

Excerpts From
Lieut. Cmdr. V. C. Turner's
REPORT OF WAR PATROL NO. 5
SUBMARINE BILLFISH

Conducted in the areas south of NANSEO SHOTO and between TAIWAN and LUZON as part of a coordinated attack group consisting of the USS SAILFISH, USS GREENLING, and USS BILLFISH with Commander STANLEY MOSELEY, USN, in BILLFISH as Task Group Commander.

(9 July 44 - 13 September 44)

(The full Report was 30 typewritten pages in length.)

(Editor's Note: Lieut. Cmdr. Gordon Matheson, navigator, was detached from duty on June 24, 1944. Lieut. Cmdr. Louis Farley, Jr. reported for duty.)

PROLOGUE

The following radio and radar equipment was installed: Extra RAL receiver, APR-1 radar detector, SPA-1 pulse analyzer, PPI-1FF new JP receiver, new SD head.

1-6 Jul 44

Training and practice period (radar, calibration, sound tests, gunnery practice, training dives, etc.).

5 Jul 44

Conducted coordinated attack practice with USS GREENLING and USS SAILFISH on target of two escorts. Made two end-around runs and three submerged attacks.

6 Jul 44

Made practice radar and periscope approaches. Fired three exercise torpedoes, two Mark 18's and one Mark 23.

7-8 Jul 44

Final loading and topping off.

NARRATIVE

9 Jul 44

Departed PEARL HARBOR in company with USS GREENLING and USS SAILFISH. Commander S.P. MOSELEY on board as Group (wolfpack) Commander. Proceeding to MIDWAY.

9-12 Jul 44

En route to MIDWAY. Conducting daily emergency drills, fire control drills, and section dives.

13 Jul 44

Entered MIDWAY.

14 Jul 44

0915 - Departed MIDWAY in company with USS GREENLING and USS SAILFISH. Proceeding to patrol areas, conducting daily dives and drills.

21 Jul 44

1735 - Sighted through periscope what appeared to be a mast over the horizon. Position: 30-00 N, 151-05 E. 1755 - Changed course to 160°T. It appears to be a large sampan. 1810 - Sent message to GREENLING and SAILFISH giving enemy bearing, course and range. Manned battle stations with intention of closing range and opening fire with 4" gun. 1821 - Decided to dive and get ahead of the target in order to look it over before opening fire. 1831 - Submerged. 1900 - Sunset. Headed for target to close the range more rapidly. Visibility decreasing rapidly. Finally made out target to be what looked like a fishing sampan. By this time it was getting rather dark, visibility was hazy with no moon. 2000 - Surfaced. Radar range 6,000 yards. 2021 - Range decreased to 2,000 yards but still could not make out the target clearly with binoculars, so decided against opening fire. After the first round would be fired, the pointer and trainer would be unable to see the target. 2024 - Returned to base course, GREENLING and SAILFISH did likewise.

24 Jul 44

1832 - Made rendezvous with GREENLING and exchanged visual messages. SAILFISH was not contacted.

25 Jul 44

1900 - Sighted NAKANO SHIMA bearing 315°T, distant 70 miles.

26 Jul 44

0300 - Cleared passage between AMAMI O SHIMA and YOKOATE SHIMA. Editor's Note: NAKANO SHIMA and AMAMI O SHIMA appear between OKINAWA and JAPAN on the map for Patrol No. 6. 0441 - Submerged for all day dive. Running with SD mast out for five minutes each hour, (listening on inter-ship circuit. While mast is up, SD (radar) is on 5 seconds out of 30 seconds. 1000 - Plane contacted on SD radar, 8 miles. 1945 - Surfaced.

27 Jul 44

0520 - Submerged for all day dive. Running the same as yesterday.

Editor's Note: The period 28 July through 5 August was very routine and, therefore, is omitted here.

6 Aug 44

0000 - Proceeding through BALINTANG CHANNEL on course 120 degrees. 1000 - Sighted patrol bomber at 7 miles. 1050 - Sighted patrol bomber at 7 miles. 1150 - Sighted MAVIS plane at 8 miles. 1303 - At depth 50 feet, SD radar contacted plane at 6 miles.



JAPANESE NAVY 97 "MAVIS" PATROL BOMBER.



TRACK CHART OF BILLFISH WAR PATROL FIVE. Commenced at Pearl Harbor, the 66-day trip was made in the company of the submarines USS GREENLING and USS SAILFISH. A detailed picture of the wolfpack's activities off Taiwan and Luzon appears on the following page.

7 Aug 44

0105 - Exchanged recognition signals with SAILFISH on SJ radar. 0524 - Submerged on course 218°T. 1025 - Sighted patrol bomber through periscope at 5 miles. 1317 - Sighted smoke on the horizon bearing 180°T. 1343 - Changed course to 000°T in order to stay in deep water. 1350 - Sighted masts of one ship. 1400 - At 50 feet depth, sent contact report to SAILFISH and GREENLING. 1407 - Manned battle stations and started approach. Two ships in sight. The leading

one is a MFM freighter of approximately 2500 tons. The other is smaller, apparently an escort. Target's base course is 020, speed 8 knots, zig-zagging radically. The target is not loaded. Set torpedoes to run at 6 feet. 1556 - FIRED FOUR (MARK 23) TORPEDOES at range 2,000 yards. Used one degree divergent spread. Position: 19-52 N, 121-36 E. (See map, ATTACK NO. 1). All apparently missed. The sea was glassy smooth and our torpedo wakes were sighted by the target, and he avoided by turning away. 1558 - Two light explosions were heard in direction of target. Sound conditions were unusual. The target's screws were never

picked up by sound. 1604 - Sound picked up fast screws of escort. He has turned towards us and is apparently running down our torpedo tracks. 1614 - **ONE DEPTH CHARGE**. No echo ranging can be heard. 1619 - **ONE DEPTH CHARGE** or aircraft bomb. 1620 - Went deep and rigged for silent running. 1630 - Eight explosions that could have been depth charges. 1735 - Started up to periscope depth. 1800 - At periscope depth. All clear. 1932 - Heard distant explosion that sounded like a torpedo hit. The target was last seen heading toward the SAILFISH. 2005 - Sighted GREENLING. SAILFISH is searching to north and GREENLING to west. 2220 - Message from SAILFISH who was trailing ship. 2226 - Closing SAILFISH. SAILFISH later reported he had lost the ship.

8 Aug 44

Five planes were sighted throughout the day.

9 Aug 44

1005 - Sighted land on LUZON ISLAND, bearing 120°T, distant 85 miles.

10 Aug 44

2012 - Surfaced. 2330 - Rendezvoused with GREENLING and SAILFISH at 19-00 N, 118-00 E. Exchanged information.

Editor's Note: The August 11-17 period is also omitted here.

18 Aug 44

0058 - Received contact report from the SAILFISH. One ship with three escorts. Enemy course 220°T. 0116 - Changed course to intercept. Running on 4 engines. 0149 - SAILFISH reported he had attacked and obtained two hits. 0202 - SAILFISH reported enemy course 220°T, speed 20 knots, and that large vessel was either battleship or cruiser. 0224 - SAILFISH reported losing contact. 0256 - SAILFISH reported sinking one escort, probably a destroyer. 0300 - Slowed to one engine speed. Patrolling north and south on longitude 116-30 E.

19 Aug 44

Group commander sent message to ComSubPac reporting results to date and requesting a 5-day extension of patrol.

20 Aug 44

ComSubPac granted extension to 29 August.

24 Aug 44

0244 - SAILFISH reported radar contact on four ships. His position: 21-24 N, 121-08 E, about 25 miles from us. Enemy course 120, speed 6.5 knots. 0300 - Answering bells on 4 main engines on course 115°T. 0453 - Heard two underwater explosions. 0458 - Heard one underwater explosion. 0500 - SAILFISH reported sinking one cargo ship on first attack. 0527 - Surfaced on course 130°T. One freighter of about 7,000 tons in sight. BILLFISH attempting to reach attack position on enemy port flank and GREENLING proceeding to position on starboard flank. 0604 - Sighted another ship in company with target. It may be an escort. Small ship does not show up on SJ radar screen. 0605 - Sighted MAVIS bomber, range 5 miles. Banking towards us. Submerged. 0618 - Sighted MAVIS

bomber, range 2 miles. 0630 - (Lost target). Secured from battle stations. 0640 - Sighted targets (again) with small float plane circling above them. Targets apparently heading for BATAN ISLANDS. 0747 - Sighted two escorts approaching, range 4000 yards, possibly coached on by aircraft. Went deep. 0820 - Escorts passed close. They were not echo ranging. They seemed to be listening. One stopped while the other went ahead. 0846 - Came up to periscope depth. 1540 - Sighted aircraft (BETTY), range 5 miles. 2057 - SD radar contact with plane, range 4 miles. Submerged. Plane closed in and DROPPED THREE BOMBS. Not close. *Editor's note: Reference to this dark night attack by an airplane is made at the end of Report as indicating the enemy was probably using airborne radar.*



JAPANESE NAVY "BETTY" BOMBER.

25 Aug 44

0515 - Sighted plane with running lights on. Submerged. (Plane contact No. 44). Patrolling 15-25 miles off southern tip of FORMOSA. 1050 - Heard echo ranging bearing 105°T. Nothing in sight. 1235 - Heard pinging bearing 090°T. Nothing sighted. 1330 - Heard distant depth charges during the rest of the day. 2003 - Surfaced.

26 Aug 44

0548 - Submerged. Patrolling 15 to 30 miles off southern tip of FORMOSA on longitude 121-00 E.

30 Aug 44

(Leaving patrol area). Proceeding east through safety lane. Requested permission to refuel at SAIPAN.

31 Aug 44

Received orders to proceed to SAIPAN for fuel.

1 Sep 44

Proceeding to SAIPAN.

4 Sep 44

1000 - Entered TANAPAG HARBOR, SAIPAN and moored alongside (sub tender) USS HOLLAND. Received fuel and transferred 8 Mark 23 torpedoes to the HOLLAND. Exchanged JP receivers and SD radar masts with the USS PICUDA. Transferred 8 Mark 18 torpedoes to the USS PICUDA and received two Mark 14 torpedoes from that vessel.

5 Sep 44

1730 - Departed SAIPAN en route to MAJURO.

13 Sep 44

Arrived MAJURO for refit.



DETAILED TRACK CHART FOR BILLFISH WAR PATROL FIVE. Lieutenant Commander Turner's recordings of times and positions of the 51 enemy planes sighted throughout the patrol enabled the editor to sketch this approximate chart of the wolfpack's voyage. The map is an "oblique mercator projection" the width of which represents approximately 900 statute miles. A total of 35 days were spent in the area shown.

NOTES FROM THE FINAL PART OF THE REPORT

The patrol covered a total of 66 days of which 35 were spent in the assigned Area. The BILLFISH had only two contacts with targets worthy of torpedo fire. In the first attack, torpedo tracks were sighted in time for target to avoid. The second contact was with two AK's, but BILLFISH was driven down by planes before attack position could be reached.

Miles traveled: 15,000

Fuel consumed: 136,484 gallons

Fuel mileage: 9.1 gallons per mile

Aircraft detected:

- a) Via radar: 27
- b) Via periscope: 18
- c) Via sight: 13

Excerpts From
Lieut. Commander V. C. Turner's
REPORT OF WAR PATROL NO. 6
SUBMARINE BILLFISH

Conducted in the BONIN ISLAND and
NANSEI SHOTO areas over the 54-day
period:

6 Oct 44 - 27 Nov 44

(The full Report was 42 typewritten pages in length.)

PROLOGUE

13 Sep 44

Arrived Submarine Advance Base, MAJURO IS., and moored
alongside tender BUSHNELL for routine refit.

28 Sep 44

Completed refit during which following items of note were
accomplished:

- a) No. 1 and No. 2 main engines were completely
overhauled.
- b) All brushes were renewed in the main motors.
- c) VHF equipment was installed in the radio room.
- d) SD radar mast was replaced. New grid - type antenna was
installed on the SJ radar mast.

29 Sep 44

Conducted deep submergence test and independent ship
exercises including section dives.

