

53277/A16-3/A9/
Serial (016)

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ENCLOSURE (A)

(A) PROLOGUE:

SCAMP arrived at Milne Bay, New Guinea on 6 February 1944 from sixth war patrol. Commander W. G. Ebert, U.S.N. was relieved by Commander J. C. Hollingsworth, U.S.N. as commanding officer. SCAMP received normal two week refit alongside U.S.S. FULTON, officers and crew spent leave period at Camp Bowman, Milne Bay. The major difficulties, namely the hydraulic system and the bow planes, were thoroughly overhauled and satisfactorily tested. A 40mm gun was installed in place of the forward 20mm gun.

Crew returned to ship on 21 February. Commencing 22 February the SCAMP received an intensive and thorough training period until 3 March. Training included independent operations, operations with a task force consisting of three cruisers and five destroyers for two days, and operations with Australian destroyers and frigates screened by small patrol craft. During exercises fired three exercise torpedoes at cruiser targets.

(B) NARRATIVE:

3 March 1944

0828(L) Underway from alongside U.S.S. FULTON, Milne Bay, New Guinea, in accordance with CTF-72 operation order S10-44 of 2 March 1944 to conduct seventh war patrol.

0856(L) Anchored in Milne Bay.

0912(L) Made stationary dive to conduct sound tests.

1024(L) Surfaced and got underway to conduct underway sound tests.

1135(L) Anchored in vicinity HELAS GASCOYNE.

1152(L) Underway in company with HELAS GASCOYNE, our escort to LANGEMAK BAY.

1340(L) Submerged to conduct sound training exercise for escort.

1600(L) Surfaced.

1645(L) Fired all guns using SHORTLAND REEFS as target.

1809(E) Secured from gun drill, proceeded astern of escort up the Bombing restriction lane.

4 March 1944

0700(L) Commenced end-arounds and simulated attacks on escort vessel. Made one day and two night end-arounds and attacks.

2300(L) Training exercises completed; proceeded astern of escort to LANGEMAK BAY.

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5 March 1944

- 0747(L) Moored alongside U.S.S. GATO in port with U.S.S. COUGAL at LANGELEK BAY, New Guinea. Fueled ship. Prior to getting underway Commanding Officer of GATO delivered SCAMP and GATO Dawn-Dusk Posits to COUGAL for transmission to CTF-72.
- 1055(L) Underway in company with GATO and escort S.C. 738 proceeding up bombing restriction lane to Equator.
- 1800(L) Escort left formation.
- 2300(L) Received CTF-72 Serial #65 designating patrol area.

6 March 1944

- 0808(L) Made trim dive.
- 0901(L) Surfaced.
- 1055(L) (Aircraft Contact #1). Sighted a B-24 bearing 100°T, distance 7 miles, headed 255°T at 2000 feet. Plane contacted and replied by I.F.F.
- 1230(L) Parted company with GATO.
- 1300(L) Received CTF-72 Serial #70 changing patrol area.
- 2200(L) Left bombing restriction lane.
- 2300(L) Proceeded N.W. towards search lane.

7 March 1944

- 1000(L) Commenced search on PALAU-KAVIENG track.

8 March 1944

- 1344(L) Made trim dive. (At this time discovered loud superstructure noise at speeds over 4 knots.

9 March 1944

- 1350(L) Made three training dives.
- 1421(L) Surfaced. Training completed.
- 1518(L) (Aircraft Contact #2). Sighted one unidentified small float plane bearing 076°T, distance 10 miles, headed 300°T, altitude 500 feet. Submerged.
- 1618(L) Surfaced.

10 March 1944

- 0108(L) Received CTF-72 Serial 79 designating new patrol area north of KOEALIBA Island and CAPE D'URVILLE.
- 1100(L) Headed for New Guinea Coast.

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- 1633(L) Made trim dive.
1644(L) Surfaced.

11 March 1944

- 0730(L) Entered new area.
1302(L) Submerged to service torpedoes.
1636(L) Surfaced.
2030(L) Patrolling, East and West.

12 March 1944

- 0629(L) Made trim dive.
0648(L) Surfaced.
0855(L) Sighted KOEALABA Island bearing 194°T, distance 37 miles, patrolled along coast on surface.

13 March 1944

- 0628(L) Made trim dive.
0718(L) Surfaced.

