

HISTORY OF USS HAKE (SS 256)

The keel for USS HAKE was laid on 1 November 1941 by the Electric Boat Company, Groton, Connecticut. On 17 July 1942 the ship was launched with Mrs. Frank J. Fletcher, wife of Rear Admiral F. J. Fletcher, serving as sponsor. In accordance with tradition the submarine was named for a fish -- the hake, which is a North American game fish. At the Commissioning ceremonies on 30 October 1942, Lieutenant Commander J. C. Brouch came aboard as commanding officer.

Upon completion of HAKE's shakedown cruise, during which time all the wrinkles of construction were ironed out, her crew emerged as a coordinated team. Departure of New London on 6 April 1943 on her first war patrol, found the crew nervous and tense with anticipation of the great and exciting adventures to come. Her first assignment was to proceed to Scotland and enroute conduct anti-submarine warfare against the German U-boats then still very active in the North Atlantic. No enemy action was encountered although several large allied convoys were witnessed on the Marmansk route escorted by our destroyers, destroyer escorts and light cruisers. Upon sighting such a convoy HAKE would silently slip down to her maximum depth, rig ship for silent running and pray they were not detected. Luck was always with her.

In addition to the U-boat menace, another dreaded enemy was the severe cold of the North Atlantic and this discomfort was increased by all day dives of 18 hours or more. After 22 days of playing hide and seek with U-boats and out convoys, and undergoing the worst conditions of the North Atlantic, USS HAKE arrived in Holarburgh, Scotland, thus completing her first war patrol. This was not a successful patrol in enemy tonnage sunk but it supplied all hands with invaluable knowledge of submarine warfare which was later applied successfully against our Oriental enemy.

After four days of recreation, USS HAKE departed Holarburgh on 24 May 1943 for her second war patrol. She was not to expectant as to action because she had received orders stating that she was not to fire on any surface ships. Her primary duty was anti-submarine patrol, with the patrol station just north of the Azores. Her objective was to try to cut off the flow of U-boats to the Atlantic.

The first thing sighted in the way of promising action was a well lighted ship at a very long range. HAKE immediately gave chase, but had to abandon it after steaming at flank speed most of the night. All the while she was intercepting what appeared to be German coils. The final decision was that the ship was a mother ship refueling her brood of subs. Since HAKE believed she had been sighted, she did not attempt to close range for attack. After several long uneventful days on station orders were received to return to New London, Connecticut. She left station on 30 June 1943. A few days later as she was peacefully steaming along on the surface using a standard zig zag course, a periscope was sighted 40 yards off the port beam. USS HAKE turned away, crashed dived, and made her stern tubes ready. However, the captain was able to get only one check on the U-boat through the periscope, so he did not fire. The ship then proceeded home, arriving at New London on 17 July 1943.

After repairs in New London, USS HAKE pointed her nose toward the Pacific. For her eager crew it proved to be an exasperatingly slow trip with innumerable stops. She left New London on 25 August 1943 and proceeded to Staten Island. The following day she steamed to Annapolis, Maryland for five days. The ship departed Annapolis with destination Panama, but had to stop overnight in Norfolk, Virginia. After several days in Panama she left for San Diego, California, where she carried out training exercises for five days, and then traveled up to Mare Island, California for an extensive overhaul. The crew was by this time, calling the trip around a "war bond tour."

At Mare Island the ship was put in first class fighting condition, and on 6 December 1943, USS HAKE got underway to join the Pacific melee. After a brief stop at Pearl Harbor, the ship was subjected to an intensive training period to acquaint the officers and men with the latest theories and doctrines on how to eliminate Nip bottoms. Torpedoes were loaded at Pearl Harbor, and HAKE sailed for its first foray against the Japs on 27 December. A short stop at Midway Island gave all hands an opportunity to meet the "gooney" bird and top off on fuel.

From Midway, she set a course for the Philippines which were then under complete Jap control. Enroute to the patrol area an unsuspecting Nip was encountered steaming nonchalantly along toward the Empire with one escort. Unable to close for attack, the skipper decided to "end around" and come in at dusk. This resulted in a full speed, all day chase. Shortly after sunset, HAKE closed for her first kill. Two well placed torpedo hits sent the Jap to join her honorable ancestors. The escort was taken by surprise and HAKE steamed merrily on her way unmolested by such details as depth charges.

The remainder of the trip to the area was uneventful as was the next week's patrol off the east coast of Luzon. A whole week of watching the enemy mine iron ore 24 hours a day and then just pile it up without shipping it out grew quite monotonous. From Luzon, orders said move south to patrol the Mindanao-Halmaheras Area. After weathering a typhoon she approached the new area on the night of 26 January 1944.

The first night a fast moving convoy was sighted crossing the bow heading for Davao Gulf from Palau. Unable to close, the HAKE fired torpedoes at an excessive range and obtained only one hit on a large, empty tanker. This lone hit produced a marked reduction in the speed of the tanker, but it also excited the escorts. These "sons of heaven" made a bee-line for HAKE at high speed. "Go deep. Rig for depth charges. Rig for silent running," cracked the orders. The next hours were rather tense. Considerable material damage resulted from "enemy counter measures". However, eventually they apparently ran out of depth charges. Now the crew had seen the other side of the picture; quite different from the first show.

The next seven days restored the equanimity of the men and every one was ready for the fray again. The Japs proved accomodating. Just south of the mouth of Kan Bay, Halmahera, three medium freighters with two escorts were sighted. After a satisfactory tracking period, HAKE came in for the kill. It was beautiful. The three freighters were lined up in a line of bearing so that they presented a large overlapping target to HAKE. Six torpedoes were loosed, resulting in two hits in the middle ship and one in each of the others.

As HAKE pulled away, the inscrutable sea closed over two of the ships and the third was dead in the water and slowly settling to her grave. The attack was a complete surprise to the Nips, and the two escorts skittered around spewing a sour tune of depth charges. By the time the escorts located HAKE, she had opened to a safe range and from then on was able to out distance them with ease.

Shortly after this attack, USS HAKE departed the patrol area for Fremantle, West Australia which had been assigned as the new base. She arrived at her destination after an uneventful voyage on 21 February 1944.