1 - 3 Oct 44

Conducted training exercises which included periscope
approaches, radar surface and submerged approaches, and
battle surface firings on a towed target. Two Mark 14-1
torpedoes and one Mark 18 exercise torpedo were fired.

4 - 5 Oct 44

Final loading and readiness for sea.

NARRATIVE

6 Oct 44

Underway, proceeding to BONIN ISLAND
area. 0800 - Departing MAJURO with USS CROUTER as
escort, proceeding to northern safety lane. 0848 - Made
trim dive. 0854 - Surfaced. 1211 - Escort returned to
MAJURO.

7 - 11 Oct 44

Underway, proceeding to assigned patrol area. Conducting
daily section dives, emergency drills, fire control drill, and
battle surface drills. Making 2-engine speed, steering by
course clock.

13 Oct 44

0736 - Sighted friendly submarine on opposite course, range
8 miles. 1021 - Submerged in order to determine the
source of a rattle which can be heard on JP and JK sound
gear. By bringing in and out the bow planes, determined that
the rattle is caused by a loose grease line to the port bow
plane ball and socket joint.

15 Oct 44

1247 - Surfaced in order to be about 30 miles from the
island during the air strike on IWO JIMA. 1252 - SD radar
contact on plane, 8 miles. Submerged. 1300 - Changed
time zones. Moved clock back an hour. 1221 - Surfaced.
Conversation can be heard on both friendly aircraft
frequencies. Our call was not heard. When voices on the
circuit began getting weaker, indicating friendly planes were
returning to base, called DUMBO plane several times to ask if
he had any message for us. No answer.

17 Oct 44

0502 - Submerged for all day dive northwest of IWO
JIMA. 1745 - Surfaced. Received orders from ComSubPac
to proceed at best speed to position 29-30 N, 132-00 E, and
then to enter NANSEI SHOTO area at sunset on 21 October
to relieve USS SKATE. 2300 - Acknowledged the above
message.

22 Oct 44

0635 - Submerged for patrol off east coast of
OKINAWA. 2330 - At this time we were 23 miles off the
coast. An APR radar contact (was detected) on 98
megacycles. This radar was believed to be located on
OKINAWA.

23 Oct 44

0525 - Submerged for patrol in pass between YORON and
OKINAWA. 1630 - Sighted 5 small fishing trawlers about
5 miles north of OKINAWA. Trawlers were on course 170
heading for tip of OKINAWA. 1734 - Trawlers rounded
tip of OKINAWA close inshore and we are 1 1/2 miles
offshore. 1856 - On APR picked up strong radar at 146
megacycles. Seems to be steady and not sweeping.

24 Oct 44

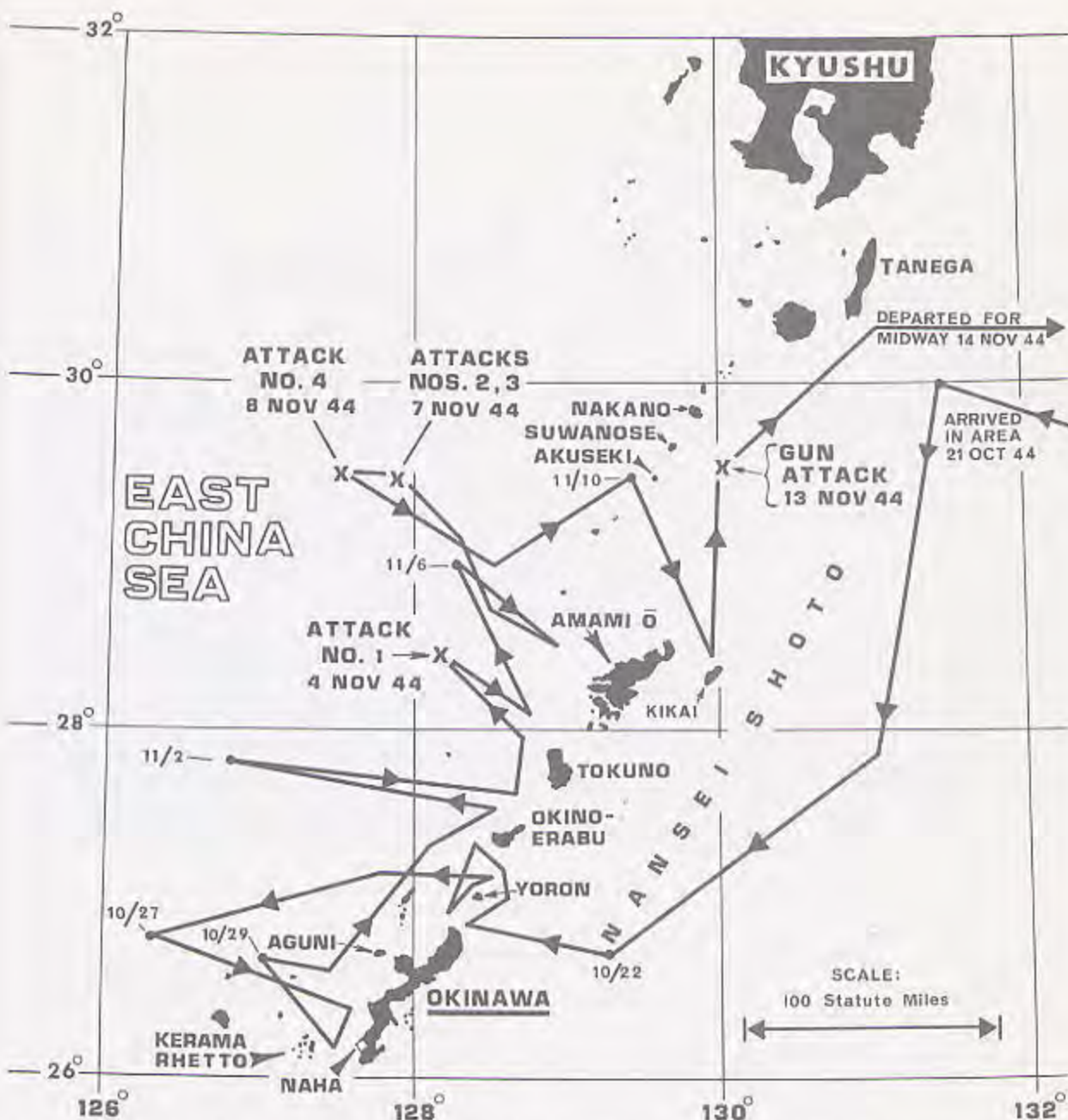
0235 - APR contact on 149 megacycles. This appears to be
the same radar contacted last night. 0531 - Submerged for
patrol in pass between YORON JIMA and OKINOERABU
SHIMA.

26 Oct 44

0552 - Submerged in pass between YORON and OKINOERABU.
0845 - Sighted a two-engine (NELL) bomber, range
about 3 miles. 1448 - Sighted a two-engine (NELL)
bomber, range about 5 miles. 2330 - SJ radar contact,
range 10,000 yards. 2343 - MANNED BATTLE STA-
TIONS and commenced radar tracking; answering bells on
three main engines.



JAPANESE NAVY 96 "NELL" TORPEDO-BOMBER.



DETAILED VIEW OF BILLFISH'S ROUTE IN THE NANSEI SHOTO AREA. The track begins in the upper right of the chart. The length of the island chain is approximately 400 statute miles.

27 Oct 44

0028 - After tracking target, closed the range to 6,000 yards. It appeared to be a patrol craft about the size of our PC boats. It was proceeding in a generally westerly direction and did not seem to have any place to go. 0126 - Secured from tracking and resumed patrol on one engine. 1948 - SJ radar contact at 10,000 yards. Two targets. Commenced radar tracking on 4 engines. Determined target base course. Two ships appeared to be smaller than a destroyer escort and about the size of the contact we had last night (PC boat size). In bright moonlight, decided to get ahead of them and try for a shot with Mark 18

torpedoes. 2107 - Submerged ahead of targets. Manned battle stations. Heard pinging from both targets. Screws varying speed between 200 and 300 RPM. 2137 - Targets made radical change when range decreased to 3,000 yards. Their small size and shallow draft made them unsuitable torpedo targets anyway. I don't understand their speed changes unless they were slowing down to listen. They kept changing the frequencies of their echo ranging.

28 Oct 44

0336 - Picked up SJ radar interference. 0547 - Sub-

merged for patrol off NAHA, OKINAWA, 1114 - Sighted masts bearing 192°T. 1133 - Manned battle stations. 1220 - Secured from battle stations. The convoy consisting of 10 ships and numerous escorts never got closer than 10,000 yards and changed course to about 225-degrees. Convoy had probably run through a swept channel through possibly-mined waters between NAHA and KERAMA RETTO. Did not consider it advisable to chase through these waters after dark. 1854 - Surfaced. Picked up strong signal on APR on 98 megacycles. We were within 3 miles of AGUNI ISLAND but I believe the radar is located on OKINAWA. 2314 - Sighted USS SAURY at 4,000 yards. Told him I would patrol west of AGUNI ISLAND tomorrow and suggested he patrol east of that island.

31 Oct 44

0540 - Submerged for patrol west of pass between YORON and OKINOERABU. 1850 - Surfaced. 1905 - SJ contact at 5,700 yards. Exchanged recognition signals with USS SEA FOX.

1 Nov 44

0545 - Submerged for patrol southwest of TOKUNO SHIMA. 1900 - Surfaced. 1916 - APR contact on 150 megacycles.

4 Nov 44

0550 - Submerged for patrol northwest of TOKUNO. 1842 - Surfaced. 2047 - SJ radar contact at 15,000 yards. The moon is just rising and the sky is about 80% overcast. Target, a freighter, is zig-zagging on base course 230° at 7 knots. 2130 - Crossed the target's bow to put him towards the moon and changed course to 070°T. Heading towards the target on 4 engines. Range, 7,000 yards. Target is now in a light rain squall. 2145 - Changed course to 090°T. Picked up two small escorts on radar. Target looks small, about 2,500 tons. Has high stack and two small masts. Set torpedo depth at 6 ft. 2154 - FIRED 4 TORPEDOES with about zero gyros. Range 2,000 yards. (Surface attack). Position: 28-21 N, 128-09 E. (See map, ATTACK NO. 1). Everything went off smoothly and checked perfectly. No hits. Can't imagine what went wrong. Perhaps too much spread was used and torpedoes might have straddled the target. 2200 - Target and escort changed course and ESCORT DROPPED THREE OR FOUR DEPTH CHARGES. 2210 - Commenced reload forward and started end-around run. The moon is up and the sky is clearing rapidly. Will have to make a submerged attack, especially since target has been alerted.

5 Nov 44

0109 - Submerged 10,000 yards ahead of target. Target apparently headed for AMAMI O. 0210 - Decided not to shoot at long range due to small size of target. 0212 - On bearing 100 relative, escort just presented itself close with a zero angle on bow. BILFISH started easing down to deep depth and swung stern towards escort. 0215 - Both escorts have stopped and are apparently listening. 0320 - Back to periscope depth. 1247 - Sighted three (RUFE) seaplanes at 5 miles. 1804 - Sighted one (RUFE) seaplane at 7 miles. 1840 - APR contact on 157 megacycles.



JAPANESE
NAVY 2
"RUFE".

6 Nov 44

0552 - Submerged for a trim dive. 0616 - Surfaced. 1029 - Submerged on sighting 4 planes at 10 miles. 1316 - Surfaced. 1318 - Submerged on sighting one (KATE) plane at 6 miles. 1828 - Surfaced.



JAPANESE
NAVY 97
"KATE".