14 March 1944

- 0630(L) Made trim dive.
0646(L) Surfaced.

15 March 1944

- 0630(L) Made trim dive.
0651(L) Surfaced.
0744(L) Sighted New Guinea coast 45 miles bearing 165°T, closed coast and patrolled along 100 fathom curve.
1053(L) (Aircraft Contact #3). Sighted medium bomber bearing 195°T, distance 10 miles, altitude 1500 feet headed 090°T. Submerged.
1131(L) Surfaced.
1817(L) (Aircraft Contact #4). Sighted two medium bombers bearing 200°T, distance 10 miles, altitude 2000 feet, headed 110°T. Submerged.
1838(L) Surfaced.

16 March 1944

- 0629(L) Made trim dive.
0646(L) Surfaced.

17 March 1944

- 0838(L) Submerged to service torpedoes.

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- 1157(L) Surfaced.
- 2040(L) Received CTF-72 Serial #94 designating new patrol area on scouting line between Palau and Kaviong.
- 2208(L) Headed for scouting line.

18 March 1944

- 0630(L) Made trim dive.
- 0649(L) Surfaced.
- 1500(L) (Aircraft Contact #5). Sighted a medium bomber bearing 176°T, distance 8 miles, altitude 1000 feet, headed 300°T. Submerged.
- 1538(L) Surfaced.

19 March 1944

- 0630(L) Made trim dive.
- 0653(L) Surfaced.
- 0730(L) Headed 025°T, commenced patrolling on scouting line.
- 1312(L) (Aircraft Contact #6). Sighted a medium bomber bearing 000°T, distance 10 miles, headed 230°T, altitude 1000 feet. Submerged.
- 1349(L) Surfaced.

20 March 1944

- 0631(L) Made trim dive.
- 0645(L) Surfaced.
- 1321(L) (Aircraft Contact #7) Sighted a medium bomber bearing 077°T, distance 12 miles, headed 270°T, altitude 1000 feet. Submerged.
- 1349(L) Surfaced.

21 March 1944

- 0630(L) Made trim dive.
- 0647(L) Surfaced.
- 1258(L) (Aircraft Contact #8). Sighted a medium bomber bearing 350°T, distance 15 miles, headed 080°T, altitude 1000 feet. Submerged.
- 1338(L) Surfaced.
- 1716(L) (Aircraft Contact #9). Sighted a low flying single engined float plane bearing 130°T, distance 3 miles headed directly at us. Went deep - no depth charges.
- 1852(L) Surfaced.

22 March 1944

- 0630(L) Made trim dive.

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- 0645(L) Surfaced.
1249(L) (Aircraft Contact #10). Sighted a medium bomber bearing 210° T, distance 10 miles, headed 130° T, altitude 1000 feet. Submerged.
1330(L) Surfaced.
1550(L) Submerged to repair bow-plane rigging out motor. (Brake band inoperative.)
1800(L) Surfaced.

23 March 1944

- 0630(L) Made trim dive.
0652(L) Surfaced.
1550(L) (Aircraft Contact #11). Sighted two bombers, bearing 152° T, distance 9 miles, flying low and headed up our track from astern. Submerged.
1702(L) Surfaced.

24 March 1944

- 0631(L) Made trim dive.
0646(L) Surfaced.
1229(L) Submerged to service torpedoes.
1323(L) (Aircraft Contact #12). Sighted one bomber through periscope bearing 289° T, distance 10 miles, headed 350° T.
1828(L) Surfaced.

25 March 1944

- 0320(L) Received CTF-72 Serial #11 designating new patrol area off New Guinea coast.
0630(L) Made trim dive.
0648(L) Surfaced.
1230(L) Submerged.
1249(L) (Aircraft Contact #13). Sighted twin-tailed medium bomber through periscope bearing 315° T, distance 3 miles, headed 030° T - flying low.
1713(L) Surfaced.

26 March 1944

- 0600(L) Left scouting line headed south for new area.
0845(L) Sent SCAMP serial number one to CTF-72 (reported fuel on hand.)
1100(L) In accordance with CTF-72 Serial #10 set clocks back one hour to KING time.

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- 1205(K) (Aircraft Contact #14). Sighted medium bomber bearing 255°T, distance 9 miles, altitude 3000 feet, headed 115°T. Submerged.
- 1224(K) Surfaced.
- 1345(K) (Aircraft Contact #15). Sighted bomber bearing 050°T, distance 14 miles, headed 180°T. Submerged.
- 1418(K) Surfaced.