The fourth war patrol of the HAKE was spent in the South China Sea Area in the vicinity of the Anambas Islands and the Matzenas Islands between Balabac Strait and Singapore. She slipped into enemy waters on the dark night of 24 March, and made an open field run through three enemy sub chasers on well guarded Lombok Strait. Three days later HAKE encountered what is considered a submariners dream - an unescorted large tanker - in the Java Sea South of Karimata Strait. On the first torpedo hit the tanker erupted into flames from stem to stern, and a second torpedo sent her capitulating to the bottom. With flaming oil illuminating the sky for miles as a backdrop, USS HAKE sailed through Karimata Strait to the South China Sea.

On the night of 1 April 1944, while attempting to intercept heavy units of the Japanese fleet south of the Anambas, HAKE encountered a five ship convoy heading toward Singapore. The convoy was tracked for six hours until the moon set, and under the cover of darkness HAKE made her first surface attack. Torpedoes were fired at a large cargo ship. Two hits were chalked up, blowing the bow off. With the escort, a destroyer minelayer, firing at point blank range, HAKE retired at top speed leaving the scattering convoy behind. Before the escorts could reassemble the convoy, a large tanker was singled out and sunk by three torpedoes. Once again HAKE was forced to retire from this hit and run game at top speed under close fire. After shaking the escorts she once again turned in and commenced a final attack prior to dawn. In the breaking dawn, however, HAKE was seen by the lurking escort and immediately driven off. With the Jap escort in close pursuit and using every ounce of power available, HAKE slowly opened the range in an attempt to gain deep water for a dive and evasion. Finally with day break coming on and Jap marksmanship improving she dove in shallow water and waited tensely as the escorts screws were heard to pass directly overhead. The Japs had either lost contact or run out of depth charges, for no charges were dropped and at 1500 the last of the still searching PM disappeared from sight.

Rest for the crew was short lived, however, for at 1000 the next morning while conducting a day surface patrol in "the slot" between the Great Molucca Islands HAKE sighted two scout planes and was forced to dive. Almost immediately warship masts began looming over the horizon, and HAKE found herself directly on the track of two "Tons" class heavy cruisers and four escorting destroyers. The following attack was very difficult due to a glassy sea, clear water, and the close air and surface attacks. As the HAKE opened fire she was spotted by the Japs and immediately subjected to very close and very accurate depth charge attacks by three close destroyers and the patrolling planes. As HAKE went deep, rigged for depth charge and silent running, the torpedo hit was heard in the leading cruiser. After a short but lively depth

charging she succeeded in shaking the searching destroyers and came up to periscope depth only to see a large Jap aircraft carrier steaming by out of torpedo range. Despite every effort, the carrier could not be caught, and HAKE decided to evacuate the area for a few days until it "cooled off". At this time she was warned of a hunter-killer group searching for her which didn't slow down the "evacuation". The remainder of the patrol was uneventful with the exception of the usual minor skirmishes with Jap sub chasers and small craft.

After a recuperation leave in Perth, Australia, USS HAKE began her fifth war patrol conducted in Davao Gulf, Mindanao, Philippine Islands, during the months of May and June of 1944. Hunting was excellent. The first night on station an enemy task force of three cruisers and five destroyers was intercepted at the mouth of the Gulf steaming southward at high speed. A night surface attack was commenced on this enemy force, but due to air attacks the final phases were carried out submerged. Excellent screening by the destroyers prevented an attack on the cruisers. With three torpedoes HAKE blew one unfortunate Jap destroyer out of the war. Immediate counter attack by the remaining destroyers enabled the cruisers to make good their escape.

Jap activity during HAKE's patrol in the Gulf was very intense as all hands agreed. Hunted by day and night from the surface and the air, HAKE tenaciously pressed home several more successful attacks. A freighter, very large and heavily laden, went to the bottom after four hits. Two hits disabled a large aircraft tender. However, the plum of her patrol was plucked during the early morning of the last day on station, as enormous Japanese troop transport attempted to enter the Gulf under escort of four naval escort. Jap soldiers were lining the rails. The transport hugged the beach, knowing submarines were lurking nearby. Escorts were frantically searching ahead and abeam of their valuable charge. Silently, HAKE gained position, preparing to loose her remaining deadly fish at this prize. Shortly the fish were swishing toward their target. Straight and true they went, breaking the transport in half, drowning thousands of Japs and their equipment. With a job well done, the gallant sub headed southward and began her long run through Jap infested waters toward home.

In preparation for her sixth war patrol HAKE took on more torpedoes and provisions. A new commanding officer also came aboard in the person of Lieutenant Commander F. E. Hayler.

For many long months the U. S. submarine had been fighting the battle of the Philippines. Long before any of our welcome air forces of surface task forces made their devastating raids, submarines, singly or in groups, played their game of deadly attrition on the enemy surface forces in the Philippines. Places like Manila, Lingayen Gulf, Subic Bay and others were the hunting grounds for the raiders. USS HAKE spent her sixth patrol in these areas in the face of extremely heavy and constant air and surface patrols. Depth charges and bombs became constant, severe routine. In the face of this opposition the ship carried out her duties and wiped out another Jap destroyer. This action occurred while making a submerged approach on a large convoy Manila bound. Because of alert escorts HAKE's presence was detected and immediately subjected to heavy charging. Determined to sink Jap shipping, she

remained at periscope depth. As a reward for this daring maneuver, three of her fast torpedoes found their mark in the soft innards of a large Jap destroyer. In less than a minute the destroyer changed her course completely and permanently -- for the bottom. HAKE was forced to retire by the remaining escorts assisted by excellent air cover. The remainder of the patrol was spent in carrying out her basic orders, always in the face of extremely active enemy counter-measures.

Upon completion of another refit and rest period at Perth, West Australia, and a week of trials and practice operations, USS HAKE departed Fremantle Port to conduct unrestricted submarine warfare in the Manila Area off the north-western coast of Luzon. Passage to the area was uneventful, even in Lombok Strait. Jap patrol boats and planes failed to give any trouble, however, several crash dives evading Jap planes prevented a monotonous transit.

By this time the Nips had become rather weary losing so much shipping off Manila, consequently they were devoting every effort to make the area as "hot" as possible. With her time being consumed evading patrol craft and planes and keeping out of mine fields, no shipping was encountered during the first fifteen days of patrol. Several fast contacts were sighted on the so called "race track" to Manila, but HAKE was unluckily unable to close to a firing position.

