

HISTORY OF U.S.S. BESUGO (SS 321)

Submarine hull number 321 was laid down at the Victory Yard of Electric Boat Company, at Groton, Connecticut, on 27 May 1943. She was launched on 27 February 1944, at which time she was christened U.S.S. BESUGO by Mrs. Margaret P. Homer of New London, Connecticut. Upon completion of fitting out she was moved to U.S. Submarine Base, New London, Connecticut, where she was accepted and commissioned on 19 June 1944, Commander Thomas L. Wogan, U.S. Navy, in command. She wears a plaque indicating that the people of the county of Queens, New York, loaned the money for her building.

The shakedown, training, and government alteration period was completed without incident and U.S.S. BESUGO departed New London on 25 July 1944. On 1 August 1944, she arrived at Key West, Florida to provide services for and receive further training from the Key West Sound School. On 13 August 1944 departure was taken from Key West for Pearl Harbor, T.H., via Balboa, C. Z. The period from 17 August to 22 August 1944 was spent in Balboa undergoing routine voyage repairs.

The new submarine arrived at U.S. Submarine Base, Pearl Harbor, T. H., on 7 September 1944. Five days of voyage repairs and modernization alterations, eleven days of training and two days of loading brought her to readiness for her first War Patrol in Japanese waters.

FIRST WAR PATROL: Combat Insignia Awarded.

U.S.S. BESUGO departed Pearl Harbor on 26 September 1944 in company with U.S.S. GABILAN on her first patrol. A group composed of U.S.S. BESUGO, U.S.S. GABILAN and U.S.S. RONQUIL was to form off the Bungo Suido entrance to Japan's Inland Sea with Commander T. L. Wogan, U.S. Navy, Commanding Officer, BESUGO in tactical command. The primary mission of the group was to be reconnaissance to locate and report any enemy task groups or heavy warships departing Bungo Suido. Attack was not to be made until after reporting by radio the sortie of enemy heavy units.

On 30 September 1944 the two submarines stopped at Submarine Base, Midway Island, T. H., for fuel and fresh provisions and departed the same day. The route followed was roughly a strait line to Sofu Gan, west for about three hundred miles, then north to Bungo Suido. On 5 October 1944, U.S.S. RONQUIL made her rendezvous with the group. BESUGO delivered her patrol instructions to her via officer messenger in a rubber boat.

At 1931 on 6 October 1944, contacted a small enemy patrol vessel. The target was lying to and drifting with the wind. The Commanding Officer ordered U.S.S. RONQUIL and U.S.S. GABILAN to continue on course while U.S.S. BESUGO destroyed the enemy picket. At 2102 three torpedoes were fired at the target from range 1250 yards. All missed, probably because of the small size and shallow draft of the target. U.S.S. BESUGO withdrew, the moon rose, and the target got underway, moved about a mile and a half and lay to again. BESUGO circled the still unsuspecting target, put her upmoon in the moon slick, and closed for a surface gun attack. At

2228 fire was opened with the five inch gun and both 20 mm guns. The low five inch was immediately ineffective because of difficulty in seeing the target over the swells and shortly became useless as necessity for keeping the range open with way on the ship let the enemy move out of the moon slick. At this time the enemy was replying with sporadic bursts of light machine gun fire and the 20 mm could be seen to be hitting the enemy. Five minutes after opening fire both 20 mm guns jammed and the five inch still could not see the target to shoot. Range was 800 yards.

The enemy then closed the range to 500 yards and commenced fire with a 50 cal. machine gun in addition to his light guns, scoring some hits on the conning tower and periscope shears. Copper fragments from a bullet which holed the shears wounded the gunnery officer, Lieutenant C. E. STASTNY, U. S. Navy, in the hand and a lookout, W. L. La Casse, Flc, USNR, in the leg.

It was not possible to remain in the vicinity until daylight to finish the slightly damaged enemy. The comment of the Commanding Officer upon leaving the enemy "Not an auspicious beginning for our fighting career." Four hours had to be made up to regain position.

At 1243 on 8 October 1944, when passing 20 miles north of LOTS WIFE, sighted an enemy BETTY aircraft distant five miles and dove for remainder of the day.

At 0625 on 9 October 1944, an enemy trawler type anti-submarine vessel was sighted at about five miles by the high periscope lookout. When the enemy turned toward, BESUGO dove and evaded, watching the enemy go past at 2000 yards. At 0821 with the enemy out of sight the submarine surfaced and continued enroute to her patrol station.

BESUGO encountered her first enemy radar equipped anti-submarine plane at 0329 on 10 October. His closest known approach was 1600 yards, a half hour of radical high speed maneuvering on the surface was nerve-racking, but shook him off. At dawn that morning BESUGO commenced submerged patrol during day-light hours in approaches to BUNGO SUIDO in the eastern sector.

On 13 October at 0426 three small vessels were contacted on radar. They were tracked until dawn maneuvering radically at slow speed near the coast. They were not attacked.

When submerged the BESUGO sighted a group of masts at 0746 on 15 October 1944. Contact developed into a NATORI class light cruiser, and three heavy cruisers of ATAGO, NACHI and AOBA class with air cover. About three hours later, another large man-of-war and a HATSUIARU DD also departed Bungo Suido. An attack on the destroyer might have been possible, but none was made because of definite orders concerning the patrol. Immediately upon surfacing that night, radio silence was broken to transmit the contact report on the enemy task force. During the night, the submarines changed positions and BESUGO's sector became the west sector of BUNGO SUIDO. During the submerged patrol next day, the enemy planes and a sampan were sighted.

After surfacing that night, on 16 October, radar contacted two large enemy ships leaving Bungo Suido zig-zagging at 20 to 22 knots. At 2150 they were identified as heavy cruisers, and at 2210 six bow torpedoes were fired at the nearest cruiser. At 2212 one torpedo was seen to hit the nearest cruiser just abaft the bridge. The hit was followed by a rumbling explosion which was heard and felt but not seen. Stern tubes were not fired because by the time the BESUGO had been swung to bring them to bear the enemy was out of range. Both cruisers milled around for about eight minutes while BESUGO opened out to 6000 yards range and reloaded the torpedo tubes. The damaged cruiser then headed generally southwest at speeds from 12 to 18 knots with the undamaged ship covering her retreat. BESUGO followed attempting to get into position to make another attack. At 2235, four explosions were heard, then at 2255, BESUGO ran through a large, heavy oil slick, and at 2305 six heavy underwater explosions were heard.

At 2350 the enemy cruisers were inside the 10 fathom curve skirting the shoreline closely returning to port at 16 knots. BESUGO tracked them until 0030 unable to attack, then opened out and sent her radio contact report of the incident. She thus eliminated two enemy cruisers from the enemy's forces converging to oppose our Leyte Landings.

At 0513 on 18 October, radar contacted a very large enemy vessel entering Bungo Suido at 24 knots. BESUGO was unable to close inside 9500 yards, but identified the vessel as probably a converted battleship of the ISE class. No definite identification could be made. The ship could have been a large passenger liner. At 0534 approaching daylight forced BESUGO to dive. Periscope sighted an enemy heavy cruiser returning to Bungo Suido. She passed BESUGO far out of range zig-zagging. Upon surfacing that night, BESUGO sent her contact report concerning the returning ships and informed Commander Submarines Pacific that the group of submarines now considered their primary mission was to attack the enemy, rather than to prevent an undetected sortie from Bungo Suido.

No important enemy contacts were made for some days. Numerous enemy planes and occasional sampans were sighted in daylight through the periscope and one brush with a night radar equipped plane was evaded the morning of 22 October. The following evening, GABILAN had been ordered out of the group. BESUGO shifted over to the east side of Bungo Suido and Ronquil assigned to the west side.

At 0310 on 24 October radar contacted a large and a small target. Commander Wogan called in RONQUIL for a coordinated attack, RONQUIL to attack from starboard side. At 0349, BESUGO started in for an attack. The target proved to be a large tanker with a destroyer ahead and a destroyer escort or similar anti-submarine vessel on each bow and quarter. The plan was to sneak in between the port bow and quarter escorts to torpedo the tanker, but two rapid zigs away in rapid succession eliminated chances at the tanker, leaving BESUGO close to the port quarter escort without time before daylight to make another end-around on the group to attain a favorable attack position.

BESUGO abandoned the tanker to RONQUIL and attacked the port quarter escort, of the DE-102 class with three torpedoes.

At 0415, BESUGO had the stern escort 500 yards on her starboard beam when the attacked DE on her port bow blew up, illuminating the entire area and silhouetting BESUGO for the rear escort. BESUGO immediately dove deep to take her depth charging, which, strangely, did not materialize. Apparently the enemy was outside echo-ranging range before he recovered from the shock. At 0537 BESUGO heard the first of six of RONQUIL's torpedoes explode. Distant depth charging commenced an hour and a half later with nothing in sight but an occasional plane. Upon surfacing that evening a number of planes searched the area, but all were avoided by radical maneuvers on the surface.

During darkness the morning of 25 October BESUGO shifted her patrol station to cover the approaches to Van Diemen Strait and the east coast of Kyushu. Nothing but enemy aircraft were sighted here until U.S.S. STERLET entered the area searching for a battleship which U.S.S. SEA DOG had sighted. Shortly after, at 0100, 29 October, Commander Wogan formed STERLET, BESUGO and RONQUIL into a coordinated group to search.

BESUGO never sighted the enemy, but both STERLET and RONQUIL made contacts for short intervals. Two battleships succeeded in passing the group out of range at high speed returning to JAPAN. Contacts from other submarines approaching the area indicated large numbers of enemy ships were approaching the area from southward, being attacked meanwhile by other submarines. By 1600 there were six submarines in BESUGO's area. Commander Wogan took command of the group, using radio to make contact with all. That evening a seventh submarine joined the group.

BESUGO sighted gun flashes to the south southwest at 2010, and at 2142 she sighted more gun fire far away. This gunfire continued, and a half hour later Commander Wogan received a message from U.S.S. SALMON saying she was badly damaged and still fighting off two sub-chasers. BESUGO was closing the gunfire but at 2336 all gunfire ceased in a heavy rain squall.

At 0002, BESUGO's radar contacted three small north bound enemy ships and shortly thereafter a large stationary target to southward.

BESUGO evaded the three anti-submarine vessels and commenced an approach on what proved to be a damaged tanker. However, before BESUGO reached firing range STERLET sank the tanker.

Commander Wogan then coordinated the beginning of the operation of getting the damaged U.S.S. SALMON back to base. Three submarines escorted her and BESUGO returned to patrol area. During this process BESUGO was harried by three enemy planes, an enemy periscope, and a drifting mine.

Two days later, on 1 November 1944, BESUGO received orders to proceed to Saipan. She moored alongside U.S.S. FULTON at Saipan on 5 November 1944.

Since the patrol had been so short, no rest period was provided at Saipan and BESUGO performed only voyage repairs and reloading alongside FULTON.

SECOND WAR PATROL: Combat Insignia Awarded

BESUGO departed Tanapag Harbor, Saipan for her second patrol on 10 November 1944. Enroute to area she conducted much training, contacting many friendly submarines along the way. During the night of 15 to 16 November 1944, Luzon Strait was transitted via Balintang Channel and BESUGO entered the South China Sea. The following day enemy radar-equipped planes harried the submarine. At 0400 on 18 November BESUGO entered the area controlled by Commander Submarines South West Pacific. That afternoon she received orders to conduct an offensive reconnaissance off Linapacan Strait upon arrival in that area, and on 20 November commenced daylight submerged patrols in western approaches to the strait.

On 22 November at 0455, radar contacted an enemy vessel which proved to be a medium enemy tanker. BESUGO attacked her quickly in the approaching dawn, firing four torpedoes at 0521. One torpedo hit the tanker amidships, starting an enormous fire which lasted until the target sank two minutes later. After the target sank, a large barge about 300 feet long was discovered about 1500 yards astern of the spot in which the tanker sank.

At 0530, two bow torpedoes were fired at the barge. One hit near the stern of the barge. Three minutes later, two stern tubes were fired at the barge, which had already begun to sink by the stern. Both missed.

While clearing the area in daylight to get into diving water, at 0601 radar made contact on a ship headed for Halsey Harbor on Cullion Island. BESUGO tracked her for over half an hour without sighting her, then broke off the chase and dove for the day because target would reach port before BESUGO could attack.

Two hours after surfacing that night radar began picking up and losing targets. At 2054 a good contact on a large vessel was made and the approach began on a pitch-black and stormy night. At 2138 four bow torpedoes were fired from close range, but all missed. An end around was completed at 2240 and at 2245 BESUGO fired four bow torpedoes and commenced swinging to bring the stern tubes to bear, only one torpedo hit the target, so at 2249 four stern torpedoes were fired. All of them missed because target was rapidly slowing to a stop. At 2256, two bow torpedoes were fired, both to hit the center of the target. The mid-ships section of the target was demolished by a rumbling explosion. The flames lasted about a minute. The target was apparently still afloat, and BESUGO had only two torpedoes left, both aft.

These torpedoes were expended one at a time from close range, but neither exploded. The target was left sitting on the bottom in six fathoms of water with the superstructure visible.

On 23 November 1944, departed area enroute Fremantle, W. A., for refit, transitting Mindoro Strait via Apo West Pass that night into the Sulu Sea. The evening of 25 November, transitted Sibutu Passage into Celebes Sea and the following evening Davy Jones was aboard inspecting landlubbers. BESUGO dove to cross the Equator her first time at 0905 on 27 November 1944. The evening of 28 November she transitted Lombok Strait and arrived alongside

U.S.S. ANTHEDON for refit at Fremantle, W.A. on 4 December 1944.

ANTHEDON and the second relief crew of Submarine Division 262 conducted a 13 day refit while the BESUGO crew enjoyed a rest cure at various rest camp hotels. After the rest period training was conducted for two days. Exercise torpedoes and guns were fired, and the ship was loaded and ready for sea on 24 December 1944.

THIRD WAR PATROL: Combat Insignia Awarded.

BESUGO departed Fremantle, W.A., on 24 December 1944 to patrol in a group of submarines off the entrance to the Gulf of Siam in the South China Sea. The coordinated attack group was under the command of Commander T. L. Wogan, U.S.N., commanding officer of the BESUGO. She proceeded north in company with U.S.S. HARDHEAD, entering Exmouth Gulf for fuel on 27 December and transited Lombok Strait uneventfully on the night of 30 to 31 December 1944. Three small enemy vessels were sighted in the bright moonlight, but none made contact on BESUGO.

At 0710 on 31 December a small enemy merchantman was sighted emerging from a rain squall. BESUGO dove and attacked with three torpedoes, but missed. Target was too small to be worth further expenditure of torpedoes, so BESUGO surfaced and continued toward her area. During the remainder of the day she was driven down four times by searching enemy aircraft.

Karimata Strait was transitted on the morning of 2 January 1945 and patrol area was reached on 4 January, when a coordinated search was commenced with HARDHEAD.

At 1840 on 6 January 1945 BESUGO sighted an enemy tanker and escort to southward and commenced trailing from ahead. HARDHEAD made contact an hour later. At 2118 BESUGO attacked the large, heavily laden tanker with six torpedoes. Target was escorted by a destroyer ahead and two smaller escorts, one on each beam. Three torpedoes hit the target, causing her to burst into raging flame from end to end. She sank nine minutes later. BESUGO cleared the area on the surface without being sighted by the escorts, who contented themselves by milling about and dropping a total of seven depth charges.

At 1306 on 8 January when 75 miles south of Cape Kamao, BESUGO encountered an enemy aircraft and dove. Five minutes later the enemy dropped one bomb, not close. U.S.S. COBIA joined the pack the following day. Except for occasional enemy aircraft contacts, the relieving of COBIA by U.S.S. BLACKFIN in the pack on 14 January, occasional shifts of scouting line, the detachment of BLACKFIN on 17 January and her re-joining on 22 January, nothing further was sighted until a contact report was received from BLACKFIN at 0530 on 24 January 1945.

At 0600 BESUGO had closed and contacted BLACKFIN and a few minutes later contacted two enemy ships. At 0619 a torpedo fired by BLACKFIN hit the large enemy target. The enemy commenced firing guns and dropping depth charges. One escort closed BESUGO and drove her off, then headed back toward the large unidentified target BLACKFIN had hit. Twenty minutes later it was getting light, BESUGO was again heading in toward target; and

the near escort vessel was plainly visible heading toward BESUGO again. At 0642 when flashing lights were seen on escort, BESUGO dove and continued approach on the large enemy target. At 0710 the escort, an AM13-18 class minecraft, was close to BESUGO searching frantically with her sound gear. At 0713 BESUGO sighted and identified the large ship as an enemy tanker. Two minutes later the enemy escort commenced his first depth charge attack about 2000 yards from BESUGO. While the depth charges were exploding BESUGO fired six torpedoes at the tanker, which was of about 10,000 tons similar to HUZISAN MARU. Commanding officer at the periscope saw the first torpedo hit the tanker just forward of her stack, then watched the escort vessel coming in dropping depth charges before going deep to evade the depth charge attack. HARDHEAD sighted a second torpedo hit near the tanker's bow. Depth of water was too shallow for really deep evasion.

The counter attack continued fast and furious for half an hour with two enemy anti-submarine vessels involved. A total of 22 depth charges were dropped in patterns of one to six. Many exploded very close to BESUGO, but no serious damage resulted. At 1130 the submarine had cleared the area and was back at periscope depth. The two enemy anti-submarine vessels could be seen five miles astern still searching. Late that afternoon the enemy dropped 31 more depth charges; apparently on a false contact.

On the morning of 26 January HARDHEAD contacted an enemy Destroyer Escort. BESUGO and HARDHEAD attempted to get ahead of him and attack but by 1700 the enemy had escaped in the poor visibility without being attacked.

BESUGO contacted a group of four enemy vessels at 2330 on 1 February 1945. She commenced trailing from ahead and called BLACKFIN and HARDHEAD in to help. At 0155 BLACKFIN had made contact and BESUGO then dove to commence her attack. The enemy consisted of four anti-submarine vessels conducting a sound sweep on a line of bearing with 1500 yards between ships. BESUGO attacked the right center ship with four torpedoes from a position under the right flank ship at 0227 and obtained one hit in the small destroyer, believed to be of the MITSU class. HARDHEAD observed her to sink. The remaining three enemy vessels searched for BESUGO, but did not make contact. One of them dropped a large depth charge pattern over two hours later when BESUGO was back on the surface leaving the area.

No further enemy contacts developed in the area except enemy aircraft. BESUGO departed her area for Fremantle, W. A., on 5 February 1945, transitting Karimata Strait the following night and Lombok Strait the evening of 8 February 1945. Two enemy patrol vessels were contacted in Lombok Strait.

On 12 February BESUGO and U.S.S. GABIAN took on fuel at Onslow, W.A. Both suffered minor hull damage from pounding in a heavy storm that caught them alongside each other at the jetty.

Upon arrival alongside U.S.S. EURYALE at North Wharf, Fremantle, W.A., on 15 February, so many submarines were undergoing refit that BESUGO had to be assigned a waiting period of 10 days before her normal two week refit period could be commenced.

On 18 February 1945 Commander T. L. Wogan, USN, was relieved as commanding officer by Lieutenant Commander H. E. Miller, USN, Commander Wogan went to duty as a submarine division commander.

After the usual refit and five days of training, BESUGO was ready for sea on 24 March 1945.

FOURTH WAR PATROL: Combat Insignia Awarded.

BESUGO departed Fremantle, W.A., on 24 March 1945 under the command of Lieutenant Commander H. E. MILLER, USN. She was to patrol in a pack with U.S.S. GABILAN and U.S.S. CHARR under the command of Commander F. D. Boyle, USN, commanding officer of CHARR in the east Java Sea and southern end of Makassar Strait. Lombok Strait was transitted uneventfully the evening of 29 March.

Nothing but native sailboats was sighted before joining BABILAN on patrol in southern Makassar Strait on 31 March. On 2 April the pack commander in CHARR arrived and moved the pack south. The night of 3-4 April the pack moved still further south off Bangkoand and Longko Itang Islands.

At 1125 on 4 April 1945 while submerged BESUGO picked up echo ranging from a group of ships. This contact developed into an enemy task force of one HATORI class light cruiser with three torpedo boats and one mine-layer as a sound screen. This task force passed outside torpedo range. When they were over the horizon, BESUGO surfaced and commenced trailing and sent contact reports. During the afternoon and evening BESUGO attempted to make an end-around to get ahead of the enemy to attack, but she was forced to dive four times by the enemy task force's air cover. The enemy was kept in sight until dark, when BESUGO attempted to head them off by taking a short-cut between Sangeang Island and Maru Point, but upon clearing the eastern end of this channel the enemy was found to have changed formation to a column and was approaching the entrance of Sape Strait. This pass through the Malay Barrier had not been used by allied forces since the very beginning of the war. It was narrow, constricted by many rocks, and believed to have been mined by the Japanese. BESUGO did not have detailed charts of the strait, but considered that following the Japanese through the safe channel using her radar for tracking and navigation would not be hard. She therefore formed column five miles astern of the Japanese ships and followed them through uneventfully. At 2315 the south entrance to Sape Strait had been cleared and an end around had been completed four hours later, the BESUGO then being eight miles ahead of the enemy task force in bright moonlight.

During the ensuing approach the enemy succeeded in detecting the submarine. The cruiser avoided six torpedoes fired at her, and an attacking escort was missed by one torpedo fired at her. The attack was made at 0358 on 5 April 1945, and was countered by 13 depth charges from escorts. One of the torpedoes fired at the cruiser exploded after a long run, and may have hit an escort that was near her, though this is doubtful. Upon surfacing at 0510 BESUGO retired to the westward. She had received instructions in answer to her contact report to clear the area while allied aircraft from Australia attacked. She patrolled in Sumba Strait south and east of Sape Strait for the following 24 hours.

At dawn on 6 April the BESUGO dove and patrolled submerged in the south half of Sape Strait awaiting the return of any remnants of the enemy force which the aviators might drive back that way. The other two submarines of the group were waiting north of Sape Strait to pick off any ships getting by BESUGO.

At 1335 the MATORI class cruiser was sighted returning alone at very high speed. She passed close aboard BESUGO, who missed with all of nine torpedoes fired at the cruiser eight minutes after original sighting. Her excellent haze gray camouflage coupled with the fact that she had outdistanced her smoky escorts aided the speeding cruiser to get close before she was sighted by the waiting submarine.

After the cruiser had gone at least three miles past the BESUGO she realized she had been fired upon. Her air cover dropped a few bombs, and the cruiser a pattern of depth charges as she continued to race on north through Sape Strait. The location of the submarine remained undetermined to the enemy. Meanwhile BESUGO was feverishly reloading her torpedo tubes, for more enemy ships could be seen approaching Sape Strait from the southeastward.

The first three escort-type vessels passed northward out of range of the BESUGO's torpedoes. Each dropped one or two depth charge patterns where the cruiser had dropped hers - at least 5000 yards from the submarine. The fourth and last escort tried to pass through the same water the cruiser had used, but the BESUGO blew her in two at the bridge with one of four torpedoes fired at her. This vessel was identified as a HASHIDATE class gunboat of 1200 tons. Her bow sank immediately, but her stern continued to float with no signs of sinking while the troops she had been ferrying abandoned ship. BESUGO fired one torpedo at the floating half of the gunboat, but had to pull her periscope down and go deep immediately because an enemy plane was seen heading at the periscope close aboard. The plane's bomb missed by a wide margin. The torpedo missed.

The BESUGO then spent two hours dodging enemy planes and remaining close to the floating half of the gunboat trying to get into perfect position to sink the derelict with her last remaining torpedo. During this time she was bombed closely once and strafed twice by enemy aircraft. Finally, at 1712, the last remaining torpedo hit and sank the enemy. Shortly thereafter, the submarine surfaced and attempted to pick up prisoners among the floating survivors. None would come aboard, but some floating charts were recovered before an enemy plane forced the submarine to dive again. That night, upon leaving Sape Strait, an enemy fired one torpedo at the BESUGO. It missed.

