

SS333/A4

Serial 001

U.S.S. BUMPER (SS333)
c/o Fleet Postmaster
San Francisco, Calif.

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

15 June 1945.

From: Commanding Officer, U.S.S. BUMPER (SS333).
To : Commander in Chief, United States Fleet.
Via : (1) Commander Submarine Division 202.
(2) Commander Submarine Squadron 30.
(3) Commander Task Force 71.

Subject: U.S.S. BUMPER (SS333), Report of War Patrol number ONE.

Enclosures: (A) Subject Report.
(B) Track Chart.

1. Enclosure (A), covering the FIRST War Patrol of this vessel conducted in northern part of SOUTH CHINA SEA during the period April 22 to June 15, 1945, is forwarded herewith.

J.W. Williams, Jr.
J.W. WILLIAMS, JR.

U.S.S. BUMPER (SS333)

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(A) PROLOGUE

The keel of U.S.S. BUMPER was laid at Electric Boat Co., Groton, Connecticut on November 4, 1944. The ship was launched on August 6, 1944, the sponsor being Mrs. J.W. Williams, Jr., wife of the Prospective Commanding Officer. BUMPER was placed in commission at the U.S. Submarine Base, New London, Conn., on December 9, 1944. Normal post commissioning period was conducted in the New London area; BUMPER departed for Key West January 21, 1944. On arrival Key West it was discovered that extensive corrosion existed in the main hydraulic system, a result of salt water leaks into the periscope hydraulic hoisting system. BUMPER returned to Electric Boat Co. for necessary repairs. Departed New London (with a properly authenticated "Reluctant Dragon" certificate) for the second time on February 19, stopping over in Key West three days for special tests. Arrived Panama Area March 4.

BUMPER had five days of training in PANAMA BAY, the equal of which I have never seen, or hope to see again. As reported by other submarines fortunate enough to receive this training, it is practically a crime that other submarine activities cannot offer the same training opportunities as those extended to us by Captain J.G. JOHNS. Departed Panama March 15, 1945.

On March 18, 1945 transferred the Executive Officer, Lieutenant Commander Louis Patrick Gray III, USN, to U.S.S. CRECN for medical treatment, preliminary diagnosis ruptured appendix with preliminary peritonitis. The attack had been sudden, unusual, and devastating. It was with heavy hearts that we saw him hoisted over the side, for his untiring devotion to the organization and training to make this ship a fighting unit had been without parallel in my experience. Our first war patrol has been solemnly dedicated to him, and our prayers are for his recovery.

Arrived Pearl Harbor April 1, 1945. During the voyage repair and training period much fine new equipment was installed, including APR-SPA, TDM, Arma Course Clock, SCR 610, LORAN, hand speed input to pit log, SJ keying, IFF to SJ, additional 20 MM on deck forward and 50 cal. mounts all over the topside. Lt. R.G. VYVERBERG, USNR, reported aboard as Radar Officer, a welcome addition to the complement.

Captain E.W. GRENFELL, Administrative Division Commander, and Commander W.M. BROCKMAN, Training Officer, were most helpful and cooperative during our period at Pearl, and I desire to officially express my appreciation for their assistance.

Readiness for sea date: April 22, 1945.

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WAR PATROL REPORT #1

Officers and CPO's attached, and number of War Patrols completed prior BUMPER #1.

<u>FILE NO.</u>	<u>RANK</u>	<u>NAME</u>	<u>PATROLS</u>
72337	Commander, USN	J.W. WILLIAMS, Jr.	6
97829	Lieutenant, USNR	F.W. GOOCH, Jr.	8
109688	Lieutenant, USNR	R.G. VYVERBERG	5
123755	Lieutenant, USN	H. ROBB	0
293989	Lieut. (jg), USN	F.A. MORRIS	3 1/5 *
299868	Lieut. (jg), USN	C.L. HUNT	0
341398	Ensign, USNR	J.J. MEALY	0
365349	Ensign, USN	E.E. BROCKETT	0
389565	Ensign, USN	L.F. FITCH xx	0
406141	Machinist, USN	M. OTFNER	2 *

* As enlisted man

xx Reported aboard at Saipan

CTM (PA)	USN	O.P. REIMER	5
CEM (PA)	USN	J.D. COGGIN	5
CMoMM (AA)	USN	E.F. NOLAN, Jr.	3
CMoMM (AA)	USNR	MAYBERRY, C.W.	5

(B) NARRATIVE.

April 22, 1945

1330 (VW) Underway from Pearl Harbor for BUMPER NUMBER ONE WAR PATROL. Our orders to proceed SAIPAN, and await orders there prior to passing to operational control of CTF 71. Escorted by PC 780.

1830 (VW) Released escort.

2200 (VW) SJ radar contact bearing 100°(T), range 20,000 yards. Tracked on course 260°(T), speed 15. From the size of the pip, lack of any radar evidence, it can only be a large merchant vessel. Practically zero visibility in heavy rain precludes closing for identification. Opened out to the north and continued on.

Many contacts during the night, mostly showing IFF, none of which came near enough to bother us.

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<u>April 23</u> 1026	1200 Posit Lat. 20°-35'N Long. 162°-26'W. Exchanged SJ signals with PAMPANITO.
<u>April 24</u>	1200 Posit Lat. 20°-35'N Long. 167°-36'W.
<u>April 25</u>	" " " 20°-35'N " 173°-43'W
<u>April 26</u>	" " " 20°-18'N " 179°-49'E
<u>April 27</u>	" " " 20°-01'N " 173°-28'E
<u>April 28</u>	" " " 20°-01'N " 173°-28'E
<u>April 29</u>	" " " 19°-46'N " 167°-13'E
<u>April 30</u>	" " " 19°-31'N " 162°-06'E
<u>May 1</u> 1713	" " " 18°-53'N " 156°-37'E Sighted U.S. submarine on opposite course, probably GURNARD. Unable exchange SJ signals.
<u>May 2</u> 2018	1200 Posit Lat. 17°-50'N Long. 151°-19'E Exchanged SJ signals with BLACKFISH.
<u>May 3</u> 2130 2141	1200 Posit Lat. 17°-00'N Long. 147°-23'E Passed between SARIGAN and ANATAHAN islands. SD contact, 5 miles; range opened.
<u>May 4</u> 0705 1110	1200 Posit: SAIPAN. Rendezvous with LCI 1025 and BURRFISH, proceeding SAIPAN. Moored alongside U.S.S. ORION, Saipan Harbor. Commenced fueling and voyage repairs.
<u>May 5</u> 1136 1615 2010 2142	1200 Posit: SAIPAN. Received operation order to proceed vicinity BATAN ISLANDS, then report to CTF 71. Underway from alongside ORION, in company with BURRFISH, escorted by LCI 1062. Released escort. BURRFISH proceeded eastward. Exchanged SJ signals with friendly submarine, probably BALAO. Exchanged SJ signals with SENNET. Five SD or SJ contacts with friendly aircraft this evening.
<u>May 6</u> 1554	1200 Posit Lat. 15°-27'N Long. 141°-40'E Eighteen contacts this date with friendly planes. Exchanged visual signals with BONEFISH.
<u>May 7</u>	1200 Posit Lat. 18°-39'N Long. 136°-38'E Fifteen contacts with friendly aircraft this date.

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ay 8 1200 Posit Lat. $20^{\circ}-43'N$ Long. $131^{\circ}-21'E$
Two contacts with friendly aircraft this date.

655 Sighted drifting mine. Sank it with 40 MM and 20 MM. Lat. $21^{\circ}-29'N$
Long. $129^{\circ}-57'E$.

ay 9 1200 Posit Lat. $20^{\circ}-38'N$ Long. $125^{\circ}-50'E$.
657 Sighted U.S. submarine, exchanged SJ signals with GABILAN. Closed and
got the latest dope on China Sea air patrols via megaphone and VHF.
300 Reported to CTF 71 by radio.

ay 10 1200 Posit Lat. $20^{\circ}-24'N$ Long. $121^{\circ}-52'E$.
300 Passed through BATAN Island group in order to spend the day in submarine
patrol area. At dawn submerged for close reconnaissance of BATAN Island,
cruising down the west coast at 2000 yards. Someone has done a thorough
job of knocking down the radio towers. Took complete pictures of the
islands. Sighted a camouflaged army truck travelling along the coast
road, resisted the temptation to battle surface on him. Made a two hour
approach on what developed to be the wreck of a small AK aground and
broken in two off northwest corner of IBAHOS island; had high hopes for
awhile. On surfacing at dusk received CTF 71 orders to proceed to
northeast of HAINAN, and the good word that our refit would be in FRE-
MANTLE; many cheers. Set course for HAINAN.

ay 11 1200 Posit Lat. $20^{\circ}-14'N$ Long. $118^{\circ}-58'E$.
207 SJ contact on aircraft, 12,000 yards. Opened to 16,000. Keyed SD, no
IFF. Range closed to 6 miles. Submerged.

247 Surfaced.

504 APR contact 185 mgs. Saturation keying. Keyed SD, range 7 miles.
Submerged.

608 Surfaced.

727 SD contact 13 miles, no IFF. Sight large plane closing from astern.
Submerged.

759 Surfaced.

830 SD contact 43 miles, showing IFF. Sighted thirty medium bombers when
range closed to 15 miles. Nearest range 7 miles, did not dive.

013 SD contact 14 miles, no IFF. Closed rapidly to 8 miles, not sighted,
submerged.

127 Surfaced.

428 SD contact 21 miles, no IFF. Closed steadily to 8 miles, not sighted,
submerged.

500 Surfaced. Remainder of day uneventful surface cruising.

Patrol reports have indicated that this area between LUZON and FORMOSA
was an aviators playground. I believe it now. Probably most all con-
tacts were friendly, but without IFF or communications, think staying up
for them on close contact is foolish.

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WAR PATROL REPORT #1

May 12 1200 Posit Lat. $19^{\circ}-56'N$ Long. $113^{\circ}-10'E$.
Surface cruising enroute area.

1200 Entered the area, closing the east coast of HAINAN.

1900 Visual landfall on TAYA ISLANDS, range 18 miles. Rounded the islands to the north for patrol off HAINAN STRAIGHTS tomorrow.

May 13 1200 Posit Lat. $20^{\circ}-38'N$ Long. $111^{\circ}-41'E$.
0235 SJ contact on aircraft 17,000 yards. Keyed SD, range closed to 6 miles; submerged.
0333 Surfaced.
At dawn submerged and conducted patrol off entrance to HAINAN STRAIGHTS. Surfaced at dusk and eased along the route towards Hong Kong.

May 14 1200 Posit Lat. $20^{\circ}-12'N$ Long. $112^{\circ}-47'E$.
0500 SJ contact on ST. JOHNS ISLAND. Closed the island, submerged at dawn, and conducted submerged patrol along the 20 fathom curve south of ST. JOHNS. Sighted one tremendous drifting mine. On surfacing at dusk set course for coast of HAINAN.
2000 APR contact 160 mgs. Probably shore based, faded out as we opened beach.

May 15 1200 Posit Lat. $19^{\circ}17'N$ Long. $111^{\circ}-24'E$.
Surface patrol off HAINAN coast. Sighted one junk.

May 16 1200 Posit Lat. $19^{\circ}-04'N$ Long. $110^{\circ}-29'E$.
During the early morning commenced closing the coast for inshore submerged patrol; ran into large fishing fleet of small junks. Submerged at dawn patrolled to the 20 fathom curve; as many as 20 junks in sight at one time, ranges down to 350 yards. ST picks them up at 3500 yards with 4 feet of scope out! Surfaced at dusk, spent $2\frac{1}{2}$ hours broken field running clearing the junks.

May 17 1200 Posit Lat. $20^{\circ}-12'N$ Long. $111^{\circ}25'E$.
Surface patrol off HAINAN. Closed TAYA ISLANDS to 5 miles; they appear barren. Worked up to 15 miles off HAINAN channel buoys. Avoided several quite large junks. After looking at several by high periscope, decided to really investigate one closely.
1600 Picked a large single junk; manned deck armament and closed. He started to run for it, but a 5" shot across his bow, and several high 40mm bursts changed his mind; he doused sails and hove to. Closed and ordered junk to send their boat to us. Sent over boarding party via junks boat. The junk crew of 10 males and 2 females were all affable Chinese, one of whom spoke fair English (former HONG KONG tailor). Cargo consisted of salt and fish. Gave them a carton of cigarettes, and sent them on their way unmolested, amid much bowing, waving, etc. They insisted they know nothing of JAP ship movements.
1815 SD contact 6 miles, submerged without time for IFF check. Nothing in sight by periscope 10 minutes later.
2000 Surfaced with twenty junks in sight.

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WAR PATROL REPORT #1

May 18 1200 Posit Lat. $19^{\circ}-21'N$ Long. $111^{\circ}-40'E$.
Patrolling HAINAN - HONG KONG route,
0000 Avoided a junk fleet.
0416 SJ followed by SD contact on two aircraft, 10 and 20 miles. No IFF, closing. Submerged.
0447 Surfaced.
0617 Avoided another junk fleet.
1010 SD contact 12 miles, no IFF, closing. Submerged.
1027 Surfaced a little early to copy the 1030 schedule. Called the area search plane, no luck.
1145 SD contact, 8 miles. No IFF. Submerged.
1255 Surfaced
1524 TDM contact bearing 000° relative. Submerged, Commanding Officer in conning tower at the time verified contact, record dive, 20 degrees plus down angle. After leveling off no further contact. Remained submerged in vicinity until dark. Consider contact doubtful.

May 19 1200 Posit Lat. $18^{\circ}-33'N$ Long. $110^{\circ}-50'E$.
Patrolling off HAINAN.
0340 Another similar TDM contact. Submerged. A thorough investigation brought out that the F.T.R. was building-up impulse air both times. Operators identified their contacts as air.
0433 Surfaced.
0930 APR contact 150 mgs, 500 PRR, 8 PW. Keying, getting stronger. Jap submarine?
1045 Sighted small object by high periscope. Could be submarine with small angle on bow. Submerged, commenced approach. "Object" finally raised his junk sail and resumed fishing. Remained submerged, closed TAICHOW island. Surfaced at dusk.
Working up the coast to the HAINAN-HONG KONG route. Aircraft contact reports have indicated small maru movements in and out of HAINAN channel. Will work this route for a few days. Our observations and negative air contacts have shown the coast of HAINAN to be void of traffic.

May 20 1200 Posit Lat. $20^{\circ}-35'N$ Long. $111^{\circ}-22'E$.
Surface patrol northeast of HAINAN channel along 20 fathom curve.
1140 Sighted unidentified bomber. Keyed SD, range 16 miles, no IFF. Range opened, did not dive.
1530 Submerged to avoid detection by a junk fleet that insists on fishing where we wish to patrol. Surfaced at dusk, many junks still around, maximum SJ range 15,000 yards.

May 21 1200 Posit Lat. $21^{\circ}-00'N$ Long. $111^{\circ}-20'E$.
Patrolling same vicinity. At dawn submerged to avoid detection by junk fleets, had them in sight all day; at one time being right in the middle of one fleet of twelve.

May 22 1200 Posit Lat. $20^{\circ}-44'N$ Long. $111^{\circ}-37'E$.
Patrolling HAINAN - HONG KONG route. During the early morning had

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continuous APR contact 160 mgs, probably shore based. Avoided several junks. At dawn submerged to keep clear of fishing fleet; at noon all clear, surfaced, conducted surface patrol. Worked up to northeast corner of the area, south of ST. JOHNS' Island, many junks.

