

SCORPION DIARY

A HISTORY OF THE U.S.S. SCORPION SUBMARINE, SS-278

PREFACE

(TO BE COMPLETED)

PROLOGUE

IN THE BEGINNING.....

On December 7, 1941, when the Japanese fleet attacked Pearl Harbor, only four of the 21 submarines of the U.S. Pacific Fleet were in port. Three of the four were at the submarine base, and the other one was in overhaul at the Navy Yard. The Japanese attack lasted for two hours, from 8:00 to 10:00 am. None of the four submarines were damaged by the attack. At 4:00 pm an order from Washington was received at Pearl to "Execute unrestricted air and submarine warfare against Japan." On December 11, GUDGEON was the first submarine to leave Pearl to carry the offensive to Japan.

A year and a half before the attack on Pearl Harbor, the United States had begun an enormous effort to build boats and train men for the submarine service. Alarmed by the fall of France in June 1941, Congress voted to add 67 submarines to the six already authorized for fiscal 1941.

As construction accelerated, the Navy's Submarine School near New London, Connecticut, struggled to keep pace in training new crews. The officer's six-month peace-time course was condensed to three months, and the enlisted men's six-week course was greatly intensified. The number of enlisted men accepted for training was boosted from 336 in 1940 to a wartime high of 4,734 in March 1944. The increase in officers was even more dramatic, soaring from 50 in the prewar year to 995 at the peak of the 1944 buildup.

The first of the new boats authorized by Congress in 1940 started arriving with their new crews at Pearl Harbor in early 1942. By mid-year, the new fleet boats were going into combat at the rate of four a month.

THE OFFICERS AND MEN

The officers and men of the submarine service were the pick of the fleet. They were screened by a battery of doctors, psychologists, and senior submariners to determine if they were healthy, emotionally stable and temperamentally capable of getting along well with other men in long periods of close confinement during which nobody but the skipper, the officer of the deck (OOD), and the lookouts saw sun, stars, or smelled air untainted with the fumes of diesel oil.

Once chosen, a man set out on hard, intensive training toward becoming a qualified submariner. All officers and men - with the exception of cooks and mess stewards - took a rigorous course of training at the Submarine School near new London, Connecticut. They were trained in gunnery, torpedo, mine warfare, diesel, radar, and sonar. Then they were assigned to a submarine, and their

course of study was to become familiar with every valve, gear, switch or hatch from bow to stern. They had to be able from memory to draw accurate diagrams of the more than 30 principal systems in the submarine. Every man had to know his own specialty by heart and learn that of another man as well, so they could substitute for each other if needed; for example, an electrician could double as a radar operator. When a man passed written and oral tests by his section chief and skipper, he was "submarine qualified" and was entitled to wear the silver dolphins insignia of the service. He also received fifty percent more than standard pay for doing hazardous duty. He considered himself a member of an elite force and was so considered by Navy men of the surface fleets.

When on duty, the officer's and men's schedule was four hours on and eight off. Discipline was casual, but was strict in safety matters.

Standard procedure was to transfer 1/5 of the crew after each patrol and receive replacements from the relief crews. It allowed rotation of the entire crew after five patrols, eased the strain on those at sea, and allowed periodic leave periods back to the states.

The Royal Hawaiian Hotel was a popular spot for submariners to get some rest and relaxation (R&R) between patrols. It was a world famous luxury hotel on the beach at Waikiki that was taken over by the Navy for use as a rest facility for aviators and submariners returning from combat. The cost was minimal: \$1.00 per day for officers, and \$0.25 for enlisted, meals included. The last day at the hotel featured a native Hawaiian luau. A whole pig was roasted underground, cooking for many hours over hot stones covered with ti leaves, then eaten with the fingers after the usual preparation of songs, hula dances, and games.

KEY SYSTEMS and AIDS

RADAR

The first radar used on U.S. subs was the SD radar. It was nondirectional, and thus could only warn of incoming aircraft, but not locate them. Once the SD gave the alarm, the lookouts had to search the skies in all directions with binoculars until the aircraft was located. It had a range of only 6-10 miles, which didn't give submarines much time to submerge. Also, it gave off a powerful signal which could be used by the enemy to determine the location of the sub.

A new type of radar, the SJ, was placed into service in August, 1942. It was big improvement in that it was a surface search radar that detected enemy ships and provided its range and bearing. It was also useful as a navigation aid at night and in bad weather, and enabled night surface attacks. It also provided IFF (Identification, Friend or Foe). The SD was used for backup.

TARGET BEARING TRANSMITTER (TBT) and TORPEDO DATA COMPUTER (TDC)

The TBT was a vast improvement in providing fast and accurate bearings for firing the torpedoes. The mechanism consisted of a pair of powerful night binoculars fixed to a rotating base, whose bearing was continuously and automatically transmitted to a repeater in the conning tower. The captain on the bridge would press a button located on the base of the binoculars, signifying that he had focused on the target. The operator of the TDC would then enter the exact bearing, and the TDC would calculate the proper firing angle and automatically feed the information into the directional gyro mechanism in the torpedo itself. When the submarine was underwater, the bearing was read off the periscope.

BATHYTHERMOGRAPH

This device was used to locate layers of water in the ocean that had sharply different temperatures, which would bend or even reflect sound waves, thereby throwing off an enemy's echo-ranging sonar gear. After an attack on the enemy, the submarine could often elude an antisubmarine attack by submerging to a depth just below a layer of water that the bathythermograph had shown to be a thermocline.

THE SUBMARINE WEAPON SYSTEMS

DECK GUNS

The fleet submarine's deck guns were all specially plated and lubricated to withstand the corrosive effect of repeated immersions. The 65-pound shells for the 5-inch gun were loaded by hand, and a good crew could fire about 10 rounds per minute at targets up to 8,000 yards away. The rapid-fire 40mm and 20mm guns were used against nearer targets.

MINES

The Mark 12 magnetic mine was a cylinder shape 21 inches in diameter to permit it to be launched from the torpedo tubes. It was eight feet long and contained 1,200 lbs of TNT. Mines were used in the coastal shipping lanes and harbors of the enemy, especially at times when torpedoes were in short supply. A side effect of the coastal mining was that it forced the shipping to move away from the coastal lanes into deeper water where they would be vulnerable to submarine attack.

TORPEDOES

The old Mark 10 torpedo was being phased out in 1942, and SCORPION was designed for the new Mark 14. The Mark 14 torpedo was 20 1/2 feet long, 21 inches in diameter, weighed 3200 lbs, including 507-668 lbs. of TNT. It could run 4,500 yards (about 2 1/2 mile) at 46 knots, or 9,000 yards at 31 1/2 knots. Before firing, the directional gyroscopes inside the torpedo were set for the desired course. The torpedo was expelled from one of the torpedo tubes (6 forward, 4 aft). As it came out of the tube, it tripped a starting lever, which caused water to be sprayed into a flame generated by alcohol and air carried in flasks inside the torpedo. The resultant steam spun a turbine, which in turn drove the torpedo's propellers, and sped the torpedo toward the target.

The Torpedo Problem

The old Mark 10 torpedo exploded on contact. The new Mark 14 used a new secret proximity exploder that would allow a torpedo to go under the belly of the enemy ship where there was little or no armor, and explode when it went under the ship. The new proximity fuse was developed at the Bureau of Ordnance under the guidance of Rear Admiral Ralph Waldo Christie. The torpedo cost \$10,000 each, a huge sum at that time. Because of the expense, BuOrd never tested a live warhead, but used dummy warheads in tests in which the Mark 14s ran straight and true.

However, the submariners found the Mark 14 torpedoes to be anything but reliable. Submarine captains returned from patrol complaining about perfect shots failing. The kill rate was terrible, and was destroying the morale of the submariners.

In April 1942, Captain Charles Andrews Lockwood took command of the Asiatic Fleet. He was promoted to Admiral the following month. He was an experienced submariner who was stern in discipline but with a kindly concern for his men that earned him the nickname of "Uncle Charley." Lockwood immediately tackled the torpedo problem.

He asked BuOrd to conduct tests to find the problem. BuOrd stiffly refused, saying the problem was the fault of the submariners. Lockwood decided to take matters in his own hands. He conducted tests with live warheads and discovered that the torpedoes were running 11 feet deeper than set. He notified BuOrd of the results and urged them to conduct their own tests. They refused.

Lockwood also had sent a copy of the tests to the Chief of Naval Operations, Admiral King. He immediately and brusquely commanded BuOrd to do the tests. Their tests confirmed Lockwood's results.

That seemed to settle the matter, and the sub commanders were ordered to subtract 11 feet from whatever depth setting they chose for an attack. However, the failure rate actually increased, especially in premature explosions.

Further investigation found that the magnetic exploder had caused the premature explosions because the magnetic field was not uniform as thought, but varied with the location on earth. Vice Admiral Thomas Kincaid ordered the magnetic exploder to be abandoned and replaced by the contact exploder.

Admiral Christie had fought against the abandonment of the magnetic exploder to the bitter end, even in the face of all the evidence. When he was transferred to the submarine force in Australia, he waged a vendetta against skippers who slurred his torpedoes, by transferring them to staff work, etc.

The use of the contact exploder revealed another problem: duds. Testing narrowed the problem to the firing pins. The heavy steel pins in use were too heavy to respond fast enough and travel far enough to set off the primer cap on contact. The answer was found in the tough light-weight steel in the propellers of the Japanese airplanes that were shot down during the bombing of Pearl Harbor. How ironic that the scrap metal that the U.S.A. sold to Japan before the war and was used to build the warplanes to attack Pearl Harbor, was later used by the U.S. Navy to provide firing pins for the torpedoes that sunk the Japanese wartime shipping.

Thus, at last, nearly two years after the attack on Pearl Harbor, U.S. submarines had torpedoes that worked.

THE SUBMARINE ATTACK

THE CHASE

The chase, when there was one, followed a fairly standard ritual. It usually began while the submarine was on the surface. The crew was galvanized by a lookout who spotted smoke on the horizon, or by a radar operator who reported a blip on his screen. At the skipper's command, the tracking team in the control room and the operator of the torpedo data computer (TDC) in the conning tower began plotting the enemy's speed and course from the ranges and bearings the skipper supplied. The TDC added in the boat's speed and course, and automatically computed and set the proper angle of fire on the torpedoes' controlling gyroscopes. The angle of fire changed with every deviation in the course of both the submarine and the target, which began zigzagging as soon as it spotted the attacker.

