

14378



SS291/A12

Serial: 0146

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

From: Commanding Officer, U.S.S. CREVALLE (SS291).
To : The Secretary of the Navy.

Subject: Ships History - U.S.S. CREVALLE (SS291).

Reference : (a) ComSubsPacAdComd desp 220206 of Sept. 1945, Forwarding
of.
(b) ComSubsiant ltr. A12/(4417) of 25 Sept. 1945.

Enclosure: (A) Subject History.

1. In accordance with references (a) and (b), Enclosure (A) is
submitted herewith.

E.H. STEINLETZ.

cc: CincPac, Pearl.
ComSubsPacAdComdr. ✓
ComSubsiant.

SHIP'S HISTORY OF U.S.S. CREVILLE (SS291).

1. The U.S.S. CREVILLE (SS291) was built at the Navy Yard, PORTSMOUTH, NEW HAMPSHIRE. It was placed in commission on 24 June 1943 and completed on 9 July 1943. The sponsor was Mrs. Una Gielow Fisher.

Lieutenant Commander Henry G. MUNSON, U.S.N. was the CREVILLE'S first Commanding Officer.

2. Initial training was accomplished in the PORTSMOUTH and NEW LONDON areas. On 1 Sept. 1943 departure was made for H.O.B., COCO SOLO, C.Z. The passage was entirely without incident or contact. Upon arrival at COCO SOLO on 9 Sept. 1943, four days were allotted for voyage repairs. CREVILLE transited the Canal on 13 Sept. 1943 and reported for duty to Comsubpac. Comsubpac directed CREVILLE to report to Comsubs Southwest Pacific. Departure was made from BALBOA on 14 Sept. for Brisbane, Australia. A stop of ten hours was made at SOUTH SEYMOUR ISLAND, GALAPAGOS for fuel on 17 Sept. 1943, and another of six hours on 26 Sept. 1943, at PITCAIRN ISLAND for correction of defects in the hydraulic system. The remainder of the passage was without incident or contact and CREVILLE arrived at BRISBANE on 11 October 1943. Additional training was received at this base.

3. War Patrol Number One - Successful.

C.O. Commander Henry G. MUNSON, U.S. Navy.

On 20 October 1943, CREVILLE departed from BRISBANE on its first war patrol with orders to report to ComTask Group 71. Passage was made via GRAFTON PASSAGE, the Inner Route, and TORRES STRAIT to DARWIN, AUSTRALIA where fuel and stores were topped off. Orders from C.T.G. 71 were received and departure was made on 27 October for the SULU and SOUTH CHINA SEAS. On noon of 10 November CREVILLE attacked for the first time. Firing position was gained on a convoy consisting of one trawler type sweeper escort vessel (800 tons); one 1700 ton AK; one 5640 ton AK; and one 4400 ton AK. To attain firing position, gravity was run down 80 points and voltage was only 3 volts above the low voltage limit. Six bow tubes and four stern tubes were fired at this convoy. The first two torpedoes of each salvo prematured and only one hit was seen. Fairly effective depth charging precluded the observation of full damage. The following night a 750 ton M/V was sunk by gun fire near the southern entrance of MINDORO STRAIT.

While patrolling submerged west of CAPONES ISLAND on the TAKAO MANILA lane, a ship of the TATSUMI MARU CLASS (7065 ton) was seen to come out of the mist at a range of 6000 yards. An unfortunate zig at firing position caused a change in tactics. Four torpedoes were fired down the throat from 900 yards range. One hit was heard and target broke up. Two small escorts ineffectively depth charged for two hours.

Again near CAPONES ISLAND just after surfacing, a radar pip was tracked at 19 kts. A long full power chase was rewarded by having the target, an auxiliary aircraft carrier accompanied by MOTOH I DD, make a fortunate zig and four hits were obtained for the six bow tubes fired. The counter attack was effectively avoided.

On 25 November a properly marked hospital ship passed near by. The remaining four torpedoes were expended obtaining two hits on a 4000 ton unescorted AK which promptly sunk.

Passage to FREMANTLE was uneventful except for a single close bomb dropped by a two engined bomber near MAKASSAR. Upon arrival at FREMANTLE 7 December, Division 161 refitted CREVILLE.

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SHIP'S HISTORY OF U.S.S. CREVILLE (SS291) (Cont'd).

The Patrol lasted forty nine days. The Force Commander credited the following damage.

SUNK

1 ACV (Unidentified)	- 18,000 tons.
1 AK (TATUKAMI MARU type)	- 7,065 tons.
1 AK (Unidentified)	- 4,000 tons.
1 Motor Vessel (by Gunfire)	- 750 tons.
Total -	29,815 tons.

DAMAGED

1 AK (MAIYO MARU type) 5,640 tons.

The Commanding Officer (Commander H.G. MUNSON, U.S.N.) was awarded the Navy Cross as a result of this successful first patrol.

War Patrol Number Two - Successful.

C.O. Commander Henry G. MUNSON, U.S.N.

The area assigned for the second patrol was in the SOUTH CHINA SEA. After spending the normal time on station a change in area and an extension were granted. CREVILLE then proceeded to a point north of HALMAHERA.

Departure was made on 30 December 1943. A stop for fuel was made at EXMOUTH GULF. While crossing the FLORES and JAVA SEAS on 7 January 1944, an enemy RO Class submarine was encountered. The nationality was unknown upon picking up the contact. Repeated attempts to establish identification resulted in the Jap sending the proper challenge. Finally as dawn broke it was seen that the contact was a Jap. Two stern tubes were fired as the Jap dove. Prematures prevented the opportunity of sinking this valuable target.

While proceeding up MACASSAR STRAIT two days later, a small (5 ton) sail boat was stopped and sunk by 20 MM fire. An acute appendicitis case was transferred to the home bound CARRILLA on 12 January.

The period of 14 and 15 January were spent in the planting of a mine field near GREAT CATWICK ISLAND. This was accomplished without incident.

Early in the morning of 26 January radar contact was made on a large AK with a small trawler - catcher type escort. The usual predawn change in base course thwarted a dawn submerged attack. A daylight end around was made and position for attack was gained about 1500. An unfortunate zig at the firing point prevented a second attack. Another daylight end around was made and finally at 2200 four torpedoes were fired in a surface radar approach. One terrific hit sank this freighter - transport in three minutes. The escort made a futile attempt to overhaul CREVILLE but had a nine knot speed disadvantage.

Near ALICE CHANNEL a 150 ton armed tug was encountered on 11 Feb. A battle surface gun action was commenced immediately. The tug was wild in its shooting, CREVILLE maneuvered to remain out of effective Jap gun range. A 4" hit on the tug's depth charges blew his stern off. The target was holed forward and then left in a burning and sinking condition.

North of HALMAHERA a seven ship convoy was encountered early on the morning of 15 February. The convoy was tracked all day, remaining surfaced to do so. A night surface attack was made shortly after dusk. By this time two more ships had joined the group. Nine torpedoes were fired for six hits in several of the ships. Evasion was attempted on the surface but ramming tactics plus numerous close

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SHIP'S HISTORY OF U.S.S. CREVILLE (SS291) (Cont'd).

shell explosions made submerged evasion more desirable. A reload forward was completed and attack redeveloped on a large AK. A full bow salvo was fired but due to a speed error, only one torpedo hit. This apparently was enough, as the target was observed to sink shortly thereafter. P.P.I. was not installed, and in the ultimate confusion of attacking a large convoy, full damage could not be observed. The Commanding Officer was of the opinion that only two vessels got away unscathed.

As all torpedoes were expended, course was set for home. Several contacts were made and broadcast for the use of nearby subs. Low fuel prevented trailing reports.

Arrival at FREMANTLE was made on 28 February. Refit was again accomplished by Division 161.

The second patrol was of sixty one days duration, fifty one of which were spent in enemy controlled waters. The Force Commander assessed the following damage inflicted.

SUNK

1 AP-AK (TAIBUN MARU CLASS)	-	6,581 tons.
1 AP-AK (TATUTAKE MARU CLASS)	-	7,065 tons.
1 AK (Unidentified large)	-	6,000 tons.
Patrol Tug (Gunfire)	-	150 tons.
Sail Boat (Gunfire)	-	5 tons.
Total	-	19,801 tons.

DAMAGED

1 AK (Unidentified Large)	6,000 tons.
1 AK (Unidentified Large)	6,000 tons.
1 AK (Unidentified Medium)	4,000 tons.
1 AK (Unidentified Medium)	4,000 tons.
Total	20,000 tons.

Grand Total - 39,801 tons.

The Commanding Officer (Commander H.G. MUNSON, U.S.N. was awarded a Gold Star in lieu of a second Navy Cross as a result of this successful patrol.

War Patrol Number Three - Successful.

C.O. Lieutenant Commander Francis D. WALKER, jr. U.S. Navy.

During the refit period, the former Executive Officer, Lieut. Comdr. Francis D. WALKER, jr. U.S.N. relieved Commander Henry G. MUNSON, U.S. Navy as Commanding Officer. The third patrol started on 4 April 1944. The area assigned was the SOUTH CHINA SEA Northwest of BORNEO. A stop for fuel was made at DARWIN.

Initial contact was gained on the night of 15 April. Target was tracked and an attack was started. At 4000 yds, the target was seen to be a small patrol craft. Avoiding action took place immediately.

While patrolling approaches to BALABAC STRAIT a large freighter with two small sea trucks in column astern and an escort vessel were contacted on 25 April. Seas were flat calm. Attack was held off until the enemy group would be in 25 to 30 fathoms of water. A full bow nest was fired and two hits caused

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SHIP'S HISTORY OF U.S.S. CREVALLE (SS291)(Cont'd).

the ship to break in two and sink. The smaller fry turned for shoal water at maximum speed. The afternoon was spent avoiding search planes. Several bombs were dropped but none caused damage. A six ship convoy plus escorts was sighted entering MARUDU BAY late in the afternoon.