27 March 1944

- 0300(K) Received CTF-72 Serial #17 directing SCAMP to fuel at LANGHAM BAY.
- 0310(K) In bombing Restriction lane, headed east.
- 0546(K) Made trim dive.
- 0557(K) Surfaced.
- 0600(K) Sent DAWN-DUSK Posits to CTF-72 also requested TDC repair man's services.

28 March 1944

- 0600(K) (Ship Contact #1). Sighted submarine bearing 100°T, distance 5 miles, headed 277°T. Identified as friendly by I.F.F., challenged the submarine (USS DACE.)
- 0605(K) Sighted NINIGO Islands bearing 162°T, distance 22 miles.
- 0700(K) Left patrol area.
- 0808(K) Sighted HERMIT Islands bearing 163°T, distance 36 miles.
- 0930(K) (Aircraft Contact #16). Sighted bomber bearing 235°T, distance 8 miles, headed 300°T, altitude 2000 feet. Identified as friendly by I.F.F.
- 0941(K) (Aircraft Contact #17). Sighted bomber bearing 036°T, distance 10 miles headed 300°T. Identified as friendly by I.F.F.
- 1012(K) Sighted KANIEI Island bearing 051°T, distance 20 miles.
- 1530(K) (Aircraft Contact #18). Sighted medium bomber bearing 325°T, distance 15 miles, altitude 2000 feet headed 135°T. Identified by I.F.F. as friendly.
- 1821(K) Sighted MANAN Island bearing 200°T, distance 90 miles.

29 March 1944

- 0500(K) Made trim dive.
- 0531(K) Surfaced.
- 0550(K) Sighted TOLOKWA Island, bearing 130°T.

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- 0555(K) Made rendezvous with SC-981, proceeded in company towards LANGEMAK BAY. Had planes in sight continuously after daybreak.
- 0655(K) Sighted 17 ship convoy coming out of a rain squall, bearing 200°T, distance 4 miles, headed north, identified as friendly.
- 1451(K) Moored alongside VICTORIA in LANGEMAK BAY. TDC experts reported on board to effect repairs to TDC.
- 1721(K) Underway shifted berth to go alongside fuel deck. Fueled to capacity.

30 March 1944

- 0904(K) Underway escorted by SC981, proceeding up bombing restriction lane. Delivered Dawn-Dusk Posits to NAV BASE LANGEMAK BAY.
- 1300(K) Received CTF-72 Serial #29 directing SCAMP to return to LANGEMAK BAY. Headed back accordingly.
- 1816(K) Moored alongside fuel deck LANGEMAK BAY.

31 March 1944

- 1145(K) Received CTF-72 Serial #31, ordering SCAMP to proceed to 5°N-131°E where op-control would shift to ComSubPac.
- 1500(K) SC-981 arrived as escort. Delivered Dawn-Dusk posits to NAV BASE - LANGEMAK BAY.
- 1600(K) Underway proceeding up bombing restriction lane. Planes in sight continuously.
- 2258(K) Parted company with escort.

1 April 1944

- 0613(Z) Made trim div c.
- 0638(E) Surfaced.
- 0804(K) (Aircraft Contact #19). Sighted B-24 bearing 201°T, distance 14 miles, altitude 4000 feet headed north.
- 1058(K) (Aircraft Contact #20). sighted bomber bearing 130°T, distance 12 miles, headed east. Identified as friendly by I.F.F.
- 1455(K). (Aircraft Contact #21). sighted unidentified airplane bearing 225°T, distance 20 miles headed north.
- 1836(K) Sighted HERMIT Island, bearing 303°T, distance 33 miles.

2 April 1944

- 0200(K) Entered patrol areas.

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- 1020(K) (Aircraft Contact #22). Sighted bomber as he broke through clouds bearing 220°T, distance 13 miles, headed west. Identified as friendly by I.F.F.
- 1040(K) Received CTF-72 Serial #36 cancelling previous orders and assigning SCAMP to CTF-71.
- 1045(K) Received CTF-71 Serial #101 assigning patrol area. Proceeded at full speed.

3 April 1944

- 0145(K) Received CTF-71 Serial #103 changing SCAMP patrol area from Northwest of HILHERA to a sector off DAVAO.
- 0546(K) Made trim dive.
- 0605(K) Surfaced, left bombing restriction lane and headed for new area.
- 0800(K) Shifted op-control to CTF-71.