A submarine commander had to move promptly and correctly as soon as a ship was sighted or he would be left in the target's wake. The slowest freighter generally ran at speeds in excess of eight knots. The top speed of a submerged submarine was eight or nine knots, and after about an hour at that speed the batteries would be discharged. The submarine would then have to come to the surface and charge the batteries before any further submerged maneuvers could be undertaken. However, if the

target was escorted, surfacing would be suicide, so the chase would have to be abandoned, for the time being at least.

Running submerged at high speed, a U.S. submarine reveals her presence with twelve feet of periscope; extended to search for Japanese ships in the distance. As the submarine closed in on her target, she normally showed less than one foot of her periscope, making the submarine all but invisible to enemy lookouts at a distance of about 1200 yards, the average range at which American skippers fired their torpedoes.

The skipper, angling the boat to intersect the target's course, slowly closed the gap. As the submarine approached her target the crewmen fell silent. Even though twenty miles or more might separate them from the target at first, they concentrated with deadly intensity on the complex problems of preparing for the attack. But they also thought ahead - especially those crews who had not sighted a target for weeks - to the instant when they would fire their fish at the target. "There's no better morale booster," said a veteran skipper, "than the sound of your own torpedo exploding against an enemy ship."

SIZING UP THE TARGET

Well after the initial contact, a pursuing submarine often discovered that the distant smoke or radar blip was a tight convoy of several vessels. The telephone talker, standing at the skipper's side, relayed this information to the other talkers who repeated the words to crewmen in all parts of the boat.

The sound men, bent over their sonar gear, listened for the slow *thump, thump, thump* of freighters' propellers, which they could distinguish from the rapid *swish, swish, shish* of an escorting destroyer's screws. On learning of an escort, the skipper would keep a sharp eye on the radar scope so that he could plan his approach to avoid the destroyer.

Then the skipper ordered, "Take her down," and the talker alerted the crew. As the boat submerged, the order "Battle Stations" was passed quietly through the boat, sending everyone to their posts.

MAKING READY AT BATTLE STATIONS

As the submarine closed in on their target, the report came to the skipper, "All stations manned and ready." In the maneuvering room, the electrician and his helpers at their control levers tensely awaited orders from the engineering officer in the control room. Their's was the vital task of directing the boat's electric current wherever it was needed. Monitoring the amperage closely was essential because a skipper often drove the electric motors hard in order to gain speed in the approach, and this put a severe drain on the storage batteries.

Next, the torpedo officer gave the order, "Make ready the bow tubes." The men in the forward torpedo room, knowing that their six fish would be the first fired, let compressed air - 600 pounds per square inch - into tanks for use in firing each torpedo, and flooded the tubes. Then came the command, "Open the outer doors."

After complying with this order, one man at each torpedo stood with his hand over the firing pin he would use if the automatic firing control in the conning tower malfunctioned. Now the torpedo-men awaited the final order to fire.

AT LAST, THE KILL

The chase, which often lasted for hours and sometimes for days, climaxed as the submarine finally reached the captain's chosen attack position. An instant before firing the torpedoes, the skipper took a last look through the sea-splashed periscope, placed its hairline sight on the middle of the target (MOT) and gave the command, "Bearing - Mark!"

Then the TDC operator pressed a button that locked the last-minute bearing of the enemy ship into the TDC, which in turn automatically set the final firing angle on the torpedo.

"Set!" responded the TDC operator.

"Fire!" At this command, the torpedo officer at the firing panel in the conning tower hit the plunger that sent the torpedo with a jolting *whoosh*. The submarine shuddered as compressed air forced the fish out of the tube. Sea water immediately flooded back into the tube, and the diving officer then had to angle the boat's bow planes down to maintain an even keel.

Other torpedoes followed, each aimed at a different section of the same target. The Sonar operator tracked the course of the fired fish. "All hot, straight, and normal," he said, indicating that each torpedo was speeding on its programmed course.

The quartermaster counted the seconds as the torpedo raced toward the target at a speed of 46 knots: "53, 54, 55, 56....." The crewmen waited with bated breath. Then, *Whoom!* A hit! The explosion sent shock waves through the submarine's hull.

On virtually every attack, the crewmen in the bowels of the boat missed the satisfaction of viewing the result of their handiwork. Even the skipper often missed the spectacle; after observing the first hit, he usually dived the boat to escape pursuit.

But the crewmen could hear, through the sound gear and the hull, their victim's death agony: the grating sounds of twisting and rupturing of steel. It was cause for rejoicing but also a warning that the submarine could meet the same fate. That sobering thought was enough, said a skipper, to "keep any lookout on his toes for weeks."

SCORPION DIARY

UNITED STATES SHIP SCORPION

Thursday, 1 October, 1942

Moored starboard side to USS SNOOK in berth 6, U.S. Navy Yard, Portsmouth, N.H. At 1145 the Captain of the Yard, Navy Yard, Portsmouth, N.H., placed this vessel in commission in accordance with Vice Chief of Naval Operations letter serial 063838 of August 22, 1942 and Commandant, Navy Yard, Portsmouth, N.H. letter SS278/A4 of September 28, 1942. Lt. Comdr. W. N. Wylie, USN read his orders, Bupers-310-AOW serial 4835 of July 16, 1942, and assumed command of this vessel, the appropriate ceremonies prescribed by U.S. Navy Regulations, Article 821 having been carried out. The following named officers reported on board for duty from U.S. Navy Yard, Portsmouth, N.H.: Lt. R. M. Raymond, USN; Lt. P. R. Schratz, USN; Lt. G. L. Rodier, USNR; Ens. R. B. Drane, USNR; Ens. R. H. Ellis, USNR. The following named men reported on board for duty from U.S. Navy Yard, Portsmouth, N.H.:

Bausman, L. L., S2/c USN
 Bratt, A. W., EM2/c USNR
 Dake, N. W., MM1/c USN
 Denson, R. B., F3/c USNR

DePesa, L., TM2/c USN
 Diamond, G. L., TM2/c USNR
 Dineen, T. J., SC3/c USN
 Fowler, J. T., CTM(AA) USN

Gibbs, H. R., MM1/c USN
Glazier, G. F., S1/c USN
Hamilton, H. G., CMoMM(PA) USNR
Heinz, C. P., MoMM2/c USNR
Heller, M. S., S2/c USN
Henderson, W. O., F3/c USNR
Hiskett, C. W., Jr., MoMM2/c USN
Hund, C. M., GM3/c USN
Ingram, G. E., F3/c USN
Koster, N. L., MM1/c USN
Kukas, J., F3/c USN
Kunz, K. W., MoMM1/c USN
Lesko, T. E., PHM1/c USN
L'Heureux, W. J., Y1/c USN
Lindenburger, F. W., Jr., S2/c USNR
Lishing, J., MoMM1/c USN
Lloyd, R. W., F3/c USN
Lord, E. J., MM1/c USN
Louderback, I. D., TM3/c USN
Manganello, L. A., SC1/c USN
Mosbey, L. E., F3/c USNR

Page, G. C., TM3/c USNR
Peckham, L. A., F1/c USN
Petersen, H. J., EM1/c USN
Piper, J. C., Jr., S2/c USN
Randolph, W. L., EM1/c USN
Rawlings, J. P., EM1/c USN
Royer, L. J., F3/c USN
Rutter, C. A., CEM(PA) USN
Smith, J. F., S1/c USN
Spears, C. R., MoMM1/c USN
Stromquist, W. J. E., TM3/c USN
Sturges, E. A., F3/c USNR
Udick, R. V., TM2/c USN
Vorhees, J. L., S2/c USN
Wallace, S. C., MoMM2/c USN
Walsh, L. P., S1/c USN
Walters, F. E., EM2/c USN
Williams, J. L., S2/c USN
Womack, R. L., S2/c USNR
Zimmerman, K., RM3/c USN

1146 - Lt. R. M. Raymond, USN, was promoted to the rank of Lt. Comdr., USN, and executed his oath of office as such in accordance with ALNAV 209 of 1942.

2000 - RM1/c J. W. Cunningham, USN reported for duty from SubBase, New London, CT

Friday, 2 Oct 1942

2200 - RM2/c S. E. Matthews, USN, and QM1/c W. A. Flaherty, Jr., USN, reported aboard for duty from SubBase, New London.

Sunday, 4 Oct 1942

2200 - SM2/c A. W. McLeod, USN, reported on board for duty from SubBase, New London.

Monday, 5 Oct 1942

2100 - EM3/c J. S. Alexander, USN; SM3/c R. H., Bynum, USN; EM3/c R. E. Berry, USN; and EM3/c W. E. Tarbell, USN reported aboard for duty from SubBase, New London.

Friday, 9 Oct 1942

0800 - Still moored as before. Machinist V. R. Drake, USN reported aboard for temporary duty from USS SCAMP.

1000 - Commenced freshening charge from dock on main batteries. Charge secured at 0920 on Saturday, 10 Oct 1942.

Monday, 12 Oct 1942

2130 - MA3/c J. L. Jones, USNR, reported aboard for duty per a ComSubLant transfer order.

Wednesday, Oct 14, 1942

0800 - Fe/c J. Kukas, USN, left the ship on 3 days leave.

Thursday, Oct 15, 1942

0800 - TM2/c D. J. McDevitt, USN, reported aboard for duty from USS PICKEREL.

Friday, 16 Oct 1942

0800 - TM3/c I. D. Louderback, USN, left the ship on 12 days leave.

1345 - The USS SAWFISH moored alongside.

Saturday, 17 Oct 1942

0800 - F3/c J. Kukas, USN, reported aboard from 3 days leave on time.

1830 - CMoMM C. A. Pancake, USN, reported on board for duty as a ComSubLant transfer.

Sunday, 18 Oct 1942

0935 - USS SCORPION left berth six in company with USS SAWFISH.

0955 - SCORPION was moored outboard of USS SAWFISH at berth five.

1020 - USS RUNNER moored outboard of USS SCORPION.

1030 - USS SCORPION and USS RUNNER left berth five for dry-dock.

1053 - The bow of USS SCORPION was across the sill of the dry-dock.

1240 - USS SCORPION was rested on the keel blocks. Other subs in the dry-dock were YTT5, USS MACKEREL, and USS RUNNER.

Monday, 19 Oct 1942

Womack, R. L., S2/c was AWOL for 40 minutes, and was punished with seven days restriction.

1000 - Lt. G. L. Rodier left the ship on temporary duty at RINM, Beloit, WI, probably for training.

Tuesday, 20 Oct 1942

0845 - Ens. Robert T. Brown USNR reported aboard for duty from the USS RUNNER.