- May 23 1200 Posit Lat. 21°-27'N Long. 112°-53'E.
Patrolling the north edge of the area, next to the blind bombing zone, along the 20 fathom curve 7 miles south of ST. JOHNS. Have complete radar coverage to the beach, with a 2000 yds./in homemade chart on the DRT. If any of those small marus leave HONG KONG for HAINAN, we (and they) will know it. An unpleasant, rough, raining night chasing down several 15,000 yard contacts to establish visual identification as just more junks. Conducted submerged patrol during the day at same location, only junks sighted.
- May 24 1200 Posit Lat. 20°-56'N Long. 112°-43'E.
Offshore surface patrol. At 1215 heard the area search plane call us on area frequency; we and SEALION next door answered up, but nothing further heard from plane. Sighted several junks.
- May 25 1200 Posit Lat. 19°-58'N Long. 114°-46'E.
Surface patrol off TAYA Islands.
0630 Routine morning trim dive.
0708 Surfaced. On flooding negative after surfacing the vent valve was left cracked open, allowing considerable water into the pump room bilges before it was discovered. The sloshing water grounded out both air conditioning circulating water pump motors, and one air compressor motor. This casualty was, of course, caused by an inexcusable personnel error, but the design of the pump room in having the air conditioning C.W. pumps and motors practically at bilge level is extremely poor.
1005 SD contact 8 miles, no IFF. Closed rapidly to five miles, not sighted, submerged. Remained submerged to work on the grounds.
1600 Surfaced, conducting offshore patrol.
During the evening rounded TAYA islands for patrol off HAINAN channel tomorrow.
- May 26 1200 Posit Lat. 19°-59'N Long. 111°-59'E.
Patrolling off HAINAN channel. Two shore radar stations on 95 and 160 mgs seem to be holding tracking drill.
0103 SJ contact on aircraft, 20,000 yards. Closed on steady bearing to six miles. Submerged.
0200 Surfaced. Opened out for offshore day patrol.
1300 Sighted PRIVATEER search plane at miles. Established VHF communications. SD finally got him at two miles! He has seen nothing in his search today. Requested him to pass the word to his outfit to please use their IFF in the area. This is our first contact in nine with whom we have been able to establish communications.

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1600 Received information despatch concerning missing PBM, possibly in this area. Our unidentified airman of this morning must have been flying unusually low, and was headed for TAYA islands as well as at us. Decided to give the island a lookover for any sign of plane. Too late to do it submerged, so closed on the surface to 5000 yards. No sign of life. Returned SD, it was apparently badly out of tune. Opened out for night patrol off coast.

May 27 1200 Posit Lat. 19°-38'N Long. 111°-24'E.
 Patrolling off HAWAII. Commanding Officer on deck working on 5" gun. SD contact two miles. By the time the SD got started the range had opened to three miles and continued out. Did not dive. Radio tech starting work on SD. Headed for TAYA "SD returning" island.
 0943 SD contact 23 miles. Now tubes did the job. No IFF. Sighted PRIVATEER search plane when range closed to 7 miles. Trying to establish VHF, no luck. Commanding Officer took VHF, made insinuation concerning pilots parental legitimacy; he came right in after that. Plane agreed to make sweep of the coast, return and notify us of results. The submarine-aircraft team is finally working.

1245 Search plane returned, reported results of search negative. We also had a conference on planes nil use of IFF in this area - he claimed they don't use it to avoid giving away their presence. Told him how that affected us, and he promised to pass the word around. Also suggested closer cooperation between planes and submarines in area search, mainly by trying harder to establish communication in the area.

Although today's actual results have been negative (as usual) this is the way the team should work. Hope we can keep it up.

Since this part of the area is now known empty today, shifted patrol to northern part of area, making a sweep off the China Coast.

May 28 1200 Posit Lat. 20°-14'N Long. 111°-47'E.

Surface patrol northeast of TAYA islands.

0630 After three days of no air conditioning, finally got both sets going again. With the latitude equalling the suns declination is no time for loss of air conditioning; it has been a miserable three days below decks. Both C.W. pump armatures were hopelessly grounded out. The BUMPER pipefitters stole a main engine shut down pump and motor and piped it into the air conditioning plants. Nice job. The air compressor is also back in commission after considerable work.

1145 Established communication on area frequency with search plane. He requested we maintain watch on that frequency (which we always do) but it indicates the word is getting around, and that we are making progress toward proper coordination.

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WAR PATROL REPORT #1

1445 SD contact at 23 miles; search plane at this time reported negative results via area frequency. Faded out at 26 miles.

Three days in a row that the team is working!

1500 Shifted patrol to the 20 fathom curve ten miles off HAINAN STRAIGHT entrance buoys, patrolled across the entrance during the afternoon and evening.

May 29 1200 Posit Lat. 19°-52'N Long. 111°-19'E.

Surface patrol off HAINAN STRAIGHTS entrance.

0500 Headed for TONKON POINT, where the planes landfall.

1004 SD contact 18 miles, closed to 15 least range. No IFF, but probably our search plane coming in. We weren't quite to TONKON.

1345 SD contact 17 miles. Sighted PRIVATEER at 9 miles, had our daily chat via VHF; his only contact today was small craft at KAUCHONG harbor, thirty miles inside the blind bombing zone.

We are getting quite friendly with the aviators now, and though we aren't sinking anything, the system is working, if that is any consolation.

May 30 1200 Posit Lat. 19°-53'N Long. 111°-09'E.

Surface patrol off HAINAN.

0600 On "station" 15 miles off TONKON POINT, waiting for our high priced and efficient searcher.

1005 Established communication with him via area frequency; not sighted.

1128 While making a surface sweep between TAYA islands and HAINAN sighted a LIBERATOR patrolling the coast. No signs of the missing PBM on any of the TAYAS.

1240 Sighted the LIBERATOR homeward bound. Had been listening on both recco and area frequency but heard nothing; guess he sighted nothing as usual.

1400 Sweep completed. The war has gone a long way when we can blandly steam along at noontime on the surface with enemy (?) occupied land on either side at ranges of 3 and 8 miles.

Set course to cross the area, enroute to the new area assigned south of SWATOW. In these last five days we have proved that mutual cooperation with search planes is possible if both sides try, and you can get the system working. Only thing wrong with this picture is no targets.

1600 Stopped a lone fishing junk, and via junks boat exchanged cigarettes for a basket of fish.

May 31 1200 Posit Lat. 20°-46'N Long. 114°-51'E.

Enroute new area.

1623 SD contact 18 miles, sighted LIBERATOR at 15 miles. IFF response, but no other communication possible. Tried out the smoke maker we had just completed (injecting fuel oil into the exhaust) but not very effective.

1800 Entered new area, the open sea south of SWATOW.

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WAR PATROL REPORT #1

2015 In the gathering dusk SD followed by SJ contact on aircraft at 8 miles. Range closed a little, started to open, then closed rapidly. Commanding Officer, Officer-of-the-Deck and lookouts all observed tracer fire at us from the planes bearing. The range was still 7 miles, indicating he had no idea as to the range, or he was warming up the guns, however, we didn't hesitate, at

2019 QUICK dive. Our first enemy action. 2145 Surfaced.

2215 APR contact 180 mgs; saturation.

2251 SD and SJ contact on aircraft. Tracked two JAP aircraft going SE, closest range nine miles. Saturation APR throughout.

2315 All clear on radars, but still have IFF contact getting stronger.

2341 With saturation 180 mgs. on APR at 4/10 gain setting, keyed SD contact at 7 miles, closing; submerged.

June 1 1200 Posit Lat. 21°-21'N Long. 116°-17'E.

0123 Surfaced, all clear.

0200 Sent our despatch requesting a shooting area for the remainder of the patrol. The despatch, written yesterday afternoon, indicated no enemy activity; a little previous?

0340 SD and SJ contact on aircraft 8 miles, closing. No IFF or APR. Submerged. Will stay down until sunrise.

0648 Surfaced.

1207 Visual, then radar contact on two unidentified bombers, no IFF, least range 10 miles, did not dive.

1408 Radar contact on aircraft, 12 miles. Closest range 10 miles, not sighted, no IFF, did not dive.

2013 In the gathering dusk again, SJ contact on aircraft closing fast; submerged fast to avoid last night's thrill.

2200 Surfaced.

2202 SJ contact on aircraft 20,000 yards; opened.

2237 APR contact on 180 mgs, steady saturation. From this time on had the APR contact, SJ and SD contacts on various aircraft at various ranges, until at

2320 Submerged with the closest range 5 miles, still closing.

June 2 1200 Posit Lat. 21°-14'N Long. 117°-01'E.

0054 Surfaced, all clear on everything.

0130 Decoded answer to our request for a shooting area, remainder of patrol is to be lifeguard duty. At least it isn't going to be dull if these elevator tactics keep up.

0931 SD contact, 7 miles, closing, no IFF, not sighted; submerged.

1043 Surfaced.

1245 Sighted unidentified aircraft closing; submerged.

1325 Surfaced.

1400 Sighted aircraft, range 15 miles, opening.

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1406 SD contact at 10 miles, no IFF. Sighted this one at 7 miles, a PRIVATEER. Tried VHF, ABK, BN, APR, signal parachute flare, searchlight - no luck. He passed at five miles, blissfully unaware or unconcerned. Am trying to make friends in this area as in the last, but not getting very far.

1614 TDM contact 355 R. Submerged, no further contact; considered doubtful.
1717 Surfaced, cleared the vicinity.

Shifted patrol for the evening to 15 miles SW OF PRATAS island. This is a few miles outside LEGJOINT, but still in DESTROY. If we can spend the nights on the surface here we are fulfilling our lifeguard job better than being a few miles in the area and spending half the night submerged. It turned out to be a good hunch, spent a contactless night. Will continue to do this as long as it works.

June 3 1200 Posit Lat. 20°-50'N Long. 116°-18'E.

0300 Headed up for the point where we saw the PRIVATEER yesterday. Will try to find their traffic route and stick on it during the day.

0450 SJ contact on aircraft, 15,000 yards. No IFF, closed rapidly to 9,000 yards; submerged.

0553 Surfaced.

0836 Sighted aircraft, SD at 12 miles. Tried again to establish communications, but no luck. Looked like a B-26, not positive. With him still in sight, going away.

0855 SD contact, 17 miles, closing. At 10 miles sighted what I thought was a PEY at first, but then sighted two small fighters with him. At 7 miles they all three did wingovers toward us. No IFF, no VHF, range 6 miles, and a firm conviction they were JAPS, at

0900 Submerged.

Looks like the NIPS are sending out patrol planes with fighter cover to protect them from our search planes. This isn't going to be so good, if we have to stay down all day, and half the nights, too.

1106 SD sweep at 52', contact at 2 1/2 miles; deep again.

1343 Surfaced. Commenced moving down to Luts night quiet zone.

2223 SJ contact on aircraft 15,000 yards. Closed rapidly on steady bearing to 4 miles; submerged. No IFF or APR on that gent.

2329 Surfaced; he was probably friendly, and I for one am getting fed up with furnishing them with dummy run drills.

June 4 1200 Posit Lat. 20°-41'N Long. 116°-11'E.

0105 SD contact 32 miles, least range 29 miles.

0741 SD contact 28 miles, least range 10 miles; IFF.

0839 SD contact 9 miles; least range 7 miles; sighted PRIVATEER, no communications.

0945 SD contact 25 miles; least range 8 miles, sighted PRIVATEER, no communications.

1040 Sighted PRIVATEER, 5 miles, no communications.

1227 SD contact 32 miles; least range 30 miles.

2202 SJ contact on aircraft range 15,000. Tracked him across the stern, least range 4 1/2 miles. No IFF, APR or VHF.

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WAR PATROL REPORT #1

June 5 1200 Posit Lat. 21°-40'N Long. 116°-30'E.
 0750 SD contact 24 miles; least range 20 miles.
 0812 SD contact 16 miles; least range 14 miles.
 1207 Sighted, exchanged SJ signals, closed and spoke ICEFISH by VHF.

June 6 1200 Posit Lat. 21°-27'N Long. 117°-01'E.
 0750 SD contact 24 miles; least range 20 miles.
 1050 SD contact 20 miles; least range 18 miles.
 1159 SD contact 28 miles; least range 14 miles.
 1300 Contacted BUGARA via area frequency, arranged for rendezvous for relieving tonight.
 1920 Lookout sighted probable periscope head ahead, range about 1000 yds; verified by O.D. and J.O.O.D. Submerged. Commanding Officer got a quick look by periscope on the way down; I saw enough to order deep depth. No sound contact; at periscope depth about 6 minutes later nothing in sight. I consider this contact probable, for if it had been a stick or branch (and we have seen several in this area), I think it would have been sighted on returning to periscope depth. Maintained sound watch on both heads and JP, at dark a watch on ST. Nothing further heard or seen.
 2112 Surfaced, no contact. Proceeded to rendezvous point with BUGARA.
 2218 Heard aircraft on VHF. Exchanged calls and information with night search aircraft, SJ range 6 miles. This is our first aircraft contact in this area with whom we have had communications; it shows it can be done if both sides work at it.
 2230 Rendezvoused with BUGARA, our relief. She gave us mail to take back for her, and we gave her all the dope we could on the area.
 2308 Underway for SUBIC in accordance with despatch instructions.

June 7 1200 Posit Lat. 18°-28'N Long. 118°-28'E.
 Enroute SUBIC.
 0939 SD contact 23 miles; least range 7½ miles. No IFF or VHF.
 1145 Sighted aircraft 15 miles; least range 10 miles.
 1410 SD contact 12 miles, closing rapidly. At nine miles sighted a two engine bomber, angle on the bow zero. No IFF or VHF. With range 3½ miles, still zero angle on the bow, fired recognition bomb and
 1414 Submerged. If he was an allied aircraft his actions were anything but friendly. Won't they ever learn?
 1500 Surfaced with a PRIVATEER in sight at 15 miles, going away.
 1825 Reversed course, heading back for rendezvous with ICEFISH to take aboard her injured aviators. We almost made it!
 2129 SD contact 18 miles; least range 15 miles.
 2315 SD contact 33 miles; least range 31 miles.

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June 8 1200 Posit Lat. 20°-15'N Long. 119°-19'E.
 Enroute rendezvous with ICEFISH, seas becoming very heavy.

0758 SD contact 12 miles; least range 9 miles.
 1023 SD contact 28 miles; least range 21 miles.
 1530 Rendezvous with ICEFISH. The seas were such that transfer of any personnel was out of the question. Impossible therefore to transfer the injured aviators, so in accordance with CTF 71 despatch directive BUMPER relieved ICEFISH of lifeguard duty off SW FORMOSA. Got all the dope possible, Captain Peterson was most helpful and apologetic about it all.

1644 ICEFISH departed for SUBIC to take back the aviators. BUMPER set course for lifeguard station. Guess we rate an upside down star on our reluctant dragon certificate for this.

1935 SD contact 20 miles; least range 11 miles.
 2000 SD contact 22 miles; least range 18 miles.
 2044 SD contact 17 miles; least range 14 miles.
 2117 SJ contact on aircraft 15,000 yards. Closing rapidly, no IFF, VHF or APR; just plain closing. With range 4 miles, still coming, at
 2119 Submerged. Guess they won't learn.
 2208 Surfaced.

June 9 1200 Posit Lat. 21°-53'N Long. 119°51'E.
 Lifeguard patrol off SW FORMOSA. The strike today was cancelled undoubtedly because of the near typhoon weather. Will remain on surface, off shore, in order to keep posted by radio.

0825 SD contact 28 miles; least range 28 miles.
 0947 SD contact 15 miles; least range 8 miles. IFF!
 1158 APR contact on 100 and 156 mgs. Continued to have these two shore radar stations practically continuously night and day for the remainder of the time in the area. No further mention of them is made in this narrative.

1414 SD contact 19 miles. Sighted large plane, zero angle on the bow, at 12 miles. No IFF, VHF, or APR. With range 6 miles, still zero angle on the bow, at
 1418 Submerged. Just as the diving alarm was sounded contacted him by VHF. Levelled off at periscope depth, identified him as a PRIVATEER, and at
 1422 Surfaced to have it out with him over the VHF. Would much prefer to be behind the barn! Tried to get the idea across to him that by such actions he was only harming the aviators, in that a lifeguard submarine submerged is of no value in picking up ditched aviators through lack of radio information. He apologized, saying that he hadn't seen us until just before we dove!

