 21, 1943. (9th Day).

Underway on surface.

- 0610 H Submerged to patrol approaches to SURABAYA.
1835 H Surfaced.
2059 H Radar contact on what appeared to be one or more ships coming out of swept channel to SURABAYA.
2104 H Retired to northward hoping to get ships clear of swept channel so we could attack.
2130 H Submerged to make approach.
2253 H Surfaced after being unable to pick up target either by radar or periscope. Weather very hazy around entrance. Was never again able to pick up target. Decided radar contact was probably on buoy, patrol vessel or a submarine in channel, and sight contact on peaks in background. It was a good drill.
1200 H Lat 06-23-30 S Long 112-58-00 E
Distance run 137.2 Fuel used 798

March 22, 1943. (10th Day).

Underway on surface.

- 0618 H Submerged.
1258 H Sighted sea buoy off SURABAYA. Lat 06-31 S, long 112-53 E. Patrolled around buoy.
1647 H Sighted smoke bearing 252.9 T. Headed for smoke to investigate.
1742 H Sighted convoy of seven Marus escorted by 1 destroyer and 1 corvette type patrol vessel. Lat 06-31 S, long 112-47 E.
1746 H Decided to run approach on leading Maru and try to shoot two torpedoes at each of the first three. Corvette at this time was on far side of the column of Marus and the destroyer was moving up ahead of the column, on the port side. Passed 800 yards astern of destroyer to close track on convoy.
1834:29 Fired two torpedoes at leading Maru.
1835:25 Fired two torpedoes at second Maru. Two explosions on first Maru were heard and felt while firing these two torpedoes.

- 1836 H While waiting a few seconds for gyro angle on third Maru to decrease saw hit on second Maru. The torpedo hit fair amidships, and seemed to lift the ship up a few feet and set it to one side. Great billows of black smoke and debris arose. The target took a heavy list to starboard and started settling rapidly, indicating an explosion beneath the keel.
- 1837:10 Fired two torpedoes at third Maru. On look around saw second Maru settling, did not see first Maru at all, but saw destroyer with zero angle on the bow and a bone in her teeth less than a thousand yards away. Decided it was far better to rig for depth charge attack and go deep rather than to remain at periscope depth and watch them sink ----- or to take a picture.
- 1838:48 Heard last two torpedo hits. Think we sank certainly two, probably three Marus out of the 5 hits.
- 1839 H Destroyer and corvette began a depth charge attack that lasted for 21 charges and three hours. Evasive tactics were at best difficult, for they had us up against the mine field in 190 feet of water.
- 2216 H Secured from depth charge quarters. The escorts had been left to the south.
- 2319 H Surfaced.
- 2339 H Sent serial 1 telling of sinkings and C-ship south of LOKBOK.
- 1200 H Lat 06-29-00 S Long 112-58-00 E
Distance run 78.7 Fuel used 225

March 23, 1943. (11th Day).

Underway on surface.

- 0010 H Completed reload forward.
- 0025 H Sighted smoke on horizon bearing 051 T. Hope this is the one due in from MANILA today. Would like to get a charge in before we attack, for in this moonlight a surface attack is all but impossible.

- 0140 H Smoke has disappeared. Must be something going the other way. Put two engines on propulsion and began to give chase. Will put additional engines on as the charge progresses.
- 0450 H Secured charge. Put all 4 engines on propulsion and continued chase.
- 0554 H Sighted GREAT MASALEMBO ISLAND bearing 093 T.
- 0629 H Started closing track on surface under cover of rain squall, attempting to get in attack before convoy passed 15 fathom curve.
- 0655 H Radar picked up target bearing 264 T, distant 11,740 yards.
- 0657 H Submerged to begin attack on starboard beam of leading Maru. This was as far as depth of water allowed us to get ahead of convoy.
- 0705 H Sighted convoy of 5 cargo ships, 2 small tankers, and two or three corvettes. Lat 05-10 S, long 114-04 E. Will not be able to get anything except perhaps a straggling tanker as the range is 10,000 yards and the angle on the bow is 50 starboard. Convoy course about 050 T, speed approximately 12 knots.
- 0720 H Sound picked up the screws of two or three corvettes coming in for an attack. Rigged for depth charge attack, went as deep as possible (100 feet), began evasive tactics.
- 0722 H First of 7 depth charges.
- 0915 H Hit bottom at 100 feet. No damage. Came up to 90 feet.
- 1012 H Secured from depth charge quarters. Have not heard any pinging in the past 30 minutes.
- 1830 H Surfaced. Intend patrol across lanes to BALIKPAPAN and MAKASSAR tonight, then look in north of KANGIAN ISLAND on the surface in the morning for the trouble the Japs are reported to have had there.
- 1852 H Sent serial 2 giving contact report on this morning's convoy.
- 1200 H Lat 05-19-00 S. Long 113-49-00 E
Distance run 184.2 Fuel used 1918

March 24, 1943. (12th Day).

Underway on surface.

- 0116 H Sighted ship bearing 160 T. C/J to investigate.
- 0150 H Target on course about 270 T, making approximately 15 knots. Put four engines on the line to try to overtake him. Flooded down to reduce silhouette.
- 0318 H Fanned 3" gun and 20 MM battery. Planned to close on his starboard quarter as long as undetected to 1200 yards, then sweep his decks with the 20 MM and sink him with the 3". If he turned to ram, planned to avoid by turning to port and opening up on our starboard side.
- 0355 H Target spoiled our battle plan by turning sharply to starboard when the range was still 1900 yards. As she unfolded she looked like a young destroyer. Target seemed undecided what to do so we took the bull by the horns and turned to starboard to keep our battery bearing on his broadside. Hope we scared him as much as he scared us. We then did a simultaneous ships right with him, lined up the stern tubes, and at
- 0357 H at a closing range of approximately 1600 yards fired four torpedoes by "seaman's eye". Lat 6-25 S, long 113-48 E. Because of the high speed and the large turn made it was impossible for the helmsman to be steady on the firing course. The target was of shallow draft. All four of the torpedoes missed. However they served to turn the target, enabling us to keep the initiative, and they may have actually saved the ship. The subchaser hauled over to our port quarter, allowing our battery to bear on him.
- 0410 H Opened fire with 3" battery. Received reply from his 37 MM and some 20 MM or smaller guns. By pure luck our fourth shot silenced his after 37 MM twin mount. The performance of our gallant gun crew with their pitifully primitive equipment was magnificent. In 67 shots was able to hit him only four times and each hit was due only to luck. Open sights are no good at night and our telescopic sights have been flooded ever since our 1st dive. On the way to station the gunnery officer made a jury rig sight with binoculars but was never able to get even an approximate bore-sight so they were next to useless. Had we had sights we could, and would, have blown the subchaser out of the water with no strain.

- 0657 H With both us and the subchaser making as much speed as possible (him 8-9 miles behind us) sighted a two engine bomber (type Mitsubishi 97, H/B) heading toward us. This plane first hovered over the reporting ship and by so doing gave his presence away sooner than he might otherwise have done. It is suggested that our aviators be warned not to do this in similar circumstances. Lat 06-10 S, long 114-39 E.
Submerged. Passed 100 feet at 11 1/2 knots. Rigged for depth charge attack and silent running. C/C 75 degrees to left and ran at standard speed for 20 minutes until searching ship was heard, then slowed to 60 rpm and began evasive tactics.
- 0850 H Heard last ping. Note: Japs were using 16.2 kcs - this is the first time we have heard of them using this frequency for echo ranging. They also used at times a modulated ping covering frequencies between 14 and 18 kcs.
- 1030 H Came to periscope depth. Secured from depth charge quarters and silent running.
- 1915 H Surfaced.
- 2115 H Sighted our friend the subchaser bearing 040 T and began trying to evade.
- 2140 H Subchaser out of sight.
- 2215 H Closed to investigate schooner which looked large enough to sink but found it was only a native boat of 40 tons or less and left it alone.
- 2225 H Sighted GREAT LAKALEIBO ISLAND bearing 046.3 T.
- 1200 H Lat 05-55-00 S Long 114-26-00 E
Distance run 178.1 Fuel used 1926

March 25, 1943. (13th Day).

Underway on surface.

- 0612 H Sighted plane (type Mitsubishi 97, H/B) bearing 345 T, course 170 T, altitude 1000 feet. Lat 05-41 S, long 114-00 E.
Made quick dive. (15 minutes before sunrise).
- 0615 H Plane dropped first of four 500 lb bombs. Rigged for depth charge attack.

- 0629 H Plane dropped last bomb.
- 0720 H Secured from depth charge quarters. The crew was badly in need of a rest, so decided to patrol at periscope depth.
- 2000 H Surfaced. Decided we had outworn our welcome here, and started for BALIKPAPAN in accordance with our operation order.
- 1200 H Lat 05-46-00 S Long 114-18-00 E
Distance run 113.8 Fuel used 581

March 26, 1943. (14th Day).

Underway on surface enroute SURABAYA to BALIKPAPAN.

- 1306 H Sighted GAR southbound - exchanged signals.
- 2242 H Sighted CELEBES ISLAND bearing 046 T.
- 1200 H Lat 05-08-00 S Long 117-25-00 E
Distance run 268.5 Fuel used 1599

March 27, 1943. (15th Day).

Underway on surface enroute SURABAYA - BALIKPAPAN.

- 0500 H Submerged to patrol off CAPE WILLIAM.
- 1857 H Surfaced.
- 1200 H Lat 02-34-18 S Long 118-24-30 E
Distance run 124.7 Fuel used 658

March 28, 1943. (16th Day).

Underway on surface.

- 0532 H Submerged to patrol off BALIKPAPAN.
- 1017 H Sighted BALIKPAPAN PEAK bearing 290.1 T.
- 1148 H Sighted plane (type OSATA 97) bearing 276 T, circling, altitude 1000 feet, distant 4 miles. Lat 01-19-30 S, long 117-15-00 E.
- 1515 H Sighted SLOKE bearing 316 T - c/c to investigate.

1528 H Tops of ship well in sight. Was approximately 275' long, 3 masts (75'), 1 high stack (60'), with a large crow's nest on the fore and aft masts. The ship was smoking heavily and looked too good to be true. Decided the plane must have spotted us this morning and that this must be the Q-ship reported by TAUOG out looking for us. Broke off the attack. Lat 01-12-00 S, long 117-17-00E.

1848 H Surfaced.

The Q-ship sighted off BALIKPAPAN might have been sent out to get us after our being spotted by the plane or she might have been on a routine daily patrol. It appeared more likely, however, that she was out either to scout ahead for a northbound ship or to escort an incoming southbound ship. In any event our cue seemed to be to proceed to LANGKALINAT along the offshore route to cover at least one of the routes between there and BALIKPAPAN, and to conduct a day's submerged patrol at this focal point.

1200 H Lat 01-19-30 S Long 117-15-00 E
Distance run 147.1 Fuel used 945

March 29, 1943. (16th Day).

Underway on surface.

0210 H Sighted enemy ship - later identified as a tanker similar to KUKUYO MARU class naval tanker. Began approach.

0232 H Tanker opened fire on us with two guns. One forward one aft. Did a fairly good job of shooting. His 1st salvo fell about 50 yards in front of us and the 2nd about 50 yards on our port beam. Our scrap with the subchaser really paid dividends tonight, the crew had it's baptism under fire then, and they made this attack under fire in complete confidence and with no fear. They all deserve commendation.

0233:22 Fired first torpedo.

33 Fired second torpedo.

44 Fired third torpedo. Lat 00-00-00, long 118-18-30 E.

0234 H Submerged.

0235:40 Heard first hit, right on the equator.

- 0236:06 Heard second hit. Immediately after these hits sound reported the tanker's screws had stopped. Must have hit him in the engine room. Took a look and saw he had stopped and was settling by the stern, to port.
- 0301 H Tanker still has not sunk. Decided to shoot him again. Went under the equator to let him have one from the north latitudes.
- 0339:10 Fired 4th torpedo, saw and heard hit just forward of bridge at 0340:30.
- 0342 H This fellow is hard to sink. The Japs are sticking by their guns and are firing in the direction of the torpedo wake.
- 0402 H Tanker still afloat. Went under the line for another shot at him, this time from the south latitudes. The Japs continued to fire into north latitudes.
- 0417 H Fired 5th torpedo, saw and heard hit just forward of the stack at 0418:30. That is 4 with big heads that have hit him. This last one blew debris 500' into the air and he is settling by the stern with a 40-50 degree list to port. Since few of the crew have ever seen a ship sink, let every one who wanted to take a look. Did them a world of good.
- 0450 H Surfaced.
- 0505 H Tanker sank.
- 0615 H Sighted smoke bearing 346 T. Began to give chase. Have two main engines on propulsion - will put the other two on as they are available after charge.
- 0900 H Sighted tops of Maru (8000 tons) in close to LANGKHALIHAT on course about 045 T. He later c/c to 000 to remain close to the beach.
- 1024 H Sighted enemy tanker later identified as similar to OGURA MARU bearing 343.3 T, on southerly course. Have never been able to get far enough ahead of the Maru to attack so decided to get the tanker as he was heading toward us.
- 1053 H Submerged and began approach.

- 1205:08 Fired two torpedoes. Lat 00-54-30 N, long 119-01-36E.
- 1207:30 Saw and heard both torpedoes hit. Tanker started sinking by the stern with a 50 degree list to starboard.
- 1210:30 Tanker's boilers exploded. Crew was abandoning ship. Tanker is going down fast. Saw boats in the water.
- 1238 H While raising periscope for observation, heard large depth bomb, no screws. Did not stay to look, went to 250' and rigged for depth charge attack. Received 5 more bombs on the way down - accuracy of bombing well above average.
- 1345 H Secured from depth charge quarters - came to 90', later to periscope depth.
- 1930 H Surfaced. Since we have only two good torpedoes remaining, and these in the stern tubes, decided to pull out and head for MEMADO BAY and KEMA and proceed with task four of the operation order.
- 2039 H Sent serial 3 telling of surface engagement, last two sinkings, and of our proposed movements.
- 1200 H Lat 00-53-36 N Long 119-13-00 E
Distance run 222.4 Fuel used 2276

March 30, 1943. (18th Day).