Thursday, 22 Oct 1942

0750 - TM1/c James R. Holhouser, USN, reported aboard for duty from the SubBase at New London.

F1/c L. A. Peckham left the ship on 4 days leave.

1830 - Y1/c W. J. L'Heureux was transferred to the Naval Hospital at Portsmouth, N.H.

Friday, 23 Oct 1942

S1/c J. F. Smith reported aboard after being absent over leave (AOL) for 1 1/4 hours. The following day he was punished with a month of deprivation of leave.

Monday, 26 Oct 1942

F1/c L. A. Peckham returned from leave on time. Electrician Frank C. Stiles reported aboard from USS R-15; and MA1/c Walter Hoskins reported aboard from SubBase, New London as a transfer from ComSubLant. TM2/c R. V. Udick was assigned temporary duty at Naval Torpedo Station, Newport, RI.

Tuesday, 27 Oct 1942

TM2/c J. T. Heidenrich reported aboard for duty at 0800 from SubBase, New London per ComSubLant transfer. Y1/c W. J. L'Heureux reported aboard from the Portsmouth, NH Naval Hospital after a stay of five days. TM3/c I. D. Louderback returned from 12 days leave on time.

Thursday, 29 Oct 1942

0830 - S1/c R. A. Shirah reported aboard from SubBase, New London per ComSubLant transfer.

Friday, 30 Oct 1942

2020 - Commenced battery freshening charge from dock.

Saturday, 31 Oct 1942

0925 - Secured battery charging.

1100 - Y2/c L. B. Perkins, USN, reported aboard for duty from Portsmouth, NH Navy Yard.

2100 - TM2/c R. V. Udick reported aboard for duty after completing his temporary duty at the Naval Torpedo Station, Newport, RI.

Monday, 2 Nov 1942

1430 Lt. G. L. Rodier reported aboard, having completed his temporary duty at the Fairbanks-Morse Co., at Beloit, WI.

2130 - FC1/c W. J. Boyer, USN, reported aboard per ComSubLant transfer.

Tuesday, 3 Nov 1942

Per regulations, the engineering officer examined all outboard valves, mufflers, propellers, shafts, and shaft tubes. Condition was satisfactory. The first lieutenant examined all valves not pertaining to engineering the rudder, diving planes, zincs, and other underwater fittings and found them satisfactory.

1330 - Commenced flooding the dry dock.

1420 - The ship was waterborne, and at 1600 the bow cleared the dry dock and was moored temporarily with the starboard side to the SAWFISH.

1641 - The lines were cast off and the SCORPION was moved to berth 6 with the starboard side to USS S-20.

Thursday, 5 Nov 1942

0909 - Fueling was commenced from a railway tank car and completed at 1245, having received 7000 gallons of diesel fuel oil.

1300 - MA3/c J. L. Jones, USNR, was reported absent from duty and station without leave.

1800 - The SCORPION was moved to a berth by yard tugs.

Friday, 6 Nov 1942

0737 - Dock trials were commenced using No. 1 main engine and all main motors.

0755 - Mustered crew at quarters. J. L. Jones was still absent. Dock trials were continued.

1150 - The SCORPION was moved 40 feet along the berth toward a caisson, and dock trials continued.

1300 - J. L. Jones was declared a straggler.

2300 - The dock trials were secured.

Saturday, 7 Nov 1942

0710 - Dock trials were started on the No. 3 engine.

1930 - Dock trials were stopped on all main engines; having been satisfactorily completed.

Monday, 9 Nov 1942

0815 - Dock trials were commenced on the 300 kilowatt auxiliary engine; and completed at 1415.

2215 - Commenced battery charge on No. 3 main engine.

Tuesday, 10 Nov 1942

0755 - Secured battery charging.

Thursday, 12 Nov 1942

0700 - MA3/c J. L. Jones surrendered on board, having been AOL for 7 days, and was made a prisoner-at-large by order of the Commanding Officer.

1330 - The Captain held mast and sentenced Jones to be tried by deck court.

1600 - Jones was transferred to the Portsmouth Naval Hospital for treatment.

Sunday, 15 Nov 1942

1505 - The SCORPION was shifted 80 feet forward in her berth.

Monday, 16 Nov 1942

0715 - RM1/c Joseph W. Cunningham returned to duty aboard ship from SubBase, New London.

Wednesday, 18 Nov 1942

1110 - The SCORPION was moved 30 feet aft, away from the caisson.

Thursday, 19 Nov 1942

S2/c J. L. Williams and RM3/c K. Zimmerman were transferred to the Portsmouth Naval Hospital.

Saturday, 21 Nov 1942

0750 - MA1/c W. Hoskins reported aboard from 7 days leave on time. At 1100, RM3/c K.

Zimmerman reported aboard for duty from the Portsmouth Naval Hospital.

Monday, 23 Nov 1942

1600 - S2/c R. L. Womack, USNR was honorably discharged from this ship and the USNR in order to re-enlist in the USN (regular).

Tuesday, 24 Nov 1942

0800 - S2/c R. L. Womack enlisted on board in the U.S. Navy from the Naval Reserve (V-6).

1130 - S2/c J. L. Williams and MA3/c J. L. Jones reported aboard for duty from the Portsmouth Naval Hospital.

1400 - TM2/c G. L. Diamond was transferred to the hospital for treatment.

Thursday, 26 Nov 1942

1400 - MoMM1/c K. W. Kunz was appointed Machinist, U. S. Navy, for temporary service.

Friday, 27 Nov 1942

0900 - Lt. Comdr. R. M. Raymond held deck court and tried the case of MA3/c J. L. Jones. Jones was found guilty and sentenced to be confined for 20 days, to perform extra duties for 10 days, and to lose \$15 per month of his pay for a period of 2 months.

Saturday, 28 Nov 1942

2200 - S2/c J. L. Williams was absent from the evening drill period.

Sunday, 29 Nov 1942

0600 - S2/c J. L. Williams reported aboard, having been AOL, and was made a prisoner-at-large.

1400 - The ship commenced receiving the following stores for use in the general mess, inspected as to quality by PhM1/c T. E. Lesko, and as to quantity by Ens. R. H. Ellis: from Varnum Yeast Co., 20 lbs yeast; from Portsmouth Fruit and Produce Co., 93 lbs cabbage, 161 lbs lettuce, 85 lbs oranges; from Megowen-Educator Food Co., 50 lbs soda crackers; from George D. Emerson Co., 30 tins tomato juice; from National Biscuit Co., 2 cases individual cereals; from Kellogg Sales Co., 1 case individual cereals; from G. Giovino Co., 92 lbs onions, 900 lbs Irish potatoes, 119 lbs apples, 77 lbs grapefruit; from Swift & Co., 160 lbs smoked hams, 197 lbs pork loins, 192 lbs butter, 90 doz eggs; from H. E. Yoken Co., 50 lbs fresh frozen strawberries, 3 lbs garlic, 50 lbs string beans, 50 lbs cauliflower, 50 lbs peas, 50 lbs cut corn, 53 lbs carrots, 21 lbs peppers, 72 lbs tomatoes, 76 lbs lemons, 151 lbs oranges, 68 lbs celery; from Armour & Co., 96 jars peanut butter, 100 lbs pork sausage, 111 lbs veal, 66 lbs daisy cheese, 100 lbs luncheon meat, 24 lbs longhorn cheese; from Quaker Oats Co., 72 lbs corn meal, 45 lbs buckwheat flour, 36 lbs rolled oats, 24 lbs pearl barley; from Rival Foods Co., 600 tea bags, 18 dozen tins orange juice, 22 1/2 lbs butterscotch pudding, 3 cases lime juice, 200 boullion cubes, 8 dozen tins tuna fish, 2 cases tins mixed vegetables, 5 lbs paprika, 5 lbs cayenne pepper, 50 tins tomato paste, 24 tins sweet potatoes, 12 gallons maple syrup, 12 tins mushrooms, 48 tins tomato soup, 48 tins chicken soup, 48 tins vegetable beef soup, 1 bag yellow eyed peas, 10 lbs citron, 3 cases cherries, 3 cases tinned figs, 2 cases powered sugar, 2 qts orange flavoring, 5 lbs celery salt, 5 lbs onion salt, 5 lbs garlic salt, 5 gallon olives, 5 lbs chili powder, 24 qts mayonnaise, 48 jars mustard, 1 case tinned sardines, 48 tins grapefruit juice, 24 tins pineapple juice, 48 tins shrimp, 24 tins sliced carrots.

Monday, 30 Nov 1942

1130 - The Captain held mast and awarded punishment to S2/c J. L. Williams of 30 days restriction.

Tuesday, 1 Dec 1942

0930 - TM2/c G. L. Diamond reported aboard from Portsmouth Naval Hospital.

1300 - MM1/c E. J. Lord was advanced to the rating of CMoMM(AA).

Thursday, 3 Dec 1942

0800 - MM1/c L. D. Faustman reported aboard for duty from SubBase, New London per ComSubLant transfer.

1300 - The Captain held mast and awarded the punishment of 3 days solitary confinement on bread and water to S2/c J. L. Williams for failure to relieve the watch.

1630 - S2/c James C. Piper was transferred to the Portsmouth Naval Hospital.

Saturday, 5 December, 1942

0800 - EM1/c H. J. Petersen extended his enlistment for two more years.

Monday, 7 Dec 1942

0945 - The Board of Inspection and Survey, consisting of the below named officers came aboard to inspect the ship for delivery: Capt. Eliot H. Bryant, USN; Capt. Robert A. Dyer, USN; Capt. John H. S. Dessez, USN; Capt. Merrill Comstock, USN; Lt. Comdr. Waldeman N. Christensen, USN; Lt. Edgar H. Cobb, O-V(S) USNR; Ens. Richard W. Tippin, E-V(G) USNR.

1430 - The Board of Inspection and Survey left the ship, inspection completed, the ship tentatively accepted by the U.S. Navy.

Tuesday, 8 Dec 1942

0800 - MoMM1/c C. R. Spears reenlisted for four full years.

1300 - Elect (T) Frank C. Stiles, USN, was appointed Ensign (T) U.S. Navy; and Mach. (T) Vincent R. Drake, USN, was appointed Ensign (T) USN.

Thursday, 10 Dec 1942 43°N - 70°W

0855 - Received on board the following stores for use in the general mess: from National Biscuit Co., 25 lbs fruit cake, 1 case wheat bran, 1 case shredded wheat; from Rival Foods Co., 2 cases mushrooms; from Kellogg Sales Co., 2 cases corn flakes; from J. Slabadkin, 189 lbs veal saddles, inspected as to quantity by Ens. R. H. Ellis, and as to quality by PhM1/c T. E. Lesko.