On the night of the 7th of November, while operating in a wolf-pack with two other submarines USS HARDHEAD and the ill-fated USS GROWLER which was believed to be sunk that same night, the HAKE witnessed the seven second sinking of a gasoline laden tanker by USS HARDHEAD. This sinking lead to a sequence of events whereby HAKE was pounced upon by three graduates of the Tokyo Sound School. She was forced to evade for sixteen hours, during which the Japs dropped 147 close depth charges. Surfacing at 2200 on 8 November, HAKE departed the immediate area to repair as much of the damage as possible. The following days were spent weathering out the tail end of a typhoon then sweeping the Luzon coast.

Bad weather, interspaced with life guard duty and lack of targets prevented action until later, near the end of the patrol, when a light cruiser was sighted. Conducting a submerged approach, soon two torpedoes hit to inflict heavy damage. Successfully evading three destroyers, HAKE only heard random depth charging.

On 1 December HAKE was given a special mission to accomplish. On the evening of 5 December, surfacing off the north-western coast of Panay, two small boats were sighted. The sail boats, filled with Filipino Guerrillas pulled alongside to discharge their cargo of 29 aviators, shot down during the 2nd battle of the Philippines. Leaving Panay HAKE once again headed for Perth. The voyage back almost converted several of the aviators into submariners until one day while traversing the Straits of Macassar, a Jap plane sighted HAKE, forcing her to dive twice, dropping two bombs, one distant, the other very close. Needless to say no converts remained among the passengers. On 15 December the sub arrived in Fremantle Harbor to receive another gold star and to spend a "down-under" Christmas at the beach.

On 5 January 1945, HAKE left Perth, West Australia, and for the last time ran the gauntlet through Lombok Strait while enroute to the patrol area off the Indo-China coast. After arriving on station, the next 30 days were uneventfully spent. Only one contact was made with no results. Leaving the South China Sea, HAKE headed for a Navy Yard overhaul in the San Francisco Bay area.

After completing a two months overhaul in Navy Yard, Mare Island, California, USS HAKE began a long trek to Saipan in a phase of the war which could not afford much action. She was assigned as a lifeguard unit to pick up pilots who ran into trouble over Japan. Enroute to Saipan the sub was stationed five miles off Wake Island to act as lifeguard for a small carrier strike where she witnessed a shore bombardment by the battleship PENNSYLVANIA. She then moved in toward Wake and experienced several return salvos from a Jap shore battery when she fired several rounds from her deck gun. HAKE was untouched and the next day found her enroute to Saipan again and thence to her lifeguard station in Bungo Suido, off Japan, Pacific side. These were interesting days even though nothing came into view to sink. The words "cease firing" and "Splice the Main Brace" came and HAKE's next assignment directed her, in a group of twelve submarines called "Benny's Peacemakers" into Tokyo Bay, to witness the official Japanese surrender. This completed USS HAKE's ninth and last patrol and she left Tokyo for a 10,000 mile trip to New London and home.

On 15 September 1945, Commander A. G. Schnable, USN, relieved Commander Rayler as commanding officer of USS HAKE.

After three war making years the HAKE had sunk ten Japanese ships for a total of 57,500 tons.

By Directive of January 1947, USS HAKE was placed out of commission in reserve, and came to rest in her berth at New London, Connecticut.

USS HAKE earned seven Battle Stars on the Asiatic-Pacific Area Service Medal for participation in the following operations:

- 1 Star/Leyte Operation -- 20 October - 16 December 1944
- 1 Star/THIRD Fleet Operations against Japan -- 13 - 15 August 1945
- 1 Star/Submarine war patrol 250 -- 27 December - 21 February 1944
- 1 Star/Submarine war patrol 251 -- 18 March - 30 April 1944
- 1 Star/Submarine war patrol 252 -- 23 May - 11 July 1944
- 1 Star/Submarine war patrol 253 -- 5 August - 25 September 1944
- 1 Star/Submarine war patrol 254 -- 20 October - 16 December 1944

She was awarded the Navy Occupation Service Medal, Asia, for the period 2 - 3 September 1945.

-7- USS HAKE (SS 256)

OVERALL LENGTH	312 feet
BEAM	27 feet
SPEED	20 knots
DISPLACEMENT	1463 tons

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Compiled: September 1953

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U.S.S. HAKE(SS253)

FIFTH WAR PATROL

- 1242- contact # 3. Held drills and battle problems submerged.
1610- Surfaced.
1610- Landfall on Sawu Island at 24 miles, 090° T.

May 31, 1944.

- 0535- Dove for submerged run up Ombai Strait. Periscope patrol.
1804- Surfaced and went to two engine speed.

June 1, 1944.

- 0100- Cleared Ombai Strait without incident. Set course for patrol south of Celebes.
0703- Sighted small native sailboat. Avoided. Contact # 1.

June 2, 1944.

- 0150- Radar landfall on Saleier Island at 45 miles.
0450- Took up zig-zag, 15 mile legs across traffic lanes closing mouth of Gulf of Boni.
0740- Trim dive.
1137- Sailboat sighted by high periscope. Avoided. Contact # 2.
1613- Radar interference on "SN" detector.
1804- Sighted Pete type plane by bridge watch, closing at 5 miles. Dove. Plane contact # 4.
1845- Surfaced. Note indication of air borne radar.

June 3, 1944.

- Enroute to Davao are in obedience CTF71 serial.ql modifying my OP Ord.
1040- High periscope watch sighted small native sailboat. Avoided. Contact # 3.
1750- Plane contact at 3 miles closing on "SD" Dove. Plane contact # 5.
1822- Surfaced.

June 4, 1944.

- 0001- Target sighted by bridge. Battle stations. Contact # 5.
0036- Target identified as sailboat. Did not attack as apparently native. Secured at and resumed course.
0826- Plane contact on radar at 26 miles. Not sighted. Plane contact # 6.
1021- Plane contact on radar at 5 miles, closing. Dove. Plane contact # 7.
1138- Surfaced.
1220- Native sailboat sighted by high periscope. Avoided. Contact # 6.

June 5, 1944.

- 0408- Radar interference from another "SJ".
0427- Target on radar at 10,600 yds, small target from direction of radar interference.

CONFIDENTIALFIFTH WAR PATROL

Believed friendly submarine,
 Went to battle stations and 4 engine speed. Avoided close
 Tracked on southerly course, speed 10-11 kts. Contact #
 0457- Lost target at 11,500 yds. Secured. Had radar interference
 for another 45 minutes.
 0647- Sighted medium bomber 6-7 miles, closing. Dove. Plane contact # 8.
 0830- Surfaced.
 1159- Crossed equator.
 1552- Sighted light bomber, Nell, 4-5 miles crossing ahead.
 Dove. Plane contact # 9.
 1742- Surfaced. . .