Underway on surface.

- 0251 H Received Comtaskfor 51 serial 66 modifying our operation order and directing us to return to FREMANTLE for reload and a short rest. C/C and began the trek homeward. Lat 01-47 N, long 120-00 E.
- 1200 H Lat 00-08-00 S Long 119-20-00 E
Distance run 368.1 Fuel used 3717

March 31, 1943. (19th Day).

Underway on surface in MAKASSAR STRAIT enroute FREMANTLE, W.A.

- 1619 H Sighted SEMALA ISLAND bearing 250 T.
- 2215 H Began transit LOMBOK STRAIT.

2342 H Completed transit LOMBOK STRAIT.

1200 H Lat 05-48-00 S Long 116-57-00 E
Distance run 399.8 Fuel used 5271

April 1, 1943. (20th Day).

Underway on surface enroute FREMANTLE, W.A.

1200 H Lat 12-06-12 S Long 114-56-00 E
Distance run 361.0 Fuel used 4398

April 2, 1943. (21st Day).

Underway on surface enroute FREMANTLE, W.A.
Made trim dive and 200' test dive.

1200 H Lat 17-33-18 S Long 113-37-30 E
Distance run 327.9 Fuel used 3501

April 3, 1943. (22nd Day)

Underway on surface enroute FREMANTLE, W.A.

0624 H Sighted NORTHWEST CAPE bearing 152 T, distant 18 miles.

0950 H Moored to fuel barge in EXMOUTH GULF. Held swimming call.

1530 H Held quarters. Congratulated crew for their performance on patrol. Gave brief talk on security.

1620 H Underway from fuel barge having transferred 37,794 gallons fuel to barge.

2001 H Made trim dive.

1200 H Lat 22-10-18 S Long 114-07-42 E
Distance run 237.0 Fuel used 1221

April 4, 1943. (23rd Day).

Underway on surface in bombing restriction lane enroute FREMANTLE, W.A.

SS211/A12-1
Serial 015
CONFIDENTIAL

U.S.S. GADGON

WSP/R

1200 H Lat 24-59-54 S Long 112-25-00 E
Distance run 309.8 Fuel used 2998

April 5, 1943. (24th Day).

Underway on surface in bombing restriction lane
enroute FREMONTLE, W.A.

1200 H Lat 29-41-24 S Long 113-19-00 S
Distance run 321.8 Fuel used 2217

April 6, 1943. (25th Day).

Underway on surface in bombing restriction lane
enroute FREMONTLE, W.A.

0240 H Sighted ROTHEAST LIGHT bearing 137.1 T.

0730 H Moored to tender.

REC'D NO. 205

SUBAD, M. I.

JUN 15 1943

FF12-10/A16-3(5)/(16) SUBMARINE FORCE, PACIFIC FLEET

Serial 0703

Care of Fleet Post Office, 1. INIT

San Francisco, California, 1/6

May 29, 1943.

CONFIDENTIALCOMSUBPAC PATROL REPORT NO. 183
U.S.S. GUDGEON - EIGHTH WAR PATROL.

From: The Commander Submarine Force, Pacific Fleet.
To : Submarine Force, Pacific Fleet.

Subject: U.S.S. GUDGEON (SS211) - Report of Eighth War Patrol.

Enclosure: (A) Copy of Subject War Patrol Report.
(B) Copy of Comsubdiv 101 Conf. ltr. FB5-101/A16-3,
Serial 047 of May 27, 1943.
(C) Copy of Comsubron 10 Conf. ltr. FC5-10/A16-3(5),
Serial 090 of May 27, 1943.

1. The Eighth War Patrol of the U.S.S. GUDGEON was made enroute Western Australia to Pearl Harbor. All patrolling time was spent in areas under the operation control of Commander Submarines, Southwest Pacific Force.
2. This patrol was carried out in an aggressive and successful manner. In expending all torpedoes and ammunition the GUDGEON sank three ships and probably sank or damaged a fourth. Those sunk included the KAMIKURA MARU, a heavily laden troop transport, which is the largest Japanese passenger liner listed. Two other large vessels were efficiently sunk by gunfire. Both of these attacks were made after a careful estimate of the situation had been made by the Commanding Officer, and when assured that the armament odds were with the GUDGEON. The effectiveness of the binocular gunsights manufactured by the PELIAS was illustrated in the excellent shooting performance in both gun attacks.
3. Use of the SJ radar during the patrol brought forth gratifying results.
4. The GUDGEON is returning to Navy Yard, Mare Island, for overhaul after more than twenty-one months from the building yard. During this time she has the outstanding record of having sunk about 127,559 tons and damaged 22,494 tons more. In addition the GUDGEON carried out other important war missions.
5. The Commander Submarine Force, Pacific Fleet, and the Submarine Force, Pacific Fleet, deeply regret the loss of Lieutenant (jg) George Harvey Penland, U. S. Naval Reserve. Lieutenant (jg) Penland was an excellent submarine officer and an outstanding leader among his men.

ASST SUBAD	
OPERATIONS	
COMM. OFF.	
PERSONNEL	
BARRACKS OFF.	
DISBURSING	
SHIP'S CLERK	
YEOMAN	

Serial 047

Care of Fleet Post Office,
San Francisco, California,

CONFIDENTIAL

From: The Commander Submarine Division ONE HUNDRED ONE.
To : The Commander Submarine Force, PACIFIC FLEET.

Subject: "U.S.S. GUDGEON - Eight War Patrol.

1. Eighth War Patrol of GUDGEON extended from April 15 to May 25, 1943 and covered passage from Freemantle to Pearl Harbor with principal patrol in Philippine areas. All 16 torpedoes and all 3" ammunition were expended.

2. Two aggressive day gun attacks were made resulting in sinking a 500 ton trawler and in wrecking and probably sinking 1500 ton coastal passenger freighter. From conversations with the commanding officer it appears very improbable that Lieut. (jg) G. H. Pendland, U.S.N.R. lost during the former attack, could have survived. A thorough search of the vicinity, with glassy sea, revealed no trace of him.

3. Five torpedo attacks were made:

April 25-26: A salvo of 3 torpedoes (1 premature) fired in night surface attack at range 2600 resulted in 1 hit but did not slow a 9000 ton APK. Then dived and fired another salvo of three torpedoes on 156° track and with 3800 yard run which were believed to net two more hits. While target may have sunk, evidence of this does not appear conclusive. Visibility on surfacing was about 3 miles.

April 27-28: Three hits from salvo of 4 torpedoes fired at Kamakura Maru on very large track; torpedo run over 3200 yards. This was a night surface chase from the quarter of a 17½ knot target; a very difficult shot which resulted in sinking a beauty.

May 2: Two torpedoes missed a trawler which turned toward the submarine a few seconds after the torpedoes were fired.

May 8: One bow and one stern torpedo missed a trawler at close range in a night surface attack. This was a quick set-up without time to obtain accurate data.

May 12: Two torpedoes missed astern of a moored ship. Points of aim were HOF and engine room. The fact that ship was moored was not noticed until after firing. If this fact had been seen in time, with two torpedoes remaining it would probably be best to fire a single torpedo, "spot" it in deflection, and then fire the remaining torpedo.

4. Torpedoes were fitted with large TNT heads.

5. Attention is invited to the Commanding Officer's comment that on two occasions when northwest and northeast of Wake, he sighted enemy planes a

Serial 090

Care of Fleet Post Office,
San Francisco, California,
May 27, 1943.

CONFIDENTIAL

From: The Commander Submarine Squadron Ten.
To : The Commander Submarine Force, Pacific Fleet.
Subject: U.S.S. GUDGEON (SS211), Eighth War Patrol -
Comments on.

1. The GUDGEON's eighth war patrol was conducted while enroute from the Southwest Pacific Area. The patrol extended over a period of 42 days.

2. Sixteen torpedoes were fired and six hits obtained for a score of 37.5%. In addition all 3"/50 calibre ammunition was expended with excellent results both in percentage of hits and damage inflicted.

3. Of particular interest in this patrol was the transfer of torpedoes from the after room to the forward room. The ingenious method devised for this transfer is worthy of note.

4. It is regretted that more positive proof of sinking of the APK on the night of May 25-26 is not available. Lacking such positive proof, only damage can be credited.

5. The Commander Submarine Squadron Ten takes pleasure in congratulating the Commanding Officer, officers, and crew of the GUDGEON on an excellent patrol, during which the enemy lost at least one extremely valuable ship, the KAMAKURA MARU.

6. It is recommended that the following damage to the enemy be credited to the already imposing record of the GUDGEON:

SUNK

AP (KAMAKURA MARU)	17,526 tons
1 Trawler (gun action)	500 tons
1 APC (MURASAKI MARU class) (gun action)	1,550 tons
TOTAL	19,576 tons

DAMAGED

1 APK or APV (Unidentified)	9,000 tons
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ENCLOSURE (C)

Serial 0703

Care of Fleet Post Office,
San Francisco, California,
May 29, 1943.CONFIDENTIALCOMSUBPAC PATROL REPORT NO. 183
U.S.S. GUDGEON - EIGHTH WAR PATROL.Subject: U.S.S. GUDGEON (SS211) - Report of Eighth War Patrol.

6. The Commander Submarine Force, Pacific Fleet, compliments the Commanding Officer, officers, and crew of this highly successful patrol, during which the following damage was inflicted:

SUNK

1 - Transport (KAMAKURA MRU	-	17,526 tons
1 - Trawler (NAKU MRU Class)	-	500 tons *
1 - Small Passenger Freighter (MURASAKI MRU Class)	-	<u>1,550 tons</u> *
TOTAL:		19,576 tons

* Sunk by gunfire

DAMAGED

1 - Freighter	9,000 tons
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NOTE: Insufficient evidence prohibits the crediting of a sinking of the 9,000 ton freighter on the night of 25-26 April, 1943. Since the above damage was inflicted prior to the date the GUDGEON joined this Force, the Commander Task Force Seventy-One is requested to credit this damage on his records.

DISTRIBUTION:

(1M-43)

C. A. LOCKWOOD, Jr.

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Comsopac (2),
Cinclant (2),
Comtaskfor 16 (1).

E. R. Swinburne
E. R. SWINBURNE,
Flag Secretary.

SS211/A12-1
Serial 025
CONFIDENTIAL

U.S.S. GUDGEON

WSP/R

Fleet Post Office,
San Francisco, California.

May 25, 1943.

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

Subject: U.S.S. GUDGEON - Eighth War Patrol Report.

Enclosure: (A) Eighth War Patrol Report of U.S.S. GUDGEON.

1. Enclosure (A) is forwarded herewith.

W.S. Post, Jr.
W.S. POST, Jr.

Serial 047

Care of Fleet Post Office,
San Francisco, California,
May 27, 1943.

CONFIDENTIAL

Subject: U.S.S. GUDGEON - Eight War Patrol.

few hours after using his radio transmitter.

6. GUDGEON will return to the mainland for overhaul after a two day layover in Pearl Harbor. The reported vibration of her hull and of her radar and periscope supports should be investigated.

7. This submarine has been a thorn in the elbow of the Jap sea arm since early in the war.

Report of 8th War Patrol from April 15, 1943 to May 25, 1943.

1. Employment since last patrol:

April 6, 1943. Returned to FREMANTLE, W.A. from 7th war patrol of 25 days. Began tender refit period. Officers and crew relieved by relief crew.

April 12, 1943. Completed tender refit period. Ship's officers and crew relieved relief crew.

April 14, 1943. Fired modified battle practice with 3"/50 and 20 mm guns. Made trim dive and deep dive.

Instructions for Current Patrol:

Commander Task Force 71.1 Operation Order #12-43.

When directed about April 15, 1943, proceed via bombing restriction lane to EXMOUTH GULF and there fuel to capacity. Thence proceed via LOMBOK and MAKASSAR STRAITS and SIBUTU PASSAGE to vicinity PUCIO POINT, NORTHWEST PANAY and execute special mission. Thence proceed to PEARL HARBOR, via SURIGAO STRAIT and rhumb line to Area 14, exploit approaches to ILOILO for one daylight period enroute. Refuel at MIDWAY, if necessary.

Make every effort to ensure complete destruction of all enemy ships encountered.

Take periscope photographs of all items of interest when feasible.

At 0000 (Z) 6 May, 1943 pass to command of Commander Submarines, FIRST FLEET.

This Operation Order was modified by Comtaskfor 71.1 serial 9 which contained orders to proceed PANAY GULF after completion of special mission, exploit approaches to ILOILO about four days, thence proceed vicinity DUMAGUETE and exploit likely traffic lanes SOUTHERN NEGROS area about four days, thence proceed via SURIGAO STRAIT to eastern entrance SAN BERNARDINO STRAIT and conduct submerged reconnaissance there, thence proceed vicinity latitude 14 N, longitude 130 E, operational control then passing to Commander Submarines, FIRST FLEET at 0000 (Z) 14 May, thence rhumb line to Area 14, thence to point 25 N, 170 E, thence rhumb line to destination.