Friday, 11 Dec 1942 43°N - 70°W

0730 - Lt. Comdr. C. O. Triebel, USN, came aboard as a passenger. Received additional stores from Badger Farms, Inc.: 8 gallons fresh milk, 3 gallons ice cream.

0800-1500 Running on surface, various courses.

1630 - Lt. Comdr. Triebel left the ship.

Saturday, 12 Dec 1942

1300 - MM1/c N. W. Dake was advanced to the rating of CMoMM(AA). Received additional stores: from Badger Farms, Inc.: 6 gallons milk.

Sunday, 13 Dec 1942 43°N - 70°W

0730 - Received additional stores from Badger Farms, Inc., 6 gal fresh milk, 3 gal ice cream.

0735 - Ens. J. W. Curtis, USNR, Ens. D. A. Raymond, USNR, and Ens. J. A. Ellis, USNR, came aboard as passengers.

1200-1500 Running on surface, various courses.

1630 - The passengers left the ship.

Monday, 14 Dec 1942 43°N - 70°W

0730 - Received more stores: from Badger Farms, Inc., 6 gal fresh milk; from Genest Bros., Inc., 100 lbs bread.

1300 - Running on surface, course 160°.

1400 - Submerged, course 315°.

1500 - Surfaced, returned to base on course 340°.

Tuesday, 15 Dec 1942 43°N - 70°W

0730 - Received additional stores: 6 gal fresh milk, 3 gal ice cream, 100 lbs bread.

0735 - Lt.(jg) R. C. Cantwell, USNR(Ret.), and Ens. J. M. McCormick, D-V(S) USNR, reported aboard for temporary duty from Portsmouth, NH Navy Yard. Also, the following officers and men reported on board as passengers: Ens. S. J. Bednarczyn, Ens. C. R. Cummings, Jr., Ens. E. A. Erickson, Ens. E. R. Conn, Lt. S. C. Loomis, EM3/c O. W. Anderson, MoMM1/c J. R. Ball, CMoMM A. E. Barnum, F2/c E. B. Burrows, RM3/c H. C. Damon, MoMM2/c M. H. Harrington, S2/c R. M. Inghram, MoMM2/c C. E. Jones, MoMM2/c T. S. Kilian, TM2/c L. G. Madden, TM3/c W. F. Ramshaw, F2/c P. A. Reed, CGM J. E. Rose, and EM1/c R. M.

Weiland.

0900-1400 Submerged.

1630 - All passengers left the ship.

1800 - F3/c R. W. Lloyd and S2/c Lindenberger were transferred to the Portsmouth Naval Hospital.

Wednesday, 16 Dec 1942 43°N - 70°W

0730 - Received 6 gal fresh milk.

0735 - The following officers and men reported aboard as passengers from the USS SNOOK: Lt. V.

A. Stockton, S1/c J. F. Cole, EM2/c C. K. Dale, CTM(PA) A. J. Hope, TM1/c J. A. Johnson, F2/c B. V. McAllister, TM2/c J. H. Mitler, MoMM2/c H. E. Ranlfs, MoMM1/c S. B. Rice, F2/c F. A. Schultz, EM2/c J. M. Towler, and MM1/c J. V. Day.

0900-1400 Submerged.

1635 - RT2/c R. S. Holway reported aboard from SubBase New London.

1655 - All passengers left the ship. TM3/c I. D. Louderback was transferred to the Portsmouth Naval Hospital.

Thursday, 17 Dec 1942 43°N - 70°W

0735 - Received 8 gal fresh milk. The following officers and men reported aboard as passengers for training: Lt. S. C. Loomis, Lt(jg) A. Cannon, Ens. J. L. Cochran, Lt(jg) B. I. Freedman, SM3/c J. H. Hall, TM2/c D. E. Johnson, MoMM1/c Z. Popa, F2/c W. W. Newsome, F2/c J. J. Gavin, MoMM2/c L. A. Beverly, EM1/c D. P. Schaumburg, EM3/c D. J. Hurley, FC2/c M. D. Hunter, S1/c B. L. Platt, F2/c J. F. Frates, and CPhM J. W. McMichael.

1300-1500 Submerged.

1635 - All passengers left the ship.

Friday, 18 Dec 1942 43°N - 70°W

0735 - Received 8 gal fresh milk.

The following officers and men reported aboard as passengers: Lt Comdr E. B. Abrahamson, Lt D. S. Scheu, Lt(jg) J. M. Langley, Mach. K. W. Kunz, Mach. McCullough, Mach. L. C. Minutilla, EM2/c O. W. Anderson, S1/c O. F. Carbonary, S1/c J. F. Cole, SM2/c F. J. Doty, F1/c J. A. Jackson, F2/c V. Kuklis, MoMM1/c R. N. Parker, RM2/c E. A. Percy, RM1/c E. G. Schab, F2/c J. W. Williams, TM3/c N. P. Wright, and MoMM2/c R. E. Freeman.

0800 - Running on surface, various courses.

0900 - Submerged, course 150°.

1100 - Surfaced, and returned to base on course 345°.

1130 - All passengers left the ship.

1445 - Received 50 lbs celery, 75 lbs tomatoes, 3 cases buckwheat flour, 86 lbs oranges, 400 lbs potatoes, 89 lbs apples, 50 lbs cabbage, 75 lbs lettuce, 25 lbs peppers, 4 gal sweet pickles, 20 lbs chocolate pudding, 3 cases grapefruit juice, 3 cases carrots, 2 cases Campbell's soups, 3 lbs poultry seasoning, 12 bottles tabasco sauce, 1 case walnuts, 1200 tea bags, 6 gal dill pickles, 1 case cherries, and 1 case shrimp, tinned.

Monday, 21 Dec 1942

0935 - Received 50 lbs bread, 200 pkgs dry cereal, 79 lbs turkey, 20 lbs string beans, 20 lb peas, 20 lbs corn, 30 lbs strawberries, and 6 gal dill pickles.

Tuesday, 22 Dec 1942

1430 - Received 120 doz eggs and 4 gal milk.

1500 - S2/c F. W. Lindenberger reported aboard from the Portsmouth Naval Hospital, for duty.

Wednesday, 23 Dec 1942

- 0800 - Received 4 gal milk and 3 1/2 gal ice cream.
- 1730 - S2/c J. L. Williams, a prisoner-at-large, is absent from the ship without authority.

Thursday, 24 Dec 1942

- 0900 - S2/c J. L. Williams reported aboard, having been absent without leave while a prisoner-at-large since about 1500 on Dec. 23, 1942.
- 0915 - The Captain held mast and assigned punishment to J. L. Williams of a Summary Court Martial.
- 1130 - Received 24 lbs peanut butter, 30 lbs chocolate pudding, 39 lbs tinned diced carrots, 240 lbs tinned fruit cocktail, 7 bottles Kitchen Bouquet, 6 bottles A-1 sauce, 24 lbs powdered sugar, 2 cases Bisquick, 24 jars veg-all, 4 gal milk, 2 qts heavy cream, 50 lbs yeast, 18 gal tomato juice, 155 lbs chicken, 70 lbs veal legs, 10 lbs hard candies, 400 pkgs dry cereal, and 30 doz eggs.
- 1412 - The Summary Court Marshall of which Lt Comdr Reginald M. Raymond is senior member met in the case of S2/c J. L. Williams.
- 1615 - The Summary Court Marshall adjourned to await orders of the Convening Authority.

Saturday, 26 Dec 1942

- 1545 - Received 48 lbs cheddar cheese, 4 gal milk, 3 1/2 gal ice cream, 30 lbs swiss cheese, 30 lbs pimento cheese, 90 lbs tinned lima beans, 100 lbs onions, 500 lbs potatoes, 48 lbs fresh pears, 50 lbs crackers, 100 lbs ham, and 110 lbs pork loins.
- 1645 - Commenced fueling ship.
- 1835 - Completed fueling ship, having received 7,609 gallons diesel fuel from the Navy Yard, Portsmouth, NH.

Thursday, 31 Dec 1943 43°N - 70°W

- 0700 - Running on surface, course 093°.
- 0900 - Submerged.
- 1100 - Surfaced.
- 1400 - Returned to base.

Friday, 1 Jan 1943

- 0800 - F3/c R. W. Lloyd reported aboard for duty from the Portsmouth Naval Hospital.
- 0800 - Running on surface, various courses.
- 0900 - Effected the following advancements in rating:

Alexander, J. S.	EM3/c to EM2/c
Bausman, L. L.	S2/c to S1/c
Diamond, G. L.	TM2/c to TM1/c
Ingram, G. E.	F3/c to F1/c
Kukas, J.	F3/c to F2/c
McDevitt, D. J.	TM2/c to TM1/c
Mosbey, L. E.	F3/c to EM3/c
Peckham, L. A.	F1/c to MoMM2/c
Sturges, E. A.	F3/c to F1/c
Wallace, S. C.	MoMM2/c to MoMM1/c
Walsh, L. P.	S1/c to TM3/c
Walters, F. E.	EM2/c to EM1/c
- 0930 - Gibbs, H. R. changed rating from MM1/c to MoMM1/c
- 1000 - Commenced annual inventory of title "B" equipage of all departments.

1100 - Submerged.
1800 - Surfaced, running on various courses.

Saturday, 2 Jan 1943 43°N - 70°W
0000 - Continued running on surface, various courses.
0600 - Submerged.
1900 - Surfaced, running on surface, various courses.

Sunday, 3 Jan 1943 43°N - 70°W
0000 - Continued running on surface, various courses.
0600 - Submerged.
1600 - Published the proceedings, findings, and sentence of the Summary Court Martial of which Lt. Cmdr. R. M. Raymond is senior member in the case of Williams, J. L. S2/c; offences: (1) breaking arrest; (2) absent without leave a period of about 18 hours; sentence: to be confined for a period of two months and to lose \$27 per month of his pay for a period of six months, total loss of pay of \$162.
1900 - Surfaced, running on surface, various courses.

Monday, 4 Jan 1943 43°N - 70°W
0000 - Continued running on surface, various courses.

Tuesday, 5 Jan 1943 43°N - 70°W
0600 - Submerged.
0900 - TM3/c I. D. Louderback reported aboard for duty from the Portsmouth Naval Hospital.
1000 - Surfaced.
1200 - Returned to base.

Thursday, 7 Jan 1943
1230 - Transferred MA3/c J. L. Jones to SubBase, New London.
1400 - S1/c V. B. Paxton reported aboard for duty from SubDiv 141 Flag Allowance.