The submarine then returned to Fremantle, West Australia, for another load of torpedoes and minor repairs. After four days in port she departed to continue patrol in the Java Sea on 16 April 1945. She transitted Lombok Strait on the night of 21 April 1945. One sizable enemy patrol

vessel was sighted and an approach commenced, but an enemy night flying LILLY bomber forced the BESUGO to dive. Her bomb was not close, but the enemy warship escaped at high speed to the northward. The submarine tried, but could not go fast enough to catch her, so continued on her way to the central Java Sea where she joined a wolf-pack consisting of U.S.S. BLOWER, BESUGO and PERCH.

On 23 April at 1350 a submarine was sighted where none of ours were expected. She was tracked and found to be a German submarine with Japanese colors painted on her conning tower. She was attacked at 1428 and sank immediately upon being hit with one torpedo. The BESUGO surfaced immediately to recover survivors and ten minutes later had the only survivor aboard. He was badly injured and had been the Officer-of-the-Deck of the sunken enemy submarine U-183 of the 740 ton class German U-Boat. He was a German Warrant Officer.

Nothing more except native sailboats was sighted until the evening of 28 April, when a large enemy auxiliary sailboat was contacted. She was tracked for several hours in the moonlight to make sure she was not a native sailboat, and at 0220 she was attacked with deck guns at a range of 1000 yards and sank nine minutes later. She was 200 feet long and estimated to be a 750 ton oil barge carrying sails for camouflage.

At dusk that evening a tremendous explosion followed by a fire was sighted over the horizon. The BESUGO closed the fire and discovered one survivor of a sunken enemy tanker clinging to a floating plank. He was rescued and found to be a Japanese native with serious burns over about 60 per cent of his skin. Efforts on the part of the ship's Pharmacist Mate kept him alive until the end of the patrol. U.S.S. BREAM had sunk this tanker.

During the period from 22 April until relieved by U.S.S. BAYL on 12 May 1945, BESUGO patrolled off Soerabaja and in the Java Sea along the north coast of Java as far west as Batavia on a series of lifeguard missions for our own bombing planes and scouting for enemy vessels approaching to counter our landings on the west coast of Borneo. On the morning of May 2nd an enemy plane succeeded in bombing the BESUGO before she could complete a dive to evade. One of the four bombs was very close, but did only slight damage.

She made transit of Karimata Strait on 13 May and received orders to join the wolf packs along the Malay coast in the Siam Gulf. On the evening of 16 May she departed Siam Gulf for Subic Bay, P.I., where the patrol was terminated on 20 May 1945.

ANTHEDON refitted the submarine while the crew enjoyed two weeks rest at Camp Coo. Training and loading was completed on 13 June.

FIFTH WAR PATROL: Combat Insignia Not Awarded.

The Fifth War Patrol of the BESUGO commenced on 13 June 1945 at Subic Bay, P. I. It was to be a lifeguard patrol for our air strikes off

FRENCH INDO CHINA. Captain C. W. Merritt of the Fifth Air Force (Army) was on board as a liaison officer, but no opportunities were presented the submarine to effect rescue of downed aviators. During the patrol the submarine searched diligently for enemy vessels, but so far as is known none entered her areas.

Most of the patrol was spent within 100 miles north and south of Camranh Bay, French Indo China until the evening of 5 July, when U.S.S. COD relieved on station. BESUGO then proceeded to the south coast of BORNEO via Karimata Strait for a week in that area, but no enemy contacts were made. During the period in the Java Sea, BESUGO observed enemy use of native sailboats closely. A report of these observations was made, and was of value to the higher echelons of command in determining that a change of policy relative to the sinking of enemy-used native sailing vessels was warranted so long as safety of native crews was provided for. BESUGO had left her area for Fremantle when the change was instituted.

She transitted Lombok Strait uneventfully the evening of 19 July and completed the patrol at Fremantle, W.A., on 25 July 1945. U.S.S. CLYTIE conducted the normal refit, after which training for the Sixth War Patrol was commenced.

END OF WAR AND RETURN TO THE UNITED STATES:

BESUGO was at sea conducting training when word of the official end of the war came. She was standing by to commence a practice submerged approach when the word was received. The practice was executed, and it is believed thereby BESUGO became the first submarine to conduct a peacetime practice approach following World War II.

Upon surfacing, word was received to return immediately to port, where loading for another war patrol was completed. Readiness for patrol was maintained at Fremantle, W.A., until 29 August 1945, on which date, in company with BLOWER and CHARR, she departed for Sydney, Australia via the Great Australian Bight.

After two days in port fueling, provisioning, making minor repairs, and being entertained by the British Navy and the Australian populace, BESUGO departed Sydney on 7 September 1945 enroute to San Diego, California, where she arrived on 26 September 1945.

The following is a summary of damage done to enemy shipping during

World War II by U.S.S. BESUGO:

Patrol No. 1 (Combat insignia awarded)

1 Destroyer Escort (UM-2 type)	Sunk (torpedo)	700 tons
1 Heavy Cruiser (MICHIO class)	Damaged (torpedo)	10,000 tons
1 Patrol Boat	Damaged in gun fight	300 tons

Patrol No. 2 (Combat insignia awarded)

1 Oil Tanker	Sunk (torpedo)	5,000 tons
1 Barge, large	Sunk (torpedo)	3,000 tons
1 Merchantman	Damaged (torpedo)	7,500 tons

Patrol No. 3 (Combat insignia awarded)

1 Large Tanker	Sunk (torpedo)	10,000 tons
1 Destroyer (MATSU class)	Sunk (torpedo)	1,000 tons
1 Medium Tanker	Damaged (torpedo)	2,500 tons

Patrol No. 4 (Combat insignia awarded)

1 HASHIDATE class Gunboat	Sunk (torpedo)	1,200 tons
1 GERMAN Submarine (U-183)	Sunk (torpedo)	740 tons
1 Large Auxiliary Schooner	Sunk (guns)	750 tons

Patrol No. 5 (Combat insignia not awarded)

No Damage To Enemy.

TOTAL WARSHIPS SUNK	3,640 tons
TOTAL WARSHIPS DAMAGED	10,300 tons
TOTAL MERCHANT SHIPS SUNK	18,750 tons
TOTAL MERCHANT SHIPS DAMAGED	10,000 tons
TOTAL SUNK AND DAMAGED	42,690 tons

This record is unique in that the BESUGO has sunk as many enemy warships as merchantmen. In particular she specialized in attacking the small, difficult targets that were the JAPANESE anti-submarine patrols. Of these she sank three and damaged one. The total tonnage is low for the total number of ships sunk because of the small size of these enemy warships. No opportunity to rescue aviators occurred on any patrol. Two enemy prisoners were taken on the fourth patrol.



MRS. PETER J. HOMER
SPONSOR FOR THE
U. S. SUBMARINE BESUGO
FEBRUARY 27, 1944
ELECTRIC BOAT CO. GROTON, CONN.



USS BESUGO (SS-321)

**dp. 1870 tons (surf.), 2391 tons (subm.); l. 311'8"; b. 27';
s. 20.25k (surf.), 8.75k (subm.); a. 1-5"/25; 6-21" tt. fwd., 4-21" tt. aft.;
cpl. 6 officers - 60 enlisted men; cl. "BALAO"**

Keel laid by the Electric Boat Company, Groton, CT, 27MAY43;
Launched: 27FEB44; Sponsored by Mrs. Peter J. Homer;
Commissioned: 19JUN44 with Cdr Thomas L. Wogan in command;
Decommissioned: 21MAR58;
Recommissioned: 15JUN65;
Decommissioned and loaned to Italy 31MAR66;
Returned and struck from the Navy List 15NOV75;
Sold for scrapping 16APR76.

Assigned to the Pacific Fleet, *USS BESUGO* (SS-321) arrived at Pearl Harbor 25 July 1944. She made five war patrols between 26 September 1944 and 25 July 1945 operating in Bungo and Makassar Straits, Java Sea, and South China Sea. During these patrols *BESUGO* sank the German Submarine *U-183*, 23 April 1945; one 10,020-ton tanker; one LSV, one frigate, and a minesweeper totaling 2260 tons.

BESUGO departed Fremantle 29 August and arrived at San Diego, Calif., 26 September 1945. After an overhaul she returned to the Central Pacific, operating out of Guam until transferred to Pearl Harbor for the next eight years, during which time she made two Far Eastern tours (10 June- 21 September 1947 and 31 October 1950-11 April 1951). In August 1954 *BESUGO* shifted her base of operations to San Diego and operated along the west coast until decommissioning 21 March 1958. She was recommissioned 15 June 1965, overhauled, refitted and loaned to Italy 31 March 1966. 15 November 1975 she was returned and stricken from the Navy list and subsequently sold for scrapping 16 April 1976.

BESUGO received four battle stars for her World War II service and one for Korea.

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

Subject: U.S.S. BESUGO (SS321), Report of Second War Patrol.

(A) PROLOGUE

Arrived SAIPAN from first patrol 5 November, 1944. Moored alongside U.S.S. FULTON (AS11). Fuel ed and provisioned to capacity. Five days voyage repairs. Shifted torpedo loading plan - Mark 23's forward, Mark 18's aft. No training. Ready for sea 10 November, 1944.

(B) NARRATIVE

10 November 1944

1520(I) Underway from alongside U.S.S. FULTON, stood out of TANAPAG Inner Harbor.

1600(I) Anchored TANAPAG outer harbor.

1634(I) Underway, cleared TANAPAG HARBOR, and fell in with surface escort, U.S.S. CAUTION, and seven other submarines. Set course west southwest.

2130(I) Changed course to northwest, making two engine speed, dropped astern of other submarines.

11 November 1944

Cruising on surface at 2 engine speed. Made training dives, held drills day and night.

12 November 1944

Cruising on surface at 2 engine speed. Made dawn dive. During forenoon held machine gun drill and firing.

1340(I) Sighted mast to southward, changed course to close.

1427(I) Identified contact as friendly submarine headed southwest, perhaps GABILAN. Continued westward at 2 engine speed. Continued training dives and drills including battle surface (firing machine guns), and night tracking drill.

13 November 1944

Cruising on surface at 2 engine speed. Training dives throughout day. Drills during night and day.

1015(I) Sighted a Liberator, exchanged recognition signals.

Subject: U.S.S. EESUGO (SS321), Report of Second War Patrol.

14 November 1944

Cruising on surface at 2 engine speed. Continued training dives and drills, during day and night.

15 November 1944

Cruising on surface at 2 engine speed.

- 0910(I) Sighted USS PAMPANITO, exchanged calls. PAMPANITO is using SD radar and there is a Jap plane homing on it. We are not using SD. We have the Jap coming in on APR.
- 0934(I) PAMPANITO started to send a visual message which was unintelligible to us. PAMPANITO evidently had SD radar contact. PAMPANITO turned sharply toward us and dived.
- 0935(I) We dived and opened out from PAMPANITO on easterly course.
- 1131(I) Surfaced continued to westward at 2 engine speed. This incident of our only enemy aircraft contact being brought in by another boat's SD radar, indicates to us the wisdom of not using SD in enemy air patrolled waters. All it does is attract Jap planes. During afternoon fell in with ARCHERFISH, HALIBUT, and PINTADO heading east. Exchanged calls with and talked to ARCHERFISH and HALIBUT. Late in afternoon sighted friendly submarine coming up from astern. Believed to be SEARAVE. She was in sight from 1510(I) until sunset, and closing us very slowly. After dark increased to 3 engine speed to stay ahead of SEARAVEN while transitting LUZON STRAIT during night. During night made uneventful passage of LUZON STRAIT via BALINTANG CHANNEL and entered SOUTH CHINA SEA.

16 November 1944

Shortly before dawn made radar contact on small boat or small ship at 7000 yards. Avoided. Made dawn dive.

- 0816(I) Surfaced; continued west at 2 engine speed, zigzagging.
- 0958(I) Sighted aircraft on starboard quarter position angle about 30° distant about 3 miles. Dived. Plane was flying in heavy cumulus clouds when it was sighted through a rift in the overcast. The reason for its getting so close undetected was that our APR was not being operated properly at the time, and the plane was practically over us when we detected its radar.

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

Subject: U.S.S. BESUGO (SS 321), Report of Second War Patrol.

Apparently the plane never did see us. Plane was BETTY.

1200(I) Surfaced; continued westward at 2 engine speed.

1423(H) Sighted plane ahead distant about 10 miles. Plane turned toward us. Dived.

1510(H) Surfaced.

1601(H) APR contact closing. When pip reached saturation and still on us, dived. Our radar expert says he was about 10 miles away. Remained submerged until sunset. During night continued west at 1 engine speed.

17 November 1944

At dawn changed course to south. Patrolling on surface at 1 engine speed, zigzagging. We use constant helm zigzag, steering by ARMA course clock, and changing the base course 30° every 15 minutes, the base course deviating from our fundamental base course by 30° on each side. This plan was run on the DRT for 2 hours and looks most effective. Distance made good is 78% of distance run.

1425(H) Sighted unidentified plane in periscope distance about 10 miles. Plane apparently did not see us. Continued on surface. During night continued south at 1 engine speed.

18 November 1944

0400(H) BESUGO passed to command of Commander Task Force 71. Made dawn dive, duration 1 hour. During day conducted surface patrol in assigned area covering shipping routes between points K and J. During afternoon received orders to conduct an offensive reconnaissance of LINAPACAN STRAIT upon arrival in that area. Having received no orders to proceed to or to patrol that area, assumed that we would reconnoiter LINAPACAN on our way home. Continued toward point J. Day was uneventful.

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

Subject: U.S.S. BESUGO (SS321), Report of Second War Patrol.

19 November 1944

0130(H) Received orders to shift patrol area to LINAPACAN and to get there as soon as possible. Set course for LINAPACAN. We could not arrive prior to dawn of 20 November, as it was not considered advisable to transit the foul water northwest of PALAWAN in daylight. That water is all right for surface cruising, but impossible for diving. Patrolled on surface throughout day, zigzagging enroute to LINAPACAN. Uneventful except for 3 fleeting glimpses of distant aircraft in clouds. These contacts were doubtful. During night transitted foul water and entered the western approaches to LINAPACAN STRAIT.

20 November 1944

Conducted submerged patrol, reconnoitering the western approaches to LINAPACAN STRAIT. Uneventful. LINAPACAN STRAIT and land in vicinity was utterly devoid of activity. The sea was glassy - like a mirror. The water in the approaches to the strait varies irregularly from 40 - 26 fathoms. Not a good spot. About noon took photographs - a complete panorama - from about five miles from the strait. During night moved out to westward to deep water and then back in again.

21 November 1944

Submerged patrol in western approaches to LINAPACAN STRAIT. Uneventful. Conditions unchanged except that a breeze had come up and we had a little chop on the sea - much better than yesterday. During night patrolled on surface in western approaches to STRAIT remaining inshore of the foul water.

22 November 1944

0455(H) Radar contact bearing 350°T. range 11500 yds. Commenced tracking.

0504(H) Battle stations. Commenced approach on surface. Dawn will break in about 30 minutes.

0519(H) Range 2500 yds., target identified as medium tanker making slow speed, on steady course, apparently all alone. Frequent careful all around searches with radar revealed nothing.

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

Subject: U.S.S. BESUGO (SS321), Report of Second War Patrol.

- 0521(H) Commenced firing four torpedoes at range of 2100 yds., track angle between 78°P and 90°P using 2° divergent spread.
- 0523(H) One torpedo hit about amidships and target was enveloped in flame. Flames rose to 700-800 ft. Fire lasted about 2 minutes until target sank and flames died out. Exact identification was impossible. The targets length was measured roughly with binoculars - he subtended half the binocular field at 2300 yds. That gives him a length of about 475 ft. Personally I don't think he was that long. A good conservative estimate is 400 ft., which would make him about 6000 gross tons of gasoline tanker.
- 0525(H) As we turned away, radar picked up another pip at about 1500 yds., astern of where the target sank. Tracked this pip and then closed. In the growing light of dawn identified target as a big barge estimated at 300 ft long absolutely no superstructure. The smoke from spot where tanker sank was still visible off to the left. Target was stopped.
- 0530(H) Commenced firing two torpedoes from bow tubes at range of 1800 yds., 1/2° divergent spread.
- 0531(H) One hit in right end of target(stern). Barge started to sink by stern. Swung for stern shots.
- 0534(H) Commenced firing two torpedoes from stern tubes at range of 1900 yds., 1/2° divergent spread. No hits. Watched the target slowly sink, stern first. When last seen the bow only was out of water sticking up at an angle of at least 45°. It is entirely possible that the stern was on the bottom and that the bow would remain out for sometime before disappearing. It was broad day light. Cleared the area and headed for our diving spot of LINAPACAN STRAIT.
- 0601(H) Radar contact to northward range 18000 yds. Visibility 8000 yds. Commenced tracking. Target or targets track at slow speed heading for HALSEY HARBOR on CULION ISLAND. Started to chase them in on surface. After making a careful estimate of the situation, at
- 0637(H) Broke off the chase. We cannot get them before they reach HALSEY HARBOR. Also, I think they saw the fire from the gasoline tanker, and will hole up for the greater part of the day - at least until they receive some instructions.

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

Subject: U.S.S. BESUGO (SS321), Report of Second War Patrol.

0641(H) Dived 10 miles west of LINAPACAN STRAIT. Conducted uneventful periscope patrol during remainder of day.

In retrospect, it is believed that the gasoline tanker was towing the barge (that would account for steady course and slow speed). It is believed that the speed was slower than the 7.9 kt which we used for firing. This would make only the last torpedo hit. The barge may have been wooden; this coupled with his entire lack of top hamper would account for our inability to pick him up on radar until we were very close. The tanker and barge were enroute from the WEST ENTRANCE TO CORON BAY to the north tip of PALAWAN. The lack of escorts is attributed to the fact that they believed themselves safe while inshore of the coral heads which constitute the foul water area north and west of PALAWAN.

2037(H) Two hours after surfacing made radar contact bearing 327°T., range 18000 yds. Commenced tracking. After about 5 minutes lost radar contact, changed course to west to intercept anything heading down for the north tip of PALAWAN.

2052(H) Radar contact again bearing 025°T., range 12060 yards. Two targets, not too big.

2054(H) Another radar contact range 12000 yds, bearing about 300°T. This was a large pip. Commenced tracking this latest contact. Target was zigzagging on base course 210°T. making about 14 kt. We were on his beam. Commenced working ahead. Visibility varied from 3000 yd to 500 yds. It was a pitch-black, stormy night.

2133(H) Started in for attack. We still had not seen target.

2137(H) An unexpected zig toward put us too close, on too sharp a track for a good shot.

2138(H) Accepted the situation and fired four torpedoes on radar bearings; depth set 6 ft., gyro angles about 330°, on about 80° port track. Missed. As we swung right we had our first look at target at range of 800 yd. He appeared to be a tanker. He never did see us or the torpedoes. Decided not to shoot stern tubes, but to get in position for another bow shot.

2143(H) Commenced end around at flank speed. Our speed 18 kt, target speed 15 kt. While working around kept the range between 4000 and 6000 yds.

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

Subject: U.S.S. BESUGO (SS321), Report of Second War Patrol.

- 2240(H) Started in for attack. Target visible at 2800 yd. - He was a large freighter.
- 2245(H) Commenced firing 4 torpedoes forward; depth set 6 ft., gyro angles about 000°, on 75° port track, range 1800 yd., using visual bearings and radar ranges.
- 2246(H) Commenced swinging for stern tube shot when 1 torpedo hit target amidships.
- 2249(H) Only one hit in target, commenced firing 4 stern tubes, depth set 4 ft. gyro angles about 195°, track angle about 95° P., range 1900 yd.
No hits.
Target had stopped.
- 2256(H) Fired 2 bow tubes, depth set 10 ft., gyro angle zero, range 2000 yd., both torpedoes aimed to hit MOT. The first torpedo hit and there followed a fine explosion with heavy flames enveloping the midships section of the target. While that rumbling explosion was taking place, the Commanding Officer is pretty sure he saw the second torpedo hit amidships; however, people below felt only one distinct torpedo hit and one explosion in the target. The flames lasted only about a minute then the target was completely dark again except for occasional flashlights moving around.
- 2300(H) The target had settled considerably in the water, but was apparently still afloat.
We had only 2 torpedoes remaining - both aft. Commenced maneuvering for stern tube shot. Visibility 2000 yds or less.
- 2331(H) Fired #9 tube depth set 8 ft., gyro angle 188°, track angle 90° P., range 1240 yd, aimed to hit MOT. No hit.
- 2335(H) Visibility reduced to about 1000 yd.
Commenced maneuvering to fire #10 tube. We backed in to 1000 yds. where we could see the target, and at
- 2344(H) Fired #10 tube, depth set 3 ft., relative bearing 180°, gyro angle 180°, track angle about 90° P., range 1000 yd., aimed to hit MOT. Again no hit.
Gun shooting was out of the question, we could not see the target. We left the target with 3 torpedo hits in him and hauled clear of the attack area out into water where we could dive.

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

Subject: U.S.S. BESUGO(SS321), Report of Second War Patrol.

The target was a southbound cargo vessel cruising independently at 15 kt. He had the lines of a new ship, with raked bow, cruiser stern, and composite superstructure. He was heavily laden. A good conservative estimate is that he was a 7500 ton, unidentified AK.

It is almost certain that the target had sunk to the bottom. There are several factors to substantiate this; first, I don't believe any cargo vessel could survive 3 midships torpedo hits; second, the target's position was Lat. 11°-22'N Long. 119°-07'E., in 6 fathoms of water; third, his speed dropped from 15 kt to zero almost instantaneously, he did not drift to a stop as is normal; fourth, after the first torpedo hit him, his head never swung with the wind, he maintained the same heading for over an hour; fifth, he did not track like a drifting target, he was stationary. Later in night transmitted to the Task Force Commander the results of our attacks, and the results of our reconnaissance of LINAPACAN STRAIT and approaches, and that we were heading for home. On LINAPACAN we reported that the STRAIT and immediate approaches had been observed for three days and photographed, and that it was utterly devoid of activity or installations. We further informed him of our opinion that its restricted mineable waters preclude the possibility of its use by enemy task forces.

23 November 1944

Spent the day submerged west of BUSUANGA ISLAND. During night made uneventful passage of MINDORO STRAIT via APO WEST PASS, and entered the SULU SEA.

24 November 1944

Spent the day submerged off southwest coast of PANAY. During the day sighted one plane (RUTE). During night continued south across the SULU SEA at 3 engine speed. After moonset converted #4 F.B.T. to M.B.T., and then dived and flushed oil out of tank.

25 November 1944

Cruising on surface at 3 engine speed.

0658(H) Shortly after daylight sighted two unidentified planes heading for us. Dived.

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

Subject: U.S.S. BESUGO (SS321), Report of Second War Patrol.

- 0803(H) Surfaced. Continued south at 3 engine speed, zigzagging.
- 1630(H) Made landfall on islands of TAWI TAWI GROUP. Just after sunset transitted the pass between PEARL REEF and DOC CAN ISLAND.
- 2110(H) Exchanged recognition signals and calls with USS REDFIN using SJ radar. REDFIN passed abeam to starboard distant 2000 yds on opposite course.
- 2143(H) Completed transit of SIBUTU PASSAGE, entered CELEBES SEA.

26 November 1944

Cruising on surface at 3 engine speed.
During late afternoon entered MAKASSAR STRAIT.

- 1900(H) DAVEY JONES came on board to inspect our cargo of landlubbers.

27 November 1944

During early morning passed CAPE WILLIAM and CAPE MANDAR.

- 0500(H) Exchanged recognition signals and calls with USS HAWKBILL, northbound.
- 0554(H) Numerous sails of native craft in sight. Sighted small patrol boat to westward distant about 7 miles, avoided him on surface.
- 0630(H) Held machine gun drill, firing on some floating debris.
- 0800(H) Passed close aboard and investigated small native boat and one large native sailing craft. All natives; no Japs.
- 0905(H) Dived. KING NEPTUNE and the ROYAL PARTY came on board and proceeded to do a very thorough job of making SHELLBACKS out of 59 POLLIWOGS.
- 1248(H) Surfaced continued south at 3 engine speed.

28 November 1944

Spent the day submerged about 50 miles northeast of LOMBOK STRAIT.

During night made uneventful transit of LOMBOK STRAIT in full moon. As we approached the southern end of the strait we had indications of shore based radar operating on 200 meg., a rotating antenna, operated intermittently, not too powerful. Believe it is aircraft warning radar.

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

Subject: U.S.S. BESUGO (SS321), Report of Second War Patrol.