2 NARRATIVE.

April 15, 1943. (1st Day)

- 1217 H Underway with 16 torpedoes from alongside OTUS. Made daylight submerged, night surface and night submerged approaches on ISABEL in submarine exercise area.
- 2133 H With ROTINEST LIGHT bearing 163.1 T, distant 17 miles, took departure via BOMBING RESTRICTION LANE.
- Distance run: 109.4 Fuel used: 1235

April 16, 1943. (2nd Day)

- Underway on surface in BOMBING RESTRICTION LANE.
- Made trim dive.
- 1200 H Lat 29-26-00 S Long 113-05-06 E
Distance run: 316.9 Fuel used: 3276

April 17, 1943. (3rd Day)

- Underway on surface in BOMBING RESTRICTION LANE. Made training dives and held general drills.
- 1441 H Sighted southbound TAUOG. Exchanged signals.
- 1200 H Lat 24-26-00 S Long 112-29-06 E
Distance run: 296.5 Fuel used: 2718

April 18, 1943. (4th Day)

- Underway on surface in BOMBING RESTRICTION LANE.
- 0708 H Sighted Navy FBY plane on patrol.
- 0840 H Moored to fuel barge. Began fueling. Held swimming call.
- 1123 H Underway having taken on 9550 gallons fuel.
- 1200 H Lat 22-09-48 S Long 114-11-00 E
Distance run: 167.8 Fuel used: 723

April 19, 1943. (5th Day)

- Underway on surface. Held training dives, general drills, and made battle surfaces.
- 1200 H Lat 18-21-48 S Long 114-36-42 E
Distance run: 268.8 Fuel used: 1867

April 20, 1943. (6th Day)

Underway on surface. Made training dives.

- 1227 H Sighted single engine land biplane bearing 287 T on southerly course. Made quick dive. Lat 14-26-06 S, Long 115-00-00 E.
- 1250 H Surfaced.
- 1200 H Lat 14-30-48 S Long 114-58-54 E
Distance run: 259 Fuel used: 1743

April 21, 1943. (7th Day)

Underway on surface.

- 1413 H Sighted LOMBOK ISLAND bearing 012 T.
- 1529 H Submerged.
- 1720 H Surfaced.
- 1840 H Began transit LOMBOK STRAIT.
- 2051 H Completed transit LOMBOK STRAIT.
- 1200 H Lat 09-53-12 S Long 115-42-00 E
Distance run: 300.8 Fuel used: 2661

April 22, 1943. (8th Day)

Underway on surface.

- 1042 H Radar contact on plane - range closed to 16.5 miles. Submerged. Lat 05-10-00 S, long 117-22-00 E.
- 1115 H Surfaced.
- 2218 H Sighted patrol vessel. Put 4 engines on propulsion and began evading. Lat 02-54-00 S, long 118-31-00 E.
- 2236 H Patrol vessel challenged with searchlight. When we did not reply he opened fire and fired four shots at us. He was using the flashless powder we have heard so much about and we agree with all that has been said - it is really flashless.
- 2308 H Lost contact with patrol vessel.
- 1200 H Lat 05-01-48 S Long 117-31-06 E
Distance run: 352.9 Fuel used: 3778

April 23, 1943. (9th Day)

Underway on surface.

1345 H Dove to conduct submerged patrol off MANGKALIHAT. This is where we had such good hunting last patrol and hope that it has not changed.

1900 H Surfaced.

1200 H Lat 00-21-42 N Long 118-33-24 E
Distance run: 234.9 Fuel used: 1039

April 24, 1943. (10th Day)

Patrolling on surface off MANGKALIHAT.

0523 H Submerged to continue patrol.

1905 H Surfaced.

1200 H Lat 00-21-42 N Long 118-33-24 E
Distance run: 71.9 Fuel used: 328

April 25, 1943. (11th Day)

Patrolling on surface off MANGKALIHAT.

Received CTF 71.1 serial 9 modifying operation order as outlined in paragraph 1.

0543 H Submerged.

1605 H Surfaced. Enroute MANGKALIHAT to SIBUTU PASSAGE.

2320 H Sighted ship bearing 040 T. Lat 01-48-00 N, long 119-11-48 E. Began approach.

2350:54 Fired spread of three torpedoes.

2351:32 Premature explosion of 1 torpedo. Believe this was the second or third torpedo fired.

2352:27 Heard timed hit on target.

2355 H Made quick dive.

2357:47 Heard loud explosion. Was not a depth charge.

1200 H Lat 00-57-00 N Long 119-03-12 E
Distance run: 123.6 Fuel used: 699

April 26, 1943. (12th Day)

- 0000 H Came to 40', manned SJ radar and took a look. Target still afloat and underway. Decided to shoot again.
- 0004:22 Fired spread of three torpedoes. While waiting and watching for these torpedoes to hit, radar picked up another object bearing 355 relative, range 1300 yards. Sound reported screws making 240 rpm in contrast with target's 90 rpm at time of firing. Decided this second object must be an escort which had been on the far side of the target up until now. Went to 170 feet. While going deep heard two explosions that sounded like torpedo hits. Time was approximately right for timed hits. Shortly afterwards sound reported noises that are generally attributed to ships breaking up. In addition, sound reported 20 to 30 small explosions which were unidentifiable. The time and number of hits were later checked and verified with people in every compartment throughout the ship.
- 0025 H Surfaced. All that was in sight was a small patrol vessel. Retired on opposite of target's course to make reload forward.
- 0051 H Completed reload. Put four engines on propulsion. Reversed course and headed back to spot to see if there were any more targets.
- 0207 H Have returned over the position of attack and have continued on 15 miles along target's course. Visibility has been excellent and have seen nothing. Feel positive that the target sank and the escort left vicinity.
- 0326 F Sent serial one telling of sinking.
- 1100 H Submerged when indication on SD radar closed from 23 to 18 miles.
- 1128 H Surfaced.
- 1314 H Sighted large unidentified plane smoking heavily 10 miles on port beam on parallel course. Submerged. Lat 03-42-06 N, long 119-41-48 E.
- 1348 H Surfaced.
- 1759 H Sighted unidentified plane bearing 127 T, distant 5 miles, altitude 1000 feet. Submerged. Lat 04-14-06 N, long 119-40-12 E.
- 1818 H Surfaced.
- 1200 H Lat 03-28-42 N Long 119-42-48 E

Distance run: 286.3

Fuel used: 2155

April 27, 1943. (13th Day)

Underway on surface enroute SIBUTU PASSAGE to vicinity PUCIO POINT, PANAY.

- 0538 H Sighted large tanker bearing approximately 060 T. Submerged and began approach. Lat 06-30-00 N, long 120-06-30 E.
- 0705 H Have been running at full speed for over an hour with target zig-zagging radically, and have not been able to close. Decided to surface and try to get ahead for an attack. Surfaced.
- 0707 H Put 2 engines on propulsion and two on charge and started trying to get ahead.
- 0733 H Have not been able to get very far ahead of tanker. Decided he would reach PANGATURAN PASSAGE before we could get far enough ahead for a daylight attack. Secured approach. Upon securing from this attack torpedoes in the tubes which had been flooded were pulled and checked. It was found that out of six torpedoes, two exploders, three gyros and five after bodies had been flooded. Spent most of the day working over torpedoes and trying to dry out exploders.
- 2315 H Sighted large ship bearing 090 T, on southerly course. Began approach. Lat 10-17-48 N, long 121-44-00 E.
- 2330 H Target making 17.5 knots on base course about 190 T. He is zig-zagging 40 degrees each side of base course every 5 minutes. Identified as KAMAKURA MARU.
- 1200 H Lat 07-25-00 N Long 120-38-48 E
Distance run: 368.1 Fuel used: 4511

April 28, 1943. (14th Day)

- 0104:20 Fired spread of four torpedoes, the last torpedoes we have forward.
- 0106 H Submerged.
- 0106:32
42
48 Heard torpedo hits.

0109:53

and

0110:29. Heard explosions which may have been magazines exploding.

0116 H KAIKURA MARU sank. This happened so fast it was unbelievable. The target had been floating on an even keel and we believed we had only damaged him, and were swinging around to line up the stern tubes. The Commanding Officer was following the target through the periscope and just prior to sinking, flames were observed near the stern, apparently from an internal explosion. Target's bow suddenly rose into the air and it sank stern first in about the same time it takes to tell it. Just as he sank there was another terrific explosion.

0120 H Surfaced and headed back toward the spot where he went down.

0140 H Came abreast about a dozen lifeboats, floating debris, oil, and swimming Japs, all covering several acres. Sounded like Dante's Inferno. We had been having radar interference all day, the boat was already overcrowded, and we still had our special mission to accomplish, so decided that rescue of survivors either for humanitarian reasons or to furnish more positive identification of ship sunk could not be accomplished without detriment to our mission.

0445 H Submerged to give crew a day of rest.

1903 H Surfaced.

1200 H Lat 10-45-00 N Long 121-31-24 E
Distance run: 129.2 Fuel used: 1130

April 29, 1943. (15th Day)

Underway on surface enroute SIEUTU PASSAGE to vicinity PUCIO POINT, PANAY.

0445 H Submerged.

1900 H Surfaced. Made all preparations for transferring torpedoes tomorrow night. It was necessary to rerig both forward and after kingposts which had been taken down. This job proved to be equally as hard and as long as the actual transfer of the torpedoes.

1200 H Lat 11-43-00 N Long 122-00-00 E
Distance run: 81.5 Fuel used: 293

April 30, 1943. (16th Day)

Underway on surface in vicinity PUCIO POINT, PANAY.

0450 H Submerged.

1900 H Surfaced. Completed special mission.

This evening under cover of darkness transferred three torpedoes from the after torpedo room to the forward torpedo room. This was accomplished by lashing three 7 man rubber boats together and using them to float the torpedoes forward. About four hours were required to complete the job but it is believed that this time may be materially reduced with a little practice as the last two were moved in about the same time as was required for the first one alone.

1200 H Lat 11-44-30 N Long 121-53-42 E
Distance run: 32.2 Fuel used: 130

May 1, 1943. (17th Day)

Underway on surface.

0515 H Submerged to conduct patrol off PUCIO POINT.

1848 H Surfaced.

1200 H Lat 11-39-00 N Long 121-45-42 E
Distance run: 71.8 Fuel used: 585

May 2, 1943. (18th Day)

Underway on surface enroute PUCIO POINT to PANAY GULF.

0509 H Submerged.

1334 H Sighted armed trawler type patrol vessel. Lat 10-33-36 N, long 121-51-48 E. Began approach.

1417 H Fired a spread of two stern torpedoes at a range of 1600 yards. Target turned toward us and the torpedoes straddled him. Rigged for depth charge attack and went to 250 feet.

1420 H Patrol vessel dropped 23 depth charges in groups of 1,
to 2, 3 and 5. None was close and do not think they were
1525 H set any deeper than 150 feet. Target did not use echo ranging.

1600 H Came to periscope depth - observed target still searching - decided not to expend any more torpedoes on this one.

1900 H Surfaced.

1940 H Sighted same trawler bearing 165 T. Evaded.

1200 H Lat 10-46-48 N Long 121-52-00 E
Distance run: 114.4 Fuel used: 782

May 3, 1943. (19th Day)

Patrolling on surface off NASO POINT.

0316 H Sighted patrol vessel. Lat 10-39.5 N, long 121-48.5 E.
Evaded.

0441 H Submerged. Intend to penetrate PALAY GULF to 100 fathom curve during day.

1421 H Sighted trawler type patrol vessel heading toward ILOILO. Lat 10-25.6 N, long 122-08.9 E.

1659 H Patrol vessel approached to within about one half mile of 100 fathom curve, reversed course and headed back toward NASO POINT.

1850 H Surfaced.

Received Comtaskgroup 71.1 serial 20 directing inspection of 3"/50 high capacity ammunition for loose projectiles, giving our FIRST FLEET task unit designation as 17.3.14 and directing us to advise destination MIDWAY or PEARL on night prior arrival Lat 25 N, Long 170 E.

1200 H Lat 10-24-00 N Long 122-06-36 E
Distance run: 124.0 Fuel used: 868

May 4, 1943. (20th Day)

Patrolling on surface east of NASO POINT.

0242 H Heard high speed screws bearing 37 relative. Evaded. Was never able to get a turn count nor were we ever able to see source.

0323 H Propeller noises faded out.

0445 H Submerged. Intend to patrol 5-10 miles west of NOGAS IS. today. Seems to be best spot for shipping.

0618 H Sighted masts bearing 280 T. Turned to close.

- 0700 H Identified target as small trawler. Decided to surface and shell him.
- 0710 H Surfaced and started closing target.
- 0759 H Opened fire with 3"/50 and 20 mm guns. Fired 96 rounds 3" ammunition in all, set fire to and sank trawler. Lat 10-10.8 N, long 121-42.7 E.
- 0810 H Lieutenant (junior grade) George Harvey PENLAND, U.S. Naval Reserve was struck in the head by an empty shell case as it was ejected from the gun. The blow evidently knocked him unconscious and he fell overboard and was never seen again. The ship maneuvered to try to recover him and remained in the area until 0940 H but never saw him. Dropped rubber boat with provisions and water for him just in case we might have missed him.
- 0945 H Dropped a rubber boat with water and provisions for Japanese survivors of trawler. Picked up three Filipino survivors who identified trawler as NAKU MARU bound from MANILA to ILOILO or DAVAO. Separate report on information obtained from survivors immediately after their rescue will be submitted.
- 1025 H Sighted patrol vessel coming out of PANAY GULF. Submerged and evaded.
- 1230 H Sighted smoke bearing 355 T. Turned to close hoping this might be a Maru coming from the north.
- 1318 H Went to battle stations - target appears to be a medium size Maru with two escorts.
- 1422 H Target identified as a patrol vessel escorted by two patrol vessels. Secured approach. Began evading. One of these vessels remained in the vicinity the remainder of the afternoon and we had him in sight until 1840 H.
- 1900 H Surfaced. Headed back toward PANAY GULF.
- 2243 H Sound picked up high speed screws bearing 60 relative. Evaded and never saw source.
- 1200 H Lat 10-18-12 N Long 121-48-24 E
Distance run: 114.8 Fuel used: 821

May 5, 1943. (21st Day)

Patrolling on surface in PANAY GULF.

- 0220 H Sound picked up high speed screws bearing 250 relative. Evaded. Sound faded out in direction of ILOILO. Never saw source.
- 0431 H Submerged.
- 0802 H Sighted masts of ship bearing 341 true. Changed course to close.
- 0844 H Target appeared too small for a torpedo so decided to sink him by gun fire.
- 0856 H Made battle surface and closed target.
- 0922 H Commenced firing with 3"/50 and 20 mm guns.
- 0933 H Ceased firing - having expended 104 rounds 3"/50 ammunition. (last on board).