Saturday, 9 Jan 1943
0834 - MA2/c S. Sharp reported aboard for duty from USS O-4.

Monday, 11 Jan 1943
Transferred S2/c J. L. Williams to USS SNOOK (Flag Allowance CSD 141)

Friday, 15 Jan 1943 43°N - 70°W
1000 - Lt(jg) J. H. Fagan, E-V(G) USNR, reported aboard for temporary duty from ComSubLant.
1700 - Running on surface, course 150°.
1800 - Submerged.
2300 - Surfaced, running at various courses.

Saturday, 16 Jan 1943 41°N - 71°W
1100 - Returned to base.
1815 - Lt. C. R. Dwyer reported aboard for temporary duty from USS PUFFER.

Sunday, 17 Jan 1943 42°N - 71°W

- 0730 - The following passengers came aboard to witness contract torpedo trials: Esn. S. V. Wroblenski, CC-V(S) USNR; Jesse A. Thomas, Logmn. Machinist, NY Portsmouth, NH; CTM R. W. Borcot; TM2/c G. E. Garcia; TM2/c J. H. Hughes; and TM3/c J. Berschmeyer.
- 0800 - Running on surface, various courses.
- 1200 - Returned to base.
- 1220 - All passengers left the ship.

Monday, 18 Jan 1943 42°N - 71°W

- 0745 - The following passengers came aboard to witness contract torpedo trials: Esn. S. V. Wroblenski, CC-V(S) USNR; Jesse A. Thomas, Logmn. Machinist, NY Portsmouth, NH; CTM R. W. Borcot; TM2/c G. E. Garcia; TM2/c J. H. Hughes; and TM3/c J. Berschmeyer.
- 0800 - Running on surface, various courses.
- 1100 - Returned to base.
- 1125 - All passengers left the ship.

Tuesday, 19 Jan 1943 42°N - 72°W

- 0900 - The following passengers came aboard to witness contract torpedo trials: Esn. S. V. Wroblenski, CC-V(S) USNR; Jesse A. Thomas, Logmn. Machinist, NY Portsmouth, NH; CTM R. W. Borcot; TM2/c G. E. Garcia; TM2/c J. H. Hughes; and TM3/c J. Berschmeyer.
- 0900 - Running on surface, various courses.
- 1500 - Returned to base.
- 1548 - All passengers left the ship.
- 1630 - Lt. C. R. Dwyer, USN, and Lt(jg) J. H. Fagan E-V(G) USNR, were detached to carry out uncompleted portion of their orders.

Wednesday, 20 Jan 1943

- 1315 - Commander Submarines, Atlantic, and the Chief of Staff, ComSubLant came aboard and inspected the ship. Left the ship at 1344.

Friday, 22 Jan 1943 42°N - 72°W

- 0610 - The following passengers came aboard from USS PUFFER; detail, for training: Lt. L. G. Bernard; TM1/c M. M. Burris; TM3/c F. W. Clouse; S2/c R. E. Tidd; QM2/c W. Graves; F3/c B. B. Creech; TM3/c P. C. Sears; S2/c W. W. Kimbrell; MoMM2/c C. J. Kerls; F1/c W. Penzenik; S2/c R. Kennedy; F1/c H. E. Lefferts; EM1/c H. E. Sander; EM2/c J. A. Vaughan; EM3/c R. H. Voss; SC1/c V. J. Gosselin; RM2/c V. J. Henger; S2/c W. E. Wilson, Jr.; TM3/c L. M. Jones; F3/c M. J. Dickinson; FC2/c J. W. Goin; and F3/c T. N. Gardner.
- 0630 - Running on surface, various courses.
- 0800 - Submerged.
- 0900 - Running on surface, various courses.
- 1000 - Submerged.
- 1100 - Running on surface, various courses.
- 1400 - Submerged.
- 1500 - Surfaced.
- 1600 - Returned to base.
- 1615 - Dr. Charles R Langmuir, Naval Research Laboratory, came aboard as a passenger.
- 1815 - All passengers left the ship.

Saturday, 23 Jan 1943 42°N - 72°W

0700 - Running on surface, course 180°.

0900 - Submerged.

1300 - Surfaced, various courses.

1600 - Returned to base.

Sunday, 24 Jan 1943 42°N - 72°W

1430 - Transferred PhM1/c T. E. Lesko to SubBase, New London.

1645 - PhM2/c I. S. Shapiro reported aboard for duty from USS O-8.

Tuesday, 26, Jan 1943 42°N - 72°W

0600 - Running on surface, various courses.

0800 - Submerged.

1700 - Surfaced, running on various courses.

2400 - Returned to base.

Wednesday, 27 Jan 1943 42°N - 72°W

0013 - SM3/c R. H. Bynum reported aboard for duty from Portsmouth Naval Hospital.

1700 - Running on surface, various courses.

2400 - Returned to base.

Thursday, 28 Jan 1943 42°N - 72°W

0800 - Running on surface, various courses.

1000 - Returned to base.

Friday, 29 Jan 1943 42°N - 72°W

1600 - Running on surface, course 180°.

1700 - Submerged.

1800 - Surfaced, various courses.

2000 - Returned to base.

Saturday, 30 Jan 1943 42°N - 72°W

1155 - The following named members of the press and radio came aboard as passengers, escorted by Comdr. L. S. Parks, Comdr. S. P. Mosely, Lt(jg) James Roach, Ens. W. J. Murphy, and Lt(jg)

R. S. Johanson:

Mr. H. V. Kaltenborn

Mr. Charles Hodges

Mr. Cesar Seachinger

Mr. Quincy Howe

Mr. John W. Vandercook

Mr. Paul Schubert

Mr. Burnett Hensley

1200 - Running on surface, course 210°.

1300 - Submerged.

1500 - Surfaced, returning to base.

1545 - All passengers and their escorts left the ship.

Monday, 1 Feb 1943 41°N - 72°W

0600 - Running on surface, various courses.

0800 - Effected the following advancements in rating:

Bausman, L. L.	S1/c to SC3/c
Denson, R. B.	F3/c to F2/c
Dineen, T. J.	SC3/c to SC2/c
Henderson, W. O.	F3/c to F2/c
Hoskins, W.	MA1/c to OC3/c
Kukas, J.	F2/c to F1/c
Lindengerger, F. W.	S2/c to S1/c
Lloyd, R. W.	F3/c to F2/c
Perkins, L. B.	Y2/c to Y1/c
Piper, J. C.	S2/c to RM3/c
Royer, L. J.	F3/c to F2/c
Smith, J. F.	S1/c to TM3/c
Stromquist, W. J. E.	TM3/c to TM2/c
Sturges, E. A.	F1/c to MM2/c
Voorhees, J. L.	S2/c to S1/c
Womack, R. L.	F3/c to F2/c

0900 - SC1/c L. A. Manganello was recommended to the Chief of Naval Personnel to be advanced to the rating of Chief Commissary Steward (acting appointment).

Tuesday, 2 Feb 1943 41°N - 72°W

1400 - Returned to base.

Wednesday, 3 Feb 1943 41°N - 72°W

0600 - Running on surface, various courses.

0800 - Submerged.

0900 - Running on surface, various courses.

1600 - Returned to base.

SM2/c Arnold Walter McLeod was transferred to Submarine Squadron One for temporary duty involving intensive instruction in blinker and semaphore signaling.

Thursday, 4 Feb 1943 41°N - 72°W

0700 - Running on surface, various courses.

1700 - Returned to base.

Friday, 5 Feb 1943 41°N - 72°W

0830 - Lt. George C Arnold and Lt. Lawrence G. White reported aboard as observers.

0900 - Running on surface, various courses.

2330 - Returned to base.

2345 - The observers left the ship.

Saturday, 6 Feb 1943 41°N - 72°W

0700 - Running on surface, various courses.

1700 - Returned to base.

Sunday, 7 Feb 1943 41°N - 72°W

0600 - Lt. C. S. Arthur and Lt. D. W. Abercrombie reported aboard as observers of the days operations.

0630 - Running on surface, various courses.

0645 - MA2/c Samuel Sharp is absent over leave; missed ship.

1300 - Returned to base.

1320 - Captain held mast: SM2/c Arnold Walter McLeod was reported ignoring reveille and using disrespectful language to a senior. Awarded: Deck Court.

Wednesday, 10 Feb 1943

1320 - MA2/c William Nelson reported aboard for temporary duty.

Thursday, 11 Feb 1943

0800 - MA2/c William Nelson was transferred to the SubBase New London for duty in accordance with C.O. USS SCORPION's first endorsement to C.O. SubBase, New London.

1300 - At Deck Court, Lt. R. M. Raymond met to try the case of MA2/c Samuel Sharp and adjourned at 1310. At 1315 published the findings and sentence. Finding: guilty. Sentence: to be confined for a period of 10 days, and to lose pay amounting to \$36. Approved by Convening Authority.

1325 - S1/c Virgil Brownie Paxton was transferred to the U.S. Naval Dispensary, SubBase, New London, for treatment.

Friday, 12 Feb 1943

1320 - At Deck Court, Lt. R. M. Raymond met to try the case of SM2/c Arnold Walter McLeod for late reveille and using disrespectful language to a senior. Finding: guilty. Sentence: to lose pay amounting to \$60.

Monday, 15 Feb 1943

0800 - GM2/c Carl Merton reenlisted for an additional four full years.

Thursday, 18 Feb 1943

0730 - OC3/c Walter Hoskins is declared a straggler.

0945 - Lt.(jg) James W. Smith and a civilian engineer, Charles H. Berry of Pioneer Division, Bendix Corp., reported aboard to compensate an experimental compass, and to conduct tests on the compass of this type of vessel.

1100 - Running on surface, various courses.

1500 - Returned to base.

Saturday, 20 Feb 1943

1000 - Running on surface, various courses.

1600 - Returned to base.

Sunday, 21 Feb 1943

0800 - S1/c Robert Ashley Shirah was transferred to the SubBase, New London.

1430 - MA1/c John Wesley Alston was received aboard for duty from USS S-48.

Monday, 22 Feb 1943

0730 - OC3/c Walter Hoskins was this date declared a deserter.
 1100 - TM3/c John Patrick reported aboard for duty from USS O-8.
 1200 - Enroute to SubBase Key West, Florida.
 Performed daily training dives and emergency drills.
 Kept lookout for German submarines that might be patrolling off the east coast.

Tuesday, 23 Feb 1943 37°N - 70°W
 Enroute to SubBase, Key West, Florida.

