

HISTORY OF USS GUAVINA (SS 362)

During her six war patrols the submarine USS GUAVINA is officially credited with sinking more than 32,000 tons of shipping which the Japanese needed desperately to supply their war effort. In addition, the ship rescued seventeen flyers who had been forced down in enemy waters.

Built by the Manitowoc Shipbuilding Company at Manitowoc, Wisconsin, the submarine was named a fish found in the freshwater streams of the West Indies and the Atlantic shores of Mexico and Central America. The ship's keel was laid on 3 March 1943 and her launching took place on 29 August 1943. Miss Marie Roen, a Manitowoc resident, acted as sponsor.

USS GUAVINA was first placed in commission on 23 December 1943. Commander Carl Tiedeman was the ship's first commanding officer.

After training exercises and trials on Lake Michigan, the submarine began her journey down the Mississippi on 16 January 1944. From New Orleans she sailed to Pearl Harbor via the Panama Canal, making port on 12 March. Her first war patrol began on 6 April 1944 when Commander Tiedeman conned her out of the harbor and set her course for the Bonin Islands.

Refueling at Johnston Island, she was in position for her first attack on 19 April, when she got off a snap shot at a small trawler. Heavy seas caused the missile to run under the target and prevented any gun action.

Three days later the submarine came to battle surface to engage two small trawlers. One of the vessels made good his escape, but the second was sinking as GUAVINA left the area.

On the 25th, a large merchantman accompanied by one escort came into view, and GUAVINA began a submerged approach. After reaching a position only 500 yards away, she fired four stern torpedoes and swung for a bow shot as the target changed course, thus avoiding the first torpedo spread. Three of the bow torpedoes found their mark and GUAVINA went deep to avoid a haphazard depth charging.

A convoy report from USS SAWFISH sent the sub out to intercept, and shortly before sunrise five ships appeared. A zigzag threw the sub out of position and so she surfaced to begin running around the convoy.

Diving, she waited for over an hour until the ships came into position. Firing three torpedoes at the center freighter, the skipper heard three tremendous explosions with the target engulfed in thick black smoke as he swung for a shot at another cargo ship. Two explosions were then heard, followed by a tremendous blast which shook the sub as she went deep to escape depth charges.

Leaving her patrol area, GUAVINA proceeded to Wake Island, where she was to perform lifeguard duty during carrier air strikes there. The planes worked Wake over thoroughly on 24 May, as the submarine cruised leisurely five

miles off shore, watching the show. No pilots were shot down in her vicinity, and she arrived in Majuro on the 28th.

After a refit the submarine departed on 20 June 1944 for her second patrol, to be conducted in the Palau and Yap areas.

Her first ship contact came on 3 July when a merchant ship, boxed in by four escorts, appeared. Since she could not get into a good firing position during daylight, she trailed the convoy until sunset and then ran ahead. At 0348 she fired four torpedoes, scoring three hits. As she lay deep for the inevitable depth charging, the target could be heard breaking up as if he were sinking right alongside.

A float plane caught her at periscope depth three hours later and dropped eight bombs, but could not score. Taking up her lifeguard station, GUAVINA waited for nine days before receiving word of a downed plane.

Proceeding to the scene of the crash, the submarine searched for 20 hours before finding the first three survivors. Another was located five miles away. Lookouts spotted another bomber crashing on the 19th, and after an all-night search eight men were taken aboard. The search for the remainder continued until nightfall on the 21st, when she left for Seeadler Harbor, Manus.

After disembarking her survivors and refueling, the submarine continued to Brisbane, Australia for a refit, staying in port there until 16 August 1944, when she departed for her third patrol.

Two small coastal freighters evidently mistook GUAVINA's intentions when she surfaced near them on the 31st. They immediately changed course toward her, followed by natives who put out from the shore in small boats. When the range closed to 3700 yards, the sub's gun crew disillusioned them with a few well-placed shots. All the boats turned tail for the beach, but both the freighters were sunk.

Sent to look for aviators reported shot down in the mouth of Davao Gulf with no success, the sub rendezvoused with USS BASHAW to receive patrol orders early in the month. On 12 September she sighted a small boat manned by friendly Filipinos and let them pass.

One of the most thorough attacks on record followed when, on the 15th, the smoke of a ship on the horizon attracted her attention. After waiting in vain for the ship to come through Sarangani Strait, GUAVINA went in after him, bucking a strong current as she went through the strait on the surface. At 15,000 yards she dived to approach the transport, which was anchored in a cove, evidently hiding from American planes.

After working her way in to 2000 yards, the submarine fired four torpedoes, two of which struck the target aft, setting off a blast which engulfed the entire after part of the ship, sending huge flames and black clouds of smoke towering into the air. Working around to the ship's port bow, she fired three more, one of which blew the target's bow off. Successive torpedoes demolished the bridge, amidships and stern.

Surfacing 300 yards from the wreckage, GUAVINA cleared the area at full speed, leaving what wreckage there was above water a jumbled, twisted mass. Half an hour later a huge internal explosion lifted the remains into the air, and they fell buring in three separate masses of useless junk.

After a fruitless attack on a small trawler, the submarine refueled at Seeadler and arrived in Brisbane on 28 September, where she remained for a month before sailing for her fourth patrol.

Rendezvousing with BREAM to secure a spare radar part, GUAVINA continued toward her area off Indo China. While in transit through Mindoro Strait on the 15th she sighted a ship which had been set afire by carrier planes during the day and added two torpedoes to sink her.

On the 22nd she sighted a Japanese merchant ship anchored in what seemed to be a perfectly safe place -- inside the reef of Tizard's bank. Not to be cheated of a good target, GUAVINA's skipper worked her around until he found a spot where the reef was more than three feet deep and fired two torpedoes from 3400 yards, causing two big explosions. Surfacing, she maneuvered for a bow shot, but found it unnecessary when the target sank.

No one passed the word, evidently, because when the submarine inspected the position again the following morning a large cargo ship was anchored in much the same position. One long shot over the reef missed, and so she maneuvered around the island to a low spot and fired again. The heavy swell caused the torpedo to broach, but a second ran true and hit the target squarely between the stack and after mast. When the smoke had cleared away, the target had rolled over on its starboard side, sinking stern first. Only a small bit of the bow, held up by the reef, was left above water.

Proceeding to Indo China, the ship carried out her next attack on 28 November when she fired three bow torpedoes at a cargo ship with only one escort. A plane forced her to dive as she fired, and dropped an aerial depth charge which made the ship "rattle like an old tin can." Two timed hits were heard, followed by a big explosion as GUAVINA hit bottom.

Four tankers, prime targets for submarine warfare, crossed her sights on 1 December, but the six destroyers escorting them kept her from pressing an attack. After a week and a half of stormy weather, the subs threw an offensive line from Camranh Bay in Indo China to the Dangerous Grounds off Palawan.

The move paid off in a rich sighting three days later when a task force of two battleships and two destroyers was sighted, but their plane coverage prevented an attack.

After making a torpedo attack in stormy seas against a destroyer escort without results, the submarine left for Fremantle. During her transit of Lombok Strait the Japanese opened fire with a shore battery. Since the strong rip tide prevented her diving, GUAVINA continued to run on the surface, depending on radical maneuvers to throw the enemy gunners off. Soon the shells were safely put astern and the sub arrived in port two days after Christmas.

Lieutenant Commander R. H. Lockwood assumed command of the submarine during her refit, and on 23 January 1945, took her out in a coordinated search and attack group with PAMPANITO, BECUNA and BLENNY.

GUAVINA first sighted a small convoy during the early morning of 7 February, and moved to intercept a convoy of two ships with two escorts. Since the bright moonlight would immediately spoil any attempt at a surface attack, she submerged and waited until a course change gave her an overlapping target.

Firing six torpedoes, she made two hits on an oiler and one on a freighter before having to dive to avoid a escort. Hitting the bottom near the stern of the sunken tanker, she rested there for an hour and a half, listening to the escorts in their vain search.

Teaming with PAMPANITO, she worked over a convoy the same evening. With PAMPANITO on the enemy's starboard quarter, GUAVINA tried two approaches without success and finally retired, firing four signal rockets to draw off the escorts. Taking advantage of his absence, PAMPANITO torpedoed her target in the stern. The ship later blew up and sank.

Two tankers were seen on 20 February hugging the coast of Cape Padaran and, after a long wait, the submarine blasted the leading ship with three hits. Seeking the bottom again, she lay for seven hours as the Japanese criss-crossed the area, dropping 98 depth charges.

Staying on patrol and plane guard duty until 3 March, the submarine proceeded to Subic Bay, Luzon for her refit, arriving on the 5th.

On 21 March, after a refit alongside USS GRIFFIN, GUAVINA left for her sixth war patrol, assigned an area in the South China Sea. On the 29th, after a strike over Indo China, a crippled bomber was ditched alongside the sub and five flyers were rescued.

GUAVINA left her area on 21 April, bound for San Francisco via Saipan and Pearl Harbor. She arrived on 17 May and proceeded to the Bethlehem Steel Shipyard for an overhaul. She left San Francisco on 6 August and was en-route to Pearl Harbor when the war ended. Departing on 6 September 1945 she proceeded to Mare Island, California, where she was put out of commission in reserve in January 1947.

The submarine was reactivated in April 1949 and converted to a submarine oiler. As of August 1943 she is active, designated (AGSS 362).

USS GUAVINA earned five Battle Stars on the Asiatic-Pacific Area Service Medal for participation in the following operations:

- 1 Star/Western New Guinea Operation
Noemfoor Island Operation -- 2 -23 July 1944
- 1 Star/First submarine war patrol -- 6 April - 28 May 1944

- 1 Star/Third submarine war patrol -- 16 August - 29 September 1944
- 1 Star/Fourth submarine war patrol -- 27 October - 27 December 1944
- 1 Star/Fifth submarine war patrol -- 23 January - 5 March 1945

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STATISTICS

OVERALL LENGTH	312 feet
BEAM	27 feet
SPEED	20 knots
DISPLACEMENT	1468 tons
COMPLEMENT	8 Officers -- 72 enlisted

* * * * *

Compiled: October 1953

SS362/A12

Serial (142)

FILE OF THE
OCT 15 1945
SUBV
COMMANDER SUBMARINE
PACIFIC FLEET
ADMINISTRATION

U.S.S. GUAVINA (SS362)
c/o Fleet Post Office,
San Francisco, Calif.

12 October 1945.

From: The Commanding Officer.
To : The Secretary of the Navy.
Subject: Ship's History.
Reference: (a) ALPAC 202.
(b) ComSubPacAdComd ltr FF12-10(A)/A12, serial
3199 of 24 Sep 1945.
Enclosure: (A) Ship's History.

1. In accordance with references (a) and (b)
a ship's history of this vessel is hereby submitted, cover-
ing a period from 3 March 1943 to 15 September 1945.

R.H. LOCKWOOD.

Copy to:
ComSubPacAdComd ✓
CinCPac
File

Ship's History

The keel of the U.S.S. Guavina was laid on March 3, 1943 at the Manitowoc Shipbuilding Company Yard at Manitowoc, Wisconsin. She was the second of four sister ships, Colet, Guiterro and Hammerhead. The Guavina was launched on August 29, 1943. Like all Manitowoc submarines, she was launched sideways.