29 November 1944

Made dawn dive.

Remainder of day uneventful continued south at 3 engine speed, zigzagging.

- 2025(H) Sighted and exchanged recognition signals and calls with U.S.S. HOE, northbound. Gave him information on LOMBOK. Communications by SJ radar. About midnight picked up SJ radar interference, apparently from another southbound submarine ahead of us. We had this interference intermittently throughout the remainder of the night.

30 November 1944

Made dawn dive.

Continued south at 3 engine speed during day, zigzagging.

- 0700(H) Exchanged recognition signals and calls with northbound U.S.S. HAMMERHEAD and U.S.S. PADDLE.
- 0830(H) Sighted U.S. submarine northbound, probably U.S.S. LAPON.
- 0915(H) Sighted northbound British submarine, probably H.M.S. SIRDAR.

Remainder of day and night uneventful.

During afternoon #1 and #4 main engines went out of commission each with a cracked cylinder liner. Making repairs.

1 December 1944

Made 6 hour battery discharge.

At noon #1 main engine back in commission. #4 will be out of commission for remainder of patrol. We have used our two spare cylinder liners plus one taken from #4 and used in #1 main engine.

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

Subject: U.S.S. BESUGO (SS321), Report of Second War Patrol.

2254(H) Exchanged recognition signals and calls with U.S.S. COBIA,
northbound.

2 December 1944

Made dawn dive.
Remainder of day uneventful.

3 December 1944

Made dawn dive.

0830(H) Sighted 2 U.S. submarines and 1 British submarine, north-
bound.

4 December 1944

0445(H) Rendezvoused with HMAS MILDURA.
Conducted sound tests, ran degaussing range.

0810(H) Moored alongside U.S.S. ANTHEDON at Fremantle, West
Australia.

Serial 01523

13 December 1944.

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

USS BESUGO Conf. Ltr. A16-3
Serial 029, dated 4 December,
1944. Report of Second 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. BESUGO (SS321) - Report of Second War
Patrol - Comment on.

1. BESUGO's Second War Patrol was conducted in the
SOUTH CHINA SEA in the western approaches to LINAPACAN STRAIT.

2. On the third day spent in offensive reconnaissance
patrol between the outlying reefs and the entrance to LINAPACAN
STRAIT, in a pre-dawn surface attack, BESUGO sank an unescorted
medium tanker and a large barge that was being towed. That night
the remaining sixteen torpedoes were expended in a series of five
attacks on a large unescorted AK. Three hits left the target
stopped and considerably settled in the water.

3. The Commanding Officer expressed the opinion that
the AK had settled on a six fathom spot in the vicinity of the last
three attacks. This is considered possible, but since the ship was
not sighted subsequently by the daily plane searches over this area,
it must be assumed that the ship was salvaged.

4. The award of the Submarine Combat Insignia is
authorized for this patrol.

5. The Force Commander welcomes BESUGO's Commanding
Officer, Officers and Crew to this Force and congratulates them on
inflicting the following damage on the enemy:

SUNK

1 - AO (Medium - EU)	5,000 Tons (Attack No. 1)
1 - Barge (Large - EU)	3,000 Tons (Attack No. 2)
Total	8,000 Tons

FE24-71/A16-3

UNITED STATES NAVY

12a/hr

Serial 01523

13 December 1944.

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

USS BESUGO Conf. Ltr. A16-3
 Serial 029, dated 4 December,
 1944. Report of Second War
 Patrol.

Subject: U.S.S. BESUGO (SS321) - Report of Second War
 Patrol - Comment on.

DAMAGED

1 - AK (Large - EU)

7,500 Tons (Attacks No. 3A,B,C,D,
and E)

Grand Total 15,500 Tons

R. W. CHRISTIE.

DISTRIBUTION:

Cominch	(3)	- Direct	CTG-71.5	(2)
Vice Opnav	(2)	- Direct	CTG-71.8	(2)
Vice Opnav-23c	(1)		CTG-71.9	(2)
Com1stFlt	(1)		ComSubRon-12	(2)
Com2ndFlt	(1)		DivComsSubRon-12	(1 each)
Com7thFlt	(2)		DivComsSubRon-18	(1 each)
ComSubs1stFlt	(30)		DivComsSubRon-26	(1 each)
ComSubs2ndFlt	(4)		ComSubDiv-162	(1)
CTF-71	(7)		S/M School N.L. Conn.	(2)
CTG-71.3	(2)		SubAd, Mare Island.	(2)
CTG-71.4	(2)		S/Es 7thFlt	(1)

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

913 Miller
 . B. MILLER,
 Flag Secretary.

SUBMARINE SQUADRON TWENTY SIX

FC5-26/116-3
Serial: 015

Care of Fleet Post Office,
San Francisco, California.
December 6, 1944.

CONFIDENTIAL

FIRST ENDORSEMENT to U.S.S.
BESUGO - Report of SECOND
War Patrol.

From: The Commander Submarine Squadron TWENTY-SIX.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Submarines, Seventh Fleet.
(2) The Commander Seventh Fleet.

Subject: U.S.S. BESUGO (SS321) - Report of Second War Patrol.

1. The second war patrol of the U.S.S. BESUGO covered a period of twenty-five days, eleven of which were spent under operational control of Commander Task Force Seventy-One north of the MALAY BARRELS. The patrol was commenced from SAIPAN and terminated at FREMANTLE, WESTERN AUSTRALIA.

2. The outstanding event of the patrol was the three-day aggressive reconnaissance off LUPATAN STRAITS, inside the off lying dangerous waters, during which an area was covered that the enemy apparently considered invulnerable. The aggressive conduct of the BESUGO during this portion of the patrol was highly commendable.

3. Four contacts on enemy vessels were made. Two of these were developed into successful attacks, one was lost, the other abandoned in order to accomplish an attack on a large vessel. Twenty-four torpedoes were fired in one day with five observed hits resulting in one tanker exploding and sinking, a barge which was in a sinking condition when last observed and three hits in a large merchant vessel which was left resting on the bottom.

Attack No. 1: After a surface radar approach on a medium tanker four torpedoes were fired at a range of 2100 yards resulting in one hit amidships which put the target on fire. The remaining torpedoes missed, probably due to an over estimate of target speed.

Attack No. 2: Immediately following the above attack a barge, which had apparently been towed by the tanker sunk on attack No. 1, was picked up by radar and, after

Admiral's file

SUBMARINE SQUADRON TWENTY SIX

PC5-26/116-3

Serial: 015

CONFIDENTIAL

Care of Fleet Post Office,
 San Francisco, California,
 December 8, 1944.

Subject: U.S.S. BESUGO (SS321) - Report of Second
 War Patrol.

tracking for five minutes, two bow and two stern torpedoes were fired from a range of approximately 1800 yards. One torpedo from the bow tubes hit the target which sank until the stern was apparently resting on the bottom. All other torpedoes missed, probably because the barge still carried some head way.

Attack No. 3(a): After tracking by radar for 44 minutes, four torpedoes were fired by radar bearings at a large merchant vessel from a range of 1400 yards, all of which missed.

Attack No. 3(b): Following a surface end around run four bow and four stern torpedoes were fired at the same vessel. One torpedo from the bow tubes hit the target and stopped it so the torpedoes from the stern tubes missed.

Attack No. 3(c): Two torpedoes from the bow tubes were fired at the same target, which was stopped, from a range of 2000 yards, both of which hit.

Attack No. 3(d): One torpedo was fired at the same target from the stern tubes after a "Backing Down" approach to close the range to 1240 yards. This torpedo missed.

Attack No. 3(e): -- second torpedo was fired from the stern tubes at the same target from a range of 1300 yards, which missed.

4. The exploder mechanism of the torpedoes carried by the BESUGO were modified by the U.S.S. FULTON before departure on this patrol in order to make them less sensitive and thus reduce the possibility of premature explosions. The low percentage of hits indicated by torpedo explosions, together with the entire absence of any end-of-run explosions, indicate the possibility that the exploder mechanisms were made too insensitive.

5. With the exception of the considerable repairs effected on the main engines, no unusual material damage occurred during this patrol and, in general, the material condition of the BESUGO is excellent. When it is considered that the vessel has operated steadily for 5½ months since commissioning.

SUBMARINE SQUADRON SIXTY SIX

FC5-26/A16-3
Serial: 015
CONFIDENTIAL

Care of Fleet Post Office;
San Francisco, California,
December 6, 1944.

Subject: U.S.S. BESUGO (SS321) - Report of Second
War Patrol.

All four main engines will require overhaul and double hatches will be installed in the after battery, engine room and after torpedo room during the normal refit period.

6. The Squadron Commander notes with concern the statement in paragraph (M) of the subject report concerning JD radar equipment. It is considered that this equipment can be of considerable value when kept in proper operating condition and used intelligently, particularly in areas where experience has shown that enemy planes are not radar equipped.

7. The Squadron Commander congratulates the Commanding Officer, officers and crew for their aggressive conduct which resulted in an excellent and successful war patrol and in inflicting important damage on the enemy.

L. J. Hutton
L. J. HUTTON.

U. S. S. BESUGO (SS321)
Care of Fleet Post Office
San Francisco, California

SS321/A16-3

4 December 1944

Serial (029)

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

From: Commanding Officer, U.S.S. BESUGO (SS321).
To : Commander-in-Chief, United States Fleet.
Via : Commander Submarine Division 262.
Commander Submarine Squadron 26.
Commander Submarines Seventh Fleet
Commander Seventh Fleet.

Subject: U.S.S. BESUGO(SS321), Report of Second War Patrol.

Enclosures: (A) Subject Report.
(B) Track Charts(Commander Submarines,Seventh Fleet
only).

1. Enclosure (A), covering the second war patrol of this vessel conducted in SOUTH CHINA SEA and LINAPACAN STRAIT(PHILIPPINE ISLANDS) during the period 10 November 1944 to 4 December 1944, is forwarded herewith.


T. L. WOGAN

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

(A) PROLOGUE

Arrived FREMANTLE, WEST AUSTRALIA, from second war patrol 4 December 1944. Commenced 13 day refit. Refit was accomplished by U.S.S. ANTHEDON and SECOND RELIEF CREW of SUBMARINE DIVISION 262. Major items of work included complete overhaul of 4 main engines and the auxiliary engine; installation of doubler hatches in after battery, after engine room and after torpedo room; installation of 40 MM gun on after end of bridge; and blanking off of torpedo tube outboard vents. The ship was drydocked twice to remove shaft squeal and noise. On the first docking, the starboard propeller was renewed and the clearances on all stern tubes and strut bearings (lignum vitae) were increased. On the second docking, the port propeller was renewed. A 3 inch long horizontal crack in the external plating of #4 F.B.T., along a bead of welding starboard side about frame 70 at the water line, was chipped out and rewelded. Training consisted of a 1 day and 1 night's convoy exercise with HARDHEAD and BLACKFIN, and 1 morning of practice approaches, exercise torpedo firing and gun target practice. One day's loading. Ready for sea 24 December 1944.

(B) NARRATIVE

24 December 1944

1612(H) Underway from alongside U.S.S. ANTHEDON, stood out of FREMANTLE HARBOR. Off harbor entrance conducted sound tests, satisfactory; continued.

1943(H) Made trim dive, duration 18 minutes.

2041(H) Commenced night tracking and simulated night torpedo attacks, U.S.S. ISABEL and U.S.S. CONICAL target group. HARDHEAD and BESUGO exercising in coordinated attack procedure.

25 December 1944

0200(H) Completed night exercises. Target group returned to port. Set course for EXMOUTH GULF at 3 engine speed, proceeding in company with U.S.S. HARDHEAD.

During day made training dives, held drills, exercised at tracking stations, and made practice approaches. HARDHEAD and BESUGO alternating as target vessel.

A MERRY CHRISTMAS!

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

26 December 1944

Enroute EXMOUTH GULF. Conducting training exercises throughout day and night. Same as yesterday plus battle surface drill and machine gun firing.

The two days' training enroute EXMOUTH in company with HARDHEAD were very valuable, especially in view of our limited training opportunities prior to departure.

27 December 1944

During early morning entered EXMOUTH GULF.

0658(H) Moored port side to U.S.S. HARDHEAD alongside Fuel Barge, EXMOUTH GULF.

Fueled to capacity.

Commanding Officers of BESUGO and HARDHEAD held final conference.

1708(H) Underway from alongside U.S.S. HARDHEAD.

1900(H) Conducted target practice for 5", 40 mm., and 20 mm., using hulk at entrance to EXMOUTH GULF as target.

1930(H) Stood out to sea, set course for LOMBOK STRAIT at 2 engine speed. Cruising independently.

28 - 30 December 1944

Enroute LOMBOK STRAIT at 2 engine speed. Made training dives and held drills day and night.

During night of 30 - 31 December made uneventful transit of LOMBOK STRAIT in full moonlight. Three small patrol boats were sighted and avoided with no trouble.

31 December 1944

Cruising westward through JAVA SEA at 2 engine speed.

0152(H) Exchanged recognition signals and calls with U.S.S. HAWKBILL and gave him information on LOMBOK.

0710(H) Sighted ship bearing 039°T. range about 8000 yds., coming out of rain squall.

0715(H) Dived, battle stations, commenced approach.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

0755(H) Fired three torpedoes, missed. Target was small inter-island freighter about 1000 tons.

0831(H) Surfaced, proceeded.

Numerous native sails in sight throughout the day.

1110(H) SD radar contact, 8 miles, dived.

1150(H) Surfaced.

1238(H) SD radar contact, 8 miles, dived.

1320(H) Surfaced.

1455(H) Sighted plane, DAVE or PETE, distant about 8 miles, dived.

1610(H) Surfaced.

1650(H) Sighted plane, DAVE or PETE, distant about 8 miles, dived.

1733(H) Surfaced.

1 January 1945

Cruising westward through JAVA SEA. Occasional native sails in sight during day.

During afternoon exchanged calls and information with BECUNA. Tracking drill, BECUNA target.

2 January 1945

During early morning prior to daylight made uneventful transit of KARIMATA STRAIT, entered SOUTH CHINA SEA.

1350(H) SD radar contact, 11½ miles, dived.

1457(H) Surfaced, continued at 2 engine speed.

3 January 1945

Proceeding to patrol area at 2 engine speed.

2205(H) Received contact report from GURNARD on southbound convoy including possible battleship.

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

4 January 1945

- 0016(H) Entered patrol area.
Patrolling on surface across convoy routes.
- 1900(H) Formed scouting line with HARDHEAD bearing 065° T. distance 20 miles in position 50 miles south of ULO CONDORE GP.
Commenced search from the flank for CLENARD convoy.
Scouting speed 15 kt.

5 January 1945

- Scouting on surface at 15 kt.
- 0712(H) Made dawn dive, duration 26 minutes. After surfacing continued scouting on surface at 15 kt.
- 1127(H) SD radar contact, 6 miles, dived.
- 1155(H) Surfaced.
- 1200(H) HARDHEAD and BESUGO reversed scouting course, slowed to 8 kt., proceeding to convoy focal point in vicinity Lat. 06° - 51'N. Long. 104° - 03'E.
- 1700(H) Changed scouting course to 025° T.
- 2145(H) Reversed course.
- 2400(H) Set course for southwest part of area for next days scouting position.

6 January 1945

- Surface patrol.
- 0900(H) Formed scouting line, center of line Lat. 6° 30'N. Long. 103° - 00'E., direction of line east - west, scouting distance 20 miles, patrolling back and forth along the line at 10 kt., eastward during odd hours westward during even hours, passing through the assigned position on each half hour. This is standard procedure for this group.
- 1840(H) Sighted tanker bearing 182° T. range 27000 yds. on north-westerly course. The top of another ship in sight, probably a destroyer.
Commenced trailing from ahead.
Sent contact report to HARDHEAD.

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

The target was a very large tanker with one escort visible. Tracked using the periscopes for bearings and radar for ranges. Maintained the range between 26500 yds. and 28500 yds. Target was zig-zagging at 13.5 kt. on courses between northwest and northeast. Continued sending amplifying reports to HARDHEAD giving course and speed information.

1940(H) HARDHEAD reported contact.

2020(H) Tanker tracked on base course 035° T., speed 13 kt. Commenced closing in for attack. It was dark by this time. A clear dark night. A surface attack was indicated. Notified HARDHEAD that we were attacking on port bow.

2115(H) HARDHEAD informed us he was attacking on port bow. Target and escorts visible, destroyer ahead and one smaller escort on each beam of big tanker.

2118(H) Commenced firing 6 torpedoes on a 60° Port track.

2120(H) 3 Torpedo hits, 1 aft, 1 MCT, 1 forward. The first hit produced a large black smoke cloud, the second produced flames, the third set the whole ship ablaze.

Turned away and put the port beam escort astern at range of 2000 yds., increased speed to flank. Target, burning furiously, listed heavily to port and sank stern first about 9 minutes after being hit. Escorts milled around, never did see us. Escorts dropped 7 depth charges. When last seen, only the bow of the tanker was visible sticking up at about a 60° angle. The tanker sank in 162 ft. of water at lat. 06° - 57'N. Long. 102° - 57'E. The tanker was not positively identified. It is estimated that he was at least 15000 gross tons, loaded.

Retired to north, then east, then southeast to transmit report to Task Force Commander, Assigned scouting line positions for next day.

7 January 1945

0230(H) Transmitted report of attack to Task Force Commander.

0300(H) Set course for assigned patrol station.

0800(H) On station on scouting line. Surface patrol.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

- 1000(H) Received orders to cover southern approaches to CAPE KAMAO to intercept enemy task force which may sortie from vicinity of CAPE KAMAO. Shifted scouting line to a point 75 miles south of CAPE KAMAO, direction of line east - west, covering a 40 mile front.

This is a strategic location. It gives the most practical coverage of CAPE KAMAO from southward and still covers two convey routes. Depth of water is about 165 ft. During night BESUGO and HARDHEAD made a sweep in closer to the CAPE in the 75 ft. water, returning to original scouting positions by daylight next day.

8 January 1945

Surface patrol maintaining scouting line 75 miles south of CAPE KAMAO.

- 1306(H) SD radar contact, 8 miles, dived.

- 1311(H) One bomb, not close.

- 1540(H) Surfaced.

Shifted scouting line 65 miles to eastward. This will cover two convey routes and still maintain coverage of south southeastern approaches to CAPE KAMAO. Consider that our discovery renders enemy task force interception in present location most improbable.

9 January 1945

Surface patrol on scouting line with HARDHEAD, 80 miles SSE of CAPE KAMAO.

- 1058(H) SD radar contact, 8 miles, dived.

- 1313(H) Surfaced.

Shortly after surfacing sighted HARDHEAD to eastward. HARDHEAD informed us of dispatch orders from Task Force Commander to move to southward.

- 1400(H) Set course 195° T. speed 17 kt.

10 January 1945

- 0230(H) BESUGO and HARDHEAD in new assigned position.

- 0500(H) COBIA, who joined this pack yesterday, in assigned position.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

- 0530(H) No contacts, Ordered BESUGO AND HARDHEAD to proceed to positions 10 miles each side of COBIA arriving by 0800(H).
- 0900(H) Increased scouting distance to 20 miles reoriented line from 090 - 270° to 113 - 293° T. maintaining stationary line.
- 0934(H) SD radar contact, 6 miles, dived.
- 1000(H) Surfaced. Scouting course 023° T. speed 8 kt., covering 60 mile front, across enemy most probable track.
- 1500(H) Reversed course.
- 2000(H) Scouting line in same position as at 1000(H) this morning. Commenced patrolling back and forth along this line at 8 kt. reversing course at 2200(H), 0200(H), and 0600(H).

11 January 1945

- 0848(H) Sent my message number 59 to PERCH, information HARDHEAD and COBIA, telling PERCH we would discontinue search at noon, assigning PERCH Pack AREA D-2 north of Lat. 07° - 09° N., BESUGO Pack between Lat. 05° - 45' N. and Lat. 07° - 00' N., telling him I would assign CAITAN and GURNEYD to all south of Lat. 05° - 45' N. upon their arrival. Also informed PERCH of additional convoy route parallel to and slightly west of western boundary of AREA D-2.
- 1110(H) SD radar contact, 10 miles, dived.
- 1142(H) Surfaced.
- 1200(H) BESUGO retired to eastward to transmit. Ordered COBIA and HARDHEAD to proceed to new patrol stations covering convoy routes off GT. REDANG ISLAND, searching enroute, COBIA O.T.C. until BESUGO rejoins tomorrow night.
- 1351(H) SD radar contact, 6 miles, dived.
- 1445(H) Surfaced, SD radar contact, 1½ miles, dived.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

1351(H) SD radar contact, 6 miles, dived.

1445(H) Surfaced, SD radar contact, 1½ miles, dived.

1544(H) Surfaced.

1619(H) Received message from GURNARD saying he had intercepted my message to PERCH. GURNARD requested instructions.

1740(H) Ordered GURNARD to patrol on station Lat. 04° - 32' N. Long. 104° - 43' E. until sunrise 14 January then patrol approximate location Lat. 05° - 00' N., Long. 103° - 43' E. (off FULO TENGGOL).

During night transmitted report to Task Force Commander giving him negative results of search by both BESUGO and PERCH packs and giving him current disposition of all submarines in this general area. Shortly after transmitting received message from Task Force Commander giving identical disposition except BESUGO pack was told patrol between Lat. 06° and 07° N. Decided to use down to Lat. 05° - 45' N in order to get better coverage off REDANG and because GURNARD was well to southward off FULO TENGGOL.

Converted #4 F.B.T. to M.B.T. during night and flushed out tank.

12 January 1945

0025(H) Set northwesterly course at one engine speed to rejoin COBIA and HARDHEAD. Made 20 minute dawn trim dive.

0931(H) Sighted plane, SALLY, distant about 8 miles, dived.

1014(H) Surfaced.

During evening contacted HARDHEAD and informed him by SD radar of my plan for conducting patrol off GT. REDANG ISLAND for next few days.

Later in night made rendezvous with COBIA, delivered standard patrol instructions via line and W.T. container gave COBIA some salt.

COBIA informed me he would conduct submerged patrol off GT. REDANG ISLAND tomorrow and that he would depart for home the night of 15 January.

13 January 1945

Surface patrol. BESUGO center submarine on scouting line. COBIA 10 miles, BESUGO 30 miles, HARDHEAD 50 miles east of REDANG.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

0926(H) SD radar contact, 5 miles, dived.

1030(H) Surfaced.

During evening coordinated the line from 090° - 270° T.
to 070° - 250° T.

14 January 1945

At dawn moved scouting line 5 miles eastward and ordered COBIA to conduct surface patrol today 10 - 15 miles off GT. REDANG ISLAND.

0753(H) Sighted plane, BETTY, distant about 7 miles, dived.

0903(H) Surfaced.

1155(H) Sighted plane, BETTY, distant about 8 miles, dived.

1304(H) Surfaced with U.S. submarine in sight distant about 8000 yds. Exchanged calls with BLACKFIN by SF radar and informed him of disposition of boats on my scouting line and suggested BLACKFIN back up my line to southward.

1403(H) Sighted white smoke cloud over horizon in vicinity of GT. REDANG ISLAND. Looks like an explosion, very probably an attack by COBIA. However no contact report was received from COBIA so did not investigate.

1608(H) Sighted plane, BETTY, distant 5 miles, dived.

1705(H) Surfaced.

1911(H) Received report from COBIA that he had sunk a lone AM at 1400 and that he must depart tonight.

Consider COBIA committed a grave tactical error in not sending a contact report before attacking this ship. The entire coordinated search and attack fall apart if contact reports are not sent out to the other boats of the pack.

2330(H) After COBIA departure GURNARD ordered BLACKFIN to patrol off REDANG.

Decided to incorporate BLACKFIN and have her replace COBIA in my scouting line.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

15 January 1945

Patrolling on surface, BESUGO center submarine in 3
boat scouting line extending ENE from GT. REDANG ISLAND,
BESUGO 30 miles off the island, BLACKFIN 10 miles off,
HARDHEAD 50 miles off.

0934(E) Sighted plane, BETTY, 11 miles, dived.

1007(H) Surfaced.

1434(H) SD radar contact, 11 miles, dived.

1515(H) Surfaced.

16 January 1945

Same patrol as yesterday.
Uneventful.

17 January 1945

0000(H) BESUGO and HARDHEAD shifted their scouting line 100
miles eastward, BLACKFIN joined GURNARD for coordinated
patrol off PULO TENGGOL.