4 April 1944

- 0605(K) Made trim dive.
- 0619(K) Surfaced.
- 1704(K) (Ship Contact #2). Sighted masts of ship in sun slick bearing 278°T, distance 14 miles headed northeast at 10 knots. Commenced surface approach. Target should have sighted us same time.
- 1745(K) Identified target as a 200 ton trawler with an antenna strung between the masts. Went to battle station - gun action and closed to about 6500 yards. At 1807(K) commenced firing 4"50 calibre deck gun at trawler. At 4500 yards the target fired a ranging shot at SCAMP, it landed 1500 yards short. Shortly thereafter hit trawler twice starting a fire aft. He maneuvered all over ocean keeping stern at us.
- 1844(K) Ceased firing, 91 rounds expended. (Gun failed to return to battery). Broke off action. Expected planes to appear before dusk. As trawler disappeared, he had small starboard list and fire appeared under control. Proceeded to patrol sector. This was first gun action for this boat and was good training and a boost for morale.

5 April 1944

- 0035(K) SJ Radar interference bearing 270°T, same type interference occasioned by GATO, DACE, and SILVERSIDES. Believe interference was from FLOUNDER. Interference passed down portside. Nothing sighted.

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- 0644(K) Sighted TILAUD Island bearing 334° T, distance 30 miles.
0717(K) Made turn left.
0755(K) Surfaced.
1410(K) Entered patrol area off DAVAO.
1644(K) Sighted LARORE Island, bearing 235° T, distance 23 miles.
1656(K) (Aircraft Contact #23). Sighted bomber bearing 220° T, distance 8 miles, headed north. Submerged.
1946(K) Surfaced.

6 April 1944

- 0341(K) (Ship Contact #3). Sighted five ships bearing 283° T, distance about 10 miles. Commenced surface approach at flank speed but targets were undoubtedly destroyers proceeding Southward at high speed. They were out of sight in four minutes and could not be contacted again. Had SJ Radar interference from North and from East, most likely from DARTER and ARCHERFISH.
0730(K) Submerged to service torpedoes.
1258(K) Surfaced.
2200(K) Received CTF-71 Serial #110 directing all boats to depart to Eastward and clear areas and for SCIMP to pass to op-control CTF-72 at 1000(K) 7 April. Headed East.

7 April 1944

- 0330(K) (Ship Contact #4). Radar contact bearing 090° T, range 13,750 yards. Commenced tracking and getting position ahead of convoy of three ships, one tanker, and one freighter both around 5000 tons escorted by one destroyer. Convoy zigzagging on base course 350° T, speed 10. At 0530(K) ahead of convoy, turned to attack but lost radar and visual contact as convoy was in a rain squall. 0600(K) regained radar contact. 0615(K) target flashed searchlight once. Determined convoy on base course 270° T. Began working ahead. Flew too bright for surface attack. Realized could not gain position ahead before daylight. Decided convoy would head north for Davao at daylight and have air cover. At 0649(K) submerged on estimated track to Davao.

- 0705(K) As suspected, the convoy headed north for DAVAO. Commenced approach.

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- 0730(K) (Aircraft Contact #24). Sighted medium bomber bearing 300°T, distance 8 miles headed 135°T. Same plane later observed circling convoy.
- 0849(K) Broke off attack - could not close track.
- 0905(K) (Aircraft Contact #25). Sighted single engine float plane circling convoy bearing 355°T, distance 4 miles, altitude 800 feet.
- 0930(K) (Ship Contact #5). Sound reported screws bearing 235°T. Sighted task force through periscope; commenced approach on task force composed of three columns of two cruisers each screened by four destroyers. Two heavy cruisers, one Tere class one Takao class in center column, one Tenryu class, one Katori class in each flank column. Destroyers all two stackers. (Aircraft Contact #26). Sighted three medium bombers and two float planes circling task force. Reached position with leading heavy cruiser bearing 180 degrees, range 4300 yards, speed 22, course 055°T. Angle on bow zero. Could see life boats rigged out port and starboard on leading heavy cruiser. At this time had a destroyer on each quarter range about 1500 yards. Ships were zigzagging, but not together. Made ready all torpedo tubes. After destroyers passed abeam raised periscope - heavies had not zigged, angle on bow zero, range 3300 yards. Decided had time to pull off track for a seventy degree port track on leading heavy cruiser for full stern tube salvo and would fire six bow tubes at second light cruiser in right hand column on about 120 degree starboard track. Went ahead standard speed with left full rudder to course for 70 degree port stern tube shot on leading heavy cruiser. Our presence was detected sometime during this maneuver. Plan was to take one more look through periscope, check set up, and commence firing at heavy and shift target to second light cruiser in right hand column for one set up and commence firing bow tubes. 3 minutes 40 seconds. after last look raised periscope and saw both heavies showing a 80 degree port angle on the bow and swinging to starboard, and the two light cruisers in right hand column showing a greater than 90 degree port