Target, which was a small coastal type passenger-freighter was left "burning fiercely" and slowly sinking, 2 miles off the beach, 15 miles west of ILOILO. It probably sank, and in any event, was a complete loss. Headed southwest on the surface to clear area and charge batteries.

The binocular gun sights installed by PELIAS, the modified practice fired prior to starting this patrol, and the practice shoot on yesterday's 500 ton trawler combined to give excellent results today. Opening fire at 2400 yards, the second shot hit squarely on the bridge structure. Four out of the first six shots were hits. Approximately the same high percentage of hits was maintained throughout this shoot. Today's firing demonstrated clearly the destructive power of the new high capacity ammunition, as compared to the old common ammunition. The excellent performance in this shoot was attained in spite of the inadequacies of operation and size of the deck gun and it is felt this gun should be replaced by a larger one at the first opportunity.

- 1401 H Sighted masts bearing 304 T. Ship appeared to be heading south so put 4 engines on propulsion to close to a position for a submerged attack. Lat 10-02-30 N, long 121-46-30 E.
- 1530 H Lost sight of target. Headed north after him and picked him up shortly afterwards. As we closed target to about 16,000 yards it appeared to have a boat hoisted out. Later the crew threw some material over the side which might have been a cable towed to set up magnetic fields, or depth charges, either towed or drifting.

We changed course 20 degrees to the left to avoid.

- 1650 H Target changed course sharply to the left, revealing the silhouette of a small tanker. Our presence having been definitely disclosed, we dove. Target returned to his northerly course, so decided to run at standard speed for 15 minutes to be sure to maintain contact with target until approach could be started.
- 1709 H As we slowed to 1/3 speed for a look sound reported high speed screws bearing 60 relative - took a look and it was the target about 1400 yards away on opposite course, now looking much more like a Q-ship than a tanker. Started turning to fire one remaining stern torpedo, when he started throwing depth charges.
- 1711 H First depth charge exploded - fairly close - but not too close to stop our attack. Second one went off shortly afterwards and was too close for comfort - broke light bulbs aft. Decided we had tied into something different than we bargained for so went to 250 feet, receiving two more close depth charges on the way down.
- 1836 H Came to periscope depth - target still in sight - range about 16,000 yards.
- 1840 H Surfaced. Decided to pass west of CAYGAYAN enroute to DULAGUETE to allow opening up by radio, avoid patrol vessels off ILOILO approaches, take a look at the western approaches to BASILAN STRAIT, conceal our movement to DULAGUETE, and give crew a much needed "day of rest" on the surface.
- 2330 H Sent serial two reporting results to date.
- 1200 H Lat 10-04-12 N Long 122-13-18 E
Distance run: 223.9 Fuel used: 2260

May 6, 1943. (22nd Day)

Enroute ILOILO area to DULAGUETE area on surface.

- 1733 H Sighted masts bearing 070 T. Put 4 main engines on propulsion to try to close for attack. Target apparently headed for BASILAN STRAIT. Lat 07-32.0 N, long 121-35.5 E.
- 1755 H Lost sight of target. Believed he saw us, turned and ran.
- 1831 H Secured the search, as darkness rendered it impracticable.

1200 H Lat 08-23-30 N Long 121-04-24 E
Distance run: 271.4 Fuel used: 2133

May 7, 1943. (23rd Day)

Enroute ILOILO area to DUMAGUETE area on surface.

0425 H Submerged south of DUMAGUETE.

0511 H Sighted trawler type patrol vessel heading toward DUMAGUETE. Lat 09-08-00 N, long 123-16-30 E.

1523 H Came to within 2500 yards of wharf at DUMAGUETE. Only thing there was two trawlers.

1800 H One of the trawlers left the dock and headed south.

1907 H Surfaced. Headed up into BOHOL STRAIT at listening speed, since patrol vessels seemed to be covering southern approaches, and this offered chance at CEBU traffic without losing control of DUMAGUETE area.

1200 H Lat 09-10-00 N Long 123-20-00 E
Distance run: 125.4 Fuel used: 851

May 8, 1943. (24th Day)

Patrolling approaches to DUMAGUETE on surface.

0342 H Trawler type patrol vessel suddenly came out of the mists bearing 355 relative, range about 1500 yards. Sound had not picked him up. Lat 09-29-30 N, long 123-29-06 E. Fired one torpedo from forward tubes at him - missed. Turned and fired another one at him from the stern tubes - missed again! May have had one dud hit, but its time gave a torpedo run of about 1300 yards as against an estimated torpedo run of 900 yards.

0348 H Submerged. Heard and felt first depth charge. Could not see him in the darkness so went to 200 feet to receive the rest of his load. Received a total of 11. Evaded.

0500 H Came to periscope depth and observed the patrol vessel depth charging us with 5 charges from a range of 6000 yards.

0536 H Patrol vessel was observed to shell something with his deck gun. Continued patrol in direction of DUMAGUETE.

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WSP/R

0641 H Sighted another patrol vessel similar to the one who worked us over. This one was headed east from DUMAGUETE.

0737 H Both patrols out of sight.

1538 H Sighted patrol boat returning toward DUMAGUETE from southward. Boat continued on up into BOHOL STRAIT.

1702 H Sighted patrol vessel heading into DUMAGUETE from the east.

1903 H Surfaced.

1200 H Lat 09-17-12 N Long 123-19-06 E.
Distance run: 72.3 Fuel used: 314

May 9, 1943. (25th Day)

Patrolling approaches to DUMAGUETE on surface.

0430 H Submerged.

0701 H Sighted masts of patrol vessel and an airplane (Mitsubishi 96 Fighter) Lat 09-15.1 N, long 123-23.8 E. This is the first plane we have sighted north of SIBUTU PASSAGE.

1900 H Surfaced.

1200 H Lat 09-17-18N Long 123-19-42 E.
Distance run: 78.1 Fuel used: 333

May 10, 1943. (26th Day)

Patrolling on surface off DUMAGUETE.

0433 H Submerged.

1733 H Sighted corvette type patrol vessel, on southerly course.

1840 H Surfaced. Enroute DUMAGUETE to SAN BERNARDINO STRAIT area, via SURIGAO STRAIT.

1200 H Lat 09-10-48 N Long 123-19-48 E
Distance run: 122.2 Fuel used: 888

May 11, 1943. (27th Day)

Enroute DURIAGUETE to SAN BERNARDINO STRAIT on surface.

0452 H Began transit SURIGAO STRAIT.

1104 H Completed transit SURIGAO STRAIT.

1200 H Lat 10-57-54 N Long 126-02-30 E
Distance run: 365.9 Fuel used: 4265

May 12, 1943. (28th Day)

Patrolling on surface in SAN BERNARDINO STRAIT area.

0508 H Submerged.

0703 H Sighted ship bearing 275 T, began approach. Lat 12-43-30 N, long 124-08-12 E.

0817 H Fired two torpedoes at ship similar to MANKO MARU. Both missed. This target was moored just north of BINORONGAN POINT, LUZON in the same fashion as our lumber ships at FORT BRAGG and other northwest ports. Since both torpedoes missed astern and exploded on the beach feel sure the reason for the misses was the current of 2 knots which we did not allow for. Have no torpedoes or 3"/50 ammunition so will have to let him go. This vessel was skillfully camouflaged in grey and green paint which furnished almost perfect protective coloring against the background of the beach.

1346 H Sighted ship similar to URAL MARU. Had red cross on stack same as a hospital ship. Lat 12-44-24 N, long 124-19-06 E.

1420 H Sighted smoke bearing 004.7 T. Since we had nothing to shoot did not investigate further.

1812 H Surfaced. Enroute PEARL HARBOR.

2212 H Sent serial three to CTF 71.1 reporting other contacts in Philippine waters and estimated time of arrival at latitude 14 N, longitude 130 E.

1200 H Lat 12-46-48 N Long 124-13-12 E
Distance run: 140.3 Fuel used: 1386

May 13, 1943. (29th Day)

Enroute PEARL HARBOR on surface.

0600 H Set clocks ahead 1 hour to zone -9 time.

1200 I Lat 13-53-48 N Long 127-32-48 E
Distance run: 286.6 Fuel used: 2744

May 14, 1943. (30th Day)

Enroute PEARL HARBOR on surface.

1200 I Lat 14-27-24 N Long 131-02-36 E
Distance run: 225.5 Fuel used: 1628

May 15, 1943. (31st Day)

Enroute PEARL HARBOR on surface. Made trim dive and held general drills.

1200 I Lat 15-33-18 N Long 135-09-00 E
Distance run: 275.2 Fuel used: 2706

May 16, 1943. (32nd Day)

Enroute PEARL HARBOR on surface.

1200 I Lat 16-37-12 N Long 140-16-00 E
Distance run: 338.5 Fuel used: 3524

May 17, 1943. (33rd Day)

Enroute PEARL HARBOR on surface.

0100 I Set clocks ahead one hour to zone -10 time.

0940 K Sighted AGRIHAN ISLAND bearing 077.6 T.

1200 K Lat 18-47-12 N Long 145-12-48 E
Distance run: 338.8 Fuel used: 3340

May 18, 1943. (34th Day)

Enroute PEARL HARBOR on surface. Made trim dive and held general drills.

1200 K Lat 20-45-00 N Long 150-50-00 E
Distance run: 351.1 Fuel used: 4007

May 19, 1943. (35th Day)

Enroute PEARL HARBOR on surface.

1200 K Lat 22-20-00 N Long 156-49-48 E
Distance run: 358.6 Fuel used: 3454

May 20, 1943. (36th Day)

Enroute PEARL HARBOR on surface.

0100 K Set clocks ahead one hour to zone -11 time.

2157 L Sent CTF 17 our destination.

1200 L Lat 23-42-42 N Long 162-48-12 E
Distance run: 344.3 Fuel used: 3642

May 21, 1943. (37th Day)

Enroute PEARL HARBOR on surface.

1113 L Submerged when radar contact closed from 10 to 6 miles. Received two bombs on the way down. Was able to get good look at plane on way down and identified it as a Mitsubishi 96, Mod 4, ("NELL" in ONI - 249). Lat 24-50.0 N, long 169-13.0 E.

1355 L Surfaced.

2200 L Set clocks ahead one hour to zone -12 time.

1200 L Lat 24-53-00 N Long 169-18-30 E
Distance run: 356.8 Fuel used: 4430

May 22, 1943. (38th Day)

Enroute PEARL HARBOR on surface.

0112 M Sent ETA 500 mile circle MIDWAY to CTF 17.

0632 M Sent daily positions to CTF 17 in compliance with Comsubpac 210457.

1018 M Radar indication at 17 miles. Sighted plane at a range of about 3 miles. Plane headed in our direction and dropped to about 1000 feet. Unable to establish the plane's identity at a range of about 1.5 miles. Plane turned to left about the same time we did a radical left zig. He then headed up in direction of sun, circled back down port side, made a sweep around stern and came in from starboard side. As he approached from the starboard beam he turned to the left disclosing a rising sun.

Lat 24-24.0 N, long 175-05.0 E. Plane type:
Mitsubishi 96 Mod 4 "NELL" in ONI - 249. The lack
of aggressiveness by "NELLIE" indicated presence of
NIP sub likely.

1023 M Submerged.
1025 M Plane dropped one small bomb.
1129 M Surfaced.
2400 M Changed date to May 22, zone plus 12 time.
1200 M Lat. 24-20-48 N, long 175-20-12 E.
Distance run: 383 Fuel used: 5311

May 22, 1943. (39th Day)

Enroute PEARL HARBOR on surface.

1038 Y Sent 0000/21(Z) position and details of last
aircraft contact to Comsubpac in compliance his
221900 reporting periscope sighting by patrol
plane and requesting our position at the above
time and date.
1200 Y Lat 23-36-48 N Long 177-40-36 W
Distance run: 402.9 Fuel used: 5914

May 23, 1943. (40th Day)

Enroute PEARL HARBOR on surface.

0400 Y Set clocks ahead one hour to zone plus 11 time.
2200 X Set clocks ahead one hour to zone plus 10 time.
1200 X Lat 22-50-30 N Long 170-58-00 W
Distance run: 353.3 Fuel used 5195

May 24, 1943. (41st Day)

Enroute Pearl Harbor on surface.

2145 W Sent Comsubpac message telling of late arrival at
rendezvous.

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WSF/R

2330 W Set clocks ahead 1/2 hour to zone plus 9 1/2 time.

1200 W Lat 21-49-30 N Long 164-29-00 W
Distance run: 360.9 Fuel used: 6113

May 25, 1943. (42nd Day)

Enroute PEARL HARBOR on surface.

0945 VW Sent Comsubpac message giving proposed movement.

1500 VW Moored to dock, Submarine Base, PEARL HARBOR.

Serial 61458

Care of Fleet Post Office,
San Francisco, California,
14 October 1943.

CONFIDENTIAL

THIRD ENDORSEMENT to
GUDGEON Report of
Ninth War Patrol.

COMSUBSPAC PATROL REPORT NO. 281
U.S.S. GUDGEON - NINTH WAR PATROL.

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

Subject: U.S.S. GUDGEON (SS211) - Report of Ninth War Patrol
(1 September to 6 October 1943).

1. The ninth war patrol of the GUDGEON was conducted in the Marianas Islands.
2. Good area coverage and close surveillance of all harbors were made. The patrol was aggressive in spirit.
3. Organization difficulties due to loss of officer and enlisted personnel apparent early in the patrol were ironed out in time to produce effective damage to the enemy in the latter part of the patrol.
4. This patrol is considered successful for Combat Insignia Award.
5. The Commander Submarine Force, Pacific Fleet, congratulates Commanding Officer, officers, and men for this aggressive and successful war patrol. The GUDGEON inflicted the following damage to the enemy:

S U N K

1 - Freighter (MATUMOTO MARU class)	-	7,025 tons
1 - Freighter (ATUTA MARU class)	-	7,983 tons
TOTAL:		15,008 tons

D A M A G E D

1 - Freighter (KANSAI MARU class)	-	8,614 tons
1 - Patrol Vessel (unknown class)	-	600 tons*
TOTAL:		9,214 tons

* By gunfire.