0930(H) In position on new scouting line BESUGO position Lat.
06° - 00'N, Long. 105° - 10' E., HARDHEAD 20 miles east.

1314(H) SD radar contact, 9 miles, dived.

1347(H) Surfaced.

18 January 1945

Surface patrol on scouting line same as yesterday.

1019(E) SD radar contact, 9 miles, dived.

1134(H) Surfaced.

19 January 1945

Surface patrol on scouting line same as yesterday.

0911(E) SD radar contact, 9 miles, dived.

0940(H) Surfaced.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

1630(H) Scouting course 005° T., scouting speed 8 kt.

2200(H) Moved scouting line 60 miles west to convoy route focal point.

20 January 1945

0830(H) In position on new scouting line BESUGO and HARDHEAD
10 miles each side of convoy focal point.
Surface patrol.
Uneventful.

21 January 1945

Same patrol as yesterday.

1207(H) SD radar contact, 4 miles, dived.

1246(H) Surfaced.

22 January 1945

0400(H) Rendezvoused with BLACKFIN. Communicated by SJ radar,
checked to insure that he still had a copy of patrol
instructions for this group.

0830(H) Established new scouting line covering 60 mile front
in same position as last two days.
Uneventful surface patrol.

23 January 1945

GURNARD had departed, no one is patrolling close to
MALAY coast.

0930(H) Established scouting line extending ENE from GT. REDANG
ISLAND, HARDHEAD 10 miles off, BESUGO 30 miles and
BLACKFIN 50 miles.

1235(H) SD radar contact, 4½ miles, dived.

1345(H) Surfaced.

24 January 1945

0530(H) Received contact report from BLACKFIN. Immediately
changed course to NE and increased speed to full to
intercept.

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

- 0555(H) BLACKFIN gave final estimate of enemy course and speed, enemy position and said he was going in for surface attack.
- 0602(H) Picked up SJ radar interference from BLACKFIN bearing 330°T.
Changed course to NW to intercept.
- 0606(H) Radar contact, 2 targets, bearing 325°T., range 17650 yds. Commenced tracking. One large target tracked on various southerly courses. One escort heading right for us well ahead of large target.
- 0614(H) Large flash of light, apparently a torpedo explosion, on bearing of target.
- 0615(H) Gunfire or signal lights same bearing.
Battle stations.
- 0618(H) The escort who was heading for us had now closed to 4700 yds.
Changed course to 150° T. to put him astern.
- 0619(H) The big target tracked on course 090° T. Decided to hold everything until the Japs settled down after BLACKFIN attack.
- 0621(H) Felt heavy underwater explosions, depth charges.
- 0629(H) The escort who had closed to 4700 yds. turned around and headed back for the big ship.
Changed course to 330° T. heading for big target at full speed.
- 0634(H) Big target tracked on SW course.
Changed course to 000°T.
- 0638(H) Changed course to 270° T. Could just barely see large target at range of about 12000 yds. That escort was plainly visible well ahead of target on his port bow and heading for us. It was getting light.
- 0642(H) It was quite light. Saw flashing lights on escort. He may well have seen us or thought he saw us. Dived to radar depth, tracked big target, watched escort who was closing. I think he suspected our presence, but he was not quite sure.
Big target, still unidentified, was tracking on course 225° T. at 13.5 kt.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

0650(H) Five depth charges.

0700(H) Periscope depth. One depth charge.

0710(H) Escort closed to 2500 yds. and apparently slowed down, changing course frequently and radically. He was slightly abaft our starboard beam. Apparently he will pass astern.

It was just about full daylight.

We were still on course 270° T. making dead slow speed, rigged for silent running. Escort was madly flashing his masthead blinker lights. Escort positively identified as a mine sweeper, AM 13 - 18' class.

Incidentally, the sea was glassy with a long gentle swell running.

Sound was tracking the big ship. Sound reported a zig by big ship.

0713(H) Observed the big ship, saw him clearly for first time. Big tanker. Range 3300 yds. angle on bow 35° port. Excellent.

0715(H) One depth charge not too far away.

0716(H) Final complete set up on tanker, final bearing. Commenced firing 6 bow torpedoes at tanker range 2100 yds., on 95° port track, gyro angles about 355°.

As we were firing - four more depth charges not very far away.

0717(H) Observed first torpedo hit in stern of target, swung periscope to watch escort.

0718(H) Here he comes dropping more depth charges; his range 2000 yds. Five more depth charges.

Went way down deep to 140 ft.

0721(H) The first fairly close depth charge.

0725(H) 6 depth charges fairly close.

0734(H) 1 depth charge.

We now had 2 and possibly 3 pingers working on us.

0735(H) 1 depth charge.

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

0742(H) Here came our original friend on his first real firing run. He was pinging perfectly on us. Coming up from the port quarter, he bounced pings off bow, midships, and stern and back and forth as he came in. Increased speed to 2/3, turned away with full right rudder.

0743(H) 4 depth charges very close. We were at 180 ft., not more than 10 ft. above the bottom. (Only one sound head rigged out). Those charges shook us up considerably and did a little minor damage.

0744(H) Slowed to dead slow speed, continued withdrawal to northeast keeping the two pingers on each beam and drawing aft. From here on they never regained contact although they dropped occasional charges until 0916(H).

The picture immediately after firing in regard to torpedo hits was not quite clear. The torpedo explosions and depth charge explosions were intermingled and not distinguishable one from the other. Having seen the first torpedo hit aft, my estimate was three hits in the target.

The target was a large tanker estimated at 10000 gross tons, similar to HUEISAN MARU.

This attack was interesting in several respects. After we had to go down to periscope depth the prospects of getting a shot at the big ship seemed very remote. Then the fortunate change of course by the target from 225° T. to 180° T. gave us a very nice set up. We fired after only two periscope observations. Then the depth charges. I must admit that it was very disconcerting to have them going off around and about while making the approach and firing. The calm, cool and deliberate functioning of the fire control party under these conditions is a tribute to their skill and courage - they performed splendidly.

1131(H) Periscope depth. The two escorts were in sight astern, range about 10000 yds. on northeasterly course, still echo ranging. They were conducting a methodical search for us. Nothing else was in sight. We continued our withdrawal to northeastward.

The echo ranging of the two escorts could be hear throughout the afternoon.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

1642(H) Intermittent distant depth charging commenced.
A total of 31 charges were heard and felt, culminating with a final barrage of 14 in rapid succession at 1758(H). Thereafter all quiet.

2001(H) Surfaced. Set course SE to rendezvous with HARDHEAD and proceed to new scouting line position for next day.

25 January 1945

0147(H) Rendezvoused with HARDHEAD and received report of BLACKFIN attack in which he sank an escort and damaged the tanker. HARHEAD observed BESUGO torpedo hit in bow of tanker. BESUGO must have made only two hits. Damaged tanker escaped, eluding both HARDHEAD and BLACKFIN who attempted attacks later in day. Tanker had a total of four escorts - BLACKFIN sank one; two of them gave BLACKFIN a short working over, one remained with tanker; then two worked BESUGO over and stayed with BESUGO until late afternoon while one remained with tanker for remainder of day.

BLACKFIN departed, proceeding independently, for 3 days life guard duty.

0730(H) In position on east west scouting line. BESUGO Lat. 05° - 25' N., Long. 105° - 00' E., HARDHEAD 20 miles west. Surface patrol.

1122(H) Sighted plane, BETTY, distant about 7 miles, dived.

1305(H) Surfaced.

26 January 1945

Same scouting line as yesterday.
Surface patrol.

0814(H) Received contact report from HARDHEAD, one southbound enemy ship.
Immediately increased speed to full and set course 220° T. to intercept.

0824(H) HARDHEAD estimated target as DE.
HARDHEAD trailing from ahead.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

1002(H) Sighted DE bearing 250° T., range about 16000 yds.
Radar could not pick up target.

Attempting an end around on small zig-zagging target who kept popping out of the haze at frequent intervals - one minute he was gone entirely and the next he was back in full view at range of about 8 miles. This was definitely a very unsatisfactory situation; however it had to be accepted until we got ahead of him.

1041(H) HARDHEAD dived for attack.

1229(H) HARDHEAD reported unable to close, no attack.
By that time we had pretty good course and speed dope on target.
Decided to keep out of sight of target and get into position for a late afternoon attack. I figured we had to be in good position, dead ahead of target, when we dived for the attack. Target was small, definitely a DE, and we had only stern tubes remaining.

HARDHEAD continued trailing from astern.

1526(H) Slowed to 8 kt., changed course to 315° T.
Expected contact anytime.

1555(H) HARDHEAD reported he had lost contact.
Evidently the DE had changed course to the SW at about 1530(H) to close the coast.

1702(H) Changed course to north heading for position on tomorrow's scouting line.

DE had definitely eluded us. I didn't feel too badly about him. He was a small target who would have been very difficult to hit on a day attack.
Our fuel expenditure was considered well worth while - I think we have some good dope on enemy routing. The DE track showed him as having come about due south along Long. 104° - 40' E. until he reached Lat. 04° - 30' N. at which point he turned to SW and closed the coast. This follows very closely a known convoy route, and approximates the estimated track which we covered on 10 January 1945.

27 January 1945

0730(H) In position on east-west scouting line. BESUGO at Lat. 05° - 45' N. Long. 105° - 00' E., HARDHEAD 20 miles west.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

During day steamed north for 4 hours, 240° T. for 4 hours, 120° T. for 4 hours, returning to original scouting line positions by nightfall.

1100(H) Sank floating mine with 20 mm. gun fire. Lat. 06° - 02' N., Long. 105° - 02' E.

1207(H) SD radar contact, 7 miles, dived.

1257(H) Surfaced.

During evening we received a dispatch from Task Force Commander opening up the GULF OF SIAM to us, assigning BESUGO back to area north of Lat. 07° - 00' N., and estimating best hunting between Long. 102° E. and 105° E. HARDHEAD suggested patrol up in GULF OF SIAM.

2200(H) Closed HARDHEAD to communicate by SJ radar. Gave HARDHEAD my estimate of situation as follows (message #237):

- (a) 4 ships torpedoed this area all of which passed close to GT. REDANG ISLAND.
- (b) Enemy shipping will give GT. REDANG ISLAND a wide berth for at least sixty miles for a while.
- (c) DE arrived SINGAPORE on 27 January without having been molested.
- (d) His apparently safe route will immediately suggest itself to the Japs for their southbound traffic.
- (e) This pack should concentrate on SAIGON - SINGAPORE traffic.
- (f) SAIGON - BANGKOK traffic is insignificant.
- (g) We should remain concentrated and operate as a pack.
- (h) Inadvisable to put 3 boats up in GULF OF SIAM without definite information.
- (i) SAIGON - SINGAPORE traffic has been greatly reduced recently. There just is not much traffic.
- (j) Continued patience necessary.
- (k) When BLACKFIN returns we will be able to cover a sixty mile front.

Gave HARDHEAD my tentative plan which was to patrol along Lat. 07° - 00' N. covering from Long. 104° E. to 105° E.

HARDHEAD concurred on estimate and plan.

Resumed patrolling.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

0830(H) In position on new scouting line: BESUGO position
Lat. 07° - 00' N., Long. 105° - 00' E., HARDHEAD 20
miles west.
Surface patrol.

0912(H) SD radar contact, 8 miles, dived.

1015(H) Surfaced.

1145(H) Sank floating mine with 20 mm gunfire. Lat. 07° -
02' N., Long. 105° - 07' E.

29 January 1945

Surface patrol in same position as yesterday.
Uneventful.

30 January 1945

Surface patrol same position.

1020(H) SD radar contact, 7 miles, dived.

1110(H) Surfaced.

1155(H) SD radar contact, 9 miles, dived.

1303(H) Surfaced.

1320(H) Passed a capsized 30 ft. whale boat, Lat. 07° - 05' N.,
Long. 105° - 10' E.

1624(H) Sighted plane, BETTY, distant about 6 miles, dived.

1724(H) Surfaced.

2100(H) BLACKFIN rejoined taking position 20 miles east of
BESUGO.

31 January 1945

Surface patrol. BESUGO center submarine on east - west
scouting line in position Lat. 07° - 00' N., Long. 104° -
50' E., HARDHEAD 20 miles west, BLACKFIN 20 miles east,
covering a 60 mile front from Long. 104° - 20' E., to
Long. 105° - 20' E.

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

1200(H) Moved scouting line 120 miles to south southwestward to effect what I consider is the best coverage of SINGAPORE traffic; i.e., a line along Lat. 05° - 00' N. covering a 60 mile front from PULO TENGGOL to the eastward.

It is hoped that current air strikes on SINGAPORE will start things moving out of that port. Also BLUEGILL who was assigned to area from Lat. 06° N. to Lat. 07° N. had departed, and TRADEWIND is well clear to southward on life guard duty.

While HARDHEAD and BESUGO proceed south at 8 kt. to new position, BESUGO withdrew to southeastward to transmit information to Task Force Commander on new disposition and on detailed results of attacks of 24 January.

1 February 1945

0300(H) BESUGO in position as easternmost submarine on scouting line. BESUGO position Lat. 05° - 00' N., Long. 104° - 31' E. BLACKFIN and HARDHEAD 20 and 40 miles respectively to the westward. BLACKFIN guarding 4475 Kcs. during day for this pack.

1106(H) Two B-29's down, each fairly close to a life guard submarine. No action.

1130(H) HARDHEAD investigated low flying B-29 just north of PULO TENGGOL and attempted to communicate on 4475 Kcs. with B-29 #0589 who had sent a message to the life guard submarine without getting a reply. No results on HARDHEAD search or communications.

1627(H) HARDHEAD resumed station on scouting line.

2331(H) Radar contact bearing 008° T., range 9800 yds., 4 ships.
Commenced trailing from ahead.
Sent contact report to BLACKFIN and HARDHEAD.
As we trailed we could not positively identify the targets. All seemed about the same size and not very big. Targets were in plain sight at 10000 yds. on a bright moonlight hazy night. The SJ radar lobe switching motor failed when we started tracking, so that we could not get accurate radar bearings. This failure also probably resulted in decreased power output of the radar which fact further complicated determination of target size from radar maximum range and size of pip. Tracked using visual bearings and radar ranges maintaining the range between 10000 and 12000 yds. Continued sending amplifying reports to HARDHEAD and BLACKFIN.

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

2 February 1945

- 0045(H) Thought one or more of targets might be a light cruiser, perhaps the same force which the PARGO had damaged. Told HARDHEAD and BLACKFIN the targets were cruisers or destroyers. I wanted to take no chances on this group, and I knew that would bring them in a hurry.
- 0120(H) Enemy base course 180° T., speed 13.5 kts., zig-zag plan consisted of 10° changes of course every 5 or 6 minutes between courses 150° T. and 210° T.
- 0150(H) In good position 10000 yds. ahead, with the right center target bearing 000° T. Maintained this position.
- 0155(H) BLACKFIN reported contact.
- 0157(H) Dived to radar depth for attack. Informed HARDHEAD and BLACKFIN before diving. Kept stern to target group on course 180° T., allowed targets to close. We had only stern tubes left. When range had decreased to 6000 yds., dropped down to periscope depth. All enemy ships echo ranging. (Long scale searching). We had good speed dope at 13.5 kt. and were still due south of right center ship. As range closed to 4000 yds., could see the formation much better. It was line of bearing normal to base course, distance about 1500 yds., with targets zig-zagging (in accordance with plan given above) by simultaneous turns. The two center ships seemed to be slightly larger than the flank ships of the line. This confirmed a previous impression gained while targets were in sight from bridge and radar could track the center ships better. Range 4000 yds. Rigged for silent running. Changed course to 250° T. to open out for stern tube shot at right center ship. Continuous periscope bearings were going into TDC.
- 0225(H) Targets zigged left. We were almost dead ahead of right flank ship who was getting close. Used sharp angle on bow of right flank ship to get final accurate estimate of enemy course.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

- 0226(H) We were dead ahead of right flank ship, range 250 - 300 yds. He filled the entire periscope field in high power - all I could see was a very sharp bow with zero angle on some and a very fine bow wave. One sound head was on this ship. The sound operator reported that he was still searching with his pinger and definitely did not have contact. Swung periscope for final set up on target using periscope range and 60 ft. mast height. Set. Checked. Final bearing.
- 0227(H) Commenced firing 4 stern torpedoes, increased speed to standard and started deep as we were firing. Right flank ship was passing over us. We were firing from directly underneath him. 1 minute and 9 seconds after firing, the first torpedo was heard to hit.
- 0229(H) Levelled off at 200 ft. We were in about 230 ft. of water. No counter attack developed. Withdrew on course west. Screws and echo ranging on various bearings.
- 0328(H) Sound picked up screws.
- 0348(H) Periscope depth, nothing in sight.
- 0358(H) Radar depth. Radar picked up a target at 6700 yds. and shortly after the periscope picked up same target. Also radar interference from HARDHEAD or BLACKFIN. Tracked this target at radar depth until
- 0406(H) Then went down to periscope depth. The target who had been on course about 300° T. changed course to south. Sighted blinker lights of this ship.
- 0433(H) Radar depth, no contacts except 3 sets of blinker lights to southeastward.
- 0438(H) Surfaced, withdrew to northward, charging batteries.
- 0442(H) Heard a string of 15 depth charges. Sound reports that as we were surfacing he heard the enemy ships shift to short scale echo ranging.
- 0505(H) Sighted flashing lights to southeastward.

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

0526(H) HARDHEAD reported by radio that ship we had hit sank, that BLANKFIN was submerged attacking.

In retrospect it is believed that the group of ships attacked consisted of 2 small DD's and 2 DE's conducting an anti-submarine sweep while proceeding to SINGAPORE for escort duty. Their formation and tactics confirm this.

The ship attacked was not definitely identified. He was larger than the black ship who was pretty definitely about DE size. The target length was measured as being very close to 300 ft.; at a range of 1600 yds. with a 90° angle on bow he subtended just $\frac{1}{2}$ the periscope field in high power or 4". His silhouette was not that of a DE; I have observed DE's very carefully in the past. The silhouette lacked the one thing that is common to all the usual small escort vessels - a single prominent stack. The silhouette which most closely resembles that of the target is that of the MATEU class DD, shown in the Pacific Fleet Weekly Intelligence Bulletin. The target is therefore estimated as a small DD (similar to MATSU class) of 1000 tons.

1256(H) BLACKFIN reported by radio that he had made two approaches on the target group but had not attacked and that he was leaving us to join the TUNA pack.

1300(H) In position on new scouting line covering seaward convoy route off GT. REDANG ISLAND. HARDHEAD 20 miles west. During early evening moved west, HARDHEAD to patrol 10 miles off REDANG, BESUGO 30 miles off.

2149(H) Received contact report from HARDHEAD. Set course 240° speed 17 kt. to intercept.

2240(H) HARDHEAD attacking a single ship.

2259(H) Observed flash of light to westward.

2315(H) HARDHEAD reports having sunk a small tanker.

2320(H) Set course 080° T. at 2 engine speed to scouting line position for next day.

3 February 1945

0640(H) On station on scouting line. BESUGO position Lat. 05° - 45' N., Long. 105° - 00' E. HARDHEAD 20 miles west.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

1010(H) SD radar contact, 12 miles, dived.

1054(H) Surfaced.

1057(H) SD radar contact, 5½ miles, dived.

1143(H) Surfaced.

1458(H) HARDHEAD departed, heading home.

It has been a real pleasure working with HARDHEAD - a smart ship.

1720(H) Sighted what appeared to be the conning tower of a submarine on the horizon to the southward. As we turned away we lost sight of it almost immediately. The Commanding Officer saw it through the periscope and is almost sure it was a submarine. At the same time we had an APR contact on 215 Mc. Concluded it was one of the British submarines working to the south of us.

During the evening converted #3 and #5 F.B.T. to M.B.T. and flushed out the tanks. The conversion required 1 hour and 19 minutes. The flushing out required 47 minutes.

4 February 1945

Surface patrol in southeastern part of area.

1046(H) Sighted plane, BETTY, distant about 8 miles, dived.

1157(H) Surfaced.

1313(H) Sighted plane, a large transport plane or bomber, distant about 8 miles, dived.

1401(H) Surfaced.

1904(H) Received orders to take life guard duty on 6 February, changed course to west, slowed to 8 kt., returning to area.

During night cruised at 5 kt. zig-zagging radically.

5 February 1945

Submerged patrol west of ANAMBAS ISLANDS.
Uneventful.

2302(H) Received message cancelling life guard assignment and ordering us to start home.
Increased speed to 17 kt., set course 150° T.

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

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

6 February 1945

Cruising on surface at 3 engine speed enroute KARIMATA STRAIT proceeding west of BADAS ISLANDS. During early evening made uneventful transit of KARIMATA STRAIT. Entered JAVA SEA.

7 February 1945

Cruising on surface at 3 engine speed.

1817(H) Sighted and exchanged calls with U.S.S. HARDHEAD.

8 February 1945

Cruising on surface at 3 engine speed.

0638(H) Sighted plane, ADAM, distant about 6 miles, dived.

0642(H) Four bombs, not close. Estimated 250 lb. bombs. Lat. 06° - 13' N., Long. 115° - 38' E.

0818(H) Surfaced. Proceeded on 3 main engines. During afternoon sighted 4 native sails east of the KANGIAN ISLANDS. During early evening transitted LOMBOK STRAIT at full speed. Encountered 2 patrol boats, one small one near northern entrance over toward the BALI side and one larger one about half way through the strait. Neither patrol boat saw us although we passed within 4100 yds. of the first one. It was a very dark hazy night.

2143(H) Cleared LOMBOK STRAIT, entered INDIAN OCEAN, slowed to 2 engine speed.

9 February 1945

Cruising on surface at 2 engine speed enroute LOMBOK STRAIT to ONSLOW, W.A. Making training dives and conducting drills.

During evening exchanged calls with U.S.S. BLUNNY and U.S.S. HAWKBILL. Gave them information on LOMBOK.

10 February 1945

Cruising on surface at 2 engine speed. Making training dives and conducting drills.

During morning exchanged calls with U.S.S. BECUNA.

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

Subject: U.S.S. BESUOO (SS321), Report of Third War Patrol.

11 February 1945

Cruising on surface at 2 engine speed. Making training dives and conducting drills.
During late afternoon exchanged calls with U.S.S. HOE.
Sighted U.S.S. CAVALIA.

12 February 1945

0000(H) Commenced a 6 hour test battery discharge.

0556(H) Battery discharge completed.

0635(H) Sighted U.S.S. CABILAN.
Various courses and speeds approaching ONSLOW, W.A.

1148(H) Moored port side to jetty, ONSLOW, W.A.
Commenced fueling, received 15000 gal.

1609(H) Underway, various courses and speeds standing out to sea.

1750(H) Cleared ANCHOR ISLAND, set course west at 3 engine speed enroute FREMANTLE, W.A.
During evening exchanged calls with U.S.S. BAYA.

13 February 1945

Cruising on surface at 3 engine speed enroute ONSLOW to FREMANTLE.

1840(H) Sighted unidentified submarine.
Exchanged recognition signals and calls with either a BRITISH or DUTCH submarine. NX32. Lat. 26° - 36' N., Long. 112° - 23' E.

During evening exchanged calls with U.S.S. PERCH and U.S.S. MINCO.

14 February 1945

2331(H) Sighted the flare of ROTTNESST LIGHT bearing 137° T., distant about 45 miles.

Exchanged calls with U.S.S. PERCH.

15 February 1945

Entered FREMANTLE HARBOR.
Moored.

Serial 0481

9 March 1945.

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

USS BESUGO Conf. Ltr.

Al6-3 Serial 030 dated

15 February 1945. Report
of Third 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. BESUGO (SS321) - Report of Third War
Patrol - Comment on.

1. The Third War Patrol of the BESUGO, under the command of Commander T. L. VOGAN, U.S.N., was conducted in the SOUTH CHINA SEA in the Northeastern approaches to SINGAPORE and in the entrance to GULF of SIAM. The Commanding Officer of the BESUGO was OTC of a Co-ordinated Group consisting of BESUGO and HARDHEAD, and augmented for short periods by the addition of BLACKFIN and COBIA, and for a few days by the PERCH, CABILAN and SEALION.

