

HISTORY OF USS MINGO (SS 261)

The keel of the USS MINGO (SS 261) was laid on January 3, 1942, at the North Yard of the Electric Boat Company, Groton, Connecticut. Launching took place on November 30, 1942, with Mrs. Henry L. Pence as the sponsor. She lay at the fitting-out docks of the Electric Boat Company until builders trials commenced on January 31, 1943. After completion of exhaustive tests and trials, she was moved to the U. S. Submarine Base, New London, Connecticut. On February 12, 1943, she was accepted by the U. S. Navy and placed in commission as a unit of the United States Fleet. When commissioned, her commanding officer was Lieutenant Commander Ralph C. Lynch, Jr., U. S. Navy.

A short loading and readiness-for-sea period followed, after which she began a series of training and shakedown operations in Long Island and Block Island Sounds. Training operations were completed on April 1, 1943, at which time she proceeded to Newport, Rhode Island, to furnish services to the U. S. Naval Torpedo Station for a period of three weeks. Upon return to New London, a minor overhaul was accomplished and the MINGO was ready for sea on May 17, 1943. On this date she reported for duty in the fleet and proceeded to the Pacific Theater of Operation via the Canal Zone. Transit of the Canal was completed on May 30, 1943, after which she continued on to Pearl Harbor, T.H., for voyage repairs and further training. Upon completion of training, June 25, 1943, she departed on her first war patrol under the command of Lieutenant Commander Lynch. Operations were carried out in the vicinity of the Palau Island Group and in the islands to the eastward.

On this patrol, three torpedo attacks were made resulting in damage to three Japanese cargo vessels. In addition to the torpedo attacks, a reconnaissance and bombardment of Sorol Island was carried out and considerable damage was inflicted on shore installations.

This patrol was terminated upon return to Pearl Harbor where she was refitted and trained for the next patrol. Much time was spent correcting defects in the main propulsion equipment which had given considerable trouble and impaired the fighting ability of the ship.

The Commander Submarine Force, Pacific Fleet, authorized the award of the Submarine Combat Insignia for this patrol.

Her second war patrol commenced on September 29, 1943, with Commander Lynch in command. Operations were carried out in the areas near Eniwetok, Truk, Guam, and Saipan. Numerous contacts were made, however, only one torpedo attack was completed. This attack resulted in the damaging of an aircraft carrier believed to be of the Kasuga class. Upon return to Pearl Harbor on November 20, 1943, this patrol was adjudged successful by the Commander Submarine Force, Pacific Fleet, and the Submarine Combat Insignia was again authorized.

The MINGO proceeded from Pearl Harbor to the U. S. Navy Yard, Mare Island, California, for major overhaul and modernization. Much new equipment was installed and all main engines were replaced. During the period of the overhaul, Commander Lynch was relieved by Lieutenant Commander Joseph J. Staley, Jr., U. S. Navy.

Upon completion of the overhaul, February 3, 1944, the MINGO departed for Pearl Harbor. Further training was accomplished and the vessel departed for patrol in the South China Sea under the operational control of the Commander Submarines, SEVENTH Fleet. On March 22, 1944, a casualty to a main motor put one shaft out of commission. Repairs were expedited, but almost simultaneous with the completion of repairs, a contact was made on an enemy convoy of five merchant vessels and four escorts. A night surface attack was made resulting in several hits in the convoy, but proximity of escorts prevented confirmation of any damage.

During the remainder of this patrol, numerous contacts were made, but no attacks were attempted.

On departure from the patrol area, the MINGO proceeded to Brisbane, Australia, via the Bismarck Sea and Milne Bay, New Guinea.

Repairs were commenced on May 9, 1944, at the Submarine Base, Brisbane. June 10, 1944, refit was completed, and she departed for Seeadler Harbor, Manus Island, where she would undergo training. She left Manus on June 18, 1944, with Lieutenant Commander Staley, in command, for her fourth war patrol. En route to her assigned patrol station in the Philippine Islands, she reconnoitered Tawi-Tawi anchorage in the Sulu Archipelago with negative results. On July 7, 1944, contact was made with a high speed convoy of two ships escorted by two destroyers. A torpedo attack followed which resulted in sinking one of the destroyers, the Japanese TAMANAWI. No other attacks were made and the patrol was terminated on July 30, 1944, at Fremantle, West Australia. This patrol was considered successful and the Submarine Combat Insignia awarded.

During the refit period, Lieutenant Staley was relieved by Lieutenant Commander John R. Madison, U. S. Navy.

The MINGO departed August 27, 1944, on her fifth war patrol, which was to carry her into the Mindinao Sea and the Celebes Sea, as well as into Makassar Strait. She was employed on lifeguard duty in support of air strikes on the Philippines and Borneo.

One torpedo attack was made on two high speed minesweepers, but was unsuccessful. Later a gun attack was made on four coastal freighters all of which were sunk and nine prisoners taken on board. The climax of the patrol came when the MINGO had a privilege of rescuing sixteen U. S. Army aviators whose planes had been shot down. Six were rescued from rubber boats in Makassar Strait and the other ten were picked up from the beach at Cape Manimbaya on Celebes Island.