1444 Sighted another PRIVATEER, range 20 miles; least range 15 miles.

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WAR PATROL REPORT #1

June 10 1200 Posit Lat. 22°-07'N Long. 119°-16'E.
Surface patrol off SW FORMOSA. The strike for today was again cancelled the weather still verging on typhoon weather. Will remain off shore on the surface.

0336 SD contact 14 miles; least range 12 miles.

0809 SD contact 9 miles; least range 8 miles. Sighted PRIVATEER, and established VHF communications! Wonder of wonders. He has had no contacts.

0859 SD contact 17 miles; least range 15 miles.

0918 SD contact 20 miles; least range 16 miles.

1337 SD contact 24 miles, closing.

1343 SD contact 12 miles, closing. Now have two planes, both closing. Weather terrible, heavy rain and mountainous seas, low overcast, visibility 3000 yards. No IFF, VHF, or APR on these gents. With ranges 6 and 8 miles, still closing, slow diving weather, at

1348 Made our 26th dive for unidentified aircraft.

1400 The special lifeguard radio schedule is due, and we are submerged. It is too rough to maintain SD depth for listening, and too soon to surface in this visibility, just in case they were JAPS. Although there was no strike today, and therefore probably no special dope on the lifeguard schedule; this is a perfect example of how the aviators (for I have little doubt that we dove for our own aircraft) are working to defeat themselves. Went to the afternoon movies.

1515 Surfaced, in a young but healthy typhoon.

June 11 1200 Posit Lat. 21°-52'N Long. 120°-08'E.
Surface patrol of S.W. FORMOSA. No strike scheduled today - the typhoon is still going strong; mountainous seas, and the heaviest rains I've ever seen.

0759 SD contact 15 miles; least range 13 miles. IFF!

0808 SD contact 17 miles; least range 8 miles. Established VHF communications with search plane!

1314 SD contact 11 miles; least range 8 miles. Again established VHF with search plane!

2109 APR contact 180 mgs, the JAP plane radar. Lasted for short while only.

June 12 1200 Posit Lat. 21°-42'N Long. 119°-57'E.
Same as yesterday, except by noon the weather had cleared somewhat. No strike scheduled.

0742 SD contact 29 miles. Established VHF with search plane at 22 miles! Looks like the word is getting around that we like to use the VHF.

1447 SD contact 22 miles. At 18 miles sighted four engine bomber, angle on bow zero. No IFF, APR and no response to pleas via VHF all the way in. At 8 miles fired recognition bomb, another again at 7, and again at 6. No change angle on bow. Range 5½ miles, at

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1504 Submerged. As the scope went under I definitely identified him as a 4 engine, twin tail B-24, still coming over; just when I was beginning to think the recognition problem was clearing up in this area!

1655 Surfaced.

1800 Called the Army Air Base on lifeguard frequency and reported above incident.

2215 SD contact 31 miles; least range 6 miles.

June 13 1200 Posit Lat. $21^{\circ}-49'N$ Long. $120^{\circ}-18'E$.

Patrol off S.W. FORMOSA. We are due to be relieved by CARBONERO today, and a strike is scheduled for 0930.

0302 SD contact 10 miles; least range 9 miles.

0552 Rendezvous with CARBONERO. As it is too late to start for SUBIC to make it dawn of the 14th, suggested that we both take the lifeguard station today. After fighting the weather and unidentified planes for four days, we wanted to see what a strike looked like and also if any one goes down today we could give them a quick ride home. CARBONERO agreed to above plan. Gave him all the dope we could on the area.

0900 On lifeguard station. About 25 B-24's formed up and headed for FORMOSA. Our own plane cover was a little mixed up, but eventually we had a B-17 and three fighters orbiting us. Felt like a real task force.

1237 Strike completed. Planes headed home; apparently no planes in trouble. Wished the CARBONERO good luck, and took departure for SUBIC. Several stragglers passed over in the next two hours, none in trouble.

2008 SD contact 18 miles, least range 8 miles.

June 14 1200 Posit Lat. $17^{\circ}-17'.5N$ Long. $118^{\circ}-30'.8E$.

0645 SD contact 29 miles; least range 32 miles.

0710 SD contact 14 miles; least range 5 miles. VHF.

0818 SD contact 18 miles; least range 4 miles.

1204 SD contact 21 miles; least range 20 miles.

1438 SD contact 19 miles; least range 15 miles.

1607 SD contact 27 miles; least range 4 miles. IFF.

June 15

0530 Rendezvous with USS ROLF, escort.

0930 Entered SUBIC BAY for refit.

CONFIDENTIALJ. WEATHER

The weather in the area east of HAINAN was mild with winds and seas in general from southwest. In the area southwest of FORMOSA a typhoon was encountered with winds up to 40 knots and swells of 40 feet.

D. TIDAL INFORMATION

The tides and currents follow that given by the charts and tide and current tables. In the area east of HAINAN there was in general a set from 030°(T) to 060°(T) and drift of .6 to .8 knot. In the area southwest of FORMOSA the currents were variable. Within thirty miles of the coast a set of 065°(T) drift .9 knot was experienced while farther westward the set was northwest about .6 knot.

E. NAVIGATIONAL AIDS

No Navigational aids were sighted.

F. SHIP CONTACTS

There were no ship contacts except innumerable Chinese junks and fishing sampans.

G. AIRCRAFT CONTACTS

A total of 90 aircraft contacts while on station (exclusive of the one sighted) and 46 enroute to and from station were made. The vast majority were of course allied aircraft. In one case a JAP patrol bomber with two fighter escorts was encountered. Night flying JAPS used 180 mgs radar, but were very ineffective.

H. ATTACK DATA.

No Attacks.

I. MINES

Two drifting mines sighted:

#1	Lat. 21°-29'N	Long. 129°-57'E	(Sunk)
#2	Lat. 20°-12'N	Long. 112°-47'E	(Observed while submerged)

J. ANTI-SUBMARINE MEASURES

No surface craft were encountered. JAP night flying aircraft with 180 mg radar were encountered in the area south of SWATOW but were surprisingly ineffective. In spite of our use of SJ continuously at night, continuous in the daytime and keyed at night, no evidence of counter measures were other than a few nuisance dives made necessary. There was no tenacity to their night searches. One plane tried to strafe us just at dusk, SD rang 7 miles!

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K. (a) HULL AND MACHINERY

On the initial deep dive of the ship, water was taken into the hydraulic system through #2 periscope hoist cylinder caps, then into the main hydraulic system by being forced by the piston when the scope was raised. The cause of the leak was remedied by silver soldering the hoist cylinder caps and the hydraulic system flushed as much as possible without disassembling any of the units. At a later date excessive corrosion of various hydraulic pistons and control valves necessitated the disassembly of most of the hydraulic operating units for inspection and either cleaning or renewal and a thorough flushing of the entire system.

At this time while completing an alteration to the vent and overflow lines on the periscope hoist some small metal filings and chips were washed over into the hoist cylinder of #2 periscope. These became embedded in the packing around the hoist piston causing a leak-by. Though the packing rings have been renewed three times, the leak-by continues after a week or so of operation with the new rings. When the rings are removed and inspected they are either cut or badly nicked. It is believed the cylinder walls are scored and on the first refit the cylinders must be removed, inspected and renewed if necessary.

Casualties During Shakedown-Training Period - December 9, 1944 to April 22, 1945:

January 12, 1945: On diving, when shifting from one generator combination to battery motor, battery motor contactors #29 and #30 arced across. Control cubicle was immediately de-energized and CO₂ extinguishers used. Contactor supports and contactor blocks were melted and spewed to contactors below and throughout forward end of cubicle. Entire forward section of cubicle inside was coated as result of burning copper fumes. Contactors #29 and #30 were isolated from cubicle with rubber sheeting. G.E. representatives at Electric Boat Co. removed #29 and #30 contactors and replaced same with new ones. From inspection it appeared as though a foreign metal object had crossed the contactor pads. However, the Naval Inspector at E.B. Co. stated it was caused by faulty insulation of supports.

December 9, 1944 - April 22, 1945:

During this period eleven main engine cylinder liners cracked. Seven of which were on #4 main engine, believed caused by flooding.

April 7, 1945:

Renewed piston and connecting rod assembly unit #13 - #4 main engine. Reason: broken wrist pin (#3246624) and badly wiped full floating connecting rod bushing (#3249278). Caused by lack of locking pin (#2241001) which allowed bushing to turn off and cut off oil passage. Modification in subsequent 278-A calls for two locking pins (#2241001). Our on board spares contain two locking pins and have been installed in two units, leaving sixty-two (62) remaining units to be modified. This will be done at the earliest opportunity.
Hours in use: 886.

Casualties During Patrol Period - April 22, 1945 to June 12, 1945:April 22, 1945 - June 12, 1945:

During subject period four cylinder liners were found cracked. Loosened cylinder studs #4 main engine in an attempt to determine whether excessive pressure is the cause of liner failures.

May 25, 1945:

#1 and #2 air conditioning circulating water pump motors flooded with salt water from negative tank vent. Attempts to bake out and clear armatures failed. Substituted shut-down pumps and motor from #2 main engine.

K. (b) ORDNANCE AND GUNNERY

Within recent months the breech operating action of the 5"/25 gun on counter recoil has not been satisfactory. The trouble first developed after a total of 50 rounds had been fired. During a 20 round practice held off Panama March 9, 1945, the plug did not drop upon counter recoil for the last 17 rounds and the breech was operated by hand. Plug and cam plate assembly were broken down and inspected and no irregularities noted. After reassembly the gun was run in with chain falls and breech operation was satisfactory. Upon subsequent firing the breech block was failed to drop approximately 50% of the time. The cam spring was renewed at Pearl Harbor during April with no subsequent improvement noted. The gun is assembled with housing number 11129 to which ORDAIT 2052 is not applicable.

The Mark 1 bridge signal ejector proved very satisfactory after a rigid cleaning routine was established. It is believed that this is the best means now available to identify the submarine to aircraft. It is recommended that the allowance of signals be increased to 24 of each color.

L. RADIO - No Casualties.M. RADARSJ/ST Radar:

The performance of the SJ and ST radar was, on the whole, excellent. Ranges on Junks, the only ship contacts, were from 6000-15000 yards on the SJ and from 3000 to 8000 on the ST with six feet of periscope exposed. SJ land contacts were obtained up to 140,000 yards, planes from 15000 to 40000 yards. Except for routine troubles, such as normal tube failures and

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routine tune-ups, there were few casualties.

Those in the SJ were:

(1) The training system is very poor. The gear-box which shifts from power to hand has caused considerable trouble. It is an inherently faulty design. At times it is almost impossible to shift from power to hand, and when shifted, it is very hard to train. The gear box was worked on while at Saipan, but the repairs were only temporary, for the gear-box started giving trouble again almost as soon as Saipan was out of sight. The subject of SJ training should be brought very strongly to BuShips attention and a really satisfactory solution worked out. There have been so many different methods of training the SJ that it would seem that some really good answer to the problem would have been found at this time and universally adapted.

(2) Whenever the SJ or the ST was keyed (cw) for any period of time, the entering insulators on the high voltage leads from the HV tubes to the HV transformer would break down, causing a short to ground and blowing fuses. After running out of replacements for these insulators they were replaced with the porcelain portion of two small spark plugs. This proved to be completely satisfactory.

(3) On 19 May one of the high voltages rectifier tubes (836) shorted from cathode to plate, drawing excess current through the HV variac, burning up about forty turns on the variac before the fuses blew. An investigation of both SJ and SD spare parts lists revealed that these variacs are only tender spares. The next step was to cut out the burned out turns, and only utilize part of the variac. It worked well as if all the turns were there.

The only casualty in the ST was fortunately discovered before arrival at Saipan. The periscope adapter was imperfectly gasketed where it joined the periscope, which allowed water to enter the adapter and fill up the wave guide, making it impossible to tune or to receive echoes. At Saipan it was removed, cleaned and reinstalled and the joints properly sealed.

SD-5 Radar

The SD-5 radar proved to be a most capable radar in picking up planes, even low flying ones. Planes were picked up at ranges from 5 to 40 miles. Constant attention, however, is required to keep the SD tuned.

The only trouble encountered was a drifting of the local oscillator in the receiver unit, which was remedied by replacing the local oscillator and R.F. tubes.

After two years of "swearing at" the SD radar, it is a joy and a pleasure to have one that is "sworn-by".

C-O-N-F-I-D-E-N-T-I-A-LWAR PATROL REPORT #1N. SONAR GEAR AND SOUND CONDITIONS

(A) Sound conditions in the area appeared to be from fair to good both on Sonic and Supersonic equipment. A complete lack of contacts made it impossible to observe listening ranges.

(B) Troubles Encountered:

JK-QC Gear:

The bearing in the motor end of the JK-QC training motor-generator has at least one flat spot, causing considerable noise in the motor generator.

At deep submergence there is considerable noise in the holding-down bearing of the sound shaft. This trouble occurs in the QB shaft.

QB gear, with TDM:

The TDM chemical recorder has been a constant source of trouble. The Keying switch on the sound shaft was repaired and replaced approximately once or twice each day while the TDM was running continuously. After running out of spare parts, new and ingenious ideas were used, until even the inventor wouldn't recognize it. The TDM is however, a valuable piece of equipment.

O. DENSITY LAYERS

The following density layers were obtained:

<u>Date</u>	<u>Lat.</u>	<u>Long.</u>	<u>Layer Depth</u>	<u>Remarks</u>
5-25-45	19°-55'.5N	111°-46'.2E	60 ft.	5 degree temperature change for increased depth of 100 ft.
5-31-45	21°-04'N	116°-22'E	90 ft.	13 degree temperature change for increased depth of 200 ft.
6-3-45	20°-11'N	116°-17'E	60 ft.	14 degree temperature change for increased depth of 240 ft.
6-7-45	17°-55'.9 N	118°-29'.2E	60 ft.	12 degree temperature change for increased depth of 200 ft.

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P. The health of the Officers and crew was excellent. The variety of provisions from Pearl Harbor Commissary was good. The large amount and variety of fresh frozen vegetables was enjoyed by all hands, though fresh frozen fruits were unobtainable.

Q. PERSONNEL

- (a) First War Patrol.
- (b) 79 men on board during patrol.
- (c) 42 men qualified at start of patrol, 24 of those in Fleet Boats.
- (d) 24 men qualified at end of patrol.
- (e) 37 men unqualified making their first patrol.
- (f) 13 men advanced in rating.

GENERAL COMMENT: The performance of duty of all hands was in general excellent. Our training program in submarines is believed very good.

R. MILES STEAMED:FUEL USED:

Pearl Harbor to area	6203 mi.	76,350 gal.
In Area	4918 mi.	42,350 gal.
Area to Subic Bay	1081 mi.	11,300 gal.

S. Duration of patrol 55 days
 Days enroute to area 20
 Days in area 31
 Days enroute to base 4
 Days submerged 5

T. FACTORS OF ENDURANCE REMAINING:TORPEDOESFUELPROVISIONSPERSONNEL FACTOR

22 and 4/3

40,000 gal.

15

10

Limiting factor this patrol

CTF 71 Orders.