The following morning as the convoy sortied, an attempt was made to get in on them. A WAKATAKE destroyer interfered with CREVALLE'S movements. Decision was made to attack the DD, but his erratic maneuvers prevented the attainment of good firing position. A two day search for the convoy was hampered by the presence of enemy planes which bombed ineffectively.

On 3 May while patrolling submerged near TG BARAM LIGHT an approach was made on two ships. Although high speed running was resorted to only a long range shot could be made. Accordingly it was decided to end around at dark and attack from a radar submerged position. Three targets were picked up. Approach was made and considerably hampered by rain squalls. The submerged radar approach was utilized and four stern tubes were fired for two hits. Nothing could be seen because of the driving rain. CREVALLE surfaced and made an end around during which a tremendous explosion was heard and one of the pips disappeared. Four bow torpedoes were fired on the surface at the remaining target - one had disappeared shortly after the first attack, and the second right after surfacing. The first three torpedoes missed ahead, and the fourth hooked to the right and ran erratically. Further attempts to attack were blocked by the target running in shoal water inside suspected mine fields and the proximity of dawn.

Course was set to return to T.G. BARAM. In late afternoon a six ship convoy with an air screen was sighted but it also remained in shoal water. An attempt was made to contact it off BALABANGAN ISLAND. Eight ships were sighted early on the morning of 6 May crossing the entrance to MARUDU BAY.

Three more ships were seen coming up plus several destroyers. An approach was started on the largest ship, a whale factory of TONAN MARU #2 type. Due to shallow water, numerous violently maneuvering escorts, air cover and glassy seas, plans were changed continually but only in respect as to what target should be singled out for attack.

As the situation cleared, four torpedoes were fired at the whale factory for two observed hits plus a third timed one. Two bombs were dropped by the escorting planes between CREVALLE and TONAN MARU #2 along the torpedo tracks. Depth of water was only 24 fathoms and evasive tactics began. Counterattack was vicious and continuous for thirty minutes. Numerous close depth charges caused considerable damage. Finally the ship was bottomed at 174 feet and all machinery was secured except the lighting motor generator which was needed for the J.P. About ten o'clock when it was discovered that the Japs were successfully dragging grapnels down CREVALLE'S sides, the ship was gotten underway and pulled clear without Japs suspecting the movement. A total of 61 close charges were received during this entire evasion.

Orders were received to pick up refugees at Negros Island. This was done during the period 9-11 May. A total of 41 passengers were embarked, ranging from two to sixty two years of age. Thirty five of this number were either women or children native and white. Four men had taken part in the march of Death on BATAAN. The family of an American missionary was rescued. The husband, after seeing his wife and children safely below, joined the guerrillas - much to the astonishment of his wife who had expected him to accompany them to safety.

Two suspicious bancas were contacted and fired upon. The crews abandoned their boats. No prisoners were taken due to the already over crowded conditions existing.

A bomber broke out of the clouds on 14 May while approaching BANGKA PASSAGE and dropped a bomb before the ship was fully submerged. Later that morning a

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SHIP'S HISTORY OF U.S.S. CREVALLE (SS291) (Cont'd).

six ship convoy was sighted and closed. It had five escorts accompanying it. A Chidori apparently detected CREVALLE before attack could be made. Eight charges were dropped which landed practically on top of the ship. These caused extensive damage which knocked out various pieces of equipment, including both gyros and bow planes. The first pass of the Chidori was its best. Late in the afternoon contact was lost and damage repaired. Upon surfacing the topside was in a shambles. The passengers were terrified during all this procedure. Bilges were full to the floor plates in all compartments. It was the worst working over the CREVALLE had received.

Passengers were debarked at Darwin and emergency repairs were effected. A doctor reported aboard for passage to FREMANTLE. On the way it was learned that the ANGLER'S entire crew was suffering from food poisoning. Accordingly the ANGLER was intercepted and the medical officer transferred to that ship.

Arrival at FREMANTLE was on 28 May and the repair of the extensive battle damage was undertaken by the U.S.S. ORION and Squadron Sixteen relief crews.

This patrol lasted fifty five days and the following damage was assessed by the Force Commander.

SUNK

1 - AO (#2 TONAN MARU CLASS - EC)	19,425 tons.
1 - AK (LEDA MARU CLASS - EC)	6,982 tons.
Total -	26,414 tons.

DAMAGED

1 - XAO (SYOYO MARU CLASS - EC)	7,492 tons.
Grand Total -	33,913 tons.

The Commanding Officer (Lieut. Comdr. Francis D. WALKER, jr.) was awarded the Navy Cross for this successful patrol.

Fourth War Patrol - Successful.

C.O. Lieutenant Commander Francis D. WALKER, jr., U.S. Navy.

The fourth patrol of the CREVALLE was conducted in the SOUTH CHINA SEA near the Northern PHILIPPINES. CREVALLE was a unit of a wolf pack consisting of the FLASHER, ANGLER and CREVALLE. This group was commanded by the C.O. of the FLASHER. Departure was taken from FREMANTLE on 21 June. Two stops were made at BACOTH GULF. The first for fuel and the second for necessary repairs to the SJ Radar.

After clearing LOMBOK STRAIT on 29 June a sampan was engaged by gunfire using both 4 inch and 20 MM. The 4" failed to return fully to battery after the eighteenth shot. Numerous hits had already been made and it was left well holed and listing badly.

On 25 July word was received from the ANGLER that she was in contact with a ten ship convoy. Steps were immediately taken to close. Considerable difficulty was experienced in gaining contact due to the presence of both land and ship based enemy aircraft. Position ahead was finally attained and CREVALLE dove for attack at 1340. The weather combined to interfere. A driving down pour cut down the visibility considerably. Nevertheless the approach was continued. A snap set up was obtained on a large AK and four stern tubes were fired.

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SHIP'S HISTORY OF U.S.S. GREVILLE (SS291) (Cont'd)

Only one set up was available and the range guess was bad. All torpedoes missed. The poppet on #10 tube stuck open and water was being taken in quantity. At this time an aircraft escort carrier was seen close aboard plus destroyers. Due to the uncertainty of the poppet casualty and the fact that the boat started to broach, deep submergence was ordered using negative tank. An ineffective depth charge attack resulted consisting of 32 charges. A second attack of 20 charges was much closer.

Upon surfacing that evening, contact reports from the other members of the Pack aided in regaining contact. Attack was made on the surface just prior to dawn. Five bow tubes and four stern tubes were concentrated on two of the larger remaining ships. Two torpedoes were observed to hit one of the targets and one seen plus two timed hits were obtained on the second target. Both targets were seen to sink. Again the escorts closed, forcing escape at deep submergence. No charges were dropped but two escorts remained in the vicinity for a couple of hours.

After avoiding this attack a large AK was seen lying to. This ship had been crippled by the FLASHER in a previous attack. Approach was started, the timing being planned to shoot while the two circling escorts were on the far side of the freighter. Four bow tubes were fired and two observed and two timed hits were obtained.

Pictures were snapped of the sinking ship. During this process bombs landed close aboard. Escorts raced over and a fairly close depth charging commenced.

Upon surfacing, FLASHER reported that she was out of torpedoes and was heading for FREMANTLE. GREVILLE was directed to take charge of the Pack.

Night ships and four escorts were contacted on the 28th of July. Desired attack was foiled by a last minute zig. Six bow tubes were fired down the throat for two timed hits. The counterattack was accurate and persistent. The escorts dropped numerous close charges and were not shaken off until 6 hours had elapsed.

Course was set for home as no torpedoes remained. While transiting LOMBOK STRAIT submerged a little trouble was had with a Qidori but no attack developed.

Arrived FREMANTLE on 9 August 1944 and refit was started by S.R.U. FREMANTLE.

The fourth patrol lasted fifty days and the following damage was assessed by the Force Commander.

SUNK

1 AK (KAGA MARU type - EC)	-	9,300 tons.
1 AK (AMAGISAN MARU type - EC)	-	7,600 tons.
1 AK (HARUBASAN MARU type - EC)	-	6,700 tons.
1 AK (ASOSAN MARU type - EC)	-	4,400 tons.

* $\frac{1}{2}$ tonnage for GREVILLE - $\frac{1}{2}$ tonnage for FLASHER.

The Commanding Officer (Lieut. Comdr. Francis D. WALKER, Jr. USN) was awarded a Gold Star in lieu of a second Navy Cross as a result of this successful patrol.

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SHIP'S HISTORY OF U.S.S. GREVILLE (SS291) (Cont'd).

Fifth War Patrol - Not Successful.

C.O. Lieut. Comdr. Francis D. WALKER, jr, U.S. Navy.

GREVILLE left Fremantle on 1 Sept. bound for the FLORES SEA and stopped at DARWIN for fuel.

On 11 Sept. 1944, while surfacing from a routine trim dive, the ship took a sharp down angle and resubmerged with upper and lower conning tower hatches open. The C.O.D. Lieut. Howard J. BLIND, U.S.N.R. and one lookout FRITCHEN, A.L. GM2c, USNR were washed overboard. Ship dived to 190 feet with a large down angle estimated at 42° down. Upper conning tower hatch closed at 150 feet. The ship was surfaced by backing full. FRITCHEN, GM2c was recovered but Lieut. BLIND was lost. Remained in the general vicinity and searched the remainder of the day.

The casualty which resulted in completely flooding the pump room with partial flooding of the control room, put all the electrical machinery in these compartments entirely out of commission.

Course was set for DARWIN. After a hectic passage during which all hands strove to repair the damage, DARWIN was reached on the 15th. The U.S.S. COUGHLIN was designated to escort GREVILLE to FREMANTLE. Upon arrival at FREMANTLE on 22 Sept. the U.S.S. BURYALE started on the emergency repairs.

It was believed that Lieut. Howard J. BLIND, USNR the C.O.D. lost his life while attempting to close the upper conning tower hatch by unlatching it. For this act of gallantry he was awarded posthumously the Navy Cross.

The actions of the officers and men in handling the casualty were highly commendable. This was especially true in the case of Robert L. YEAGER, MM1c, USNR, who quickly and correctly analyzed the dangerous situation and on his own initiative ordered the motors to back full. At this time the conning tower and control room were unable to communicate with the maneuvering room. The motors were going ahead standard and the boat being driven down with a large down angle. By his prompt action YEAGER contributed greatly in saving the ship. For his initiative, YEAGER was awarded the Silver Star Medal.