June 6, 1944.

0612- Periscope sighted by OOD and lookout 300-400 yds abeam to
 port. Cleared area at flank speed, after tubes ready. Possibly
 friendly; if friendly a dangerous stunt.
 0844- Sighted Dove type float plane at 6 miles, closing, Dove.
 Plane contact # 10.
 1313- Surfaced.
 1800- Entered assigned area, Davao Gulf and approaches.

June 7, 1944.

Patrolled across mouth of Gulf.
 0454- Dove for daylight submerged patrol along western coast of
 Gulf.
 1253- Rufe type plane sighted by periscope, patrolling; resighted
 again at 1302. Plane contact # 11.
 1828- Surfaced. Took up surface patrol.

June 8, 1944.

0007- Radar contact on small target. Went to battle stations and
 tracked.
 0018- Target identified as small picket boat. Avoided. Contact
 0136- Radar contact at 17,500 yds, two targets. Battle stations
 Targets on southerly course down center of Gulf at high
 speed. Made out to be two cruisers and two large DDs. Clear
 with full moon. Contact # 10. Attack # 1.
 0159- Near DD at 14000 yds, observed to turn toward and start
 closing fast. Held on trying to close track of cruisers
 until range closed to 12000 yds and cruisers observed to
 turn away to westward. Definitely detected. Dove and began
 approach on DD as cruisers definitely out of range.
 0212- Fired four after tubes at a range of 1250 yds. Periscope
 range easily obtainable. Two observed hits, forward and
 aft. DD swung to reverse course and stopped. Took list
 and settled but did not sink. No fires. Swung ship to
 present bow tubes.
 0214- Two depth charges fairly close believe dropped by planes
 as nothing seen. Remained at periscope depth.

CONFIDENTIALFIFTH WAR PATROL

- 0027- Target apparently not sinking so fired a killer shot from bow nest. Erratic run, torpedo dove right on down; apparently running normally otherwise.
- 0229- Fired second torpedo for hit amid ships. Results spectacular oil fire and exploding warheads or ammunition. Target broke in two and sank in one minute.
- 0230- Numerous depth charges and depth bombs, none close. Cleared vicinity at deep depth to avoid possible lucky depth bomb. Screws of three remaining targets had faded out to northwest.
- 0259- Last of 28 depth charges.
- 0355- Two heavy depth charges fairly close while passing 100' coming up. No screws or ringing heard.
- 0550- Light enough to really see, all clear.
- 0802- Distant depth charge.
- 0805- Distant depth charge.
- 0810- Distant depth charge.
- 1828- Surfaced. Hauled out to southeast and sent my serial three.

June 9, 1944.

Set course for patrol off Cape San Agustin.

- 0455- Dove for daylight patrol, closing Cape,
- 1303- Sighted heavy bomber, 10-12 miles, apparently patrolling. Plane contact # 12.
- 1829- Surfaced. Patrol off Cape and across Gulf.
- 1934- Signalling from Cape San Agustin.

June 10, 1944.

- 0457- Dove for daylight patrol off Cape San Agustin, closing Cape. Strong southerly set.
- 1207- Sighted two-motored bomber patrolling. Plane contact # 13.
- 1415- Sighted two motored bomber, Well, at 3 miles heading for scope. Went to 150'; no bombs. Plane contact # 14.
- 1834- Surfaced. Took up surface patrol.
- 1836- Radar contact 2200 yds. Atmospheric.

June 11, 1944.

- 0501- Dove for patrol off Cape San Agustin, closing Cape difficult due strong and erratic sets, usually southerly.
- 0726- Sighted two-engine bomber, Betty at 5 miles. Plane contact # 15.
- 0756- Sighted twin-engine bomber, Well flying low and fast toward scope from 4 miles. Plane contact # 16. Went to 150', clear and bright sun.
- 0826- Two bombs or depth charges, not close.
- 0900- Sighted Kuma class cruiser and two DDs escorting a large XAV (possible large engine-aft tanker conversion) Cont # 11. Standing down close to beach, speed 18 kts, unable to close before force rounded Cape San Agustin and headed north up Gulf. Air cover consisted of one bomber and two float planes. Bomber flew station patrol very low, 50-100 ft ahead of formation while float planes scouted from about 1500 ft on

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circles around convoy. Plane contact # 17.

XAV had full deck load of unident planes. Tough to miss this one; closest range 8000 yds with sea glassy, hopeless to fire.

- 0955- Sighted twin-engine bomber, Ruth, patrolling mouth of Gulf. Plane contact # 18.
- 1209- Sound picked pinging.
- 1220- Sighted two DDs standing up to center of Gulf toward Davao, range 20,000 yds. No hope of closing, 70° starboard angle not zigging, high speeds. Contact # 12.
- 1411- Light bomber, Kate, sighted several times until 1512, patrolling. Plane contact # 19.
- 1630- Surfaced. Stb'd out to east for attempt at surface patrol after opening out to south to send message.

June 12, 1944.

- 0455- Trim dive at dawn.
- 0541- Surfaced.
- 1355- Sighted twin-engine bomber at 5 miles. Appeared out of cloud bank and headed toward. Dove. Plane contact # 20.
- 1741- Surfaced. Headed in toward Cape for patrol across Gulf.
- 2322- Radar contact at 1550 yds. Small pip but steady. Probably sailboat or small banca. Contact # 13.

June 13, 1944.

- 0000- Very small radar target at 2200 yds. Atmospheric.
- 0445- Dove for patrol along western shore of Gulf.
- 0521- Sound contact, screws. Poor visibility but made out two DDs standing in, range 10,000 yds. Battle stations, began approach. Targets zigging on a base course of about 000°.T, speed 15 kts. We were about on track so rigged for silent running and made ready for either bow or stern tube shot. Angles on bow near zero, identification difficult.
- 0536- DD zigged right giving a nice stern tube shot at short range.
- 0539- Fired four stern tube (MK XVIII torpedoes) at leading DD 45 to 70° port tracks with torpedo runs of 650-525 yds and set up checking nicely. Attack # 2. Went deep as was about a 1000 yds ahead of second DD. Sound tracked all torpedoes to target. Missed. On second guess believe targets shallow draft Momo class, ODDs, and judging by grass at water line they were light.
- 0547- Four fairly distant explosions, believed end of run on torpedoes. DDs speeded up and went over to investigate. No depth charges.
- 0600- All clear on sound.
- 0700- All clear nothing in sight.
- 0715- Sighted twin-engine bomber searching in vicinity of end of run explosions. Plane contact # 21.