The Guavina was commissioned on December 23, 1943 at the Manitowoc Yards, sponsored by Miss Marie Rowen of Manitowoc, Lt-Comdr. Carl Tiedeman, USN, commanding.

From December 23, 1943 to April 5, 1944 the Guavina was outfitting, shaking down and training; all in preparation for taking her place as a fighting unit of the U.S. Fleet. After three weeks of training on Lake Michigan, she started her trip to the ocean. On January 16, 1944, following other Manitowoc submarines, the Guavina made her trip down the Mississippi River to New Orleans in a drydock. The Guavina left New Orleans on January 30, 1944 en route to Panama. After three weeks of training in Panama and two weeks en route, the Guavina arrived in Pearl Harbor, T.H. on March 12, 1944.

The Guavina left Pearl Harbor, T.H. via Johnston Island for her first war patrol, Lt-Comdr. Carl Tiedeman, USN, commanding. The patrol area assigned was the shipping lanes around the Bonin Islands. The first kill was a 475 ton fishing trawler sunk in a pre-dawn gun attack on April 22. On April 25 after a morning submerged approach a 9,300 ton freighter was sunk. On April 26 after tracking all night a submerged approach was made on a three ship, escorted convoy. Two freighters were sunk for a total of 9,700 tons. After a lifeguard assignment off Wake Island where no aviators were shot down, the Guavina ended a 52 day patrol at Majuro Atol, Marshall Islands. Combat insignia was awarded.

After undergoing a refit alongside the U.S.S. Sperry, the Guavina left Majuro on June 20 for her second patrol off Palau, Lt-Comdr. Carl Tiedeman, USN, commanding. On July 4 after tracking ahead of a convoy of 4 escorts and one ship, a pre-dawn submerged approach was made which resulted in the sinking of a 5,265 ton freighter on July 14. While lifeguarding off Yap Island four aviators were rescued from a ditched B-24 on July 19-20. Eight aviators were rescued after bailing out of a burning B-24. On July 25, the aviators were returned to their base at Secadler Harbor, Admiralty Islands. On July 31 a 42 day patrol was ended in Brisbane, Australia. Combat insignia was awarded.

U.S.S. GUAVINA(SS362) SHIP'S HISTORY (cont'd)

On August 16 after a refit by the Submarine Repair Unit at Brisbane, the Guavina departed for her third patrol off southern Mindanao via Seeadler Harbor, Lt-Comdr. Carl Tiedeman, USN, commanding. On August 31 the Guavina battle surfaced and sank two 500 ton coastal freighters by gunfire a half mile off the Mindanao coast.

On September 15, D-day for the Halamahere invasion, the Guavina destroyed with eight torpedo hits a 2,000 ton APD anchored in Sarangani Straits by conducting a submerged approach against a 3½ knot current. In the late afternoon, the Guavina surfaced 300 yards from the burning hulk and cleared the area. The Guavina returned to Australia via Seeadler and arrived in Brisbane on September 29 after a 44 day patrol. Combat insignia was awarded.

After another refit by the repair unit at Brisbane, the Guavina departed on October 27 for patrol number four via Torres Strait and Darwin. The area assigned was in the South China Sea off Dangerous Ground and Cape Varella, Lt-Comdr. Carl Tiedeman, USN commanding.

On November 15 while transiting Mindoro Strait, the Guavina sank a 3,000 ton AP that had previously been hit and left burning by planes. The ship sank after being struck by two torpedoes fired from the surface.

On November 22, a 10,000 ton anchored tanker was sunk off Its Abu Island. The next day a 7,500 ton freighter was sunk in approximately the same spot. Both ships were sunk by submerged torpedo attacks where torpedoes had to be fired over a reef.

On November 28 an escorted 3,500 ton freighter was sunk by submerged torpedo attack off Cape Varella, Indo China. On December 27 the Guavina arrived at Perth, Australia after a 60 day patrol. Combat insignia was awarded.

The Guavina was refitted in Perth by the submarine repair unit. During the refit period Lt-Comdr. R.H. Lockwood, USN relieved Comdr. Carl Tiedeman, USN as commanding officer. On January 23, 1945 the Guavina left Perth on her fifth war patrol for an area in the South China Sea, stopping at Exmouth Gulf, Australia for fuel.

On February 8 after a midnight submerged attack a 10,000 ton tanker was sunk and a 4,000 ton freighter was damaged. To escape the escorts the Guavina lay on the bottom in 130 feet of water, near the sunken ship while the escorts searched aimlessly. On February 20 another 10,000 tanker was sunk. The ship was one of a heavily escorted convoy. During the counter attack while lying on the bottom in 120 feet of water, the

U.S.S. GUAVINA(SS362) SHIP'S HISTORY (cont'd)

Guavina received ninety eight depth charges and bombs which caused minor damage. After a 41 day patrol, the Guavina arrived at Subic Bay, P.I. Combat insignia was awarded.

On March 21, after a refit alongside the U.S.S. Griffin, the Guavina left on her sixth war patrol. The area assigned was in the South China Sea. On March 29 after a strike over Indo China, a crippled B-25 was ditched alongside the Guavina. Five Army Air Force flyers were rescued. Combat insignia was awarded.

On April 21, the Guavina left her area en route San Francisco via Saipan and Pearl Harbor. On May 17, the Guavina arrived at San Francisco and proceeded to Bethlehem Steel Shipyard for a Navy Yard overhaul. The Guavina left San Francisco on August 6 and was en route Pearl Harbor when the war ended. The Guavina returned to the United States on September 6, 1945 and proceeded to Mare Island Navy Yard where she will be put in reserve.

Number of Patrol	Number and Type Ships Sunk	Total Tonnage Ships Sunk	Number and Type Ships Damaged	Total Tonnage Ships Damaged	Total Number Aviators Rescued
1	: 3 AK : 1 Fishing: : Trawler:	: 19,531	: --	: --	: --
2	: 1 AK	: 5,265	: --	: --	: 12
3	: 1 APD : 2 Coastal: : Freight- : ers	: 3,000	: --	: --	: --
4	: 1 AP : 1 AO : 2 AK	: 24,000	: --	: --	: --
5	: 2 AO	: 20,000	: 1 AK	: 4,000	: --
6	: --	: --	: --	: --	: 5
Total:					
for war	: 14	: 71,796	: 1	: 4,000	: 17

A. PROLOGUE.

Arrived Brisbane, Australia, September 29, 1944. Given refit by Submarine Repair Unit. Overhauled two main engines, installed two new sound heads, converted #4 ballast tank to a fuel ballast tank, installed V.F.F. radio equipment. Re-loaded torpedoes as follows: 8 electric aft, 16 steam (Nos. 14: Nos. 23) forward.

B. NARRATIVE.

October 27, 1944

1400(I) Departed New Farm Wharf, Brisbane, Australia, in company with FLOUNDER and BASTARD. Commander R. C. LYNCH, USN, in FLOUNDER as training officer. Made rendezvous with USS CLATSOP (J-304) off Caloundra Head, and proceeded in company with the above named vessels.

October 28-31 (inclusive)

Conducting training exercises enroute. Escort detached afternoon of October 31. Proceeding in company with FLOUNDER and BASTARD to Darwin, Australia, via Torres Strait.

November 2, 1944 Transit Torres Strait.

November 5, 1944

1000(I) Arrived Darwin, Australia. Moored alongside SPANTIGER. Topped off with fuel oil, lub oil, fresh water. Made repairs to SD radar masts to stop leaks in mast. Also made repairs to V.F.F. Received CTF-71 Operation Order #160-44 dated November 2, 1944.

November 6, 1944

1230(I) Underway proceeding to patrol station in company with FLOUNDER. Conducting training exercises and communication drills enroute.

November 7, 1944

0810(I) Dived.
1932(I) Surfaced. Proceeding through pass east of TITON during night.

November 10, 1944 On station off PALLI.

0342(I) In position Latitude 9-10-30(S) Longitude 115-38-00(W) - Off the northeast coast of PALLI in Lombok Straits) - Dived spent day patrolling in immediate vicinity this location. Saw several sailboats, and one small steam trawler.

1915(I) Surfaced. Proceeding via Makassar Straits to new area. SD radar out of commission since last night. So far unable to make repairs.

B. NARRATIVE. (Continued)

November 11, 1944 Proceeding new station via Makassar Straits. Several unidentified SD radar plane contacts today. Dived for three of them, none sighted. Heavy sailboat contacts today.

November 12, 1944 Proceeding station via Makassar Straits.
0547(✓) Dived.
0705(✓) Sighted American Submarine.
0710(✓) Surfaced and exchanged calls and signals with FLOUNDER. Now proceeding independently to a station west of Cape MALACALTA POINT (off BIRAU BIRAUAN Island).
1700(✓) Dived in position 5 miles south BIRAU BIRAUAN Island. Approaching position submerged.
1904(✓) Surfaced 6000 yards west of BIRAU BIRAUAN Island. Patrolling vicinity on surface. No contacts.
2100(✓) Had to clear area now to make rendezvous point with BIRAU.
2110(✓) Sighted what appeared to be submarine, close to east side of island (Not FLOUNDER - Did not look like silhouette of our submarines, but not sure - Have no SD radar to establish communication).
2112(✓) Submarine disappeared. Believe he dived. Continued clearing area.
2139(✓) Tremendous aircraft Radar Interference on radar detector.
2140(✓) Bright flare dropped and landed burning in water about 8,000 yards away, two more flares seen glowing over horizon. Maneuvering out of here as it looks like planes have picked us up. SD radar showed two "bins", one 5 miles, one 10 miles. In general clearing area to east and southeast. Continuous aircraft interference, more flares dropped over horizon, planes in and out to about 18 miles. One plane had fixed beam other had a sweep beam.
2340(✓) Two explosions heard through hull by all hands below decks. Not heard by me on top side (too busy at this time maneuvering ship). This is a clear dark night and the wake looks like a neon sign. However have been able to maneuver clear of planes.

November 13, 1944
0018(✓) The two planes seemed to loose us for a spell but now they are "coming in". Closest one steady at 5 miles, other one at 10 miles. Tremendous radar interference. Other one coming in steady. Both now at 4 miles. Can not see their exhaust nor hear their engines. It looks now like they have the range.

B. NARRATIVE. (Continued)

November 13, 1944

- 0022(H) Dived. Range closed to 3 miles as we surfaced. No bombs.
- 0058(H) Surface. Radar contact at 18 miles. However did not come in. Guess they lost the scout. Have rounded Cape MANOKALINAT by now, heading up into SULTAN Sea. Not bothered again by them.
- 0600(H) Exchanged voycall (c.w.) with BREAN.
- 0945(H) In rendezvous position. (Latitude 3-00N, Longitude 119-30E). Patrolling vicinity this point.
- 1003(H) Sighted TBF scout plane to the north. He did not close us and went about his business.
- Converted $\frac{1}{4}$ Fuel Ballast tank to normal ballast tank.
- 1017(H) Dived to wash out tank.
- 1026(H) Surfaced.
- 1344(H) Submarine surfaced 8,000 yards from our position. Exchanged calls with BREAN.
- Maneuvered alongside and received spares for SJ radar. BREAN had spares nicely padded and sealed in a flour can for transfer.
- 1412(H) BREAN dived to remain in vicinity.
- 1413(H) Dived to remain in vicinity while repairing radar.
- 1600(H) Surfaced. Making final adjustments on radar.
- 1645(H) BREAN surfaced. Tuning radar on BREAN. SJ radar now working O.K.
- 1700(H) Took departure from BREAN. Proceeding toward SIBUTU PASS.
- 2034(H) Exchanged recognition signals and calls via SJ radar with FLOUNDER.
- 2300(H) Starting transit SIBUTU.