7 Nov 44

0525 - Submerged for patrol off YAKIUCHI BAY, AMAMI O ISLAND. 0715 - Sighted masts of about 6 ships. 0844 - There are 5 ships with 4 escorts. One escort is about 5,000 yards from us at this point. It has the appearance of a large trawler with a gun mounted forward. He is making radical changes of course. 0936 - We have fallen astern of a convoy. 1210 - Lost sight of smoke. 1251 - Surfaced, closing the convoy on 3 engines. 1353 - SD radar contact, 12 miles. Submerged. 1645 - Convoy is in sight. Estimated range, 10 miles or less. Submerged. 1818 - Surfaced on course 310°T. 1930 - SJ radar contact, bearing 336°T, range 12,000 yards. 2007 - Lost contact. 2115 - Regained radar contact, range 11,400 yards. 2130 - Manned battle stations. Commenced final tracking. 2206 - Target is about due for a zig. Visibility is limited. Sky is overcast with low clouds, and it looks like rain. 2214 - Convoy is zigging right to course 045°T. Changed course to 160°T. Coming in on a 65-degree port track. The five ships form a line of bearing on a 000°-180° line. They are in two groups consisting of two ships in a near group plus three in the far group. Ships overlapping as we look down a north-south line from due north of the formation. There is an escort between us and the first ship but he is moving forward on the port bow of the first ship. We can shoot astern of this escort. The distance between ships varies from 400 to 600 yards. Sky overcast, visibility low. All torpedoes are set at 6 feet depth. 2217 - Commenced firing bow tubes. (Surface attack). Position 29-34 N, 127-56 E. (See map, ATTACK NO. 2). FIRED TWO MARK 14-3A AND ONE MARK 23 TORPEDOES and decided we were closing the near escort too fast. So with escort at 700 yards we swung to course 300° for firing stern tubes. As we were swinging, observed one hit in the near ship and one hit in the third ship. 2230 - FIRED THE FIRST OF 4 STERN MARK 18 TORPEDOES at the larger ship in the second group which is still tracking on the base course 054°T. After a 35 second run, the first torpedo either prematurely or the escort dropped a depth charge. At first I thought we might have hit the escort, but later he was still around. He was so small I am sure that one hit would have done for him. The second and fourth torpedoes in this spread hit the target. 2240 - Started reloading forward and aft. HEARD SEVERAL DEPTH CHARGES while reloading. 2250 - Noticed a single ship on the radar which was bearing in the general direction of the last attack. Decided that it was a cripple, so changed course to 240°T with the intention of finishing it off. 2318 - COMMENCED FIRING FOUR TORPEDOES from tubes 3, 4, 5, and 6, all set at 6 feet depth. (Surface attack). (See map, ATTACK NO. 3). All torpedoes passed ahead of the target. After the torpedoes had been fired, the target's smoke screen cleared up sufficiently so that we could see him turning away by noticing his wake as we passed him.



OFFICERS OF THE USS BILLFISH on its SIXTH WAR PATROL. Left to right: — Ensign Charles G. Poston, Lieut. (j.g.) Vernon Gallichotte, Lieut. Commander L.C. Farley, Jr., Lieut. (j.g.) A.J. Garon, Lieut. (j.g.) F.J.G. Kelly, Lieut. (j.g.) R.A. Spenser, Commander V.C. Turner, Lieut. B.I. Freedman, Lieut. (j.g.) F.D. Hess. Deck gun is partially visible on extreme right. Enlisted men above coming tower watch and grin. Photo was taken at Pearl Harbor, probably in late November, 1944.

It looks as if he had started turning left about the time we started firing. This was not detected soon enough by ourselves due to poor visibility. 2324 — **THE TARGET DROPPED 3 OR 4 DEPTH CHARGES.** 2340 — Target is zig-zagging radically and changing his base course radically. It seems impossible to get his track.

8 Nov 44

0029 — We are now 4,000 yards ahead of the target, lying to with the engines secured. I have decided to let him come to me and try to get lined up for stern shots. This didn't work. He changed base course to 270°T. 0116 — Changed course to 005°T. Coming in for a 90-degree port track. It is still raining and visibility is about one mile. 0118 — **FIRE THREE TORPEDOES** from tubes 3, 5, and 6, set at 6 feet with zero gyro angles. (Surface attack). Initial range, 1,000 yards. Position: 29-30 N, 127-31 E. (See map, **ATTACK NO. 4**). Numbers 3 and 6 ran straight and appeared to have run under the target. Number 5 ran circular and was last seen on the starboard beam. 0119 — Passing ahead of the target at 500 yards. 0121 — **THE TARGET OPENED FIRE WITH MACHINE GUNS.** 0123 — **THE TARGET DROPPED 3**

OR 4 DEPTH CHARGES. 0132 — Steady on course 000°T. At this point I am very discouraged. This ship is acting like a decoy or "come-on" job of some sort. We got a fairly good look at him and he seems to be about 2,500 tons to 3,000 tons with a high stack and two masts. Details of the deck line could not be made out. As far as I can make out, he is not one of the ships damaged in Attack No. 2 as originally thought. However, if this ship were a decoy, I should think it would be armed with something heavier than machine guns. Whatever its mission, it certainly succeeded in drawing us away from the rest of the convoy. 0210 — Changed course to 050° in order to search for the rest of the convoy. 0335 — Changed course in order to attempt interception of convoy reported by the USS KINGFISH. 1955 — Exchanged recognition signals with the USS SEAFOX. He said he sank a stack-raft AK this morning. I suppose it might have been one out of our convoy last night.

9 Nov 44

0545 — Submerged for patrol north of AMAMI Ō SHIMA. 1405 — Sighted two bombers at two miles.

10 Nov 44

0613 - Submerged for patrol just west of AKUSEKI SHIMA.

11 Nov 44

0559 - Submerged for patrol just north of KIKAI SHIMA. 1810 - Surfaced. The sea is rough. A small typhoon must be passing to the east of us.

12 Nov 44

0603 - Submerged to ride out the storm. The drain pump has been running almost continuously during the night. Considerable water was taken down the main induction.

13 Nov 44

0550 - Submerged for patrol just E of NAKANO SHIMA SUIDO. 1608 - Sighted a mast. 1637 - A diesel-driven sampan, about 50 tons, can be made out. The forward part of boat is well loaded with cargo which is covered over with canvas. Manned stations for surface battle. Target course is about 290°T which heads him for SUWANOSE SHIMA. We are about 20 miles from that island. 1646 - Surfaced. Holding fire until range decreases. 1650 - At range 1,000 yards OPENED FIRE WITH 20 MM AND .50 CALIBER MACHINE GUNS. Lots of hits with the forward 20 mm. Position: 29-30 N, 130-02 E. (See map, GUN ATTACK). 1700 - OPENED FIRE WITH 4-INCH/50 DECK GUN. Average range during the shooting was 500 yards. 1725 - The target sank, leaving considerable drums and boxes around the wreckage. Forty-three rounds of 4-inch ammo were expended with 13 hits. (Also, 1380 20 mm rounds and 480 .50 caliber rounds.) Secured from battle stations. There were no survivors.

14 Nov 44

0600 - Submerged for patrol SE of TANEGA SHIMA. 2100 - Departed patrol area for MIDWAY.

23 Nov 44

Arrived at MIDWAY, fueled, and departed for PEARL HARBOR.

27 Nov 44

Arrived PEARL HARBOR.

NOTES FROM THE FINAL PART OF THE REPORT

Number of days on patrol: 54

Miles traveled: 13,960

Fuel consumed: 128,220 gallons

Fuel mileage: 9.2 gallons/mile

Aircraft detected:

- a) By radar: 5
- b) By periscope: 6
- c) By sight: 5

Approximate number of ships contacted:

Freighters:	16
Escorts:	11
Patrol Crafts:	5
Fishing Trawlers:	7
Sampans:	1

Number of torpedoes fired: 18

Number of torpedoes on board at end of patrol: 6

Personnel Factors:

All hands performed their duties in a commendable manner.

Health and Habity:

The health of the crew was excellent. The meat was particularly good as it was not necessary to take the usual large percent of hamburger and stew meat.

Radio:

No major defects. No noteworthy difficulty was experienced in transmission and reception, except for jamming by the enemy.

Radar:

The SJ motor-generator was out of commission for one day. The casualty was caused by a breakdown of insulation in the speed regulator which in turn caused a short-circuit and loss of current in the field coil of the motor.

Radar and Radio Countermeasures:

A type of interference was encountered on this patrol which was not experienced previously. It consisted of an echo after the keyed signal which prolonged the signal through the interval between signals, and was so effective as to render copying extremely difficult at times. It is not certain that this interference was a form of jamming. Other types of jamming were usually ineffective due to good strength of signal being copied. East of and near OKINAWA on 23 October, BILLFISH suspects Japanese radar got contact on us between 10,000 and 15,000 yards since their radar seemed to sweep to either side of us for a few seconds, then to stop dead center of main lobe on this ship. (Editor's Note: *The Report contained six pages of data on enemy radio and radar activity*).

Mines:

No floating mines were sighted.

CREDIT

SUNK

1 Sampan 50 tons

DAMAGED

3 Freighters 12,000 tons

Editor's Concluding Remarks

In his endorsement of this Report, Admiral C.A. LOCKWOOD, JR., Commander Submarine Force, Pacific fleet stated:

"The attack on the night of November 7 in which 3 freighters were hit undoubtedly caused some of those to sink, but poor visibility made results unobservable. Award of the submarine Combat Insignia for this patrol is authorized."

Excerpts From
Lieut. Commander L. C. Farley, Jr's.
REPORT OF WAR PATROL NO. 7
SUBMARINE BILLFISH

Conducted in the NANPO SHOTO, EAST
CHINA SEA, and YELLOW SEA areas over
the 54-day period:

(24 Apr 45 - 17 Jun 45)

(The full Report was 47 typewritten pages in length.)

PROLOGUE

27 Nov 44

Arrived in PEARL HARBOR from sixth war patrol.

1 Dec 44

Departed PEARL HARBOR for SAN FRANCISCO,
CALIFORNIA.

9 Dec 44

Arrived in SAN FRANCISCO and commenced navy yard
overhaul at Bethlehem Steel Company, Submarine Repair
Basin.

6 Jan 45

Lieut. H.J. FITZGERALD, USNR, and Ensign W.M.
GRANFIELD, USNR, reported for duty.

16 Jan 45

Lieut. (j.g.) C.G. POSTON, USN, detached.

17 Jan 45

Lieut. B.J. FREEDMAN, USNR, detached.

29 Jan 45

Lieut. Cmdr. S.W. GAVITT, USNR, reported for duty.

14 Feb 45

Lieut. Cmdr. L.C. FARLEY, JR. relieved Cmdr. V.C.
TURNER as commanding officer of the BILLFISH.

12 Mar 45

Departed MONTEREY BAY, CALIFORNIA for PEARL
HARBOR, T.H.

13 - 18 Mar 45

En route to PEARL HARBOR. Bow planes out of
commission due to shearing of topside horizontal drive shaft
after universal joint.



LIEUT. COMMANDER L.C. FARLEY, JR., who
commanded the USS BILLFISH on her last two war
patrols, the two trips into the Yellow Sea. Retired
from the United States Naval Reserve in 1959 with
the rank of Rear Admiral, he presently holds the
office of Vice-President of State Street Bank and
Trust Company in Boston.

19 Mar 45

Moored port side to alongside USS BUSHNELL at Submarine
Base, PEARL HARBOR.

28 Mar 45

Lieut. J.T. BRINKLEY, Jr., USNR, reported for duty.

20 Mar - 23 Apr 45

Voyage repairs and training exercises. The assistance of
Commander D.F. WEISS during this period was most
beneficial.

1 Apr 45

Lieut. (j.g.) F.D. HESS, USNR, detached.

15 Apr 45

Lieut. (j.g.) V.H. GALLICHOTTE, USNR, detached.



TRACK CHART FOR BILLFISH WAR PATROL SEVEN. Begun at Pearl Harbor, the trip lasted 54 days, part of which was spent on lifeguard duty before proceeding into the Yellow Sea.

16 Apr 45

Ensign W.M. HARDY, USNR, reported for duty.

NARRATIVE

24 Apr 45

Departed Submarine Base, PEARL HARBOR, en route to GUAM in company with USS TORO.

OFFICERS ON BOARD

NO. PREVIOUS
WAR PATROLS

Lieut. Cmdr. L.C. FARLEY, JR., USNR	6
Lieut. S.W. GAVITT, USNR	1
Lieut. J.T. BRINKLEY, JR., USNR	0
Lieut. H.J. FITZGERALD, USNR	0
Lieut. (j.g.) R.A. SPENSER, USNR	1
Lieut. (j.g.) A.J. GARON, USNR	6
Lieut. (j.g.) F.J.G. KELLY, JR., USN	3
Ensign W.M. GRANFIELD, USNR	0
Ensign W.M. HARDY, USNR	0

CHIEF PETTY OFFICERS ON BOARD	NO. PREVIOUS WAR PATROLS
FRANK, George L., CGM	1
BURCHARD, Robert E., CTM	7
BARTEK, George A., CRM	3
BERTHELOT, Forrest P., CEM	8
BLANCHARD, Roland, CMoMM	2
YOUNG, James K., CMoMM	2
CHAMNESS, Wayne A., CPhM	1

Conducted daily training dives and exercises with USS TORO.