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TORPEDO OFF.
PLAN

Serial 61458

Care of Fleet Post Office,
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TOTAL:		15,008 tons

DAMAGED

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TOTAL:		9,214 tons

* By gunfire.

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DISBURSING	
RECOGNITION	
SAFETY OFF.	
TORPEDO OFF.	
HUMAN	

AL6-3

COMMANDER SUBMARINE FORCE, PACIFIC
FLEET, SUBORDINATE COMMAND, MIDWAY

Serial 0102

Care of Fleet Post Office,
San Francisco, California,
October 9, 1943.

CONFIDENTIAL

SECOND ENDORSEMENT to
CO GUDGEON ltr. SS211/
AL2-1 Serial 020 dated
6 October 1943.

From: The Commander Submarine Force, Pacific Fleet,
Subordinate Command.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Submarine Force, Pacific
Fleet.
(2) The Commander in Chief, United States
Pacific Fleet.
Subject: U.S.S. GUDGEON - Report of Ninth War Patrol.

1. Forwarded concurring in the remarks of the
Commander Submarine Division Twenty-two.
2. It is recommended that the GUDGEON be credited
with the following damage to the enemy:

SUNK

AP (MATUMOTO MARU TYPE)	7,061 tons
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DAMAGED

Patrol Boat	600 tons
AP (ATTUTA MARU TYPE)	7,950 tons
AP (KANSAI MARU TYPE)	8,610 tons
Total	17,160 tons

C. W. STYER.

Copy to:

Consubdiv 22
CO GUDGEON

SUBMARINE DIVISION TWENTY-TWO

In Reply
Refer to:

c/o Fleet Post Office,
San Francisco, California,
9 October, 1943

FB5-44/A16-3

Serial 050(B)

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

FIRST ENDORSEMENT to
U.S.S. GUDGEON SS211/
A12-1 Serial 020 dated 6
October 1943

From: The Commander Submarine Division TWENTY-TWO.
To : The Commander-in-Chief, United States Fleet.
Via : (1) The Commander Submarine Force, Pacific
Fleet, Subordinate Command, Midway.
(2) The Commander Submarine Force, Pacific
Fleet.

Subject: U.S.S. GUDGEON - Report of Ninth War Patrol.

1. GUDGEON ninth war patrol extended over a period of 37 days, eighteen days of which were spent in the area. Patrol was terminated by expenditure of torpedoes.

2. Eight worthwhile contacts were made with the enemy:

(a) Two destroyers were encountered proceeding in company at 0446 September 25 but zigged out of firing range. A single destroyer was suddenly encountered at 1500 yards in a rain squall at 2145 the same day. The SJ radar was out of commission precluding earlier detection. Quick dive was made but immediate depth charging prevented attack. At 1120 September 27th a DD proceeding out of harbor passed beyond firing range.

(b) At 0636 September 17 a 600 ton patrol boat challenged GUDGEON who then engaged with the 5" gun on converging course at an opening range of 6000 yds. Binocular gun sights were jarred out on first shot. At 4000 yards enemy one pounder and machine gun became accurate so when a second patrol vessel appeared on horizon action was broken off. 85 rounds were fired and only 2 hits obtained. Enemy was later seen to be listed to starboard and burning. It is regretted that SJ radar was out of commission for its use might have enabled GUDGEON to put up a more creditable performance.

SUBMARINE DIVISION TWENTY-TWO

In Reply
Refer to:

c/o Fleet Post Office,
San Francisco, California,
9 October 1943

FB5-22/A16-3

Serial 050(B)

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

FIRST ENDORSEMENT to
U.S.S. GUDGEON SS211/
*A12-1 Serial 020 dated 6
October 1943

Subject: U.S.S. GUDGEON - Report of Ninth War Patrol.

2 hits were made causing target to squat and list to starboard. After receiving depth charge attack, observation 2 hours and 20 minutes later revealed escorts and six or more lifeboats at point of attack, but no freighter.

- (f) Attack #6 - 1 ship similar to ATUJA MARU of 7950 tons and 1 similar to KANSAINAMU of 8610 tons accompanied by 2 DD's of KAMIKAZE class.

At 0950 September 29, 4 torpedoes were fired at a convoy of 2 ships escorted by 2DD's. Two torpedoes were fired at each ship resulting in one timed hit on each ship. Loss of depth control and subsequent depth charging prevented observation until 1200 when KANSAI MARU was seen down by the stern with 2 patrol vessels standing by. ATATU MARU was not seen.

3. Material condition is generally good except for items mentioned under defects. Refit is expected to be completed in normal period.

J. A. CONNOLLY.

cc: GUDGEON.

T. FACTORS OF ENDURANCE REMAINING.

(a) Torpedoes	0
(b) Fuel	21,864 gallons
(c) Provisions	21 days unlimited rations
(d) Personnel	Unlimited

Limiting factor this patrol: Torpedoes expended.

U. REMARKS.

It is felt that extending the ballistic protection around the induction is a must. This is a most vital part and could easily be damaged by one small caliber shell which ballistic plate would stop.

It is also felt that the effects of the "hurry up program" on overhaul can well be seen in the results of this patrol. The crew was kept so busy repairing vital machinery that it was impossible for them to get proper rest required for a successful patrol. The lack of the JK sound head and SJ radar prevented this submarine from covering it's assigned area thoroughly.

The Commanding Officer feels that it cannot be stressed too strongly that it is far better to overhaul a submarine in a navy yard than in enemy patrolled waters.

WSP/L
W.S. POST, Jr.
Commander, U.S. Navy.
Commanding.

SUBALINE DIVISION T-12Y-120

In Reply
Refer to:

c/o Fleet Post Office,
San Francisco, California,
9 October 1943

FB5-22/116-3

Serial 050(B)

G-O-P-I-D-F-H-T-I-A-L

FIRST REPORT to
U.S.S. GUDGEON SS211/
A12-1 Serial 020 dated 6
October 1943

Subject: U.S.S. GUDGEON - Report of Ninth War Patrol.

(c) Attack #1, 2 and 3.

At 1056 September 16 a tanker was seen under poor visibility conditions and was believed to be anchored or lying to off LUMINAO REEF, APRA HARBOR. It was necessary to frequently check navigational position during the approach close to reef. 4 torpedoes were fired at 1201 at 3900 yards from bow tubes using an enemy course of 215 speed 0. When no hits were obtained 4 stern tubes were fired twelve minutes later using the same data. No hits resulted. Then visibility increased and target was observed to be a freighter anchored in NE corner of APRA Harbor. Four torpedoes were fired at 1351 using low speed setting resulting in 3 explosions on shore beyond the target. This was first enemy ship seen after a lay off of four months at Navy Yard. No reason can be found for the failure of these attacks except control errors.

(d) Attack #4.

At 1815 September 27 an enemy similar to AKAGI MARU stood out of TANAPAG Harbor. A dusk approach was made and at 1912 four torpedoes were fired at the maru observed to be lying to at 1200 yards. No hits were obtained. The one degree spread used was inadequate for a range of 1200 yards and it now appears doubtful that maru's speed was zero.

(e) Attack #5 - Ship similar to MATUNOTO MARU of 7061 tons and 2 escorts.

During approach on a freighter on 28 September radical course changes placed GUDGEON in unfavorable position to fire sharp on the bow at range of 1000 yards. GUDGEON ran down between escort and target, came about and fired 4 torpedoes from bow tubes at 160° track 2400 yd range.

U.S.S. GUDGEON - Report of Ninth War
Patrol, period from May 25, 1943 to October 6,
1943. Area 14 South. Operation Order 183-43.

A. PROLOGUE.

May 25, 1943. Returned Pearl Harbor from 8th War Patrol.
Fueled and provisioned ship.

May 27, 1943 to June 2, 1943 Enroute Pearl Harbor to San Francisco, California area.

June 2, 1943 to July 28, 1943 Major overhaul period, U.S. Naval Drydocks, Hunter's Point, San Francisco, California.

July 28, 1943 to August 9, 1943 Readiness for sea period, San Francisco area.
Fired dummy torpedoes. Conducted sound test.
Loaded torpedoes and provisions. Conducted deep submergence. Fired structural shots on 5"/51.
Continued navy yard overhaul throughout readiness period.

August 9-16, 1943. Enroute San Francisco Bay area to Pearl Harbor.
Conducted daily trim dives, general drills and fire control problems.

August 16-24 1943. Tender refit by HOLLAND.

August 24-28, 1943. Underway training. Conducted day submerged and night radar approaches.

August 29, 1943. Loaded torpedoes.

August 30, 1943. Underway - conducted full power run and fired battle practice with 5"/51 gun.

August 31, 1943. Topped off fuel and provisions.

September 1, 1943. Conducted sound test. Underway from Pearl Harbor for Johnston Island and 9th War Patrol.

B. NARRATIVE.

1 September 1943.

1140 WW Joined TRIGGER and ALLEN off entrance buoys and set course for JOHNSTON ISLAND, speed 17.

2000 WW ALLEN left formation.

U.S.S. GUDGEON

3 September 1943.

- 0900 X JOHNSTON planes joined and screened entrance to JOHNSTON ISLAND.
- 0945 X Sighted JOHNSTON ISLAND bearing 275 T.
- 1010 X Picked up Pilot off entrance.
- 1050 X Moored JOHNSTON. Delivered mail. Received provisions, fuel, and water. Sea Bees assisted in work on #1 main motor bearing. TRIGGER moored alongside.
- 1810 X Underway from JOHNSTON under air screen, zigging at standard speed enroute area.

4-12 September 1943.

Enroute JOHNSTON ISLAND to Area 14 South. Made daily training dives including hand dives. Held fire control problems, general drills and fired machine guns.

12 September 1943.

- 0345 L Entered area.
- 0524 L Commenced submerged patrol approaching SAIPAN, M.I.
- 1428 L Sighted SAIPAN bearing 295 T, distant 49 miles.
- 1920 L Surfaced.

13 September 1943.

- 0515 L Submerged, approached LAULAU BAY, SAIPAN, observed bay and took pictures. No activity noted and it is believed that there is no submarine base here.
- 1357 L Sighted twin engined monoplane (HELL) bearing 338 T, approaching SAIPAN airfield at ASLITO. Plane contact #1.

SS211/A12-1
Serial 020
CONFIDENTIAL

WSP/E

U.S.S. GUDGEON

- 1522 L Sighted (WELL) over TENIAN, M.I. bearing 318 T. Plane contact #2.
- 1933 L Surfaced. Proceeded to southern coast of AGUIJAN ISLAND to tune SJ Radar which has not worked properly since shortly after leaving JOHNSTON ISLAND.

14 September 1943.

- 0510 L Submerged, patrolling off west coast of SAIPAN.
- 0805 L Sighted smoke bearing 245 T, lat 15-13 N, long 144-28 E. C/C to close. Contact #1.
- 0850 L Sighted two patrol boats and evaded at silent running. Patrols ran at high speed, then would stop and listen.
- 1840 L Surfaced, set course for west coast of GUAM, assuming that patrol vessels had detected our presence.
- 2154 L C/C to close AGUIJAN ISLAND planning to tune SJ Radar.

15 September 1943.

- 0006 L Sighted AGUIJAN ISLAND bearing 070 T, distant 12 miles.
- 0125 L Set course for position off APRA HARBOR, GUAM. No luck with SJ Radar.
- 0508 L Submerged to patrol off ROTA ISLAND. Observed no activity in SOSANJAYA BAY.
- 1900 L Surfaced, enroute APRA HARBOR.

16 September 1943.

- 0328 L Sighted patrol vessel bearing 270 T. Evaded at 4 engine speed. Lat 13-44 N, long 144-50 E. Contact #2.

- 0433 L Submerged, patrolling off APRA HARBOR entrance.
- 0540 L Sound picked up high speed screws (208 rpm).
- 0605 L Sighted patrol boat on course 145 T, approaching GUAN. Lat 13-30 N, long 144-34.5 E. Contact #3.
- 0718 L Sighted smoke bearing 149 T at entrance APRA HARBOR. C/C to close. Contact #4.
- 1056 L Sighted maru bearing 090 T, range about 12,000 yards, and after several observations with extremely bad visibility maru appeared to be anchored or lying to off harbor entrance. Started approach and at
- 1201 L fired bow spread of four torpedoes. No explosions seen or heard so c/c right for stern shot, and at
- 1213 L fired stern spread of four torpedoes. It was impossible to get CC range due to surf noises, but sound reported torpedoes running normal. No explosions seen or heard and no A/S activity developed so at
- 1330 L c/c right and commenced third approach. When this ship was first picked up it was partially obscured by a heavy rain squall and was against a land background. On first observation it was believed to be a small tanker with engines aft either lying to or at anchor off the boat channel at west end of LUMINAO REEF. Later observations proved it to be a large freighter. After missing with these eight we retired to review the situation and by plotting the ship in from three fixes with greatly improved visibility we found it to be anchored in APRA HARBOR behind the bight in the reef. Made the third approach by navigation intending to fire across CALALAN BANK and get him at his anchorage.
- 1351 L Fired spread of four torpedoes, low speed, depth 10'.
- 1356 L Heard, felt and saw three explosions, the target was completely obscured by a wall of water and smoke. When this cleared away the target was observed to be floating serenely in it's original position and condition. Timed explosions indicated a run beyond the target. It is believed that the torpedoes either missed or ran under the target and exploded on the beach.

- 1428 L Sound picked up screws bearing 270 T, (340 rpm).
Periscope observation proved this to be same patrol
boat seen and heard during the morning and several
times during the approaches. Evaded at periscope depth.
- 1500 L One distant depth charge on port quarter.
- 1723 L Sighted single engined monoplane bearing 175 T, 2.5
miles, course 045 T, altitude 1500 feet. Plane
contact #3.
- 1903 L Surfaced and set course for west coast of SAIPAN.
Intend to patrol west of GARAPAN ANCHORAGE tomorrow.