2. The work of BESUGO in co-ordinating the operations of from two to seven submarines in the area is outstanding. The problems of command and communications were thoroughly understood and admirably solved. BESUGO made four attacks. The first one was unsuccessful, but the second was a beautifully executed night surface attack in which a large loaded tanker, escorted by one DD and two DE, was destroyed by three hits from six torpedoes. BESUGO's third attack was made from a submerged position and despite the fact that the depth charge attack had already begun, he fired six torpedoes and scored two hits which further damaged a tanker which had already been hit by BLACKFIN. The fourth attack was made upon a DD which, assisted by another DD and two DE, was making an anti-submarine search. HARDHEAD saw the target blow up as a result of one BESUGO hit.

3. The entire patrol was conducted in a smart, aggressive and effective manner despite the obstacles presented by a shallow water area. A total of thirty three days were spent in the area, and all were spent in surface patrol except one day which was spent submerged while being depth charged following the third attack. The war has progressed to a point in the SOUTH CHINA SEA where there are fewer enemy targets than formerly. This is a measure of our success, and it must be taken into consideration when the relative merit of performance on patrol is evaluated. This patrol is outstanding.

Serial 0481C-O-N-F-I-D-E-N-T-I-A-L

9 March 1945.

SECOND ENDORSEMENT to:
 USS BESUGO Conf. Ltr.
 A16-3 Serial 030 dated
 15 February 1945. Report
 of Third War Patrol.

Subject: U.S.S. BESUGO (SS321) - Report of Third War
 Patrol - Comment on.

4. The award of the Submarine Combat Insignia is authorized for this patrol.

5. The Force Commander congratulates the veteran Commanding Officer, the Officers and Crew of this seasoned and well trained ship upon their sterling performance of duty and for inflicting the following damage on the enemy:

SUNK

1 - AO (Large - EU)	10,000 Tons (Attack No. 2)
1 - DD (MATSU - EU)	<u>1,000 Tons (Attack No. 4)</u>
Total	11,000 Tons

DAMAGED

1/2 AO (Medium - EU)	2,500 Tons (Attack No. 3)
(Also damaged by BLACKFIN)	
Grand Total	13,500 Tons

6. Commander VOGAN is further congratulated for the fine performance of the submarines under his tactical command. The BESUGO Group inflicted the following damage upon the enemy:

SUNK

1 - AO (Large - EU)	BESUGO	10,000
1 - DD (MATSU - EU)	BESUGO	1,000
1 - CM EU	COBIA	700
1 - DD (Large - EU)	BLACKFIN	1,200
1 - AO (Small - EU)	HARDHEAD	<u>2,500</u>

Total 25,400

Serial 0481C-O-N-F-I-D-E-N-T-I-A-L

9 March 1945.

SECOND ENDORSEMENT to:

USS BESUGO Conf. Ltr.

A16-3 Serial 030 dated

15 February 1945. Report
of Third War Patrol.Subject: U.S.S. BESUGO (SS321) - Report of Third War
Patrol - Comment on.
-----DAMAGED1 - AO (Medium - EU)
1 - AO (Medium - EU)BESUGO /
BLACKFIN /

same AO

5,000

Grand Total 30,500

JAMES FIFE.

DISTRIBUTION:

Cominch	(3)	Direct	CTG-71.8	(2)
Vice Opnav	(2)	Direct	ComSubRon-26	(2)
Vice Opnav Op-23c	(1)		DivComsSubRon-12	(1 ea)
Com1stFlt	(1)		DivComsSubRon-18	(1 ea)
Com2ndFlt	(1)		DivComsSubRon-26	(1 ea)
Com7thFlt	(2)		S/M School; N.L. Conn	(2)
ComSubslstFlt	(30)		Comdt. NYD, Puget Sound	(1)
ComSubs2ndFlt	(4)		SubAd, Mare Island	(2)
CTF-71	(7)		S/Ms 7thFlt	(1)
CTG-71.3	(2)			
CTG-71.5	(2)			

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

J.B. Miller
 J. B. MILLER,
 Flag Secretary

Serial 0165

Care of Fleet Post Office,
San Francisco, California.
18 February 1945.

CONFIDENTIAL

FIRST ENDORSEMENT to
USS BESUGO (SS321) -
Report of Third War
Patrol.

From: The Commander Submarine Squadron EIGHTEEN.
To: The Commander in Chief, UNITED STATES FLEET.
Via: (1) The Commander Submarine, SEVENTH FLEET.
(2) The Commander SEVENTH FLEET.
Subject: U.S.S. BESUGO (SS321) - Report of Third War Patrol.

1. The third war patrol of the U.S.S. BESUGO was conducted in the SOUTH CHINA SEA and was 53 days in length, 40 of which were spent north of the MALAY BARIER. The Commanding Officer of the BESUGO was the CIO of a coordinated attack group consisting of the BESUGO and the HARDHEAD. The SOBIA was attached to the group for six days and the BLACKFIN for nine days.

2. Area coverage of the BESUGO and coordinated search and attack group was excellent. Five contacts were made with targets suitable for torpedo fire, four of which were developed into attacks.

Attack No. 1. Three torpedoes were fired on a track of 130 port, torpedo run 2100 at a small AK, depth set zero. All missed. The Commanding Officer thought no more torpedo expenditure against this ship justified.

Attack No. 2. In the late afternoon of 6 January 1945, contact was made with a single tanker with three escorts. Target was tracked until HARDHEAD had contact. A night surface attack was made and six torpedoes fired. Three hits were obtained and the target sank nine minutes later.

Attack No. 3. After a contact by BLACKFIN, BESUGO closed a convoy consisting of a large tanker and four escorts. Shortly after BESUGO made contact, BLACKFIN attacked, damaged tanker and sunk one escort. BESUGO was forced to dive by dawn and escorts. The tanker made a fortunate zig and alert sound man detected it while the Commanding Officer of the BESUGO was busy avoiding a close escort. Six torpedoes were fired for two or three hits. The tanker was still able to proceed while the BESUGO was held down by a depth charge attack which had commenced before the torpedoes were fired.

Attack No. 4. On night of 1-2 February 1945, the BESUGO made contact with four enemy ships estimated as two small DD's and two DE's on an anti-submarine sweep. After tracking from ahead until the BLACKFIN had contact, BESUGO dived for attack and delivered a daring stern tube attack of four torpedoes on one of the DD's while underfoot of another. One hit was heard and the target was observed to sink by the HARDHEAD. Surprisingly, no counter attack developed.

The one contact not attacked was a DE originally seen by HARDHEAD. The BESUGO made a daylight end around to get on target's track. Evidently the target changed base course and eluded both the HARDHEAD and the BESUGO.

FC5-13/A16-3

SUBMARINE SQUADRON EIGHTEEN

Mk

Serial 0165

Care of Fleet Post Office,
San Francisco, California.
18 February 1945.

CONFIDENTIAL

FIRST ENDORSEMENT to
USS BESUGO (SS321) -
Report of Third War
Patrol.

Subject: U.S.S. BESUGO (SS321) - Report of Third War Patrol.

3. The material condition of the BESUGO is fair. The condition of the battery will be investigated. Due to work load on relief crews and tenders in this area the refit of the BESUGO is expected to take ten days longer than normal.

4. The remarks on wolf pack communications are concurred in.

5. The ship was very clean, and the bearing and appearance of the officers and crew attest to a high state of morale.

6. The Squadron Commander congratulates the Commanding Officer, officers and crew for an alert, smart patrol and for the damage inflicted on the enemy.

Stanley P. Moseley
STANLEY P. MOSELEY.

U.S.S. BESUGO (SS321)
Care of Fleet Post Office
San Francisco, California

SS321/AL6-3

15 February 1945

Serial (030)

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

From: Commanding Officer, U.S.S. BESUGO (SS321).
To : Commander-in-Chief, United States Fleet.
Via : (1) Commander Submarine Division 202.
(2) Commander Submarine Squadron 26.
(3) Commander Submarines Seventh Fleet.
(4) Commander Seventh Fleet.

Subject: U.S.S. BESUGO (SS321), Report of Third War Patrol.

Enclosures: (A) Subject Report.
(B) Track Charts (ComSubsSEVENTHFLT. only)
(C) Wolf Pack Communications Log (ComSubsSEVENTHFLT. only).

1. Enclosures (A) and (B), covering the third war patrol of this vessel, conducted in the SOUTH CHINA SEA off the entrance to the GULF OF SIAM and off the coast of MALAYA, during the period 24 December 1944 to 15 February 1945 is forwarded herewith.

2. This report also covers salient features of the operations of the coordinated search and attack group commanded by the Commanding Officer, U.S.S. BESUGO (SS321). The U.S.S. BESUGO (SS321) and U.S.S. HARDFIELD (SS365) comprised this group, with U.S.S. COBLE (SS245) joining for a period of six days and U.S.S. BLACKFIN (SS322) joining for a period of nine days.

T. L. MORAN

Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

(A) PROLOGUE

Arrived North Wharf, Fremantle, W.A. from Third War Patrol on 15 February 1945, waiting period assigned 10 days because of lack of refit facilities. Ship's force overhauled main motor brush rigging, replaced 30 defective brushes, overhauled main engines, air compressors, wire brushed top side. Sound tested. On 18 February 1945 Commander T.L. WOGAN, USN, was relieved of command by Lieut. Comdr. H.E. MILLER, USN. On 25 February 1945, commenced normal 14 day refit. Major work accomplished: Installed main engine shut down pumps; batteries cleared of sulphation by 2 standard equalizing charges, one 7½ hour equalizing charge and one 12 hour equalizing charge followed by one hour discharge during training period; bow plane tilting ram cylinder polished out oversize and alteration to piston accomplished; both periscopes overhauled. Dry-docked; all burrs dressed off screws. Damage in safety and auxiliary tanks caused by pounding in storm at ONSLOW repaired. Damaged objective window in left barrel of after T.B.T. binoculars replaced with brass plug. Auxiliary generator coupling repaired. Installed Loran gear. 1 March 1945, Ensign R.G. KING, D(1), U.S.N.R., and Ensign R.S. DOWLING, D(1), U.S.N.R., reported on board for duty. 10 March 1945, Lieutenant C.E. STASTNY, U.S.N., detached to SubDiv 182. Crew returned to ship on 11 March 1945. Training consisted of 5 days of practice approaches; two night wolf pack exercises with U.S.S. HARDHEAD and U.S.S. GABILAN; and three gun shoots. Exercise torpedo firing cancelled by weather. Two days loading. Ready for sea on 24 March 1945.

OFFICERS AND CHIEF PETTY OFFICERS ON BOARD DURING FOURTH WAR PATROL

<u>NAME</u>	<u>NO. WAR PATROLS</u>
Lt. Cdr. H.E. MILLER, USN	7
Lt. Cdr. D.M. KABLE, USN	10
Lieut. R.L. FRAZER, USNR	1
Lieut. C.T. HARBIN, USN	9
Lt. (jg) R.B. BRADY, USNR	3
Lt. (jg) E.J. LOUIS, USNR	4
Lt. (jg) W.R. MULLANS, USNR	3
Ensign R.G. KING, USNR	0
Ensign R.S. DOWLING, USNR	0
THORNTON, J.W., CTM(AA)(SS), USN	13
HOVER, G.R., CMOMM(FA)(SS), USN	11
DRENNAN, D.E., CMOMM(FA)(SS), USN	3
SHARTRAND, L.S., CMOMM(AA)(T)(SS), USN	3
LENNON, W.M., CEM(AA)(SS), USN	8
CALVER, H.W., CEM(AA)(T)(SS), USN	10

Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

(B) NARRATIVE

24 March 1945

- 1330(H) Underway from alongside U.S.S. EURYLE, stood out of Fremantle Harbor. Enroute to training area conducted gun shoot on H.M.A.S. OLIVE CAM's target and large box.
- 1614(H) Commenced submerged practice approaches on H.M.A.S. BUNBURY followed by one hour of echo ranging practice.
- 1930(H) Commenced night tracking and simulated torpedo attacks on H.M.A.S. BUNBURY.
- 2308(H) Completed night exercises, released escort, set course for LOMBOK STRAIT at 3 engine speed.

25 March 1945

- 0200(H) APR contact strong at 205 Meg. Swung ship. It bears 140° - 145°(T), probably Australian shore based. Two training dives, one battle surface.
- 1200(H) Position 29°-27'S, 113°-12'E.

26 March 1945

Three training dives, one submerged battle problem.

- 1200(H) Position 24°-11'S, 112°-26'E.
- 1850(H) APR contact 205 Meg. Swung ship. Contact lost after passing null at 060°(T). Probably Australian shore based near EXMOUTH GULF.

27 March 1945

- 0355(H) Night training dive.
- 1010(H) Sighted southbound submarine in high periscope. SC #1. Appears friendly, probably STURDY. Lat. 19°-30'S Long. 113°-25'E.
- 1014(H) Dove to avoid detection. Made deep dive. Surfaced at 1120(H), nothing in sight.
- 1200(H) Position 19°-28'S, 113°-27'E.
Sighted submarine bearing 330°(T), SC #2. This one has deck gun.

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Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

1201(H) Dove and headed toward.

1217(H) Submarine over horizon at 50 ft. headed away to north-west opened out from track to east and surfaced at 1220(H). Submarine still in sight in high periscope. APR contact on British submarine radar. Assume she is TRADEWIND.

1238(H) Resumed course for LOMBOK.

2110(H) Communicated with U.S.S. BRILL by SJ. SC#3.

2355(H) Night training dive.

28 March 1945

Two training dives, tracking drill, battle surface.

1200(H) Position 14°-13'S, 115°-09'E.

2138(H) Slowed to two engine speed to conserve fuel, cannot make LOMBOK in time for daylight submerged transit. Commenced zigging radically.

29 March 1945

Two one hour training dives.

1200(H) Position 10°-01'S, 115°-39'E.

1452(H) Sighted LOMBOK ISLAND bearing 008°(T).

1622(H) Dove to avoid sighting from shore.

1856(H) Surfaced, approaching LOMBOK STRAIT at 3 engine speed.

2000(H) Commenced transit LOMBOK STRAIT. Uneventful except tracked for about 20 minutes by enemy radar south of NUSA BENAR. Same set this ship has encountered here before, 194 Meg.

2230(H) Commenced skirting north coast of LOMBOK ISLAND searching for enemy small craft.

30 March 1945

0235(H) Sighted object identified as sailboat bearing 020°(T). (Native sailboats not recorded as ship contacts). Went to battle stations and closed him. Definitely native. Did not board.

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

Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

Morning trim dive. Patrolled traffic lane between SEKALA ISLAND and PATERNOSTER group during day. Land and native craft in sight frequently.

1200(H) Position 07°-05'S, 116°-38'E.

During the evening made sweep to west of SEKALA ISLAND.

2200(H) Sighted sailboat. Radar tracking drill. He tracks as high as 6 kts., exorbitant in light airs. At times he is stopped. He looks native but may have an engine. Circled him, then closed at battle stations to investigate. Gyro erratic on approach and went completely out when alongside native sailboat. Cleared him without boarding and found a tube had backed out of socket in gyro follow-up system. Casualty explains his erratic speed solution.

31 March 1945

0000(H) Commenced heading north into assigned area searching for GABILAN and enemy shipping. Patrolled area between SIBARU and KALOE KALOEKOEANG ISLANDS during day, nothing but land and native sailboats sighted.

1200(H) Position 05°-18'S, 117°-15.5'E.

1342(H) SD radar contact, 10 miles, closing. AC #1. Dove to avoid detection. Plane not sighted.

1437(H) Surfaced.

2058(H) Exchanged recognition signals and calls with U.S.S. GABILAN. Commenced closing him. SC #4.

2132(H) Closed and exchanged information with GABILAN. Lat. 05°-09'S, Long. 117°-17'E. Neither of us has sighted the enemy. Received orders to patrol area between Lat. 04° and 05°S in MAKASSAR STRAITS.

2149(E) Set course north into area.

1 April 1945

0000(H) Set all clocks ahead 1 hour to zone ITEM time. Patrolled during day on courses 015° and 195°(T) across traffic lane between southeast tip of BORNEO and MAKASSAR CITY.

1200(I) Position 04°-04'S, 117°-40'E.

Native sailboats in sight most of the day.

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2300(I) Commenced covering entire area on retiring search plan for ships making 6 kts. from west to east at 2 engine speed. Can cover all ships leaving for 18 hour period will then reverse process and cover for ships traveling from east to west.

2 April 1945

Land and native sailboats in sight most of the day.

1200(I) Position 04°-38'S, 117°-42'E.

2200(I) Converted #4 F.B.T. to M.B.T.

2309(I) Made 30 minute trim dive to flush out tank. Commenced heading south, Pack Commander, Commander F.D. BOYLE, U.S.N., in U.S.S. CHARR has joined pack and assigned patrol station ten miles east and west from point 05°-10'S, 118°-45'E.

3 April 1945

0312(I) Radar contact bearing 218°(T), range 23500, commenced tracking. Proved to be BANKAULUANG ISLAND. Secured tracking. Headed north to station. Quite a current here.

0516(I) Arrived on station, commenced steering east and west courses at 1 engine speed. U.S.S. GABILAN is patrolling north and south of line from 10 to 30 miles north of us, U.S.S. CHARR patrolling north and south of line from 10 to 30 miles south of us. LANKAI ISLAND coast of CELEBES and native sailboats in sight most of day.

1200(I) Position 05°-09.5'S, 118°-44'E.

1406(I) SD contact, 6 miles, dove. AC #2. Surfaced and resumed patrol at 1450(I).

2025(I) Radar contact on sailboat at 6000 yds., manned tracking stations.

2118(I) Manned battle stations and closed, he is definitely native. Did not board.

2216(I) Received orders from pack commander to change patrol station. Headed south at 4 engine speed.

4 April 1945

0331(I) Sighted land bearing 310°(T), range 7½ miles. BANGKO BANGKOAND and LONGKO ITANG ISLAND.

Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

- 0444(I) Exchanged calls by radar with pack commander, patrolling on station.
- 0645(I) Dove for submerged patrol in position 06°-51'S, 118°-00'E. GABILAN is to northeast, CHARR is to southwest, all submerged.
- 1125(I) Sound contact on echo ranging bearing 265°(T), headed towards. Four sets of pingers on 15.6, 17.6, 19.6 and 21 Kc.
- 1141(I) Sighted top of enemy NATORI class CL and smoke from 4 escorts, angle on bow 20 port, range 16000 yds. SC #5. Manned battle stations, came to normal approach course at standard speed.
- 1153(I) Target has zigged 60° away.
- 1200(I) Position 06°-51'S, 117°-57'E. Making full speed for 6 minutes between looks.
- 1208(I) Cruiser has zigged back toward twice in 20° increments but is getting by at nearest range 5600, shifted set-up to his port quarter escort, continuing to close.
- 1212(I) Range to target 3500, angle on bow 80° port, will use 4 torpedoes set at 4 ft.
- 1215(I) While taking final bearing observed target zigging away. Zigged 30° to right, this puts him outside torpedo range, did not fire.

This task force is composed as follows: 1 NATORI class CL (EC) probably ISUZU, with high stick masts cut down, and 4 small escorts 1500 yds. on each bow and quarter. Bow escorts are similar to OTORI class torpedo boats but appear larger (EU), port quarter escort unknown but appears variation of latest 1500 ton CM without deck house aft and having what appears two sets of torpedo tubes instead (EU). Looks bigger than TRAD. Starboard quarter escort AM-13 type (EU), behind station and smoking badly trying to keep up. Base course is 110°(T), speed 14, zig-zagging 40° each side of base course. All escorts smoking some, two quarter escorts badly.

- 1225(I) Came to course 300°(T) 2/3 speed to open out from task force for surfacing and trailing, secured from battle stations. Commenced routing torpedoes.
- 1306(I) Surfaced on course 110°(T), 4 engine speed, trailing task force.

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- 1310(I) Slowed to standard speed, zigging by Arma Clock, task force in sight 15 miles ahead, escorts smoking badly.
- 1320(I) Lookout sighted floatplane bearing 170°(T), range 10 miles, dove to avoid detection. AC #3.
- 1340(I) Surfaced on 4 main engines, can still make out smoke ahead faintly, changed course to 124°(T). Following task force through pass in POSTILION ISLANDS north of SAMPUKA BESAR and PELOKANG ISLAND. We have been unable to contact remainder of pack so sent contact report blind.
- 1412(I) Sighted U.S.S. GABILAN astern, distant 7 miles, gave her dope on task force via SJ radar, she is trailing too.
- 1455(I) Task force clearly visible ahead, slowed to 2 engine speed, charging batteries on two engines keeping 15 miles astern of enemy until we round PELOKANG ISLAND when we plan and around to south.
- 1503(I) Lookout sighted floatplane bearing 070°(T), distant 9 miles by SD. Plane headed for task force, did not dive. This plane sighted occasionally during rest of afternoon. AC #4.
- 1550(I) Have cleared PELOKANG ISLAND, commenced end around to south at 90/100 on 4 main engines, smokeless.
- 1600(I) Succeeded in getting off contact report to task force commander after trying three frequencies and sending blind once. Got through finally on the first frequency tried (16940).
- 1705(I) SD contact, 16 miles, not answering IFF, closed to 9 miles, not sighted from bridge, dove. AC #5.
- 1734(I) Surfaced. Sent amplifying report to task force commander. Enemy now on base course 150°(T), speed 14, heading for point just north of SANGEANG ISLAND. We will end around by passing between SANGEANG ISLAND and NARU POINT but have lost much ground from his air cover. GABILAN is not in sight, planes must have forced him out. Continuing chase at 4 engine speed.
- 1806(I) SD contact, 15 miles, closed slightly then lost, picked up again at 7 miles, closing. Dove and went under with plane at 5 miles, he did not answer IFF. We may have been sighted. AC #6.

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- 1845(I) Surfaced, continuing chase at 4 engine speed.
- 2007(I) Commenced transit of pass between SANGEANG ISLAND and NARU POINT.
- 2102(I) Completed passage uneventfully.
- 2116(I) Radar contact, bearing 138°(T), range 14530, closed and identified our task force by radar now in column headed into west entrance of SAPE STRAIT. One escort ahead and two astern of cruiser, fourth escort is probably further ahead outside radar range.
- 2140(I) Slowed to 2 engine speed continuing charge, trailing astern of enemy. Requested and received permission from pack commander to trail enemy on through SAPE STRAIT. Maintained position 12 to 14000 yds. astern of enemy, tracking using ping ranges on SJ with occasional sweeps. Followed in same water as enemy using his plotted course line on dead-reckoning tracer and checking our position navigationally by cuts. Using this method we are safe from any mines or other dangers the Japs know about.
- 2311(I) Completed transit of SAPE STRAIT. We have used west passage as described in Coast Pilot. Japs made 12 kts. in tight places, 14 kts. elsewhere.
- 2315(I) Commenced end around to south on 3 engine speed, 1 engine on charge. Enemy slowed to 10 kts. off LINGKOI ROCK while his escorts formed their box formation then headed on steady course 095°(T) at 14 kts.

5 April 1945

- 0015(I) Changed speed to 90/100 on 4 main engines, finishing charge on auxiliary.
- 0230(I) Got off second amplifying report to CTF-71, course 110°(T), speed 14.
- 0319(I) End around completed, we are 15000 yds. dead ahead of enemy who is steering steady course 110°(T) headed into moon slick, we have tracked keeping between 14500 and 15000 yds, throughout end around, using ping ranges on SJ once a minute to once every two minutes. We cannot hold him in lobe switching at greater range and seldom have escorts at this range. Cloud cover has kept moon partly obscured most of the time. We have been unable to see anything except smoke of enemy escorts, went to battle stations submerged preparatory to commencing attack.

Subject: U.S.S. EESUGO (SS321), Report of Fourth War Patrol.

In 14 hours of tracking we have had only one fleeting glimpse of APR activity - on 155 Meg. early in the afternoon.