FIFTH WAR PATROL

- 10- Sighted float plane, Ruth, searching. Plane contact # 22.
- 1655- Sighted twin-engine bomber, Lily, standing toward Davao at 8-10 miles. Plane contact # 23.
- 1837- Surfaced and set patrol across neck of Gulf.

June 14, 1944.

- 0316- Radar contact at 7000 yds, closing. Battle stations and began maneuvering to hold range and get clear to south. Contact # 15.
- 0325- Identified as trawler or killer type patrol boat. We had been definitely detected. Target making 15 kts, closed range to 5600 yds.
- 0342- Opening range slowly still working around to head south and keep enemy somewhat astern. Target began slow fire with deck gun; several splashes seen, the closest being 300 yds astern.
- 0345- At a range of 7500 yds target opened up with a 37 mm which fell 500 yds short exploding like a string of firecrackers on striking the water.
- 0405- Patrol boat lost us about 9500 yds range and ceased fire.
- 0430- With range 12,000 yds and twilight beginning dove and headed for eastern shore just north of Cape San Agustin. Rigged for silent running.
- 0610- Killer boat still hunting about 12,000 yds to westward but working our way, headed south.
- 0700- Sighted Rufe type float plane also searching. Plane contact # 24. Clear of killer boat.
- 0728- Distant depth charge. Turned to close beach.
- 0747- Distant depth charge. Something important headed out?
- 0758- Sighted a convoy of three medium AKs and DD escort, standing out. We appear to be close to track. Contact # 16.
- 0811- Distant depth charge.
- 0815- Killer boat again appeared in direction of convoy which made a sharp change of base course to west and ran around me on wide sweep, nearest range 14,000 yds.
- 0830- Distant depth charge.
- 0844- Bomber, Sally, very close coming in. Went to 150'. Plane contact # 25.
- 1834- Surfaced. Decided to attempt patrol in Gulf again, but further south than previous attempt.

June 15, 1944.

- 0447- Dove for submerged patrol. Closing eastern shore.
- 1845- Surfaced. A quiet day. Set patrol across mouth of Gulf.

June 16, 1944.

- 0243- Radar contact at 10,500 yds, small target patrolling to south of our line at 15 kts. Avoided. Not sighted but acts like our gunfighter of the 14. Contact # 17. Rings occasionally.

U.S.S. HAKE(SS256)

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FIFTH WAR PATROL

- 0441- Dove for submerged patrol, closing Cape San Agustin.
- 0519- Sighted Rufe type plane conducting search. Plane contact # 26.
- 0545- Sighted killer patrol boat at 6000 yards. Rigged for silent running. Contact # 18.
- 0556- Three distant depth charges.
- 0615- One distant depth charge.
Picked up masts of distant targets and oinging from direction of targets. Contact # 19. Killer boat sonic listening and pinging at intervals still very much with us.
- 0625- Targets made out to be XAV (Same as contact # 11 on June 11), and three destroyers screening. Standing out close to beach. DDs patrolling ahead, astern and outboard beams. Closing track at full speed.
- 0648-20 With a range of 4000 yards, 100° track and set-up checking perfectly for 14.5 kts, no chance of closing range, choppy sea with plenty of white caps, fired bow nest at this valuable target.
- 0650- With near screening DD and killer boat headed in our direction at ranges of 1500 and 4000 yards respectively, and air cover present, would have no chance to observe for hits so went deep. Attack # 3.
- 0651-30 Two timed hits; four more torpedo explosions, probably on beach, 35-40 seconds later. Target slowed immediately and bearings drew north; target later picked up speed. Bearing would indicate target circled and returned to port indication of damage.
- 0653-45 First of 59 depth charges varying from only fairly close to distant. Escorts never had sound contact, apparently patterns dropped along torpedo tracks.
- 0925- Last of depth charges.
- 1028- All clear.
- 1248- Three very distant depth charges.
- 1254- Sighted Rufe type float plane searching. Plane contact # 27. This plane in sight until 1330.
- 1647- Sighted Momo class ODD. This bears out identification of 13 June attack. Nearest range 5200 yards, making a search to westward. Contact # 20.
- 1659- Sighted Rufe type float plane heading north. Plane contact # 28.
- 1840- Surfaced. Surface patrol off Cape San Agustin.

June 17, 1944.

- 0503- Dove for daylight patrol SE of Cape San Agustin.
- 0935- Sighted smoke on horizon bearing 113° T, began closing Cape in anticipation of contact rounding Cape close aboard. Sound detected pinging at this time. Contact # 21.
- 0940- Battle stations. Contact made out to be large AK, plus two Class 13 DMs and one small unident gunboat. DMs pinged alternately.

CONFIDENTIALFIFTH WAR PATROL

- 1104-50 Commenced firing four bow tubes at a range of 2200 yards from a position 500 yards on starboard quarter of near bow DM, tracks 97-104° S, with gyros near zero; set-up checking nicely. Started deep after firing due proximity of near screen and probable air cover; stern escort also on near side but more distant. Attack # 4.
- 1107-00 Three hits very plainly heard throughout ship, correct time for # 2 & 4 tubes. Sound reported target stopped.
- 1110- First depth charge pattern close overhead, ship knocked down 12 feet, no damage. Near DM had sped up at time of hits turned and came in fast for fairly accurate but shallow attack.
- 1113- Distinct and unmistakable breaking up noises accompanied by minor or very small explosions from direction of target. Heard through hull also, several compartments so reported. Believe target sank.
- 1136- Distant very squishy explosions; not depth charges, may have been targets boilers collapsing.
- 1215- Last of 36 depth charges. None very close after first two patterns. DMs joined by our old friend the killer boat about 1145. Our two escorts would ping while the other listened.
- 1220- Lost screws, faded out, pinging by two escorts still plain.
- 1320- Pinging came close, screws faintly heard; escort making a wide sweep.
- 1327- Slow speed light screws very plain, fairly close.
- 1343- Very distant depth charge, lost screws, faint pinging.
- 1426- All clear by periscope, gunboat escort still in sight, range about 10 miles, pinging.
- 1430- Five (5) distant depth charges.
- 1537- Sighted unident plane over Cape range 10 miles. Plane contact # 29.
- 1603- Distant depth charge.
- 1610- Sighted Rufe type plane searching. Plane contact # 30.
- 1800- Distant pinging by Gulf, 015° T., drawing slowly closer. This is one of the DMs of morning attack, his ping has a very distinctive double beat or note that is easily recognized, c/c to draw away.
- 1844- All clear from radar depth. Pinging still heard.
- 1847- Surfaced. Picked up small target on radar in direction of pinging at 11,400 yards. Contact # 22. Opened out and lost him at four engine speed. Set patrol down traffic lanes to SW. All hands need rest.