WAR PATROL REPORT #1

U. RADAR COUNTER MEASURES

	Time and Location	Frequency (mc)	Pulse Rep. Rate (p/s)	Pulse Width (micro-sec.)	Remarks.
1.	0500(I) 5-11-45	186	low	10	Plane contact, SD, 7 mile
2.	2100(I) 5-14-45 20-16N 112-47E	160	500	3-4	Rotating about 4 RPM, believed to be shore based
3.	0000(I) 5-15-45 20-44N 112-24E	106	750	10	Rotating about 6-8 RPM, believed to be shore based
4.	2200(I) 5-19-45 18-29N 110-55E	152	600	7	Very faint, unable to determine rota- tional speed.
5.	2145 (I) 5-21-45 20-44N 111-27E	160	500	3-4	Probably same as (2) above
6.	2145 (I) 5-24-45 20-28N 111-14E	160	500	3-4	Probably same as (3) above, it was noted that (2), (5), and (6) came on at about the same time and lasted for about fifteen min. then were turned off for the rest of the night.
7.	2300 (I) 5-25-45 20-32N 111-12E	99	500	25-30	Unable to get ro- tational speed, seemed to be in- termittent.
8.	1130 (I) 5-26-45 20-02N 111-51E	110	500-600	30	Very infrequently intermittent with above contact.

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9.	0245 (I) 5-27-45 19-22N 111-19E	250	500-600	5-6	Unable to determine rotation, only heard for a few minutes
0.	2215 (I) 5-31-45 20-55N 116-11E	180	250	6-8	Plane contact, estimated initial range, 100 mi., at mi. volume on APR was at 1/2 to give a saturation signal on SPA, signal steady.
1.	2230(I) 6-1-45 21-25N 116-14E	180	250	6-8	Believed to be plane
2.	0200 (I) 6-10-45 21-57N 119-54E	156	500	7.5	Sweeping about 5 RPM
3.	0500 (I) 6-10-45 22-17N 119-41E	100	500	17	Steady

COMMUNICATION COUNTER MEASURES

5 April Encountered interference from Broadcast Station. At 1405Z on 6045 KC. Enroute PEARL-SAIPAN.

6 April 1910Z - 6045 KC. NPM signal faded out, unable to copy on 4515 for same reason. 9050 KC. S5-R5.

7 April 1500Z - Carrier of about 1200 CPS on top of NPM 6045 KC. NPM QRK5. Noted same on 4515 KC. 9050 Clear with some fading. Fading on 13655 at this time. 16730 QSA-1-2. At 1525Z station using call NETO sending on 9050 KC interfering with SKED. Posit 2005N 17539 E.

1925Z - 9050 KC QIK2-3. Cannot hear NPM on 4515 or 6045 KC.

3 April 2145Z - NPM faded out completely on 9050 KC. Shifted to 13655 with no results. At 2208Z NPM QSA1 on 13655 KC and faded out at 2211Z. Shifted to 16730 QSA1-4 at 2220Z. Posit 1941N 16746E.

1822Z - Unknown station called NPM5 on 6045 KC. Asked INT QMF previous to this was tuning XMTR and sending V's interfering with Sked.

U.S.S. BUMPER (SS333)

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FIRST WAR PATROL REPORT

1933Z - Encountered random noise type jamming on 6045 KC. Was about 95% effective. NPM not readable on 4515 or 6045 KC. Shifted to 13655 QSA 5 QNK 5. Posit 1939N 16839E.

30 April 1914Z - Encountered random noise type jamming and excessive keying on 9050 KC. - shifted to 13655 KC. Results fair with slight fading. Posit Lat. 1904N Long. 15741E.

9 May 1735Z - Encountered random noise and sweep through jamming on 9050 KC. 98% effective Posit 2018N 12217E

11 May 0043Z - Encountered beam jamming on 12630 KC (VIXO Sked). Jamming station signal strength almost 2-1 over VIXO, about 98% effective. VIXO could not be heard on 4370, 16150 and 9250 KC. Had interference from other stations close to his frequency. Posit 20N 114E.

1225Z - Encountered jamming of random keying type on 9250 KC. Jamming station was using a bug sending extended series of meaningless dots and dashes and "NR 27" five or six times. Station would be quiet until VIXO started sending traffic. Only other frequency VIXO could be heard on was 12630 KC and difficulty was encountered from a number of station transmitting on or near this frequency. At 1300Z was able to copy on 12630 KC. Jamming station had signal strength or 2-1 over VIXO.

12 May 1125Z - Encountered beam jamming on 9250 KC. Unable to VIXO on his other frequencies. Station using call BTV7 sending V's on 12630 KC. Jamming was 70% effective.

1730Z - Encountered random keyed CW jamming on 9250 KC. Jamming about 30% effective. No MSGS missed. Posit - On station.

2020Z - Encountered random keyed CW jamming on 4370 KC. VIXO QSA1. Jamming was 99% effective. Posit 2033N 11133E. Could not hear VIXO on other frequencies.

2045Z - Encountered beam jamming on 9250 KC. 100% effective. VIXO QSA1.

13 May Encountered random keying jamming on 9250 KC. Jamming station starts when VIXO starts sending traffic. Jamming 60% effective.

16 May 1255Z - Station using call sign NKN-NPN on 9250 KC blocked out NPT1. Could not hear NPT1 on other frequencies.

U.S.S. BUMPER (SS333)

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WAR PATROL REPORT #1

- 18 May About 1545Z - Interference from station using "BUG" sending V's on 9250 KC. Tuned receiver till station interfering was at zero beat. NPT1 QSA5 QRK5.
- 22 May 0835Z - NPT1 stopped sending. Shifted to other frequencies. With no results.
0925Z - Can hear NPT1 QSA1-2 on 4370 KC. Missed one number.
- 27 May 0220Z - QRM-4 on 9250 KC and 4370 KC. NPT1 could not be heard on other frequencies. Posit 1938N 11126E.
0415Z - Encountered interfering signals on 9250 KC. Signal consisted of meaningless characters and typical of beam jamming. Was not very effective. Signal of NPT1 fades considerably from S5 to S0.
- 28 May Encountered jamming throughout 1200 Sked on 9250 KC. Jamming was keyed CW and about 50% effective. Example of jamming transmission: SAIOON SAJOGN 3 11 280940 BT LC NITINAN TOKYO JAPAN BT 2 TEDOISIWWA BETTON-ISTYOOSA AN KADA OKANA.
- 1 June 1015Z - Station very near 2952KC tuning excessively and sending a series of meaningless characters and V's. Station stopped at 1100Z.
1615Z - Two stations transmitting on or very near 9250 KC, interfering with NPT1 Skeds. Stations sending were using five letter code groups. No calls heard.
- 2 June 0258Z - Station NKN calling NERK sending V's and QJZ, interfering with NPT1 Sked on 9250 KC. All evening jamming very heavy on 9250 KC. Consisted of numerals and letters mixed. Beam jamming stopped for approximately half hour and then back on.
1200Z-QRM3-4 on 9250 KC. Station using call FZS2 and calling JNS2 with rush MSG. Posit 2027N 11618E.
1415Z - Station using call HA1 and sending the following, jammed NPT1. Was 100% effective. Sample of transmission:-HA1 HA1 HA1 HA1 QJS2/QXK HA1 HA1 HA1 HA1 HA1 JNS2 DE FZS3 BT ZAN ZVP ZVP AR
1810Z - Encountered keyed CW jamming on 9250 KC. NPT1 signal strength QSA4-2.
- 3 June 1455-1545Z - Encountered random keying jamming on 9250 KC. Unable to hear NPT1 on other frequencies.

C-O-N-F-I-D-E-N-T-I-A-LWAR PATROL REPORT #1

4 June 1555Z - Encountered keyed CW jamming on 9250 KC. Not effective.

As a rule NPT1 signal strength was good but was subject to fading on all frequencies especially from 1100 to 1500Z. When signal strength was 3 there was considerable distortion and this tended to making the jamming more effective.

TRANSMISSIONS:

No trouble was encountered in transmissions. First transmission was made on 9 May. First called VIXO and as we did not hear him answer, MSG was sent to Z4N for relay. VIXO receipted to Z4N, using the proper authenticator, and message appeared on FOX SKEDS within ten minutes. Second transmission was on May 31 to NPT1, answered first call up and receipted immediately. Third was on 6 June and again no difficulty. Fourth was sent on 7 June and fifth on 8 June without any difficulty. 8460 KC was used in all transmissions. It is a pleasure to work with such an efficient shore station.

NOTES ON WOLFPAK COMMUNICATIONS

Considerable interference from several U.S. ARMY stations was encountered on the present standard frequencies of SAFFLAN (D). Station using call sign WUZM caused the most interference on frequency ABLE (2820KC). These present frequencies are not as satisfactory as the previous ones, for they require too much power in order to get through over the interference.

V. REMARKS.

By separate correspondence the Commanding Officer has made certain recommendations concerning combined submarine-search plane operations in LEGJOINT. Briefly they are:

- (A) A definite VHF channel for use.
- (B) Aircraft to stand a continuous watch on that VHF channel.
- (C) Aircraft to not approach a submarine by day or a single radar contact at night closer than 5 miles until communication or recognition is established.
- (D) Aircraft to use their IFF on contact.
- (E) Aircraft to broadcast their search results on the area frequency whether positive or negative.

This is my seventh patrol, but the first "zero-run". As I have heard from other submariners, it is a distinct shock, and a blow to morale. This is especially true in case of a newly commissioned submarine, who, like all, have strived for almost a year toward building a first class fighting machine. However, our spirit is the same as after losing an Army-Navy game--"we'll get 'em next time".

FE24-71/A16-3

File
UNITED STATES NAVY

01138
12b/ms

Serial 0170-A

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

SECOND ENDORSEMENT to:

2 July 1945.

USS BUMPER Conf. Ltr.
dated 15 June, 1945.
Report of First 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. BUMPER (SS333) - Report of First War
Patrol - Comment on.

1. The First War Patrol of the BUMPER under the command of Commander J. W. WILLIAMS Jr., U.S.N., was spent in patrol and lifeguard duties off FORMOSA and HAINAN.
2. No ship contacts were to be expected in these areas and none were made. Neither were there any opportunities presented for the rescue of downed aviators.
3. Many opportunities were presented for the establishment of communications between the BUMPER and friendly aircraft, but considerable difficulty was experienced in getting the aviators to answer up on VHF even when they were in sight close to the submarine. In those instances where communications were effected, it is felt that the successful establishment of these communications was due to the determined efforts of the Commanding Officer of the BUMPER. The separate letter of the Commanding Officer concerning submarine-aircraft communications is noted. His most important recommendation, that aircraft should maintain a continuous VHF listening watch when flying over areas where submarines are known to be operating, is concurred in.
4. The award of the Submarine Combat Insignia is not authorized for this patrol.
5. The Force Commander welcomes the Commanding Officer, Officers and Crew of the BUMPER to the Southwest Pacific and congratulates them on the completion of a long arduous patrol.

JAMES FIFE.

Serial Q170-A~~CONFIDENTIAL~~ A-1

SECOND ENDORSEMENT to:
USS BUMPER Conf. Ltr.
dated 15 June, 1945.
Report of First War
Patrol.

2 July 1945.

Subject: U.S.S. BUMPER (SS333) - Report of First War
Patrol - Comment on.

DISTRIBUTION:

Cominch	(3)	Direct	CTG-71.3	(2)
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Com1stFlt	(1)		ComSubRon-30	(2)
Com2ndFlt	(1)		DivComsSubRon-22	(1 each)
Com7thFlt	(2)		DivComsSubRon-26	(1 each)
ComSubs1stFlt	(30)		DivComsSubRon-30	(1 each)
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			S/Ms 7thFlt	(1)

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

J. B. MILLER,
Flag Secretary.

FC5-26/A16-3

SUBMARINE SQUA DRON TWENTY SIX

Wf

Serial: (0152)

Care of Fleet Post Office,
San Francisco, California,
20 June 1945.

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

FIRST ENDORSEMENT to
USS BUMPER (SS333) -
Report of First 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. BUMPER (SS333) - Report of First War Patrol.

1. The FIRST war patrol of the USS BUMPER under the experienced command of Commander J. W. WILLIAMS, Jr., was of 55 days duration, of which 31 days were spent in patrol and life-guard duties off Formosa and Hainan. BUMPER reported to CTF 71 on 10 May. No ship contacts were made, and no opportunity for rescue of aviators was presented, in spite of thorough area coverage and intelligent communication effort.

2. The BUMPER presented a clean appearance upon her arrival at SUBIC. It is expected that she will be refitted in the normal period. Docking will be required to quiet very noisy shafts, which will be done.

3. The Administrative Squadron Commander welcomes BUMPER to the Southwest Pacific area, and hopes that her next patrol will produce opportunities to engage the enemy and diminish further his already depleted forces.

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

C-O-N-F-I-D-E-N-T-I-A-LWAR PATROL REPORT #2(A) PROLOGUE

Arrived Subic Bay from FIRST War Patrol on June 15, 1945. Refitted by SubDiv 261 refit crew and U.S.S. ANTHEDON. A most cooperative refit. Had three days training. Readiness for sea date July 10, 1945.

(B) NARRATIVE

The following Officers and CPO's are attached, with previous War Patrols as shown:

<u>FILE NO.</u>	<u>RANK</u>	<u>NAME</u>	<u>PATROLS</u>
72337	Commander, USN	J.W. WILLIAMS, Jr.	7
97829	Lieutenant, USNR	F.W. GOOCH, Jr.	9
123755	Lieutenant, USN	B. ROBB	1
109688	Lieutenant, USNR	R.G. VYVERBERG	6
293909	Lieutenant, USN(T)	F. A. MORRIS	9
163405	Lieut.(jg), USNR	K. E. VAN BUREN	5
341398	Lieut.(jg), USNR	J.J. MEALY	1
365349	Ensign, USN(T)	E.E. BROCKETT	1
389565	Ensign, USN	L.F. FITCH	1
406141	Machinist, USN	M. OFFNER	3
	CEM(PA)	J.D. COGGIN	6
	CEM(PA)	B.R. JONES	7
	CTM(AA)(T)	T.A. MacQUEEN	5
	CMoMM(AA)(T)	C.W. MAYBERRY	6
	CMoMM(AA)(T)	E.F. NOLAN, Jr.	4
	CTM(PA)	O.P. REIMER	6

ALL TIMES ITEM(-9)

<u>July 10, 1945</u>	1200 Posit SUBIC BAY.
1410	Underway for BUMPER SECOND WAR PATROL, escorted by U.S.S. WOODSON (DE 361). Patrol area is Gulf of Siam.
1600	Made two hour BM run for escort. Was able to give him the slip after the first three passes. This made us feel better, for on a similar run during the training period, the DE not only held us solid for two hours, but landed a dummy projectile squarely on top of the after T.B.T!
2000	Made night submerged ST run on escort.
2200	Released escort.

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

WAR PATROL REPORT #2

- July 11 1200 Posit Lat. 13-42N Long. 115-41E.
Enroute area, conducting dives and drills.
- 0823 Sighted PRIVATEER search plane ab 10 miles. Established VHF communications, and exchanged pleasantries.
- 1630 Sighted HMS SOLENT AND SLEUTH headed toward SUBIC.
- July 12 1200 Posit Lat. 1047 N Long. 111-01E.
- July 13 1200 Posit Lat. 07-26N Long. 106-50E.
- 1621 Training Dive.
- 1635 JP sound contact 160°(T). Nothing in sight, but it still sounds like screws, 202 RPM.
- 1654 Surfaced, chasing down sound contact.
- 1718 By high periscope sighted what looked like a submarine with small angle on bow, bearing 140°T; submerged.
- 1745 Surfaced; as range had not closed, and now realized we were on his quarter.
- 1800 Sighted submarine. APR contact of British characteristics. From available data believe this is SEASCOUT. Closed and exchanged signals with HMS SEASCOUT. Came within hailing distance and got the latest dope on our area, the Gulf of Siam, which he is just leaving.
- 1900 Resumed course to area.
On running back the plot it shows JP made contact at thirty thousand (30,000) yards!!
- 2100 Reported to USS BRILL(SOPA) for instructions, via WOPACO frequency.
- 2200 Received answer, we are to patrol area at discretion.
- July 14 1200 Posit Lat. 06-59N Long. 102-46E.
0400 Entered the area. An estimate of the situation seems as follows:-
- (1) There have been a few open sea contacts - but very few - and scattered.
 - (2) Small ship contacts have been more numerous, these hugging the beach. Convoys also hug the beach.
 - (3) Air cover exists for convoys, but no general AS air search has been seen lately.
- Course of action decided on:-
- (1) Select spots where day submerged patrol will permit observation of traffic along the beach. These spots are few, and necessitate patrol in 10 or 12 fathoms of water, but otherwise days will be wasted. On sighting targets will:-
 - (a) Torpedo submerged if size warrants, they are not too heavily escorted, and position can be obtained.
 - (b) If too heavily escorted, or position cannot be attained, in view of extreme shallow water, trail and attack on surface at night.
 - (c) If unescorted, and too small for torpedo, battle surface.
 - (2) Patrol at night as necessary to insure thorough radar cover of the shoreline.