The patrol ended in Fremantle, West Australia, on October 13, 1944. In recognition of the damage inflicted on the enemy, and the service rendered, USS MINGO was awarded the Submarine Insignia.

The sixth war patrol was conducted in the South China Sea in the areas west of Borneo and on reconnaissance duty off Fiery Cross Shoal and Camranh Bay.

A night torpedo attack on a heavily escorted convoy resulted in the sinking of a loaded tanker and damaging a gunboat which had been acting as an escort.

While on reconnaissance duty, contact reports were made on a task force of enemy capital ships, making a sortie from Camranh Bay. As a member of an impromptu wolf-pack the MINGO assisted two other submarine in successful attacks against the enemy. The patrol was ended on December 29, 1944, at which time she was awarded the Submarine Combat Insignia.

After refit, the MINGO departed for Patrol on February 6, 1945. On February 10, 1945, while in the center of a hurricane, the Officer of the Deck, Lieutenant (jg) Charles R. Cummings, Jr., USNR, and a lookout, Robert J. Cutshall, quartermaster 3c, USNR, were swept from the bridge by mountainous seas. Subsequent search yielded no trace of these men and they were considered to have been lost at sea. The damage resulting from the storm necessitated return to Fremantle, West Australia for repairs. All repairs were accomplished in the period 14 to 19 February 1945. On the latter date, the MINGO departed for patrol in the South China Sea and the Gulf of Siam. No profitable contacts were made and on April 10, 1945, the MINGO's seventh and last war patrol was terminated on arrival in Saipan, Marianas Islands. Upon departure from Saipan, a short reconnaissance was conducted off Marcus Island. On April 25, 1945, the MINGO arrived in Pearl Harbor, T. H., and received orders to proceed to the U. S. Navy Yard, Mare Island, California, for overhaul.

Overhaul was completed on August 9, 1945, and the MINGO left for the war zone. On August 14, 1945, while en route Pearl Harbor, word was received that hostilities had ceased. After a short stay at the U. S. Submarine Base, Pearl Harbor, the MINGO returned to the U. S. Navy Yard, Mare Island, California.

By Directive dated January 1947, the USS MINGO (SS 261) was to be placed out of commission, in reserve, attached to the U. S. Pacific Reserve Fleet.

* * * * *

A summary of patrol results, as credited by Task Force Commander, is listed below:

PATROL	: NO. SUNK	: TONNAGE	: NO. DAMAGED	: TONNAGE	: AVIATORS
1	: 0	: 0	: 3 AK	: 15,093	: 0
2	: 0	: 0	: 1 CV	: 17,150	: 0
3	: 0	: 0	: 0	: 0	: 0
4	: 1 DD	: 1,700	: 0	: 0	: 0
5	: 4 AK	: 900	: 0	: 0	: 16
6	: 1 AO	: 10,000	: 1 PG (E)	: 1,500	: 0
7	: 0	: 0	: 0	: 0	: 0
TOTAL	: 6	: 12,600	: 5	: 33,743	: 16

The USS MINGO (SS 261) earned five (5) battle stars on the Asiatic Pacific Area Service Ribbon, for participating in the following operations:

1 Star/Submarine War Patrol (Pacific) -- 25 June 1943 to 21 August 1943

1 Star/Submarine War Patrol (Pacific) -- 26 September to 20 November 1943

1 Star/Submarine War Patrol (Pacific) -- 19 June to 30 June 1944

1 Star/Submarine War Patrol (Pacific) -- 27 August to 30 October 1944

1 Star/Submarine War Patrol (Pacific) -- 8 November to 29 December 1944

* * * * *

STATISTICS

OVERALL LENGTH	312 feet
BEAM	27 feet
SPEED	20 knots
DISPLACEMENT	1,468 tons

c/o Fleet Post Office,
San Francisco, Calif.,
30 October 1945.

From: The Commanding Officer.
To: The Secretary of the Navy.
Subject: History of the U.S.S. MINGO(SS261) - Forwarding
of.
Reference: (a) ALPac 229-45.
Enclosure: (A) HISTORY OF THE U.S.S. MINGO(SS261).

1. In compliance with reference (a), enclosure (A)
is forwarded herewith.

J.R. MADISON.

Copy to:
Cincpac
Comsubpac ✓
Comsubad, M.I.
Ces-19.

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A short loading and readiness-for-sea period followed, after which she began a series of training and shakedown operations in Long Island and Block Island Sounds. Training operations were completed on April 1, 1943, at which time she proceeded to Newport, Rhode Island, to furnish services to the U.S. Naval Torpedo Station for a period of three weeks. Upon return to New London, a minor overhaul was accomplished and the MINGO was ready for sea on May 17, 1943. On this date she reported for duty in the fleet and proceeded to the Pacific Theater of Operations via the Canal Zone. Transit of the Canal was completed on May 30, 1943, after which she continued on to Pearl Harbor, T.H., for voyage repairs and further training. Upon completion of training, June 25, 1943, she departed on her first war patrol under the command of Lieut. Comdr. Lynch. Operations were carried out in the vicinity of the Palau Island Group and in the islands to the eastward.