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angle on the bow. Searchlights blinking on all cruisers in sight. Sound reported fast screws on starboard bow getting louder. Swung periscope to starboard bow and saw destroyer with zero angle on bow, range about 700 yards and in the same field of view another destroyer further away with zero angle on bow and to the left a third destroyer with zero angle on the bow. Did not see what ships on our port side were doing, for at this time 0944(K) started deep. Could not understand why we were not depth charged on the way down. Closest destroyer passed over stern, screws on all sides. Think destroyers coming in may have had to turn out to clear cruisers in right hand column. At 1004(K) first of twenty-two depth charges - none particularly close. Only four short periscope exposures were made. Sea a glassy calm with slight swell. All destroyers had been using echo ranging, but after we went deep echo ranging was not used. There was no temperature gradient. Could have fired on way deep as we had already been detected, but with the set up we had at the time considered we would only cause confusion. Cruisers were still swinging to starboard when last seen and expected first depth charge before we reached 100 feet. Will not attempt to express our feelings at this time.

1142(K) Last of twenty-two depth charges.

1217(K) At periscope depth.

1405(K) Surfaced to send contact report.

1407(K) (Aircraft Contact #27): Sighted medium bomber bearing 120°T, distance 7 miles, headed 320°T. Submerged.

1423(K) Surfaced. Tried to send contact report - made continuous efforts until at 1543(K) (Aircraft Contact #28) Sighted float plane, bearing 230°T, altitude about 1500 feet diving directly out of sun. Sighted. Passed word, "Rig Ship for Depth Charge!", "Left full rudder!" Boat had seven degree down angle and was passing forty feet with rudder full left when bomb or depth charge landed port side framp seven seven. Terrific explosion jarred boat. All hands not holding on to something were knocked off their feet. All power was lost. Emergency lights turned on. Boat began to taken a large up angle and settle fast. All main vents were open at the time of the explosion, and failed to close by

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hydraulic power. The diving officer noted the hydraulic controller was on the "off" position having been jarred to "off" by the explosion. The hydraulic plant was started and main vents closed. Diving officer began blowing everything. Boat had slowed only slightly when passing 280 feet. With all tanks dry - a large up angle and still going down at 320 feet. Boat settled at 330 feet, hung for a time and started up rapidly. During this time the following reports were being received. "Fire in Maneuvering Room!" "All power lost!" "Thick toxic smoke in Maneuvering Room and After Torpedo Room!" "All hands aft sick!" "Forward engine room pressure hull dished inboard!" "Pressure hull crews wash room dished inboard!" "Rudder jammed hard port!" "Motor room taking water fast!" "Main induction drains showing a full stream!" Decided: the section watch would have to fight it out - we would not go to battle stations or fire quarters - that if we passed fifty feet going up we would surface and fight it out with deck guns. The diving officer, Lieutenant P. A. Bosheny, had charge of the Control Room. He was doing everything humanly possible to balance the boat, issuing orders clearly, calmly and fast. The Control Room watch was having trouble keeping up with the orders, and doing a marvelous job. The diving officer ordered men not required elsewhere to the Forward Torpedo Room to help take the angle off the boat. The men came through the Control Room like Notre Dame fullbacks and arriving in the Forward Torpedo Room were packed between the tubes like sardines. By venting and flooding everything the boat was caught at fifty two feet and started down again. We went down and up three times and had started down a fourth time before power was regained. Lieutenant T. S. Sutherland had charge in the maneuvering room. The situation there was bad. All hands were violently sick but sticking it out trying to get main power. The angles the boat was taking did not help them. (Later figured we were 20 tons heavy aft during this time). Too much cannot be said for McCall, J. R., CEM(A), who violently sick kept going throughout the entire time until power had been regained. Without his courageous and efficient action this boat would have been lost. Flournoy,