June 18, 1944.

Patrolling traffic lanes vicinity Palmas Island.

- 0707- Sighted unident biplane heading toward on southerly course at 9 miles. Dove. Plane contact # 31.
- 0900- Surfaced.
- 0906- Sighted medium bomber about 6 miles. Dove. Plane contact # 32. This plane patrolling on base course NNW.

CONFIDENTIAL

U.S.S. HAKE (SS256)

FIFTH WAR PATROL

- 1015- Sighted through periscope medium bomber patrolling at 5 miles. Plane contact # 33.
- 1300- Surfaced.
- 1413- Sighted Mavis type plane at 14 miles closing range. Dove. Plane contact # 34.
- Too many planes decided to stay down.
- 1835- Surfaced. Set course for patrol across mouth of Gulf.

June 19, 1944.

- 0446- Dove for submerged patrol east of Cape San Agustin.
- 1548- Three very distant depth charges. Possible screws on sound; nothing in sight.
- 1833- Surfaced. Clearing area in accordance CTF serial 18 for patrol western half Davao Gulf and approaches.
- 2040- "SJ" radar interference from another "SJ" to south drawing east; believed Paddle entering eastern half Davao area.

June 20, 1944.

- Rounded Sarangani Island for patrol western approaches.
- 0455- Dove, closing beach for patrol of westerly approaches to Sarangani Island cleared.
- 0525- Sound picked up pinging to northward. Came to standard speed to close coast.
- 0526- Smoke contact, Battle Stations.
- 0538- Made out targets to be two APs with two killer boats and one TB Chidori, as escorts, headed down coast within mile of beach. Contact # 23.
- 0703-17 Began firing remaining four bow tubes at leading AP, heavily loaded, from dead ahead of flanking TB at 800-900 yards. He pinged on us several times no contact. Started down after firing.
- 0704-38 Two hits timed within 1 or 2 seconds of estimated run for two center torpedoes of spread. Attack # 5.
- 0705-20 Two torpedo explosions probably on beach. Target plotted in $\frac{1}{2}$ mile off beach. Target stopped immediately and his screws were never heard again. Breaking up noises very plain on sound and through hull starting three minutes after attack and lasting for 8 minutes. Remaining AP plus one killer boat stood on into passage. One killer and TB remained to work us over. Believe target sank.
- 0707- First two depth charges.
- 0709- Close pattern astern and to starboard. Boat was thrown to port with a snap roll, no damage.
- 0738- Last of 22 depth charges, varying from close for second to fifth passes to comfortably distant for remainder. Pinging and light screws heard continuously until-
- 1012- Last of screws of patrols. Faint pinging.

FIFTH WAR PATROL

- 1045- Periscope depth, all clear, Rufe type plane searching vicinity Sarangani Island. Plane contact # 35.
1046- Rufe type plane gliding toward at about 2 miles or less, went to 150'.
1102- Pinging fairly close.
1135- Pinging faded out toward scene of attack, all clear. Set regular periscope patrol.
1845- Surfaced. Sent my serial 6 giving results to date. Started return to base; all fish gone.

June 21, 1944.

- Enroute to base.
0025- Received CTF 71 serial 36 directing return to Darwin via Molukka and east of Timor to await further orders there.
0919- Plane contact on "SD" radar closing fast from 10 miles. Dove. Plane contact # 37.
1038- Surfaced.
1055- Sighted unident plane opening from about 12 miles. Plane contact # 35. Radar picked up and held until out to 15 miles. Did not dive.
1730- Crossed equator.
201- Radar landfall on Sula Mangoli Island bearing 195°, distant 56 miles.

June 22, 1944.

- Enroute base. Passed through passage north of Siao Island, land in early morning. Many lights on Island. Numerous small, short range, radar contacts throughout night. Finally determined to be atmospheric.
1258- Plane contact on radar closing fast from 18 miles. Dove. Plane contact # 39.
1403- Surfaced.
1408- Sighted small native sail, decided to investigate. Contact # 24.
1420- Went to battle stations and closed boat.
1440- Fired two warning bursts from forward 20 mm. Boat doused sails and hove to.
1445- In endeavor to bring boat alongside in rough sea crushed it under forefoot. Picked up the three native crew. Cleared area at four engine speed. Boat sank.
2200- Radar contact on very small target at 6000 yards, probably a sail. Avoided. Contact # 25.

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U.S.S. HAKE(SS256)

FIFTH WAR PATROL

June 23, 1944.

Enroute as before.

- 0331- Radar interference from another "SJ" to SE, believed to be U.S.S. HARDER. Radar landfall on Gunung Island, 154° T., distant 49,000 yards.
- 0653- Sighted a submarine on the horizon through high periscope, similiar to U.S. Submarines. Contact # 26. Submarine dove shortly after sighting; increased speed to 18 knots and ran around. See above.
- 1304- Dove; did not wish to approach Timor closer, 25 miles, until dark.
- 1809- Surfaced. Ran passage to eastward of Timor without incident.

June 24, 1944.

Enroute as before.

- 0730- Plane contact on radar at 3 miles, closing. Dove. Plane contact # 40. Overcast and not sighted.
- 0842Z Surfaced.
- 0901- Plane contact on radar at 14 miles, closed to 10 miles and sighted on heading toward by lookout. Dove. Plane contact # 41.
- 1017- Surfaced.

June 25, 1944.

Enroute in bombing restricted lane.

- 0600- Landfall on Melville Island.
- 0617- Sighted patrol craft in vicinity of rendezvous.
- 0630- Exchanged recognition signals with escort, HMAS Motor Launch No. K815, and fell in astern.
- 0815- Commander X.M. Martin, USNR, C.O. Section Base and pilot Lt. Mac Arthur, RAVR, came aboard. Transferred the three Malaysians picked up on June 22 to station launch in custody of Capt. A. Ross, AIF. Received new patrol orders.
- 0820- Passed through nets.
- 0905- Moored port side to pier, Darwin Australia.
- Loaded 16 torpedoes (MK. XIV and MK. XVIII), took on fresh water and some fresh provisions and fueled to capacity, 54000 gallon.
- Anchored off overnight on completion of loading.