Wednesday, 24 Feb 1943 32°N - 68°W
 Enroute to SubBase, Key West, Florida.

Thursday, 25 Feb 1943 28°N - 77°W
 Enroute to SubBase, Key West, Florida.

Friday, 26 Feb 1943 26°N - 79°W
 1600 - Arrived at SubBase, Key West, Florida to receive sonar training at the Fleet Sonar School.

Saturday, 27 Feb 1943 25°N - 80°W
 0715 - Lt. C. D. Nace, USN, W. G. Freeman, CRM(PA) USN, and D. R. Biot came aboard as
 observers.
 0800 - Running on surface, various courses.
 0900 - Submerged.
 1300 - Surfaced. Running on course 276°.
 1400 - Submerged.
 1500 - Surfaced. Running on course 050°.
 1600 - Returned to SubBase, Key West.

Sunday, 28 Feb 1943 25°N - 80°W
 0715 - Lt. C. D. Nace, USN, Lt. Comdr. P. W. Garnett, USN, Lt. E. B. Carlson, USN, W. G. Freeman,
 CRM(PA) USN, and D. R. Biot came aboard as observers of the day's operations.
 0730 - Running on surface, various courses.
 1500 - Returned to SubBase, Key West.

Monday, 1 Mar 1943 25°N - 80°W
 0700 - Lt. Comdr. C. D. Nace, Lt(jg) H. E. Wright, RM1/c W. J. Block, Son2/c R. M. Payne, Son2/c
 M. A. Koenders, and civilian R. L. Black were received aboard as passengers to observe the
 day's operations.
 0730 - Effected the following advancements in rating:
 Manganello, Lawrence A. SC1/c to CCStd(AA)
 Hund, Carl M. GM2/c to GM1/c
 Glazier, John F. S1/c to GM3/c
 Heller, Max S. S2/c to S1/c
 0730 - Running on surface, various courses.
 0800 - Ens. Robert Brent Drane, USNR, accepted appointment as Lt(jg), USNR.
 0900 - Submerged.
 1500 - Surfaced. Running on course 356°.

1600 - Returned to SubBase, Key West.

Tuesday, 2 Mar 1943 25°N - 80°W

0900 - CEM(PA) Carrol A. Rutter was transferred to the Naval Hospital at the Naval Operations Base at Key West, FL.

0900 - Left SubBase, Key West enroute to Pearl Harbor via Panama Canal.

Wednesday, 3 Mar 1943 21°N - 84°W

Enroute to Pearl Harbor via Panama Canal.

Thursday, 4 Mar 1943 16°N - 81°W

Enroute to Pearl Harbor via Panama Canal.

Friday, 5 Mar 1943 10°N - 80°W

1300 - Arrived at Panama Canal.

Tuesday, 9 Mar 1943 9°N - 80°W

0700-1500 Passed through Panama Canal.

Wednesday, 10 Mar 1943 08°N - 80°W

Left Panama enroute Pearl Harbor.

Thursday, 11 Mar 1943 07°N - 84°W

Enroute Pearl on course 290° at 14 knots.

Friday, 12 Mar 1943 09°N - 89°W

Enroute Pearl on course 290° at 14 knots.

Saturday, 13 Mar 1943 11°N - 95°W

Enroute Pearl on course 286° at 14 knots.

Sunday, 14 Mar 1943 13°N - 100°W

Enroute Pearl on course 288° at 14 knots.

Monday, 15 Mar 1943 15°N - 106°W

Enroute Pearl on course 290° at 14 knots.

Tuesday, 16 Mar 1943 16°N - 111°W

Enroute Pearl on course 285° at 14 knots.

Wednesday, 17 Mar 1943 17°N - 117°W

Enroute Pearl on course 282° at 14 knots.

Thursday, 18 Mar 1943 19°N - 123°W

Enroute Pearl on course 283° at 14 knots.

Friday, 19 Mar 1943 19°N - 129°W
Enroute Pearl on course 279° at 14 knots.

Saturday, 20 Mar 1943 20°N - 135°W
Enroute Pearl on course 279° at 14 knots.

Sunday, 21 Mar 1943 21°N - 140°W
Enroute Pearl on course 275° at 14 knots.

Monday, 22 Mar 1943 21°N - 146°W
Enroute Pearl on course 274° at 14 knots.

Tuesday, 23 Mar 1943 22°N - 152°W
Enroute Pearl on course 266° at 14 knots.

Wednesday, 24 Mar 1943

1100 - Arrived at SubBase, Pearl Harbor

Following work accomplished by repair forces and Navy yard: (1) installed bathothermograph ; (2) removed all degaussing equipment and cables ; (3) installed selector switches for battery power to IC motor-generator; (4) installed DC bow and stern plane indicator; (5) installed tower air conditioning unit; (6) installed six domes and indicator lights on trim and drain pump discharges; (7) cut down fairwater still further; (8) installed two 3" ammunition ready lockers and an additional 20mm ready locker; (9) scraped and painted ship's bottom; (10) repair leak in negative tank blow line; (11) calibrated ship's magnetic condition. Completed three days training exercises; fixed six exercise torpedoes.

Thursday, 25 Mar 1943

Training around Pearl included firing six exercise torpedoes at escorted surface units.

0800 - RM1/c Joseph William Cunningham reenlisted for an additional four full years.

0815 - EM1/c Floyd E. Walters extended his current enlistment for a period of two full years.

Friday, 26 Mar 1943

1000 - S1/c Joel A. Tanner was received aboard for duty.

Sunday, 28 Mar 1943

S1/c F. E. Brunfield reported aboard for duty from USS RUNNER (Flag CSD 141).

Monday, 29 Mar 1943 21°N - 158°W

0600 - Lt. Comdr. Joseph H. Bourland, F3/c Michael Andrey, S1/c George Blevins, and F3/c Lawrence H. Hoffman were received aboard as observers of the days operations.

0630 - Running on surface, various courses.

1700 - Returned to Pearl.

Tuesday, 30 Mar 1943 21°N - 158°W

0600 - Comdr. Leo L. Pace was received aboard as an observer for two days operations.

0700 - Running on surface, various courses.

Wednesday, 31 Mar 1943 21°N - 158°W

1400 - Returned to Pearl.

1530 - Comdr. Leo L. Pace completed his duty as observer of operations of this vessel.

1600 - MoMM1/c R. J. Peel reported aboard for duty from USS RUNNER (Flag CSD 141).

Thursday, 1 Apr 1943 21°N - 158°W

0800 - CMM(AA) Norman Wholen Dake was transferred to the USS RUNNER.

0830 - Effected advances in rating:

Bynum, Rufus Hardy	SM3/c to SM2/c
Kukas, Jacob	F1/c to MoMM2/c
Tarbell, Wilbur Everett	EM3/c to EM2/c
Zimmerman, Karl	RM3/c to RM2/c

Monday, 5 Apr 1943

USS SCORPION left SubBase, Pearl Harbor on its first patrol for the Empire region (Japan).

1300 - Departed Pearl for Midway in company with PC-582. Calibrated RDF off Diamond Head.

2000 - Escort parted company. Continued at advance, making daily training dives and holing drills.

Tuesday, 6 Apr 1943 24°N - 162°W

Proceeding on course 290° at 13-16 knots toward Midway

Wednesday, 7 Apr 1943 26°N - 167°W

1400 - Compensated magnetic compass. During the evening fail to sight floating mine reported to be in our 2230 position.

Proceeding on surface on course 289° at 11-16 knots toward Midway.

Thursday, 8 Apr 1943 28°N - 173°W

Proceeding on surface on course 293° at 11-14 knots toward Midway.

Friday, 9 Apr 1943

0809 - Arrived Midway. Fueled to capacity. Base repair force corrected leak in hydraulic piping and leak in antenna trunk.

1413 - Departed midway, escorted by aircraft until dark.

OFFICERS AND MEN OF THE FIRST PATROL

Lt. Comdr. William N. Wylie, USN, commanding officer

Lt. Comdr. Reginald M. Raymond, USN, executive officer and navigator

Lt. Paul R. Schratz, USN,

Lt. G. L. Rodier, USNR, engineer and third officer

Ens. Robert B. Drane, USNR, communications officer

Ens. Richmond H. Ellis, USNR

Ens. Robert T. Brown, USNR

Ens. Vincent R. Drake (T) USN

Alexander, James S., EM2/c	Louderback, Irvin D., TM3/c
Alston, John W., MA1/c	Manganello, Lawrence A., CCStd(AA)
Bausman, Loren L., SC3/c	Matthews, Stanley E., RM2/c
Berry, Robert E., EM3/c	McDevitt, Daniel J., TM1/c
Boyer, Walter J., FC1/c	McLeod, Arnold W., SM2/c
Bratt, Arthur W., EM2/c	Mosbey, Lyle E., EM3/c
Brumfield, Floyd E., S1/c	Page, Glen C., TM3/c
Bynum, Rufus H., SM2/c	Pancake, Claude A., CMoMM(PA)
Cunningham, Joseph W., RM1/c	Paxton, Virgil B., S1/c
Denson, Randolph B., F2/c	Peckham, Leonard A. MoMM2/c
DePesa, Lester, TM2/c	Peel, Rhodes J., MoMM1/c
Diamond, Gail L., TM1/c	Perkins, Lester B., Y1/c
Dineen, Timothy J., SC2/c	Petersen, Hans J., EM1/c
Faustman, Lyle D., MM1/c	Piper, James C., Jr., RM3/c
Flaherty, William A., Jr., QM1/c	Randolph, Wilbert L., EM1/c
Fowler, John T., CTM(AA)	Rawlings, Jack P., EM1/c
Gibbs, Harland R., MM1/c	Royer, Leonidas J., F2/c
Glazier, John F., GM3/c	Sharp, Samuel, MA2/c
Hamilton, Harry G., CMoMM(PA)	Shapiro, Irvin S., PhM2/c
Heidenrich, Jean T., TM2/c	Smith, Joseph F., TM3/c
Heinz, Carl P., MoMM2/c	Spears, Charles R., MoMM1/c
Heller, Max S., S1/c	Stromquist, Wilbur J. E., TM2/c
Henderson, William O., F2/c	Sturges, Edgar A., F2
Hiskett, Claude W., Jr., MoMM2/c	Tanner, Joel A., S1/c
Holshouser, James R., TM1/c	Tarbell, Wilbur E., EM3/c
Holway, Raymond S., RT2/c	Tucker, John P., TM3/c
Hund, Carl M., GM2/c	Udick, Raymond V., TM2/c
Ingram, George E., F1/c	Vorhees, Jack L., S1/c
Koster, Nicholas L., MM1/c	Wallace, Stuart C., MoMM1/c
Kukas, Jacob, F1/c	Walsh, Leo P., TM3/c
Lindenburger, Frank W., Jr., S1/c	Walters, Floyd E., EM1/c
Lishing, John, MoMM1/c	Womack, Robert L., F2/c
Lloyd, Robert W., F2/c	Zimmerman, Karl, RM3/c
Lord, Edward J., CMoMM(AA)	

Sunday, 11 Apr 1943 31°N - 178°E
 Proceeding on surface on course 301° at 14 knots toward assigned area.