6 May 45

1157 - Moored in nest alongside USS ORION in TANAPAG HARBOR, SAIPAN.

7 May 45

1600 - Underway proceeding to patrol area.

12 May 45

0006 - Received message to proceed to vicinity of 30°N, 140°E. 1200 - Position: 30-01°N, 140-26°E. 2132 - Received message assigning lifeguard stations for NAGOYA B-29 strike.

13 May 45

2144 - Received message giving dope on tomorrow's air strike and assigning us a new station. It will require 4-engine speed to make it. 2155 - Received message advancing time of strike two hours; best we can now do is arrive on station one hour late.

14 May 45

0650 - Sighted a single B-29, the first of the parade. 0830 - Large formations of B-29's passing overhead in direction of target, but no sign of Mustang fighters. 0900 - BOXKITE-12 called us (DARKEYES-12) on VHF. Quandry. Dispatch assigned BOXKITE-13 to us and no BOXKITE-12 was mentioned. We can raise neither BOXKITE-12 nor BOXKITE-13 on VHF though strike planes can hear us loud and clear. 1018 - Sighted B-17 (bomber) and assumed he was DUMBO. Unsuccessfully attempted to

15 May 45

0443 - Submerged to conduct patrol East and North of HACHIJO SHIMA. 2125 - Received message cancelling air strike and assigning station for the 17th.

16 May 45

0001 - Lookout cracked two ribs when heavy sea swept over bridge. 1509 - Heard single distant underwater explosion. 1830 - Received message assigning lifeguard stations for fighter strike tomorrow. 2130 - Received message regarding B-29 strike.

17 May 45

0510 - Sighted first wave of returning B-29's. We have been unable to contact our DUMBO but can hear USS HADDOCK, USS PIPEFISH, and their DUMBOS on 4475 kcs. Apparently no business for subs. Frequency 4475 kcs is being jammed (apparently by enemy) with random keyed CW but we're having no difficulty hearing voice through it. 0620 - Contacted HADDOCK's DUMBO. He reports having received no distress messages. 0629 - Set course for fighter strike lifeguard station. 1200 - Position: 32-22°N, 140-08°E. 1300 - On station. Visibility poor and getting worse. It will be difficult to spot fighters if they go through with their strike. 1357 - Intercepted message to CYCLONE-2 from BOXKITE-18, urgent message for agate base about mission: "Set course for OKINAWA with all chickens. Do not attempt to return to base. Over." 1430 - Received message ordering us to rendezvous with USS DRAGONET, transfer ECM, and proceed to Area 9. (Editor's Note: ECM stands for "Electric Coding Machine" used to random encipher radio messages. 1545 - Sighted a B-29 circling us. He is BOXKITE-18. His message to us: "Will leave. Request you stay on station another 30 minutes. Going to second position. Will be back later." 1630 - Received message from BOXKITE-18: "Mission completed. Returning to base."

18 May 45

0048 - Received message from USS DRAGONET requesting rendezvous at 0400 at 30-48°N, 134-27°E. 0325 - SJ radar interference from bearing 270°T. 0354 - Exchanged calls by light from USS DRAGONET. 0516 - Completed transfer of ECM to USS DRAGONET. 0955 - Sighted rusty floating mine, Japanese Type 93, four horns showing. Sank it with .50 caliber machine gun fire. Position: 30-40°N, 134-27°E. 2200 - Underway ahead of us in direction to transit COLNETT STRAIT.

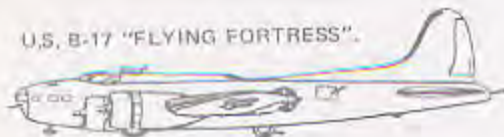
20 May 45

2030 - Exchanged recognition and calls by SJ radar with USS MUSKALLUNGE. 2212 - Sent message blind to USS RAY on area frequency reporting arrival and giving ETA on assigned station at dawn tomorrow.

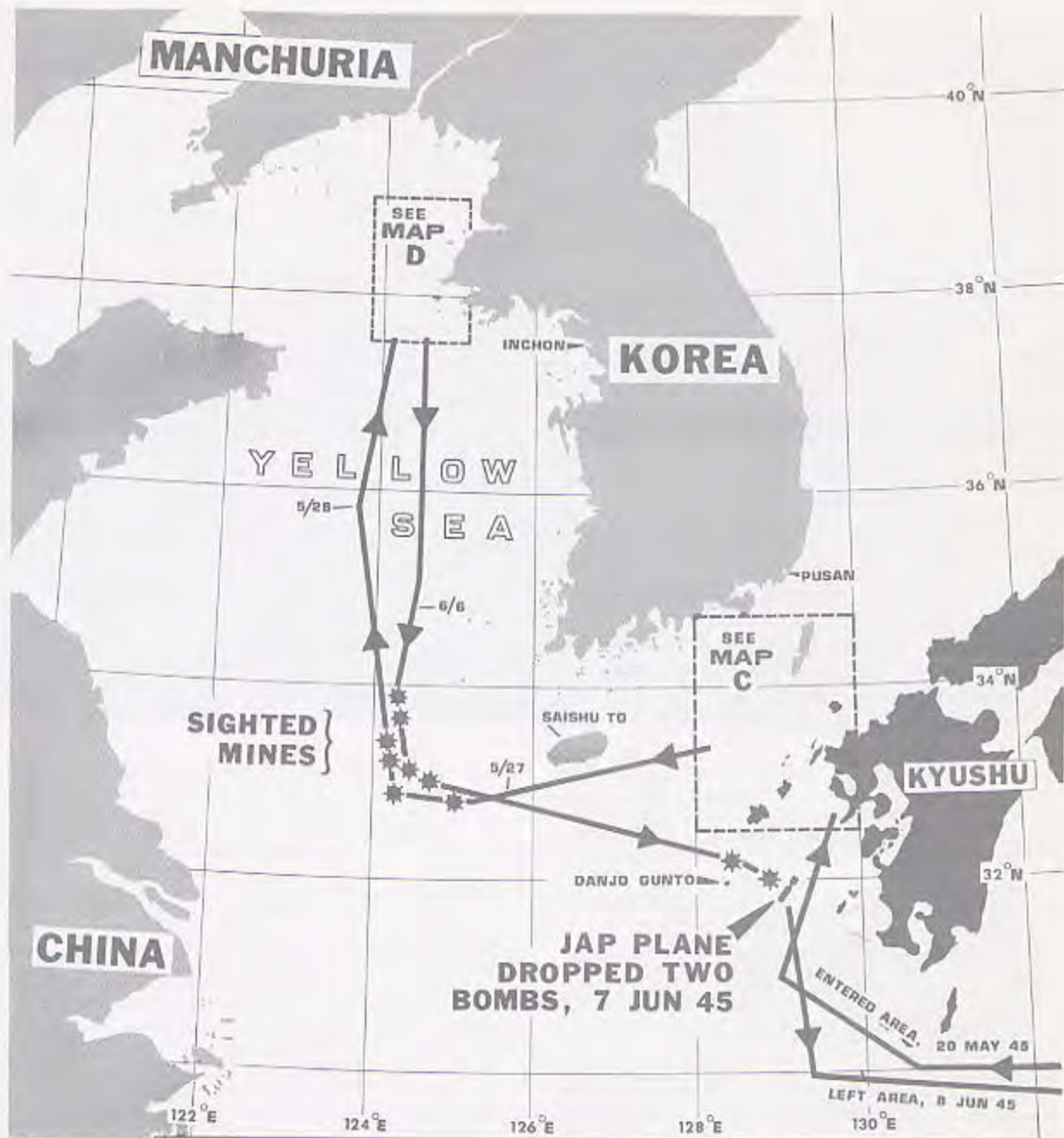
21 May 45

0507 - Submerged to patrol vicinity of IKITSUKI SHIMA. 1505 - Visibility reduced to several thousand yards and raining hard, so surfaced.

U.S. B-17 "FLYING FORTRESS".



raise him on VHF and by light. 1029 - Established communication on 4475 kcs with BOXKITE-12 and determined he was the B-17 circling us. He had nothing for us. 1046 - BOXKITE-12 disappeared from sight to the south. 1118 - Last formation of returning B-29's passed overhead. 1338 - Sighted floating spherical mine, slightly rusty, with three or four horns. Probably Japanese Type 93. Exploded mine with 40 mm and 50 caliber fire. Position: 32-56°N, 138-23°E. 2135 - Exchanged recognition calls with USS PIPEFISH. 2330 - Exchanged recognition calls with USS JACK. Looks like everybody plans to patrol off HACHIJO SHIMA tomorrow.



CLOSEUP VIEW OF BILLFISH'S JOURNEY INTO THE YELLOW SEA. The width of this map represents approximately 700 statute miles. Additional detail charts, labeled C and D, are included on the following pages.

22 May 45

0358 — Decided visibility too poor for submerged patrol off IKITSUKI as originally intended, so elected to surface patrol across TSUSHIMA STRAIT, alternating with SJ and ST radar sweeps. 0645 — Momentarily sighted TSUSHIMA ISLAND, bearing 050°T, distance 25 miles. 1240 — Have much land in sight. Small islands and peaks on KOREA, but due to poor visibility, unable to definitely identify and obtain good fix. So reversed course.

23 May 45

0033 — Sighted ship, bearing 090°T, about 11,000 yards. Looks very small. Went to Battle Stations. We are in a very poor position, up moon from target but are heading at him to present small silhouette. 0056 — Decided he was patrol boat and submerged to avoid detection. 0125 — Secured from Battle Stations. Decided to stay submerged until moonset, then surface and run in towards IKI SHIMA. 0320 — Surfaced. 0330 — Sighted plane showing



FINAL PHOTO OF KOTOBUKI MARU NO.7 taken through the periscope of the USS BILLFISH moments before torpedoes were fired. Location was 50 miles NW of Nagasaki, 26 May 1945. Sinking was Lieutenant Commander Farley's first as a sub skipper.

red light, distant 3 miles. Submerged. 0415 - Dawn is breaking in the East so decided to stay submerged all day. Wonder if maybe patrol boat spotted us and sent out plane, or if plane just happened along. 0906 - Sighted float type ZERO which passed about 2 miles ahead. 2020 - Surfaced.

24 May 45

0404 - Submerged. 0645 - Sighted first of numerous sampans seen throughout the day. Two good sized trawlers staying close together sweep back and forth on north-south heading 3 to 5 miles off IKITSUKI SHIMA. Probably fishing but might be patrolling. 0950 - Sighted float type ZERO, distant 6 miles. 1145 - Sighted four planes, distant 8 miles. Looked like ZEKE's.

25 May 45

0329 - Sighted small ship, bearing 066°T, distant 9,000 yards. 0339 - Heard pinging in direction of ship. Since we are up moon from him, we submerged. 0420 - Pinging now bears 105°T. Believe that they patrol on line from AZUCHI SHIMA to TSUSHIMA.