June 26, 1944.

Anchored as before.

- 1430- Underway - stood out. Enroute for patrol off Kendari, Celebes and approaches.
- 1532- Radar and sight contact of several PBV's flying NW. Contacts # 42, 43.

CONFIDENTIALFIFTH WAR PATROL

- 1607- Exchanged recognition signals with R.A.N. Corvette J-316.
- 1921- Set course for passage east of Timor, and cleared bombing restricted lane.
- 2341- Weak radar interference to NE from another "SJ".

June 27, 1944.

- 0029- Radar contact on small target at 11,000 yards in direction of interference. Tracked on southerly course at 11 kts. Contact #27.
- 0508- Trim dive.
- 0601- Surfaced.
- 1445- Landfall on Leti Island.
- Made transit of passage east of Timor in evening without incident. Evidence of Jap radar detected.

June 28, 1944.

- 0130- Radar landfall on Gunung Island.
- 1500- Entered patrol area.
- 2009- Radar landfall on Celebes. Took up station patrol across routes east from Kendari.

June 29, 1944.

- 0527- Trim dive for "BT" card.
- 065- Surfaced.
- 0918- Plane contact # 44 on radar, closing to 6 miles. Dove.
- 1052- Surfaced.
- 1248- Sighted plane, twin engine bomber, crossing at 7 to 18 miles. Dove, do not believe sighted. Plane contact # 45.
- 1538- Surfaced. Closed coast for dark patrol.

June 30, 1944.

- 0511- Dove for submerged patrol off Kendari.
- 0757- Sighted small native sailboat. Contact # 28. In sight for most of day.
- 1650- Sound reported screws to eastward.
- 1722- Made out contact to be trawler type patrol boat and converted yacht, PYC, standing in. Opened out and lost them in direction of Staring Bay.
- 1858- Surfaced. Set patrol across eastern approaches.
- 2108- "SJ" radar contact on low flying plane at 11,500 yards. Cut in "SD" and picked up plane at 6 miles. Plane stood out to eastward. Lost all contact at 10 miles. Plane contact # 46. At same time had two planes at 18 and 20 miles on "SD" which disappeared about same time, 2120, and did not close.

July 1, 1944.

- 0521- Dove for submerged patrol off Kendari.
- 0745- Sighted two small native sail boats standing out on north easterly course. Contact # 30.
- 1645- Sighted small native sailboat standing in. Contact # 31.
- 1839- Surfaced, set patrol across approaches to Kendari.

U.S.S. HAKE(SS256)

CONFIDENTIAL

FIFTH WAR PATROL

July 2, 1944.

- 0417- Radar contact on small target, 10,000 yds, tracked on erratic north easterly course. Sighted at 8500 yds and made out to be a small native sail. Contact # 32.
- 0525- Dove for submerged patrol off Kendari.
- 1837- Surfaced. Set course to shift patrol to approaches to Tioro Straits in Gulf of Boni.

July 3, 1944.

- Enroute as above, rounded Boetoeng Island group during night and early morning.
- 0615- Sighted small native sail. Contact # 33.
- 1330- On station, took up station patrol across approaches to Tioro Straits.
- 1708- Sighted unidentified plane, closing. Dove. Plane contact # 47.
- 1813- Surfaced.

July 4, 1944.

- Station patrol as before.
- 1344- Sighted large two masted schooner rigged sail, apparently native. Contact # 34. Closed to investigate.
- 1435- Fired one shot across bow as warning. Boat doused sail and hove to.
- 1448- While maneuvering alongside schooner, all native crew nothing suspicious, sighted unidentified plane that c/c toward from 8 miles and started closing fast. Cleared decks, cast off lines and dove. Plane contact # 48. Decided to remain submerged until sunset. Lost 4" breech cover, improperly secured on dive.
- 1800- Surfaced.
- Set course to close area and began return to base in accordance CTF 71 serial No. 5 of July 3.

July 5, 1944.

- Enroute base.
- 0312- Radar and sight contact on small sail at 8000 yds range. Avoided. Contact # 35.
- 0848- Sighted small native sail. Closed to investigate. Contact # 36
- 0912- Fired several warning bursts from 20 mm. Boat finally hove to. Went alongside and took aboard two native Malaysians crew members.
- 1012- Cleared area on base course. Sighted three more small sails within next hour. Avoided. Contacts # 37 & 38.
- 1730- Began passage of Wetar Strait and Ombai Passage in bright moonlight.

July 6, 1944.

- Transiting Ombai passage. No incidents.
- 0715- Sighted small sail, well clear. Contact # 39.
- 0930- Clear of Ombai.

U.S.S. HAKE(SS256)

CONFIDENTIAL

FIFTH WAR PATROL

- 1617- Sighted medium bomber heading toward, range 5 miles. Dove.
Plane contact # 49.
- 1715- Surfaced.
- 2130- Sent my despatch giving ETA, Fremantle.

July 7-10, 1944.

- Enroute Fremantle via bombing restricted lanes. Trim dives and training enroute.
- 0055/10 Exchanged signals with friendly submarine north bound. "SJ" radar interference had been noticable for sometime previous to sight and radar contact.
- 1145/10 Sighted and exchnaged signals with friendly sub. north bound.
Sighted by high lookout.

July 11, 1944.

- Arrived rendezvous, Kingfisher plane escort, exchanged signals with Rottnest and stood in.
- Moored, Fremantle, W.A.

Serial 0753

July 28, 1944.

C-O-N-F-I-D-E-N-T-I-A-LSECOND ENDORSEMENT to:

USS HAKE Conf. Ltr. A16-3

Serial 0139 dated 11 July, 1944.

Report of FIFTH War Patrol.

From: The Commander Submarines, SEVENTH FLEET.
To: The Commander in Chief, UNITED STATES FLEET.
Via: The Commander, SEVENTH FLEET.
Subject: U.S.S. HAKE (SS256) - Report of FIFTH War Patrol -
Comment on.