After repairs were effected by the U.S.S. BURYALE, GREVILLE sailed for Mare Island Navy Yard via Pearl Harbor. Departure from FREMANTLE was made on 22 October 1944 and arrived at Mare Island on 18 Nov. 1944. The period 6-11 Nov was spent at PEARL.

The M.I. Ryd undertook all repairs and a complete remodernization overhaul was granted GREVILLE. On 23 Dec. 1944 Comdr. Everett H. STEINMETZ, USN relieved Comdr. Francis D. WALKER, jr. USN as Commanding Officer. GREVILLE departed San Francisco for PEARL on 14 Feb. 1945 after engaging in a weeks services off MONTEREY, CALIF. in connection with aircraft antisubmarine warfare training under the direction of Commander Fleet Air Alameda.

Upon arrival in PEARL the usual training was completed under the supervision of CSD-161.

Sixth War Patrol - Successful.

C.O. Comdr. E.H. STEINMETZ, U.S.N.

GREVILLE departed Pearl for Guam on 13 March 1945 and arrived alongside PROTEUS on 25 March. The next three days were spent in OLA training with Vice Admiral Charles A. LOCKWOOD, jr., USN, Comsubpac embarked.

On 29 March GREVILLE departed for Area Nine in the East China Sea via NANSEI SHOTO. A four hour diversion was made in order to life guard for a P29 strike on HONSHU. However services were not necessary. GREVILLE was ordered

to join SEAHORSE and later the BONEFISH in an informal wolf pack in which C.O. SEAHORSE was pack commander.

The period 6-8 April was spent first in attempting to intercept the Jap Task Force containing the YAMATO and later in search for survivors of the sunken Jap BB. Plane contacts both friend and enemy were numerous during this period. No contact with the crippled enemy fleet nor survivors was made.

On 9 April while submerged close to FUKAE SHIMA a trawler and subchaser were sighted. Decision was made to battle surface and attack with guns. This was done, but much to our astonishment the trawler had as much gun power as CHEVALLE and a spirited gun duel commenced. With numerous straddles falling too close for comfort CHEVALLE dived ahead, and torpedoed the picket boats which were now delivering a depth charge attack. The depth charging terminated abruptly and the remaining set of screws went over the hill.

Shortly after surfacing on the night of 10 April, contact was gained with two targets. Attack was commenced and three bow torpedoes were fired for two hits sinking a 1000 ton minelayer. Evasion was made on the surface to the accompaniment of a few wild shots from the rapidly sinking target.

The following night a torpedo attack was made on two minor combatant craft determined to be PC boats. Three bow torpedoes were fired but no hits resulted. A strong possibility of a dud existed. However evasion on the surface was uninterrupted.

A torpedo attack was made on two picket boats on 16 April. One was sunk. In sinking it practically fell on top of CHEVALLE. Upon surfacing that night a large crude grapnel was found on deck along with some Jap metal life rails and pieces of zinc. In addition one of the rungs on #1 periscope shear ladder was sawed in two by the wire cable attached to the grapnel.

The period 23-26 April was spent in conducting a special mission in the NISHI SUDO STRAITS.

The entire patrol was characterized by numerous contacts with small shallow draft A/S teams and night radar equipped Jap planes. The only real ship contact was made on a large properly marked hospital ship.

CHEVALLE arrived at GUAM on 3 May where she was refitted by SubDiv 161 relief crews and the U.S.S. PROTEUS.

The patrol lasted fifty two days. The Force Commander assessed the following damage.

SUNK

1 - CM (HATSUTAKA or NATSUSHIMA CLASS) EU	-	1000 tons.
1 - SCE-1(EC)	-	100 tons.
1 - Picket Boat (MIS)(EC)	-	150 tons.
Total Sunk		1250 tons.

DAMAGED

1 Trawler (ARIAKE MARU CLASS (EC)	167 (Gunfire)
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Total Sunk or Damaged 1417 tons.

Credit was also given for successfully completing a special mission. The Commanding Officer (Comdr. Everett H. STEINMETZ, USN) was awarded the Navy Cross as a result of this successful patrol.

Seventh War Patrol - Successful.

C.O. Comdr. Everett H. STEINMETZ, U.S.N.

CREVALLE left GUAM on 27 May in company with SEADOG and SPADFISH. This group known as HYDEMAN'S HELLCATS was the first of three groups to enter the JAPAN SEA, via Tsushima. The CREVALLE was part of the nine boat wolf pack collectively called HYDEMAN'S HELLCATS.

Passage into the Sea of JAPAN was made via TSUSHIMA STRAITS and apparently was undetected. Shipping was allowed to pass unmolested until 9 June when all boats struck simultaneously.

On the night of 9 June CREVALLE fired two torpedoes for two hits which rapidly sunk an engine aft AK. The next morning a single torpedo was fired at a tug but due to the broaching of the torpedo, the tug succeeded in avoiding it.

Three hours later three tubes were fired at another engine aft AK. Two hits sank him so fast it was impossible to take pictures.

The next morning a surface approach was made on an AK and two torpedoes missed due to target sighting of another broaching torpedo. However a fast end around followed by a submerged attack sank this AK with two hits out of two torpedoes fired.

The next few days were spent avoiding antisubmarine vessels while attempting to find where the Japs had holed up their ships.

At dawn of 13 June a gun action resulted in the sinking of two Jap cargo carrying luggers.

On 14 June while making an approach on a coast hugging convoy, two MATSU destroyers interfered. Three torpedoes were fired down the throat at the leading DD but no hits were heard. An ineffective depth charging was avoided. The DD's persisted in their hunt and were not shaken off until six hours elapsed.

Several other attacks were thwarted by erratically running electric torpedoes. These attacks were submerged daylight attacks using the ST radar. Torpedoes were seen to broach in several cases thus alerting the targets. In the next to last attack, a long range shot was necessitated by picking up the target just after completing a turn away from the coast and the fact that only stern shots remained. Three torpedoes missed the target and exploded against the beach thus alerting the DD escort. A depth charge attack followed. After coming to periscope depth at the cessation of the attack, the DD and a low flying plane were seen to be searching diligently. Seven hours passed before CREVALLE could surface. After putting in a fast battery charge, position was gained ahead for attack on the still searching destroyer. A night submerged radar periscope attack was commenced. A zig at firing point caused a down the throat shot to be made using the last two torpedoes loaded aft from a 600 yard range. One torpedo hit and the DD was found lying on its side when CREVALLE surfaced shortly after.

CREVALLE led the northern group out through LA PEROUSE STRAIT in the high speed surface dash exit of HYDEMAN'S HELLCATS.

The long trip back to PEARL was made at high speed. On 5 July CREVALLE terminated its final patrol, receiving a wonderful ovation as she arrived with the HELLCATS.

On this thirty nine day patrol the Force Commander assessed the following damage.

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SHIP'S HISTORY OF U.S.S. CREVALLE (SS291) (Cont'd).

SUNK

1 Small AK (SCL Type D Mod) (EC)	- 2300 tons.
1 " " (" " " ")	- 2300 tons.
1 " " (" " " ")	- 2300 tons.
1 DD (EU)	- 1500 tons.
1 MIS (Lugger) (EC)	- 75 tons.
1 MIS (Sampan) (EC)	- 25 tons.
Total Sunk -	8500 tons.

The Commanding Officer (Comdr. E.H. STEINMETZ, USN) was awarded a Gold Star in lieu of a second Navy Cross for this successful patrol.

After being refitted by SubDiv 43 relief crews and completing the training period, the ship departed on 11 Aug. for GUAM.

At the cessation of hostilities, orders were received to join the tender ORION at SAIPAN. On 1 Sept. CREVALLE left SAIPAN for the East Coast via PEARL and SALEBA. On arrival East Coast, CREVALLE reported to Cinclant for duty in the Active Atlantic Fleet.

The CREVALLE proudly flies the Navy Unit Commendation pennant, awarded by the Secretary of the Navy for outstanding performance on War Patrols 1-4.

4. Summary of Patrol Results (as credited by Task Force Commander)

Number of Patrol	Number and Type of Ships Sunk	Total Tonnage of Ships Sunk	Number and Type Ships Damaged	Total Tonnage of Ships Damaged	Total No. of Aviators	Special Mission Completed.
One	1 ACV, 2 AK, 1 MV*	29,815	1 AK	5,640	0	0
Two	2 AP-AK, 1 AK, 1 Patrol Tug*, 1 Sail Boat.*	19,801	4 AK	20,000	0	1
Three	1 AG, 1 AK	26,414	1 XAO	7,499	0	1
Four	3 AK	28,000	- -	- -	0	0
Five	- -	- -	- -	- -	0	0
Six	1 CM, 1 Picket Boat, 1 SCS-1	1,250	1 Trawler *	167	0	1
Seven	3 AK, 1 DD, 2 MIS*	8,500			0	0
Total for War	1-ACV, 10 AK, 1-AG, 2(AP-AK), 1-CM, 1 DD, 1-Picket Boat, 1-(SCS-1) 1-MV*, 1 Patrol Tug*, 1 Sailboat*, 2 MIS*	113,780 tons.	- 10 -	33,306 tons.	0	2

*Gunfire.

HISTORY OF USS CREVALLE (SS 291)

The keel of USS CREVALLE (SS 291), 56th submarine to be launched from the Portsmouth Naval Shipyard, Portsmouth, New Hampshire, was laid on 14 November 1942. The 1,525-ton submarine of the GATO Class of 1940 was launched on 22 February 1943 with Mrs. Una Gielow Fisher, wife of Rear Admiral Charles W. Fisher, USN, as the official sponsor.

USS CREVALLE was placed in commission on 24 June 1943 with Lieutenant Commander Henry G. Munson, USN, as her first commanding officer.