On this patrol, three torpedo attacks were made, resulting in damage to three Japanese cargo vessels. In addition to the torpedo attacks, a reconnaissance and bombardment of Sorol Island was carried out and a considerable damage was inflicted on shore installations.

This patrol was terminated upon return to Pearl Harbor where she was refitted and trained for the next patrol. Much time was spent correcting defects in the main propulsion equipment which had given considerable trouble and impaired the fighting ability of the ship.

The Commander Submarine Force, Pacific Fleet, authorized the award of the Submarine Combat Insignia for this patrol.

War patrol number two (2) commenced on September 29, 1943, with Commander Lynch in command. Operations were carried out in the areas near Eniwetok, Truk, Guam, and Saipan. Numerous contacts were made, however, only one torpedo attack was completed.

U. S. S. MINGO (SS-261)
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This attack resulted in the damaging of an aircraft carrier believed to be of the Kasuga class. Upon return to Pearl Harbor on November 30, 1943, this patrol was adjudged successful by the Commander Submarine Force, Pacific Fleet, and the Submarine Combat Insignia was again authorized.

The MINGO proceeded from Pearl Harbor to the U.S. Navy Yard, Mare Island, California, for major overhaul and modernization. Much new equipment was installed and all main engines were replaced. During the period of the overhaul, Commander Lynch was relieved by Lieutenant Commander Joseph J. Staley, Jr., U.S. Navy.

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Overhaul was completed on August 9, 1945, and the MINGO left for the war zone. On August 14, 1945, while enroute Pearl Harbor, word was received that hostilities had ceased. After a short stay at the U.S. Submarine Base, Pearl Harbor, the MINGO was ordered to return to the U.S. Navy Yard, Mare Island, California, to be placed in an inactive status, "Out of Commission, In Reserve".

A summary of patrol results, as credited by Task Force Commander, is listed below:

PATROL NO.	SUNK	TONNAGE	NO. DAMAGED	TONNAGE	AVIATORS
1	: 0	: 0	: 3 AK	: 15,000	: 0
2	: 0	: 0	: 1 CV	: 17,100	: 0
3	: 0	: 0	: 0	: 0	: 0
4	: 1 ID	: 1,700	: 0	: 0	: 0
5	: 4 AK	: 100	: 0	: 0	: 16
6	: 1 AG	: 10,000	: 1 PG(U)	: 1,500	: 0
7	: 0	: 0	: 0	: 0	: 0
TOTAL	: 6	: 12,600	: 5	: 33,743	: 16

OFFICIAL PHOTOGRAPH
NOT TO BE RELEASED
FOR PUBLICATION
NAVY YARD MARE ISLAND, CALIF.

RESTRICTED



759-44 (SS261)
BOW ON. ALTERATIONS CIRCLED ON M.I. PHOTO
No. 759-44 TO 760-44 INC.
MARE ISLAND, CAL. 3 FEBRUARY 1944





778-44 (SS261).
BROADSIDE. ALTERATIONS CIRCLED ON M.I. PHOTOS
NO. 759-44 TO 760-44 INC.
MARE ISLAND, CAL. 3 FEBRUARY 1944.

OFFICIAL PHOTOGRAPH
NOT TO BE RELEASED
FOR PUBLICATION
NAVY YARD MARE ISLAND, CALIF.

RESTRICTED



776-44 (SS261).
STERN VIEW. ALTERATIONS CIRCLED ON M.I.
PHOTOS No. 759-44 TO 760-44 INC.
MARE ISLAND, CAL. 3 FEBRUARY 1944



NY9-25892-7-55 USS Mingo (SS 261).
Broadside.
Mare Island Naval Shipyard 6 July 1955

"SUBMARINE SAGA"



The Fighting Mingo

By Peter "The Fox" Keenan

As all of you are aware, following the end of World War II, sixty-six fleet type submarines were presented to various foreign countries. However, only one, the Fighting Mingo, the SS 261, was considered worthy enough to be accepted by the Emperor of Japan to become part of the Imperial Navy. The Imperial Navy of Japan renamed the Mingo the Submarine Kuroshio, the Japanese name for the Japan Current, referred to by Imperial Navy personnel as the Black Current. The Japan or Black Current is described as a warm ocean current flowing northeast from the Philippine Sea past southeastern Japan to the North Pacific. It is similar to our own Gulf Stream.