There appears practically no place on the East Coast of the

C-O-N-F-I-D-E-N-T-I-A-LWAR PATROL REPORT #2

Gulf of Siam where the traffic can be observed while submerged, as the 10 fathom curve extends several miles to seaward. On the West Coast there are four spots where the 10 fathom curve runs within four miles of the beach:-(1) HILLY CAPE (2) LEM CHONG PRA (3) LEM TONG LAN and (4) KOH SATTAKUT.

BRILL is patrolling spots 2 and 3. Will try spot #1 for a few days.

1500 Visual landfall on Malay Coast. Patrolling 25 miles off coast, waiting for dark before closing in. Avoided several sailing junks. During the evening closed HILLY CAPE to five miles and patrolled. Tracked, closed identified and avoided several obviously fishing junks.

July 15 1200 Posit Lat. 06-47N Long. 101-42E.
Patrolling off HILLY CAPE.

0714 Submerged five miles off HILLY CAPE patrolling in 10-12 fathoms of water, sound heads up. Had numerous fishing craft and junks around all day.

1410 Sighted large schooner standing down coast. Commenced approach ST from 9000 yards in. Crossed 10 fathom curve by navigation, submarine depth, 55 feet, fathometer no longer indication. Diving Officer insists we were sliding along the bottom mud. Torpedo run 2800 yards. Observed target closely; following points noted:-

- (a) Beautiful full schooner rig - flying jib, jib, forestaysail, foresail, fore gaff-topsail, mainsail and main gaff topsail. All sails are new white canvas, ship is well cared for.
- (b) Very heavily laden - about one foot of free board(subsequently proved by quick sinking).
- (c) Hugging the coast on five fathom curve(the traffic route).
- (d) Southbound toward Singapore, 6½ knots.
- (e) No colors flying.

Consider this a legitimate target, however will use guns rather than torpedo in order to give schooner crew (in case they are natives) opportunity to abandon ship. Due to his hugging the beach in extreme shallow water do not feel time necessary to board and investigate warranted. Many small craft in vicinity can pick up schooner crew(one small fishing junk passed 300 yards ahead during approach).

GUN ACTION NO. 1

1500 Battle surface, range 3100 yards. Immediately opened fire with 5 inch, 40 MM, and 20 MM.

1514 After three 5" hits, observed target to sink like a rock. Whatever his cargo was, it was heavy. Minimum range 1000 yards, sounding 5 fathoms, 3000 yards to shore. Opened coast at flank. His masts are extending above water, position Lat. 06-39N Long. 101-41E, a danger to navigation.

U. S. S. BUMPER(SS333)

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

WAR PATROL REPORT #2

- 1654 Submerged, sounding 20 fathoms.
Ammunition expended: 23 rounds 5", 80 rounds 40MM, 215 rounds 20MM.
The BUMPER is no longer a virgin! Took a complete set of movies of the submerged approach, gun attack and sinking.
- 2030 Surfaced.
- 2100 SJ radar interference bearing north. Exchanged recognition signals with BRILL. Closed and had conference. SUPREME intends to patrol HILLY CAPE tonight. BRILL is headed south for rendezvous with HAWKBILL. This leaves the northern area clear - will give it a look over, for the next few days. Headed north.
- July 16 1200 Posit Lat. 09-37N Long. 100-22E.
Surface patrol off shore headed north.
- 1400 While crossing PENNAN CHANNEL sighted smoke from islands. Closed KOH PENNAN ISLAND to four miles, smoke is from inland, the anchorage empty. Continued on.
- 1717 SD contact 11 miles. Submerged.
- 1835 Surfaced.
- 2250 Commenced surface patrol five miles off our selected spot.
- July 17 1200 Posit. Lat. 10-55N Long. 99-35E
Patrolling 15 fathom curve five miles off LEM CHONG PRAU. Avoided several sampans and fishing junks.
- 0714 Submerged, patrolling 4000 yards off beach. Many junks and small craft around.
- 0915 Sighted small engines aft coastal tanker anchored in cove of LEM CH. PRAU. Commenced approach. Can get within 1500 yards and still be in 10 fathoms of water. Set torpedoes on zero feet. One junk passed directly overhead during approach. With range to left hand promontory of the cove 1200 yards, torpedo run 1600 yards, at 10 fathom curve, gyros set on zero, periscope set on zero, Commanding Officer firing with portable firing key, at

TORPEDO ATTACK #1

- 1030 Fired No. 1 tube at his middle. Torpedo broached, took slight jog to right, then ran straight throwing a plume of water. I could see that it was going to miss ahead, so at
- 1031-22 Fired No. 2 tube at his stern(120 stbd. angle on bow). This torpedo literally jumped out of the water, jogged left, then ran straight throwing the same plume of water.
- 1032(+) No. 1 exploded on the beach. By this time there was much commotion on the target; where before firing I saw no personnel, now saw at least 15 men running around madly and one small boat pulling away frantically. It looked as though #2 was going to miss astern. Ordered tubes 3 and 4 set on two feet to obtain better steering performance. At

U.S.S. BUMPER (SS333)

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

WAR PATROL REPORT #2

1033-10 Fired #3 tube, set at two feet, at his middle. Was six seconds hasty on this, for at

1033-16 #2 hit him at his stern with a thunderous explosion, demolishing his stern section.

1034-49 #3 clipped him in the middle blowing pieces of the tanker all over the cove, after a nice quiet, no breaching run. The remains of the target, and his cargo of oil immediately broke into a huge, flaming, smoking fire, the billowing black smoke rising a thousand feet in the air. Could see bow of target sticking out of water at 20° angle. Reversed course opening out. Let practically entire ships company get a look at the holocaust.

1045 Secured from battle stations. This firing torpedoes with no opposition is a new and PLEASANT experience. Took complete set of movies and stills of the action, including explosions and fires. (ED NOTE: Pictures turned out beautifully).

1233 Surfaced 9000 yards from beach. Oil still burning on the water. Opened out on four engines, shifting scene of operations to the south.

July 18 1200 Posit Lat. 08-03N Long. 103-02E.

0805 Investigated a large three masted junk. Passed slowly down his side at 50 yards. No cargo visible, flying Chinese colors, crew apparently Chinese. Too rough to board. Let him go on unmolested.

1125 SD radar contact 17 miles. Submerged.

2150 Surfaced.

July 19 1200 Posit Lat. 06-57N Long. 103-41E.

0200 SJ radar interference, bearing east. Closed and exchanged signals with USS BRILL. We are to take scouting position for convoy reported by our aircraft, and HAMMERHEAD, as headed this way.

0710 Submerged on assigned station, in accordance with BRILL's order to conduct submerged patrol.

1400 Heard faint echo ranging, bearing indeterminate.

1610 Sighted three single float type JAP aircraft, apparently flying cover for a convoy, as they are circling. Looks like we are in the right spot; headed for them.

1722 Sighted masts of destroyer. Battle Stations Torpedo and commenced the memorable

BATTLE OF SIAM GULF

The convoy developed into two small tankers, a very small freighter, several PC's and one KAMIKAZE destroyer. The destroyer was patrolling about 4000 yards ahead of the convoy doing the most radical constant helm on a zig plan

C O N F I D E N T I A LWAR PATROL REPORT #2

that I have ever seen. However we were apparently dead ahead of his base course, so commenced the approach on him. ST radar hotter than a pistol. Initial range 18500 yards at 55 foot depth! Have his speed cold, 12½ knots. Tried to do a little predicting on his patrolling - he was making 160° changes of course. Echo ranging on 17.5 kcs. With range 2500 yards, bearing 010° relative, he started his predicted swing to starboard which we thought was going to bring him across our bow at 1000 yards on a 90 port track. Everything ready for him now. Tubes ready, set on 6 feet, gyros matched. He isn't swinging as fast as predicted, but keeping that sharp starboard angle. Will let torpedo run get down to 800 yards and start shooting. Just at this time misfortune slapped us in the face for the first time. With torpedo run about 1000 yards, the forward gyros took off and slowed hard left. Did a quick of matching by hand and bringing them right, but torpedo run got down to 700 yards. However the set up still wasn't hopeless, at

TORPEDO ATTACK #2

- 1815 Commenced firing forward with fairly large right gyro on a medium starboard track, range 800 yards. Got off three torpedoes before the gyros got excessive. Open outer doors aft. Quick look - he is coming right over - CLOSE! Looks like we got suckered in - that failure of his to swing across our bow as scheduled looks fishy. Take her down - 160 feet (30 fathoms). Rig for depth charge and silent running. Torpedoes missed, and by sound he apparently passed over the stern. HOLD YOUR HATS!
- 1820 First of six single depth charges, all aft, port, and below (?) by DCDI, ranges by our DCRE (Depth Charge Range Estimator) first two 1000 yards or over, last four 500 to 1000 yards. Only visible damage, a red light on after engine room hatch, but no water through lower hatch. I take time off here to praise our DCRE, an item of equipment that the Division of War Research, Columbia University at the U.S. Navy Underwater Sound Laboratory, Fort Trumbull, New London designed and developed, and we spent many hours and took many friendly (?) depth charge to test. It is a great comfort to KNOW that the guy up above doesn't know what he is doing. Our deep thanks to the designer, Mr. J.R. ORDING.
- The DD commenced what appeared to be an approach from the port quarter. Turned away fast.
- 1838 See enclosure (b).
- Conducting evasive maneuvers, DD seems to have lost contact.
- 1930 Periscope depth, sighted DD at 7500 yards, with one of his aviator buddies assisting in the search. Commenced reload and easing away.
- 2044 Surfaced in heavy rain storm, no radar contact. Ahead full on 2 engines, charging on other two, headed up convoy base course (020). We are going to get that DD!

U.S.S. BUMPER (SS333)

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

WAR PATROL REPORT #2

2055 BUMPER TO ALL S/MS THIS AREA:- ENEMY COURSE 026 SPEED 8 POSIT 006°-52' 103°-40' AT 1815 ITEM X MADE DAY ATTACK NO HITS ON DESTROYER TRYING REGAIN POSITION.

2120 Full on three main engines.

2126 BRILL TO ALL S/MS:- RADAR CONTACT BEARING 308°(T) RANGE 17 FROM LAT 006°-52' 103°-48' AT 1200 GCT.

2156 SJ interference bearing NE probably BRILL.

2222 BUMPER TO BRILL:- MY POSIT LAT 007°-10'N 103°-45E AT 1300 GCT MY COURSE 000 SPEED 16 NO CONTACT.

2230 Interference on SJ which is NOT U.S. - undoubtedly DD radar. Bearing 090° true. Changed course to 060 True to close and maintain true bearing - this is a far cry from yesteryears - chasing the radar interference of a JAP DD!

2239 Another contact report from BRILL giving enemy course and speed.

2302 SJ radar contact on enemy, convoy range 17000 yards, bearing 120°(T). We are on their port bow. Commenced drawing ahead, course 000°(T). Enemy course 000°(T).

2314 BRILL TO BUMPER:- AM ATTACKING.

2315 BUMPER TO BRILL:- HAVE CONTACT BEARING 120 TRUE RANGE 17000. (Had ordered sent at 2305 - BRILLIS 2314 came in just as we started sending.

2328 Single radar contact 11000 yards, ahead of convoy, course south, speed 15, SJ interference. Must be BRILL attacking. Changed course to 330 to keep clear of him. Saw him (by radar) dive 10000 yards ahead of the DD. Watching the plot with fascination. The DD in same position as this afternoon - 4000 yards ahead of the convoy, doing that terrific zigging, but BRILL is in the right spot, dead ahead. This is like a movie!

Just as the DD approached the spot where we figured BRILL was the DD did a hard left, then a hard right, and continued on at his 12½ knots, doing his same wild zigging. BRILL must have missed too. Had planned to shoot a few 5" shells at extreme range at the DD in case he started working over BRILL. Fortunately this wasn't necessary. Our turn next.

The range on DD closed to 10000 yards, can see him in #1 periscope at that range. Moon is 3/4 full, but overcast. At this range the DD challenged us by blinking light! Shut off our SJ, opened range, ranging with ST, and taking position by DRT.

Let the DD go by the position we were in when he challenged us - he did nothing suspicious there.

0022 COD TO BRILL & BUMPER:- RADAR CONTACT BEARING 042 RANGE 500(?) FROM POSIT 007-21 103-15 AT 1500 GCT X WILL TAKE POSITION AS TRAILER UNTIL YOUR ATTACK COMPLETED.

Looks like the pack is forming!

C-O-N-F-I-D-E-N-T-I-A-LWAR PATROL REPORT #2

0050 BUMPER TO COD AND BRILL:- AM ATTACKING FROM AHEAD SUBMERGED.

July 20 1200 Posit Lat. 07-38N Long. 104-00E.
 0053 Dead ahead of DD track, 18000 yards, have not used SJ for 50 minutes. Hope DD is unsuspecting. Reversed course to south, headed for him. Here we go again!

0100 Submerged to ST depth, range 15000. Sighted target at 7000 yards - we are right on his track! Set depth 4 feet on all tubes. As the problem developed it again looked like we were in perfect position. With range 3500 he seemed to ease off to the east. Changed course to head for him. A left zig overdue - he is supposed to come back and cross our bow at 1000 yards on starboard track - but again he didn't do it. He is going down our port side! At

TORPEDO ATTACK #3

0135 Commenced firing six torpedoes forward, 100 port track, gyros 80 left, range 2040 yards, spread 600 feet with MOT as his #2 stack to offset the spread aft in case he maneuvers. Data is perfect and periscope bearings checking exactly. Believe this is his end. Hard right rudder - match gyros aft.

0136-15 He is swinging away with hard rudder and a burst of smoke from his stack! His torpedo detector is working and he believes in it!

0137 Torpedoes due and his angle on the bow is 180°! All missed. ONE SMART COOKIE, this guy. He flashed a red truck light to the convoy - they too changed course to east. Reload last four torpedoes forward. Watching situation at periscope depth with that wonderful ST radar! Stern tubes ready for any or all customers.

0139 DD is running away! The first time that ever happened to me. He is scared!

0145 Two distant depth charges. Tracking DD at 6000 yards, PC at 4000 yds., both milling about at a respectful distance from firing point, convoy going over the hill. Maneuvering around at periscope depth hoping for another shot. No luck. Everyone keeps working to the east. Opened out for surfacing.

0254 Surfaced, visibility shutting down rapidly with heavy overcast and setting moon. Range to nearest enemy ship 7000 yards. Have unidentified radar contact to the south, 9000 yards with SJ interference. No reply to challenge.

0304 BUMPER TO COD:- ATTACK COMPLETED MISSED HE AVOIDS BY SOUND RECOMMEND CLOSE FIRING RANGE.

U.S.S. BUMPER (SS333)

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WAR PATROL REPORT #2

0310 BUGARA TO BRILL:- MY POSITION 07°-20' garbled 45' 1800 WAS YOUR ATTACK
SUCCESSFUL.
0312 BRILL TO BUGARA:- MISSED DD WITH 4.