- 0321(I) We can suddenly see cruiser and his near escort clearly. Moon is out bright. They have seen us - Green Flashing Signal Light followed by course change to 075°(T). Suddenly realize we are short of his Director horizon and our wake must look like a wand of fire in the moon slick. Put him astern to see if he would lose us. He has. Task force changed course back towards and is speeding up, so at
- 0325(I) Dove to radar depth and changed course to North at standard to get 1000 yds. off his track to port as originally planned.
- 0332(I) Picked up target at radar depth at 11740 yds. He speeded up to 16 kts. or better. Tracked formation on in until range to target 8000 yds. showing only top of periscope shears. Formation remained intact, two escorts on his starboard and one on port hand. Went to periscope depth and raised periscope. Executive Officer, Lieut. Comdr. D.M. KABLE, manned scope. Angle on bow 40° port. He is back on 110°(T).
- 0340(I) Turned and headed for target. Turn count of 140 RPM shows target back at 14 kts.
- 0343(I) Slowed to 1/3 speed while escorts pass down both sides, two to port and one to starboard at 1000 to 1500 yds. Commenced swinging left for a 60° track on cruiser. Periscope reports he is still too far away and is turning toward. Sound reports cruiser screws stopping. Angle on bow zero. Continued closing at standard speed, slowing as necessary to keep periscope observations coming.
- 0348(I) Sound reports nearest escort astern on port quarter is closing us slowly and may have us. Shifted set up to him. Periscope estimates 50° Port angle on bow 1000 yd. range. Attempted ping range on him with no results. Did not fire, but continued tracking him. He is not closing much yet. A fourth escort has been identified pinging to right of cruiser.
- 0352(I) Shifted back to cruiser. Periscope angle on bow of 40° Port puts him back on 110°(T), and sound reports he has speeded back up to 140 turns.

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- 0355(I) Escort astern speeding up with contact on us.
- 0358(I) With ping range on cruiser 2200 yds., turn count for 14 kts., angle on bow 40° Port, escort astern getting close, the TDC bearing checking radically slower and periscope claiming range is more than that, assumed cruiser was still accelerating and would average 10 kts., during torpedo run; Fired six bow Mk. 18 torpedoes, set depth eight feet, spread 2° apart. Periscope ducked after second shot; continued firing on generated set up.
- 0359(I) Shifted set up to stern tubes and nearest escort. Making standard speed trying to get up for a look and turning to get straight stern tube shot at him.
- 0402(I) After fleeting look at escort turning toward with 20° angle on bow fired Mk. 14 Hi torpedo set at 3 feet down throat at escort and started deep. Would have fired three with $\frac{1}{2}$ ° spread but firing key operator forgot to turn off ready switch from No. 8 tube in his haste to get 5 second firing interval, and had been unable to get No. 9 tube ready to fire as a result. Secured the tubes and rigged for depth charge, turning at full speed to get off escort's track and looking for a layer.
- 0404(I) Torpedo explosion. QC and JP state it was a torpedo they had been tracking right into the cruiser all this time and that they continued to track the part of the spread that was missing him astern after the explosion. QB had tracked the stern torpedo out missing the escort astern and could still hear his torpedo running after the explosion. For about 5 minutes after the explosion could hear breaking up noises through hull resembling a giant steam line being swished in a giant bucket of water. This noise was half again louder than our full speed hull noises.

Know Mk. eighteens will run that far at this temperature, but if intelligence finds that we did hit him we are just plain awfully lucky. In retrospect, believe he had turned away while we were tracking the escort. He probably had a 140° Port angle on the bow instead of 40° Port. Sound operator reports his echo at 2200 yds. was mushy. Believe he got the knuckle of the cruiser's turn and that the cruiser was further away. This solution accounts for the torpedoes tracking on into the cruiser for the set up we used.

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- 0406(I) Three well spaced depth charges at medium depth about 1000 yds. away.
- 0409(I) Five depth charges medium depth about 1500 yds. away.
- 0416(I) Five depth charges deep depth at about 1500 yds. We are at 420 feet running silent under a fine layer. Commenced opening to north with two pinging and one silent escort astern. Cannot hear cruiser or the escort that was near him although yesterday JP tracked the cruiser out accurately to over 20,000 yds. Sound conditions are poor.
- 0510(I) At periscope depth. All clear. Came to 270°(T) and at
- 0520(I) Surfaced. Nothing in sight or on radar. Gave up chase. Orders allow us another 35 miles into blind bombing zone, but we are 25 miles inside now and should be out if possible by dawn. Went to 4 engine speed to clear blind bombing zone. The aviators take over from here.
- 0645(I) Back in submarine patrol zone. Examination shows torpedo in tube No. 9 flooded its gyro this morning. Drained, thoroughly cleaned and returned it to racks.
- 0715(I) Commenced steering alternately north and south courses, patrolling in SUMBA STRAIT using SD radar and reversing course when we are 12 miles from land.
- 0730(I) Dove for trim.
- 1050(I) Surfaced and transmitted results of attack to CTF-71.
- 1200(I) Position 10°-01'S, 119°-54'E.
- 1930(I) Commenced patrolling east and west line 12 miles south of SAPE STRAIT on hourly legs.

6 April 1945

- 0500(I) Commenced closing southern entrance to SAPE STRAIT.
- 0600(I) Dove for submerged patrol 5 miles south of SAPE STRAIT continued closing entrance to patrol inside mouth of channel today in case task force returns.
- 1000(I) In position 2 miles bearing 070°(T) from light on KELAPA ISLAND. Consider the task force we trailed will be unable to get by us without a shot here if they come back through SAPE. We are far enough inside so they

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will not surprise us by suddenly rounding CHIMNEY ROCK close aboard. Having some difficulty holding depth and station in tidal current.

1200(I) Position 08°-39'S, 119°-17'E.

1335(I) O.O.D. Lieut.(jg) R.B. BRADY, sighted NATORI class CL off CHIMNEY ROCK. SC #6. Angle on bow 10 starboard. He sounded General Alarm and started swing into to 240° (T) to normal course.

1339(I) First range by Commanding Officer 2400. angle on bow zero. Sea flat calm. Commenced swinging right for stern down the throat shots hoping he will zig and making tubes ready feverishly.

1342(I) He has zigged, angle on bow 30° port. New set up. Turn count 180 RPM used 18 kts., range 700.

1343(I) Fired tubes 8, 9, 10 set depth 8 feet, gyros 54, 66, 74° left. Enemy course 350°(T), torpedo run 500 yds., 140° port track with four degree spread.

1344(I) Swinging right to reduce angles on bow tubes, shifting set up on angle solver section from MK. 14 to MK. 18 torpedoes and matching forward.

1345(I) Fired six bow tubes angle on bow 160° port, used 1/2° spread tracks 163 to 178° port, gyros 60 to 49° right, set depth 8 feet.

1346(I) Sound reports torpedo spread is chasing cruiser nicely. Entire fire control party is cheering them on hoping they will catch him before he zigs again. We want him badly for he has a heavy deck load of troops.

1350(I) Target has tracked out at 20 kts. At 3500 yds. he zigged 20° to right and slowly moved out from ahead of torpedo spread. All torpedoes missed.

1350(I) A floatplane is circling overhead. AC #7.

1351(I) Three end of run explosions or bombs.

1352(I) One explosion, probably bomb.

1353-4(I) Seven depth charges, distant. Probably from cruiser. We are feverishly reloading, for the first escort has rounded CHIMNEY ROCK and is already inside the STRAIT. A second can be seen coming by his smoke.

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- 1401(I) One distant depth charge. First and second escorts are going up eastern side of channel at nearest range 7000 yds. First appears to be a DE UN-2(EU), about 8000 yds. behind cruiser, and a CHIDORI (EU) is 8000 yds. further behind. SC #7. Both track at 18 kts. at about 315 RPM and have heavy deck loads of troops.
- 1405-06(I) Escort No. 1 has reached waters cruiser depth charged and has dropped a pattern of 10 on his contact with cruiser's depth charge boils.
- 1411-12(I) Escort No. 1 has reversed course and dropped a second pattern of 11 depth charges over first pattern, then continued on through STRAIT.
- 1417-18(I) Watched second escort depth charge the same area near SAPEKAH ROCK - 8 depth charges. He kept going north. Shifted attention to third escort.
- 1445(I) Third escort SC #8 believed to be one of the newest AM's(EU) or a TRAD torpedo boat, has a deck load of troops and tracks at 16 kts. with a very high turn count. He is going to pass us at range 3500. Escort No. 4 is in sight with zero angle on the bow. He may be bigger, for he has three destroyer type yardarms. Shifted approach to No. 4. We will get No. 3 when he comes back to help No. 4 after our attack.
- 1500(I) Target has a large deck load of troops. He has tracked on a steady course at 14 kts., turn count 270. We have opened out on his port bow to 900 yds. off his track and are swinging in for 60° track straight bow shots.
- 1505(I) At "final bearing", diving officer hit a bad pocket and ducked to 70 feet. Making standard to get up, swinging left to keep reasonable gyros.
- 1508(I) Fired four Mk. 18 torpedo spread from bow tubes, depth set 4 feet, range 600 yds., gyros 100° left track 150° - 170° port.
- 1509(I) Saw and heard first torpedo hit under bridge. When the smoke cleared his bow had sunk and his after section was floating high, undamaged aft of the foremast, dead in the water, and crawling with troops preparing to abandon ship. The foremast is bent back over the stack like a broken soda straw, and a small fire is burning in what is left of his superstructure on the starboard side. Sighted LILLY bomber overhead. (AC #8).
- 1514(I) Two explosions, probably bombs, not close.

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- 1515(I) One explosion, probably bomb, not close.
- 1520(I) Escort No. 3 is a rat. He looked like he was coming back, but is now much further over the horizon to north.
- 1521-24(I) Six single depth charges at great distance, probably warning shots from escort No. 3. Took pictures of damaged target.
- 1527(I) Our target shows no tendency to sink so fired Mk 14 in high power from No. 10 tube straight stern shot, depth 3 feet, 140° port track, target dead in water. Ducked immediately to 80 feet to avoid bomb from floatplane still circling overhead. Torpedo missed, probably ran under.
- 1532(I) Light bomb, not close.
- 1535(I) Commenced careful routine of our only remaining torpedo. Its gyro was flooded yesterday morning, but still may be satisfactory. It has been made ready again today for attack on escorts. Recovered two drops of water from gyro pot, torpedo otherwise tight.
- 1540(I) LILLY is overhead again. Am trying to maneuver to get a 90° track on damaged target, coming up from 80 feet for an occasional look. Target is drifting north in surface current 1½ kts. greater than submerged current and swinging radically in tide rips.
- 1550(I) LILLY dropped single light bomb close aboard overhead. No damage except to our fragile JP talk-back system.
- 1615(I) Planes seem to have left us. Am still trying to get a 90° track for straight stern tube shot with absolutely no cooperation from target. Troops have all abandoned ship.
- 1627(I) Plane strafed periscope. Was looking for planes at time but didn't see him.
- 1631(I) Looking again, strafed again.
- 1638(I) Explosion. Target is burning better with white smoke instead of black - probably on target.
- 1644(I) Another unknown explosion. Target still shows no tendency to sink. She is certainly well compartmented.

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- 1711(I) Finally have good position. Fired No. 8 tube Mk. 14 torpedo in low power to run on surface. Angle on bow 90° port, range 900.
- 1712(I) Torpedo hit under stack. Target immediately took 90° dive bubble and spun around 90°, then began slowly sinking.
- 1713(I) Saw last of stern go under. Position 08°-34'S, 119°-16.5'.
- 1815(I) Very distant explosion.
- 1830(I) Four very distant explosions.
- 1845(I) Surfaced to pick up prisoners, remained flooded down. There are about 200 troops alive in the water, spread along a tidal drift about two miles long. There are four small life rafts, others are floating on water wings or clinging to wreckage. Efforts of Executive Officer on bow to get Japs to take heaving lines frustrated by a pair of Army Officers who kept telling their men to swim away from the ship.
- Gave up efforts to rescue prisoner when some charts and a red covered booklet were sighted. Executive Officer swam out to get them. The first thing red he came to was a small float light, which he handled and accidentally set off. He then brought back two charts, at least one of which is classified.
- 1920(I) Lookout sighted a plane circling over southern entrance of channel (AC #9).
- 1921 (I) Dove to avoid detection.
- 1937(I) Surfaced, commenced clearing SAPE STRAIT to south at 4 engine speed.
- 2020(I) Clear of STRAIT, slowed and started charge.
- 2145(I) Sound picked up noise similar to torpedo running Lat. 08°-59'S, Long. 119-18'E. bearing 222°(T), we were dumping garbage with men on deck, so O.O.D. headed toward. Noise faded out bearing 212°(T).

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Contact is assessed as doubtful because sound operator is so conscientious he makes numerous false sound and radar contacts when on watch. We cleared the area on course 240°(T) at 4 engine speed anyway.

2200(I) Transmitted results of attacks to task force commander and requested reload at DARWIN.

2205(I) Very weak, fleeting APR contact on 155 Meg.

2230(I) Commenced working around to eastward, course 150°(T) then 090°(T) to be near blind bombing zone. We have a message indicating we may be sent into zone to rescue aviators Nip task force shot down this morning.

2300(I) Have identified the vessel we sank today as a HASHIDATE CLASS PG (EC). She has been heavily re-armed aft as follows:

On deck forward of mainmast - 1 shielded 4.7" gun.

On deck aft of mainmast - 1 shielded 3" A.A.

On raised deck outboard of mainmast - 2 shielded 3" A.A.
one on each side.

On deck outboard and forward of after 3" A.A. - 1 20 or
25 MM on each side.

Two depth charge racks aft.

Armament forward undetermined.

7 April 1945

0145(I) In position off blind bombing zone in SUMBA STRAIT.
Commenced patrolling north and south awaiting orders.

0545(I) Received orders to return to FREMANLE, W.A. for reload.
Set course 270°(T) at 3 engine speed.

1200(I) Position 09°28'S, 118°09'E.

8 April 1945

1200(I) Position 13°42.5'S, 114°45'E.

9 April 1945

1200(I) Position 18°53'S, 113°44'E.

10 April 1945

1200(I) Position 24°-10'S, 112°-37'E.

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

Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.
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11 April 1945

0031(I) Communicated with U.S.S. GUITARRO by SJ radar.
Lat. 26°-50'S, Long. 112°-57'E.

1200(I) Position 29°-03'S, 113°-17'E.

12 April 1945

0900(I) Conducted sound tests, ran degaussing range.

0930(I) Arrived North Wharf, Fremantle, W.A.

12 to 16 April 1945

Obtained reload of torpedoes and accomplished the following voyage repairs: Retubed both vapor compression stills, replaced No. 2 periscope, repaired conning tower and after torpedo loading hatches, adjusted and repacked various parts of hydraulic system. Retuned radars. Overhauled pit log pump. Repairs accomplished by U.S.S. CLYTIE. Ready for sea 16 April 1945.

16 April 1945

1400(I) Underway from alongside U.S.S. CLYTIE stood out of Fremantle Harbor enroute LOMBOK STRAIT at 3 engine speed.

1820(I) Made 43 minute trim dive.

2258(I) Exchanged calls by radar with U.S.S. BLUEBACK.

17 April 1945

1200(I) Position Lat. 28°-11'S, Long. 112°-42.5'E.

1357(I) Made 21 minute dive.

1641(I) Sighted friendly submarine in high periscope (SC #9) put him astern. Resumed course at 1701(I).

1758(I) Training dive.

1820(I) Held battle surface drill.

1943(I) Sighted southbound allied submarine at 5000 yds., bearing 225°(T) put him astern until out of sight then resumed course.

2059(I) Made night training dive, 33 minutes submerged.

2215(I) Radar contact on CAPE INSCRIPTION bearing 043°(T) distant 25 miles.

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

Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

18 April 1945

1000(I) Made 32 minute dive.

1200(I) Position 23°-18.5'S, Long. 112°-45'E.

1427(I) Dived to conduct submerged battle problem.

1528(I) Surfaced.

2025(I) Exchanged calls with U.S.S. BUGARA by SJ radar.

2133(I) Radar tracking drill on second sweep echoes from land.

19 April 1945

0030(I) SJ radar contacts at 4000 and 6000 yds. bearing 051°(T) Lat. 21°-48'S, Long. 113°-26'E. O.O.D. closed to 2000 yds.. trying to prove they were second trip echoes, then sighted a submarine. (SC #11), conducted practice end around clearing them. Identified by APR contact as two BRITISH submarines. They were in column 2000 yds. apart on course 330°(T), speed 11. Their radar indicated that it picked us up at about 4000 yds. as we were opening out.

0155(I) Secured tracking drill. Resumed course for LOMBOK STRAIT.

0550(I) Made 20 minute night practice dive.

1025(I) Made 35 minute dive.

1200(I) Position 18°-42'S, 113°-38.5'E.

1459(I) Made 40 minute dive.

20 April 1945

0022(I) Made 19 minute night dive.

0700(I) Made 43 minute dive.

1030(I) Made 75 minute deep dive.

1200(I) Position 13°-48.5'S, 114°-48'E.

1530(I) Held night surface battle problem - various courses until

1615(I) Slowed to 2 engine speed. Cannot make LOMBOK for day submerged transit.

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

Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

21 April 1945

- 0700(I) Dived for half day submerged while awaiting darkness to transit LOMBOK STRAIT.
- 1155(I) Sound contact on JK bearing 228°(T). O.O.D. sighted submarine with small angle on bow. Captain got one look with too small an angle on bow for identification. Sub apparently sighted our periscope and dove. (SC #12).
- 1200(I) Position 10°-00'S, 115°-33.5'E.
- Listened to two vessels correspond in English on sound gear and kept trying to break in with recognition signals until
- 1231(I) Sighted a BRITISH submarine on surface.
- 1240(I) Surfaced and closed H.M.S. SLEUTH and SOLENT, exchanged information and commenced closing LOMBOK in their company. We will transit at 2030, they later.
- 1623(I) Sighted MT. BALI and NUSA BESAR bearing 351°(T).
- 2000(I) Commenced transit LOMBOK STRAIT.
- 2125(I) Radar and sight contact on escort vessel bearing 301°(T), range 12000 yds. (SC #13). Commenced end around. After 10 minutes of tracking, enemy speeded up from 12 to 18 kts. zig-zagging 20° each side of 020°(T). Believed he had picked up our SJ. Continued to gain bearing at 18 kts. own speed because of his zig plan.
- 2155(I) LILLY bomber (AC #10) passed overhead at about 500 ft. from astern. He fired one shot as he passed 100 yds. abeam to port. Dived.
- 2203(I) One distant bomb.
- 2215(I) At radar depth expecting to start approach on closing AS vessel. Nothing on radars. JP has target zigging at 280°(T) which corresponds with right tangent of BALI.
- 2223(I) Surfaced on course 060°(T). Radar picked up target bearing 285°(T) distant 12,600 yds. He is still zigging on 020°(T) and has speeded up to 19 kts. That outdoes us. Opened out to eastward to clear center of channel in case plane comes back.
- 2300(I) Secured from battle stations, clear of LOMBOK STRAIT, changed course for passage north of GOAGOA ISLAND at 4 engine speed.

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

Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

22 April 1945

- 0545(I) Completed transit of GOAGOA CHANNEL, slowed to 2 engine speed heading for assigned wolf pack station. Sailboats and land in sight occasionally.
- 1200(I) Position 06°-03.5'S, 113°-55'E.
- 1953(I) Made 35 minute trim dive on station.
- 2105(I) Communicated with pack commander; Commander J. H. CAMPBELL, U.S.N., in U.S.S. BLOWER (SS325), Lat. 04°59'S, Long. 112° 12.5'E. (SC #14).
- 2215(I) Communicating with U.S.S. BLOWER by flashing light at 500 yds. Received instructions to patrol near 04°-55'S, 110°-10'E. BLOWER will be 60 miles to west, PERCH 40 miles to east. Had not received BLOWER's message of previous night.
- 2227(I) Opening from BLOWER conducting tracking drill until 2315(I)
- 2344(I) Radar contact bearing 310°(T), range 11,500 yds., should be BLOWER patrolling on station. Before we could exchange calls again his radar interference suddenly ceased. Opened out to east at 4 engine speed to get clear of him for sure.

23 April 1945

- 0400(I) Arrived on station, commenced converting \$4 F.B.T.
- 0505(I) Dove to flush out tank. Surfaced at 0542(I), patrolling north and south on station until
- 0731(I) Dived for submerged patrol during day.
- 1200(I) Position 04°-56'S, 112°-52'E.
- 1350(I) Sighted submarine bearing 262°(T), commenced submerged approach. (SC #15) Target zigging radically about 50° each side of base course 085°(T), making 10 kts. over the ground Turn count 240 RPM.
- 1414(I) Identified submarine as GERMAN with JAPANESE merchant flag painted on upper side of conning tower and flying enormous JAPANESE warship colors.
- 1427-29(I) Commenced firing spread of 6 Mk. 18 torpedoes, set depth 8 feet. Range 1500 yds., speed 10, angle on bow 90° Port.

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

Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

- 1429(I) One hit. Looked no more than 4 second later, but sub had disappeared. Nothing visible but smoke, a slick of air bubbles and the beginning of an oil slick. Lat. 04°-56'S, Long. 112°-55'E.
- 1436(I) Surfaced to recover survivors.
- 1440(I) Rescued GERMAN war prisoner Warrant Officer KARL WISNEIWSKI, # UN2101/343, GERMAN NAVY: who had been navigator of the sunken submarine and who identified her as the U183, of 740 ton class. He was the only survivor in the large oil slick and was treated for the following injuries: Dislocated left knee, broken right collar bone, lacerated bridge of nose, lacerated lips and mouth, and three missing teeth.
- 1510(I) Recovered what we thought might be a "burn" bag. It turned out to be a large rubber boat in a canvas bag. The prisoner says his ship sank in one second, taking him far under water with her.
- 2200(I) Cleared report of action to task force commander from position north of BAWEAN ISLAND; passed through fleet of native fishing boats while transmitting. SD radar out of commission with broken lead in mast.
- 2230(I) Orders from pack commander to be in position 05°-00'S, 115°-48'E by 1000(I) tomorrow. Made 3 engine speed until end of battery charge, then 4 engine speed.

24 April 1945

- 0600(I) Passed between LITTLE MASALEMBO ISLAND and ARENDS ISLAND.
- 1129(I) Arrived at and dove on station. Sailboats in sight most of day.
- 1200(I) Position 05°-01.5'S, 115°-48.5'E.
- 1940(I) Surfaced, patrolling on station at 2 engine speed.

25 April 1945

- 0130(I) Commenced travel to life guard station off BATAVIA at 3 engine speed.
- 0715(I) Sighted U.S. Submarine BLOWER (SC #16) on opposite course. Commenced long exchange of information by flashing light, then radar.

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

Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

- 0818(I) BLOWER ceased communicating and is not in sight.
- 0820(I) Sighted PETE (AC #11), dove. Lat. 05°-55'S, Long. 114°-38'E.
- 0918(I) Surfaced. Watched PETE to north heading east. Nearest range by SD - 9 miles. Finally lost him. SD mast is repaired on a bailing wire basis, but works.
- 0936(I) Surfaced. Sighted two PETES circling about 12 miles astern. They slowly dropped over horizon as we opened out to westward.
- 1200(I) Position 05°-53'S, 114°-19'E.

Sailboats and land in sight most of day.

26 April 1945

- 1200(I) Position 05°-48.5'S, 108°-57'E.
- 1319(I) Took BOOMPJES LIGHT HOUSE for a warship with small starboard angle on bow and dove for approach. Upon identification remained submerged overhauling defective pit log. Completed repairs and test at 1910(I).
- 2020(I) Surfaced, patrolling on surface between BOOMPJES LIGHT and JAVA. Sailboats numerous. Had two false contacts on second sweep land echoes.

27 April 1945

- 0000(I) Commenced heading for assigned life guard station.
- 0330(I) Arrived on life guard station, commenced steering alternately north and south course on hourly legs.
- 0736(I) Dove to avoid detection until commencement of life guard duties.
- 0905(I) Surfaced, commenced patrolling square on station.
- 0911(I) Lookout sighted what he thought was a periscope followed by impulse bubbles at about 7000 yds. Turned away and avoided. No wakes sighted. Probably a large jumping fish.
- 1200(I) Position 05°-31.5'S, 107°-26.5'E.

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Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

Only indication of raid was a 500 kc. note weakly heard for a minute or two at 1200(I).

1400(I) Left station to patrol south of BOOMPJES LIGHT.

1500(I) Secured life guard frequencies.

1605(I) O.O.D. sighted what he thought was a periscope at 1000 yds. Dove. Lat. 05°40'S. 107°44'E. Scouted air submerged but could pick up nothing on sound. Believe it was one of the numerous sticks we have sighted vertically awash in this area.