I have often wondered, as you probably have, as to what success the Imperial Navy of Japan achieved in operating our beloved Mingo. Then, about a year ago, a United States Customs Agent was detailed to the United States National Central Bureau of INTERPOL in Washington, D.C. Following the usual custom, the newly assigned agent was taken on a tour of our headquarters and introduced to other Federal agents detailed to the agency. Upon entering my office, he noticed a large framed photograph of the Mingo which I had obtained from the National Archives. He asked me the name of the boat, and when I told him it was the Mingo he claimed that during 1956, while he was assigned to the USS Charr, the SS 328, his boat tied up alongside the Mingo in Yokosuka harbor, Japan. Yokosuka is a city and seaport of Japan, in central Honshu on the western shore of Tokyo Bay. Of

course, the Customs agent was much too young to have served in the U.S. Navy during the Great War, although I later learned that the Charr made several war patrols before the end of World War II. Although I was dubious of his claim, he assured me that he had several color slides of the Mingo flying the Imperial Japanese flag, and promised to bring them into my office when he could find them among his Navy treasures.

After almost a year of waiting, and witnessing some weird conduct and strange activities by this agent, who apparently had been submerged in something stronger than salt water during his tour with the Navy, I concluded that his claim was just another

sea story. However, about April, 1986 he delivered the goods. He set up a slide projector in his office, and after viewing a series of the usual boring pictures of him in boot camp with his crew cut, and later, while standing in front of either the submarine escape tower or the bring, he finally came across several slides of the Mingo/Kuroshio. Sure enough, there was our pride and joy, the Mingo, flying the Japanese Imperial Flag, and tied up inboard of the USS Charr. I immediately confiscated the slides and had them reproduced, in addition to having color prints made of the stern area where the Japanese Imperial Flag as well as crew members of the Imperial Navy loitering on the fantail are clearly visible.

That was not the end of the story, as I began to speculate that if the United States National Archives maintained a library of photographs



Pete Keenan and Capt. Yasuo Wakabayashi.

Before the minesweeper Grebe AM-43 grounded on 6 December 1942 while attempting to float SS Thomas A. Edison in the Fijian Islands, she earned a battle star in World War Two. She herself was destroyed and abandoned on 1 January 1943 because a hurricane broke her up. But before her demise, Grebe was responsible for the deliberate sinking of the US Submarine SS-19 1/2 in Narragansett Bay 21 June 1921. The SS-19 1/2 wreck is still out there off Long Island.

G-1, also known as SS-19 1/2 and as SEAL, was commissioned in the New York Navy Yard 28 October 1912. Lt. K. Whiting was her skipper. SS-19 1/2 was a Simon Lake boat, the first Lake boat that Uncle Sam accepted. She displaced 400 tons, was 161 feet long, had a 13 foot beam, drew 12 feet of water, could do 14 knots, had a 24 man crew and had six 18-foot torpedo tubes.

The 19 1/2 served in the Atlantic Torpedo Flotilla around Long Island and all the way down to Charleston, S.C. By October 1915 SS-19 1/2 was doing school boat duty and running sound tests in New London. Her



Polaris artist Steve Petreshock (center) pose with Alaska State Commander Lester Bayles (on Steve's right) and Dick 'Woody' Woodward (Charr) during his visit to Anchorage, Alaska, September '85.

tender was the former monitor OZARK BM-7, first commissioned as ARKANSAS 28 October 1902, and renamed OZARK on 2 March 1909 and then refitted as a sub tender in March 1913. SS-19 1/2 played an important role in training men for the new boat

construction boom upon our entry into World War One.

Aside from the testing of listening devices off Provincetown, at the Massachusetts Experimental Station and at New London, 19 1/2 spent time in 1918 on listening patrols off Nantucket. German U-boats were reported to be in the area. On 6 March 1920 she was towed to the Philadelphia Navy Yard and was decommissioned.

The bureau of ordnance designated SS-19 1/2 a depth charge target. It was then that GREBE sank her after eight experimental bomb attacks on 21 June 1921. (Taken in part from DANFS Vol III) — Martin F. Schaffer



The Tidewater Chapter (Virginia) again took part in Memorial Services conducted by the German-American Society at the Hampton National Cemetery on 17 November 1985. This is an annual event to honor the German submarine sailors who were interred here early in 1942 after their U-boat was sunk off the Virginia Capes. Left to right: Bert Miller and Captain Hans Weber, G.N. at Hampton National Cemetery. (Photo courtesy Bill Wolfe).

ABOUT THE COVER

The cover on this issue of Polaris features "The Commissioning Crew" of USS SNOOK (SS279). On 16 May 1945, Snook — credited with sinking 17 enemy vessels in her 2 1/2 yaers of active service — was reported presumed lost. Snook (USS 279) earned seven battle stars for her World War II service. (Photo courtesy Cdr. John Miller, USN, retired.)



of our Naval vessels, perhaps the Japanese Navy could also provide photographs of ships from the archives of the Imperial Navy. I contacted the Japanese Embassy in Washington, D.C., and asked for the Naval Attache. I was referred to the Assistant Naval Attache, Commander Mario Kohno and I explained that I was interested in obtaining some photographs of the Submarine Kuroshio which had formerly been the USS Mingo as there was an upcoming convention of Submarine Veterans of World War II in Baltimore Harbor, Maryland. Later that same day, I received a telephone call from Captain Yasuo Wakabayashi, Counsellor and Naval Attache, Embassy of Japan in Washington, D.C. Captain Wakabayashi, to my surprise and amazement, served aboard the Submarine Kuroshio and was anxious to meet me. Several days later, he arrived at my office, in full uniform, a handsome officer, a four-striper no less, wearing gold dolphins to boot. Captain Walabayashi was five years old when the hostilities with Japan ceased, he is a graduate of their Naval Academy, a career Navy man, and proud to have served in the Kuroshio/Mingo.