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W. R., EM2c made three trips to the motor room to rig it for depth charge and passed out from the effects of the Phenolic smoke on the third trip. Lieutenant Sutherland entered the motor room and brought him out. Artificial respiration was given immediately in the after torpedo room bringing him around. The entire electrical gang acted in the highest traditions of the service throughout the entire period. As the boat started down for the fourth time and with air banks getting low the maneuvering room reported they were making two thirds on the starboard shaft and five minutes later two thirds on the port shaft. Never received a happier report. Shortly afterwards the diving officer leveled off at one fifty feet. The rudder was finally placed amidships by hand. A broken bottle of chlorox in the crews wash room was thought to be chlorine gas from the after battery. Both battery wells were dry. Operation of the main vents shook the entire boat and sounded like depth charges. Safety vent leaked and caused the diving officer much trouble. The commanding officer states without hesitation that the diving officer, Lieutenant P. A. Boshary and McNeill, J. R., CM(A), saved this boat to fight again. We had made one complete circle before the rudder was placed amidships. Seven thousand gallons of diesel oil had been released from No. 5B, plus the blowing and venting of main ballast tanks must have convinced our aviator friend that we were sunk or else he did not have another bomb. There were no bombs during above period, approximately fifteen minutes. The commanding officer takes pleasure in making the following two statements. There was no confusion! All hands did their job well and silently!

- 1600(K) Commenced evasive action, running at 150 feet. We expected we were leaving a trail of oil and air bubbles. Boat very sluggish and hard to handle.
- 1755(K) First of ten depth charges or aerial bombs. This one on our port quarter. Continued working toward southwest as estimated Japs would expect us to escape to east if we had not sunk.
- 1830(K) Last of ten depth charges - all well to eastward and had been getting further away. No scrownnoises

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had been heard on sound although we had expected them momentarily. We were plenty noisy and could have been picked up easy by sound gear.

- 2103(K) Surfaced with seventeen degree port list. (Boat twenty tons heavier over all). Although orders had been to clear area to east, headed south towards Molukla Passage. All hands working feverishly to save ship. Everything that could move had moved. Soundings on number 5B tank showed water. Decided to make 5A and 5B free flooding ballast tanks. At this time running low pressure blowers every thirty minutes. Sent two men into wrecked superstructure aft to break off plate on starboard riser. They managed to insert and secure a crowbar under the riser plate. Running on one starboard engine charging on the other. (This ends a busy day).

8 April 1944

- 0102(K) Made trim dive and attempted to wash all fuel out of 5A (No luck). This dive proved all dives had to be made very slow. Boat very tricky.
- 0137(K) Surfaced. Sent men on deck again to remove top plate on 5A riser. Felt sure we could dump oil and clear area before daylight.
- 0455(K) Plate on number 5A riser removed, battery charge completed. Submerged for trim dive. Fuel in 5A poured out.
- 0555(K) Number 5A fuel ballast tank free of fuel oil. Surfaced and headed east between Talaud and Halmahera. List now about nine degrees port.
- 0643(K) (Aircraft Contact #29). Sighted two float planes bearing 110°T, distance about eight miles. Headed north and flying low. Submerged for all day dive. As diving time slow increased bridge watch to seven by using two officer, two quartermasters and three regular lookouts.
- 2014 (K) Surfaced. Deck and port side look pretty bad in the dark.
- 2225(K) (Ship Contact #6). Sighted outline of ship making high speed bearing 040°T. Maneuvered to avoid, but could not have closed if boat had been in good shape.
- 2247(K) Resumed easterly course. Radio still out of commission.

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2340(K) Radar interference bearing 096°T. Manuevered to lose contact. (Believed to be FLOUNDER).

9 April 1944

- 0130(K) Lost radar interference and headed East.
- 0653(K) Submerged for all day dive, crew still working to stop leaks and repair damage.
- 2004(K) Surfaced.