Initial training was accomplished in the Portsmouth, New Hampshire, and New London, Connecticut, areas and on 1 September 1943 sailed for the Canal Zone. The passage was made without incident or contact and CREVALLE arrived at Coco Solo, C. Z., on the 9th. After four days of voyage repairs, CREVALLE made her transit of the Canal on 13 September, and reported for duty to Commander Submarines Pacific at Balboa, Canal Zone.

CREVALLE got underway from Balboa on 14 September enroute to Brisbane, Australia. A fueling stop of ten hours was made at South Seymour Island, Galapagos Islands, on 17 September. Another stop of six hours was made on 26 September at Pitcairn Island for correction of defects in the hydraulic system. The remainder of the voyage was without incident and the submarine arrived at Brisbane on 11 October 1943.

On 20 October 1943, CREVALLE left Brisbane on her first war patrol. Passage was made via Grafton Passage, the Inner Route, and Torres Strait to Darwin, Australia, where fuel and stores were topped off. Upon receipt of orders from Commander Task Group 71, CREVALLE left for the Sulu and South China Seas on 27 October.

About noon on 10 November 1943, CREVALLE attacked for her first time when an enemy convoy of one escort vessel and three cargo ships was sighted. After six bow tubes and four stern tubes were fired, one hit was seen. Observation of full damage could not be made because of depth charging by the escort vessel. The following night a 750-ton Japanese merchant vessel was sunk by gunfire near the southern entrance of Mindoro Strait.

While patrolling submerged west of Capones Island on the Takao-Manila lane, a ship of the TATUKAMI MARU Class (7,065 tons) was seen to come out of the mist at a range of 6,000 yards. An unfortunate zig at firing position caused a change in tactics. Four torpedoes were fired "down the throat" from 900 yards range. One hit was heard and the target broke up. Two small escorts depth charged ineffectively for two hours.

Again near Capones Island, just after surfacing, radar picked up a ship steaming at 19 knots. A long full-power chase was rewarded by having the target, an auxiliary aircraft carrier accompanied by a MUTSOKI Class destroyer, make a fortunate zig and four hits were obtained for the six bow tubes fired. The counter attack was successfully avoided.

On 25 November a properly marked hospital ship was allowed to pass nearby unmolested. CREVALLE's remaining four torpedoes were expended on a 4,000-ton unescorted cargo ship. Two hits were obtained and the Jap vessel sank shortly afterwards.

Passage to Fremantle, Australia, was uneventful except for a single bomb, dropped close aboard by a two-engined bomber near Makassar. Upon arrival at Fremantle on 7 December 1943, Division 161 refitted CREVALLE.

The first patrol lasted 49 days and the Force Commander credited CREVALLE with 29,815 tons of enemy shipping sunk and 5,640 tons damage. Commander H. G. Munson, USN, commanding officer of CREVALLE was awarded the Navy Cross as a result of this successful first patrol.

CREVALLE's second patrol was spent in the South China Sea; the submarine getting underway from Fremantle on 30 December 1943. While crossing the Flores and Java Seas on 7 January an enemy RO Class submarine was encountered. The nationality was unknown upon picking up the contact and repeated attempts to establish identification resulted in the Jap sending the proper challenge. Finally, as dawn broke, it was seen that the contact was a Jap. Two stern tubes were fired as the Nip dove but explosion of the torpedoes before they reached their mark spoiled the attack.

While proceeding up Makassar Strait two days later, a small (5-ton) sail boat was stopped and sunk by 20 millimeter fire. The period of 14-15 January 1944 was spent in planting a mine field near Great Catwick Island; which was accomplished without incident.

Early in the morning of 26 January, radar contact was made on a large cargo ship with a small trawler-catcher type escort but the usual predawn change in base course thwarted a dawn submerged attack. A daylight end around was made and position for attack was gained about 1300. An unfortunate zig at the firing point prevented the second attack but another daylight end around was made and finally at 2200 four torpedoes were fired in a surface radar approach. One terrific hit sank the enemy ship in three minutes. The escort made a futile attempt to overhaul CREVALLE but it had a 9-knot speed disadvantage.

Near Alice Channel a 150-ton armed tug was encountered on 11 February and a surface gun battle began immediately. The tug was wild in its shooting and CREVALLE maneuvered to remain out of effective Jap gun range. A 4-inch hit on the tug's depth charges blew his stern off and with the target also holed forward, it was left in a burning and sinking condition.

Contact was made with a seven-ship convoy north of Halmahera in the early morning of 15 February. The convoy was tracked all day; CREVALLE remaining on the surface to do so. A night surface attack was made shortly after dusk and by that time two more ships had joined the group. Nine torpedoes were fired for six hits in several of the Japs. Evasion was attempted on the surface but ramming tactics plus numerous close shell hits made submerged evasion more desirable. A reload forward was completed and the attack redeveloped on a large merchantman. A full bow salvo was fired but due to speed error, only one torpedo hit. This apparently was enough, as the ship was seen to sink shortly thereafter. In the ultimate confusion of attacking a large convoy, full damage could not be observed but the commanding officer of CREVALLE was of the opinion that only two of the enemy vessels got away unscathed.

As all torpedoes were expended, course was set for Fremantle and, on the way, several contacts were made and broadcast for the use of nearby subs. CREVALLE arrived at Fremantle on 28 February, and refit was again accomplished by Division 161.

The second patrol was of 60 days duration; 51 days of which were spent in enemy controlled waters. The Force Commander credited CREVALLE with 19,801 tons of enemy shipping sunk and 20,000 tons damaged. Commander Munson was awarded a Gold Star in Lieu of a second Navy Cross as a result of this successful patrol.

During the refit period, CREVALLE's former executive officer, Lieutenant Commander Francis D. Walker, Jr., USN, relieved Commander Henry G. Munson, USN, as the submarine's commanding officer.

The third war patrol, in the South China Sea, northwest of Borneo, began on 4 April 1944. The first contact was gained on the night of 15 April and, after tracking the target, it was found to be a small patrol craft. Avoiding action took place immediately.

While patrolling approaches to Balabac Strait, a large freighter, with two small sea trucks in column astern, and one escort vessel were contacted on 25 April. The seas were flat calm and the attack was held off until the enemy group was in 25 to 30 fathoms of water. A full salvo of torpedoes was fired from the bow tubes, and two hits caused the freighter to break in two and sink. The smaller fry turned for shoal water at high speed. The afternoon was spent in avoiding search planes and, though several bombs were dropped, none caused damage. Late that afternoon, a six-ship convoy plus escorts was sighted entering Marudu Bay.

The following morning the enemy convoy sortied but as an attempt was made to get in on them, a WAKATAKE Class destroyer interfered with CREVALLE's movements. A decision was made to attack the destroyer interfered with CREVALLE's movement. A decision was made to attack the destroyer but its erratic maneuvers prevented the attainment of

good firing position. A two-day unsuccessful search for the convoy was hampered by the presence of enemy planes which bombed ineffectively.

On 3 May, while patrolling submerged, an approach was made on two ships. Although high speed running was resorted to, only a long range shot could be made. Accordingly it was decided to end around dark and attack from a radar submerged position. Three targets were picked up and an approach was made, though considerably hampered by rain squalls. Submerged radar approach was utilized and four stern tubes were fired for two hits. Nothing could be seen because of the driving rain. CREVALLE then surfaced and made an end around, during which a tremendous explosion was heard and one of the pips disappeared from the radar screen. Four bow torpedoes were fired on the surface at the remaining target (one had disappeared shortly after the first attack and the second right after surfacing), and the first three torpedoes missed ahead. The fourth hooked to the right and ran erratically. Further attempts to attack were blocked by the target running in shoal water inside suspected mine fields.

Late the next afternoon, a six-ship convoy with an air screen was sighted but it also remained in shoal water. An unsuccessful attempt was made to contact it off Balambangan Island.

Eight ships were sighted early on the morning of 6 May, crossing the entrance to Marudu Bay, and three more were seen coming up plus several destroyers. An approach was started on the largest ship, a whale factory of TONAN MARU #2 type. Due to shallow water, numerous violently maneuvering escorts, air cover, and glassy seas, plans were changed continually but only in respect as to what target should be singled out for attack.

As the situation cleared, four torpedoes were fired at the whale factory for two observed hits plus a third timed one. Two bombs were dropped by the escorting planes along the torpedo tracks and evasive tactics began though the water was only 24 fathoms in depth. The counterattack was vicious and continuous for thirty minutes and numerous close depth charges caused considerable damage. Finally the submarine bottomed at 174 feet and all machinery was secured except the lighting motor generator. About 10 o'clock it was discovered that the Japs were successfully dragging grapnels down CREVALLE's sides and the sub immediately got underway and pulled clear without the Japs suspecting the movement. A total of 61 close depth charges were received during this evasion action.

Orders were received to pick up refugees at Negros Island and this was accomplished during the period of 9-11 May. A total of 41 passengers were taken aboard, ranging from two to sixty-two years of age. Thirty-five of this number were either women or children, both native and white. Four of the men had taken part in the Death March on Bataan. The family of an American missionary was rescued and the husband, after seeing his wife and children safely below, went back ashore and joined the guerrillas -- much to the astonishment of his wife who had expected him to accompany them to safety.

Two suspicious bancas were contacted and fired upon. The crews abandoned their boats but no prisoners were taken due to the already over-crowded conditions existing.

A Jap bomber broke out of the clouds on 14 May while CREVALLE was approaching Bangka Passage and dropped a bomb before the ship was fully submerged. No damage was sustained. Later the same morning a six-ship convoy with five escorts was sighted and closed, but before the attack could be made, a CHIDORI apparently detected CREVALLE. Eight depth charges were dropped which landed practically on top of the ship. These caused extensive damage which knocked out various pieces of equipment, including both gyros and the bow planes. The first pass of the CHIDORI was its best. Late in the afternoon contact was lost and the damage repaired. Upon surfacing, the topside of CREVALLE was found to be in a shamble. The passengers were terrified during all this procedure. Bilges were full to the floor plates in all compartments and it was the worst working over that CREVALLE had ever received.