I was delighted and honored to have my picture taken with the Captain standing in front of the photograph of the Mingo. We had lunch and several drinks (at a Chinese restaurant) and discussed the strange circumstances that brought us together. To my further surprise, I discovered that the Captain and I live in the same community in McLean, Virginia, within walking distance. He would like to be invited to attend our convention, if appropriate, or at least our Mingo boat reunion in Baltimore Harbor in August. It could only happen in America, or Japan.

POLARIS/July 1986

This brief sidelight to the history of the U.S.S. Mingo is being forwarded to the editor of the POLARIS. Hopefully, if he is inclined to print it in the next issue, it may be in time to generate more interest by inactive Mingo shipmates to attend the August convention of Submarine Veterans of World War II.

Our boat reunion is planned for Friday, August 29, 1986, at Haussner's Restaurant, established in 1926, with

a reputation for excellent food, at high prices, with banquet room facilities. I have made reservations for at least thirty guests; however, there is ample room for more, but don't delay in making your plans to attend the convention. Fill in the enclosed postcard today, and don't forget to bring your bride or whatever, and we'll have a great evening, retelling all those lies about our Navy escapades.



LIFE MEMBERS ARE NEVER DELINQUENT



Photo was taken during the South East Regional Caucus last May. Seven of the wartime crew of LIONFISH (SS 298). Back Row, L to R: Jim Moser, Moose Macio, Bob Morgan, Red Fambrough. Front Row, L to R: Jim Barlow, (Holding his grandson), Howard Snively, Charlie Coyte. In town for the Caucus but not in pic: Spirro Mannos and Paul Stroup. Picture was taken in Red Fambroughs backyard, just before a delicious steak dinner put on by Red and his lovely wife, Jill. (Photo courtesy Bob Morgan).

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

U.S.S. ITAGO (SS261) - Report of Fourth War Patrol.
Period from 19 June 1944 to 30 July 1944.
COMTASKFOR 72 Operation Order No. S34-44.

(A) ENCLOSURE

Arrived Brisbane, Australia, 9 May 1944 from Third War Patrol. Necessary Spare parts being immediately available in Brisbane, the ITAGO was routed there instead of Perth, Australia, for refit, due to a major casualty to number two main motor while on patrol. During the period 9 May to 10 June 1944 number two main motor armature was replaced and usual routine refit completed. The vessel was depermed but received no sound tests. Enroute Seeadler Harbor, Manus Island, 10 June to 15 June. Went through three-day training period, including firing four exercise torpedoes.

(B) NARRATIVE

19 June 1944

1650(K) Underway in company with escort until dark enroute patrol area west of Island of Luzon in Philippines. Conducted training dives and fire control drills enroute. Several radar contacts with friendly planes.

23 June

0857(J) Unidentified radar contact 8 miles, submerged. Plane contact #1.

0900(J) Passed through last point in safety lane. Set course for assigned patrol area via Celebes Sea, in accordance with instructions received from COMTASKFOR 71.

1800(J) Passed into operational control of COMTASKFOR 71.

24 June

0030(J) In Lat. 05°12' N., Long. 126°18' E., sighted green rocket type flare over horizon, bearing 352° T.

0247(J) Manuevered to avoid small patrol or fishing boat.

0608(J) Sighted through high periscope what appeared to be large patrol boat or small destroyer with small angle on bow, bearing 157° T., distance 12 miles. Submerged to investigate.

0940(J) With small native outrigger under sail only ship in sight, resumed base course to open out.

1840(J) Surfaced.

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

Subject: U.S.S. HUNCO - Report of Fourth War Patrol.

25 June

- 1430(J) Entered patrol area assigned by COMINTFOR 71, south of Tawi Tawi.
- 1729(J) Sighted small boat dead ahead through high periscope, maneuvered to avoid.

26 June

- 0553(J) Submerged off Tawi Tawi to close bay and observe shipping in anchorage. One mile south of Balseyro channel searched bay at 50 feet. All clear. Reversed course to open out, and at
- 1730(J) Surfaced and commenced patrol south of Sibutu Passage.

27 June-3 July

Patrolled on surface south and southeast of Sibutu Passage.

28 June

- 1057(H) O.O.D. sighted plane (DAVE) circling near Sibutu Island, distance 8 miles. Submerged. Plane contact #2.
- 1510(H) Surfaced.

30 June

- 1527(H) Radar contact, 10 miles. Submerged. Plane contact #3.
- 1853(H) Surfaced.