There is a lot of chit chat on WOPACD, but no one seems to be attacking. Our contact to south still won't answer challenge. All ahead full, headed for convoy. BUMPER will attack again.

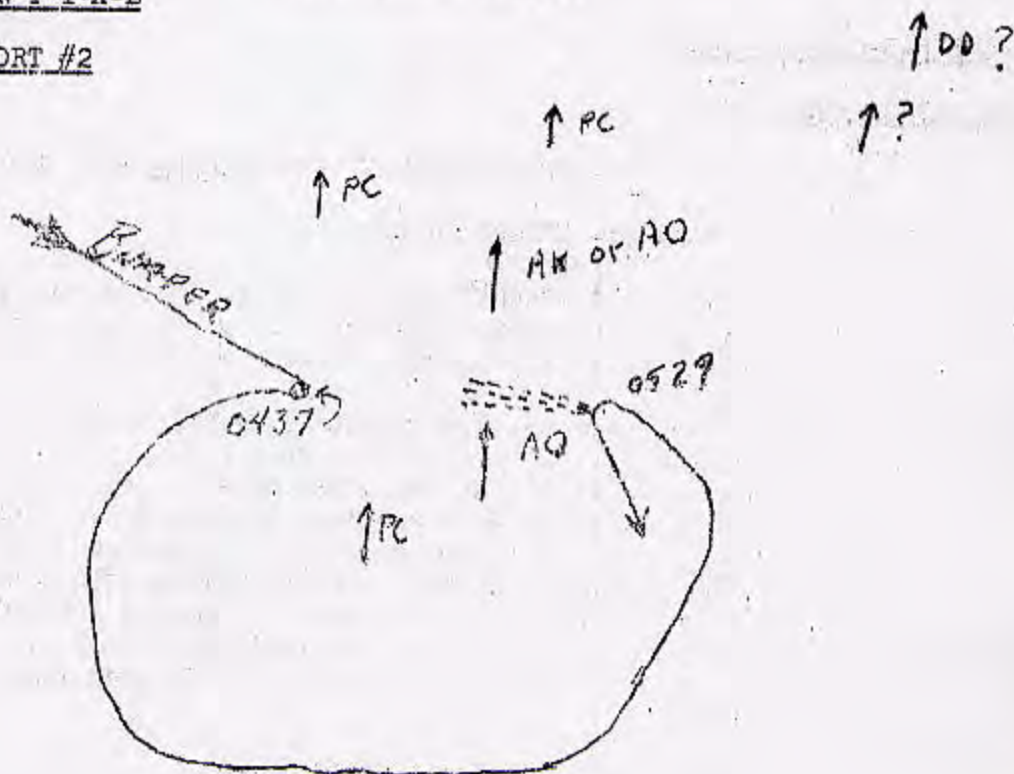
Visibility has shut down to an estimated 2000 yards. Radar shows convoy in two groups, one of five ships, the other of two or three. All back on course north. We are 10000 yards on port quarter of the 5 group, the other group being 5000 yards on their starboard bow. Am not sure where DD is now. It is too dark for a submerged attack, and also too late for an end around. Will make a surface attack on the near group, hoping to spot the DD in the melee. Commenced a quarter approach on this group, as so ably propounded by GENE FLUCKEY, in BARB. Chose the two nearest pips as targets, as all five targets give practically same size pip.

TORPEDO ATTACK #4

0346 Fired the last four torpedoes forward at the near target, range 1800 yards, track 110 port. Swung hard left, steadied, and fired the three stern tubes at the target close on his starboard quarter, range 2000 yards, 70 port track. All torpedoes set at 5 feet - the estimated least depth for steering performance.

There were no explosions, torpedoes probably having under run. Radar bearings were used throughout, targets not sighted from bridge.

Opened out to the northwest to 6000 yards. Observed several blinking white lights from target group, and they were observed to change disposition considerably. Still no counter measures - we have them scared stiff. Reload last three torpedoes aft, set depth at 3 feet.
0355 COD TO ALL S/MS:- RADAR OUTX MAKING REPAIRS X POSIT 06 MILES AHEAD OF CONVOY.
BUMPER will attack again. Visibility has improved some now. Disposition as seen by radar, and verified by sight on closing as follows:-

C-O-N-F-I-D-E-N-T-I-A-LWAR PATROL REPORT #2

0437 Came in from port bow. Passed astern of leading PC, swung hard right for a quick stern shot at the trailing tanker when it seemed we could close the trailing PC no further without being sighted. In firing position; but torpedo run is 3000 yards. Did not shoot. Opened out on their port quarter. The port side is too heavily guarded for this visibility; can now see that the starboard flank is wide open, and that the trailing tanker is the biggest of the group.

Passed astern of trailing PC, commenced working up the starboard quarter. Came in on starboard beam of the tanker, swung hard left, steadied quickly, and at

TORPEDO ATTACK #5

0529 Fired the last three torpedoes on board, from the stern tubes at the tanker, on 120 starboard track, torpedo run 2200 yards, fairly large left gyros. TBT bearings, radar ranges.

0531 Observed, timed and heard torpedo explosion on the target, seen by the explosion to be a small engine aft tanker of the new standard design about 1200 tons.

PERSEVERANCE PAYS! After twelve hours and nineteen torpedoes, that explosion was music to our ears.

U.S.S. BUMPER (SS333).

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

WAR PATROL REPORT #2

Opened out to 7500 yards; watching for target to sink on the radar. He plots as stopped. Two escorts seen by radar to close him for a few minutes, then take off after the other pips that were continuing northward. What gives? Target pip is still strong, but everyone has deserted him and are high tailing it to the north. Other target group, which by now I realized contained the DD, continued north, in spite of a green rocket flare from the target after being hit. That DD is still scared!

0605 BUMPER TO ALL S/MS:- POSIT 008°-02' 104-01' ALL TORPEDOES FIRED ONE SHIP DAMAGED.

This won't do. Though we have no torpedoes - made plans for using the guns if necessary. All ahead full headed for target pip. Closed to range of 750 yards, where we plainly saw that the radar pip was coming from his bow section sticking high in the air at an angle of about 45°. The after seven eights of the ship is submerged. Took sounding - 10 fathoms! That explains it!

We hit him as he was passing over one of the banks west of FULO OBI! A tremendous oil slick was formed to leeward of him - his cargo was definitely oil. He is effectively destroyed.

0630 All ahead full, headed south for deeper water. Dawn is one-half hour away. Tried to send short message to CTF 71, couldn't raise SUBIC. Informed BRILL we were out of torpedoes and departing area.

0743 Submerged to rest all hands, having been at battle stations and in shooting contact with the enemy for fourteen hours.

Thus ended the BATTLE OF SIAM GULF. Maybe we didn't sink a lot of tonnage - but we gave it everything we had.

1836 Surfaced. Sent report to CTF 71 and to BUGARA, who succeeds to SOPA SIAM GULF.

2200 Received answer from CTF 71 to proceed SUBIC for reload.

July 21 1200 Posit Lat. 12-47N Long. 112-00E.
Enroute SUBIC.

1135 SD contact 9 miles. No IFF. Submerged.

1205 Surfaced.

1546 SD contact 18 miles. Sighted and talked with PRIVATEER by VHF. He saw our targets oil slick, but the bow of the ship had apparently sunk.

2025 Three SD contact 30, 24 and 21 miles, all showing IFF. Least range 20 miles.

U.S.S. BUMPER (SS333)

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

WAR PATROL REPORT #2

July 22 1200 Posit Lat. 12-47N Long. 112-00E.
Enroute SUBIC.
1026 SD contact at 28 miles. IFF. Sighted LIBERATOR at five miles, no VHF.
1202 SD contact 33 miles. Least range 30 miles.
1444 SD contact 9 miles. Sighted PRIVATEER.

July 23 1200 Posit Lat. 14-11N Long. 116-34E.
Enroute SUBIC.
0845 SD contact 20 miles. Sighted PRIVATEER.

July 24 1200 Posit SUBIC.
0530 Rendezvous with escort, USS PRATT.
0930 Entered SUBIC BAY, moored alongside USS ANTHEDON for a torpedo reload and voyage repairs.

July 25 At SUBIC BAY for reload and voyage repairs.

July 26 1200 Posit Lat. 14-40N Long. 119-46E.
0900 Underway for second part of BUMPER #2 WAR PATROL, escorted by USS WOODSON. Patrol area is lifeguard off SINGAPORE.
1046 Made submerged run on escort for calibrating our JP decibelmeter.
1440 Released escort.

July 27 1200 Posit Lat. 13-19N Long. 114-08E.
1840 Held 40MM, 20MM and small arms practice on a number of 50 gallon drums filled with gasoline, which we passed through. One caught fire when hit by 20MM tracer.

July 28 1200 Posit Lat. 09-38N Long. 110-02E.
Enroute area.

July 29 1200 Posit Lat. 04-42N Long. 107-01E.
Enroute area.
1000 Rendezvous with USS BLENNY. Transferred 10 bags of mail to him via breeches buoy.

July 30 1200 Posit Lat. 01-33N Long. 106-01E.
0100 Entered patrol area.
0200 Rendezvous with USS BOARFISH. Transferred 9 bags of mail to him via breeches buoy. Feel like the rural mailman. Relieved him in the area.

U.S.S. BUMPER (SS333)

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

WAR PATROL REPORT #2

0730 Submerged. The air strike today on SINGAPORE has been cancelled.
Will stay out of sight. Do not expect to see any targets out here.
2000 Surfaced.

July 31 1200 Posit Lat. 01-48N Long. 105-12E.
0708 Submerged.
1125 Surfaced on lifeguard station.
1320 SD contact 20 miles. Least range 14 miles. No IFF or VHF.
1500 TOT ended. Moved out to eastward.
1730 Boarded small junk. Cargo of religious papers and rickshaw tires, headed for BORNEO. Allowed him to proceed.

August 1 1200 Posit Lat. 00-59N Long. 105-14E.
0714 Submerged.
1126 Surfaced on lifeguard station.
1235 Investigated small fishing junk. No cargo. Let him proceed.
1500 TOT completed. Opened out to east.
1830 Boarded two small junks. Both had a few bags of coffee(?) beans as cargo. Allowed them to proceed.

August 2 1200 Posit Lat. 01-05N Long. 105-20E.
0000 Have received no lifeguard station for today. Headed south for patrol off BANKA ISLAND.
0400 Received lifeguard station for today. Reversed course.
0909 Submerged.
1127 Surfaced on lifeguard station.
1250 SD contact 39 miles.
1311 Sighted medium bomber at 18 miles. Least range 15 miles.
1358 SD contact 8 miles. At six miles sighted large 4 engine airplane headed directly for us, coming out of a cloud bank. No IFF, no VHF. Submerged.
1420 Surfaced.
1500 TOT completed. Moved eastward.
1600 No lifeguard station assigned tomorrow. Again headed south for BANKA. Am trying to get some shooting in with this lifeguard.
2308 Received word to resume station off SINGAPORE for special mission. Reversed course at Lat. 000-00.5 minutes north! The POLYWOGS were trembling.

U.S.S. BUMPER (SS333)

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

WAR PATROL REPORT #2

August 3 1200 Posit Lat. 01-34N Long. 105-49E.
1004 Special mission cancelled. Headed south again for BANKA.
Crossed the equator. Ceremonies later; work to do tomorrow, I hope.

August 4 1200 Posit Lat. 01-35S Long. 106-05E.
Closed BANKA ISLAND, and at
0722 Submerged four miles off NE coast of BANKA, closed to 5000 yards
and conducted submerged patrol. Not a single thing in sight all
day, so at
1829 Surfaced for a sweep of the coast during the remaining two hours
of daylight. Covered 25 miles of coast, sighted one small junk
at anchor in a cove.

During the night patrolled north of KLABAT BAY.

August 5 1200 Posit Lat. 01-36S Long. 105-23E.
In view of our yesterday's daylight, unmolested short surface
patrol of the coast, decided to try a whole day of it. At day-
light commenced closing entrance to KLABAT BAY. Closed to the
10 fathom curve 6000 yards off the beach and commenced a sweep
down the coast.
0930 Sighted small tug with barge in tow moving along coast. On see-
ing us he slipped his tow and headed for the beach. Flooded way
down, crossed the 10 fathom curve, piloting among rocks and shoals,
and at

GUN ACTION #2

1000 Opened fire on the barge, range 2500 - 1000 yards with 40MM. Hit-
ting a good percent of the time, but only holing upperworks. Manned
5 inch - first shot blew him to pieces and he sank. Now turned 5
inch on the tug, who had run to the beach and abandoned ship via
small boat. Three hits from 18 rounds at 3000 yards sank him.
Opened out to 10 fathom curve and resumed sweep of the coast.
1150 Sighted a medium sized lugger at anchor behind some rocks. Man-
euvered for position in his cove but when soundings got to 3 fathoms
changed my mind, moved out to 10 fathom area, stopped, and at

GUN ACTION #3

1230 Sank the lugger with 5 hits from 19 rounds 5" at 3900 yards.
Commenced a return sweep of the coast. We paid for our sins
today when at
1334 Sighted a single-engine plane diving at us from practically overhead,
range too close. Quick dive, in 66 feet of water, holding our
hearts. No bombs, no strafing - he must not have been an AS plane.
Opened coast submerged.

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

WAR PATROL REPORT #2

2015 Surfaced, headed for rendezvous with HARDHEAD for our last mail delivery.

August 6 1200 Posit Lat. 00-16N Long. 106-54E.
HARDHEAD delayed until tomorrow. Spent the day investigating the BANDAS AND TAMBELAN ISLAND groups, weaving in among the islands. Nothing but native fishing vessels sighted.

August 7
1200 1200 Posit Lat. 00-03N Long. 106-50E.
Rendezvous with HARDHEAD, delivered his mail and exchanged movies.
Commenced moving down to SE corner of area, preparatory to leaving when LAMPREY moves in north end tonight.

1800 Decoded ICEFISH report saying he had sunk a lugger while making passage through our area. After eight days of our covering the area without contact except inside the 10 fathom curve off BANKA - ICEFISH gets one right in the middle while passing through! Ain't no justice!

August 8
0200 1200 Posit Lat. 01-52S Long. 108-42E.
LAMPREY reported entering the area. BUMPER departed area as we had previously told LAMPREY we would. Enroute Area Easy Eight.
Planned and executed a daylight passage of KARIMATA STRAIGHT, since the bars are down about shooting there now. Only thing sighted was at

1030 Boarded a small Malayan sailing coaster. Cargo of soap and dishes. Let him proceed.

August 9 1200 Posit Lat. 05-29S Long. 112-38E.
Entered area Easy Eight for patrol. Conducted surface patrol north of JAVA coast. Sighted one plane, submerged for an hour; sighted numerous native fishing craft. Investigated several - all innocent. During the evening passed south of KANGIAN ISLAND for close inshore patrol of BALI tomorrow.

August 10
0200 1200 Posit Lat. 08-02S Long. 115-14E.
Rendezvous with CHUB. Transferred 10 rounds of 5" and one case of 40MM to him, via rubber boat. Had intended to give him more, but we both wanted to close BALI before dawn, and it was taking too much time.

0728 Sunrise, submerged 20 miles off BALI coast, closed coast to one mile and conducted submerged patrol 800-1500 yards off the beach. Many native sailing craft. Made "long glass liberty" of famous BALI. By using a pair of 7X50 on the high power, clear ST periscope we definitely determined that it is true the women wear skirts only!

1956 Surfaced. In accordance with OPORD departed the area, commenced transit of LOMBOK STRAIGHT.

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AR PATROL REPORT #2

August 11
0100 1200 Posit. Lat. 11-42S Long. 115-09E.
Completed transit of LOEBOK. Only contact was the 160 mcs. shore base radar, which seemed to be tracking us through the straight.
Enroute FREEMANTLE on four engines.