26 May 45

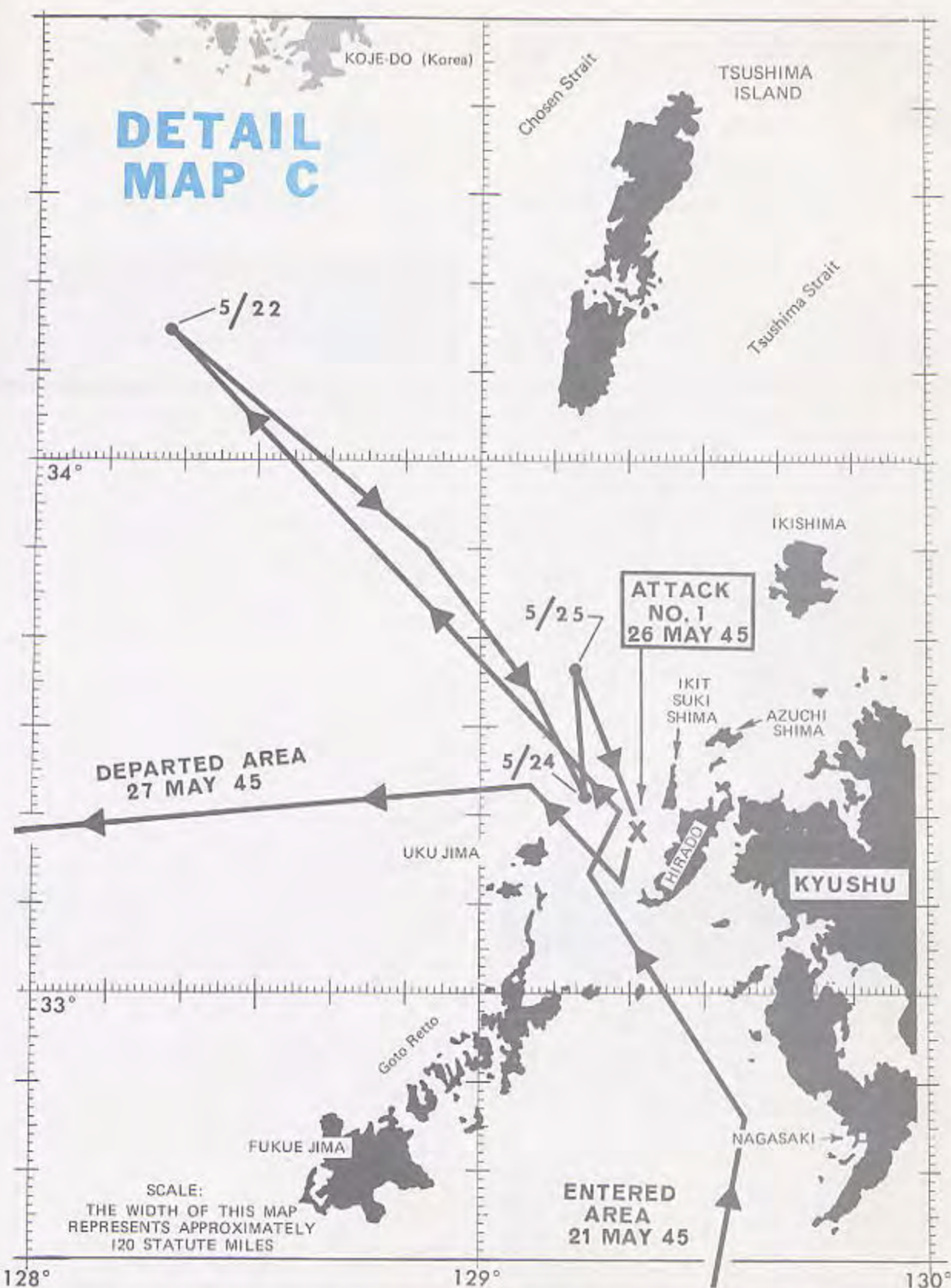
1118 - Sighted freighter clearing southern tip of IKITSUKI SHIMA, bearing 092°T, range 4000 yards. 1120 - Went to Battle Stations. Target resembles Type C Fox Tare Charlie three-island freighter. He is light and smoking

moderately. 1130 - Target tracks on course 240°T, speed 7 knots. Came to course 150°T for 90-degree track. 1134 - Position: 33-18.5 N, 126-20.6 E. COMMENCED FIRING FOUR MARK 14-3A TORPEDOES forward. (See Map C, ATTACK NO. 1. This was a submerged attack). 1135 - Number 2 torpedo hit just aft of center island. Target settling fast by stern. 1139 - Target sank. 1148 - Changed course to 290°T to clear two small sampans heading our way. 1155 - Sampans now searching for survivors. 1202 - Heard one explosion. Nothing in sight. 1252 - Sighted float plane, distant about 3 miles. 1429 - Heard pinging at 110°T. Continued until we surfaced, but we were never able to see him. 2023 - Surfaced. 2110 - We had almost continual APR (enemy radar) contacts all night and once had 3 on scope at the same time. However, they never located us. It was an uneasy night none the less. 2300 - Changed course for the YELLOW SEA.

27 May 45

(Surfaced). 1018 - Heard voice transmissions on APR on 141 mcs. 1020 - Sighted two (American) PBM patrol bombers. Overheard them say, "We got a sub down there!" Unable to raise them on VHF. 1024 - Exchanged recognition by light. No IFF (Identification Friend or Foe). 1410 - Sighted floating mine, Type 93. 1639 - Passed close to small junk manned by four very scared and pathetic-looking yellow men, probably Koreans, but how can one tell? 1707 - Sighted Type 93 mine, very

DETAIL MAP C



TRACK CHART SHOWING WHERE BILLFISH SANK JAPANESE FREIGHTER 50 MILES NORTHWEST OF NAGASAKI.

rusty. 1819 - Sighted Type 93 mine. 1851 - Sighted Type 93 mine. 2055 - Exchanged calls with USS SEACAT. 2234 - SEACAT relayed message from USS RAY assigning us patrol station off DAISEI GUNTO.

28 May 45

0712 - Sighted submarine on surface, range 5,000 yards, so we dove. 0718 - Other sub was not in sight, so he must have submerged. Officer-of-the-Deck says it was one of our boats.

29 May 45

(Surfaced). 0217 - Passed floating hulk of junk about 10 feet to starboard. Thick fog. We nearly rammed this hulk. 2255 - Exchanged calls with USS RAY who reports no luck today except shooting up 3 and 4-masted schooners.

30 May 45

0220 - Sighted plane, distant about 4 miles, submerged. Officer-of-the-Deck thinks it was a two-engine bomber. 0250 - Surfaced and went ahead on 3 main engines to close coast for submerged patrol between DAISEI GUNTO and CHOSAN KAN, threading our way among the fishing fleet like a broken field runner. 0424 - Submerged. 0641 - Sighted smoke, bearing 120°T. Position: 38-04 N, 124-36 E. 0659 - Small ship, range about 10,000 yards. Went to Battle Stations. He is standing out the channel inside DAISEI GUNTO and he should change course to pass close to CHOSAN KAN about where we are now. Position: 38-03.6 N, 124-38.9 E. 0730 - COMMENCED FIRING THREE MARK 18 TORPEDOES aft, depth set at 4 feet, 180° gyros, 90° starboard track. All missed. (See Map D, ATTACK NO. 2). 0734 - Turning left for bow tube

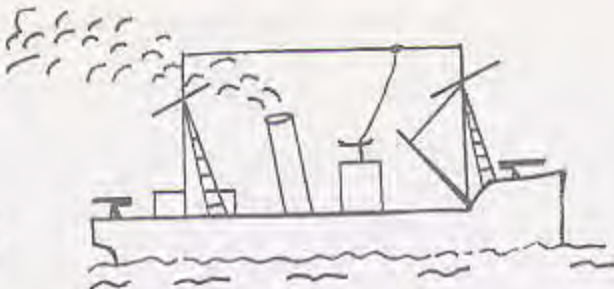


A sketch of the Japanese target in Attack No. 2, May 30, 1945, drawn by Lieut. Commander Farley, traced and redrawn by the editor.

shot. 0744 - FIRED THREE MARK 14'S FROM BOW TUBES. Torpedoes broached when half-way to the target and he turned away. (Map D, ATTACK NO. 3). 0754 - Secured from Battle Stations. 2200 - Getting echo channels on SJ radar with phenomenal ranges. What with the fishing fleet, phoney radar, bright moon, shore fogs, periscope fogging up, reefs, and currents up to seven knots-NEVER A DULL MOMENT!

31 May 45

0424 - Submerged to patrol off CHOSAN KAN after running the gauntlet through the fishing fleet. 1003 - Sighted two small smokers, bearing 101°T, range 6,000 yards. 1021 - Went to Battle Stations. 1030 - Determined targets to be trawlers converted to patrol craft. About 200 to 300 tons with guns, estimated as 3-inch, mounted on bow and fantail. Both JP and QB sound hear regular click, click-click, click, click-click, repeated every two seconds. It lacks the ringing note of normal echo ranging but may be the gear operating at



Sketch of the Japanese trawler converted to patrol craft appearing in Lieut. Commander Farley's account at 1030, 31 May 45. (Traced by the editor, actual size.)

frequency between JP and QB. 1408 - Sighted two patrol boats. Estimated they may have made a sweep up as far as CHO TO. Hope this means something is coming up the line. 1720 - Sighted smoke. 1729 - Went to Battle Stations. A good size freighter. 1730 - We are in a poor spot, too far off the point, bucking a 5-knot current. 1745 - Target changed course. He is a three-island freighter of about 5,000 tons, riding high in water with screw visible. 1812 - Secured from Battle Stations. Next time we will be in closer. 2015 - Surfaced and sent alert to USS RAY. No answer. 2020 - SJ radar out of commission. 2129 - SJ radar back in commission after temporary repairs to burned fuse panel.

1 Jun 45

0450 - Submerged. 0711 - RAN AGROUND; backed emergency and put a bubble in safety. 0714 - Slowed to back two-thirds. Diving Officer has good depth control at 55 feet. He has done a superb job in last few hectic minutes. 0725 - Went ahead and swung right to 270°T. When I said yesterday we would get in close today, I did not mean this close. 0730 - QB sound head has been sheared off with the shaft broken far enough up to permit closing the gate valve without raising the shaft (which won't raise). ST radar out of commission again. 0800 - It is too clear to the west and too foggy inshore for effective submerged patrol with ST radar out of commission. Technician says it will be repaired in a couple of hours. Do not wish to get in too close until it clears enough to determine our position accurately. 0936 - Sighted MFM three-island freighter, estimated 4,000 tons, bearing 068°T, range 10,000 yards, angle on bow 120° port. Too foggy to more than just make him out. His course is about 010°T. 0940 - Target lost in fog again. No contact on JP, our only sound gear. 1000 - JP reports screws bearing 045°T. 1002 - Sighted ship, bearing 042°T, range 6,000 yards. Fog is thick inshore from about 050°T to the south. Clearing to the northeast, and several prominent (mountain) peaks are visible. 1040 - ST and SJ radar back in commission. 1200 - Position: 38-31 N, 124-37 E. We were six miles from CHO TO, bearing 286°T, or 20 miles from where we thought.

2 Jun 45

0530 - Visibility only 10 feet forward of bull nose. 0600 - Sun shining, visibility unlimited to the west, but land still shrouded in fog. 0609 - Lookout sighted plane bearing 290°T, range 15 miles. Submerged. 0700 - Decided to close CHOSAN KAN and remain submerged to northward.