1 July 1944

- 0724(H) Sighted plane (DAVE) circling over Sibutu Passage west of Mt. Bongao, distance 23 miles. Plane contact #4.
- 0728(H) Plane headed towards us. Submerged.
- 1025(H) Sound man reported pinging on 2950 T.
- 1037(H) The Captain sighted smoke bearing 291° T. in vicinity of Sibutu Island. Commenced approach. Ship contact #1. Unable to close target or gain bearing, so at
- 1205(H) Surfaced to chase. Apparently two smokes.
- 1209(H) Radar contact 13 miles. Submerged. Plane contact #5.
- 1232(H) Surfaced to resume chase.
- 1235(H) Radar contact 12 miles. Submerged. Plane contact #6.
- 1500(H) Surfaced.

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

Subject: U.S.S. MINGO - Report of Fourth War Patrol.

- 1300(H) Target bearings started to increase instead of decreasing.
1305(H) Surfaced.
1335(H) Changed course to head for smoke.
1410(H) Sighted plane (DAVE) circling over smoke, distance 15 miles. Plane contact #7.
1413(H) Submerged - plane headed towards us.
1547(H) Surfaced to resume chase.
Judging from bearing changes, target apparently stopped west of Litigan Reef.
1600(H) Target has stopped smoking.
1700(H) Radar contact, 10 miles. Submerged. Plane contact #8. The boys in after noon have composed song entitled "We Dove for Dave, Now it's Dave's Turn to Dive over us."
1834(H) Surfaced and headed for Sibitan Island. Our strategists decided convoy would hide behind Litigan Reef until dawn to enjoy air coverage while enroute. Sibitan Island appeared to be best spot to wait, but at
2225(H) Sighted small patrol or fishing boat. Turned away.

2 July

- 0824(H) Sighted fishing fleet of about eight small sail boats scattered across horizon. Since these boats were between us and the possible track of convoy, we gave up search. No smoke sighted since yesterday.
1025(H) Radar contact 15 miles. Submerged. Plane contact #9.
1310(H) Surfaced.
1324(H) Sighted plane (DAVE), distance about 10 miles. Plane contact #10.
1325(H) Radar contact, 7 miles. Submerged.
1800(H) Surfaced.

3 July

- 0558(H) Submerged off Tawi Tawi to close bay and observe shipping in anchorage. One and one-half miles south of Bitatan Island searched bay at 40 feet. All clear except one type A landing craft. Reversed course to open out and commence transit of Sibutu Passage.
2041(H) Completed transit of Sibutu Passage on the surface. No patrols encountered.

5 July

- 0950(H) Both D.C. supply switches to I.C. motor generators burned out. Lost all A.C. power. With gyro out of commission, circled to left to repair damage. See section II.

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

Subject: U.S.S. ITAGO - Report of Fourth War Patrol.

- 1032(H) Temporary repairs made to #2 I.C. motor generator, gyro unsettled.
- 1045(H) Radar contact, 20 miles. Submerged. Plane contact #11.
- 1726(H) Surfaced; gyro has settled down.

5 July

- 2224(H) Passed Apo light 4 miles abeam to starboard. Completed transit of Mindoro strait on surface. No patrols encountered.

6 July

- 0554(H) Submerged for the day to install new I.C. motor generator supply switches, make repairs to D.R.T. and permit gyro to settle again after scouring it.
- 1342(H) Surfaced.

7 July

- 0054(H) SJ radar contact, 18,500 yards, bearing 330° T. Ship contact #2.
- 0055(H) Reversed course to commence tracking.
- 0056(H) Four-ship convoy sighted from bridge, apparently two high speed ships with two SS escorts. Bright moonlight. One ship on steady bearing, other three moving off to north. Commencing tracking ship on steady bearing, angle on bow zero.
- 0100(H) Running at flank speed; target, apparently a destroyer, has seen us, range 12,000 yards.
- 0103(H) Went to Battle Stations.
- 0105(H) Running at full power, target closing rapidly.
- 0108(H) Made ready stern tubes, set depth 3 feet, loaded false target shell in signal gun. Target speed 23 knots.
- 0111(H) With range of 8,200 yards and target still closing, submerged to attack at periscope depth.
- 0112(H) Fired false target shell.
- 0114(H) Changed course to 210° For 60° starboard track stern tube shot.
- 0115(H) Target dropped pattern of twelve depth charges in pairs.
- 0120(H) Fired four stern tubes, small gyro angles, with seven-second firing interval. As fourth torpedo left the tube, target disappeared radically, resulting in four misses. Target apparently did not see torpedo wakes, as no immediate counter-attack resulted.

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

Subject: U.S.S. MINCO - Report of Fourth War Patrol.