November 14, 1944

- 0018(H) Through SIBUTU. Proceeding through SULT Sea.

November 15, 1944

- 0710(H) Dived.
- 1826(H) Surfaced. Proceeded toward MINDORO STRAIT, EAST APC PASS.
- 2115(H) Sighted glow over horizon while proceeding northwestward along Ambulong Island, Philippine Islands.
- 2149(H) SJ radar "pip" at 15,000 yards with some bearing as glowing fire on horizon.
- 2151(H) Made out a ship with deck fires burning forward and aft.
- 2155(H) Tracking indicated target stopped. Maneuvered into attack position. Illumination from fires enough to show clear silhouette of target. Closed range to 2,000 yards and at:

E. NARRATIVE. (Continued)

November 15, 1944

- 2222(T) Fired one forward (steam) torpedo, gyro angle zero, depth 4 feet, range 1950 yards, track angle 150° port. Observed torpedo run down track and at:
- 222320(U) Hit target amidships. This caused a tremendous explosion and the target burst into violent flames. Looks like she is carrying some aviation gasoline. She began to settle forward, listed to starboard and twisted around to present an angle on the bow of 140° starboard. This had been a clear dark night but now the area was completely illuminated and the target was plainly identified as a medium AP.
- 222415(T) Fired one forward (steam) torpedo. This torpedo ran erratic to the left (was set for zero gyro and 4 feet) and exploded at end of run.
- 222415(U) Fired one forward (steam) torpedo, gyro angle zero, depth 4 feet, range 1400 yards, track angle 135° starboard.
- 222710(T) Hit amidships. A tremendous explosion. Ship broke in two and sank almost immediately. Also pip disappeared from radar screen. Area still illuminated by oil fires on the water. After first torpedo hit the area was completely illuminated by fires and the entire scene was clearly visible to the entire bridge watch.
- 2228(T) Cleared area to the northwestward, going along coast in search of more possible targets.
- 2250(X) SJ radar "pip" at 6,000 yards. Closed in but could not sight it at 3,000 yards. "Pip" indicated very small target. Decided this not a torpedo target and too dark for any identification. Proceeded.
- 2357(T) SJ radar "2 pips" at 6,000 yards. Smaller than previous contact. These not sighted at range 2800 yards. Decided these not torpedo targets. Proceeded. No further contacts along coast in Mindoro Strait. (West Apo Pass).

November 16, 1944

- Proceeding westward through South China Sea north of Dangerous Ground.
- 0200(T) Sent message to CTF-71 regarding sinking of AP.
- 0220(X) Exchanged recognition signals via SJ radar with HADDO.

November 17, 1944

Enroute Station.

November 18, 1944

- Proceeding to patrol station, the northwest approaches to TIZARD'S BANK for an Offensive Reconnaissance of that area.

B. NARRATIVE. (Continued)

- November 19, 1944 On station in northwest approaches to TIZARD'S BANK. (Submerged day patrol)
- November 20, 1944 On station in northwest approaches to TIZARD'S BANK. (Submerged day patrol)
- November 21, 1944 On station in northwest approaches to TIZARD'S BANK. (Submerged day patrol)
- November 22, 1944 On station in northwest approaches to TIZARD'S BANK. (Submerged day patrol)
- 1640(U) Sighted masts of ship, (Range 14,000 yards), across and behind the island of TITAPUA in TIZARD'S BANK. Ship was on a southwesterly course. It came out from behind the island, made a fast turn to the right, reversing course. Tracking then indicated she was stopped. She had probably anchored. (Latitude 10-22N, Longitude 114-21E) This position puts her inside the reef of TIZARD'S BANK. I maneuvered for an attack position from the southwest of the reefs. The ship is a TANKER; raked bow, mast, bridge, coal post, mast, stack, counter stern, resembling type HUZISAN MARU, gross 205 GRT 208J. ton.
- 1758(U) Sunset.
- 1815(U) Came to 45 feet for SJ radar range, 5000 yards.
- 1827(U) SJ range 4700 yards - Range to reef 3200 yards. Set torpedoes at 3 feet to go over reef.
- 1835(U) Range to target 3400 yards, fired one RCW (Steam) torpedo, yaw angle zero, depth set 3 feet, track angle 165° port.
- 183710(U) Saw torpedo hit and explode (OV TIME) giving a flash of flame and clouds of black smoke.
- 1838(U) Fired one RCW (Steam) torpedo, range 2650 yards, yaw angle zero, depth set 3 feet, track angle 165° port. Then began swinging with full right rudder to clear reef.
- 183945(U) Saw and heard torpedo hit and explode (OV TIME) with flash of flame and more black smoke clouds.
- 1843(U) Surfaced. Target still in sight. I maneuvered for another bow shot. Ship was plainly seen by bridge watch and a periscope observer and also there is a large "pip" on SJ radar screen, at
- 1855(U) Target was plainly seen, by all observers, to sink. "Pip" disappeared from screen.
- TARGET SUNK.

E. NARRATIVE. (Continued)

- November 23, 1944 On station in northwest approaches to
TIZARD'S BANK. (Submerged day patrol)
- 0750(U) Sighted ship, range 15,000 yards, behind
ITUABA Island in TIZARD'S BANK. (This
ship was in the very near vicinity of last night's
tanker sinking and he was not there then.) Tracking
indicated it to be inside the reef and the ship was
stopped. Made approach from the southwest. Identif-
ied ship as a large AW; raked bow, flush deck, coal
post with top mast, mainmast, composite superstructure,
mizemast, coal post with top mast, stern partly blown
away by a bomb hit. The stern was very rusty and it
appeared to be an old scar. Anchorage position:
Latitude 10-22-30N., Longitude 114-22E. Made approach
from southwest and at:
- 1003(U) Fired one steam (BOV) torpedo (LOW POWER),
zero angle zero, depth 3 feet, track angle
50 port, range 5500 yards. This torpedo missed. As
we were within 1000 yards of the reef between us and
the target and as I did not care to fire anymore long
shots from this spot, proceeded around island and
obtained a position to the northeast of the island
which proved to be a better spot.
- 1413(U) Came to SJ radar depth. Range to target
5200 yards. Managed to find a low spot in
the reef where the after end of the target protruded
beyond. Approaching the reef to about one mile put
me in position 3500 yards from target. At
- 1433(U) Fired one steam (BOV) torpedo, depth set
3 feet, zero angle zero, range 3500 yards,
track angle 115° starboard. There was a heavy swell
running and the torpedo was observed to broach frequent-
ly as it ran down the range and was further seen to
pass astern of the target.
- 1436(U) Fired one steam (BOV) torpedo. Depth set
5 feet, zero angle zero, range 3100 yards,
track angle 115° starboard. began swinging hard right
to get clear of the reef. This torpedo was observed
to run true down its course just clearing the breakers
at the end of the reef and at
- 1438(U) Was observed to hit target between stack
and after mast. There was a tremendous ex-
plosion and target was engulfed in smoke.
- 1439(U) Smoke cleared away, target had rolled over
on its starboard side, sank stern first,
leaving only a small portion of bow held up by the
reef, which was still visible above the water.
Target had been destroyed.

November 24, 1944 On station in northwest approaches to
TIZARD'S BANK. (Submerged day patrol)

November 25, 1944 Proceeding to patrol station off China
Coast.

P. NARRATIVE. (Continued)

- November 26, 1944 Proceeding to patrol station off China Coast.
- 0200(Z) Made contact with FLOUNDER and exchanged signals.
- 0930(Z) Sighted float plane, dived.
- 1022(Z) Surfaced.
- 1111(Z) Sighted float plane again. Dived. We are in sight of CAPE VARELLA; Indo China.
- 1855(Z) Surfaced.
- November 27, 1944 On station off CAPE VARELLA, Indo China. (Submerged day patrol)
- 1145(Z) Sighted float plane.
- 1910(Z) Sighted three ships, which developed to be three small sailboats on southerly course. On first sighting sent "Contact message" to FLOUNDER and BASHAW. Upon definite identification sent a "cancel" message to FLOUNDER and BASHAW.
- November 28, 1944 On station off CAPE VARELLA, Indo China. (Submerged day patrol)
- 0938(Z) In position 7 miles bearing 035°(T) from CAPE VARELLA light. Sighted 3 ships rounding Cape, hugging coastline proceeding northerly. Ships were, one large tanker (Naval Auxiliary) and two Chidori type escorts. Tracking indicated speed in excess 15 knots. Maneuvered for attack position but able to get only 5000 yards from rear escort. The tanker was proceeding about one mile off the shore line and the two escorts were to seaward on the starboard bow and starboard quarter of the tanker.
- 1030(Z) Sighted single wing, double float scout plane over formation heading for us. Do not know if he "spotted" us or not.
- 1103(Z) Targets had passed and were now hull down over horizon. Broke off approach. Target's speed precluded the chance of us surfacing tonight and making "end around".
- 1405(Z) Sighted smoke of ships coming over horizon. This developed to be one AK and one small escort coming southward along coast and would be rounding CAPE VARELLA. Tracking indicated speed (10 knots). A small twin float monoplane was observed screening over the targets. Maneuvered to gain attack position. Ship's were identified (EC) One medium AK (Characteristics: Raked bow, raised fore-castle and poop, two masts centered on the fore and after decks, composite superstructure and heavily loaded) One trawler type escort (had a whale boat bow with a 3" gun forward).
- 1447(Z) In position. Latitude 12-52-30N., Longitude 109-20-00W. (This is two miles off the beach. Target is 1/2 mile off the beach).

B. VARRANTE. (Continued)

November 28, 1944

- 144700 to Fired salvo, three steam (Flow) torpedoes, 144722(U) range 3200 yards, zero angle zero, depth 4 feet, track angle 100 port, using a spread (periscope offset) with continuous check bearings.
- 144730(U) Swinging hard left to get clear of beach and out into deep water.
- 144740(U) Sighted float plane gliding in on us.
- 144730(U) FAUC. One CLOST aerial depth charge. Ship rattling like an old tin can with a pebble in it. Started down.
- 144907(U) One torpedo explosion. (On time)
- 144917(U) One torpedo explosion. (On time)
Sound had clearly followed target's screws, heard torpedoes run true, heard torpedo explosions, noted screws definitely stop, then heard one tremendous explosion, as if the target had been loaded with ammunition. There followed very loud characteristic breaking up noises. The target definitely sunk.
- 1451(U) Bow nudged the bottom at 200 feet.
- 1453(U) Started to come up for look.
- 1457(U) At 100 feet. FAUC, that was close. The escort must be carrying depth charges. Gave up idea of locking. Began to come down to 100 feet to run close to bottom out to deep water.
- 1458(U) Two more close depth charges.
- 1510(U) One more (not too close) depth charge. Escort then lost us and we proceeded away from area.

November 29, 1944

- On station off CAPE VARELLA, Indo China. (Submerged day patrol)
- 0015(U) to Made rendezvous with WILLOW and EASTMAN.
- 0200(U) Exchanged signals and done. Then proceeded back to assigned station.