1807(I) Surfaced. Patrolled during night south of BOOMPJES LIGHT off JAVA coast. Many sailboats sighted in moonlight

28 April 1945

0745(I) Circled small native sailboat fishing with a net. Three men in boat, did not board.

0912(I) Dove. Conducted submerged patrol between BOOMPJES ISLAND and JAVA coast. Sailboats numerous.

1200(I) Position 06°05'S, 108°28.8'E.

2030(I) Surfaced. Commenced travel to position off BATAVIA for submerged patrol tomorrow.

2308(I) Radar contact bearing 300°(T), range 13250 yds. Commenced end around, target heading west. Opened out to east, then north to cross moon slick out of sight.

2349(I) Commenced closing in to sight target again.

2358(I) Target in sight at radar range, 10500 yds. He has made good 5 kts. on course northwest. Opened out again to north to get well clear of moon slick. We are against very light background, target against dark. Target appears to have at least one very tall sail. We may have been sighted at this time for upon next approach target was stopped.

29 April 1945

0030(I) Commenced tracking target from 11000 yds. on his starboard bow. At this time target showed a large incandiscent light low on hull near stern. Someone probably opened a door for a minute or so. Commenced shifting position to port beam of target keeping at 11000 yds.

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Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

- 0136(I) On target's port beam. She definitely has two masts in forward half of ship, foremast with a small schooner type sail, mainmast holds very large junk sail. There is no up on a tiny jigger at very stern. Went to battle stations surface and commenced closing target. Made ready two torpedoes on way in in case she is "Q" ship. She is either steel hulled or carries a radar target.
- 2210(I) Commenced circling target at 1000 yds. She is 200 feet long by binocular formula, has typical JAP motor sampan bow, two small vertical diesel exhaust stacks aft, a large lifeboat on davits across stern, and a square flag at peak of mainmast. No evidence of guns, but someone is working frantically on starboard bow with a flashlight.
- 0220(I) Commenced enfilading fire with automatic weapons from sharp on port bow. 40 mm jammed on second round from split cartridge case and did not get back into action. 5" will not fire. Primer in first 5" shell was a dud - fired it nine times, then unloaded it overboard. Some observers claim she answered briefly with a light machine gun.
- 0225(I) Commenced fire with 5" gun. First shot a good hit. Obtained 50% hits in bright moonlight.
- 0229(I) Target sank on even keel leaving an oil slick, two or three barrels and a few spars for survivors to cling to. From length versus tonnage table using 180 feet for water line length, target is estimated to have been 750 ton cargo or oil carrier. Definitely steel hull for the following reasons: (1) Radar range corresponded with that on known steel vessels of her size. (2) A 5" shell threw sparks and ricocheted off deck. (3) Quick, complete sinking as compared with wooden vessels previously observed.
- 0240(I) Commenced heading north to patrol off southeast approach to KARIMATA STRAIT.
- 1200(I) Position 04°24'S, 109°25'E.
- 1800(I) Made 25 minute trim dive.
- 2003(I) Observed large explosion over horizon bearing 130°(T) Lat. 03°53'S, Long. 110°52'E. Blazing fire followed explosion. Commenced closing at 3 engine speed. Had some anxious moments on way in listening to aviators on wolf pack frequency. One had just sunk a tanker, then they spotted a large ship coming in from the northwest,

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which was just what we were doing. Changed course and opened up with all electronic devices after listening to them plan an eight torpedo attack from three directions. No evidence of planes close aboard. Reception is phenomenal - can hear CHINA coast boats talking. Assumed attack was in another theatre and continued closing the fire.

2232(I) Rescued JAVANESE survivor of sunken tanker in position Lat. 04°11'S, Long. 11°05'E. He is fat and husky, but about half his skin is burned off. Best we can make out without an interpreter is that ship was GERMAN tanker from BALIKPAPAN enroute BATAVIA.

2240(I) Commenced changing station in accordance with orders.

30 April 1945

0050(I) Exchanged calls and information with U.S.S. BREAM via SJ radar. Learned BREAM had sunk our prisoner's tanker.

0253(I) Lookout sighted U.S.S. BREAM bearing 130°(T), distant 11000 yds. (SC #18).

0658(I) Morning trim dive.

0725(I) Surfaced. Sailboats and BAWEAN ISLAND in sight all day.

1200(I) Position Lat. 06°26.5'S, Long. 112°52'E.

1 May 1945

0700(I) Dove.

0829(I) Surfaced. Sailboats and land in sight all day.

1200(I) Position 06°23'S, 113°08'E.

1715(I) Investigated sailboat, did not board.
Closed BAWEAN ISLAND after dark to check SD radar. Got pip at 22 miles on land.

2 May 1945

0715(I) Morning trim dive, 35 minutes.

0940(I) Lookout sighted RUTE close aboard astern (AC #13), turning to come over. He dropped four light bombs the first of which was very close and the last of which exploded as we

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passed 30 feet. Tubes aft temporarily out of commission while we replaced five broken studs on 200# air manifold in after torpedo room. Our bailing wire repairs to SD mast temporarily knocked out again. Some days later lobe switching of SJ radar went out of commission for duration of patrol from damage to collecting rings at foot of SJ mast believed to have resulted from this bombing.

1200(I) Position 06°26'S, 112°56.5'E.

1225(I) Surfaced.

1231(I) Sighted RUFÉ astern distant 8 miles (AC #14) crossing to port quarter. Put him astern.

1234(I) Sighted two RUFES circling distant 12 miles (AC #15) on starboard quarter. Dove for remainder of day - too many looking for us. Sailboats have left area.

2027(I) Surfaced.

3 May 1945

0704(I) Dove, remained submerged while working in control cubicle trying to repair #2 generator governor control knocked out by yesterday's bomb. Unable to repair.

1200(I) Position 06°01'S, 113°37'E.

1427(I) Surfaced. Sailboats and land in sight remainder of day.

4 May 1945

0549(I) SJ interference bearing 336°(T). Unable to communicate.

1135(I) Aircraft contact on SD radar, 6 miles (AC #16). Dove.

1200(I) Position 05°55.5'S, 113°34'E.

1314(I) Surfaced.

1820(I) Contact report on cruiser from PERCH commenced closing area at 4 engine speed and asked for course and speed. Later PERCH corrected contact to escort vessel and gave us dope on another escort vessel heading for SAPOEDI STRAIT at high speed. We can't reach him.

2056(I) Sighted group of searchlights over horizon near PASIAN, MADOERA ISLANDS.

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Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

5 May 1945

0725(I) Circled native fisherman, did not board.

0825(I) Lookout sighted RUFE on southerly course distant 8 miles, dove (AC #17).

1058(I) Surfaced.

1200(I) Position 05°56.5'S, 113°23'E.

1451(I) Aircraft contact on SD at 10 miles closing (AC #18). Dove

1717(I) Surfaced.

6 May 1945

1020(I) Circled large two masted westbound native schooner. Did not board. Patrolling north of SAPOEDI STRAIT during day.

1200(I) Position 06°37'S, 114°15'E.

7 May 1945

0704(I) Submerged in traffic lane north of SOERABAJA STRAIT to remain undetected during air search awaiting life guard duties tonight.

1200(I) Position 06°36'S, 112°57'E.

1424(I) Surfaced.

1509(I) Lookout sighted RUFE distant about 10 miles bearing 230°(T) southbound. Dove. (AC #19).

1903(I) Surfaced on life guard station.

Only evidence of an air raid we could detect was a single searchlight that came on for a short time at 2100(I) on land far to west of SOERABAJA. Nothing at all on any of the life guard frequencies.

8 May 1945

0100(I) Secured life guard duties. Headed east to patrol off SAP-OEDI STRAIT today.

0700(I) Inspected native sailboat, did not board. Passed through tremendous fleet of anchored small native sailboats for next two hours. Forty in sight at one time.

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1145(I) Short SD contact at 15 miles, did not dive.

1200(I) Position 06°47.5'S, 114°35.5'E.

1216(I) Have plane again at 21 miles on SD (AC #20). Range finally closed slowly to 10 miles - not sighted so at

1220(I) Dove. Commenced submerged patrol - believe from action of plane we are ahead of something.

1857(I) Surfaced. Patrolled on westerly course during night.

9 May 1945

1200(I) Position 06°10'S, 11°13'E.

1810(I) Sighted three small motor vessels in high periscope bearing 115°(T) distant 25000 yds. (SC #19). They appeared to be on course 240°(T). Commenced end around to west of KG BAPANG shoals. During evening searched along north coast of JAVA for them, but made no contacts. They either reached port or were much too small for torpedo targets.

10 May 1945

0040(I) Abandoned search for small vessels.

0706(I) Dove for submerged patrol off MANDALIKA IT.

1200(I) Position 06°23.5'S, 110°35.5'E.

1921(I) Surfaced. Patrolling off JAVA coast during night.

11 May 1945

Patrolled on surface to east of KARIMOEN DJAWA ISLAND during day.

1200(I) Position 05°54'S, 110°35.3'E.

2100(I) Converted #3 and 5 fuel ballast tanks.

2219(I) Exchanged radar calls with U.S.S. BAYA.

2255(I) Radar contact on U.S.S. BAYA range 6340 yds. (SC #20).

2330(I) Exchanged information with U.S.S. BAYA. BAYA relieved us of standby life guard duties in SOERABAJA area at this time.

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

Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

12 May 1945

0005(I) Dove to flush out #3 and 5 fuel ballast tanks. (I)0020

0036(I) Surfaced. Set course for KARIMATA STRAIT.

0720(I) Dove.

1200(I) Position 04°29'S, 110°09'E. (I)0805

1300(I) Surfaced.

1825(I) Sighted tower on DISCOVERY EAST BANK. Dove to remain undetected until dark.

2030(I) Surfaced. Circled sailboat at 5000 yds.

13 May 1945

0500(I) Completed uneventful transit of KARIMATA STRAIT.

1200(I) Position 00°44'S, 107°32'E.

2130(I) Received orders to join wolf packs on MALAY COAST. Set course for SIAM GULF.

14 May 1945

1200(I) Position 03°42'N, 106°22.5'E.

1435(I) Made 35 minute trim dive.

15 May 1945

1200(I) Position 06°37.5'N, 102°35'E.

1351(I) SD contact 10 miles closing (AC #21). Dove.

1518(I) Surfaced.

1719(I) SD contact 16 miles, did not answer IFF. Dove when he closed to 10 miles, not sighted. (AC #22).

1910(I) Surfaced.

1950(I) Investigated 15 ft. high vertical pole in water at Lat. 07°08'N, Long. 101°56'E. Pole appeared to be a moored marker. Depth by fathometer close aboard to southward 27 fathoms. Patrolled 15000 yds. north of HILLY CAPE during evening.

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

Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

16 May 1945

0136(I) Radar contact bearing 240°(T), range 11150 yds. commenced tracking (SC #21). Target is practically stopped. Broadcast contact report to pack commanders in COBIA and BRILL. Target is headed south, rounding HILLY CAPE on 10 fathom curve. Tracking is poor because lobe switching is out. Target appeared to make 6 kts. for awhile, then stop. Cannot see against land back ground. Many thunder squalls in area.

0205(I) Have second slightly larger target 5000-yds. astern of first. Believe we have an escort and small freighter but cannot understand low speed and distance between them.

0320(I) Targets have appeared practically stopped for over an hour. Commenced approach on surface. COBIA pack is 50 miles to north out of reach. Sighted target at 2800 yds. It is a medium sized sailboat. Closed "escort", it is a junk. Upon securing and draining down tubes, motor compartment of torpedo in No. 6 tube found to be flooded. Our overhaul of SJ receiver has made it too good. Our approach may have alerted beach defences for the headlights of a few vehicles were seen flashing up behind the first line of hills at about 0350(I). They probably heard our engines.

0500(I) Have orders from pack commander in U.S.S. BRILL to patrol between 06°00' and 07°00'N. Lat. Commenced surface patrol to eastward across traffic lanes.

1200(I) Position 06°50'N., 103°17'E.

2030(I) Departed for SUBIC BAY in accordance with OpOrd. The JAVANESE prisoner the crew has named "SMOKEY" for his burns has developed pneumonia. Last of battery water in batteries and will just last until we reach port.

17 May 1945

Three training dives.

1200(I) Position 08°31.7'N., 107°06'E.

18 May 1945

Three training dives.

1200(I) Position 11°35'N., 112°04'E.

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Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

19 May 1945

0613(I) Exchanged calls with U.S.S. BLENNY by SJ radar.

0702(I) Sighted U.S.S. BLENNY bearing 031°(T). SC #22.
Lat. 13°33.3'N, 115°05'E. Closed for conference.

0930(I) SD contact 18 miles, opened and lost at 20 miles, did not dive. AC #23.

1200(I) Position 13°50.5'N., 115°56'E.

Two training dives, one deep.

20 May 1945

Sighted U.S.S. BARNES (DE353) at rendezvous position.
Formed with her and approached SUBIC BAY.

Entered SUBIC BAY.

Moored starboard side to U.S.S. ANTHEDON.

FE24-71/A16-3

UNITED STATES NAVY

Serial 028-A

~~CONFIDENTIAL~~ A16-3

2 June 1945

SECOND ENDORSEMENT to:

USS BESUGO Conf. Ltr. A16-3
Serial 031, dated 20 May,
1945. Report of Fourth War
Patrol.

From: The Commander Submarines SEVENTH FLEET.
To: The Commander in Chief, UNITED STATES FLEET.
Via: The Commander SEVENTH FLEET.

Subject: U.S.S. BESUGO (SS321) -- Report of Fourth War
Patrol - Comment on.

1. The BESUGO conducted her Fourth War Patrol in the FLORES SEA and JAVA SEA areas under the command of Lieut. Commander H. E. MILLER, U.S.N.

2. This was the first war patrol in command for the Commanding Officer who covered his assigned areas thoroughly and aggressively.

3. The remarks of the Squadron Commander concerning torpedo fire control performance are concurred in and it is regretted that the BESUGO was unable to inflict any damage on the Cruiser ISUZU after a long and tenacious chase. However, the sinking of a HASHIDATE Class escorting gunboat was some compensation.

4. The highlight of the patrol was the sinking of the German U-Boat (U-183) and taking prisoner, the Navigator, who was OOD at the time of sinking.

5. The award of the Submarine Combat Insignia is authorized for this patrol.

6. The Force Commander congratulates the Officers and men of the BESUGO for this fine aggressive war patrol in which the following damage was inflicted on the enemy:

Serial 028-A~~C-CONFIDENTIAL~~

2 June 1945

SECOND ENDORSEMENT to:

USS BESUGO Com. Ltr. A16-3
 Serial 031, dated 20 May,
 1945. Report of Fourth War
 Patrol.

Subject: U.S.S. BESUGO (SS321) - Report of Fourth War
 Patrol - Comment on.

S U N K

1 - HASHIDATE Class Gunboat (EC)	1,200 Tons
1 - German Submarine (U-183) (EC)	740 Tons
1 - Large Auxiliary Schooner	<u>750 Tons</u>

Total 2,690 Tons

JAMES FIFE.

DISTRIBUTION:

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CTG-71.5	(2)		SubAd, Mare Island	(2)
			S/MS 7thFlt	(1)

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

H. H. MELANSON,
 A. Flag Secretary.

Serial: (0118)

Care of Fleet Post Office,
San Francisco, California,
25 May 1945.

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

FIRST ENDORSEMENT to
CO USS BESUGO (SS 321)
Report of Fourth War
Patrol.

From: The Commander Submarine Squadron TWENTY-SIX.
To : The Commander-in-Chief, UNITED STATES FLEET.
Via : (1) The Commander Submarines SEVENTH FLEET.
(2) The Commander SEVENTH FLEET.

Subject: U.S.S. BESUGO (SS 321), Report of War Patrol Number Four.

1. The Fourth war patrol of U.S.S. BESUGO under command of Lieut-Comdr. H. E. MILLER, U.S.N., his first patrol in command, commenced at Fremantle, W.A. on 24 March 1945 and terminated with her arrival in Subic Bay on 20 May 1945. The patrol was interrupted for torpedo reload and minor repairs at Fremantle during 12 - 16 April 1945. The first phase of the patrol was coordinated with CHARR (Pack Commander) and GABILAN in the FLORES SEA, SAPE STRAIT and SOEMBA STRAIT. The period 4 to 6 April was spent in the tenacious pursuit of the escorted cruiser ISUZU during which six torpedo attacks were made and an escorting HASHIDATE class gunboat was sunk. The second phase of the patrol was conducted in the Java Sea and enroute to and in the GULF OF SIAM. The outstanding event of this phase was the sinking of the German Submarine U-183 and the recovery of Warrant Officer KARL WISNEIWSKI, UN2101/343, German Navy from this ship.

2. The patrol throughout was characterized by aggressiveness and excellent area coverage. That torpedo fire control was not impressive when judged by the number of hits produced is considered mainly due to the exceptionally difficult conditions under which attacks were made. Twenty-eight torpedoes were fired during seven attacks for three hits; one gun attack was made.

TORPEDO ATTACK NO. 1: Following a 14 hour chase of the CL ISUZU with 4 escorts an approach was made at radar depth to 8,000 yards and continued at periscope depth. Six electric torpedoes were fired from the bow tubes at an estimated range of 2200 yards. The actions of the convoy clearly indicated that BESUGO had been sighted before going to radar depth and the conclusion of the C.O. that the alerted cruiser had changed course is concurred in. One explosion was heard after a run of six minutes but it is considered unlikely that this was a hit in the target. An error of approximately 90° in target's course was probably made.

TORPEDO ATTACK NO. 2: Immediately following attack No. 1 a single steam torpedo was fired from a stern tube "down the throat" of an approaching unidentified escort vessel. The remaining two torpedoes intended for this

Serial: (0118)

Care of Fleet Post Office,
San Francisco, California,
25 May 1945C-O-N-F-I-D-E-N-T-I-A-LFIRST ENDORSEMENT to
OO USS BESUGO (SS 321)
Report of Fourth War
Patrol.

Subject: U.S.S. BESUGO (SS 321), Report of War Patrol Number Four.

salvo were not fired due to a mistake on the part of the firing key operator.
The torpedo missed.

TORPEDO ATTACK NO. 3: Following a day periscope approach three steam torpedoes were fired from the stern tubes at the same target as in attack No. 1, from an estimated range of 500 yards on an average track of 120° port using an average gyro angle of 65°. Two minutes later six electric torpedoes were fired from the bow tubes on an average track of 170° port using gyro angles from 47° to 60°. All torpedoes missed due to lack of spread, rapid change of bearing because of close ranges, large gyros and unfavorable tracks.

TORPEDO ATTACK NO. 4: About 30 minutes after attack No. 3 four electric torpedoes were fired at an escorting gunboat of the HISHIDATE class from 600 yards on an average port track of 155° using approximately 100° gyro angles. The delay in firing which caused the unfavorable tracks and large gyro angles was due to temporary loss of depth control in a fresh water pocket. One torpedo hit and blew off the target's bow.

TORPEDO ATTACK NO. 5: A single steam torpedo was fired from a stern tube at a range of 1100 yards to finish off the target damaged in the previous attack. The torpedo probably underran the target.

TORPEDO ATTACK NO. 6: A second steam torpedo was fired from a stern tube at the same target using low power and a zero depth setting, this torpedo hit and sank the target.

TORPEDO ATTACK NO. 7: Following a day periscope approach six electric torpedoes were fired from the bow tubes at the German submarine U-183, range 1700 yards average track 118° port with near zero gyro angles. The first torpedo hit and sank the target; one prisoner was recovered.

GUN ATTACK NO. 1: A night moonlight attack on a large steel hull auxiliary schooner, estimate 750 tons, was made using all guns. Four minutes after opening fire with the 5" gun the barge sank.

3. On return from patrol BESUGO was in an excellent state of cleanliness, health of the officers and crew was good, and morale excellent. A normal refit will be conducted by ANTHEDON and Division 262 relief crew during which the defects enumerated in the patrol report will be corrected; ballasting will be checked after the refit.

4. The Squadron Commander congratulates the Commanding Officer, Officers and crew on completing another successful aggressive patrol during which the fighting record of BESUGO was well maintained.

B. E. Bacon, Jr.
B. E. BACON, Jr.

U. S. S. BESUGO (SS321)
Care of Fleet Post Office
San Francisco, California

SS321/A16-3

Serial (031)

20 May 1945

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

From: The Commanding Officer, U.S.S. BESUGO (SS321)
To : The Commander-in-Chief, United States Fleet.
Via : (1) Commander Submarine Division TWO SIXTY TWO.
(2) Commander Submarine Squadron TWENTY SIX.
(3) Commander Submarines, SEVENTH FLEET.
(4) Commander SEVENTH FLEET.
Subject: U.S.S. BESUGO (SS321), Report of Fourth War Patrol.

Enclosures: (A) Subject Report.
(B) Track Charts (Commander Submarines, SEVENTH FLEET only).

1. Enclosure (A), covering the fourth war patrol of this vessel conducted in the JAVA SEA, SAPE STRAIT and CHINA SEA areas during the period 24 March to 20 May 1945, is forwarded herewith.

H. E. MILLER.

Subject: U.S.S. BESUGO (SS321), Report of Fifth War Patrol.

A. PROLOGUE

Arrived alongside U.S.S. ANTHEDON for refit in SUBIC BAY on 20 May 1945. Sound tested on 21 May and crew left for rest period at Camp COE on 22 May 1945. Installed booster blower in control room. Crew returned aboard and following changes were made in officer personnel on 4 June 1945: Detached: Lieutenant C. T. HARBIN, U.S.N., and Ensign R. G. KING, U.S.N.R. Reported aboard: Lieutenant C. E. STASTNY, U.S.N., and Lieutenant (jg) J. M. JEFFERSON, U.S.N.R. Sound, deep dive and electronics tests 5, 6 June. 8 to 10 June 1945, three days and one night of training. Did not fire guns or exercise torpedoes because of lack of facilities and foul weather. Two days loading. On 11 June 1945, Captain C. W. MERRITT, U.S. ARMY AIR CORPS reported aboard as a passenger and observer. Ready for sea on 13 June 1945:

OFFICERS AND CHIEF PETTY OFFICERS ON BOARD DURING FIFTH WAR PATROL

<u>NAME</u>	<u>NO. OF PATROLS</u>
MILLER, Herman Edward, Lieut.Comdr., U.S.N.	8
KAHLE, Donald Mark, Lieut.Comdr., U.S.N.	11
STASTNY, Charles Eugene, Lieutenant, U.S.N.	3
FRAZER, Robert Leslie, Lieutenant, U.S.N.R.	2
BRADY, Robert Benedict, Lieutenant, U.S.N.R.	4
LOUIS, Ernest James, Lieutenant (jg), U.S.N.R.	5
MULLENS, Will Reese, Lieutenant (jg), U.S.N.R.	4
JEFFERSON, Joseph Murray, Lieutenant (jg), U.S.N.R.	0
MERRITT, Carlyle Wesley, Captain, U.S.Army Air Corps	0
DOWLING, Robert Stewart, Ensign, U.S.N.R.	1
BALEVICZ, Adolph Michael, CTM(T), U.S.Navy	7
NYMAN, Charles Warren, CMoMM(AA)(T), U.S.N.R.	4
SHARTRAND, Lawrence Simion, CMoMM(A)(T), U.S.Navy	4
BARNHART, Arthur Sorelle, CEM(PA), U.S.Navy	10
CALVER, Howard William, CEM(AA)(T), U.S.Navy	11
PEIBEI, Gerard Albert, CPhM(AA)(T), U.S.Navy	2

B. NARRATIVE - All times ITEM (-9).

13 June 1945

1400 Underway from alongside U.S.S. ANTHEDON in SUBIC BAY for patrol in accordance with Commander Task Group 71.1 Operation Order No. 78-45. Conducted exercises with escort U.S.S. RUMBACH (DE364).

1726 Surfaced after green smoke bomb had exploded at outer end

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Subject: U.S.S. BESUGO (SS321), Report of Fifth War Patrol.

of signal gun. Flooded down forward and examined signal gun - outer door out of commission. (See section "K").

1755 Commenced return to port.

1940 Moored alongside U.S.S. ANTHEDON in SUBIC BAY.

14 June 1945

1400 Underway from alongside U.S.S. ANTHEDON for patrol station in company with U.S.S. CHARR and U.S.S. ROIF (DE362). Made a training dive for each section in submarine sanctuary.