10 April 1944

- 0115(K) Sent SCAMP Serial #5 to CTF-72 describing condition of ship.
- 0130(K) Sent SCAMP Serial #6 to CTF-72 giving contact report of the enemy task force (message that caused our grief.)
- 0421(K) Received message to check our encyphering of SCAMP Serial #5.
- 0430(K) Sent Serial #5 again with much reluctance. (Message was encyphered properly but Port Moresby received internal indicator wrong.)
- 0445(K) Belcon sent correction on internal indicator.
- 0640(K) Submerged for all day dive.
- 1935(K) Surfaced.
- 1943(K) Received CTF-72 Serial #53 informing us that DACE would escort us until a surface escort could be provided.
- 2115(K) SJ Radar interference bearing 030°T; assumed it to be DACE so kept our radar on the bearing until we were sure DACE had our interference.
- 2131(K) Received CTF-72 Serial #57 directing SCAMP to proceed to 146°E and Equator.
- 2152(K) SJ Radar contact bearing 357°T, range 6650 yards. It was our very good friend the DACE. Exchanged recognition signals and information. (Contacted DACE on V.H.F.). DACE took position on bow of SCAMP and proceeded on course 105°T.

11 April 1944

- 0644(K) Submerged for all day dive.
- 1925(K) Surfaced.
- 1954(K) SJ Radar interference bearing 050°T, trained on bearing and homed the DACE.
- 2035(K) Exchanged recognition signals with DACE who took position ahead.

SS277/116-3/49/
Serial (016)c/c Fleet Post Office,
San Francisco, Calif.CONFIDENTIALENCLOSURE (A)12 April 1944

- 0700(K) Submerged for all day dive.
- 0754(K) Fire in pump room. Air conditioning panel caught on fire but was soon under control. All electrical contactor panels throughout boat were examined. Nevertheless numerous minor casualties occurred.
- 1912(K) Surfaced. Joined DACE as before.
- 2120(K) Sent SCAMP Serial #7 to CTF-72 giving details of damage received, of rendezvous with DACE and speed of advance.

13 April 1944

- 0624(K) Submerged for all day dive.
- 1903(K) Surfaced. Joined DACE as before.
- 1942(K) Received CTF-72 Serial #66 directing DACE and SCAMP to rendezvous with destroyer at 1°S - 146° - 40'E.

14 April 1944

- 0606(K) Submerged for all day dive.
- 0925(K) Lost power on bow planes - further history of electrical difficulties.
- 1130(K) Bow planes back in power.
- 1853(K) Surfaced, made rendezvous with DACE.

15 April 1944

- 0619(K) Submerged for all day dive.
- 1200(K) Developed 190 volt ground in after battery. Battery was disconnected and checked thoroughly. Inspection revealed that the ground was in cells #106, #120 and #121 (all on the port side). Indications were that the cells were cracked so they were jumped out.
- 1842(K) Surfaced, made rendezvous with DACE.
- 2200(K) Entered bombing restriction lane.

16 April 1944

- 0435(K) Made rendezvous with U.S.S. JENKINS, who escorted SCAMP and DACE into SEZADIER.
- 1130(K) Received despatch from CTF-72 requesting report of completion of temporary repairs and of survey by Commander R. G. Nichols, U.S.N., and Commander L. H. Zellers, U.S.N.
- 1155(K) Moored starboard side to portside U.S.S. TINKER in SEZADIER Harbor, Admiralty Island. Commander R. G. Nichols, U.S.N. reported on board to survey damage.

Serial 0144

CONFIDENTIAL

12

May

1944.

SECOND ENDORSEMENT to
CO SCAMP Report of
Seventh War Patrol.

From: The Commander Task Force SEVENTY-TWO.
To : The Commander in Chief, UNITED STATES FLEET.
Via : The Commander, SEVENTH FLEET.
Subject: U.S.S. SCAMP (SS277) - Report of Seventh War Patrol -
comments on.

1. Forwarded. The remarks of Commander Submarine Squadron EIGHTEEN are complete and are concurred in.

2. This patrol is designated as successful for the purpose of the submarine Combat Insignia award.

3. The SCAMP is credited with inflicting the following damage upon the enemy:

DAMAGED (by gunfire)

1 trawler 200 tons

4. The commanding officer, officers and crew of the SCAMP are especially commended for the exceptional courage displayed and the outstanding performance of duty in saving their ship to fight again.

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CSS-4, 6, 8, 10, 12,

14, 16, 18 and 20.

CSD-53, 81, 82, 181, 182.

CTF-72 War Patrol Summary.

OinC, S/M School, N.L. Conn. (2)

Flt. Radar Unit, Melbourne.