November 30, 1944

- On station off CAPE VARELLA, Indo China. (Submerged day patrol) Sighted numerous "TUCKS" today both north and southbound along the coast. Also sighted twin float monoplane scout today, as usual.
- 2230(U) Received message to proceed to position for offensive patrol on line between CAMPART BAY and PITTY CROSS Shoals. Our position in general vicinity eight miles from POW CUT Light.

December 1, 1944

- On station off KAMRANT BAY. (Submerged day patrol) Sighted three float plane scouts over the Bay today.
- 1425(U) In position Latitude 11-43(U), Longitude 109-20(E). Sound heard "pinning" to northward. This developed to be a formation of 4 large tankers and 6 (Chidori) DD escorts. The tankers were in loose column proceeding along, about two miles off shore.

B. NARRATIVE. (Continued)

December 1, 1944

The 6 DD's were to seaward of the formation ranging forward of the bow of the leading tanker to the stern of the rear tanker. The land formed a perfect screen on the one side (Stbd) of the tankers and the 6 DD's formed a perfect screen to seaward (port side) of the tankers. The DD's were all "pinging" and my sound operators noted them to be each on a different frequency ie: 14 - 15 - 16 - 17 - 18 - 19 Mcs. A twin float monoplane was also observed screening over the formation. Attempted to gain position for flank attack on tankers, but only able to close range to 6,000 yards. Tracking indicated speed 15 knots. (Our position now is just off the southern entrance to KAIRATH BAY, Latitude 11-43-30(N); Longitude 109-19-00(E), in 45 fathoms water) It appeared that one of the center escorts would come within torpedo range, so began maneuvering for stern shot (electric torpedo) on this one.

1528(N) At range 3000 yards this escort stopped to listen then started shortscale "ping" as if he had a contact on our bearing. (We were at 75 ft. at the time, twisting for the stern shot, so could not see him).

1529(N) Rigged for silent running and went to 200 ft. The formation could be heard to pass to southward.

1533(N) Our immediate opponent then started up again as if he had no more interest in his "possible contact" and continued with the formation (We had gone through a "layer" at 180 feet).

1550(N) At periscope depth again. Convoy has passed over horizon to southwest.

2130(N) Received message "reconnaissance assignment" had been delayed. Proceeding back to station off CAPE VARELLA.

December 2, 1944 Proceeding to station off CAPE VARELLA.

0130(N) Exchanged signals with FLOUNDER. He is enroute base due low fuel supply. "Pack" now consists of QUAVINA and RASHAW.

Running day submerged patrol off CAPE VARELLA.

December 3, 1944 On station off CAPE VARELLA. (Submerged day patrol). Weather "picking up" during day. Surfaced in heavy seas. (Waves 25 feet high)

December 4, 1944 On station off CAPE VARELLA. (Submerged day patrol). Weather still "Hooping it up."

December 5, 1944 On station off CAPE VARELLA. (Submerged day patrol). Weather moderating slight amount. Still heavy seas running.

B. NARRATIVE. (Continued)

- December 5, 1944
2330(H) Made contact with EASTAW. Exchanged signals.
- December 6, 1944 On station off CAPE VARELLA. (Submerged day patrol) Weather rainy and squally. Moderate seas now.
- December 7, 1944 On station off CAPE VARELLA. (Submerged day patrol) Heavy rains all night long. 2330(H) Made contact with EASTAW. Exchanged signals.
- December 8, 1944 On station off CAPE VARELLA. (Submerged day patrol) Weather starting to turn worse again. Heavy seas.
- December 9, 1944 On station off CAPE VARELLA. (Submerged day patrol) Stormy weather. Heavy seas.
- December 10, 1944 On station off CAPE VARELLA. (Submerged day patrol) The heavy seas have started to moderate.
- December 11, 1944 Proceeding back to station off KAMRANG BAY, Indo China as a unit in an Offensive Reconnaissance line, that line is established between KAMRANG BAY and PIERY CROSS SIGNALS (DANGEROUS GROUNDS). The weather has again started to moderate. During this past week of stormy weather have experienced strong currents which follow closely the coast line. (Velocities up to 3 and 4 knots in a general southerly direction). With continuous stormy cloudy weather the SF radar has been the sole means of establishing position on land objects.
- December 12, 1944 On station off KAMRANG BAY. (Offensive reconnaissance). (Submerged day patrol) Weather calmed down during day to fairly calm by evening. Still rainy and overcast.
- December 13, 1944 On station off KAMRANG BAY. (Offensive reconnaissance). (Submerged day patrol) Weather almost clear now. Able to get in toward the land and obtain fixes today.
1315(H) Heard one distant explosion. (Sounded like depth-charge or torpedo explosion.)
1545(H) Heard "pinging". Maneuvering to close position.
1615(H) In latitude 11-50(N), Longitude 109-25(E) sighted one IC type patrol boat, range 6,000 yards. He was apparently on station outside KAMRANG BAY and was making a routine sweep. Not a torpedo target so maneuvered to keep clear.

B. NARRATIVE. (Continued)

December 13, 1944

1730(U) Patrol boat out of sight. Unable to hear anymore "pinging".

December 14, 1944

- On station off KAMRAPH BAY (Offensive reconnaissance). (Submerged day patrol)
- 0550(U) Contact with the patrol boat. Radar range 10,000 yards. Dived to keep clear of him. He is a persistent "pinger" cruising around outside the harbor entrance to about the 50 fathom curve. I am able to see him at ranges of about 6,000 yards. However his pinging is clearly audible all morning long. There is also the usual float type scout planes on station over the outer harbor and entrance. Plotting has indicated a current of 2.5 knots set 200° T. We have been heading in northerly direction as much as possible to just about "hold own position."
- 1113(U) (In position Latitude 11-44N., Longitude 109-26E.) Sighted a formation of ships bearing 200 T., estimated range 25,000 to 30,000 yards. This proved to be an enemy task force consisting of two (2) WUSO or PACATO type BB, two large and two medium sized DD. Three float planes were screening formation.
- 1120(U) One plane "zoomed in" close, low altitude, angle on bow zero. Went deep for 10 mins. Do not believe he saw us.
- 1132(U) Back at periscope depth. Planes over formation but not near us.
- 1152(U) The formation was all still "hull down" in the direction of KAMRAPH BAY and at this observation the grouping of the ships was such that masts indicated there might be eight ships in the formation. Throughout, the "BRACODA" masts of the two BB were very pronounced and the masts of the smaller ships were DD type in general. This is only time that possibly 8 ships were sighted and this was a snap observation.
- 1200(U) (In position Latitude 11-44N., Longitude 109-25E.) The formation consisting of two BB and 4 DD was definitely observed (estimated range 14,000 yards) to pass north across the entrance to KAMRAPH BAY and proceed close along shore and going out of sight well to the northward of KAMRAPH BAY. The harbor patrol boats were still "pinging" during all this. At one time one DD "let go" with a few "pings" which indicated him tuning his equipment. Otherwise not one "ping" was heard from the formation.
- 1222(U) The tops of the two BB's were last seen bearing 336° T., well to the northward of KAMRAPH BAY. Tracking indicated a speed of about 15 knots for the formation. We remained in vicinity to see if any more units were following.

E. NARRATIVE. (Continued)

December 14, 1944

- 1300 (T) Person heading out to sea in order to surface to send "contact report". Patrol boat still actively "pinging" off the entrance.
- 1530 (T) Sighted four (4) engine enemy seaplane.
- 1613 (T) Now about twenty miles from land. Will surface to send "contact" report.
- 1614 (T) SD mast out. "All clear" "Surface"
- 1615 (T) SD contact 10 miles, closing fast. Had not even gotten hatch open. Submerged again. Hope he did not see us.
- 1903 (T) Surfaced. Sent contact message.

December 15, 1944 On station off KAMRANH BAY. (Offensive reconnaissance) (Submerged day patrol). The usual patrol planes and patrol craft observed functioning off harbor.

- 1230 (T) Small land based monoplane "Zoomed in" close over the water. Went deep for 20 minutes. Believed he did not see us.
- 1420 (T) Heard another set of "Pinger".
- 1430 (T) In position Latitude 11-50 (T), Longitude 109-24 (T). Observed only extreme tops of a ship (mast stack mast, an AK) bearing 250 T., estimated range 18,000 yards. He had apparently come in from the south, hugging the coast and was seen to definitely enter KAMRANH BAY.
- 2300 (T) Received instructions to remain on station as follows: Off Kamranh Bay north of a line drawn 090° T., from HON CHUT Light. MIMCO is assigned station south of this line.

December 16, 1944 On station off KAMRANH BAY. (Offensive reconnaissance) (Submerged day patrol). The usual plane and patrol boat observed to be on station also.

- 1136 (T) In position Latitude 11-55 (T) Longitude 109-24 (T), heard "pinging" and sighted masts of ship (an AK) bearing 271° (T). He was hull down over horizon, angle on bow 90 starboard. It showed the ship was proceeding north hugging the coast. The current today checks again 2.5 knots, set 200 (T). From my position I was unable to gain an attack position. Two "pingers" could be heard indicating two escorts. (These were different "pings" from the patrol boat) At one time the tips of masts of two other ships were sighted, one forward and one aft of the big ship. The big ship had mast, coalpost, stack (painted gray), mast, Kinepost. Probably was 1 large AK.
- 1215 (T) Still "hugging coast", ship passed out of sight to the northwest.

B. NARRATIVE. (Continued)

- December 17, 1944 On station off KAPRAITI BAY. (Offensive reconnaissance) (Day submerged patrol). Received message during night that "DACE would relieve us at 2000(U) seventeenth, whereupon we return base." Wind and weather has picked up during the night and a fair sea is running. We are just able to "hold our own" heading into the northerly current. This allows a "stationary patrol" just off the north-east approach to the Bay (A fine position for observing the harbor entrance).
- 2000(U) Received message from DACE he would be late arriving station to relieve us so will remain on station.
- 2215(F) In Latitude 11-56-30(W) Longitude 100-27-00(E). Had SJ radar contact at 14,000 yards, bearing 235° (T). Tracking indicated course north.
- 2240(W) SJ radar contact at 13,860 yards, bearing 291° (T) with a second target. Tracking indicated course north, speed 9 knots. "Pip" on radar indicated this to be bigger target. Heavy seas running from the north and it was requiring 4 engines to make good 10 knots into it. Taking green seas over the bridge.
- 2316(F) Second target was beyond our range so decided to work on first target after all. Continued to gain position ahead, slowly.
- December 18, 1944 Making approach on target.
- 0331(W) In position for shooting. Range 1800 yds, gyro angle zero, 30° port track, torpedoes set 10 feet. (Target still unidentified).
- 0332(W) Fired two (2) steam (BCV) torpedoes. (Intend firing spread of 4 but during firing observed target zig hard left.) Target now identified as a DE type.
- 0332(U) Swinging hard left for a stern shot.
- 0334(F) Fired (4) electric (STERN) torpedoes, range 1200 yards, gyro 170° T., 90° starboard track. Torpedoes set at 8 feet, because of heavy seas.
- 0334(U) Target began flashing "Red light" in our direction. Set up was good but no explosions. Believe torpedoes passed under target. This was proving to be a fruitless expenditure of torpedoes because of the heavy seas. Target did not "engage" us. Cleared area to the southeast.
- 0520(U) Dived on station.
- 0630(U) Heard "pinging". Probably one of our night's targets coming back. This is not the same "pinger" as the former harbor patrol boats we had encountered.