The passengers were debarked at Darwin, Australia, where emergency repairs were effected. A doctor reported aboard for passage to Fremantle but on the way it was learned that USS ANGLER's entire crew was suffering from food poisoning. Accordingly ANGLER was intercepted and the medical officer transferred to that submarine.

CREVALLE arrived at Fremantle on 28 May 1944, and repair of the extensive battle damage was done by USS ORION and Squadron Sixteen relief crews.

This patrol lasted 55 days and the Force Commander credited CREVALLE with 24,414 tons of enemy shipping sunk and 33,913 tons damaged. The commanding officer, Lieutenant Commander Francis D. Walker, Jr., USN, was awarded the Navy Cross for this successful patrol.

The fourth war patrol of USS CREVALLE was conducted in the South China Sea near the northern Philippines and began when the submarine left Fremantle on 21 June 1944. She was a unit of a wolf pack with FLASHER and ANGLER during this patrol; the group being commanded by FLASHER.

After clearing Lombok Strait on 29 June a sampan was engaged by gunfire using both 4-inch and 20 millimeters. The 4-inch gun failed to return fully to battery after the 18th shot but numerous hits had already been made and the enemy vessel was left well holed and listing badly.

At 0600 on 25 July, word was received from ANGLER that she was in contact with a ten-ship convoy and steps were immediately taken to close the enemy group. Considerable difficulty was experienced in gaining contact due to the presence of both land and ship-based enemy aircraft. Position ahead was finally attained and CREVALLE dove for

attack at 1340 -- then the weather began to interfere. A driving downpour cut the visibility but, nevertheless, the approach was continued. A snap set-up was obtained on a large merchantman and four stern tubes were fired. Only one set-up was available and the range guess was bad. All torpedoes missed.

At the time of firing, the poppet on #10 tube stuck open and water began coming into the submarine in quantities. At the same time, an aircraft escort carrier was seen close aboard with destroyers. Due to the uncertainty of the poppet casualty and the fact that the boat started to broach, deep submergence was ordered. The Japs then began an ineffective depth charge attack, dropping 32 charges. A second attack of 20 charges was much closer.

Upon surfacing that evening, contact reports from the other members of the pack aided in regaining contact. Attack was made on the surface just prior to dawn and five bow tubes and four stern tubes were concentrated on two of the larger remaining ships. Two torpedoes were observed to hit one of the targets and one seen plus two timed hits were obtained on the second target. Both enemy ships were seen to sink. Again the escorts closed, forcing escape at deep submergence. No charges were dropped but two escorts remained in the vicinity for a couple of hours.

After avoiding this attack, a large cargo ship was seen lying to. This ship had been crippled by FLASHER in a previous attack. Approach was started, the timing being planned to fire while the two circling escorts were on the far side of the freighter. Four bow tubes were fired; two observed and two timed hits being obtained. Pictures were snapped of the sinking ship. During this process, bombs landed close aboard and then the escorts raced over and gave CREVALLE a fairly close working over with depth charges.

Upon surfacing, FLASHER reported that she was out of torpedoes and was heading for Fremantle. CREVALLE was directed to take charge of the pack.

Eight ships and four escorts were contacted on the 28th of July but the desired attack was foiled by a last minute zig. However, six bow tubes were fired down the throat for two timed hits. The counter-attack was accurate and persistent. The escorts dropped numerous close charges and were not shaken off for six hours.

With her torpedoes expended, CREVALLE set course for Fremantle. While making a submerged transit of Lombok Strait, a little trouble was had with a CHIDORI Class torpedo boat but no attack developed. The submarine arrived at Fremantle on 9 August 1944, and refit was begun by the submarine repair unit there.

This fourth patrol lasted 50 days and CREVALLE was credited by the force commander for the sinking of 3½ enemy freighters totaling 25,500 tons. Half credit for one of the sinkings went to FLASHER.

Lieutenant Commander Walker, the commanding officer, was awarded a Gold Star in lieu of a second Navy Cross as a result of this successful patrol.

SS-291 left Fremantle on 1 September 1944, on her fifth war patrol, bound for the Flores Sea. On 11 September, while surfacing from a routine trim dive, the ship took a sharp down angle and resubmerged with upper and lower conning tower hatches open. The officer of the deck, Lieutenant Howard J. Blind, USNR, and one lookout, Fritchen, W L., GM2, USNR, were washed overboard. CREVALLE dived to 190 feet with a large down angle estimated at 42 degrees. The upper conning tower hatch was closed at 150 feet and the ship was only surfaced by backing full speed. On the surface, Fritchen was recovered but Lieutenant Blind was not found, though CREVALLE remained in the general vicinity and searched the remainder of the day.

It was believed that Lieutenant Blind lost his life while attempting to close the upper conning tower hatch and for this act of gallantry he was posthumously awarded the Navy Cross.

The actions of the officers and men in handling the casualty were highly commendable; this being especially true of Yeager, Robert L., MoMMlc, USNR, who quickly and correctly analyzed the dangerous situation and on his own initiative ordered the motors to back full. At this time the conning tower and control room were unable to communicate with the maneuvering room. For his initiative, Yeager was awarded the Silver Star Medal.

CREVALLE set course for Darwin and after a hectic passage, during which all hands strove to repair the damage, port was reached on the 15th. USS COUCAL escorted the submarine to Fremantle and, upon arrival on 22 September 1944, USS EURYALE started on the emergency repairs.

After repairs were effected at Fremantle, CREVALLE sailed for Mare Island Navy Yard, San Francisco, via Pearl Harbor. She left Fremantle on 22 October, spent 6-11 November in Pearl Harbor, and arrived at Mare Island on 18 November.

On 23 December 1944, Commander Everett H. Steinmetz, USN, relieved Commander Francis D. Walker, Jr., USN, as CREVALLE's commanding officer.

The submarine departed San Francisco on 14 February 1945, after engaging in a week's services off Monterey, California, in connection with aircraft anti-submarine warfare training under the direction of Commander Fleet Air, Alameda. Upon arrival at Pearl Harbor, the usual training was completed and CREVALLE was ready for her sixth war patrol.

Departing Pearl Harbor for Guam on 13 March 1945, CREVALLE began her sixth war patrol. She arrived at the Marianas base on 25 March, and there followed three days of specialized training. On the 29th, the submarine got underway for the East China Sea via the Nansei Shoto.

During the voyage a four-hour diversion was made in order to perform life guard duty for a B-29 strike on Honshu, but her services were not necessary. CREVALLE was ordered to join SEAHORSE and later BONEFISH in an informal wolf pack in which SEAHORSE was designated pack commander.

The period of 6-8 April was spent first in attempting to intercept the Jap task force containing YAMATO and later in search for survivors of the sunken Jap battleship. Though both enemy and friendly plane contacts were numerous during this period, no contact with the crippled enemy fleet or survivors was made.

On 9 April, while submerged close to Fukao Shima, a trawler and sub chaser were sighted. The decision was made to attack on the surface with guns and a spirited gun duel commenced as it was found that the trawler had as much gun power as CREVALLE. With numerous straddles falling too close for comfort, CREVALLE dived and torpedoed the picket boats which were delivering a depth charge attack. The depth charging terminated abruptly and the remaining set of screws faded out of hearing.

Shortly after surfacing on the night of 10 April, contact was gained with two targets. An attack was commenced and three bow torpedoes were fired for two hits sinking a 1,000-ton minelayer. Evasion was made on the surface to the accompaniment of a few wild shots from the rapidly sinking target.

The following night a torpedo attack was made on two minor combatant craft determined to be PC boats. Three bow torpedoes were fired but no hits resulted and evasion on the surface by CREVALLE was uninterrupted. A torpedo attack was made on two picket boats on 16 April. One was sunk and, in sinking, it came down practically on top of CREVALLE. Upon surfacing that night a large crude grapnel was found on deck along with some Japanese metal life rails and pieces of zinc. In addition, one of the rungs on #1 periscope shear ladder was sawed in two by the wire cable attached to the grapnel.

The period of 23-26 April was spent in conducting a special mission in the Nishi Suido Straits.

The entire patrol was characterized by numerous contacts with small shallow draft anti-submarine teams and night radar equipped Jap planes. The only real ship contact was made on a large properly marked hospital ship.

CREVALLE arrived back at Guam on 3 May 1945, where she was refitted by Submarine Division 161 relief crews and USS PROTEUS. The patrol had lasted 52 days and the Force Commander credited CREVALLE with sinking 1,250 tons of enemy shipping and damaging 167 tons by gunfire. Credit was also given for a successfully completed special mission. The commanding officer, Commander Everett H. Steinmetz, USN, was awarded the Navy Cross as a result of this successful patrol.

CREVALLE left Guam on 27 May 1945, in company with SEADOG and SPADEFISH, on her seventh war patrol. This group, known as "Hydeman's Hecats," was the first of three groups to enter the Japan Sea. CREVALLE was part of the nine-boat wolf pack collectively called "Hydeman's Hellcats."

Passage into the Sea of Japan was made via Tsushima Straits and apparently was undetected. Shipping was allowed to pass unmolested until 9 June when all boats struck simultaneously.

On the night of 9 June, CREVALLE fired two torpedoes for two hits which rapidly sunk an engine-aft freighter. The next morning a single torpedo was fired at a tug, but due to the broaching of the torpedo the enemy craft succeeded in avoiding it.

Three hours later three tubes were fired at another engine-aft freighter and two hits sank him so fast that it was impossible to take pictures.

The next morning a surface approach was made on another freighter, and two torpedoes missed due to the target ship sighting another broaching torpedo. However, a fast end around, followed by a submerged attack, sank this ship with two hits out of two torpedoes fired.

The next few days were spent avoiding anti-submarine vessels while attempting to find where the Japs had holed up their ships. Then, at dawn of 13 June, a gun action resulted in the sinking of two Jap cargo-carrying luggers.

On 14 June, while making an approach on a coast-hugging convoy, two MATSU destroyers interfered. Three torpedoes were fired down the throat at the leading destroyer but no hits were heard. An ineffective depth charging was avoided. The enemy destroyers persisted in their hunt and were not shaken off until six hours later.