ALL SS TF-72 (May be taken to sea, but BURN prior to
CO USS SCAMP passing 5° South).

J. P. Hurry
F.P. HURRY,
Force Secretary.

SUBMARINE SQUADRON EIGHTEEN

In

FC5-18/A16

Care of Fleet Post Office,
San Francisco, California,
24 April 1944

Serial 037

CONFIDENTIAL

FIRST ENDORSEMENT to
USS SCAMP (SS277) report
of SEVENTH War Patrol.

From: The Commander Submarine Squadron EIGHTEEN.
To: The* Commander Task Force SEVENTY-TWO.

Subject: U.S.S. SCAMP (SS277) - Seventh War Patrol, Comments on.

1. The seventh war patrol of the U.S.S. SCAMP was the first patrol for the present commanding officer as such, as well as his first command, and was conducted in the area north of New Guinea and Halmahera-Davao area. It was of fifty days duration, twenty-five of which were spent in assigned areas, which were well covered.
2. On 4 April an armed trawler was engaged by 4 inch gunfire at long range (4500 yards) and damaged by two hits causing a slight list and fire. Action was broken off when the gun failed to return to battery after 91 rounds had been fired. Excessive range contributed to the very small percentage of hits.
3. Four contacts with enemy torpedo targets were made, none of which resulted in attacks. Contact with five high speed unidentified ships on night of 6 April was only momentary. Two attempts to deliver attacks on a three ship convoy on 7 April were unsuccessful. The first attempt, an early morning surface approach was frustrated by the enemy making a radical change of base course at dawn. The second approach, submerged in daylight failed to reach a firing position. Further action against this convoy was broken off when an enemy force of 2 CA's, 4 CL's screened by DD's and planes was sighted.. An approach on the new targets was immediately started and an excellent firing position was gained for successive bow and stern tube salvos but SCAMP was detected by aircraft cover due to the glassy sea just prior to final firing periscope observation. Cruisers evaded while three destroyers forced SCAMP to take evasive action and made an ineffective hour and a half depth charge attack. No damage resulted. Contact with one unidentified high speed target on night of 8 April was evaded due to damaged condition of SCAMP.

SUBMARINE SQUADRON EIGHTEEN

FC5-18/A16

Serial 037

In
Care of Fleet Post Office,
San Francisco, California,
24 April 1944

CONFIDENTIAL

Subject: U.S.S. SCAMP (SS277) - Seventh War Patrol, Comments on.

4. On the afternoon of 7 April while trying to send contact report of enemy cruiser force a float plane diving out of the sun bombed the SCAMP while submerging. A near hit by at least one bomb was received at frame 77, port, resulting in serious damage to the ship. The total loss of power combined with the dense nauseating phenolic smoke from the fire in the main control cubicle could readily have caused the loss of the boat except for the valiant, determined and efficient handling of all casualties by all hands. The outstanding performance of duty of Lieutenant P. A. HESHANY, U.S.N., and CEM(A) J. R. McNEILL, U.S.N. is worthy of special commendation. It is gratifying to note that, although the pressure hull was dished in for a length of 50 feet and a maximum depth of 14 inches it remained intact.

5. Emergency repairs were effected in Soodler harbor by U.S.S. TANGIER (AV-8). SCAMP was dry-docked in Milne Bay and additional repairs were made consisting primarily of strengthening the hull where damaged, to enable the SCAMP to proceed to Pearl Harbor for regular navy yard overhaul.

6. It is recommended that SCAMP be credited with inflicting the following damage upon the enemy:

Damaged (by gunfire)

One Trawler

200 tons

7. The Squadron Commander congratulates the officers and crew on the exemplary conduct displayed in successfully bringing the SCAMP safely to port.

Eliot H. Bryant
ELIOT H. BRYANT.

U.S.S. SCAMP

SS277/AL6-3/A9/
Serial (016)

c/o Fleet Post Office,
San Francisco, Calif.
22 April, 1944.

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

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

Subject: U.S.S. SCAMP, Report of War Patrol Number Seven.

Enclosure: (A) Subject Report.
(B) Track Charts.

1. Enclosure (A) covering the seventh war patrol of this vessel conducted in the New Guinea, Palau, Mindanao area during the period 3 March, 1944 to 22 April, 1944.

J C. HOLLINGFORTH