39°

**DETAIL
MAP D**SCALE:
10 MILESATTACK
NO. 4
4 JUN 45RAN
AGROUND
APPROX.
HERE
1 JUN 45

CHO TO

GUN
ATTACK
4 JUN 45

ATTACK NO. 5, 5 JUN 45

5/31

CHOSAN KAN

38°

ATTACKS
NOS. 2 & 3
30 MAY 45

6/3

5/29

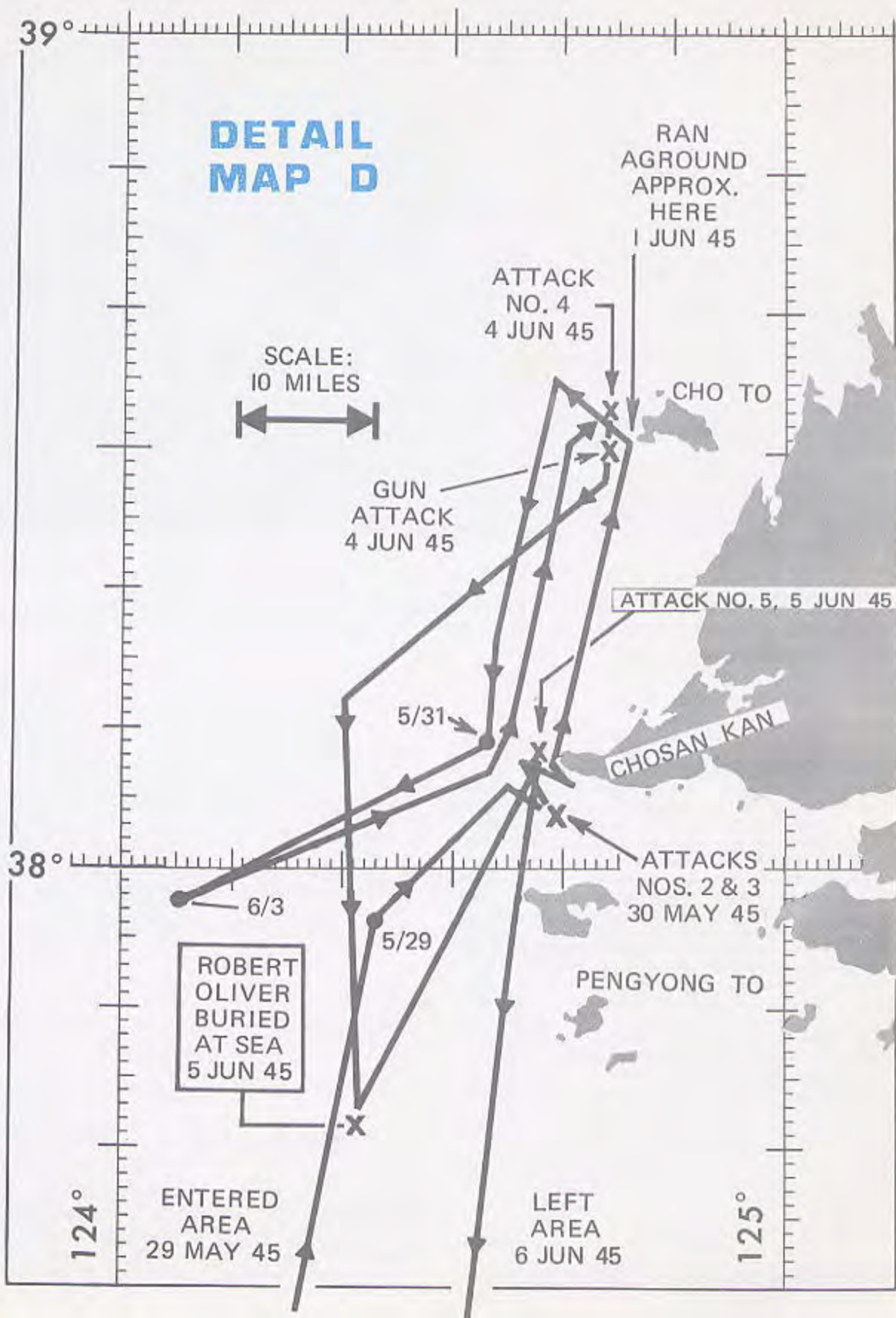
ROBERT
OLIVER
BURIED
AT SEA
5 JUN 45

PENGYONG TO

124°

ENTERED
AREA
29 MAY 45LEFT
AREA
6 JUN 45

125°





THE FATAL ANGLE! Photo of the 2,200-ton Japanese cargo vessel, TAIU MARU, taken through the periscope of USS BILLFISH in the Yellow Sea following Attack No. 4, 4 June 1945. (See Detail Map D).

4 Jun 45

0423 - Submerged to patrol 1 to 2 miles off CHO D.A. 1200 - Position: 38-32 N, 124-44 E. 1441 - Sighted ship, bearing 150°T, range 7,000 yards. Went to Battle Stations. 1450 - Target is MMFK engines bridge aft freighter. Tall straight stack. Estimate 5,000 tons. 1507 - **COMMENCED FIRING FOUR MARK 14-3A TORPEDOES**, 650 yard run. (See Map D, ATTACK NO. 4). 1508 - Two hits. Target broke in two and sank immediately. 1512 - Secured from Battle Stations. 1535 - Sighted 3 four-masted schooners. 1605 - Took stations for Battle Surface. 1614 - Surfaced, position: 38-30 N, 124-44 E. (See Map D, GUN ATTACK). 1616 - **OPENED FIRE ON NEAREST SCHOONER** with both 40 mm's. 1620 - Ceased fire. Target sinking. 1626 - **OPENED FIRE ON SECOND SCHOONER** with both 40 mm's and 5"/.25 gun. 1628 - First schooner observed to sink. 1632 - Ceased fire. Target afire and sinking. 1635 - **OPENED FIRE ON THIRD SCHOONER**. 1638 - OLIVER, Robert Vidal, QM1c, 705-03-66, V-6, USNR, shot through head by rifle fire from target. BOESE, Ralph Warren, EM2c, wounded in leg. 1643 - Secured from Battle Stations, retiring from area. Second and third targets on fire and sinking. They were soon lost to sight in fog. Ammunition expended on three schooners: 8 rounds of 5"/.25 High Capacity, 323 rounds of 40 mm HEITSD.

5 Jun 45

0014 - OLIVER, Robert Vidal died. 0130 - OLIVER

buried at sea. Position: 37-41 N, 124-20 E. (See Map D). 0240 - Transmitted message to ComSubPac. 0433 - Submerged. 1105 - Sighted ship, bearing 064°T, range 7000 yards. 1107 - Went to Battle Stations. 1120 - Target very difficult to make out in fog which is thickening. Tall straight stack and short mast on fantail. 1126 - Lost sight of target. Sound cannot get bearings through surf noises. 1130 - Target in sight again. Position: 38-07.5 N, 124-37.8 E. **FIRE FOUR TORPEDOES** forward, 1700 yard run. (See Map D, ATTACK NO. 5). 1131 - Target changed course to right, probably to enter channel rather than to avoid. All torpedoes missed. 1141 - Secured from Battle Stations. 1200 - Position: 38-08 N, 124-36 E.

6 Jun 45

1618 - Sighted floating mine. 1643 - Sighted floating mine.

7 Jun 45

0505 - Sighted floating mine. 0644 - Sighted floating mine. 0915 - Sighted two (American) PBM patrol bombers, range 15 miles. 1620 - Sighted mine. 1745 - Sighted mine. 1753 - Sighted enemy JAKE plane, distant 5 miles. Submerged. 1754 - **FIRST BOMB BROKE SOME LIGHTS AND BROUGHT DOWN SOME CORK**. 1755 - **SECOND BOMB EXPLODED**. This should have lived up those (aboard) who thought the war was over because we were heading for home (Midway Island).



Japanese "Jake" patrol aircraft of the type that almost sank BILLFISH. (Plastic model assembled by Michael Garon, age 9, and photographed by the editor).

8 Jun 45

1200 — Position: 30-00 N, 129-25 E. 1730 — Completed transit of KUCHIMO SHIMA SUIDO. 2020 — Surfaced.

17 Jun 45

0746 — Moored at MIDWAY ISLAND.

NOTES FROM THE FINAL PART OF THE REPORT

Number of days on patrol: 54

Miles traveled: 13,057

Fuel consumed: 157,010 gallons

Fuel mileage: 12.1 gallons/mile

Aircraft detected: Enemy aircraft were generally scarce. The following were detected: One Japanese BETTY, three night search planes, several JAKE's, a float bi-plane, a 2-engine bomber, a night search plane with 154 mc. radar. Finally, a JAKE delivered two well-placed bombs near the BILLFISH in the vicinity of DANJO GUNTO.

Approximate number of ships contacted:

Freighters:	13
Patrol Crafts:	2
Fishing trawlers:	3
Sampans:	Numerous
Schooners:	12

Number of torpedoes fired: 18

Torpedoes on board at end of patrol: 3

Personnel Factors:

The performance of duty of officers and enlisted personnel left nothing to be desired.

Health and Habitability:

The superb bread and pastries turned out in large volume by Albert E. DENNISON, Bkr1c, USN, were appreciated by all hands. The boat was uncomfortably cold during long all-day dives in the Yellow Sea; however, no bad effects were noted on the health of the crew.

Radio:

Jap interference with submarine fox signals was moderate and no great difficulty was experienced in copying. Numerous chirpers and tweeters harassed 4235 kcs. On 12,470 kcs the chirpers would start up every time we started calling.

Radar:

SD radar was used only during (air) strikes when BILLFISH was on lifeguard duty, when friendly planes were sighted, and when APR contacts indicated enemy planes in vicinity. During the night of 26 May 45 following our torpedo attack, from one to three (enemy) airborne radar signals were on the APR scope, and at no time did they appear to have us located. One plane closed to 7 miles and then, just as we were about to dive, he opened out again and faded from our SD radar screen. All (Japanese) airborne contacts appeared to be using intermittent (radar) operation and seemed to be switching between presumably fixed antennae.

SJ radar performance was most reliable. Due to poor connections between line and fuse clip terminals, two fuses continually blew, and the fuse panel burnt. As temporary repair, the clips were removed from the panel, screwed to the line cable, and taped against ends of fuses. Replacement of panel will be made.

Phenomenal radar ranges were experienced in the Yellow Sea. On three occasions a friendly submarine was tracked out to ranges of 22, 29, and 50 thousand yards. The rapid analysis and repair of radar deficiencies that occurred were largely attributable to the knowledge and hard work of Robert E. McDONALD, RT1c.

Sound:

Sound conditions were poor in both the China Sea and the Yellow Sea due to shallow water, strong currents, and beach and reef noises. A contact on a medium sized freighter at 6,000 yards was the best range obtained.

Mines:

A total of 12 drifting mines were sighted. All appeared to be Type 93 spherical shape with 3 or 4 horns showing and were rusty and fouled with marine growth.

Major Defects and Damage:

The airplane bomb of 7 June 45 knocked something loose in the superstructure which makes a terrible racket when diving but quiets down when we slow down and level off. The cause of the noise has not yet been determined. Number two periscope was rendered useless on June 4 by the freezing of the power shift mechanism. Bow-plane operation was excessively noisy. During battle surface action of June 4, the trigger mechanism on the 5" deck gun failed to operate properly. Cocking bar on deck 20 mm gun was repeatedly bent out of shape by seas. Recommend heavier construction.

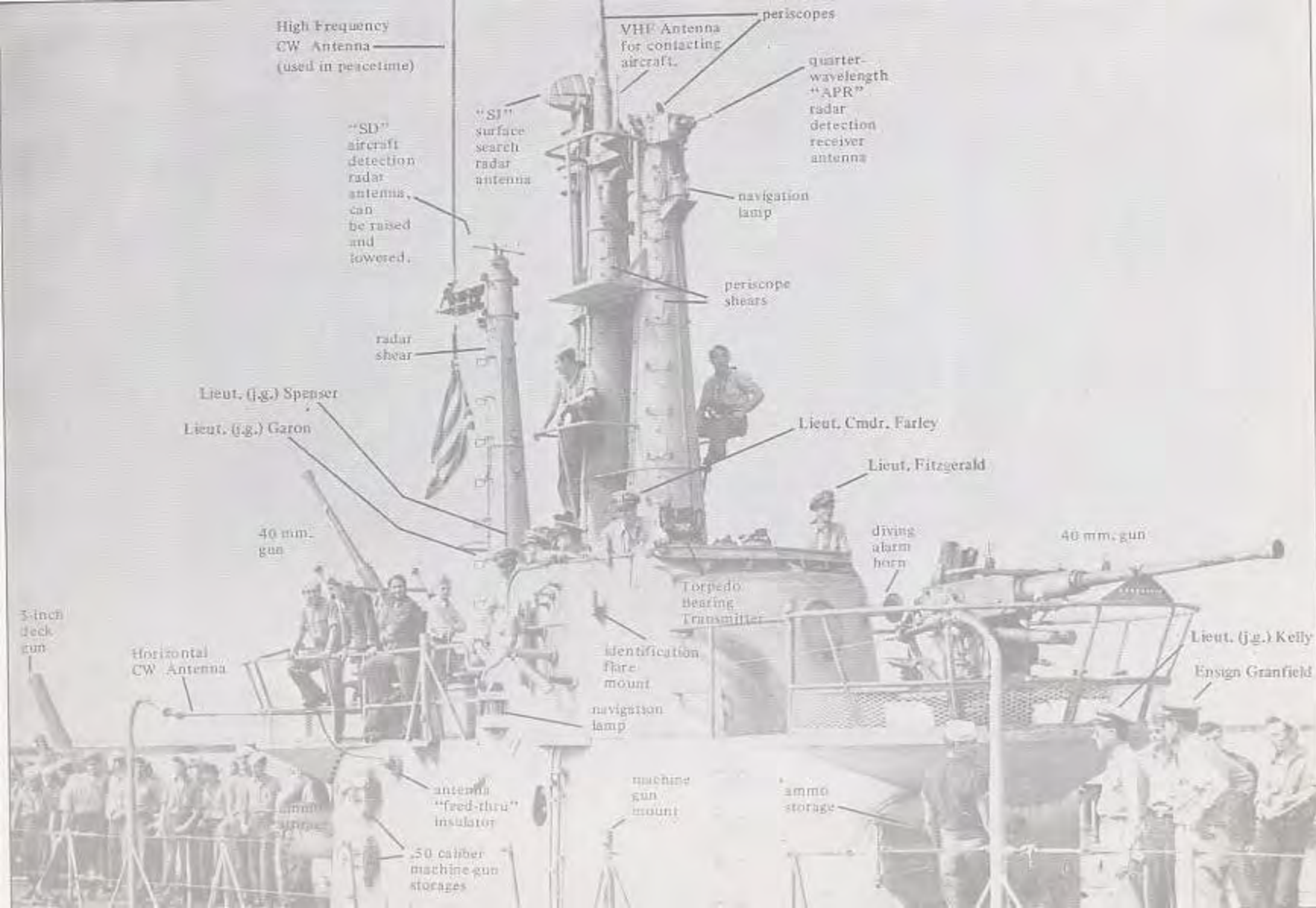
Remarks:

Performance of lifeguard duties was hampered by communications difficulties in the form of late receipt of information on air strikes. It would be very helpful for lifeguard submarines to be provided with complete information on 21st Bomber Command calls.