Several other submerged daylight attacks were unsuccessful because of erratically running electric torpedoes. Torpedoes were seen to broach in several cases, thus alerting the target ships. In the next to last attack, a long range shot was necessitated by picking up the target just after completing a turn away from the coast and the fact that only stern shots remained. Three torpedoes missed the target and exploded against the beach, thus alerting the enemy escort vessels. A depth charge attack followed and, after coming to periscope depth at the cessation of the attack, a destroyer and a low-flying plane could be seen searching diligently. Seven hours passed before CREVALLE could surface. After putting in a fast battery charge, position was gained ahead for attack on the still searching destroyer. A night submerged radar periscope attack was commenced and a zig at firing point caused a down the throat shot to be made using the last two torpedoes, loaded aft, from a 600-yard range. One torpedo scored a hit and the enemy destroyer was found lying on its side when CREVALLE surfaced shortly afterwards.

CREVALLE led the northern group out through La Perouse Strait in the high-speed surface exit of Hydeman's Hellcats. The long trip back to Pearl Harbor was made at high speed and on 5 July CREVALLE terminated her final patrol, receiving a wonderful ovation as she arrived with the Hellcats.

For this 39-day patrol the Force Commander credited CREVALLE with 8,500 tons of enemy shipping sunk. Commander Steinmetz, the sub's commanding officer was awarded a Gold Star in lieu of a second Navy Cross for this patrol.

After a refit period by Submarine Division 43 relief crews and completing her training period, CREVALLE departed Pearl Harbor on 11 August 1945 for Guam. At the cessation of hostilities with Japan, orders were received to join the tender ORION at Saipan. Then, on 1 September 1945, CREVALLE left Saipan for the East Coast of the United States via Pearl Harbor and the Panama Canal. Upon arrival on the East Coast, CREVALLE reported to Commander in Chief, U. S. Atlantic Fleet, for active duty. By Directive dated January 1947, CREVALLE was placed out of commission, in reserve, attached to the U. S. Atlantic Reserve Fleet with her berthing area at New London, Connecticut.

* * * * *

USS CREVALLE (SS 291) was awarded the NAVY UNIT COMMENDATION for her first four war patrols as follows: 27 October to 7 December 1943; 30 December 1943 to 28 February 1944; 4 April to 28 May 1944; and 21 June to 9 August 1944.

The submarine also earned four Battle Stars on the Asiatic-Pacific Area Service Medal -- one each for her first four war patrols.

* * * * *

SUMMARY OF WAR PATROLS

Number of Patrols:	7
Number and Type of Ships Sunk:	1 auxiliary aircraft carrier 10½ freighters 1 tanker 2 freighter-transport 1 mine layer 1 destroyer 1 picket boat 1 submarine chaser 1 merchant vessel 1 patrol tug * 1 sailboat * 2 miscellaneous * (* -- by gunfire)

Total Tonnage of Ships Sunk:	113,780 tons
Number and Type of Ships Damaged:	10
Total Tonnage of Ships Damaged:	33,306 tons
Special Missions Completed:	3

NOTE: All estimates of sinkings, tonnage, and types sunk are taken from the commanding officer's evaluations during the war patrols.

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STATISTICS

OVERALL LENGTH	312 feet
BEAM	27 feet
DISPLACEMENT	1,525 tons
SPEED	20 knots

* * * * *

SS291/A16-4

U.S.S. CREVALLE (SS291)
Care of Fleet Post Office,
San Francisco, California.

(10/Hx)

Serial: 032

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

23 September, 1944.

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Via : (1) Commander Submarine Division ONE SIXTY ONE.
(2) Commander Submarine Squadron SIXTEEN.
(3) Commander Submarines SEVENTH FLEET.

Subject: U.S.S. CREVALLE (SS291), Report of War Patrol Number FIVE.

Enclosure: (A) Subject Report.

1. Enclosure (A), covering the FIFTH war patrol of this vessel conducted in the FLORES SEA enroute to the MANILA, PHILLIPINES Area, during the period 1 September to 23 September, 1944, is forwarded herewith.

F. D. WALKER, Jr.

- 1914 - Exchanged recognition with a U.S. Sub.
- 4 September, 1944.
2155 - Sent CREVALLE serial ONE giving E.T.A. Darwin.
- 5 September, 1944.
2252 - Sent CREVALLE serial TWO requesting parts for air conditioning unit.
- 6 September, 1944.
1538 - While on training dive, small electrical fire in forward torpedo room burned both condensers and both coils to QC sound gear control unit.
- 2034 - Sent CREVALLE serial THREE requesting spares for QC control unit.
- 7 September, 1944.
0516 - Sighted U.S.S. STINGRAY at rendezvous.
0520 - Sighted escort, began entrance to Darwin, Australia.
2345 - Having received fuel, lubricating oil, fresh water and ten torpedoes departed Darwin, Australia, for patrol area.
- 8 September, 1944.
1245 - SD contact 16 miles, closed to 8 miles, plane not sighted. Dived. (Aircraft contact #2).
1306 - Surfaced.
1522 - SD contact 8 miles, closing, plane^{not}/sighted. Dived. (Aircraft contact #3).
1543 - Surfaced.
2155 - Picked up strong radar interference bearing 010°T.
2220 - Exchanged calls with U.S.S. NARWHAL.
2400 - Began transit of passage between TIMOR and IETTI ISLANDS.
- 9 September, 1944.
0425 - Cleared passage between ROMANG and WETAR ISLANDS, continuing up bombing restriction lane.
0910 - Changed course to 275°T. to transit FLORES SEA heading for northern tip of TIGER ISLANDS.
1845 - Changed course to 322°T. heading toward passage between BUTON ISLAND and TOKANG BESI ISLANDS.

2304 - Changed course to 281°T , running up routes to eastward of S. LEIER STRAIT south of K. BLIND, LUM, BUTON, and TUKUNG BESI ISLANDS.

10 September, 1944.

0400 - Passed midway between BUTON ISLAND and BATO L. ISLAND.

1400 - Changed course to 000°T . to cut across easterly route from S. LEIER STRAIT.

1500 - Changed course to 180°T , heading down east coast of S. LEIER ISLAND and through passage between S. LEIER ISLAND and TILIA ISLANDS.

2025 - Picked up SJ contact on bearing 243°T , range 8000 yards, Began tracking. (Ship contact #1).

2034 - Picked up another contact, (Ship contact #2), at 170°T , range 6000 yards. Closed to 3500 yards but could not see him. Both contacts tracked at 3 knots on course 315°T . These may have been patrols but were probably just native craft.

2055 - Decided our contacts were too small to bother with so continued through passage. We hoped they might be the first sign of an approaching convoy but nothing developed.

2143 - Changed course to 270°T . Intended to pass between POSTILLON ISLANDS and DEBRIL BANK.

2359 - Changed course to 301°T .

11 September, 1944.

0353 - Changed course to 277°T . This would put us between POSTILLONS and DEBRIL. Intended then passing to west of LUMS BANK and east of M. R. SINGH ISLAND into M. K. S. R. STRAIT.

0520 - Picked up SJ radar contact at 9000 yards bearing 331°T .

0521 - Sighted contact, a square-sail sailboat. Ran around him to southward. (Ship contact #3).

0522 - Changed course to 284°T .

0611 - Made routine trim dive.

0624 - Surfaced.

0624-15 - Ship took sharp down angle and resubmerged with upper and lower conning tower hatches open. The Officer-of-the-Deck, Lieutenant Howard J. BLIND,

0624-15 (Cont'd).

U.S. N.R., and one lookout, FRITCHEN, W.L., GM2c., U.S.N.R., were washed overboard. Ship dived to 190 feet with an angle that reached 42 degrees down. Upper conning tower hatch closed at 150 feet.

- 0626 - Surfaced backing full. Pump room was flooded completely.
(Approx.) Conning tower had been flooded to armpit depth and on the down angle the control room had water level above the forward battery room door.
- 0626 - Stationed machine gun crews immediately and maneuvered to pick up men in water. All IC power was lost but telephone communication was normal. Started bucket brigade bailing pump room immediately.
- 0633 - Recovered FRITCHEN, W.L., GM2c., U.S.N.R., from water. Lieutenant BLIND's head was seen as we surfaced and it was within 100 yards of FRITCHEN. While making approach it was lost to view and never again seen.
- 0634 - Lay to for ten minutes searching area then backed down a little to put us in position of lost man.
- 0644 - Began search of area circling with full rudder, attempting to keep same position.
- 0800 - ^{any}Decided to dive from aircraft contact using hand power. Stopped engines and closed inductions.
- 0945 - Noticed we were being set down toward POSTILLON ISLANDS. Came to course 325°T. to clear at 1/3 speed on the battery. For remainder of the day we stayed in the general vicinity but Lieutenant BLIND was never again seen.
- 1205 - Pump room about 2/3 dry and bucket brigade about exhausted. Finally got trim pump running. With many stoppages this ran for an hour and pumped water down to level of deck plates then it gave up for good. Began salvage of each electrical unit as soon as water level receded from it. Priority list established (1) Radio transmitter (2) Aux. gyro (3) I.C. power (4) Trim pump. We had 1400# of air in three banks, 2000# in one and 2700# in another. With 16 torpedoes forward we had lots of air.
- 1805 - Set course 120°T. at 16 knots on 3 engines, steering by tank compass.
- 2115 - Changed course to 145°T.

12 September, 1944.

- 0115 - Sighted shape of a ship fairly close bearing 055°T. with zero angle on bow. Turned to 200° to avoid. Ship appeared to be a two-masted sailing vessel. (Ship contact #3).
- 0150 - Changed course to 105°T. This would head us between PALU ISLAND and SUKUR ISLAND.
- 0347 - Changed course to 110°T.
- 0445 - Dived on course 110°T. in hand power without trouble. Planed down to 200 feet for the day. Desired to let the men get some rest and also to avoid our own and enemy aircraft over the barrier. Although a quick dive was feasible at all times, we were without alarms and securing of engines except in dire emergency was a process of about one minute. In these circumstances with our limited air supply considered daylight surface running most unwise.
- 1812 - Surfaced five miles due east of PALU ISLAND. Changed course to pass 5 miles west of SUKUR ISLAND then north and east between KAUNA ISLAND and ANGELIC SHOAL at maximum speed.
- 2100 - Fourteen miles south of MADU ISLAND, changed course to 087°T.
- 2130 - Passed KAUNA ISLAND abeam to port, distance 7 miles.