2000 Exchanged SJ signals with PUFFER and CAPITAINE northbound.

August 12
0330 1200 Posit. Lat. 17-36S Long. 113-48E.
SJ contact on single ship, range 22,000 yards. Course 265, speed 17, indications of SG radar. Avoided, as we are in air-surface zone.

August 13
1200 Posit. Lat 23-46S Long. 112-28E.

August 14
1247 1200 Posit. Lat 29-00S Long. 112-52E
1330 Exchanged recognition signals with northbound British submarine.
Exchanged signals with northbound LONGERHEAD.

August 15
0800 1200 Posit. FREEMANTLE
Rendezvous with escort.
Entered FREEMANTLE HARBOR, WEST AUSTRALIA. We finally made it!!

U.S.S. BUMPER (SS333)

C-O-N-F-I-D-E-N-T-I-A-LWAR PATROL REPORT #2C. WEATHER:

No unusual weather was encountered. Generally the weather was pleasant.

D. TIDAL INFORMATION:

The tides and currents follow that given by the charts and tide and current tables. In the SIAM GULF area there was a northerly set of .2 to .5 knots while in the area off SINGAPORE the average set was 325⁰T, drift .7 to 1.2 knots.

E. NAVIGATIONAL AIDS:

The light on SERUTU ISLAND in KARIMATA STRAIT was sighted during daylight hours and appeared intact and in good condition.

The sailing schooner sunk on July 15th in 5 fathom of water with masts sticking above the water (Posit Lat. 06-39N Long. 101-41E), and the tanker sunk on July 20th in 10 fathom of water (Posit Lat. 08-10-30N Long. 103-49-00E), form dangers to navigation.

F. SHIP CONTACTS:

<u>NO.</u>	<u>TIME</u> <u>DATE</u>	<u>LAT.</u> <u>LONG.</u>	<u>TYPE(s)</u>	<u>INITIAL RANGE</u>	<u>EST. COURSE</u> <u>SPEED</u>	<u>HOW</u> <u>CONT.</u>	<u>REMARKS</u>
1.	1410I 7/15/45	6-42S 101-45E	Schooner	6000	150T 6 knots	HP	Sank by gunfire
2.	0915I 7/17/45	10-54N 99-33E	Coastal Tanker	5000	Anchored	HP	Sunk by torpedoes
3.	1722I 7/19/45	06-55N 103-40E	KAMIKAZE Class DD and convoy consisting of two small tank- ers, a small freighter and several PC's.	20000	Base Course North	HP	Mado five torpedo attacks. Sank one tanker.
4.	0915I 8/5/45	01-31S 105-34E	Small tug and barge.	1000	260T 5 kts.	HP	Sank both by gunfire
5.	1230I 8/5/45	01-36S 105-24E	Medium lugger	8000	Anchored	HP	Sank by gunfire

U.S.S. BUMPER (SS333)

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WAR PATROL REPORT #2

In addition numerous small craft of all types were encountered. For details, see NARRATIVE.

G. AIRCRAFT CONTACTS:

Japanese air contacts were few. The convoy had air cover. Lack of proper AS air patrol enabled us to conduct inshore gun shooting in non-divable water.

U.S.S. BUMPER (SS333)

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

WAR PATROL REPORT #2

H. ATTACK DATA:

U.S.S. BUMPER (SS333) TORPEDO ATTACK NO. 1 PATROL No. 2
Time: 1030 (Item) July 17, 1945 Lat. 10-54.2N Long. 99-31.0E

Target Data - Damage Inflicted

Description	One small coastal tanker, anchored in cove of LEM CHONG FRAU. Sighted by periscope, visibility unlimited.
Ship(s) Sunk	Small coastal tanker. Tonnage from ONI 208J chart estimated at 800 tons.
Damage Determined By	Saw two torpedoes hit, target blown to pieces, with bow sticking out of water. Oil cargo caught fire, and was still burning three hours after hits. Pictures of target before being hit, torpedoes hitting, and resultant fires, enclosed.
Target Draft	Est. 10 feet, course ----, speed 0 (anchored), range at firing 1660.

Ovm Ship Data

Speed 2, course 283.5, depth 59, angle 1° up.

Type Attack	Day submerged attack at anchored target. Due to small size of target, and large angle on bow (120-135 stbd.), used gyros set on zero, periscope set on zero, fired with portable firing key when vertical cross-wire was steady on.
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U.S.S. BUMPER (SS333)

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

WAR PATROL REPORT #2

Tubes F.d.	#1	#2	#3
Track angle	130S	130S	150S
Gyro Angle	0	0	0
Depth set	0	0	2
Power	--	--	--
Hit or Miss	Miss (50')	Hit	Hit
Erratic	Yes	No	No
Mk. Torpedo	18-2	18-2	18-2
Serial No.	99817	99730	99803
Mark Exploder	4-7	4-7	4-7
Serial No.	17104	17202	16850
Actuation Set	Contact	Contact	Contact
Torpedo Run	1840	1660	1460
Mark Warhead	18	18	18
Serial No.	1123	9306	1215
Explosive	TFX	TFX	TFX
Firing Time	0	1-22	3-10
Type Spread	None	None	None
Sea Conditions	Calm, slight swell.		
Overhaul Activity	USS ANTHEDON (AS24)		

Remarks: #1 broached slightly, jogged right, and missed MOT by 100 feet. It exploded on the beach.

#2 actually jumped out of the water on ejection, jogged left. It hit target about 50 feet to left of MOT, and exploded.

#3 ran normally, hitting MOT, and exploding.

The times of runs for the two hits were 1 min. 54 sec. and 1 min. 39 sec. respectively. Sea water temperature, 80°F., electrolyte temperature, 86°F.

U.S.S. BUMPER (SS333)

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

WAR PATROL REPORT #2

U.S.S. BUMPER (SS333)

TORPEDO ATTACK NO. 2

PATROL NO. 2

Time: 1817 (Item) July 19, 1945 Lat. 6-50N Long. 103-35E.

Target Data - Damage Inflicted

Description

Convoy consisting of one KAMIKAZE destroyer, two small tankers, one very small freighter, and several PC escorts. Initial sighting by periscope, visibility unlimited.

Ship(s) Sunk or
Damaged

None.

Target Draft

9.6 ft., course 000, speed 12.5 knots, range at firing 850.

Own Ship Data

Speed 3, course 160, depth 59, angle 0.

Type Attack

Day submerged attack on destroyer. Fired three torpedoes forward with large gyros on varying track, close range. Checked fire when gyros became too large.

U.S.S. BUMPER (SS333)

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

WAR PATROL REPORT #2

TORPEDO ATTACK #2

Tubes Fired	#1	#2	#3
Track Angle	81S	100S	124S
Gyro angle	102R	120.5R	145R
Depth Set	5 ft.	5 ft.	5 ft.
Power	28.4 kts.	28.4 kts.	28.4 kts.
Hit or Miss	Miss	Miss	Miss
Erratic	No	No	No
Mk. Torpedo	18-2	18-2	18-2
Serial No.	99665	99896	99731
Mark Exploder	8-7	8-7	4-7
Serial No.	16755	16788	17135
Actuation Set	Contact	Contact	Contact
Torpedo Run	600 yds.	570 yds.	660 yds.
Mk. Warhead	18-2	18-2	18-2
Serial No.	5162	6092	1127
Explosive	TPX	TPX	TPX
Firing Interval	10 sec.		
Type Spread	1.5R	1.5L	6.5R
Sea Conditions	Calm, slight swell.		
Overhaul Activity	USS ANTHEDON (AS24)		

Remarks:

Believe torpedoes missed because of large gyros short range. Casualty to gyro setter prevented shooting earlier.

Sea water temperature, 80°F., electrolyte temperature 86°F.

U.S.S. BUMPER (SS333)

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

WAR PATROL #2

U.S.S. BUMPER (SS333)

TORPEDO ATTACK NO. 3

PATROL NO. 2

Time: 0135 (Item) July 20, 1945 Lat. 7-45N Long. 103-40E.

Target Data - Damage Inflicted

Description	Same convoy as Attack #2.
Ship(s) Sunk or Damaged	None.
Target Draft	9.6 feet, course 030, speed 12.5 kts., range at firing 2040.

Own Ship Data

Speed 3, course 180T, depth 55, angle 0.

Type Attack	Night submerged attack, using ST radar. Fired six torpedoes at destroyer, who avoided all six.
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U.S.S. BUMPER (SS333)

C-O-N-F-I-D-E-N-T-I-A-LWAR PATROL REPORT #2TORPEDO ATTACK #3

Tubes Fired	#1	#2	#3	#4	#5	#6
Track Angle	108P	110P	113P	117P	120P	126P
Gyro Angle	282-30	281	276	275	267	268
Dopth Set	4	4	4	4	4	4
Power	28.2 kts.	28.2 kts.	28.2 kts.	28.2 kts.	28.2 kts.	28.2 kts.
Hit or Miss	Miss	Miss	Miss	Miss	Miss	Miss
Erratic	No	No	No	No	No	No
Mk. Torpedo	18-2	18-2	18-2	18-2	18-2	18-2
Serial No.	99744	99717	99801	99779	99747	99666
Mk. Exploder	4-7	8-7	8-7	8-7	4-7	8-7
Serial No.	16656	15989	16869	16958	17363	16665
Actuation Set	Contact	Contact	Contact	Contact	Contact	Contact
Torpedo Run	2100	2100	2110	2190	2220	2350
Mk. Warhead	18	18-2	18-2	18-2	18	18-2
Serial No.	904	5219	5134	5104	613	3514
Explosive	TPX	TPX	TPX	TPX	TPX	TPX
Firing Interval	10 sec.					
Type Spread	$\frac{1}{2}$ L	$\frac{1}{2}$ R	1 3/4R	1 3/4R	3L	3R
Sea Conditions	Force 1					
Overhaul Activity	USS ANTHEDON (AS24)					

Remarks: Torpedo run was 2150 yards. One minute and 15 seconds after the first torpedo was fired destroyer was seen to commende swinging away. By time torpedoes were due at the track, the target was presenting his stern. Target evidently has some sort of torpedo detector.

Sea water temperature: 80°F. Electrolyte temperature: 86°F.

U.S.S. BUMPER (SS333)

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

WAR PATROL REPORT #2

U.S.S. BUMPER (SS333)

TORPEDO ATTACK #4

PATROL #2

Time: 0345 (Item)

July 20, 1945 Lat. 7-58N Long. 103-40E.

Target Data - Damage Inflicted

Description

Same convoy as in Attack #2.

Ship(s) Sunk or
Damaged

None.

Target Draft

Unknown, course 000, speed 8 kts. Range (bow tubes) 2100,
(stern tubes) 2100.

Own Ship Data

Speed 8-10, course 070 and 300.

Type Attack

Night surface attack using SJ radar on two unidentified targets. Targets not sighted; radar bearings were used for firing. Targets approached from their quarter.

U.S.S. BUMPER (SS333)

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

WAR PATROL REPORT #2

TORPEDO ATTACK #4

Tubes Fired	#3	#4	#5	#6	#7	#8	#10
Track Angle	119P	119P	119P	122P	100P	97P	94P
Gyro Angle	9L	8L	10L	10L	40L	38L	34L
Depth Set	5	5	5	5	5	5	5
Power	28.4	28.4	28.4	28.4	28.4	28.4	28.4
	kts.	kts.	kts.	kts.	kts.	kts.	kts.
Hit or Miss	Miss	Miss	Miss	Miss	Miss	Miss	Miss
Erratic	No	No	No	No	No	No	No
Mk. Torpedo	18-2	18-2	18-2	18-2	18-2	18-2	18-2
Serial No.	99805	99784	57271	99868	99469	99789	99778
Mk. Exploder	8-7	8-7	8-7	8-7	4-7	8-7	4-7
Serial No.	16184	16204	16092	15727	16898	16828	16862
Torpedo Run	2320	2275	2225	2210	2120	2350	2400
Mk. Warhead	18-2	18-2	18-2	18-2	18	18-2	18
Serial No.	5148	4445	5775	5606	965	5179	994
Explosive	TFX	TFX	TFX	TFX	TFX	TFX	TFX
Firing Interval	10 sec.						
Type Spread	1/2L	1/2R	2L	2R	0	1 1/4L	1 1/4R
Sea Conditions	Force 2.						
Overhaul Activity	USS ANTHEDON (AS24)						

Remarks:

Believe torpedoes missed due to short length and shallow draft of targets. Sea water temperature was 80°F., electrolyte temperature 86°F.

U.S.S. BUMPER (SS333)

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

WAR PATROL REPORT #2

U.S.S. BUMPER (SS333)

TORPEDO ATTACK NO. 5

PATROL NO. 2

Time: 0530 (Item) July 20, 1945 Lat. 8-08N Long. 103-40E.

Description	Same convoy as Attack #2.
Ship(s) Sunk or Damaged	One Small Tanker, new standard type, estimated 1200 tons (EC).
Damage Determined By	Saw one torpedo hit. One hour later closed target to 750 yards on surface - all that remained was bow sec- tion sticking out of water. Depth of water 13 fathoms by fathometer.
Target Draft	Unknown, course, speed 7.5 kts., range at firing 2100.

Own Ship Data

Speed 10 kts., course 210T.

Type Attack	Night surface radar, using TBT bearings and radar ranges. Submarine drew abeam from the targets quarter, closed in from abeam, swung ship and fired stern tubes.
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U.S.S. BUMFER (SS333)

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

WAR PATROL REPORT #2

TORPEDO ATTACK #5

Tubes Fired	#7	#8	#9
Track Angle	122S	124S	132S
Gyro Angle	88L	83L	81L
Depth Set	3 ft.	3 ft.	3 ft.
Power	28.2 kts.	28.2 kts.	28.2 kts
Hit or Miss	Miss	Miss	Hit
Erratic	No	No	No
Mk. Torpedo	18-2	18-2	18-2
Serial No.	99766	99753	99743
Mk. Exploder	4-7	4-7	8-7
Serial No.	16427	17340	16853
Actuation Set	Contact	Contact	Contact
Torpedo Run	2460	2490	2550
Mk. Warhead	18	18	18-2
Serial No.	549	969	2097
Explosive	TPX	TPX	TPX
Firing Interval	10 sec.		
Type Spread	0	1R	1L
Sea Conditions	Force 1		
Overhaul Activity	USS ANTHEDON (AS24)		

Remarks:

Believe first two torpedoes missed due to 1/2 knot speed error, subsequently found in submarines pit log. A time interval of 3 min. 5 sec. elapsed between the time the first torpedo was fired and the torpedo explosion - time of run for the third torpedo 2 min. 45 sec. Sea water temperature was 80°F., electrolyte temperature 86°F.

U. S. S. BUMPER(SS333)

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

WAR PATROL REPORT #2

USS BUMPER(SS333)

GUN ATTACK #1

PATROL NO. 2

Time: 1503(Item)

Date: July 15, 1945

Lat. 6-42N

Long. 101-45E

Sunk One Sailing Schooner, heavily laden. Estimated 250 tons.

Damage Determined

By Saw Target sink.

DETAILS OF ACTION:

Battle surfaced at 3100 yards range. Opened fire with 5", 40MM, and 20MM. Saw three 5" hits, number of 40 and 20MM hits undetermined. Closed target to 1000 yards for final hit. Spotting in range by ST radar, in deflection at the gun. The 5" gun really tore him apart.

Ammunition expended: 24 rounds of 5"/25 cal., 90 rounds of 40MM, 135 rounds of 20MM.

U. S. S. BUMPER(SS333)

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

WAR PATROL REPORT #2

USS BUMPER(SS333)

GUN ATTACK #2

PATROL #2

Time: 1230 August 5, 1945

Lat. 1-31S

Long. 105-34E

Sunk One SMALL TUG, estimated 50 tons. One MEDIUM BARGE, estimated 150 tons.