Monday, 12 Apr. 1943 31°N - 173°E
 Proceeding on surface on course 301° at 14 knots toward assigned area.

Tuesday, 13 Apr 1943 35°N - 167°E
 Proceeding on surface on course 281° at 14 knots toward assigned area.

Wednesday, 14 Apr 1943 36°N - 162°E
 Proceeding on surface on course 281° at 14 knots toward assigned area. Force 8 winds.

Thursday, 15 Apr 1943 36°N - 157°E

0640 - Slowed to 2/3 speed because of heavy seas and gale force 9 winds. Making good 7 1/4 knots.

Enroute toward assigned area on course 275°.

Friday, 16 Apr 1943 36°N - 152°E

0200 - Winds abated. Increased speed to 14 knots on course 274°. Because of weather, realize we will be unable to reach mining area until Monday, April 19. Laid detailed plans for mining plant, with alternative surface or submerged plant, depending upon brightness of moon, visibility, surface and air patrol activity, current found, and so forth.

Saturday, 17 Apr 1943 37°N - 147°E

0002 - Sighted enemy patrol vessel in position 36° 36'N - 149° 00'E, distant about 3 miles. Submerged in bright moonlight to close and investigate. It was very obvious before the decision was made to dive that this vessel was too small to torpedo. Inspected enemy at ranges from 300 to 2000 yards; he appeared to be similar to our tuna boats, high bow and stern with built up structure amidships. Estimated draft about 3-4 feet; displacement about 150 tons. No radar or guns were seen, it being too dark for such details, although the moon was brilliant. Enemy was camouflaged, splotchy and dark gray. It was with reluctance that we decided to let him go, but considering our destination, his probable (almost certain) possession of a radio, and relative insignificance, withdrew along our course to mining area.

0145 - Surfaced and proceeded towards coast on course 265°.

Sunday, 18, Apr 1943 36°N - 143°E

0501 - Submerged. During AM compensated magnetic compass for this area.

1838 - Surfaced. Brilliant moonlight with moon one night before full; visibility unlimited. Course 270°.

2330 - High cirrus have commenced to reduce visibility and moon brilliance.

Monday, 19 Apr 1943 36°N - 141°E

0226 - Sighted first of a number of lighted and unlighted sampans. As many as 12 lighted boats and at least 1 unlighted were in sight at one time. Used various courses and speeds to get through the line unseen. SJ radar made contact at 5350 yards, and tracked one of them (the closest) in the 2600 yards. Sampans appeared to be in an irregular North - South line some 25 - 35 miles East of NAKA Minato.

0343 - Cleared sampans and headed for the coast.

0400 - Submerged to reconnoiter coast and mining area. Visibility getting poor, cirrus haze thickening and lowering.

0600 - Visibility now 4000 yards; light rain; sky like a wool blanket; sea glassy calm. Sighted two sampans aft, going away.

0741 - Changed course to avoid two more motor sampans. I don't believe this pair actually detected our presence, but they certainly stuck around and gave us a bad two hours. Went deep and used various courses toward coast, rigged for silent running but sound kept reporting 'coming in clear'.

1029 - Finally one of them passed over our bow while we were at 130 feet. Shortly after, a rather alarming loud grating, sawing noise was heard throughout the ship. Men in FTR said

they thought someone was pulling our superstructure off. Went to 250 feet and noise ceased.

- 1042 - Started up, but noise re-commenced at 230 feet, accompanied by rapping on the hull aft. Had visions of either (1) a grapnel hanging on to us; (2) a fish net draped around the screws; or (3) Scorpion towing a flock of fishing floats. None of these prospects helped. Finally went to 300 feet, changed course, and went ahead 2/3 speed.
- 1136 - Came to 65 feet and observed exterior clear of nets and other loose gear, no floats aft, both sampans at some distance.
- 1201 - Sighted smoke of small steamer. Commenced tracking, went to battle stations. Enemy disappeared or turned away. He may have been a patrol boat, as he was small.
- 1235 - Abandoned attack and resumed reconnaissance. Rain steady.
- 1421 - Sighted coastline in haze. In view of the increasingly bad weather and visibility conditions which would make reconnaissance and accurate piloting impractical, and should the weather clear, the condition of full moon plus the large number of sampans in the vicinity, decided to lay mines this date.
- 1721 - By star fix and soundings (subsequently verified by star fix after plant) determined we were in position for mine plant. Commenced laying Mark 12 mines and took soundings at discrete intervals during plant.
- 1911 - Completed entire plant, having fired 12-Mark 12 and 10-Mark 10 at spacings from 600 to 1000 yards in irregular lines. (Track Chart #1). Retired to deep water; battery was very low and air pressure in boat 8 inches.
- 1924 - A sound contact made it unwise to pump down this pressure, so went to best escape depth; rigged for depth charge attack and retired. Surfaced after 16 1/2 hours submerged with battery low (used spurts of 2/3 speed between mines) reload crew tired, but crew very happy to get rid of these eggs and get torpedoes in all tubes. Headed for new area.

Tuesday, 20 Apr 1943 37°N - 142°E

- 0425 - Submerged in area.
- 1039 - Sighted smoke on horizon; went to battle stations and turned to close. Target identified as MEIJI MARU No. 1.
- 1131 - Fired three torpedoes; one hit; target sank immediately.
- 1137 - Secured from battle stations and retired on reverse of targets' base course hoping he might be followed by other ships.
- 1855 - Surfaced, and closed coast; commenced patrol up and down moon near 100 fathom curve. This decision was made in view of the fact that our attack was made outside the 100 fathom curve, and ships may have been directed to keep clear of shallow water.
- 2342 - Sighted darkened enemy sampan in the moon streak. Having had many battle surface drills with no target; decided this was an opportune time to try the efficacy of our training.
- 2347 - Submerged.

Wednesday, 21 Apr 1943. 37°N - 142°E

- 0023 - Made battle surface and riddled sampan with 3", 20mm, and 45 cal. machine gun fire at close range. Was much disappointed with the incendiary ammunition, as its inflammatory effect was slight. The 3" high explosive blew gaping holes in the hull each time it hit. The flashless 3" ammunition was a great success and had no blinding effect at

all. The 20mm tracers have considerable blinding effect and tend to obscure the target. However, this latter effect may not be so pronounced at greater ranges.

- 0039 - Secured from battle stations and, leaving sampan blazing, resumed patrol along the coast.
- 0410 - Submerged.
- 0420 - Two distant underwater explosions.
- 0827 - Sighted patrol vessel of SC 53 class echo ranging and searching vicinity. Maneuvered to avoid.
- 1143 - Sighted two small vessels on a northerly and parallel course about 800 yards apart.
- 1228 - Sighted two more vessels approaching similarly to the above and on same course. On closer approach (3000 yards) they were observed to have the appearance of a miniature U.S.S. Holland and displaced about 250 tons. A sweep wire ran between them. During the observation the two vessels reversed course. It is believed that they were mine sweeping, and as we were then inside the 100 fathom curve, it gave further credence to my former assumption that shipping was being diverted away from the coast.
- 1325 - Heard five distant underwater explosions.
- 1830 - Received COMSUBPAC serial 97 Mike.
- 1854 - Surfaced. It was decided to run in close to SHIOYA SAKI for the morning dive and observe coast line.

Thursday, 22 Apr 1943 36°N - 142°E

- 0139 - Sighted SHIOYA SAKI light bearing 264°T and burning with normal characteristics.
- 0200 - During the approach to the light we were practically surrounded with sampans; both lighted and unlighted. Apparently this area is an active fishing ground or is on the route of the fishing fleet. As it was desired to get close in to the light without being sighted, various courses and speeds up to flank were used in an attempt to prevent detection. Undoubtedly we were sighted, as we had the additional hazard of a bright moon plus a flat calm.
- 0319 - Running lights of a plane observed approaching from landward. Dived when plane was about 3 miles distant. Apparently we were not sighted as no charges were dropped.
- 0331 - Sound picked up high speed screws bearing 270°T and 350°T. Apparently two destroyers making 35 knots by turn count. Rigged ship for silent running and went deep.
- 0352 - Destroyers pinged three times on what was believed to be a note of less than 17 KC.
- 0430 - Contact lost with destroyers, one apparently having gone up the coast, and the other down. Conducted periscope patrol and observation of coast line. Took pictures of light and adjacent coast line. One large tanker was seen going down the coast with his bottom practically on the beach in that he must have been in less than ten fathoms of water. Except for this one vessel, no other shipping, large or small, was seen during the day. Several approaches were started on smoke, which in each case turned out to be larger sampans coming home under full power. Small sampans were very numerous and made periscope observations difficult.
- 1919 - Surfaced and stood out from coast. In view of the shallow water and the difficulty of getting in close to the light undetected, it was decided to abandon this part of the area. As our presence had probably been disclosed it was decided to destroy all sampans sighted in order to keep the others in shore in the future, and then to patrol seaward. Destroyed three sampans by gun fire; one about 70 tons, the others about 35 to 50. Unfortunately these were the only ones sighted.