13 September, 1944.

- 0208 - Sighted native sailboat close aboard on port bow. Swung right with full rudder and avoided.
- 0214 - Resumed base course.
- 0500 - Dived in hand power. Ran at 200 feet. Efforts to get transmitter motor generator back in commission by washing and drying had failed. Motor ran but high voltage would not build up. Began replacing armatures and coils. In meanwhile we tapped 1000 volts from sound motor generator in forward torpedo room. This gave us a little output on low frequency but nothing on high frequency. This unit also furnished us AC power for radio receivers and could have given us jury rig IC power if necessary. We preferred, however, to try to hook it to transmitter.
- 1600 - Raised #1 periscope by hand and left it up using cable clamps as preventers.
- 1802 - Surfaced. Set course to pass ten miles north of WETAR ISLAND.

14 September, 1944.

- 0030 - Changed course to 119°T. to head four miles northeast of WETAR for passage between WETAR and ROMANG.

- 0130 - Sighted WETAR ISLAND. Changed course to 161°T. to close.
- 0141 - Began passage of strait between WETAR AND ROLING ISLANDS running five miles off WETAR.
- 0305 - Changed course to 134°T. to make passage between ROLING and KISAR ISLANDS, five miles northeast of KISAR.
- 0442 - Dived.
- 0710 - Changed course to 150°T. to pass between LETI ISLAND and TIMOR ISLAND.
- 1052 - Changed course to 180°T.
- 1415 - Cleared passage between LETI and TIMOR ISLANDS.
- 1800 - Surfaced. Set course 157°T. at maximum speed running down bombing restriction lane. Our transmitter failed to function either on rebuilt motor generator or on sound motor generator. Trouble now suspected in transmitter itself.
- 15 September, 1944.
- 0609 - Sighted U.S.S. ~~BOGEFISH~~ north bound. Closed and asked him to send message to Darwin notifying them of our return. Gave M.T.... rendezvous as 1300 (H).
- 1003 - Sighted R.A.A.F. aircraft on starboard hand. Believed to be a Hudson. Exchanged recognition. (Aircraft contact #4).
- 1027 - Sighted tops of two corvettes bearing 169°T.
- 1245 - Sighted B-24 bomber who went down starboard side well clear. He could not answer recognition signal. (Aircraft contact #5).
- 1250 - Sighted tops of H.M.A.S. MEDA bearing 080°T.
- 1300 - B-24 bomber turned and ran over us. Pulled both flares but don't believe he saw them.
- 1323 - Cleared message to N.O.I.C., Darwin, through MEDA. Began approach to entrance.
- 1510 - Picked up pilot inside boom.
- 1559 - Moored port side to U.S.S. COUGAL, Port Darwin, Australia. Sent CREVILLE serial FOUR informing ComSubs of damage and stating we would leave as soon as we had a gyro, IC power and a transmitter.

16 September, 1944.

- 0330 - Received message from ComSubs stating that no transportation was available for spare parts. Decided we should depart as soon as we could get a transmitter hooked up. Had obtained a portable transmitter from the base, which COUCAL was installing. COUCAL also installed a spare motor generator to give us IC power on vital circuits. We were using our sound motor generator for the new transmitter.
- 0630 - Sent CREVILLE serial FIVE stating that we would depart at 1600 with a transmitter and IC power but without gyro or refrigeration unless ordered otherwise.
- 1613 - Underway for Fremantle, Australia.
- 1833 - Passed point JAMB heading down bombing restriction lane at fifteen knots.
- 2103 - Received orders to return to Darwin. Changed course for point JAMB.
- 2313 - Sighted flare astern. Stopped. Secured engines, our smoke was obscuring light.
- 2315 - Picked up bright light astern. Went ahead standard on battery. Light seemed to be from aircraft. We challenged and light went out.
- 2320 - Changed to standard speed on one engine.
- 2325 - Sighted light again. Gave aircraft challenge. Light blinked what might have been reply and went out. (Reply was letter "S"). (Aircraft contact #6).
- 2345 - Changed course to 117°T. heading for first sea buoy.

17 September, 1944.

- 0010 - Stopped in vicinity of first sea buoy.
- 0055 - Sighted lights of ship on horizon, bearing 120°T.
- 0136 - Exchanged calls with COUCAL who stated he was to be our escort to Fremantle.
- 0138 - Set course 260°T. following bombing restriction lane, in company with COUCAL at speed 14 knots.

U.S.S. CREVALLE (SS291)
WAR PATROL NO. 5.

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

19 September, 1944.

1810 - Sighted tops of H.M.A.S. ADELAIDE bearing 270°T.

1835 - COUCAL departed, fell in astern of H.M.A.S. ADELAIDE following bombing restriction lane to Fremantle, Australia, at sixteen knots.

20 September, 1944.

2100 - H.M.A.S. ADELAIDE altered course to eastward to avoid friendly merchantman. Followed but never sighted merchantman.

22 September, 1944.

1116 - Sighted Rottnest Island Light. Began entrance of Fremantle, Australia.

1414 Moored Fremantle Harbor alongside U.S.S. EURYALE.

C. WEATHER:

No comment.

D. TIDAL INFORMATION:

No comment.

E. NAVIGATIONAL AIDS:

No comment.

F. SHIP CONTACTS:

No.	Time Date	Lat. Long.	Type(s)	Initial Range	Est. Course Speed	How con- tacted	Remarks
1.	2025 9/10/44	6 - 31 S. 120-45 E.	Small Craft	8000	315 Sp. 3	SJ Radar	Not Sighted
2.	2034 9/10/44	6 - 33 S. 120-44 E.	Small Craft	6000	315 Sp. 3	SJ Radar	Not Sighted
3.	0115	7 - 38 S. 120-09 E.	2-Masted Sailing Ship	4000	230 Sp. 5	Sight	No Pos- itively Identified.

G. AIRCRAFT CONTACTS:

CONTACT NUMBER	1	2	3	4	5	6
Date	: Sept 2	: Sept 8	: Sept 8	: Sept 15	: Sept 15	: Sept 16
Time (Zone) <u>Plus 8</u>	: 1215	: 1245	: 1523	: 1003	: 1245	: 2325
Position Lat.	: 28-50S.	: 10-56S.	: 10-29S.	: 12-10S.	: 12-14S.	: 12-10S.
Long.	: 113-05E.	: 128-48E.	: 128-33E.	: 129-37E.	: 130-30E.	: 130-45E.
Speed	: 17	: 17	: 17	: 17	: 17	: 17
Course	: 351°	: 335°	: 335°	: 140°	: 140°	: 090°
Trim	: Surf.	: Surf.	: Surf.	: Surf.	: Surf.	: Surf.
Minutes Since last SD Radar Search	: 0	: 0	: 0	: C D Out of Commission	:	:

	Number	: 1	: 1	: 1	: 1	: 1	: 1
	Type	: Catalina	: Unknown	: Unknown	: Hudson	: B-24	: Unknown
A	Probable Mission	: Pat.	: Unknown	: Unknown	: Pat.	: Unknown	: Pat.
I	How Contacted	: Sight	: SD Radar	: SD Radar	: Sight	: Sight	: Sight
R	Initial Range	: 6 Mi.	: 16 Mi.	: 8 Mi.	: 15 Mi.	: 15 Mi.	: 4 Mi.
C	Elevation Angle	: 4°	: Unknown	: Unknown	: 2°	: 2°	: 2°
R	Range & Relative Bearing of Plane when it Detected	: 6 Mi.	: Unknown	: Unknown	: 8 Mi.	: 10 Mi.	:
F	Submarine	: --	: --	: --	: --	: --	: --
T		:	:	:	:	:	:
	(State (Beaufort)	: 2	: 0	: 0	: 0	: 0	: 0
Sea:	(Direction (Rel))	: 000	: --	: --	: --	: --	: --
	Visibility (Miles)	: 30	: 20	: 20	: 20	: 20	: 4
	(Height in Ft.)	: 5,000	: 0	: 0	: 0	: 0	: 0
Clouds:	(Percent Overcast)	: 10	: 0	: 0	: 0	:	:
	(Bearing (Rel))	: -	: -	: -	: -	: -	: -
Moon:	(Angle)	: -	: -	: -	: -	: -	: -
	(Percent Illum)	: -	: -	: -	: -	: -	: -

Type of S/M Camouflage on this patrol Light Grey

H. ATTACK DATA:

No attacks were made.

I. HINTS:

No comment.

J. ANTI-SUBMARINE MEASURES AND EVASION TACTICS:

No comment.

K. MAJOR D. FLEETS AND D. L. GEL:

The surfacing accident on 11 September, 1944, caused the complete flooding of the Pump Room and partial flooding of both Control Room and Conning Tower. As far as can be determined at present within accident it is not due to failure of material.

The extent of damage caused by the flooding is not yet determined but the following machinery was put completely out of commission:-

Master Gyro Compass	Transmitter Motor Generator
Auxiliary Gyro Compass	Trim and Drain Pumps
Both I.C. Motor Generators	Low Pressure Pump
200# Air Compressor	Main Hydraulic Plant
Refrigeration Unit and both	Both A and B Motors
Air Conditioning Units.	Sound Training Motor Generators
Periscope Hoist Motors and	AD Antenna Hoist Motor

Smoking of Anton 246-- Main engines continued to be most unsatisfactory. These engines are not equipped with chrome plated liners. Lub oil consumption of main engines 1 and 2 averaged 3.0 gallons per hour while engines 3 and 4 averaged 2.2 gallons per hour. Engines 3 and 4 were overhauled at last refit. Three liners were removed with reconditioned units because of excessive clearance. Inspection of the piston rings shows that practically all liners are either over maximum allowed or on the ragged edge. It is believed that elimination of smoking will be accomplished only by removing all of present liners with chrome plated units and installation of new type rings. It is urgently recommended that this be undertaken at the first opportunity.