17 September 1943.

- 0137 L Sighted patrol vessel vicinity ROTA ISLAND bearing
010 T, distant 5 miles. Evaded at 4 engine speed.
Contact #5.
- 0535 L Sighted patrol vessel bearing 257 T, 15,000 yards and
believed this to be same patrol sighted four hours
earlier. Closed to observe possibilities of using 5"
deck gun. Went to four engines and headed directly at
our target. Planned to use opening range of 6000 yards.
Lat. 13-51 N, long 145-02 E. Contact #6.
- 0636 L Patrol boat flashed "AA" on searchlight when range
reached about 6000 yards. We had the rare pleasure of
answering with a 5" shell. The Jap signalman replied
with a steady dash. The SJ was still out of commission
and the 5" gave too much kick to use periscope, so
opening ranges were by seaman's eye. The patrol boat
came in bows on just maintaining steerageway and
presenting us with the smallest target. He kept popping
away at us with his forward deck gun (about a 1 pounder)
and one or two machine guns, possibly .50 cal. and was
doing quite well when the range reached about 4500
yards. Several machine gun slugs bounced off our conning
tower armor plating. The performance of our new five
inch gun was a disappointment. We had hoped, when
engaging armed vessels, to outrange them sufficiently
to inflict serious damage on them without undue risk
to own ship. The PELIAS design binocular gun sights,
which had given such fine results on our previous
patrol with a three inch gun, shook out of boresight
on the first salvo of our five inch gun.

U.S.S. GUDGEON

Having joined battle, it proved necessary to close the range to about 4000 yards in order to inflict damage on the enemy. Both our hits were made at about this range, but our opponent was doing rather well too.

- 0650 L Sighted second patrol vessel coming over horizon a few degrees left of our target. At this point GUDGEON turned away having expended 85 rounds to get only two hits, one on the superstructure just aft of the stack and one at the waterline forward. Contact #7.
- 0704 L Sighted plane bearing 294 T. Radar contact 8 miles, on course 160 T. Submerged. Plane contact #4.
- 0805 L Observed our target listing to starboard, smoking heavily with tongues of flame adding color to the smoke. Plane circling overhead and other patrol boat standing by. His remaining in the same vicinity with his escorts standing by led us to believe that we had hurt him badly. Whether this inconclusive encounter had anything to do with subsequent lack of aggressiveness by enemy A/S craft is a matter of conjecture.
- 0820 L Distant explosion.
- 0825-0839 Three more distant explosions.
- 0940 L Sighted patrol boat bearing 338 T, distant 5 miles. Same as contact #7.
- 1143 L Sighted float type monoplane bearing 208 T on opposite parallel course, 3 miles, near north tip of GUAM. Same as plane contact #4.
- 1316-1325 Four distant explosions and sighted float type observation plane circling 3-4 miles. Same as contact #4.
- 1915 L Surfaced. Patrolling clockwise around GUAM.
- 18 September 1943.
- 0500 L Submerged to patrol off APRA HARBOR. Closed to see if our maru was still present in the harbor and found that he was. Decided we had already wasted far too many torpedoes in trying to sink this ship inside the harbor.

- 1000 L Sighted low wing monoplane over GUAM. Plane contact #5.
1145 L Sighted small two masted auxiliary schooner entering
PORT APRA. Contact #8.
1859 L Sound picked up high speed screws bearing 335 T.
Contact #9.
1920 L Surfaced. Manned both 20MM and evaded patrol boat at
4 engine speed. Set course for west coast of PAGAN
ISLAND.

19 September 1943.

- 1412 L Sighted six (6) twin engined bombers in formation
heading directly at us, bearing 336 T, 1000 foot. (no
radar contact). Submerged and decided to stay down
until dark. Plane contact #6.
1628 L Surfaced.

20 September 1943.

- 0458 L Submerged. Patrolling N.E. of PAGAN, S.W. of AGRILAN
ISLAND.
0909 L Sighted masts of small vessel bearing 359 T, about 5
miles. Contact #10.
0923 L Sighted convoy of four sampans, escorted by subchaser
and small converted yacht. Subchaser headed directly
for us. The huge swell made periscope observations
extremely difficult, so went deep for a few minutes
until this motley armada had passed over us. Continued
periscope patrol.

- 1840 L Surfaced. Proceeded south on western side of MARIANAS
CHAIN.

21 September 1943.

- 0420 L Sighted yesterday's convoy. Lat 13-18 N, long 145-31 E.
Contact #11.
0536 L Submerged in the vicinity of ANATANAN ISLAND.
1900 L Surfaced and set course for west coast of SAIPAN.

U.S.S. GUDCEON

22 September 1943.

- 0500 L Submerged to patrol west of GARAPAN ANCHORAGE.
- 0830 L Sighted twin engined float plane bearing 125 T, altitude 1000 feet, 2.5 miles. Plane contact #7.
- 0949 L Sighted patrol boat bearing 130 T, 5 miles. Contact #12.
- 1218 L Sighted patrol bomber. Plane contact #8.
- 1240 L Sighted patrol bomber. Plane contact #9.
- 1315 L Sighted patrol bomber. Plane contact #10.
- 1523 L Sighted patrol bomber. Plane contact #11.
- 1905 L Surfaced.
- 1925 L SD radar contact at 4.5 miles. Plane contact #12. This was 70 minutes after sunset and the landing lights at TENIAN airfield could be clearly seen as they were every night.

23 September 1943.

- 0300 L Sighted patrol boat bearing 070 T, evaded at 4 engine speed. Contact #13.
- 0537 L Submerged. Closing GARAPAN ANCHORAGE, SAIPAN.
- 0620 L Sighted twin engined flying boat. Plane contact #13.
- 0723 L Sighted patrol boat. Contact #14.
- 0748 L Sighted second patrol boat. Contact #15. These patrols were later observed several times each day. They patrolled on a north-south line 2-3 miles west of GARAPAN ANCHORAGE. Their screws were easily heard and we were never molested by them.
- 0754 L Sighted two twin engined bombers (similar NELL). From this time until we left the station we had almost constant escort by plane during daylight and for an hour or two after dark. Plane contact #14.

- 0918 L Sighted a maru anchored or moored in TANAPAG HARBOR.
1103 L Sighted second maru in TANAPAG HARBOR.
1132 L Sighted third maru in harbor.
1927 L Surfaced and commenced patrolling SAIPAN-EMPIRE route.
2012 L Shore searchlight on SAIPAN flashed "Y" several times. This light was observed every night just after sunset.

24 September 1943.

- 0443 L Submerged. Patrolling north of TANAPAG HARBOR.
0919 L Sighted four marus in harbor, two large, two medium, and also two small unidentified vessels, probably patrol craft.
1803 L Sighted large maru standing into GARAPAN ANCHORAGE similar to the one we missed at APRA. Contact #16. This ship had apparently come up from the south. By the time we spotted him he was too far on his way toward the channel to justify starting an approach.

- 1922 L Surfaced. Patrolling SAIPAN-EMPIRE route.

25 September 1943.

- 0446 L Submerged. Patrolling north of TANAPAG HARBOR.
0630 L Sighted two KAMIKAZE class destroyers bearing 350 T, 8000 yards, on course 134 T, speed 17, commenced approach but targets zigged away shortly after we began approach, drew out of range and sight. Contact #17.
1924 L Surfaced. Patrolling SAIPAN-EMPIRE route.
1926 L Observed night flying operations over TEXIAN ISLAND.
2145 L Sighted KAMIKAZE class destroyer emerging from a rain squall bearing 10 relative, range 1500 yards. We turned sharply to port, made quick dive, and went to battle stations. KAMIKAZE apparently saw us just as we started down and turned to investigate. As we passed 40 feet we received the first of nine charges.

U.S.S. GUDGEON

The second depth charge was a little better than the rest and broke some light bulbs and caused some damage in the control room and throughout the ship. The master gyro follow up system went up in smoke and we lost all the freon from #1 air conditioning unit. We broke off our attack, rigged for depth charge and went deep. At 180-185 feet we found our density layer and out sat him. Contact #18.

2330 L Came to periscope depth and then surfaced to continue surface patrol.

26 September 1943.

0452 L Submerged. Patrolling north of TANAPAG HARBOR.

0545 L Observed yesterday's maru still at anchor in the harbor.

1945 L Surfaced. Patrolling along SAIPAN-EMPIRE route.

27 September 1943.

0430 L Submerged. Patrolling north of TANAPAG HARBOR.

0605 L Sighted our maru in the harbor.

1035 L Sighted destroyer or large torpedo boat moving in TANAPAG HARBOR bearing 185 T. Twin raked stacks, the after being smaller. Flying flag hoist at yardarm.

1120 L Sighted destroyer standing out of GARAPAN ANCHORAGE. C/C and commenced approach. Target headed in a south westerly direction and was soon out of sight. Broke off approach and continued patrol north of harbor. Contact #19.

1815 L Sighted maru standing out of TANAPAG HARBOR. Commenced closing at standard speed. Since the SJ radar is still not working properly must get in attack before it gets too dark. Last clear range was at 1800 yards, could not obtain QC range. Closed to 1200 yards generated range and at

1912 L fired bow spread of four torpedoes and changed course right to clear shallow water. No explosions were seen or heard. Lat 15-12 N, long 145-40 N. Contact #20.

U.S.S. GUDGEON

2013 L Surfaced. Unable to pick up target by sight or by radar. Set course for north of SAIPAN preparing to transmit despatch reporting the presence of marus in harbor and our intention to await their sortie instead of proceeding to new area.

28 September 1943.

0200 L Unable to get receipt for message, so secured transmitting and continued patrol of SAIPAN-EMPIRE route.

0447 L Submerged. Patrolling northeast of TAKAPAG HARBOR.

1235 L Sighted smoke bearing 342 T. C/C to close. Contact #21.

1304 L Sighted single engined biplane bearing 340 T over smoke. Plane contact #38.

1335 L Smoke turned out to be from a regulation maru with an escort of two patrol vessels.

1519 L Fired bow spread of four torpedoes and at

1522 L heard and saw two timed hits. Target squatted by the stern and took a list to starboard. Lat 15-21.5 N, long 145-37.8 E.

1525 L Rigged for depth charge as one of the patrol craft was coming in with zero angle on the bow, and shortly thereafter received a total of 17 charges. No damage.

1740 L After working up to periscope depth, took observation with ten feet of periscope and sighted a total of six or more lifeboats and patrol craft milling around position of sinking, nothing else in sight. Took picture of ship before going deep and one of lifeboats later.

1810 L Plane dropped bomb, not close.

1905 L Surfaced and set course for position northeast of SAIPAN.

SS211/A12-1
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WSP/E

U.S.S. GUDGEON

29 September 1943.

- 0510 L Submerged. Patrolling off northeast tip of SAIPAN.
- 0534 L Sighted two patrol vessels similar to one that was target for our gun duel on 17 September, evaded at periscope depth. Contact #22.
- 0930 L Sighted one freighter and one passenger-freighter with two escorting destroyers of KAMIKAZE class bearing between 118 T and 125 T. Contact #23. Commenced approach and at
- 0950 L fired bow spread of four torpedoes, two at each maru. Lat 15-37.5 N, long 145-52 E.
- 0952 L Heard first of two timed hits. Times were right for one on each of the two marus. Raised the periscope for a look but failed to see anything of the KAMIKAZES. They finally got us located while we were trying to get up for a look. Decided it best to evade so ducked for our 180' layer which did not fail us as it was right there. Received 26 depth charges and any number of smaller explosions which could have been anything. The destroyers called in the two patrol craft we sighted this morning and the four began milling around topside - getting in each other's way.
- 1200 L Came to periscope depth and saw destroyers and patrol vessels close aboard our second target which was listing to port and down by the stern. A careful search of the horizon with 12 feet of periscope and excellent visibility failed to disclose presence of first target.
- 1304 L Heard two distant explosions.
- 1335 L Distant explosions.
- 1900 L Surfaced and set course 110 pgc 2nd T to clear area.

30 September 1943 - 3 October 1943.

Enroute MIDWAY on surface.

SS211/A12-1
Serial 020
CONFIDENTIAL

WSP/E

U.S.S. GUDGEON

3 October 1943.

0909 Y Radar contact at 20 miles, closing. Submerged.
Lat 24-14 N, long 168-44 E. Plane contact #42.

0937 Y Surfaced.

1300 Y Radar contact at 26 miles. Faded. Lat 24-26 N,
long 169-28 E. Plane contact #43.

4 October 1943.

1117 Y Radar contact at 14 miles, closing rapidly. Submerged.
Two small depth bombs on the way down. Plane contact #44.
Lat 25-51.5 N, long 175-16 E.

1128 Y Came to periscope depth and observed plane to be
Japanese - similar to "MELL". Plane evidently saw
periscope for sound reported noises like machine gun
fire. This was not observed.

1248 Y Surfaced.

5-6 October 1943.

Enroute MIDWAY on surface.

6 October 1943.

Returned MIDWAY from 9th War Patrol.

Serial 0531

Care of Fleet Post Office,
San Francisco 6, California,
19 March 1944CONFIDENTIALTHIRD ENDORSEMENT to
GUDGEON Report of
Eleventh War Patrol.NOTE: THIS REPORT WILL BE
DESTROYED PRIOR TO
ENTERING PATROL AREA.COMSUBSPAC PATROL REPORT NO. 382
U.S.S. GUDGEON - ELEVENTH WAR PATROL.

From: The Commander Submarine Force, Pacific Fleet.
To : The Commander-in-Chief, United States Fleet.
Via : The Commander-in-Chief, U. S. Pacific Fleet.
Subject: U.S.S. GUDGEON (SS211) - Report of Eleventh War Patrol.
(16 January to 5 March 1944).