B. NARRATIVE. (Continued)

December 18, 1944

- 0713(W) Sighted and heard pings of second ship. This was definitely the DE type I had seen in the dark when shooting. Both ships proceeded down off the entrance to Tasman Bay.
 1756(W) Surfaced in heavy seas tonight.
 1930(W) Exchanged signals (via SJ Radar) with BPCUNA.
 2045(W) Received instructions to return to Base.
 2100(W) Proceeding to Base.

December 19, 1944 Throughe Fremantle, Australia via prescribed routing.

December 20, 1944 Transit Karimata Strait.

December 21, 1944 Proceeding through Java Sea.

December 22, 1944 Proceeding through Java Sea to Lombok Strait.

2145(W) Began transit of Lombok (current against us).

2200(W) In position Latitude 8-25(S), Longitude 115-52(W) the SJ radar had contact at 13,000 yards, range closing rapidly. It had to be a plane. A PBY (Black Cat) flew over at about 2,000 feet elevation going north. Noted radar interference but he did not bother us.

2240(W) In position Latitude 8-32(S), Longitude 115-49(W) another SJ radar contact at 13,000 yards. This another plane. Then a second PBY (Black Cat) flew over at about 3,000 feet elevation flying north. We did not bother us.

2330(W) In position Latitude 8-47-30(S), Longitude 115-43-30(W) a shore battery at about position Latitude 8-47-30(S), Longitude 115-43-00(W) opened fire on us. The first salvo (two rounds) splashed astern in our wake. We was on in range but enough off in deflection to miss. The gunflash, the boom, and the hissing of the shells were very pronounced. In this position we were in most difficult "rip tide" water so did not want to dive. We had been "bucking current" throughout and I would have been swept back into the straits if I dived. So began radical maneuvers (all engines were on full already and we were making 20 knots).

FLASH, BOOM, second salvo (two rounds). Splashed astern. Continued clearing area to southward. At this same period our radar detector picked up strong radar interference which continued for about 15 minutes. No more salvos. I hesitate to estimate the gun caliber. The splashes astern were BIG but under the circumstances I guess any splash at all would have looked BIG.

B. NARRATIVE. (Continued)

- December 22, 1944
2345 (U) Well clear of Lombok Strait. No more excitement during the night.
- December 23, 1944 Enroute Fremantle, Western Australia.
- December 27, 1944 Enroute Fremantle, Western Australia.
0630 (U) Made rendezvous with escort, COFFUS CHRISTI (PF44).
0730 (U) Proceeding into Fremantle Harbor.
1036 (U) Moored port side to U.S.S. BARREL, Fremantle, Western Australia.

C. WEATHER.

The weather for the major portion of the patrol was poor, ranging from squally to violent storms; seas twenty-five to thirty feet high and winds of force seven. The weather experienced was very much the same as that described in the Coast Pilot except that the violence and duration of the storms was more than anticipated.

D. TIDAL INFORMATION.

The currents experienced during this patrol were similar to those described in the Coast Pilot. The currents in the vicinity of Tizard's Bank were of no consequence. During comparatively good weather off the coast of Indo China, the current set southwest at $1\frac{1}{2}$ to 2 knots. During the height of a storm, a southwest current of $3\frac{1}{2}$ to 4 knots was experienced, this being influenced directly by wind and sea.

E. NAVIGATION.

No remarks.

F. SHIP CONTACTS.

No.	Time Date	Lat. Long.	Type	Initial Range	Tst. Cse. Est. Spd.	How Contacted	Remarks
1.	:2115(W) :Nov. 15:	:12-25 N :120-55E:	AF	:15,000Yd:	Stopped	:Periscope :Sighting:	Sank same.
2.	:1640(W) :Nov. 22:	:10-22 N :114-21E:	AO	:14,000Yd:	Anchored	:Periscope :Sighting:	Sank same.
3.	:0750(W) :Nov. 23:	:10-22 N :114-22E:	AK	:14,000Yd:	Anchored	:Periscope :Sighting:	Sank same.
4.	:0936(W) :Nov. 28:	:12-51 N :109-28E:	1 AO 2 DD	:18,000Yd:	Northerly :Spd 15(+)	:Periscope :Sighting:	Proceeding :about 1mi. off :shoreline. Un- :able to gain :attack posit- :ion.
5.	:1405(W) :Nov. 28:	:13-00 N :109-23E:	1 Es- :1 AK	:16,000Yd:	Southerly :Spd 10	:Periscope :Sighting: :Smoke:	Sank AK.
6.	:1425(W) :Dec. 1:	:11-43 N :109-20E:	4 AO 6 DD	:30,000Yd:	Southerly :Spd 15(+)	:Heard :"Ping" :Sighted :Smoke	:4AO's proceed- :ed about 2 mi. :off shore in :column 6 DD to :seaward of :formation :pinging.
7.	:1615(W) :Dec. 13:	:11-58 N :109-25E:	Patrol Boat	:10,000Yd:	Various :Cse - Spd	:Heard :"Ping"	:Patrolling off :Kamranh Bay.
8.	:1113(W) :Dec. 14:	:11-44 N :109-26E:	2 BB 4 DD	:30,000Yd:	Northerly :Spd 17(+)	:Sighted :masts of :BB's.	:Passed about :4mi. off shore :to northward of :Kamranh Bay.
9.	:1430(W) :Dec. 15:	:11-50 N :109-24E:	1 AK	:18,000Yd:	-	:Heard es- :cort ping :Sighted:	:Entered :Kamranh Bay.
10.	:1136(W) :Dec. 16:	:11-55 N :109-24E:	1 AK 2 Es- :corts:	:14,000Yd:	000 ^c :10 kts	:Heard es- :cort ping :Sighted:	:Proceeding :north hugging :coast.
11.	:2215(W) :Dec. 17:	:11-56 N :109-27E:	2 DE escort:	:14,000Yd:	000 ^c :10 kts	:SJ radar :contact:	:Missed with 6 :in heavy seas.

C. AIRCRAFT CONTACTS.

CONTACT NUMBER	1	2	3	4	5
Date	11-11-44	11-11-44	11-11-44	11-12-44	11-12-44
S Time (Zone)	0803(W)	0920(W)	1015(W)	2150(W)	2300(W)
U Position: Lat.	05-39S	05-30S	05-27S	00-35W	00-20W
E Long.	117-01E	117-07E	117-09E	117-32E	118-49E
M Speed	14 kts	14 kts	14 kts	18 kts	18 kts
A Course	033T	033T	033T	100T	090T
R Trim	Surf.	Surf.	Surf.	Surf.	Surf.
I Minutes Since					
N Last SD Radar	1	1	1	0	-
R Search					

Number	1	1	1	1	1
A Type	Unk	Unk	Unk	Unk	Unk
I Probable Mission	Unk	Unk	Unk	Unk	Unk
R How Contacted	SD	SD	SD	SD	SD
C Initial Range	26	20	24	11	14
R Elevation Angle	Unk	Unk	Unk	Unk	Unk
A Range & Del. Bear-					
F in of Plane When:	ND	ND	ND	ND	ND
T it Detected S/W					

C Sea: (State Beaufort)	1	1	1	2	2
O (Direction(R))	089	089	089	180	190
N Visibility (Miles)	45	45	45	5	5
D (Hgt. (ft))	9000	9000	9000	6500	6500
I Clouds (Percent)					
T overcast	40%	40%	40%	40%	40%
I					
O (Feering(R))					
N Moon: (Angle)					
S (Percent)					
Illu.					

Type of S/W Camouflage on this patrol MEDIUM GRAY

C. AIRCRAFT CONTACTS.

CONTACT NUMBER	6	7	8	9	10
Date	11-12-44	11-13-44	11-14-44	11-14-44	11-16-44
S Time (Zone)	2345(W)	1004(W)	1225(W)	1515(W)	0610(W)
U Position: Lat.	00-35N	03-03N	07-54N	00-28N	12-57N
R Lon.	119-05E	119-29E	120-14E	120-24E	119-29E
M Speed	16Kts	15Kts	14Kts	14Kts	14Kts
A Course	090T	000T	015T	015T	270T
R Trim	Surf.	Surf.	Surf.	Surf.	Surf.
I Minutes Since					
F Last SD Radar	-	1	1	1	1
T Search					

Number	1	1	1	1	1
A Type	Unk.	Unk.	Med. Bom.	Unk.	1 Eng.
I Probable Mission	Hunt	Hunt	Hunt	Unk.	Hunt
R How Contacted	SD	Sight	SD/Sight	SD	SD/Sight
C Initial Range	13	15	14	23	25
D Elevation Angle	Unk.	1°	3°	Unk.	5°
A Range & Rel. Bear-					
F ing of Plane When:	ND	ND	ND	ND	ND
T it Detected S/M					

C Sea: (State)	2	2	1	2	2
C (Direction)	190	233	030	030	134
F Visibility (Miles)	5	35	45	45	30
D (Hgt. (ft	6500	9000	3000	6000	7000
I Clouds (Percent					
T overcast:	40%	20%	60%	60%	60%
I					
C (Bearings (R)					
F Moon: (Angle					
S (Percent					
Illu.					

Type of S/M Camouflage on this patrol MEDIUM GRAY

G. AIRCRAFT CONTACTS.

CONTACT NUMBER	: 11	: 12	: 13	: 14	: 15
Date	: 11-16-44	: 11-17-44	: 11-25-44	: 11-26-44	: 11-27-44
S Time (Zone)	: 1100(Z)	: 0745(Z)	: 0930(M)	: 1115(Z)	: 1145(Z)
J Position: Lat.	: 12-56N	: 13-00N	: 12-48N	: 12-48N	: 13-00N
Long.	: 118-29E	: 113-56E	: 109-48E	: 109-48E	: 109-34E
V Speed	: 14Kts	: 10Kts	: 8Kts	: 8Kts	: 3Kts
A Course	: 270T	: 270T	: 000T	: 045T	: 330T
R Trim	: Surf.	: Surf.	: Surf.	: Surf.	: Per.
I Minutes Since	:	:	:	:	:
W Last SD Radar	: 1	: 1	: 1	: 1	: 0
V Search	:	:	:	:	:

Number	: 2	: 1	: 1	: 1	: 1
A Type	: Unk	: Unk	: Unk	: P3D	: BURE
I Probable Mission	: Unk	: Unk	: Unk	: Unk	: Pat
R How Contacted	: SD	: SD	: SD	: SD	: Sight Per
C Initial Range	: 28-32	: 22	: 11	: 15	: 40
R Elevation Angle	: Unk	: Unk	: Unk	: Unk	: 40
A Range & Rel. Bear-	:	:	:	:	:
F ing of Plane When	: ND	: ND	: ND	: ND	: ND
T it Detected S/N	:	:	:	:	:

C Sea: (State Beauf:	: 3	: 2	: 1	: 1	: 1
O (Direction(R):	: 134	: 066	: 033	: 015	: 010
N Visibility (Miles):	: 45	: 25	: 45	: 45	: 40
D (Hgt. (ft	: 9000	: 9000	: 9000	: 9000	: 6500
I Clouds (Percent	:	:	:	:	:
T overcast:	: 20%	: 10%	: 60%	: 60%	: 60%
I	:	:	:	:	:
O (Feering(R):	:	:	:	:	:
N Moon: (Angle	:	:	:	:	:
S (Percent	:	:	:	:	:
Illu.	:	:	:	:	:

Type of S/W Camouflage on this patrol _____ MEDIUM GRAY _____

G. AIRCRAFT CONTACTS.

CONTACT NUMBER	16	17	18	19	20
Date	:11-28-44	:11-30-44	:12-1-44	:12-1-44	:12-2-44
S Time (Zone)	:1030(H)	:1120(H)	:1115(H)	:1436(H)	:1550(H)
U Position: Lat.	:13-00N	:12-54N	:11-47N	:11-45N	:12-56N
E Long.	:109-30E	:109-28E	:109-20E	:109-20E	:109-29E
M Speed	: 3Kts	: 3Kts	: 3Kts	: 3Kts	: 3Kts
A Course	: 070T	: 150T	: 252T	: 000T	: 340T
R Trim	: Per.	: Per. Depth	: Per. Depth	: Per. Depth	: Per. Depth
I Minutes Since					
N Last SD Radar	: 0	: 0	: 0	: 0	: 0
E Search					

Number	1	1	3	1	1
A Type	: MED	: MED	: MED	: MED	: Unk.
I Probable Mission	: Escort	: Hunt	: Pat.	: Pat.	: Tren.
R How Contacted	: Sight-F.	: Sighted	: Sighted	: Sighted	: Sighted
C Initial Range	: 4	: 3	: 10	: 14	: 10
R Elevation Angle	: 10°	: 6°	: 2°	: 10°	: 13°
A Range & Rel. Bear-					
T ing of Plane When:	: ND	: ND	: ND	: ND	: ND
T it Detected S/A					

C Sea: (State Beaufort)	: 2	: 1	: 2	: 3	: 3
O (Direction(R))	: 250	: 310	: 180	: 015	: 090
N Visibility(Miles)	: 35	: 40	: 45	: 50	: 45
D (Hgt.(Ft))	: 4500	: 6500	: 7000	: 7000	: 7000
I Clouds (Percent					
T overcast:	: 80%	: 50%	: 60%	: 60%	: 45%
I (Pressure(R))					
N Moon: (Angle					
S (Percent					
Illum.					

Type of S/M Camouflage on this patrol MEDIUM GRAY

G. AIRCRAFT CONTACTS.

CONTACT NUMBER	21	22	23	24	25
Date	12-11-44	12-14-44	12-14-44	12-15-44	12-15-44
S Time (Zone)	1200(V)	1530(W)	1615(W)	1225(W)	1305(W)
N Position: Lat.	11-43N	11-36N	11-34N	11-57N	11-56N
E Long.	109-24E	109-33E	109-35E	109-25E	109-24E
M Speed	3Kts	3Kts	6Kts	3Kts	3Kts
A Course	000T	090T	090T	020T	180T
W Trim	PerDepth	PerDepth	L.Surf.	Per.	Per.
L Minutes Since					
* Last SD Radar	0	0	0	0	0
W Search					

Number	3	1	1	1	1
A Type	ND	4 Eng. T.P.	Unk.	SOA	ND
I Probable Mission	Escort	Hunt	Unk.	Pat	Hunt
R How Contacted	Sight	Sight	SD	Sight	Sight
C Initial Range	0	10	10	4	7
R Elevation Angle	6	10	Unk	2	2
A Range Rel. Bear-					
T ing of Plane When	ND	ND	ND	ND	ND
T it Detected S/N					

C Sea: (State Beauf)	3	3	3	1	1
C (Direction(R))	145	045	045	055	255
V Visibility (Miles)	45	45	45	35	35
D (Ht. Ft)	9000	9000	9000	8000	8000
I Clouds (Percent					
T overcast:	20%	20%	30%	0	0
I					
O (Bearings(R))					
M Moon: (Angle					
S (Percent					
Illum.					

Type of S/M Camouflage on this patrol MEDIUM GRAY

C. AIRCRAFT CONTACTS.

CONTACT NUMBER	: 26	: 27	: 28	:
Date	: 12-15-44	: 12-16-44	: 12-16-44	:
S Time (Zone)	: 1320(7)	: 1025(7)	: 1110(7)	:
U Position: Lat.	: 11-56'	: 11-55'	: 11-55'	:
B Long.	: 109-24E	: 109-21E	: 109-21E	:
M Speed	: 3Kts	: 3Kts	: 3Kts	:
A Course	: 180T	: 180T	: 020T	:
R Trim	: Per.	: Per.	: Per.	:
I Minutes Since	:	:	:	:
N Last SD Radar	: 0	: 0	: 0	:
T Search	:	:	:	:

Number	: 2	: 1	: 1	:
A Type	: MED	: MED	: MED	:
I Probable Mission	: Escort	: Patrol	: Escort	:
R How Contacted	: Sight	: Sight	: Sight	:
C Initial Range	: 10	: 8	: 5	:
R Elevation Angle	: 2°	: 4°	: 5°	:
A Range & Rel. Bear-:	:	:	:	:
F ine of Plane When:	: ND	: ND	: ND	:
T it Detected S/M	:	:	:	:

C Sea: (State Beauft:	: 1	: 4	: 4	:
O (Direction (R):	: 255	: 180	: 340	:
N Visibility (Miles)	: 35	: 35	: 35	:
D (Hgt. (ft	: 8000	: 6000	: 6000	:
I Clouds (Percent	:	:	:	:
T overcast:	: 0	: 30%	: 30%	:
I (Bearing (R):	:	:	:	:
N Moon: (Angle	:	:	:	:
S (Percent	:	:	:	:
Illum.	:	:	:	:

Type of S/M Camouflage on this patrol MEDIUM GRAY

H.

TORPEDO ATTACK NO. 1

Tubes Fired	6	5	4
Track Angle	150(7)	140(S)	135(S)
Gyro Angle	0	0	0
Depth Set	4	4	4
Power	High	-	High
Hit or Miss	Hit	Miss	Hit
Erratic	No	Yes	No
Mark Torpedo	14-3A	23	14-3A
Serial No.	25902	50144	39746
Mark Explorer	6-5	6-5	6-5
Serial No.	25046	17082	25292
Actuation Set.	Contact	Contact	Contact
Actuation Act.	Contact	Contact	Contact
Mk. Warhead	16-1	16-1	16-1
Serial No.	13236	14363	34197
Explosive	Torpex	Torpex	Torpex
Firing Interval	-	-	-
Type Spread	-	-	-
Sea Condition	Calm	Calm	Calm
Overhaul Activity	Submarine Repair Unit, Tavy 134.		

Remarks: In four attacks, this was the first erratic torpedo performance.

H.

TORPEDO ATTACK REPORT FORM

U.S.S. GUAVINA

Torpedo Attack 2

Patrol No. 4

Time: 1835(Z)

November 22, 1944

Lat. 10-22(N).

Long. 114-21(E).

TARGET DATA - DAMAGE INFLICTED

Description: Target was sighted through periscope as it was anchoring to the South of ITU ADA Island in Tizard's Bank. She was identified to be (TC) a Tanker; raked bow, mast, bridge, coalpost, mast, stack, counter stern, resembling "UZISAN" MARU page 285 ONI 208U revised.

Damage: Ship sunk.

Damage Determined by: Saw two torpedo hits at periscope depth. Fifteen minutes later, on surface saw target sink.

Target Draft: 20 feet (28 feet loaded) Target at Anchor
Range: 3,000 Yards.

OWN SHIP'S DATA

Speed: 3 Knots Course: 091 T. Depth: 60 feet Angle: 0

FIRE CONTROL AND TORPEDO DATA

This was a submerged approach against an anchored tanker. The torpedoes were set shallow (3 ft) to run over the reef and their performance was perfect.

TORPEDO ATTACK NO. 2

Tubes Fired	1	2
Track Angle	165(7)	165(7)
Course Angle	0	0
Depth Set	3	3
Power	-	High
Tab or Miss	Hit	Hit
Trajectory	No	No
Mark Torpedo	23	14-3A
Serial No.	5004B	3027B
Mark Explosive	6-5	6-5
Serial No.	21771	25301
Actuation Set.	Contact	Contact
Actuation Act.	Contact	Contact
Mk. Warhead	16-1	16-1
Serial No.	25-01A-1A	12241
Trocholine	Torrex	Torrex
Timing Interval	-	-
Time Spread	-	-
Sea Condition	Choppy	Choppy
Overhaul Activity	Submarine	Repair Unit, "avo" 134.

H. TORPEDO ATTACK REPORT FORM

U.S.S. OLYMPIA

Torpedo Attack #3

Patrol No. 4

Time: 1003 (T)
1433 (T)

November 23, 1944

Lat. 10-22-30 (T).
Long. 114-22 (T).TARGET DATA - DAMAGE INFLECTED

Description: Target was sighted through periscope at anchor to the southeastward of ITU ANU Island in Wizard's Bank. She was identified to be (TC) a large AK; Beaked bow, flush decker, coalpost with top mast, Mizmast, composite superstructure, Mizmast, coalpost with top mast.

Damage: Ship sunk.

Damage Determined by: Saw one hit, which caused tremendous explosion engulfing target in smoke. As smoke cleared away target was seen to roll over on her starboard side, sink by the stern leaving only a very small portion of the bow visible. This clinging to the reef.

Target Draft: 20 feet Target Anchored Range: 3300 Yds.

OWN SHIP'S DATA

Speed: 3 knots Course: 226 T. Depth: 60 Angle: 0

FIRE CONTROL AND TORPEDO DATA

This was another attack at an anchored target protected behind a reef anchorage. Radar ranges were used to good advantage prior to shooting. Torpedoes were sent out on zero zero. The swells running were too great for a torpedo set at 3 feet and it broached. However the next torpedo set at 5 feet ran nicely down the range.

H.

TORPEDO ATTACH NO. 3

Tubes Fired	2	1	2
Track Angle	50 (P)	115 (S)	115 (S)
Gyro Angle	0	0	0
Depth Set	3	3	5
Power	Low	-	-
Hit or Miss	Miss	Miss	Hit
Erratic	No	No	No
Mark Torpedo	14-3A	23	23
Serial No.	40208	50204	50209
Mark Exploder	6-5	6-5	6-5
Serial No.	7145	21770	21793
Actuation Set.	Contact	Contact	Contact
Actuation Act.	Contact	Contact	Contact
Mr. Warhead	16-1	16-1	16-1
Serial No.	17807	11543	34193
Explosive	Torpex	Torpex	Torpex
Firing Interval	-	-	-
Type Spread	-	-	-
Sea Condition	Rough	Rough	Rough
Overhaul Activity	Submarine	Repair Unit,	Navv #134.

H. TORPEDO ATTACK REPORT FORM

U.S.S. *CAVINA* Torpedo Attack No. *4* Patrol No. *4*
 Time: *1447(??)* November *28*, 1944 Lat. *12-52-30(??)*.
 Lon. *109-29-00(??)*.

TARGET DATA - DAMAGE INFLECTED

Description: One medium AK, one trawler type escort.
 (TC) Characteristics:
 1 Medium AK: Raked bow, raised forecandle and
 poop, two masts centered on the
 forward and after decks, composite
 superstructure amidships. Ship
 was heavily loaded.
 1 Escort: Trawler type, whaleboat bow, 2" or
 3" gun on forecandle.