The insulation resistance of the forward battery cables continued to go down. After a normal charge at Port Darwin, the forward battery negative feeder read 30,000 ohms. Following an equalizing charge on 19 September, 1944, an attempt was made to take reading in accordance with BuShips Ltr. SS/S62-2 (3660u) EN28/A2-11 dated November 21, 1942.

The following data was obtained reading through the disconnect switches:-

Cable	Length	Avg. Temp.	Resistance
Positive	150 ft.	98°	50,000 ohms.
Negative	150 ft.	98°	50,000 ohms.

Where the curve of minimum allowable values is not available on this ship it is believed that these readings are very close to the lower limit if not below it.

The Commanding Officer further wishes to point out that on commissioning these cables read 2.0 meg positive and 1.5 meg negative after deck trials. Deterioration has been progressive ever since.

L. RADIO:

Transmitter motor generator flooded out with flooding of pump room.

Motor generator was washed with fresh water and dried with a hot air blower. Motor ran but high voltage would not build up. Both generator armatures and old field coils were then renewed and proper voltage obtained though control was precarious. Attempts to use the QC sound motor generator as a source of power failed. At the time it was thought that insufficient plate voltage (1000 V) was present. However, even with normal functioning of TBL motor generator no emission was possible on high frequency. Upon arrival Darwin a portable transmitter was installed and no further attempts were made to operate the TBL pending complete investigation and overhaul. The bottom portion of the transmitter was flooded at the time of the casualty.

M. RADAR:

The SJ radar unit was partially flooded due to the accident. This unit was washed out with fresh water, wiped out with alcohol and blown dry with a portable blower. No attempt has been made to operate this equipment due to lack of power supply.

As far as can be determined SD radar was not affected by casualty excepting the hoist motor.

N. SOUND GEAR AND SOUND CONDITIONS:

Sound training control coils in conning tower and sound training motor generator were flooded out. These were washed with fresh water and dried with a portable blower. No attempt has been made to operate this equipment.

O. DENSITY LAYER:

No comment.

P. HEALTH, FOOD AND HABITABILITY:

No comment.

Q. PERSONNEL:

(a)	74
(b)	49
(c)	49
(d)	8
(e)	0

The performance of all hands left nothing to be desired.

The actions of YEAGER, Robert L., MOMMLC., U.S.N.R., on the morning of the casualty have been described in separate SECRET correspondence. With the boat taking a sharp down angle and the control room flooding this man manned the phone in the Crew's Space. Unable to get in communication with an officer, and determining that standard speed was still rung up, he

gave the order to maneuvering room to back full. YEAGER has been a battle sternplanesman since commissioning. His coolness and initiative in giving the order which he knew to be proper, were greatly instrumental in saving the boat.

R. MILES STEAMED - FUEL USED:

From Antle to Area	-	2405.5 miles	-	30,971 gallons.
In Area	-	1435 miles	-	16,044 gallons.
Area to Fremantle	-	2386 miles	-	24,500 gallons.

S. DURATION:

Days enroute to Area	7
Days in Area	6
Days enroute to Base	8
Days Submerged	3

T. FACTORS OF ENDURANCE REMAINING:

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provisions</u>	<u>Personnel</u>
24	86,674	Dry 65 Fresh 3	60

Limiting factor this patrol - Flooding of Pump Room.

U. RADIO AND RADAR COUNTERMEASURES:

No comment.

V. REMARKS:

- (a) No enemy minesweeping activity was observed.
- (b) No traffic lanes or focal points were observed.
- (c) The report of this patrol is perfunctory and the Commanding Officer very much desires that this not be considered a full war patrol. The assigned area was not reached and only six days were spent north of the barrier, four of these in a damaged condition.

No comment concerning the surfacing accident which caused the termination of the patrol is considered proper here. This entire accident is the subject of separate SECRET correspondence.

The continuous smoking of main engines and the progressive deterioration of main storage battery cable resistance are considered serious military defects which should be corrected at the earliest opportunity.

FE24-71/A16-3

UNITED STATES NAVY

12a/pr

Serial 01180

14 October 1944.

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

USS CREVALLE Conf Ltr.
A16-4 serial 032, dated
23 September 1944. Report
of Fifth War Patrol.

From: The Commander Submarines, SEVENTH FLEET.
To: The Commander in Chief, UNITED STATES FLEET.
Via: The Commander, SEVENTH FLEET.
Subject: U.S.S. CREVALLE (SS291) - Report of Fifth War
Patrol - Comment on.

1. CREVALLE's Fifth War Patrol was terminated by an operational casualty enroute to the area.
2. A Board of Investigation has been convened to determine the cause of the accident.
3. The Force Commander sincerely regrets the loss of Lieutenant H. J. BLIND, USNR. This promising young officer was lost at sea as a result of the casualty which terminated this patrol. It is evident that his action, at the risk of his life, materially aided in saving CREVALLE.

R. W. CHRISTIE.

DISTRIBUTION:

Cominch	(3)	- Direct	CTG-71.3	(2)
Vice Opnav	(2)	- Direct	CTG-71.4	(2)
Vice Opnav Op-23c	(1)		CTG-71.5	(2)
Com1stFlt	(1)		DivComsSubRon-12	(1)
Com2ndFlt	(1)		DivComsSubRon-16	(1)
Com7thFlt	(2)		DivComsSubRon-18	(1)
ComSubs1stFlt	(30)		S/M School N.L. Conn.	(2)
ComSubs2ndFlt	(4)		SubAd, Mare Island	(2)
CTF-71	(4)		S/MS 7th Flt	(1)
CTF-72	(2)			

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

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

Serial 0189

Care of Fleet Post Office
San Francisco, California,
27 September 1944

CONFIDENTIAL

FIRST ENDORSEMENT to
U.S.S. CREVALLE (SS291),
Report of Fifth War Patrol.

From: The Commander Submarine Squadron EIGHTEEN.
To: The Commander in Chief, UNITED STATES FLEET.
Via: The Commander Submarines, SEVENTH FLEET.
Subject: U.S.S. CREVALLE (SS291), Report of War Patrol Number Five.

1. The fifth war patrol of the U.S.S. CREVALLE was terminated by an operational casualty in the Flores Sea enroute to patrol area, eleven days after leaving Fremantle, W.A.
2. The casualty which resulted in completely flooding the pump room, with partial flooding of the control room, put all the electrical machinery in these compartments entirely out of commission. The Officer-of-the-Deck, Lieutenant H.J. Blind, U.S.N.R., was lost overboard.
3. A complete separate report covering the accident has been submitted to Commander Submarines, SEVENTH FLEET, and a Board of Investigation has been convened by that officer to determine the cause(s) of the casualty.
4. The U.S.S. CREVALLE will be refitted by the U.S.S. EURYALE at Fremantle, W.A., upon the completion of which, it is expected CREVALLE will proceed to Navy Yard, Mare Island for overhaul.
5. The actions of the officers and men in handling the casualty is highly commendable. This is especially true in the case of Robert L. YEAGER, Mommie, U.S.N.R., who quickly and correctly analyzed the dangerous situation and on his own initiative ordered the motors to back full. At this time the conning tower and control room were unable to communicate with the maneuvering room. The motors were going ahead standard and the boat was being driven down with a large down angle. By his prompt action YEAGER contributed greatly to saving the ship.
6. There is strong evidence to support the belief that Lieutenant Blind sacrificed his life by staying at the conning tower hatch until he had unlatched it thus allowing it to close with the flow of water, and thereby enabling his shipmates within the boat to bring her back to the surface.

The Squadron Commander joins the commanding officer, his officers and crew in deeply mourning the loss of Lieutenant Blind.

ELIOT H. BRYANT.

U.S.S. CREVALLE (SS291)
WAR PATROL NO. 5.

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

A. PROLOGUE:

CREVALLE returned from her fourth war patrol on August 9, 1944. Refit was accomplished by S.R.U., Fremantle, in the normal time and training was begun August 24, 1944. Deck gun firing against a towed target was conducted August 29, 1944, and three exercise torpedoes, one an electric, were fired August 30, 1944, with CHANTICLEER as target. CREVALLE departed for fifth war patrol at 1345, September 1, 1944.

B. NARRATIVE:

<u>Officers Attached</u>	<u>War Patrols</u>
Lieutenant Commander F.D. WALKER, Jr., U.S.N.	10
Lieutenant Commander W.J. RUHE, U.S.N.	7
Lieutenant G.F. MORIN, U.S.N.R.	4
Lieutenant H.J. BLIND, U.S.N.R.	3
Lieutenant (jg) W.F. MAZZONE, U.S.N.R.	4
Lieutenant (jg) R.A. LOVELAND, U.S.N.R.	1
Ensign R.E. BOWE, U.S.N.	2
Ensign C.D.G. KING, U.S.N.R.	1

<u>Chief Petty Officers Attached</u>	<u>War Patrols</u>
BABICK, John (n), CEM(PA), USN	5
BIEHL, Henry T., CRT(AA)(T), USNR.	4
BLACKBURN, Orville G., CGM(AA), USN.	2
CHAMBERS, Wayne M., CMOMM(AA)(T), USN.	10
HOWARD, James H., CTM(AA), USN.	7
PITTS, Louis F., CRM(AA)(T), USN.	6
RICKSECKER, Guy "M", CMOMM(AA), USN.	4
SHOPP, Jerome N., CCS(PA), USN.	3
SNELLINGS, Earl M., CQM(AA)(T), USN.	4
WILLIAMS, George F., CEM(AA)(T), USN.	4

1 September, 1944.

1345 - Departed Fremantle, West Australia.

1700 - Began convoy exercise.

2235 - Secured convoy exercise, set course for Darwin, N.T., Australia.

2 September, 1944.

1215 - Sighted CATALINA type plane which closed to 6 miles. (Aircraft contact #1).

3 September, 1944.

1855 - Picked up SJ radar interference bearing 338°T.