1. The eleventh war patrol of the GUDGEON was conducted in the East China Sea.
2. The patrol was very aggressively conducted and area coverage was good. Four torpedo attacks and one gun attack were made.
3. Two of the attacks made resulted in down-the-throat, close range shots at destroyers and were particularly outstanding for their daring. It is unfortunate that no hits were obtained.
4. This patrol is designated as successful for Combat Insignia Award.
5. The Commander Submarine Force, Pacific Fleet, congratulates the Commanding Officer, officers, and crew for having inflicted the following damage upon the enemy:

S U N K

1 - Large Transport (class unknown)	-	10,000 tons (Attack No.4).
1 - Sampan	-	50 tons (Gun Attack No.1).
TOTAL		10,050 tons

D A M A G E D

1 - Sampan	-	50 tons (Gun Attack No.1)
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DISTRIBUTION:
(Complete Reports)

C. A. LOCKWOOD, Jr.

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Cinclant	(2)	ComsubspacSubordcom	(3)
Comsubslant	(8)	All Squadron and Div.	E. I. HYNES, II,
S/M School, NL	(2)	Commanders, Subspac	(2) Flag Secretary.
Comsopac	(2)	Comsubstrainpac	(2)
		All Submarines, Subspac	(1)

Serial 0531

Care of Post Office,
San Francisco, California,
19 March 1944

CONFIDENTIAL

THIRD ENDORSEMENT to
GUDGEON Report of
Eleventh War Patrol.

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

COMSUBSPAC PATROL REPORT NO. 382
U.S.S. GUDGEON - ELEVENTH WAR PATROL.

From: The Commander Submarine Force, Pacific Fleet.
To : The Commander-in-Chief, United States Fleet.
Via : The Commander-in-Chief, U. S. Pacific Fleet.
Subject: U.S.S. GUDGEON (SS211) - Report of Eleventh War Patrol.
(16 January to 5 March 1944).

1. The eleventh war patrol of the GUDGEON was conducted in the East China Sea.
2. The patrol was very aggressively conducted and area coverage was good. Four torpedo attacks and one gun attack were made.
3. Two of the attacks made resulted in down-the-throat, close range shots at destroyers and were particularly outstanding for their daring. It is unfortunate that no hits were obtained.
4. This patrol is designated as successful for Combat Insignia Award.
5. The Commander Submarine Force, Pacific Fleet, congratulates the Commanding Officer, officers, and crew for having inflicted the following damage upon the enemy:

S U N K

1 - Large Transport (class unknown)	-	10,000 tons (Attack No.4).
1 - Sampan	-	50 tons (Gun Attack No.1).
TOTAL		10,050 tons

D A M A G E D

1 - Sampan	-	50 tons (Gun Attack No.1)
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DISTRIBUTION:
(Complete Reports)

C. A. LOCKWOOD, Jr.

Cominch	(5)	Comsowespac	(1)
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Cinclant	(2)	ComsubspacSubordcom	(3)
Comsubslant	(8)	All Squadron and Div.	E. L. HYNES, II,
S/M School, NL	(2)	Commanders, Subspac	(2) Flag Secretary.
Comsopac	(2)	Comsubstrainpac	(2)
		All Submarines, Subspac	(1)

SUBMARINE SQUADRON FOUR

11/eac

FC5-4/A16-3

Serial 075

Fleet Post Office,
San Francisco, California,
11 March 1944

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

SECOND ENDORSEMENT to
CC GUDGEON com. ltr.
SS211/A12-1 serial 053
of 5 March 1944.

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

Subject: U.S.S. GUDGEON - Report of Eleventh War Patrol.

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

2. The GUDGEON's fifth consecutive successful patrol was characterized by the skill and aggressive which has come to be expected of this well organized ship. Unfortunately, the enemy's escorting vessels were of sufficient skill to frustrate the approaches on a damaged carrier; their ardor, however, was considerably dampened by the GUDGEON's offensive action.

3. The Commander Submarine Squadron FOUR congratulates the Commanding Officer, officers, and crew of the GUDGEON on another fine patrol.

C. F. MOISEN.

SUBMARINE DIVISION FORTY TWO

FB5-42/A16-3

Serial 014

Care of Fleet Post Office,
San Francisco, California,
8 March 1944.

CONFIDENTIAL

Subject: U.S.S. GUDGEON - Report of Eleventh War Patrol.

5. The Commanding Officer, officers and crew of the GUDGEON are again congratulated on an excellent patrol.

6. It is recommended that the following damage be credited:

Sunk

- 1 - Transport (large single stack, tonnage unknown)
- 1 - Sampan 50 tons

Damaged

- 1 - Sampan 50 tons

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

SUBMARINE DIVISION FORTY TWO

FB5-42/A16-3

Serial 014

Care of Fleet Post Office,
San Francisco, California,
8 March 1944.

CONFIDENTIAL

FIRST ENDORSEMENT to
GUDGEON Report of
Eleventh War Patrol.

From: The Commander Submarine Division FORTY-TWO.
To : The Commander-in-Chief, United States Fleet.
Via : (1) The Commander Submarine Squadron FOUR.
(2) The Commander Submarine Force, Pacific Fleet.
(3) The Commander-in-Chief, U. S. Pacific Fleet.

Subject: U.S.S. GUDGEON - Report of Eleventh War Patrol.

1. The Eleventh War Patrol of the GUDGEON was conducted from January 16 to March 5, 1944, a period of 49 days; of which 20 days were spent in the assigned or other areas. It also was the fifth war patrol for Commander W. S. Post, Jr., as Commanding Officer.

2. Attack 1

This was a submerged day periscope approach on a damaged carrier being towed by a minesweeper and with three destroyer escorts. At about 4000 yards from one of escorts the GUDGEON was detected and immediately attacked. Four torpedoes were fired down the throat of the oncoming destroyer at a range beginning at 900 yards. Unfortunately all missed.

Attack 2

Five hours later, during which time contact had been made with the SAURY, another attempt to attain a firing position was frustrated by an alert escort and the GUDGEON was again driven deep. About an hour and a half later the GUDGEON surfaced but was immediately driven down by a plane. Shortly thereafter one destroyer escort was again observed to be heading in for a depth charge attack. This time four stern torpedoes were fired down his throat at a range of 800 yards. These torpedoes, too, failed to register. The carrier, subsequently, made good her escape. Several casualties on the GUDGEON, some of which were occasioned by the severe depth charging, contributed materially to the escape.

SUBMARINE DIVISION FORTY TWO

FB5-42/A16-3

Serial 014

Care of Fleet Post Office,
San Francisco, California,
8 March 1944.

CONFIDENTIAL

Subject: U.S.S. GUDGEON - Report of Eleventh War Patrol.

Attack 3

This was a submerged night radar approach on a large single stack transport with one subchaser or small torpedo boat escort. Three torpedoes were fired at the transport at a range of 2200 yards and three torpedoes at the escort. Being close to the beach in 14 fathoms of water, all torpedoes were set for eight feet. Murky smoke billowed from the transport and her speed was reduced from eleven to six and a half knots as a result of one or more hits. Only one faint explosion was heard. Again came the rain of depth charges, which in addition to other damage, rang all four bells on the engine order telegraph.

Attack 4

A follow-up on number three. Returning to periscope depth the GUDGEON's tenacity and aggressiveness were finally rewarded by finding the target at a range of 2000 yards. The remaining three stern torpedoes were fired for two hits and an observed sinking.

Attack 5

This was a five inch gun attack on two 40-60 ton wooden diesel sampans. Fifty-two rounds of high capacity were fired at an average range of 2500 yards. The range was later closed to 600 yards. Results: one sunk, one damaged.

3. It is regretted that the persistent and aggressive approaches on the carrier were not better rewarded. Firing two "down the throat" salvos at a determined destroyer escort within seven hours and bearing up under a rain of depth charges manifests to the highest degree the fighting spirit of the GUDGEON.

4. The boat returned from the patrol in a good material condition and, it is anticipated, will complete her refit on March 22.

SS211/A12-1

Serial 033

CONFIDENTIAL

U.S.S. GUDGEON

Care of Fleet Post Office,
San Francisco, California.

March 5, 1944.

From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet.
Via : Official Channels.
Subject: U.S.S. GUDGEON - report of Eleventh War Patrol.
Enclosure: (A) Subject Report.
(B) Track Chart (Comsubpacfor only).

1. Enclosure (A), covering the eleventh war patrol of this vessel conducted in the East China Sea between latitudes twenty-seven degrees thirty minutes north and twenty-nine degrees north, and between the CHINA COAST and longitude one-hundred-thirty-one degrees east, and adjacent waters, during the period January 16, 1944 to March 5, 1944, is forwarded herewith.

W.S. Post, Jr.
W.S. POST, Jr.

CONFIDENTIAL(A) PROLOGUEDecember 11, 1943

Arrived at Submarine Base Pearl Harbor, and began refit by U.S.S. GRIFTIN and Submarine Division 122 relief crew. Made minor patrol repairs, installed PPI scope and high power SJ radar unit, converted main ballast tanks 5A and B to fuel ballast tanks, altered bridge structure to TRIGGER type bridge, painted ship with new light gray camouflage paint, completed installation of JP sound gear, exchanged deck guns with TUNA, was drydocked and had bottom cleaned and painted.

December 31, 1943

Began training period. Made day and night approaches, fired three practice torpedoes, fired all deck guns. Made sound survey.

January 6, 1944

1300 (9½) Underway enroute MIDWAY in company with FLASHER and SNOOK, escorted by ALLEN. Made daily training dives, battle surfaces, and conducted daily fire control drills.

January 10, 1944

1055 (12) Moored to dock at MIDWAY. Topped off in fuel and sent diver over to inspect noisy starboard propeller. Found one blade badly bent and beyond the facilities of Base to repair.

1642 (12) Underway enroute PEARL HARBOR.

January 14, 1944

1105 (9½) Moored at Submarine Base, Pearl Harbor.

1650 (9½) Entered ARD-8. Replaced starboard propeller.

CONFIDENTIALJanuary 15, 1944

0810 (9½) Left ARD-8 and moored at base. Topped off fuel and stores.

(B) NARRATIVE

January 16, 1944

1305 (9½) Underway enroute MIDWAY and eleventh war patrol in company with JACK, FC 570 escorting.

1515 (9½) JACK made trim dive at which time we brought all our lookouts to the bridge to show them how a periscope looks at 2,000 yards.

1539 (9½) Made trim dive for training of JACK's lookouts.

2000 - 2045 (9½) Held radar tracking drill with JACK.

January 16 to 20, 1944

Enroute MIDWAY. Held daily training dives, fire control drills, emergency drills, and battle surfaces.

January 20 to 21, 1944

0807 (12) Sighted MIDWAY. Not permitted to enter because of inclement weather. Stood by off shore throughout day and night in company with JACK and FLORIKAN. Received visual message from Commander Task Group 17.5 instructing us to proceed to area without refueling. Received two ship's cooks from Submarine Base, Midway, and transferred mail to tug.

0808 (12) Departed MIDWAY for Area.

January 21 to 31, 1944

Enroute Area. Held training dives, fire control drills, and general drills. Took advantage of bad weather to give torpedoes in tubes 15 minutes tightness test at 90 feet, and to routine all torpedoes.

CONFIDENTIALJanuary 31, 1944

- 1816 (-10) Lookout reported sighting periscope (ship contact #1) This was not verified by either the officer of the deck or the commanding officer.

February 1, 1944

- 0948 (-10) Dived upon sighting two float planes, (aircraft contact #1) similar to JAKE. Received four depth bombs - no damage.
- 1100 (-10) Surfaced to resume course to Area.
- 1110 (-10) Sighted sub-chaser (ship contact #2) and altered course to avoid.
- 1133 (-10) Dived upon sighting twin float plane (JAKE type) - no bombs (aircraft contact #2). Stayed submerged until
- 1724 (-10) Surfaced to resume course to Area.

February 2, 1944

- 0753 (-9) Sighted ship which later proved to be a destroyer (ship contact #3). Dived and commenced approach. Observed auxiliary aircraft carrier, apparently damaged, escorted by three destroyers and one vessel with a destroyer hull, stacks and guns, and large boom aft. The latter remained close to the carrier at all times, and may have been towing her. The carrier was zig-zagging at slow speed on courses between 270 and 090 while escorts searched. Determined to close carrier, but felt obliged to counter-attack escorts if they attacked us. They all looked big enough to sink with torpedoes. Heard two distant depth charges and at
- 1008 (-9) began approach on destroyer when he had closed to about 2,000 yards with zero angle on the bow, and at

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CONFIDENTIAL

- 1012 (-9) started firing four torpedoes down his throat, range 900 yards, while watching him throw off depth charges. Went deep to evade. Depth charges were going off all around but do not believe we hit him. He was joined by two other destroyers and we received a total of 31 more depth charges - none close. Reloaded tubes. At
- 1159 (-9) came to periscope depth - all clear.
- 1318 (-9) Sighted SAURY (ship contact #4). Fired recognition smoke bombs and surfaced, whereupon SAURY submerged, took a look at us and then surfaced. Decided to collaborate with SAURY to work over this convoy. We planned to attack from the east and they were to attack from the west. Commenced approach. At
- 1527 (-9) dived and continued closing.
- 1535 (-9) Raised periscope and saw carrier launching one plane. Also observed destroyer heading for us, presenting us alternately with 5 port and starboard angles on the bow, closing range rapidly. Unable to get a favorable firing position as gyro angles were still large when the range had closed to 700 yards, so we went deep. Received 9 depth charges, two of which were moderately severe although no serious damage was sustained. Ran silent and evaded. At
- 1624 (-9) heard distant muffled explosions which did not sound like depth charges - Hope SAURY had better luck than we did.
- 1650 (-9) Surfaced, opened the hatch and looked out seeing almost directly overhead a twin float monoplane, similar to JAKE (aircraft contact #3). Dove. Received no bombs. Started to surface again at
- 1708 (-9) but picked up plane on SD radar (first time we had used it today) almost overhead, so we dove. Again no bombs. At

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- 1712 (-9) screws were heard so we took a look, and saw destroyer headed for us, again presenting us alternately 5 starboard and port angles on the bow. At
- 1717 (-9) fired four torpedoes from the stern tubes down his throat at an average range of about 800 yards. Can't understand why we didn't get him with one of these. Went deep and received 12 depth charges, one fairly close which knocked out gyro temporarily, and shook up SJ radar. Had often wondered what would happen when one missed on a down-the-throat shot at a destroyer. Today we found out twice. Glad to be able to report that it's not much worse than a routine working over. Began reloading. Came up to 40 feet and made a radar sweep - all clear.
- 1840 (-9) Surfaced and began tracking destroyer on radar. Attempted to make an end around him but were picked up at a range of about 9,000 yards. He began firing at us and closing the range. Submerged at
- 2025 (-9) and began approach. Resistor in SJ radar burned out and one torpedo slipped past the stop bolt while reloading the after tubes and had to be held to prevent a hot run in the tube so we broke off attack. After all attempts to recover torpedo failed, fired it with propeller lock on - no explosion. Stayed submerged, and completed reload while working on SJ radar. Prognosis of radar trouble indicated quick repairs, but depth charging had caused more trouble than anticipated.
- February 3, 1944
- 0155 (-9) Surfaced after repairing radar and began searching for convoy at best speed in northerly direction changing course five degrees westerly each hour. Sent contact report to Comsubpac at

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CONFIDENTIAL

- 0700 (-9) and continued search in a southwesterly direction at one engine speed, having obtained insufficient information during our brief tracking of him to devise a satisfactory search plan. No receipt was received for this then or subsequently.