Damage determined by
Saw both sink.

On sighting submarine ~~DETAILS OF~~ ~~REACTION~~ heeded his tow and headed for beach. Opened fire on barge with 40MM which hit numerous times, but only cut up the superstructure. One round of 5" blew his stern off and he sank.

Tug sank after three hits with 5" at 3000 yards

Ammunition Expended: 19 rounds 5", 144 rounds 40MM.

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

WAR PATROL REPORT #2

USS BUMPER (SS333)

GUN ATTACK #3

PATROL NO. 2

Time: 0915 (Item) August 5, 1945 Lat. 1-36S Long. 105-24E.

Sunk One MEDIUM LUGGER, estimated 75 tons.

Damage Determined By Saw LUGGER settle at his anchorage until only masts and part of superstructure showing. Saw five 5" hits, two of which were after he had settled to the bottom.

DETAILS OF ACTION:

LUGGER was anchored in cove behind rocks. Fired from the 10 fathom curve, range 3800 yards. Submarine stopped, to improve fire control. Saw five hits.

Ammunition Expended: 24 rounds 5".

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

WAR PATROL REPORT #2

I. MINES:

None encountered.

J. ANTI-SUBMARINE MEASURES AND EVASION TACTICS:

Nothing new in AS measures was encountered, unless a lack of aggression on the part of the KAMIKAZE is a new AS measure. His depth charging was short, spiritless, and ineffective.

The DD positively had a torpedo detector. His Mast head height was measured twice, came out 72 and 75 feet. He made 200 RPM for 12½ knots. Echo ranging on 17.5 kcs. His zig plan was a variable constant helm - some turns being sharp, others being long and slow.

As mentioned in the narrative, our DCRE (Depth Charge Range Estimator) proved its value.

K. MAJOR DEFECTS AND DAMAGES:

(a) Hull and Machinery

1. No. 2 periscope hoisting pistons developed an oil leak by the piston rings allowing oil to overflow through the vent lines, restricting the use of the scope by requiring the scope to be put in the secured position. This defect has existed for the past six months with past repairs unsuccessful. It is believed that the only solution is a new hoisting cylinder and realignment of piston and cylinders.
2. Aug. 9, 1945: Cracked the liner of unit #13 of #1 main engine. Engine hours: 1750. Cause: Unknown.
3. Aug. 2, 1945: Head stud on #5 unit of #2 main engine. Engine hours 1250. Cause: defective material.
4. Aug. 4, 1945: Water was discovered in starboard reduction gear sump. Cause: A loose flange on the suction side of lub oil pump.

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(b) Ordnance and Gunnery

1. Continued trouble was experienced this patrol with the 5"/25 foot firing mechanism. Although operating satisfactory during training gunnery practices, upon departure for patrol, and upon frequent nightly checks, it failed to work during two out of three gun actions. Upon the first occasion it did not appear to have sufficient throw, possibly caused by contraction of the liquid while submerged prior to battle surfacing. During the third gun action the bellows push rod bent just to the left of the adjusting nut and lock-nut and firing was continued by hand.
2. During the torpedo attack #2, just prior to the intended firing point, the forward gyro angle setter went out of synchronism and drove hard into the stop. Upon inspection later it appeared that relay A had arced badly and stuck. An attempt was made later to induce the casualty to occur again with the original relay but it did not occur. When a spare relay was substituted it stuck once, apparently mechanically, because it did not open when all power was secured. A touch of the finger released it. The cause for this casualty has not been definitely determined. Daily tests when underway since commissioning had never uncovered any similar casualty.

L. RADIO:

No damages or defects.

M. RADAR:

SJ-1/ST: The SJ and the ST radars maintained their remarkable high standard of performance throughout the patrol. Only routine defects were encountered, such as tube failures and detuning, with the exception of the SJ training gear box, which broke so that it was impossible to shift from power to hand train. The SJ gave ranges of 10,000-15,000 yards on submarines, and an exceptional range of 104 miles on the island of BALI. The ST gave ranges up to 10,000 yards on sailing vessels; unusual weather conditions gave ranges on the Destroyer attacked from 18,500 yards in, with seven feet of periscopes exposed.

SD : The SD also performed very well during the patrol. Nothing other than tube failures were encountered.

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

WAR P. TROL REPORT #2

N. U. SOUND GEAR AND SOUND CONDITIONS:

Overall performance of all sonar equipment was very good this patrol. No casualties were experienced.

On Friday July 13 JP picked up a contact which later was verified as a British submarine. Range was later calculated to be 30,000 yards, an exceptional range for this type of target.

Sound conditions as a whole can only be classed as poor to fair. On 19 July during torpedo attack on destroyer in company with smaller ships maximum range for both sonic and supersonic equipment was from 4000 to 5000 yards.

O. DENSITY LAYERS:

The following density layers were obtained:-

<u>DATE</u>	<u>LAT.</u>	<u>LONG.</u>	<u>LAYER DEPTH</u>	<u>REMARKS</u>
7/10/45	14-44.2N	120-08.7E	100 ft.	4 deg. temp. change for increase of 100 ft.
7/19/45	6-56.5N	103-41E	20 ft.	3 deg. temp change for increase of 100 ft.
7/19/45	6/55N	103-55E		Isotherman Waters
7/20/45	6-00N	104-50E	20 ft.	3 deg. temp. change for 40 ft.
7/22/45	8-38N	108-44E		Isothermal Waters
8/2/45	1-04N	105-20E		Isothermal Waters
8/11/45	8-00S	115-13E		Isothermal Waters

P. HEALTH, FOOD AND HABITABILITY:

The health of the Officers and crew was excellent. The food, though not of great variety, was very good.

C-O-N-F-I-D-E-N-T-I-A-LWAR PATROL REPORT #2Q. PERSONNEL

- a. 17 men were detached after previous patrol.
- b. 77 men on board during patrol.
- c. 55 men qualified at start of patrol.
- d. 13 men qualified at end of patrol.
- e. 9 men unqualified making first patrol.
- f. 18 men advanced in rating.
- g. General Comment:

The performance of duty of all hands met the high standard of submarine warfare. During the BATTLE OF SIAM GULF they proved themselves. I was proud to be their Commanding Officer.

R. MILES STEAMED - FUEL USED:

Subic Bay to Area	1290 mi.	14670 gal.
In Area	1330 mi.	14970 gal.
Area to Subic Bay	1188 mi.	14000 gal.
Subic Bay to Area	1341 mi.	20290 gal.
In Area	2735 mi.	28220 gal.
Area to Fremantle	1540 mi.	28000 gal.

S. DURATION:

Days enroute to Areas	8
Days in Areas	20
Days enroute to bases	9
Days Submerged	4

TOTAL 37

T. FACTORS OF ENDURANCE REMAINING:

<u>TORPEDOES</u>	<u>FUEL</u>	<u>PROVISIONS</u>	<u>PERSONNEL FACTOR</u>
20 + 3	39,700	30	10

Limiting factor this patrol: OPORD 92-45

U. S. S. BUMPER(SS333)

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

WAR PATROL REPORT #2

U. COMMUNICATIONS, RADAR AND SONAR COUNTERMEASURES:

1. Radar Countermeasures:

No evidence of enemy radar countermeasures were noted.

Only one radar was observed on the SPA/APR.

0700I	Lat. 8-05S	160 mc.	5 micro. sec.	400 cps
8/9/45	Long. 115-10E	freq.	pulse width	PRR

2. COMMUNICATION COUNTERMEASURES:

No communication countermeasures were encountered. Interference was slight and was not considered intentional. Some fading was noticed of NVB signal in vicinity of barrier but was not great enough to cause any major difficulties.

3. SONAR COUNTERMEASURES: None encountered.

V. REMARKS:

NONE.

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

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3. SONAR COUNTERMEASURES: None encountered.

V. REMARKS:

Should this be the BUMPER'S last War Patrol (which we all pray it will) we lay claim to the title of the last submarine to fire a full load of torpedoes at the enemy.

U. S. S. DUMPER(SS333)

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

WAR PATROL REPORT #2

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0700I Lat. 8-05S	160 mc.	5 micro sec.	400 cps
8/9/45 Long. 115-10E	freq.	pulse width	PRR

2. COMMUNICATION COUNTERMEASURES:

No communication countermeasures were encountered. Interferences was slight and was not considered intentional. Some fading was noticed of NVE signal in vicinity of barrier but was not great enough to cause any major difficulties.

3. SONAR COUNTERMEASURES: None encountered.

V. REMARKS:

NONE.

Serial 0560-A

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

11 September 1945

~~CONFIDENTIAL~~
SECOND ENDORSEMENT to:

USS BUMPER Conf. Ltr. A4,
Serial 013, dated 15
August 1945. 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. BUMPER (SS333) - Report of Second War Patrol
(10 July to 15 August, 1945).

1. The Second War Patrol of the BUMPER was conducted in the GULF of SIAM and JAVA SEA Areas, under the command of Commander J. W. WILLIAMS, Jr., U.S.N.

2. The highlight of the patrol was the tenaciousness and fighting spirit with which the BUMPER chased and repeatedly attacked with torpedoes a convoy consisting of two small tankers, a freighter, several PC escorts and a KAMIKAZE destroyer. Unfortunately, of nineteen torpedoes fired in four attacks only one hit was obtained and this sank a 1200 ton tanker. A gyro setter casualty, an alert destroyer and the shallow draft of the targets are considered to be mainly responsible for the other torpedoes missing. A small tanker at anchor was sunk with torpedoes and three well executed gun attacks put four small ships on the bottom.

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

4. The Force Commander congratulates the Commanding Officer, Officers and Crew on this well conducted, aggressive patrol in which the following damage was inflicted on the enemy:

S-U-N-K

1 Small Coastal Tanker (EC)	800 Tons
1 Small Tanker (EC)	1200 Tons
*1 Large Sailing Schooner	250 Tons
*1 Tug and Barge	200 Tons
*1 Medium Lugger	75 Tons
Total	2525 Tons

* Sunk by gunfire.

JAMES FIFE.

Serial 0560-A~~CONFIDENTIAL~~

11 September 1945

SECOND ENDORSEMENT to:

USS BUMPER Conf. Ltr. 44,
Serial 013, dated 15
August 1945. Report of
Second War Patrol.

Subject: U.S.S. BUMPER (SS333) - Report of Second War Patrol
(10 July to 15 August, 1945).

DISTRIBUTION:

Cominch	(3) Direct	ComSubPacAdCom	(1) (airmail)
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CTG-71.5	(2)	SubAd, Mare Island	(2)
		S/Ms 7thFlt	(1)

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

SUBMARINE SQUADRON THIRTY

Ce

FC5-30/A16-3

Serial: 0157

Care of Fleet Post Office,
San Francisco, California,
21 August 1945.

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

FIRST ENCOUNTER to
USS BUMPER (SS333) -
Report of Second
War Patrol.

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

Subject: U.S.S. BUMPER (SS333) - Report of Second War Patrol.

1. The second war patrol of the BUMPER under the command of Commander J. W. Williams, Jr., U.S. Navy, was conducted in the Gulf of Siam, off Singapore and Java Sea areas. Patrol was of thirty-seven days duration with twenty days spent in the area. The BUMPER returned to Subic on 24 July for a torpedo reload.

2. Torpedo Attack No. One; was a day submerged attack on a small coastal tanker, 800 tons (PC) anchored off LEM CHONG PRAU. Three Mk-18 torpedoes were fired on 130° track, depth set zero feet with a torpedo run of 1700 yards. Two torpedoes hit and target was completely demolished.

Torpedo Attack No. Two; was a day submerged attack using ST radar on a convoy consisting of two small tankers, one small AK, several PC escorts and a Kamikaze destroyer patrolling 4000 yards ahead. Three Mk-18 torpedoes were fired from bow tubes at the destroyer on an average track of 105° starboard, depth set five feet, large gyro angles and an average torpedo run of 6000 yards. All torpedoes missed. Casualty to gyro setter prevented shooting earlier. Misses are accredited to large gyro angles and short torpedo run. Six depth charges were dropped by the destroyer with no damage to BUMPER.

Torpedo Attack No. Three; After an end around lasting six hours, with BRILL and BUGARA both attacking the convoy with negative results, the BUMPER dove 15,000 yards ahead of the convoy to conduct an ST radar attack. Thirty-five minutes later six Mk-18 torpedoes were fired at the Kamikaze destroyer from bow tubes on a 115° port track, gyros 80° left, depth set four feet with a torpedo run of 2150 yards. One minute after firing the destroyer turned away, presenting a 180° angle on bow and all torpedoes missed. This destroyer was undoubtedly equipped with a torpedo detector and knew how to use it.

Torpedo Attack No. Four. BUMPER surfaced and trailed the convoy after missing on last attack. The BUMPER then commenced a quarter approach on main target group and chose the nearest pips as targets. This was a surface SJ radar attack using radar bearings and ranges as targets could not be seen due to reduced visibility. Four Mk-18 torpedoes were fired from bow tubes at nearest target, on a 120° port track, depth set 5 feet, small gyro angles with a torpedo run of 2250 yards. All torpedoes missed. The BUMPER then fired 3 Mk-18

SUBMARINE SQUADRON THIRTY

Ce

FC5-30/A16-3

Serial: 0157

Care of Fleet Post Office;
San Francisco, California,
21 August 1945.

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

FIRST ENDORSEMENT to
USS BUMPER (SS333) -
Report of Second War Patrol.

Subject: U.S.S. BUMPER (SS333) - Report of Second War Patrol.

torpedoes from stern tubes at next target on a 100 port track, depth set five feet, gyros 38° left with a torpedo run of 2300 yards. All torpedoes missed.

Torpedo Attack No. Five. Two hours later the BUMPER was in position for a night surface radar attack using TBT bearings. The last three Mk-18 torpedoes were fired from stern tubes at a small tanker, 1200 tons (EC), on a 125° starboard track, gyros 85° left, depth set 3 feet with a torpedo run of 2500 yards. The last torpedo hit and the tanker sank.

3. Gun Attack No. One: On 15 July a heavily laden sailing schooner 250 tons (EU) was attacked with all guns. Opening range was 3100 yards; three 5" hits and numerous 40mm and 20mm were obtained and target sank in 14 minutes.

Gun Attack No. Two: While surface patrolling off entrance to KLABAT BAY, a small tug with barge in tow was contacted moving along the coast. When the tug sighted the BUMPER he slipped his tow and headed for the beach. The BUMPER opened fire with 5" and 40mm and sank both tug and barge.

Gun Attack No. Three: About two hours after the above attack a lugger was contacted at anchor. The BUMPER sank the lugger with 5 hits from 19 rounds 5" at a range of 3900 yards.

4. The BUMPER returned from patrol very clean and in excellent material condition. Refit will be completed in normal time. The morale of this fighting ship is high.

5. The Squadron Commander congratulates the Commanding Officer, officers and crew of the BUMPER upon the completion of this extremely aggressive and smartly conducted patrol, on the excellent planning and intelligent use of all weapons and the damage inflicted upon the enemy.

C. C. Smith
C. C. SMITH.

U. S. S. BUMPER(SS333)

SS333/A4

Serial: 013

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

From: Commanding Officer, U. S. S. BUMPER (SS333).
To : Commander in Chief, United States Fleet.
(1) Commander Submarine Division 302.
(2) Commander Submarine Squadron 30.
(3) Commander Task Force 71.

Subject: U.S.S. BUMPER (SS333) - Report of War Patrol Number TWO.

Enclosures: (A) Subject Report.
(B) Track Chart.

1. Enclosure (A) covering the SECOND War Patrol of this vessel conducted in the GULF OF SIAM, SINGAPORE AREA, and JAVA SEA during the period July 10, 1945 to August 15, 1945, is forwarded herewith.

J. W. Williams, Jr.
J. W. WILLIAMS, Jr.