1830 Exercises completed, underway for safety lane at three engine speed. Escort departed at dark.

2210 Conducted night approach on U.S.S. CHARR.

15 June 1945

0614 Speeded up to 4 engine speed to keep within safety area. No time for training today.

1200 Position 13°48'N., 115°56'E.

1535 SD contact 9 miles. Liberator circled U.S.S. CHARR. Unable to contact on VHF (AC #1). In late afternoon CHARR sighted a periscope about 8000 yds. to northeast of us.

1855 Test fired 5" and 40mm guns.

2035 Left safety lane 45 miles behind schedule. Commenced closing U.S.S. CHARR for VHF test. Effective range 100 yds. Found receiver tuning adjustment had been left loose.

2136 Speeded up to full speed to close area in which five survivors reported.

16 June 1945

0945 Received word U.S.S. CAPITAINE had picked up the five survivors who were Orientals.

0955 Parted company with U.S.S. CHARR. Slowed to three engine speed.

1059 Made 17 minute trim dive, after which arranged with U.S.S. CAPITAINE, via radio, for rendezvous at 1500 this afternoon.

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

Subject: U.S.S. BESUGO (S-321), Report of Fifth War Patrol.

- 1200 Position 11°18'N., Long. 110°49'E.
- 1327 O.O.D. sighted periscope 2000 yds. on starboard quarter. put it astern at flank speed and dove. Nothing on sound. (SC #1) Lat. 11°09.5'N., Long. 110°31.5'E.
- 1427 Surfaced at 4 engine speed.
- 1507 APR contact 165 Meg., 560 yds.
- 1540 Sighted U.S.S. CAPITAINE (SC #2); closed for VHF conference. Effective range of VHF 400 yds. Learned that area was completely devoid of enemy activity. Told him of periscope sighting.
- 1627 Parted company with CAPITAINE.
- 1930 Swung ship to determine bearing of 165 Meg. radar. Bearing about 300°(T).
- 2006 CAPE HADERING on radar bearing 300°(T), distant 25 miles. Skirted coast to northward at 10 miles during night.

17 June 1945

- 0630 Dove for day off PTE de CAMRANG. Nothing sighted but native sailboats (not counted as ship contacts).
- 1200 Position 12°02'N, 109°23'E.
- 1235 A regular native sailboat passed close aboard. They had probably sighted periscope for there was a lookout at the masthead and they held abandon ship drill as they passed 400 yds. astern.
- 2038 Surfaced, patrolled north and south 10 miles off shore during night.

18 June 1945

- 0607 Submerged for day off PTE de CAMRANG. Nothing sighted but native sailboats.
- 1200 Position 12°02'N., 109°20.5'E.
- 2105 Surfaced. Patrolled north and south 10 miles off coast during night.

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

Subject: U.S.S. BESUGC (SS321), Report of Fifth War Patrol.

19 June 1945

0600 Submerged for day off PTE de CAMRANH. Usual sailboats sighted.

1200 Position 11°59'N., 109°21'E.

1537 Gyro compass out of commission (See section "K").

2107 Surfaced. Patrolled during night 10 miles off shore.

20 June 1945

0530 Gyro back in commission.

0600 Dove for day off MUI DAVAICH, usual sailboats.

1200 Position 11°47'N., 109°17'E.

1235 Sighted PBM northbound along coast (AC #2).

2057 Surfaced. APR contact at 163 Meg. on beach secured at 2106. Patrolled during night 10 miles off shore.

21 June 1945

0611 Dove for day off MUI DAVAICH - usual sailboats.

1200 Position 11°49'N., 109°16.5'E.

2056 Surfaced - patrolled 10 miles off shore during night.

22 June 1945

0330 Tracked a native sailboat out to 14000 yds.

0530 Commenced opening out from beach for surface patrol today.

0630 163 Meg. radar on beach came on, secured at 0735, then came on again at 0755 on 165 Meg. Steered alternately east and west courses 25 - 45 miles off beach during day hoping to contact friendly search planes, but none sighted.

1200 Position 11°52'N., 109°53.5'E.

2040 165 Meg. radar secured for night. Closed coast to 10 miles and patrolled north and south.

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Subject: U.S.S. BESUGO (SS321), Report of Fifth War Patrol.

23 June 1945

0614 Dove for submerged patrol off PTE de CAMRANH.

1200 Position 11°55'N., 109°20'E.
Shifted south off south entrance CAMRANH BAY during afternoon. Usual sailboats.

2056 Surfaced. Patrolled a 20 mile square off CAMRANH BAY during night.

24 June 1945

0625 Submerged for day off CAMRANH BAY just after shore radar station came on at 166 Meg.

1200 Position 11°48'N., 109°18'E.

1208 Sighted B-25 (AC #3) passed 5 miles to seaward northbound.

2053 Surfaced. Patrolled rectangle off shore during night.

25 June 1945

0555 Dove for day off CAMRANH BAY. Usual sailboats.

1200 Position 11°50'N., 109°19'E.

2046 Surfaced. Patrolled rectangle 10 to 20 miles off shore of CAMRANH BAY during night.

2110 Pit log out of commission 1½ hours. See section "K".

26 June 1945

Patrolled on surface 30 to 50 miles off shore. Hope to contact a plane today.

1155 Sighted B-25 (AC #4) at 10 miles. He circled us. No IFF or VHF contact. Spoke to him on life guard frequency. He had nothing for us.

1200 Position 11°29'N., 109°42'E.
Closed coast south of CAMRANH BAY at dusk and patrolled 5 to 15 miles off shore during night.

27 June 1945

0321 Very weak APR contact at 165 Meg., followed one minute later by radar contact at 11800 yds. Thought we had something,

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but investigation proved it to be a small schooner. Our radar picks up the tiniest native sailboats at 6 to 9000 yds. and can track those a little larger out to 14000 yds. when the flat of the sails is exposed.

- 0400 Commenced heading south to investigate POULO CECIR de MER today.
- 0837 Sighted POULO CECIR de MER bearing 225°(T) 20 miles distant. Closed, and at
- 0939 Dove to reconnoiter northeast anchorage.
- 1200 Position 10°40'N., 109°27'E.
- 1205 Sighted B-25 (AC #5) to northwest at 5 miles. He passed over POULO CECIR de MER. During afternoon sighted a few small native fishing boats in anchorage, anchored and beached. A few people are walking around on beach. One rowing prau containing 5 men is apparently fishing.
- 1955 Surfaced and headed northward.

28 June 1945

- 0610 Submerged for day off PTE de CAMRANH.
- 1200 Position 12°02'N., 109°20.5'E.
- 2048 Surfaced and headed north. We have dispatch order extending our area to 14°N., Lat. and directing us to patrol the direct Empire to SINGAPORE shipping lane commencing 30 June.
- 2305 Radar contact at 19,100 yds. off HON IUNG rocks, tracked as drifting slowly on course 020°(T). Moonlight prevented undetected approach from beam, so closed to 5000 yds. to northward of her. Contact identified as sailboat, but will have another look when moon is high. Patrolled north along coast.

29 June 1945

- 0400 Returned to and examined our sailboat of last night. She has made good two kts. on course 020°(T), can now get her at only 10,000 yds.
- 0633 Dove for day off HONGOM PENINSULA. There are many sailboats here. Twenty months ago only one or two a day would be seen at this spot.

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Subject: U.S.S. BESUGO (SS321), Report of Fifth War Patrol.

1200 Position 12°39'N., 109°32'E.

1910 Surfaced and headed northeast to commence scheduled surface patrol.

2210 Converted No. 3 and 5 main ballast tanks.

30 June 1945

1035 SD contact at 4 miles (AC #6), submerged.

1200 Position 13°12'N., 111°04'E.

1525 Surfaced. Remained down because it may have been friendly and we know the FIFTH AIR FORCE doctrine is to gambit over a submerged submarine for 4 hours. During night patrolled at 3 engine speed on retiring search plan that covers a swath 30 miles wide and will intercept any south bound vessel making 13 kts. at not over 6000 yds.

1 July 1945

Closed FRENCH INDO CHINA to 30 miles during day and opened out again.

1200 Position 12°57'N, 109°44'E.

2314 Good radar contact at 1700 yds. on starboard beam. Lost immediately while putting it astern. Picked up weakly again for a moment at 3200 yds. Opened out to south to let him surface if it is a submarine. May be driftwood.

0500 Received word that a plane has been down in this sector at an unknown position since 0900 yesterday. An air search for him will be on today. It will be a perfect day with absolute flat calm. Commenced return to last night's contact in case it was a rubber boat.

0900 Conducted box search at two mile intervals out to 10 mile square around point of last night's contact. During process had two contacts exactly similar to last night's on schools of fish.

1200 Position 13°01.5'N., 110°55'E.
Discontinued box search and commenced searching to southwest. Did not contact any of the search planes. Continued off-shore retiring search curve during night. Our FIFTH AIR FORCE passenger says that there is no hope of finding this plane. He says his organization would not even bother to look

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Subject: U.S.S. BESUGO (SS321), Report of Fifth War Patrol.

for one Downed with no more information than we have. We will continue to search and guard all life guard frequencies while in this area.

3 July 1945

1200 Position 11°18'N., 109°37.5'E.

1228 Sighted old painted type B-24 at 15 miles (AC #7) headed east

1330 Sighted B-24 returning from beach (AC #8) got him on life-guard frequency - he knew nothing for us. Conducted nightly off-shore search at 3 engine speed.

4 July 1945

0913 Sighted POULO CECIR de MER bearing 280°(T). Closed and inspected northeast anchorage on surface. Nothing but native sailboats sighted. We were in good position to sight mirror signalling in case there were any survivors here, but none sighted. Took pictures.

1200 Position 10°38'N., 109°01'E.

1342 Sighted painted B-24 (AC #9). First successful communication was by searchlight after trying everything else. SD radar picked him up at 3 miles. Retuned SD while we had him for a target. Finally contacted him on VHF and tried SAF plan frequency. Found he had no equipment to use SAF plan.

In late afternoon closed coast off PTE de CAMRANH and patrolled northward 10 miles from shore. In gathering gloom at dusk a vessel previously identified as a native sailboat appeared to be moving south at some speed along the shore south of HON ION. Closed PTE de CAMRANH to 10,000 yds. (We are picking up sailboats at 11,000 yds. tonight). and patrolled there all night, but nothing came by. It was probably wishful thinking.

5 July 1945

Patrolled on surface east and west from 10 to 50 miles off COTE RADHAN.

1200 Position 11°19.5'N., 109°19.5'E.

1256 Sighted B-24 distant 17 miles to southward (AC #10). Contacted him on VHF. He passed us at 5½ miles without seeing us and had to be vectored on to get back to us. He knew nothing of downed plane and had seen nothing.

Subject: U.S.S. BESUGO (SS321), Report of Fifth War Patrol.

2200 Contacted U.S.S. COD (SC #3) on SJ bearing ~~350°~~(T); distant 14,800 yds. Closed him and tuned our VHF on his signal. It is now effective to 1500 yds. Furnished him all information available on area, and were relieved of life guard duties. Headed south to complete patrol in north central JAVA SEA.

6 July 1945

1200 Position 09°34'N, 109°16'E.

7 July 1945

1200 Position 05°36.5'N, 107°47.5'E.

2200 Converted No. 4 fuel ballast tank.

8 July 1945

1200 Position 01°25'N, 106°45'E.

1320 Gyro compass out of commission. See section "K".

1350 Sighted TESS II to northward (AC #11). He passed us at 15 miles, circled DOEMDOEM ISLAND and went over horizon on northerly course.

1500 Sighted TESS II (AC #12) circling TOKONG KEMOEDI, after which he gained altitude and headed westward toward us, so at.

1508 Dove to evade detection. Stayed down working on gyro.

1900 Surfaced.

9 July 1945

0800 Gyro back in commission.

1200 Position 01°45'S., 108°13'E.

1643 Dove to await darkness for transit of KARIMATA STRAIT.

2047 Surfaced. Nothing encountered in transit.

10 July 1945

1200 Position 04°30'S., 110°02'E.

1637 SD contact at 25 miles (AC #13), did not dive.

Subject: U.S.S. BESUGO (SS321), Report of Fifth War Patrol.

1745 Examined native lugger GENBIRA SOEKAMAR of about 20 tons close aboard. She has a living quarters deck house aft and is southwest bound with a load of bagged grain or rice. Her sails are nicely made from new grain sacks. Did not board. Patrolled off TG. POETING during night.

11 July 1945

1200 Position 04°10.5'S., 112°13.5'E.

2103 Commenced lying to 15000 yds. off TG. POETING. Radar cannot pick up the low lying land but any vessel coming past should be picked up easily.

12 July 1945

0700 Got underway and commenced patrolling off TG. POETING.

0800 Investigated native sailboat close aboard.

1200 Position 03°42.5'S., 111°47.5'E.

2146 Commenced patrolling to eastward in area.

13 July 1945

0430 Transformer to SJ "A" scope burned out. "A" scope is out of commission for remainder of patrol but we still have PPI.

1040 Examined native half rater of about 15 tons close aboard. She has large crew of young native men. Did not board. She waved DUTCH flag when we came close aboard.

1200 Position 04°59'S., 113°34'E.

1339 Sighted unidentified ship bearing 117½°(T). (SC #4). Commenced tracking with high periscope.

1344 Dove to commence approach.

1417 Target identified as U.S. Submarine in next area. She closed to 6000 yds. then reversed course and headed southeastward.

1453 Surfaced.

1850 Examined sailboat close aboard. Crew is large and all are husky young men. She carried bagged grain or rice. Did not board.

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Subject: U.S.S. BESUGO (SS321), Report of Fifth War Patrol.

1915 Exchanged recognition signals with U.S.S. BAYA who is also patrolling this area. (SC #5) She has been patrolling the eastern part of this area for three weeks without a contact. Told her we would patrol the direct BANDJERMASIN to SOERABAJA traffic route next few days.

14 July 1945

0800 Gyro compass out of commission. See section "K".

1200 Position 04°55'S., 113°40.5'E.

1615 Gyro back in commission.

2020 Examined native sailboat with aid of searchlight. Crew of 10 able young native men and large cargo of bagged grain or rice. Have not been boarding sailboats because of rough water. We examine them at 30 - 50 feet, looking inside their holds.

2300 Closed ARENDS ISLAND for radar fix.

2327 Exchanged calls with U.S.S. BAYA on SJ radar.

15 July 1945

1200 Position 05°03'S., 113°50.5'E.

Patrolled to westward at 3 engine speed during the afternoon and evening.

16 July 1945

0100 SJ radar out of commission. See section "K".

Commenced lying to and patrolling slowly with both sound heads manned.

0325 Commenced patrolling to northeast at 2 engine speed.

0331 Sighted sailboat 800 yds. on starboard bow, put him astern and opened out to northward.

0830 SJ radar is back in commission in PPI, but must be babied.

1200 Position 04°46'S., 111°42'E.

1847 Sighted POETING PT.

2040 Commenced lying to off POETING PT.

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

Subject: U.S.S. BESUGO (SS321), Report of Fifth War Patrol.

17 July 1945

- 0630 Commenced patrolling at 1 engine speed off POETING PT.
- 1200 Position 03°39'S., 111°39'E. Commenced patrolling to south-east at 2 engine speed.
- 1830 Inspected two west bound native sailboats in company at close range. One has a cargo of bagged food, the other a mixed cargo of food, cordage and woven matting.
- 2100 Departed area enroute LOMBOK STRAIT.

18 July 1945

- 0628 Radar contact bearing 215°(T), range 8500 yds. (SC #6).
- 0652 Perceived radar interference from target - exchanged calls with U.S.S. BLENNY and closed for VHF conference. She is eastbound to join pack in EAST JAVA SEA, and says east-west route south of KANGARU ISLANDS is not now covered. Told her we would cover it for a day. (See section "U").
- 0735 O.O.D. sighted float plane about 12 miles to northward. (AC #14). He could see a float under each wing, so dove, assuming angle on bow was zero. U.S.S. BLENNY did not see plane and remained on surface, telling us coast was clear via sound gear.
- 0755 Surfaced and continued communications with BLENNY, then headed for GOAGOA CHANNEL.
- 1000 Investigated native fishing prau. Hereafter sighted numerous native sailboats.
- 1150 Received aircraft emergency call for any submarine, answered and received contact report on west-bound hospital ship which we may contact tonight.
- 1200 Position 06°28'S., 114°23.5'E.
- 1457 SD radar contact at 20 miles (AC #15) closed and lost at 17 miles, picked up again at 9 miles, so at
- 1504 Dove. He was closing slowly at 7 miles as radar went under. Believe he was friendly circling us with radar contact, but we could not see him and he did not answer IFF.
- 1756 Surfaced to transit GOAGOA CHANNEL before dark. There were many native craft at GOAGOA VILLAGE, but no NIP vessels.

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

Subject: U.S.S. BESUGO (SS321), Report of Fifth War Patrol.

- 1955 Sighted a light on horizon bearing 090°(T) (SC #7), closed and identified as properly lighted hospital ship westbound at 12 kts. When south of KEMIRIAN ISLAND she slowed to 10 kts. Inspected her at 5000 yds. She has no radar we can detect. Let her pass, patrolled on her route until midnight, then headed south.
- 2150 Commenced occasionally trying to challenge radar interference to southward.

19 July 1945

- 0123 Radar contact bearing 112°(T), range 8100 yds. on our source of radar interference (SC #8), commenced tracking. She finally challenged via SJ with the same challenge we had been throwing at her for hours. Answered with proper first reply several times but she seemed unable to get it. She challenged us again with the first challenge and we answered several times again unable to get her to acknowledge further. Finally she opened up with the first reply which we had just given her. Tried to get her to give her call without disclosing our own, for by this time we were very suspicious of her being a NIP A/S vessel with 10 cm radar. Since we had already graciously furnished her with both first challenge and reply, decided it inadvisable to try second challenge until we had made sight identification, commenced approach. As we started in, heard BLENNY tell BOARFISH where we were. As we passed 5000 yds. coming in, communications reestablished, first and second challenge and reply exchanged and she identified herself as BOARFISH. (See section "C"). She plans to make an all day dive tomorrow off the roadstead at BOELELENG. We will dive off BOENGKOELAN PT. about 10 miles to the eastward of her and skirt the northeast BALI coast submerged during the day.
- 0500 Commenced patrolling north and south 10 - 20,000 yds. north of BOENGKOELAN PT., BALI. While on north leg picked up BOARFISH at 8500 yds. headed our way. Tried unsuccessfully to exchange calls with her again.
- 0553 BOARFISH dove 5000 yds. dead ahead. Reversed course and commenced skirting BALI coast at 10,000 yds. to southeastward.
- 0625 Radar contact at 5000 yds. bearing 103°(T) on small unidentified vessel. She is westbound at 4 kts. Commenced approach and dove 3000 yds. ahead of her. Nothing on sound. As dawn broke identified her as native sailboat. Patrolled to southeastward skirting coast during day. Saw a few sailboats.

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

Subject: U.S.S. PESUGO (SS321), Report of Fifth War Patrol.

1200 Position 08°03'S, 115°27.5'E.

In mid-afternoon reconnoitered beach between TG. NGIS and TG. TEKOTREMAN. Took movies at 3000 yds. of what appeared to sand bag and log pill boxes along the beach below the highway. They were about 10 by 10 feet square and from 4 to 6 feet high. They were in a single row about 25 yds. apart above high water mark where there was jungle cover behind beach and at one point where there was no cover they were staggered in three rows very close together.

2007 Surfaced and commenced approach to LOMBOK STRAIT charging batteries.

2030 Closed and identified native sailboat, then rounded it at 5000 yds.

2330 Completed transit LOMBOK STRAIT uneventful except for being tracked by enemy radars at 202 and 165 Meg. before and after passing NOESA BESAR.

20 July 1945

1200 Position 11°19.5'S.

21 July 1945

1200 Position 16°51'S., 113°57'E.

1530 Commenced deep discharge, followed by one hour equalizing charge.

22 July 1945

1116 Moored portside to ONSLOW jetty, ONSLOW, W.A.

Commenced fueling, took aboard 18000 gallons fuel.

1430 Underway enroute FREMANTLE.

1908 Sighted seven liberator bombers, southbound, 16 to 22 miles to seaward off VLAMING HEAD LIGHT.

2115 Commenced seven hour equalizing charge.

23 July 1945

1200 Position 24°33.5'S., 112°33'E.

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

Subject: U.S.S. BESUGO (SS321), Report of Fifth War Patrol.
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24 July 1945

1200 Position 29°16.5'S., 113°15'E.

25 July 1945

Entered FREMANTLE HARBOR, Western Australia.

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File

REF 24 71/A16-3
CONFIDENTIAL
Serial 8372-A

UNITED STATES NAVY

11/dn

19 August 1945.

[Handwritten signature]

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

SECOND ENDORSEMENT to:
USS BESUGO Conf. Ltr.
A16-3, Serial 010, dated
25 July, 1945. 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. BESUGO (SS321) - Report of Fifth War Patrol -
Comment on.

1. The Fifth War Patrol of the BESUGO under the command of Lieutenant Commander H. E. MILLER, U.S.N., was characterized by well planned and thorough area coverage off the INDO CHINA Coast and South Coast of BORNEO.
2. The remarks of the Squadron Commander are complete and are concurred in.
3. The award of the Submarine Combat Insignia for this patrol is not authorized.
4. The Force Commander congratulates the Commanding Officer, Officers and Crew on the completion of this war patrol and hopes that this fighting ship, which has fought so aggressively and successfully in its previous four patrols, will have better hunting next time.

JAMES FIFE.

SUBMARINE SQUADRON THIRTY

Ce

FC5-30/A16-3

Care of Fleet Post Office,
San Francisco, California,
26 July 1945.

Serial: (0125)

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

FIRST ENDORSEMENT to
USS BESUGO (SS321) -
Report of Fifth War
Patrol.

From: The Commander Submarine Squadron THIRTY.
To : The Commander in Chief, U.S. FLEET.
Via : (1) The Commander Submarines, SEVENTH FLEET.
(2) The Commander in Chief, SEVENTH FLEET.
Subject: U.S.S. BESUGO (SS321) - Report of Fifth War Patrol.

1. The fifth war patrol of the BESUGO under the command of Lieutenant Commander H. E. MILLER, U.S. Navy, was conducted off the French Indo China coast and off the South Coast of Borneo. Patrol was of forty-two days duration of which twenty-seven days were spent in the assigned areas. Life guard services were conducted at various times during this patrol but no rescues were made.

2. Area coverage was excellent and the patrol well planned; however there were no contacts worthy of torpedo fire. Ship contacts consisted of one properly marked hospital ship, friendly submarines and numerous native sail boats. Off the French Indo China coast the sailboat traffic was mostly north bound, while in the Java Sea it was west and southwest bound. Sailboats were closed for examination but allowed to proceed due to friendly character.

3. The BESUGO returned from patrol clean but in fair material condition. Major material deficiency appears to be the main storage battery, the condition of which will be investigated and such corrective action as is possible will be taken. It is expected that refit will be completed in normal time.

4. The Squadron Commander congratulates the Commanding Officer, officers and crew on a well planned and conducted patrol which provided no opportunity to inflict damage to the enemy.

C. C. Smith
C. C. SMITH.

SS321/A16-3

U.S.S. BESUGO (SS321)
Care of Fleet Post Office
San Francisco, California

Serial: 010-46

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

25 July 1945

From: The Commanding Officer, U.S.S. BESUGO (SS321).
To : The Commander-in-Chief, United States Fleet.
(1) Commander Submarine Division THREE ZERO TWO.
(2) Commander Submarine Squadron THREE ZERO.
(3) Commander Submarines, SEVENTH FLEET.
(4) Commander SEVENTH FLEET.

Subject: U.S.S. BESUGO (SS321), Report of Fifth War Patrol.

Enclosures: (A) Subject Report.
(B) Track Charts (ComSubsSEVENTH FLEET only).

1. Enclosure (A), covering the fifth war patrol of this vessel conducted along the FRENCH INDO CHINA coast and off the south coast of BORNEO in the JAVA SEA areas during the period 13 June 1945 to 25 July 1945, is forwarded herewith.

H. E. MILLER.