February 4, 1944

Continuing search at one engine speed in a southwesterly direction without success. At

- 1642 (-9) sighted columns of smoke on the horizon (ship contact #5). Hoped we had found our carrier again. Began chasing at four engine speed. This must have been a rather fast southbound ship or convoy, as we were having much difficulty closing it. Sighted periscope (ship contact #6) at
- 1813 (-9) and altered course temporarily to get off his track. Glad we were at four engine speed.
- 1919 (-9) Sighted yellow flare coming from the direction of the smoke. The smoke from the contact was not in view because of darkness and low visibility and was never seen again. Changed course 10 degrees to the right each hour throughout the night hoping to pick him up on radar. No success. Our failure to reestablish contact with the carrier group rendered our contact report of insufficient value to warrant sending it again now.

February 5, 1944

- 0633 (-9) Changed course for Area.
- 0937 (-9) Sighted MINAMI DAITO JILA.

February 6, 1944

- 0155 (-9) Entered Area.
- 0945 (-9) Sighted TOKUNA SHIMA and fifteen minutes later sighted AMAMI O SHIMA. Conducted submerged patrol throughout the day.

CONFIDENTIAL

- 1900 (-9) Sighted searchlight beam from AMAMI O SHIMA. At
1946 (-9) sighted smoke on horizon and began approach (ship contact #7). Broke off approach when targets turned out to be four patrol boats. Avoided and resumed patrol.

February 7, 1944

Conducted submerged patrol throughout the day.

- 1830 (-9) Picked up indications on SJ radar at a range of 22,000 yards (ship contact #8). Tracked, closed, and found a hospital ship, properly lighted, on course 035, making a speed of 12 knots. Resumed patrol enroute China Coast.

February 8, 1944

Conducted submerged patrol enroute China Coast.

February 9, 1944

Conducted submerged patrol enroute China Coast.

- 1728 (-9) Sighted large junk. Avoided.

February 10, 1944

Conducted submerged patrol enroute China Coast.

February 11, 1944

- 0458 (-9) Sighted two ships and commenced approach. Broke off approach, however, when targets turned out to be junks.
0708 (-9) Submerged on twenty fathom curve. At
0745 (-9) sighted PI KI SHAN. Conducted submerged patrol about ten miles east of this island in the midst of approximately eighty junks.

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CONFIDENTIAL

- 1145 (-9) Heard five distant explosions which sounded like depth charges.
- 1914 (-9) Surfaced and resumed patrolling on a line bearing 270 T from SHROUD ISLAND LIGHT, 6 to 16 miles from PI KI SHAN. At
- 2107 (-9) picked up one indication on radar (ship contact #9) at a range of 21,000 yards and began tracking while trying to get westward of his track on the down moon side. Picked up another indication when the range had closed to 18,000 yards. This turned out to be his escort. At
- 2145 (-9) submerged to forty feet and continued radar approach. We were unable to get down moon from him because his track was too close to the island. He was on a straight course of 210T, making a speed of 11 knots, as confirmed by TDC and plot throughout the approach. At a range of approximately 4,000 yards we picked up the largest target through the periscope. The visibility made it impossible to establish the characteristics of either vessel conclusively. The target appeared to be a large AP and the escort to be a DD. The appearance of the large transport was later confirmed, but the escort turned out to be a small torpedo boat or sub-chaser.
- 2226 (-9) Began firing six torpedoes, three of which were directed at the transport and three at the escort at a range of 2,200 yards. Observed murky smoke burst from transport after one or more hits - a very faint explosion was heard by several men in various compartments, but not on sound gear.
- 2229 (-9) Heard one distant explosion which was probably a torpedo hitting the beach. Believe that the torpedoes ran underneath the escort since he was smaller than we had presumed and our firing set up was "cold". All six torpedoes had been set to run at eight feet in order to avoid any possibility of a broaching premature at the embarrassing depth of 14 fathoms. We went to 75 feet and began evading.

CONFIDENTIAL

Received a total of 25 depth charges which caused minor damage to the SJ radar and rang all four bells on the engine order telegraph in the engine room. Began reloading forward tubes. At

- 2311 (-9) came to periscope depth and saw a large AP, probably the same one but this time moving on a northerly course at an estimated speed of 8 knots. Started swinging to allow time for a check on range estimate with radar while coming up to 40 feet. Observed gun fire from escort and several small fires around the horizon - the Japs apparently had been shooting up the Chinese junks as well as depth charging us. After getting up to 40 feet, got one radar range of 2,250 yards, slowed target to $6\frac{1}{2}$ knots, and at
- 2327 (-9) fired three torpedoes. At
- 2330 (-9) heard one explosion, another 45 seconds later, and a third 25 seconds later, followed by numerous internal explosions and distinct cracking up noises. Believe we hit him twice. At
- 2335 (-9) the ship was observed to be sinking, with the bow apparently resting on the bottom and the stern high in the air at an angle of about 30°. Breaking up noises and muffled explosions were heard clearly in every compartment of the boat for some time.
- 2354 (-9) Heard three distant explosions. Finished reloading forward tubes while at periscope depth. Repaired SJ radar.

February 12, 1944

- 0034 (-9) Surfaced and began retiring toward deep water at two engine speed while putting in a charge. The escort picked us up somehow at a range of 9,000 yards and began firing. He was not using flashless powder and the detonation from some of his salvos sounded like large caliber fire. His shooting was rotten, but "sincere" enough to cause us to put four main engines on propulsion.

CONFIDENTIAL

We had no difficulty in outrunning the escort at this speed. Passing through a large junk fleet we circled from southeasterly to northeasterly courses, and about

- 0125 (-9) the escort gave up the chase. Maintained three engine speed till well clear.
- 0631 (-9) Dived, and conducted submerged patrol throughout day along the 45 fathom curve.
- 1852 (-9) Surfaced and continued patrolling along the 45 fathom curve to the north.

February 13, 1944

- 0000 (-9) Changed course for the China Coast.
- 0616 (-9) Dived about ten miles south of SADDLE ISLAND and began conducting a submerged patrol.
- 0920 (-9) Sighted wreck of one of the ships we sunk last patrol (Lat. 28-38.3 N and Long. 122-05.6 E). Took pictures.
- 1152 (-9) Sighted trawler (ship contact #10) on approximate course 210 T about three miles west of SHOHO ISLAND LIGHT, crossing 10 fathom curve into shallow water. Avoided. Sighted several junks on the horizon during the day.
- 1912 (-9) Surfaced and sighted two small craft, (ship contact #11) well lighted, and about 8 miles east of SADDLE ISLAND. Started making an end around to investigate and at
- 1945 (-9) sighted two more small craft, similar to the first two and about 8 miles east of them. Continued on easterly course to get around the latter pair. At

CONFIDENTIAL

2048 (-9) sighted a third pair of similar craft, about 8 miles east of the second group. In all, six of these ships were sighted. They were working in pairs, well lighted, 8 miles between pairs, all on a course roughly paralleling the coast, and making a speed of approximately 4 knots. It is believed that they were minesweepers conducting a systematic and extensive sweep over the coastal waters in that area.

February 14, 1944

0000 (-9) Reversed course and returned to the coast, again sighting the small minesweepers.

0615 (-9) Dived and conducted submerged patrol about ten miles south of SADDLE ISLAND.

0850 (-9) Sighted two small craft - our minesweepers of the night before. They appear to displace about 100 to 150 tons, have a high forecastle and a large covered superstructure aft with a mast rising from it.

1404 (-9) Sighted two more of these small minesweepers, possibly the same two. They were similar in appearance to the others.

1937 (-9) Surfaced and sent message to Comsubpac about sinking transport, minesweeping activities, lack of further contacts inside 20 fathom curve, and surmise that coastal shipping might be temporarily routed farther out. Received receipt in 14 minutes. We had never received a receipt for our contact report on the carrier, but felt that information was too "cold" to be of value and that SAURY would have the story on that one. Set course for traffic lanes along the 45 fathom curve.

February 15, 1944

Sighted six minesweepers during the night, still working in pairs and well lighted.

0644 (-9) Dived and conducted submerged patrol throughout the day on an easterly course.

CONFIDENTIALFebruary 16, 1944

Conducted submerged patrol throughout day along 45 fathom curve.

February 17, 1944

- 0133 (-9) Picked up indication on the SJ radar at a range of 3,100 yards bearing 089 relative. Went to battle stations.
- 0141 (-9) Sound reported hearing slow speed, heavy screws at bearing 125 relative. The sound operator stated later that these might have been our own screws. A few instants later the SJ range unit went out of commission and shortly thereafter the indication was lost. Nothing more was heard by sound and nothing was ever seen.
- 0155 (-9) Secured from battle stations.
- 0646 (-9) Dived and conducted submerged patrol throughout the day along the 45 fathom curve to the south. Repaired SJ radar.
- 1609 (-9) Sighted two sampans (ship contact #12), closed, and at
- 1659 (-9) made battle surface. The seas were heavy, and accurate gunnery was difficult. Received no opposition. Closed until the range was about 600 yards and sank one with a five inch shell when we were finally able to hit him. Started chasing the other one. Caught up with him just before dark and sprayed him thoroughly at close range with 20 MM and .50 caliber fire before losing him in the dark. Do not believe he sunk, but am certain that those left of the crew will have difficulty getting home.

February 18, 1944

- 0522 (-9) Picked up indication on the SJ radar at 24,000 yards. Started approach. Lost indication after two minutes. Headed for his supposed position at four engine speed. No further contact on SJ radar and nothing was ever seen.

CONFIDENTIAL

0605 (-9) Secured from battle stations.

0630 (-9) Dived and conducted submerged patrol throughout the day.

February 19, 1944

Conducted submerged patrol throughout the day along the 50 fathom curve to the north.

2120 (-9) Changed course to the southeast and left area at best speed.

February 20, 1944

Continued on southeasterly course throughout day at best speed, passing between TOKUNO SHIMA and OKINOYERABU JIMA.

February 21, 1944

0710 (-9) Slowed to one engine speed and began patrolling on course 140 T.

1900 (-9) Sent report of lack of further contacts and proposed route to MIDWAY.

2000 (-9) Changed course to 065 T and continued patrolling at three engine speed.

February 22, 1944

0712 (-10) Sighted MINAMI IWO JIMA and IWO JIMA.

0855 (-10) Dived upon sighting a twin float monoplane (aircraft contact #4).

0918 (-10) Surfaced and continued on easterly course between the two islands. Manned SJ and SD radars.

1104 (-10) Dived upon sighting plane (aircraft contact #5).

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- 1222 (-10) Surfaced. Picked up indication on SJ radar at 22,000 yards (ship contact #13) confirmed a few seconds later by periscope. Target turned out to be a properly marked hospital ship on a straight course of approximately 170 T.
- 1230 (-10) Dived when an indication was picked up on the SD radar (aircraft contact #6) at 9 miles, with the range closing fast. Received no bombs.
- 1503 (-10) While conducting submerged patrol sighted two planes (aircraft contact #7) flying high and at approximately 8 miles distance.
- 1847 (-10) Surfaced and set course for MIDWAY.

February 23, 1944

Enroute MIDWAY on the surface.

- 0830 (-10) Sighted a submarine through the periscope at approximately 30,000 yards. Avoided after identifying it as probably friendly (ship contact #14).
- 1004 (-10) Dived when SD radar indication had closed to 6½ miles (aircraft contact #8). Surfaced 19 minutes later.
- 1214 (-10) Dived when SD radar indications had closed to 12 and 13 miles respectively (aircraft contact #9). Surfaced 14 minutes later.
- 1558 (-10) Picked up indication on SD radar at 19½ miles (aircraft contact #10). Did not dive because the range increased and then faded out.

SS211/A12-1

Serial 033

U.S.S. GUDGEON

CONFIDENTIAL

February 24 - February 29, 1944

Enroute MIDWAY on the surface. Made daily trim dives.

February 30, 1944

Enroute MIDWAY on the surface.

1035 (-12) Exchanged recognition signals with Navy Ventura bomber.

March 1, 1944

1023 (12) Moored to dock at MIDWAY. Received fuel, water, and provisions.

1530 (12) Underway enroute Pearl Harbor.

March 2-5, 1944

Enroute Pear Harbor on surface.

March 5, 1944

Arrived at Pearl Harbor.