Damage: Sunk medium AK.

Damage Deter- Heard two, well aimed, timed hits, a tremendous
 mined by: explosion as if ship carried ammunition, loud
 screw noises definitely stopped, followed by loud
 characteristic breaking up noise.

Target Draft: 20 feet Course 200 T. Speed: 10 Kts. Range:
 3200 Yards.

CRAFTSMAN'S DATA

Speed: 3 Knots Course: 250 T. Depth: 62 ft. Angle: 0

FIRE CONTROL AND TORPEDO DATA

This was a periscope attack. Spread used was
 obtained by offset angles at the periscope. The
 torpedoes ran "0", straight and normal.

TORPEDO ATTACHE NO. 4

Tubes Fired	2	3	4
Track Angle	100(F)	102(F)	100(F)
Cyro Angle	0	3L	0
Depth Set	4	4	4
Power	High	-	High
Hit or Miss	Hit	Hit	Miss
Elastic	No	No	No
Mark Torpedo	14-34	23	14-34
Serial No.	39838	50338	24862
Mark Exploder	6-5	6-5	6-5
Serial No.	12983	13907	12853
Actuation Set.	Contact	Contact	Contact
Actuation Act.	Contact	Contact	Contact
Mk. Warhead	16-1	16-1	16-1
Serial No.	36205	16531	18069
Explosive	Torpex	Torpex	Torpex
Firing Interval	-	10	12
Type Spread		Periscope Offset	
Sea Condition		Choppy	
Overhaul Activity		Submarine Repair Unit, Bay #134.	

H.

TORPEDO ATTACK NO. 5

Tube Fired	6	5	:	10	9	8	7
Track Angle	30(E)	30(E)	:	85(E)	90(E)	95(E)	100(S)
Cyro Angle	359	002	:	166	167	180	174
Depth Set	10	15	:	8	8	8	8
Power	High	-	:	-	-	-	-
Hit or Miss	Miss	Miss	:	Miss	Miss	Miss	Miss
Erectic	No	No	:	No	No	No	No
Mark Torpedo	14-3A	23	:	18	18	18	18
Serial No.	40317	49701	:	53765	54051	53821	53826
Mark Exploder	6-5	6-5	:	4-7	4-7	4-7	4-7
Serial No.	8296	21808	:	16162	16286	16243	16598
Actuation Set.	Contact	Contact	:	Contact	Contact	Contact	Contact
Actuation Act.	Contact	Contact	:	Contact	Contact	Contact	Contact
W. Warhead	16-1	16-1	:	18	18	18	18
Serial No.	14302	10157	:	638	240	1150	170
Explosive	Torpex	Torpex	:	Torpex	Torpex	Torpex	Torpex
Firing Inter.		8	:		10	10	10
Type Spread	Divergent		:		Divergent		
Sea Condition	Heavy		:		Heavy		
Overhaul Activity	Submarines	Repair Unit,			Navy #134.		

I. NO HITS ENCOUNTERED.

J. AVOID-SUBMARINE MEASURES AND EVASION TACTICS.

Outside Haiphong Bay there was a continuous daylight patrol boat stationed. He would operate out to about the 50 fathom curve. His action seemed just to "ping" at random. Also there was a continuous daylight plane patrol off Haiphong Bay and Cape Varella, Indo-China. This plane patrol would screen all shipping passing through the area.

Evasion tactics from the patrol boats was merely running quiet whenever they were close. The rough weather during the patrol gave good surface disturbance so it was not hard to remain undetected from plane.

K. NO MAJOR DEFECTS OR DAMAGE.

L. RADIO.

Reception of VHO Fox broadcasts was normal except for the period from 1900 to 2100 zebra when radio Perth could not be heard at all on any of the four frequencies. All ship to shore transmissions were accomplished with no difficulty. Communications on the area frequency, 2750 Kcs., was good, both for voice and CW with the exception of strong interference from Japanese stations on the same frequency between 1500 and 2100 zebra. Transmissions from other submarines could be heard 600 miles away.

M. RADAR.

The SF-1 Radar operated normally throughout the patrol except for one major breakdown. Good ranges were obtained on all types of vessels and land. A small sailboat was tracked out to 7,000 yards. The SF-1 Radar worked effectively as a means of communications and identification with other submarines when passing through their areas. It was used frequently and efficiently to communicate with the U.S.S. FLOUNDER for wolf pack communications.

On the nights of November 29th and 30th off Cape Varella, three contacts were made at 16,000, 17,000, and 15,000 yards. They were tracked into 8,000 yards and then disappeared. It was a bright moonlit night but no objects were seen. The nearest land was 43,000 yards behind the contacts. The echos were faint but reasonably well defined. Their true bearings indicated very little progress through the water. Their intermittent character led to the conclusion that they were an example of "Ghost Echos" frequently reported in these waters.

The major breakdown was the failure of the high voltage variac in the Control Unit and the high voltage transformer in the High Voltage Rectifier. Since their replacements are tender spares, the use of the Radar throughout the remainder of the patrol was due to the cooperation of the U.S.S. PERM who transferred these parts, well packed in a watertight container, to us.

The SD-4 Radar operated normally throughout the patrol with good ranges on both plane and land targets except for a peculiar type of interference in the South China Sea which blocked out the sweep for short periods. After initial deep dive at the start of the patrol, the SD-4 Radar mast was grounded out. At Darwin, the transmission lines were removed from the mast and two insulators were found to have slipped. These insulators were replaced, the mast thoroughly cleaned, and replaced. Operation was thereafter satisfactory. These repairs were made by the U.S.S. CLAWFISH.

F. SOUND GEAR AND SOUND CONDITIONS.

Good sound conditions prevailed throughout the area. Echo ranging and screws of patrol craft could be heard before their masts appeared over the horizon. Screws could be heard on the FP-1 before they could be heard with the 'CA System. During an approach on a large convoy with six escorts, each escort was using a different frequency for echo ranging, varying between 14 and 19 Kcs.

G. DENSITY LAYERS.

In the South China Sea area, there was always an isothermal layer from the surface to 100 feet. Off the western edge of Dangerous Ground, there was an isothermal layer from the surface to 200 feet. Below 200 feet there was a slight negative gradient with a temperature drop of one degree in the next 100 feet. Off the coast of Indo China, between Cape Varella and Karrook Bay, there was an isothermal layer down to 150 feet below which there was a varying negative gradient. This gradient was usually of one degree between 150 feet and 300 feet. On November 26th, in latitude 12-36.4 N., longitude 109-50 E., there was the same isothermal layer down to 150 feet, below which there was a four degree temperature drop down to 200 feet.

P. HEALTH HABITABILITY.

This is the fourth run for most of the officers and crew. The major portion of the patrol was spent submerged in close waters. Considering the above facts, the health of all hands is considered excellent.

Q. PERSONNEL.

Throughout the patrol the officers and crew showed a great enthusiasm to engage the enemy. During the attacks and subsequent evasive maneuvers, all hands conducted themselves in a manner in keeping with the traditions of the Navy.

(a) Number of men on board during patrol	- 76
(b) Number of men qualified at start of patrol	- 56
(c) Number of men qualified at end of patrol	- 63
(d) Number of unqualified men making their first patrol	- 11
(e) Number of unqualified men making their second patrol	- 1
(f) Number of unqualified men making their third patrol	- 1
(g) Number of men advanced in rating during patrol	- 12

R. MILES STEAMED - FUEL USED.

	<u>Miles Steamed</u>	<u>Fuel Used</u>
Base to Area	3870 miles	49150 gals.
In Area	5891 miles	50215 gals.
Area to Base	3129 miles	45265 gals.
TOTAL	12890 miles	144630 gals.

S. DURATION.

Days enroute to area	- 15 days.
Days in area	- 38 days.
Days enroute to base	- 9 days.
Days submerged	- 32 days.

T. FACTORS OF ENDURANCE REMAINING.

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provision</u>	<u>Personnel Factor</u>
7	5768 gals.	14 days	14 days

Limiting factor for this patrol: terminated by Operation Order.

II. RADAR AND RADAR COUNTER-MEASURES.

From December 11, 1944 to December 15, 1944 while patrolling off Cam Ranh Bay an enemy radar of 195 to 205 megacycles frequency was detected on the APR-1. Its normal pulse rate appeared to be 1175 cycles per second with a pulse width of about 12.5 microseconds.

On the night of December 11th the interference appeared at regular three minute intervals. The pattern observed on our APR-1 detector indicated two minor lobes on either side of the major lobe, each separated by 15 seconds. When our range had decreased to 14,000 yards from the bay the pattern on our detector screen suddenly steadied at maximum indication that he had contacted us. He trained on us for approximately two minutes before continuing his sweep. The regular three minute sweep was not resumed from that time on but assumed a very erratic, though slow, character. When our range was 14,000 yards or less he invariably beamed on us from 2 to 5 minutes before continuing his sweep.

At 1400 GCT December 16th this radar station appeared to break down, as indicated by a sudden flash on our APR-1 detector screen and the complete disappearance of the interference until 1620 GCT December 16th when the interference again reappeared in a very distorted pattern. Immediately it appeared that the set was being tuned. During this process the pulse width varied from 22.5 microseconds, low amplitude, to 7.5 microseconds, high amplitude, and the pulse rate frequency varied from 300 to 1500 c.p.s., respectively. The final adjustment made on this enemy radar installation established a pulse width of 12.5 microseconds and 1175 c.p.s. pulse rate frequency, apparently the equipments optimum operation condition.

A similar but weaker type of interference was encountered on the night of December 22 while passing through Lombok Strait. At no time did the radar seem to beam on us. It had a sweep rate that varied between two and five minutes with no regularity.

The SD radar interference shows up on the APR-1 from 112 to 120 megacycles. The pulse rate is 60 and the pulse width is about 8 microseconds. A very steady square type wave is shown on the screen.

The interference from the SJ radar appeared at 215 and 265 megacycles as a low highly peaked pulse.

At 75 to 78 megacycles there was a constant high noise level from some source on the boat. This was present during the entire run. The pulse rate varied from about 250 to 400 cycles per second. The scope showed only random noise of varying amplitudes.