CREDIT

SUNK

2 Freighters	6,700 tons
3 Schooners	1,050 tons



High Frequency
CW Antenna
(used in peacetime)

VHF Antenna
for contacting
aircraft.

periscopes

quarter-
wavelength
"APR"
radar
detection
receiver
antenna

navigation
lamp

periscope
shears

"SI"
surface
search
radar
antenna

"SD"
aircraft
detection
radar
antenna,
can
be raised
and
lowered.

radar
shear

Lieut. (j.g.) Spenser

Lieut. (j.g.) Garon

Lieut. Cmdr. Farley

Lieut. Fitzgerald

40 mm.
gun

40 mm. gun

diving
alarm
horn

Torpedo
bearing
Transmitter

identification
flare
mount

navigation
lamp

Lieut. (j.g.) Kelly

Ensign Granfield

Horizontal
CW Antenna

3-inch
deck
gun

machine
gun
mount

ammo
storage

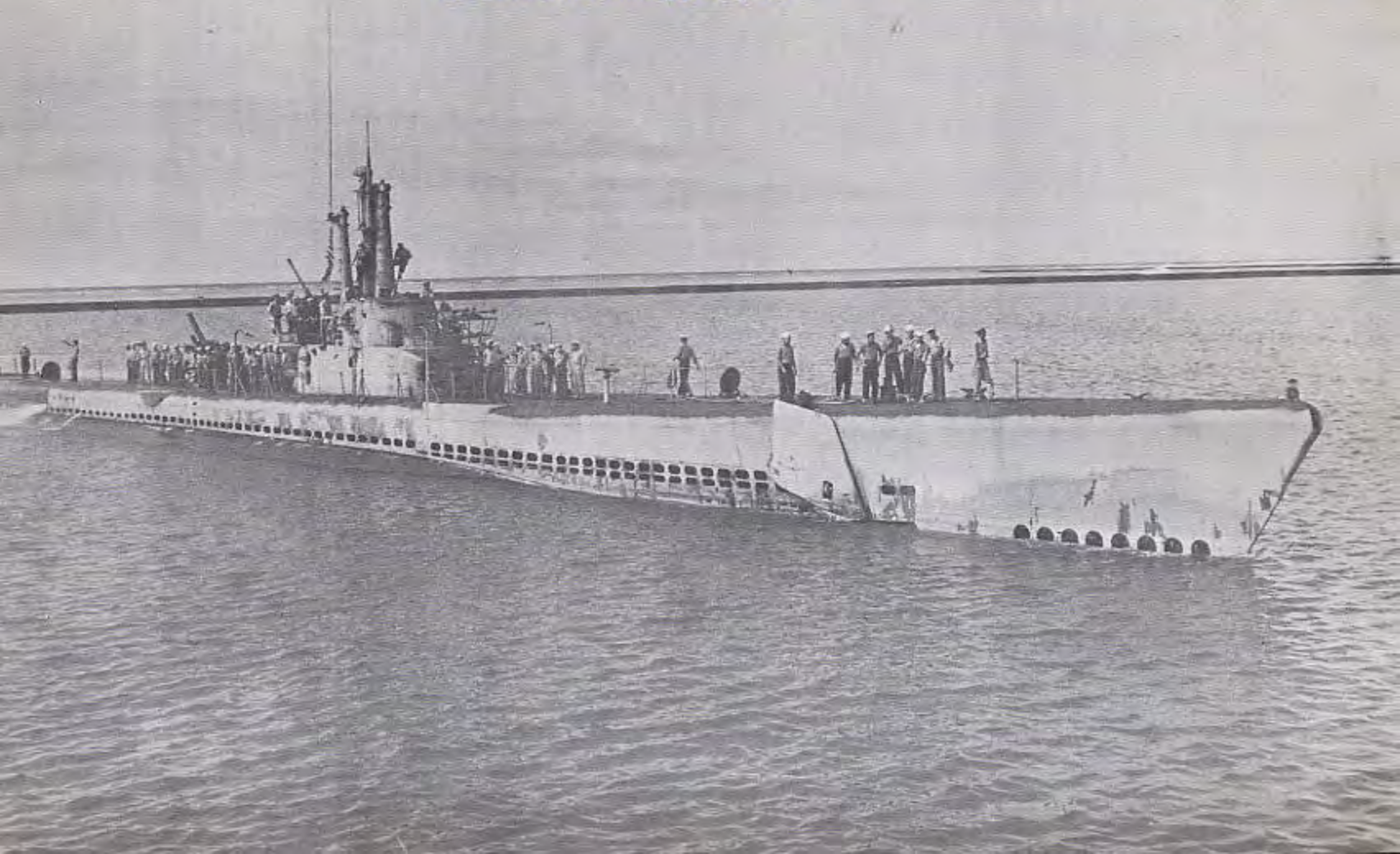
antenna
"feed-thru"
insulator

.50 caliber
machine gun
storages



OFFICERS AND CREW OF THE USS BILLFISH on Midway Island, 1945. Photograph was taken following Seventh War Patrol. First row, left to right: — George Bartek, CRM; Wayne Chamness, CPM; Ensign W.M. Hardy; Lieut. H.J. Fitzgerald; Lieut. J.T. Brinkley; Lieut. Comdr. L.C. Farley, Jr.; Lieut. S.W. Gavitt; Lieut. (j.g.) F.J.G. Kelly, Jr.; Ensign W.M. Granfield; Lieut. (j.g.) A.J. Garon; and two unidentified Chief Petty Officers.

WITH BOW PLANES FOLDED LIKE GILLS, and sporting her camouflage, the USS BILLFISH sedately prepares to moor alongside a tender at Midway Island on return from her Seventh War Patrol on which she sank two freighters and three schooners, suffered the loss of a gallant crewman, and sustained two near misses from an enemy patrol plane.



Excerpts From
Lieut. Commander L.C. Farley's
REPORT OF WAR PATROL NO. 8
SUBMARINE BILLFISH

Conducted in the YELLOW SEA, EAST
CHINA SEA, and South of the JAPANESE
EMPIRE during the 47-day period:
(12 Jul 45 – 2 Aug 45)

(The full Report was 25 typewritten pages in length.)

PROLOGUE

BILLFISH was assigned to Commander Submarine Squadron No. 12, USS GRIFFIN, and Commander Submarine Division No. 121 for refit. The boat was returned scrupulously clean and shipshape.

6 Jul 45

Normal four-day training period was conducted during which five exercise torpedoes were fired. The advice and assistance of training officer, Commander V. L. LOWRANCE, was most helpful and appreciated.



TRACK CHART FOR BILLFISH WAR PATROL EIGHT. Begun at Midway Island, this patrol lasted 47 days and included another hazardous journey through the shallow Yellow Sea. The chart shows the BILLFISH's lifeguard station when hostilities ended.

12 Jul 45

Lieut. (j.g.) R.A. SPENSER, USNR, was transferred to Submarine Division No. 121 and Lieut. (j.g.) D.L. RUNNELS, Jr., USNR, reported for duty.

NARRATIVE

1600 — Departed MIDWAY en route to SAIPAN in company with USS TENCH. Conducting daily training exercises.

OFFICERS ON BOARD

OFFICERS ON BOARD	NO. PREVIOUS WAR PATROLS
Lt. Cmdr. L.C. FARLEY, Jr., USNR	7
Lt. Cmdr. S.W. GAVITT, USNR	2
Lieut. J.T. BRINKLEY, Jr., USNR	1
Lieut. H.J. FITZGERALD, USNR	1
Lieut. (j.g.) A.J. GARON, USNR	7
Lieut. (j.g.) F.J.G. KELLY, Jr., USNR	4
Lieut. (j.g.) D.L. RUNNELS, Jr., USNR	0
Lieut. (j.g.) W.M. GRANFIELD, USNR	1
Ensign W.M. HARDY, USNR	1

CHIEF PETTY OFFICERS ON BOARD	NO. PREVIOUS
FRANK, George L. (CGM), USN	WAR PATROLS
BARTEK, George A. (CRM), USN	2
BLANCHARD, Roland (CMoMM), USN	4
CHAMNESS, Wayne A. (CPhM), USNR	9
CAMPBELL, Joseph S. (CMoMM), USN	2
	9

17 Jul 45

Sighted Type U3 spherical mine and exploded it with .50 caliber machine gun fire.

18 Jul 45

0335 - Exchanged recognition and calls by SJ radar with USS LAPON. (Editor's Note: *The USS LAPON appears in a photograph near the end of this story.*)

19 Jul 45

0015 - Exchanged signals with USS RONQUILE.

20 Jul 45

0815 - Exchanged calls with USS SEAOWL.

21 Jul 45

0955 - Moored in nest alongside USS ORION in TANAPAG HARBOR, SAIPAN.

23 Jul 45

0926 - Underway en route to patrol area in company with USS TENCH, USS LIONFISH, and USS SEAFOX. 1500 - Released escort, USS SEAFOX proceeding independently.

24 Jul 45

0840 - Exchanged calls with USS STEELHEAD.

25 Jul 45

1155 - Exchanged calls with USS SPRINGER. 1847 - Exchanged calls with USS THREADFIN.

26 Jul 45

0525 - Exchanged calls with USS DENTUDA. 1200 - Position: 27-00 N, 139-36 E. 1630 - Sighted many ships to westward. We are apparently being run down by TASK FORCE 38. 1740 - Exchanged calls with (destroyer) DD 650 who will escort us clear of the task force. 2000 - Clear of task force.

27 Jul 45

0035 - Received orders from ComSubPac to proceed to Area 12 north of Latitude 33 N. 0100 - USS LIONFISH proceeding independently. 0700 - Exchanged calls with USS ATULE.

28 Jul 45

0015 - Exchanged calls with USS SEA ROBIN. 1610 - Sighted PBM search plane and contacted him on VHF. He has nothing for us. 2240 - SJ radar contact on YAKU SHIMA, bearing 355°T, distance 37 miles. Commenced transit COLNETT STRAIT.

29 Jul 45

1050 - Sighted approximately 40 B-29's headed for KYUSHU. 1130 - Sighted one (American) CORONADO (bomber) with 8 fighters, apparently searching about for trouble. 1308 - Sighted DANJO GUNTO, bearing 290°T, distance 30 miles.

30 Jul 45

1610 - Sighted floating mine; position: 34-07 N, 124-18 E. 1635 - Sighted floating mine; position: 34-14 N, 124-18 E. 1759 - Sighted floating mine; position: 34-21 N, 124-18 E.