- 0121(H) Made ready bow tubes, using 3-foot depth setting. Came hard right to head for target, angle on bow 180°, Nip still making 23 knots.
- 0128(H) Destroyer dropped another pattern of twelve charges in pairs. None close. A very efficient flare was dropped after depth charge attack.
- 0130 to 0157(H) Target appeared to be listening and pinging at slow speed in vicinity of flare five thousand yards away. We kept him dead ahead, closing at 2/3 speed, periscope remaining up.
- 0158(H) Target headed towards us, increasing speed to 10 knots, angle on bow zero.
- 0200(H) Sound reported Jap bouncing pings off us.
- 0204(H) With range 2500 yards, target changed course to his left 40°.
- 0206(H) Fired four bow tubes with 4-degree lateral spread, 75° starboard track with 30° right gyros, torpedo run 1450 yards.
- 0207(H) Heard and saw first of three hits. Target burst into flames immediately abaft foremast. Destroyer was knocked around until angle on bow was 170° starboard. Ship listed sharply to starboard. Crew was observed scampering up side of ship.
- 0208(H) Heard four more depth charges, probably some which rolled off stern.
- 0210(H) With 90° starboard list, Nip destroyer blew up and sank bow first, sound range 1000 yards; considerable minor damage received.
- 0236(H) Surfaced and returned to scene of attack. Flare was still burning. A large oil slick was all that remained.
- 0400(H) Departed scene of sinking enroute operating area via Singapore-Empire shipping route.

8 July

- 0600(H) Entered assigned patrol area west of Luzon. Commenced patrolling important enemy shipping lanes in western half of area.

12 July

- 0614(H) Sighted seaplane (NATS) bearing 094° T., distance 10 miles, flying north along western coast of Luzon. Submerged. Plane contact #12. Decided to remain submerged all day and patrol 5 miles west of Vigan.
- 1855(H) Surfaced. Set course for western half of area.

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

Subject: U.S.S. MINGO - Report of Fourth War Patrol.

15 July

- 1307(H) Heard knocking noise in #1 main generator. Secured engine for investigation. Fan found loose. Generator out of commission for rest of patrol. See section K.
- 1638(H) Put master gyro out of commission to renew rotor bearings. Field of stator motor short circuited. Repairs beyond our capacity. Master gyro out of commission for rest of patrol. See section K.

16 July

Patrolling off Cape Bojeador, Luzon. Position doubtful.

- 0448(H) Sighted small boat, bearing 060° T., about 3000 yards away. Manuevered to avoid. Boat commenced blinking small red light.
- 0524(H) Submerged to patrol in vicinity and avoid air detection.
- 0836(H) Sighted smoke beyond horizon, bearing 287° T. Ship contact #3. Changed course to close smoke.
- 0840(H) Heard two distant explosions a few seconds apart. These sounded like torpedoes.
- 0843(H) Sighted plane (MAVIS) about 15 miles away, circling in vicinity of smoke. Plane contact #13.
- 0854 to 1249(H) Heard about 150 depth charges at varying ranges, none close. Apparently one of our boats had attacked convoy. As many as four planes (MAVIS) were seen through periscope at one time. Pinging and screws were heard up ahead at various times.
- 1028(H) Sighted masts of destroyer dead ahead, angle on bow 90° port. Unable to close.
- 1129(H) Gave up approach, turned away to open out and try for end around.
- 1430(H) Sighted plane (MAVIS) bearing 222° T., distance about 15 miles. Plane contact #14.
- 1812(H) Surfaced. Decided not to chase, as the auxiliary compass had shown a variation of 7° after six azimuths. Could not end around before morning. The last patrol having taught us the inadvisability of keeping a cripple at sea, departed area via Balintang Channel. Enroute base via Molukka Passage and Ombai Strait.

20 July

- 1405(H) Plane contact on radar, distance 12 miles. Submerged. Plane contact #15.

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

Subject: U.S.S. MINGO - Report of Fourth War Patrol.

1540(H) Surfaced.

21 July

0935(H) Plane contact on radar, distance 13 miles. Submerged.
Plane contact #16.

1059(H) Surfaced.

1115(H) Plane contact on radar, distance 14 miles. Submerged.
Plane contact #17.

1433(H) Surfaced.

1500(H) Plane contact on radar, distance 13 miles. Submerged.
Plane contact #18.

1747(H) Surfaced.

22 July

1214(H) Plane contact on radar, distance 16 miles. Submerged.
Plane contact #19.

1312(H) Surfaced.

1312(H) Plane sighted from bridge (DAVE), angle on bow ZERO.
Distance 6 miles. Submerged. Plane Contact #20.

1606(H) Surfaced.

1725(H) Plane contact on radar, distance 18 miles. Submerged.
Plane contact #21.

1810(H) Surfaced.

26 July

0815(H) Passed friendly submarine abeam to port, 4 miles.

27 July

1644(H) Arrived Exmouth Gulf and commenced transfer of 11,000
gallons fuel oil to barge.

28 July

0643(H) Departed Exmouth Gulf without escort.

30 July

0935(H) Picked up escort at rendezvous off Fremantle.

1130(H) Arrived Fremantle.

Serial: 0069

14 August 1944.

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

SECOND ENDORSEMENT to:
 USS MINGO Report of
 Fourth War Patrol.