V. RADIO AND RADAR COUNTER-MEASURES.

APR-1 INTERFERENCE

Date	ICF	Lat.	Long.	Freq.	Pulse Rate	Pulse Width	Remarks
1/8	0500	06-37 S	125-26 W	165	200	25	
1/9	0055	06-51 S	120-31 W	195	900	12.5	2min. sweep.
1/9	1310	06-47 S	117-30 E	44	100	30	
1/11	0130	06-59 S	116-35 E	100	350	6	
1/11	1100	01-00 S	118-23 E	90	4500	60	
1/12	1455	00-00	118-21 E	57	200	20	
1/12	1645	00-31 N	118-29 E	138	300	30	Weak.
1/12	2100	00-29 N	118-49 E	155	500	7.5	Probably aircraft, Coin. SD contact.
1/12	2150	00-35 N	118-30 E	172	180	8.75	Same as above.
1/12	2345	00-36 N	119-00 E	172	180	8.75	Same as above.
1/13	0025	00-38 N	119-09 E	172	180	8.75	Sweeping at second rate.
1/13	0100	00-40 N	119-11 E	155	520	7.5	Coin. SD cont.
1/14	0800	05-05 N	119-46 E	160	400	5	Weak.
1/17	0700	13-00 N	114-03 E	HIGH NOISE INTERFERED AT 114 & 152 MC.			
1/18	0730	12-30 N	113-00 E	HIGH NOISE 145 MC PULSE RATE ADDS WITH S.D.			
							Pulse rate about 70 cps.
1/18	2100	10-51 N	113-02 E	80	400	10	Due to rain.
				300	1200	25	Due to rain.
1/25	1300	11-38 N	111-52 E	90-140			Apparently due to rain.
1/30	2100	12-58 N	109-47 E	40-160			Probably electric storm.
2/11	0400	11-47 N	109-31 E	200	900	12.5	3min. antenna sweep.
2/12	0405	12-07 N	109-40 E	200	1125	10	
2/13	0306	12-13 N	109-41 E	200	900	12.5	
2/14	0400	12-06 N	109-46 E	200	900	12.5	
2/14	2220	11-47 N	109-42 E	200	1175	10	2min. sweep.
2/15	0410	12-25 N	109-44 E	200	1175	10	
2/15	1900	12-35 N	109-41 E	155	500	16	
2/15	1900	12-35 N	109-41 E	160	700	7.5	
2/15	1900	12-35 N	109-41 E	200	900	12.5	
2/16	0500	11-57 N	109-28 E	200	1000	7.5	Very slow sweep.
2/17	0020	12-17 N	109-31 E	200	1175	12.5	Tuned transmitter.
2/17	1930	11-57 N	109-26 E	200	1175	12.5	
2/20	2040	00-36 S	108-20 E	250	1000	12.5	
2/22	2330	08-50 S	115-43 E	195	900	7.5	

U. RADIO AND RADAR COUNTER-MEASURES.

S. D. RADAR INTERFERENCE

TYPE ONE:

Closely spaced rolling pulses modulated on top, appear on the sweep. These appear and disappear in about two seconds. These series of pulses of interference move across the sweep generally from right to left indicating some type of sweep type radar interference. This type of interference has been present every patrol. It is presumed to be land based Japanese radar of a low frequency.

TYPE TWO:

The sweep on the SD radar screen suddenly appears to saturate; i.e. the grass on the sweep disappears leaving only a straight line slightly bent downward at the left. Strong land echos appear as oscillations on the sweep.

This type of interference was first noticed in the Macassar Straits preceding contacts on two enemy planes. No indication appeared on the APR-1 on these two occasions nor at any other time when this phenomena was encountered. The blocking occurs at no definite rate nor under any special conditions. It lasts from one second to twenty minutes. Subsequent to the Macassar Straits contacts it was noted in the middle of the China Sea in both clear and foul weather which tends to lend doubt to the conclusion that it is air-borne. Nothing aboard ship could be found which might in any way possibly give this intermittent condition; therefore, the blocking was tentatively ascribed to climatic conditions or enemy equipment.

TYPE THREE:

What appeared to be random noise effectively blocked SD reception on two separate occasions.

On the first occasion a high noise level about five megacycles wide was present at 114 and 152 megacycles on the APR-1. The sweep on the SD jumped constantly and noise blocked all reception. A plane was contacted on the SD five minutes after the interference had stopped.

On the second occasion the high noise levels on the APR-1 were at 40 and 160 megacycles. This was present during a heavy storm and was probably due to climatic disturbances.

U. RADIO AND RADAR COUNTER-MEASURES.

RECORD OF INTERFERENCE

Date	Lat.	Long.	Effect	Remarks
11/9	06-59 S	117-22 E	Radar	Type One.
11/12	00-25 S	118-23 E	Jamming	Type Two. 20 Minutes duration.
11/12	00-05 N	116-21 E	Jamming	Type Two. 10 Minutes duration.
11/13	03-10 N	119-30 E	Jamming	Type Two. 7 Minutes duration.
11/14	05-06 N	119-46 E	Radar	Type One.
11/14	00-11 N	119-46 E	Jamming	Type Two. 7 Minutes duration.
11/15	11-13 N	121-35 E	Jamming	Type Two. 3 Minutes duration.
11/16	12-57 N	119-24 E	Jamming	Type Three. Noise 114-152 M.C.
11/17	13-00 N	113-04 E	Jamming	Type Two. 2 Minutes duration.
11/20	10-35 N	113-57 E	Jamming	Type Two. 5 Minutes duration.
11/26	12-39 N	109-53 E	Radar	Type One.
11/29	12-50 N	109-35 E	Jamming	Type Two. 1 Minute duration.
11/30	12-48 N	109-47 E	Jamming	Type Three. Noise 40-160 m.c.

15 January 1945
FIGHT SOUND NAVYSerial 083C-O-N-F-I-D-E-N-T-I-A-L

SECOND ENDORSEMENT to:
 USS GUAVINA Conf. Ltr.
 A16 Serial 084, dated
 27 December 1944. Report
 of Fourth War Patrol.

From: The Commander Submarines, SEVENTH FLEET.
 To: The Commander in Chief, UNITED STATES FLEET.
 Via: The Commander SEVENTH FLEET.
 Subject: U.S.S. GUAVINA (SS362) - Report of Fourth War
 Patrol - Comment on.

1. The Fourth War Patrol of the GUAVINA was conducted in the SOUTH CHINA SEA in the vicinity of TIZARD BANK and off the coast of INDO-CHINA.
2. The first three attacks were unusual in that in each case the target speed was zero. The tonnage on the first sinking is shared with our Air Forces because their attacks had previously set the ship afire and stopped it. The second and third attacks are particularly noteworthy for skilful submerged piloting in confined waters. Five hits were made out of eight torpedoes fired on these targets and all three ships were observed to sink. The fourth attack was successfully executed upon an escorted medium AK which was hugging the coast of INDO-CHINA. Continuous periscope bearings were used during firing, and this procedure proved itself most effective, producing two hits out of three torpedoes fired from a range of 3,200 yards.
3. The fifth attack was made in heavy seas against a target identified as a DE. The Commanding Officer chose to set the torpedoes at ten and eight feet because he considered such depth setting to offer his only chance of having the torpedoes run properly and hit in the sea conditions existing. No hits resulted.
4. GUAVINA performed important reconnaissance duty on station off CAMRANH BAY from 11 December to 18 December.
5. The award of the Submarine Combat Insignia is authorized for this patrol.
6. The Task Force Commander congratulates the Commanding Officer, Officers and Crew of the GUAVINA for this well conducted successful patrol during which the following damage was inflicted upon the enemy:

Serial 083

15 January 1945.

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

USS GUAVINA Comd. Ltr.

A16 Serial 024, dated

27 December, 1944. Report
of Fourth War Patrol.Subject: U.S.S. GUAVINA (SS362) - Report of Fourth War
Patrol - Comment on.SUNK

1/2 - AP (Medium) (EU)	3,800 Tons (Attack No. 1)
(Shared with Air Forces)	
1 - AO (Similar HUZISAN MARU) (EU)	9,500 Tons (Attack No. 2)
1 - AK (Large) (EU)	7,500 Tons (Attack No. 3)
1 - AK (Medium) (EU)	<u>4,000 Tons</u> (Attack No. 4)

Grand Total 24,800 Tons

JAMES FIFE.

DISTRIBUTION:

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Com7thFlt	(2)		DivComsSubRon-26	(1 each)
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ComSubs2ndFlt	(4)		Comdt, WTD, Puget Sound	(1)
CTF-71	(7)		SubAd, Mare Island.	(2)
CTG-71.3	(2)		S/MS 76RF1t	(1)
CTG-71.4	(2)			

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

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

PC5-18/A16-3
Serial # 0359

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

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

FIRST ENDORSEMENT to
U.S.S. GUAVINA - Report of
Fourth War Patrol.

From: The Commander Submarine Squadron EIGHTEEN.
To: The Commander in Chief, United States Fleet.
Via: (1) The Commander Submarines, SEVENTH FLEET.
(2) The Commander SEVENTH FLEET.
Subject: U.S.S. GUAVINA (SS362) - Report of War Patrol No. Four.

1. The fourth war patrol of the GUAVINA was conducted in the South China Sea. It lasted for a period of sixty-two (62) days of which thirty-eight (38) days were spent in her assigned areas.

2. Area coverage was excellent, resulting in five torpedo attacks four of which were developed into costly losses to the enemy. The results were as follows:

Attack No. 1 was delivered against a medium AP which was stopped. Its decks were observed to be on fire. Three torpedoes were fired singly at ranges of 1950 and 1400 yards one of them performed erratically and missed while the other two found their mark. Subsequently the ship was observed to break in two parts and sink.

Attack No. 2 was made submerged against an AO anchored inside a reef. By skilfully choosing an attack position GUAVINA was able to fire two torpedoes over the reef from ranges of 3400 and 2650 yards both of which hit and disposed of another enemy ship.

Attack No. 3 was executed against an AK in a reef protected anchorage which again called upon the tactical skill of the approach officer to find the proper track for the three torpedoes which were fired against this ship. The first two torpedoes were observed to miss however the third one cleared the breakers at the end of the reef and struck the projecting stern of the enemy AK. It was then observed to roll over on its starboard side and sink.

Attack No. 4. An escorted medium AK was contacted and attacked during the afternoon of 28 November. Three torpedoes were fired with a depth setting of 4 feet. Two timed hits were heard which were followed by a loud explosion and the breaking up noises of a sinking ship.

Attack No. 5 occurred in the early morning of 18 December against two patrolling DE's. Two air torpedoes fired from the forward tubes missed because of a zig at the instant of firing. Four electric torpedoes fired from the stern tubes also missed probably because of the 8 foot depth setting imposed by the heavy seas prevailing at the time of the attack.

SUBMARINE SQUADRON EIGHTEEN

by

FC5-18/116-3
Serial # 0359

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

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

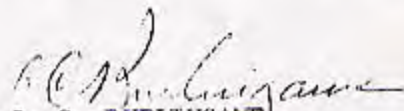
FIRST ENDORSEMENT to
U.S.S. GUAVINA - Report of
Fourth War Patrol.

Subject: U.S.S. GUAVINA (SS362) - Report of War Patrol No. Four.

3. The material condition of the GUAVINA upon her return from patrol was very good. She will be refitted by SBU and relief crew of Submarine Division One Twenty One.

4. The health and morale of both the officers and crew is excellent.

5. The Squadron Commander welcomes GUAVINA to this area and congratulates the Commanding Officer, officers and crew upon the accomplishment of another splendid and aggressive patrol which resulted in important damage to the enemy.


C. C. BURLINGAME,
Acting.

SS362/A16

Serial (024)

U.S.S. GUAVINA (SS362),
c/o Fleet Post Office,
San Francisco, Calif.

27 December 1944.

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

From: The Commanding Officer.
To : The Commander-in-Chief, U.S. FLEET.
Via : (1) Commander Task Force SEVENTY-ONE.
(2) Commander SEVENTH FLEET.
Subject: U.S.S. GUAVINA - Report of War Patrol No.
FOUR.
Enclosure: (A) Subject Report.
(B) Track Chart.

1. Enclosure (A), covering the fourth war patrol of this vessel conducted in SOUTH CHINA SEA Area during the period October 27, 1944 to December 27, 1944, is forwarded herewith.

Carl Tiedeman
CARL TIEDEMAN.