31 Jul 45

0340 - Sighted floating mine; position: 37-18 N, 124-21 E. 0355 - Exchanged recognition and calls by SJ radar with USS BLACKFISH. 1128 - Sighted 6 PRIVATEERS (U.S. planes), today's strike, and established VHF communications with them. 1305 - Sighted 6 PRIVATEERS returning. They say no shipping sighted except small stuff. Two trains and two bridges blown up by themselves. 1321 - Submerged and closed to CHO TO. 2114 - Surfaced. Commenced patrol off CHO TO to CHOSAN KAN and DAISEI GUNTO about three miles off reef. Nothing but fishing junks.

2 Aug 45

0500 - Thick fog, elected to patrol on surface. 0658 - Fog lifting. Submerged. 1300 - Fog shut down. Surfaced. 1501 - Fog lifting. Submerged. 1624 - Fog shut down. Surfaced. 1640 - Closed fishing junk to look him over. He was manned by 5 very healthy-looking men, probably Koreans. Close examination from 50 ft. range revealed nothing suspicious so secured 40 mm and retired, much to their relief.

3 Aug 45

0500 - Fog and rain. Will patrol on surface across SHANTUNG-DAISEI GUNTO route. Big schooners and coastal traffic are conspicuous by their absence.

4 Aug 45

0510 - Submerged to patrol 1½ to 2 miles off SHANTUNG PROMONTORY. 2050 - Surfaced and set course for DAIREN.

5 Aug 45

0155 - Sighted EN TO light, bearing 350°T, distant 25 miles. 0325 - Submerged when lookout reported a plane at 3 miles. Believe it was a star. 0417 - Surfaced. 0453 - Submerged. 0800 - Sea is flat, calm, and mirror smooth. Intermittent fogging, so abandoned intention to look inside of DAIREN in favor of patrol close offshore towards PORT ARTHUR. 0903 - Sighted small plane over entrance of DAIREN. 0916 - Sighted small sampan-tug towing 3 small barges. 1025 - Sighted two masted trawler close in shore. 1030 - Sighted freighter inshore of trawler, range 9000 yards. Sighted second freighter following first one with a PC escort. Believe trawler is also an escort as he is about 2000 yards abeam leading freighter, is only half loaded. Second freighter is 4,000 to 5,000 yards astern of the first and looks larger and loaded, so will try for him. 1046 - Sound reports PC (patrol craft) has speeded up and is now making 200 turns (per minute). Freighters estimated speed at 8 knots. Looks like PC is pulling ahead so



CLOSEUP VIEW OF BILLFISH'S SECOND JOURNEY INTO THE YELLOW SEA. The track starts in the lower right corner. The width of the map represents approximately 700 statute miles.

decided to let him cross our bow and then close target, taking a larger track if necessary. 1050 - First freighter crossed bow, range 3,500 yards. 1053 - PC crossed bow at 800 yards. He is not pinging. Started swing right on second freighter and went 2/3 speed. 1055 - Eased down to 75 feet and went ahead as we must get a short run or target is likely to avoid steam torpedo. Position: 38-51.5 N, 121-39.1 E. 1103 - COMMENCED FIRING FOUR MARK 14-3A TORPEDOES on 90 starboard track, gyros 352 to 356 degrees, 100 ft. divergent spread between torpedoes. (See map, ATTACK NO. 1). 1104 - A miss. A hit at base of foremast (52 seconds). A hit amidships (51 seconds). A hit

astern (50 seconds). 1106 - Patrol craft is turning seaward. Rigged for depth charge and silent running and went ahead to parallel coast and pull away from those telltale torpedo wakes. No use going deep. Target has sunk. 1109 - Slowed to 1/3 speed and came left to 220°T. 1115 - Escort apparently running down torpedo wakes towards the beach. 1118 - Escort milling around scene of sinking. If there are any survivors, they must be shell shocked as the three hits disintegrated the target. 1120 - Secured from silent running and rig for depth charge. We surely were lucky to get out of this one without a working over.



Lieut. Commander Farley's diagram of evasive tactics used by **BILLFISH** following Attack No. 1, August 5, 1945. The "X" marks the location of **BILLFISH** when firing the torpedoes. (Traced by the editor.)



Lieut. Commander Farley's diagram of evasive tactics used by **BILLFISH** following Attack No. 2, August 7, 1945. Torpedoes were fired from point "X". (Traced by the editor.)

7 Aug 45

0453 - Submerged. 0830 - Decoded message ordering us to Texas League area (for lifeguard duty). Can't surface now so will be unable to make it at ordered time. 0930 - Sighted freighter. Changed course to 000°T and went ahead to close beach. 0910 - Battle Stations. 0923 - Sighted escort about 2,500 yards seaward of target. 0929 - Escort closing target's track. Will be unable to cross in front of him so will let him go by and take larger track on target. 0934 - Target has zigged. 0937 - Escort passing ahead, range 300 yards, not pinging. He has a crummy paint job. Started swinging left. 0939 - Sighted two row boats with three fishermen in each located directly above us. Position: 38-48 N, 121-23.2 E. 0941 - COMMENCED FIRING FOUR MARK 14-3A TORPEDOES forward on 130° port track, 1200 yards, 350° gyro, depth set at 4 feet. (See map, ATTACK NO. 2). Saw first torpedo breaching. Target appears to be turning right to avoid. 0942 - One hit under port counter. Threw up a tremendous column of smoke and spray. Those torpex heads really pack a punch. Escort, range about 1,000 yards, turned left so we rigged for depth charge and silent running. Sound reports loud breaking-up noises. A quick look showed about 30 feet of target's bow pointing almost straight up.



Lieut. Commander Farley's sketch of the small Japanese freighter sunk in Attack No. 2, August 7, 1945—one of the last vessels to be sunk during World War II. (Traced and reduced by the editor.)

0948 - FIRST DEPTH CHARGE—A BIG ONE! 0950 - SECOND DEPTH CHARGE. THIRD DEPTH CHARGE. 1003 - FOURTH DEPTH CHARGE. 1005 - Escort appears to be running down

torpedo wakes so we came left to work away from the beach. 1022 - Secured from rig for depth charge. Evading at periscope depth has the advantage of knowing what the escort is doing but, to be frank, it scared hell out of me to have only 20 fathoms of water and none deeper for many miles. 1120 - Sighted smoke and changed course to investigate. 1131 - Smoke identified as tug. These tugs have me baffled. They may be patrolling. 1148 - FIRST OF FOUR DEPTH CHARGES. These were big ones as they shook the boat and nothing is in sight, visibility 5,000 to 6,000 yards. 1419 - FIRST OF SIX MORE DEPTH CHARGES. 2108 - Surfaced and set out for Texas League. Wish we could stay here longer.

8 Aug 45

0013 - In heavy rain squall, visibility zero, struck some large object. Sickening dead fish stench indicates it may have been a dead whale. Bendix log out of commission. Sword arm cannot be raised. 0020 - Four fishing float-stakes and some fish line found in hull nose. We must have run down one of the small fishing junks which abound in this area. 0022 - Upon resuming standard speed on three engines, pronounced vibration was noticed. We must have damaged our screws. 1510 - Sighted floating mine. Exploded it with machine gun. While shooting this one, we sighted two more. 1820 - Sighted first of five more mines. This area is thick with them. We have no time to sink them now as we are behind schedule.

9 Aug 45

0530 - Engines turning for 16½ knots. Yet we are doing only 14 knots. At 100 turns per minute port shaft clanks horribly. Starboard shaft sets up critical vibration at 90 turns which shakes the after end of ship badly. 0750 - Sighted two (American) PRIVATEERS and established communication with them on



U.S. PB4Y-2 "PRIVATEER".

VHF. 1050 - Sighted what appeared to be a life raft, but upon investigation proved to be a droppable gas tank. Sank it with carbine fire. 1115 - Heard distant explosion from the bridge. (Editor's Note: *This explosion apparently originated from the NAGASAKI ATOMIC BOMB.*) 1154 - Sighted life raft, about six feet square, black cork, covered with bird droppings. 1200 - Position: 32-36 N, 127-16 E. 1424 - Sighted FUKAE SHIMA, bearing 074°T, 30 miles. 1432 - Sighted DANJO GUNTO, bearing 151°T, 28 miles. 1535 - Sighted PBM (patrol bomber) with three escorting fighters. He is looking for (submarine) POMFERT to pick up their injured zoomie. 1819 - Sighted another mine. 2148 - Received numerous receptions on what we believe may be shore based (Japanese) early warning radar.

11 Aug 45

0230 - SJ radar transformer burned out beyond possibility of repair. Sent message to ComSubPac that radar is out of commission and requested air delivery of spare transformer. 1235 - Sighted PBM escorted by 4 Mustang fighters. Could hear them on VHF while running at 55 feet depth but unable to raise them. 2010 - Received message ordering us to SAIPAN. 2130 - Radar back in commission using TBL motor generator and lamp bank resistance. Attempted to clear message informing ComSubPac. Finally sent message blind.

12 Aug 45

1115 - Surfaced. Since unable to clear message saying we were remaining in Area and it is not too late to stop ARGONAUT from relieving us, decided to run south and get in position to transit COLNETT STRAIT. 2000 - Commenced transit of COLNETT STRAIT.

13 Aug 45

0402 - Sent message stating radar back in operation and requesting continuation of patrol. 0853 - Received message from ComSubPac to continue patrol in National League (Area). 1637 - Received message assigning lifeguard station for tomorrow.

14 Aug 45

1115 - Sighted first wave of B-29's. 1331 - Sighted and established contact with DUMBO, LIBERATOR B-24. 1431 - Sighted floating mine. Informed DUMBO we would dispose of it. Exploded it with 40 mm gunfire. 1535 - DUMBO departed station. 1900 - Sighted floating mine. Attempts to sink it were unsuccessful.

15 Aug 45

(Editor's Note: *The Japanese announced cessation of hostilities this day.*)

1200 - Position: 31-18 N, 135-00 E.

16 Aug 45

1655 - Received message to *PROCEED TO PEARL HARBOR VIA MIDWAY. WILLCO.*

23 Aug 45

0615 - Sighted escorting aircraft. 0854 - Moored at MIDWAY. 1601 - Underway en route to PEARL HARBOR.

27 Aug 45

Arrived at PEARL HARBOR.

NOTES FROM THE FINAL PART OF THE REPORT

Number of days on patrol: 47

Miles traveled: 11,789

Fuel consumed: 140,680 gallons

Fuel Mileage: 11.9 gallons/mile

Fuel remaining: 8,000 gallons

Number of torpedoes fired: 8

Torpedoes on board at end of patrol: 12

Approximate number of ships contacted:

Freighters:	3
PC Boats:	2
Sea Trucks:	1
Tugs:	4

Personnel Factors:

The performance of officers and enlisted personnel has been most satisfactory, and the commanding officer feels it is an honor and a privilege to have such men under his command. Worthy of special mention was the work of Lieut. BRINKLEY and (enlisted men) BLANCHARD and RUNKE in coping with the troubles of the hydraulic plant, and Lieut. (j.g.) GARON and (enlisted men) BARTEK and McDONALD for their ingenious repair of the SJ and ST radars. To all hands, the skipper says, "WELL DONE!"

Health and Habitability:

Health was (generally) excellent. Food was excellent with the exception of the coffee. Habitability was good with the exception of the forward battery compartment. The air conditioning system does not have sufficient capacity for the job.

Radio:

No defects or damage. Enemy radio CW jamming was heavy every time we attempted to transmit.

Radar:

Radar was "repaired" in this manner: High voltage transformer of the "A" regulated rectifier burned beyond hope of repair. The rectifier tubes in this unit were removed. The voltage from the 2,000-volt winding of the TBL motor generator was reduced to 850 by backing the field variac down to its minimum setting. It was further reduced to 425 volts by placing two 100-watt lamps, three 50-watt lamps, and a heavy duty variac in series. The variac was decreased in resistance until 300 volts regulated output was obtained for the "A" unit. The system worked satisfactorily.

Mines:

A total of 15 mines were sighted.

Anti-submarine Measures and Evasion Tactics:

The escorts accompanying the targets attacked on 5 and 7 August appeared to be PC's or possibly large SC's. Recognition manuals show nothing closely resembling them.