From: The Commander Submarines, SEVENTH FLEET.
 To : The Commander in Chief, UNITED STATES FLEET.
 Via : The Commander, SEVENTH FLEET.
 Subject: U.S.S. MINGO (SS261) - Report of Fourth War
 Patrol - Comment on.

1. MINGO conducted her Fourth War Patrol in the vicinity of TAWI TAWI and the area West of LUZON.

2. The Force Commander notes with pleasure the courageous and splendidly executed counter-attack on an attacking Fleet Type Destroyer. It is regretted that material failure necessitated an early termination of this aggressive patrol.

3. This patrol is designated "successful" for the purposes of award of the Submarine Combat Insignia.

4. The Force Commander congratulates the MINGO Commanding Officer, Officers, and Crew, on inflicting the following damage on the enemy:

^{SUNK}
 1 - DD (Fleet Type - EC) -- 1,700 Tons (Attack No. 1)

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

R. W. CHRISTIE.

DISTRIBUTION:

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

Serial 0137

Care of Fleet Post Office,
San Francisco, California,
1 August 1944.

CONFIDENTIAL

FIRST ENDORSEMENT to
U.S.S. MINGO - Report
of Fourth 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. MINGO (SS261) - Report of Fourth War
 Patrol.

1. The Fourth War Patrol of MINGO occupied a period of 41 days of which 29 days were spent in enemy waters. Eight days were spent in the TAMI-TAMI area where a close range reconnaissance of the Fleet Anchorage was accomplished; and seven days were used in an area to west of LUZON.

2. There were three contacts with major enemy shipping, only one of which could be closed. This resulted in two well executed night periscope attacks on a destroyer which had left the convoy and pursued MINGO at high speed. There are several things which are of especial interest in this contact.

- (a) Initial contact was at nine miles in bright moonlight by SJ radar.
- (b) Two minutes later a four ship convoy was in sight from bridge and MINGO was tracking from ahead.
- (c) Six minutes after initial contact MINGO was sighted by DD at 12,000 yards.
- (d) With DD making 23 knots and range closed to 6,000 yards, MINGO dived for stern tube attack just 17 minutes after initial contact. The use of false target shell at this point is noteworthy.
- (e) MINGO remained at periscope depth and watched DD drop 12 Depth charges; then MINGO attacked the DD at a range of 1,600 yards with a 67° track angle. Target zigged rapidly away and torpedoes missed.

Serial 0137

Care of Fleet Post Office,
San Francisco, California,
1 August 1944.CONFIDENTIALFIRST ENDORSEMENT to
U.S.S. MINGO - Report
of Fourth War Patrol.Subject: U.S.S. MINGO (SS261) - Report of Fourth War
Patrol.

(f) Wakes were not seen by target who turned away at high speed and dropped 12 more depth charges, together with a flare. Target listened and pinged at low speed in vicinity of flare which was about 5,000 yards from MINGO. MINGO closed at 2/3 speed and target appeared to make contact as MINGO closed in. MINGO delivered the coup de grace from a range of 1,600 yards and a track angle of 75° while DD was developing his contact. The target sank in four minutes.

(g) The good performance of the Mark 14-21 tor tubes and the Mark 6-5 exploders in a moderate sea with moderate swell using 3 foot depth settings is noted.

3. The MINGO will be refitted by the U.S.S. GRIFFIN and Submarine Division ONE TWENTY ONE in the normal period. The fan impeller on No. 1 main generator will be replaced and the holding down bolts on fan impellers of the other three generators will be checked. Supply switches to I.C. motor generators which burned out at the same time resulting in loss of all A.C. power will be replaced with fuses. Master gyro and auxiliary gyro will receive thorough overhaul. MINGO had to use their armored vehicle magnetic compass the last fifteen days of patrol. SJ radar will receive complete overhaul and a new motor generator armature will be installed.

4. It is regretted that casualty to the No. 3 main generator armature and the compass installation caused the abbreviation of this auspiciously begun patrol. The Commanding Officer, Officers and Crew are congratulated for striking a strong blow against the enemy.

J. F. Haden
J. F. HADEN,
Acting.

Serial 0137

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J. F. Haden
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Acting.

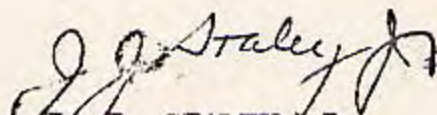
C O N F I D E N T I A L

From: The Commanding Officer, U.S.S. MINGO.
To: The Commander in Chief, UNITED STATES FLEET.
Via: (Official Channels).

Subject: U.S.S. MINGO (SS261) - Report of War Patrol Number Four.

Enclosure: (A) Subject Report.
(B) Track Charts for Commander Task Force SEVENTY-ONE only.

1. Enclosure (A), covering the fourth war patrol of this vessel conducted in the vicinity of Ta-i Tawi and the South China Sea, during the period 19 June 1944 to 30 July 1944, is forwarded herewith.


J. J. STALEY, Jr.