1. The Fifth patrol of the U.S.S. HAKE consisted of an offensive reconnaissance patrol in the DAVAO GULF Area followed by a short patrol off KENDARI after a reload at DARWIN.
2. Although operating against heavy surface and air opposition in the vicinity of an important enemy base HAKE again demonstrated unflinching determination to carry the fight to the enemy at every opportunity. The success achieved during fourteen grueling days in DAVAO GULF was the result of intelligent planning and skillful execution by a courageous commanding officer, supported by brave and well trained personnel. All hands deserve great credit for the heavy damage inflicted and for the admirable fortitude displayed on this outstanding patrol.
3. It is noted that raising the frequency of the SD radar did not decrease the efficiency appreciably, and that there were no indications that it was DF'ed or detected, although it was always used during daylight, and when necessary during bright moonlight.
4. It is encouraging to learn that the new oil control rings were so effective in reducing both the smoke hazzard and the lubricating oil consumption of the GMC main engines.
5. The advantage of the wakeless run of the Mark XVIII torpedo is evident in that no counterattack developed after an unsuccessful attack on the leading ship of a formation of two DDs (Attack No. 2).
6. This patrol is designated "successful" for purpose of award of the Submarine Combat Insignia.

Serial 0753

July 28, 1944.

C-O-N-F-I-D-E-N-T-I-A-LSECOND ENDORSEMENT to:

USS HAKE Conf. Ltr. A16-3
 Serial 0139 dated 11 July, 1944
 Report of FIFTH War Patrol.

Subject: U.S.S. HAKE (SS256) - Report of FIFTH War Patrol -
 Comment on.

7. The Force Commander congratulates the Commanding Officer, Officers, and Crew of the HAKE on their courageous execution of a difficult and trying reconnaissance patrol and on their continued success in inflicting the following damage on the enemy:

SUNK

1 - DD (ASASHIO Class - EU) - - -	1,500 tons	(Attack No.1).
1 - AK (AUZAN MARU Class - EU) - -	5,500 tons	(Attack No.4)
1 - AP (MEDIUM - EU) - - - - -	7,500 tons	(Attack No.5)
1 - MIS - - - - -	10 tons	
Total 14,510 tons		

DAMAGED

1 - XAV (EU) - - - - -	10,000 tons	(Attack No.3)
Grand Total 24,510 tons		

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

R. W. CHRISTIE.

DISTRIBUTION:

Cominch	(3)	Direct	CTF-71	(4)
Vice Opnav	(2)	Direct	CTF-72	(2)
Vice Opnav Op-23c	(1)		CSS-12	(1)
Com1stFlt	(1)		CSS-16	(1)
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ComSubs1stFlt	(4)		*Each S/M W.A.	(1)
ComSubs2ndFlt	(4)		<u>*NOT TO BE TAKEN TO SEA - BURN</u>	

Serial 0127

Care of Fleet Post Office,
San Francisco, California,
20 July 1944.CONFIDENTIALFIRST ENDORSEMENT to
U.S.S. HAKE - Report
of Fifth War Patrol.Subject: U.S.S. HAKE (SS256) - Report of Fifth War
Patrol.

Attack No. 4: Three torpedo hits were made on a large AK escorted by 2 DM's and a small gun boat in a well conducted day periscope attack. Results were not observed due to maneuvers of the escorts and subsequent depth charging.

Attack No. 5: Four torpedoes were fired on the leading ship of a convoy consisting of 2 AP's escorted by a CHIDORI and 2 other escorts. Two timed hits were heard before depth charging began and breaking up noises were plainly audible.

3. The HAKE returned from fifth war patrol in excellent material condition and will be refitted by the U.S.S. ORION and Submarine Division 161 during a normal refit period. Preliminary inspection indicated that this vessel must have paid especial attention to upkeep and maintenance while on patrol.

4. The state of health and morale of the crew is excellent.

5. The Squadron Commander takes pleasure in congratulating the Commanding Officer, Officers and Crew of the HAKE on the successful completion of an arduous patrol and on the important damage inflicted on the enemy.

J.E. GREGGS.

SS256/A16

U.S.S. HAKE (SS256)

Serial 0139

Care of Fleet Post Office,
San Francisco, Calif.,
11 July 1944.

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

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

Subject: U.S.S. HAKE (SS256), Report of War Patrol
Number FIVE.

Reference: (a) PacFlt Conf. ltr. 2CL-44.
(b) Comdr S/M Force Pac Flt Conf Serial 0692
dated April 10, 1944.

Enclosure: (A) Subject Report.
(B) Track Chart (CTF 71 only).
(C) Forms required by reference (b); original and
one copy of enclosure (Form) (A), (B), and (E)
and 6 copies of form B.T. Mod CTB/0131. (CTF 71 only).

1. Enclosure (A), covering the Fifth War Patrol of this vessel conducted in the Davao Gulf Area followed by a short patrol in the Kandar, Celebes, Area during the period May 23, 1944 to July 11, 1944, is forwarded herewith.

J.C. BRACH.

Serial 0127

Care of Fleet Post Office,
San Francisco, California,
20 July 1944.

CONFIDENTIAL

FIRST ENDORSEMENT to
U.S.S. HAKE - Report
of Fifth War Patrol.

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

Subject: U.S.S. HAKE (SS256) - Report of Fifth War
Patrol.

1. The fifth war patrol of the U.S.S. HAKE was of 50 days duration. After expending twenty-four torpedoes in five attacks while patrolling in the Davao Gulf Area, HAKE proceeded to Darwin to take on sixteen torpedoes and then conducted a short patrol in the Kendari, Celebes Area. The entire patrol was skillfully and aggressively conducted.

2. Despite strong air and surface anti-submarine patrols in the Davao Area, HAKE pressed home five torpedo attacks, four of which were successful.

Attack No. 1: While attempting to close a formation of 2 cruisers escorted by 2 destroyers on a clear night with a full moon, HAKE was detected. The cruisers turned away and one destroyer returned to attack HAKE. HAKE in a night periscope attack fired four torpedoes at this ASASHIO class DD and stopped her with two hits. Fifteen minutes later with the DD still afloat HAKE hit her amidships with another torpedo, sinking her in four minutes.

Attack No. 2: Four torpedoes were fired from excellent firing position at a range of 750 yards in a early morning periscope attack at the leading ship of a formation of 2 DD's. All torpedoes missed, possibly under-running. Depth setting used was six foot but the Commanding Officer now believes targets were light draft ODD's of the MOMO class.

Attack No. 3: Six torpedoes were fired from 4,000 yards in a day periscope attack on a large YAV escorted by 3 DD's and 2 planes. HAKE was forced deep by the escorts and subject to heavy depth charging. Two timed hits were heard.