Friday, 23 Apr 1943 38°N - 143°E

- 0330 - Radar contact bearing 179°T distance 17,000 yards; changed course to close at 10 knots.**
- 0335 - Radar contact on two other vessels on same bearing. Went to battle stations and commenced radar plot.**
- 0338 - Target sighted dead ahead at range 14,000 yards, angle on bow about 35 degrees. It was brilliant moon light with a slight surface mist and an absolutely calm sea.**
- 0343 - Target identified by sight as two merchant ships in column with a destroyer escort.**
- 0347 - Submerged to 50 feet and conducted approach at high speed.**
- 0407 - Fired three torpedoes at leading ship and one at second.**
- 0409 - Heard first of a series of thirteen explosions. Rigged for depth charge attack and went to 300 feet; took evasive action.**
- 0425 - Destroyer stopped.**
- 0449 - Came to periscope depth. First target was legging it for the horizon; second target was stopped, or nearly so and making heavy black smoke from the stack; angle on bow 150° port, range 9,000 yards. He appeared to be down by the stern. Destroyer was approaching him from the direction of the first target at high speed. Headed for him at standard speed submerged. Range closed slightly, remained steady, and then began to draw away as target apparently got way on again. Observed what seemed to be a burning Franklin life buoy near the scene of the attack. Continued along base course of convoy. It was assumed that an air escort was present, or, in any case, would be there quickly and would prevent an attempt to run around the convoy and get ahead. The best plan appeared to be to wait until pursuit had been abandoned, then surface and attempt to regain contact on base course.**
- 1230 - Surfaced and went ahead flank speed on base course.**
- 1249 - SD radar plane contact at 7 1/2 miles. Dived when distance was five miles, continued along base course submerged.**
- 1510 - Abandoned pursuit of convoy and turned to close coast.**
- 1855 - Surfaced.**
- 1915 - Sent contact report (231015) which was received by DUTCH HARBOR. Proceeded towards KINKASAN light.**
- 2052 - Received our contact report on NPM 1100 schedule badly garbled.**
- 2205 - Retransmitted report, which was received this time by NPM.**
- 2223 - Our course and speed toward KINKASAN now obviously having been disclosed to the enemy, changed course to the coast in the center of the area.**

Saturday, 24 Apr 1943 38°N - 143°E

- 0305 - Submerged and conducted patrol along 100 fathom curve.**
- 1855 - Surfaced; proceeded to seaward to cross northeast shipping lane and then to approach KINKASAN on course normal to it.**

Sunday, 25 Apr 1943 38°N - 142°E

- 0339 - Submerged and proceeded towards KINKASAN.**
- 0725 - Sighted the two SHIGURE class Destroyers approaching close together at a range of about 9,000 yards and making 24 knots by turn count. Subsequent observation showed them to be running at high speed for from 5 to 10 minutes; then making a radical course change and stopping to listen for about the same time. They were not using echo ranging. Sea was absolutely flat; an attack was not deemed advisable.**

0743 - Rigged ship for silent running and remained clear. Destroyers proceeded to southward.
 1905 - Surfaced.
 2100 - Started toward KANKASAN LIGHT.

Monday, 26 Apr 1943 38°N - 142°E

0343 - Submerged off KINKASAN. Visibility unlimited and sea absolutely flat. Numerous sampans in vicinity; made use of periscope extremely difficult.
 0643 - The two SHIGURE Destroyers of the previous day sighted again using similar tactics; this time close aboard. We were making periscope observations at ten minute intervals, and when the OOW put up his periscope, there they were. Sound had not detected their approach, so they must have gotten close while listening with engines stopped. Rigged for depth charging and held depth to prevent a visible screw wash.
 0646 - Destroyers passed overhead making 24 knots. This was a tense moment.
 0700 - Destroyers drew off to northwards. Close reconnaissance of KINKASAN light vicinity disclosed presence of two radio towers, but no Radar. The entire absence of any shipping activity whatsoever made it obvious that something was amiss and reinforced our belief that shipping was routed to seaward.
 1500 - Sighted smoke coming down coast. Commenced attack.
 1517 - Broke off attack when target was revealed to be a hulled vessel of about 500 tons similar to our barges. He was making maximum speed along the coast line as closely as possible.
 1910 - Surfaced and patrolled to seaward.

Tuesday, 27 Apr 1943 38°N - 143°E

0338 - Submerged on course 030°T.
 0421 - Sighted large freighter with one SHIGURE class Destroyer escort. Commenced approach.
 0437 - Target identified as a convoy of four freighters in two columns of two each with escort in front center. The attack was made on the largest which was identified as a YUZAN MARU class and typical 6-7,000 ton well deck type.
 0446 - We were fortunate in being on the side closest to him; decided to make sure of him, four torpedoes to him, then two at the next in the column.
 0459 - As goal posts closed for a 90° angle on bow, fired four torpedoes for run of 2100 yards with one degree spread. Shifted to second ship in column and fired two more; same spread. Shifted periscope on first target to see his whistle blowing, as the first two torpedoes hit just forward and aft of stack. This was followed shortly thereafter by the other two torpedoes striking his bow and stern. The destroyer appeared to rise out of the water and come down headed our way. We rigged for depth charging and started down; did not observe second target but believe he avoided.
 0505 - First of series of eight depth charges; none close. Destroyer pinging constantly.
 0537 - Came to periscope depth. YUZAN had reversed course, was stopped and well down by the stern, but was not smoking. The destroyer was circling her and the other freighters had disappeared. Destroyer still pinging.
 0547 - YUZAN sank with bow in the air. Picture taken. Went deep and remained so; several more distant depth charges, cleared vicinity at 2/3 speed.
 1030 - Came to 50 feet to attempt contact report by use of SD radar mast antenna. Not successful.

- 1039 - Came to 27 feet and tried to send contact report . No answer on 4,000; 8,000 and 12,000 bands jammed by the enemy.
- 1352 - Made second attempt to send contact report. Same results. Broadcast report on 4,000 band.
- 1915 - Surfaced and waited for first signal that the broadcast had been received. Apparently not.
- 2136 - Sent contact report 281420 to NPM.
One torpedo remaining. Decided to spend remainder of patrol to seaward on courses normal to possible northeast enemy tracks.

Wednesday, 28 Apr 1943 38°N - 144°E

- 0347 - Submerged.
- 1900 - Surfaced.
- 2030 - Received COMSUBPAC Serial 14 Roger directing return to Midway.
- 2115 - Homeward bound at flank speed clearing area.
- 2348 - Sent message 300830 in reply to above.

Thursday, 29 Apr 1943 38°N - 149°E

- On surface making full speed, on course 090°T.
- 0520 - Sighted enemy patrol vessel of about 100 tons at distance of about 4 miles.
- 0549 - Commenced gun attack with 3", 20mm, and 30 cal.
- 0635 - Patrol vessel burned and completely destroyed to the water line. This vessel mounted an old fashioned one or two pounder on top of the pilot house and had a heavily insulated cage antenna between his masts. The action consisted of chasing him around until he was destroyed. No shots were returned. Resumed surface course and speed.

Friday, 30 Apr 1943 37°N - 155°E

- On surface at standard speed.
- 0721 - Sighted superstructure of what was at first thought to be a small freighter just over the horizon on course 180°T. Distance from land about 600 miles.
- 0723 - Made out target as a good sized patrol vessel. Headed for him at full speed.
- 0740 - Patrol vessel sighted us and headed for us. Went to battle stations. Enemy was subsequently observed to be a two masted, steel hulled vessel of about 600 tons displacement, 173 feet in length, and having a wooden superstructure and pilot house. He mounted an old fashioned 5 or 6 pounder gun on a high platform forward and carried two racks of depth charges aft. He apparently had two or more machine gun mounts along his bulwarks. He was painted gray and carried the number 23 painted broadside on the bow. No radar was seen. Enemy opened fire with range of 3,000 yards with forward gun.
- 0755 - At 2,000 yards swung bow away and opened fire with 3", forward 20mm, and .30 cal. After 20mm commenced firing when it bore on target. We passed broadside too at range of about 800 yards when the 3" gun jammed after getting out about 15 rounds. The 3" gun was not hitting during this phase, but the enemy was being raked by both 20mm's and .30 cal's. Went ahead flank speed and drew out of gun range to clear 3" gun, and replenish ammunition; the ready supply having been exhausted at this time. The Thompson machine guns, Browning automatic rifles (BARs) and all ammunition possible was brought to the gun platforms. The enemy chased us for a while, then released a

heavy white smoke float and drew off to the south. The smoke remained about ten minutes and was assumed to be a marker for aircraft, which assumption later proved to be correct.

- 0845 - Being set for the second attack, headed for enemy at flank speed. The enemy kept his tail to us for awhile, then stopped. His crew, in white uniforms, were observed to be drawn up at quarters. Slowed to 2/3 speed and changed course to come up on his stern for broadsides and then came alongside at close range and stop. Commenced firing at about 1700 yards; the 3" gun hit the enemy stern with the first shot and raised a big smoke cloud. By the time we came on his port side at a range of 3-400 yards, all guns were firing at best rate, and the shooting was excellent. The pilot house burst into flame, which later either died out or was extinguished. Although our guns could be seen striking the enemy, the expected result was not apparent. His forward large gun did not fire and was apparently out of action. At several points along the bulwarks flashes of rifle fire were observed and persisted in spite of our heavy fire. During this period the 3" gun jammed by reason of projectile becoming separated from the casing. After the second and last clearing, gunner's mate Carl Hund coolly poked out the others with the extension handle, and firing was continued.
- 0924 - Lt. Cmdr. R. Raymond, U. S. Navy, was firing a BAR from the bridge railing and received an enemy bullet in the center of his forehead, which passed directly through his head. He was laid on the deck abaft of the deck gun and the firing continued. Realizing that the enemy was not sunk although his hull was riddled with 3" cannon with high explosive, the ship was spun bows on and backed up to 500 yards radar range.
- 0930 - Fired last torpedo at zero gyro and depth set at 2 feet. Torpedo struck and enemy disappeared in a terrific explosion. When struck, his flag was still at the gaff and he was still firing. No reason can be advanced why no one on deck was injured, except that the enemy must have been firing at our bridge; but if such was the case, I was not conscious of it at the time. The vessel, as well as aircraft were apparently on the watch for us as our radio position and the destruction of the inner patrol vessel on the previous day could give the enemy a good line on our course and speed.
- 0944 - Secured from battle stations and proceeded on base course at flank speed. The body of Lt. Cmdr. Raymond was being prepared for burial at sea.
- 0947 - SD radar plane contact at 2 1/2 miles. He was not seen by lookouts, and must have been coming low. Dived to 150 feet. Plane dropped two charges at a considerable distance. The body of Lt. Cmdr. Raymond was lost from the gun platform on this dive.
- 1339 - Distant underwater explosion. Remained submerged during remainder of day.
- 1839 - Surfaced and went ahead full speed. Inspected top side for damage but none was apparent.
- 1922 - Sent radio report 300830.
- 2000 - Stopped all engines. Held religious service for Lt. Cmdr. R. M. Raymond, U.S.N.
- 2005 - Resumed course and speed.

Saturday, 1 May 1943 37°N - 161°E

0800 - Effected advancements in rating as follows:

DePesa, Lester	TM2/c to TM1/c
Heidenrich, Jean T.	TM2/c to TM1/c
Heinz, Carl M.	MoMM2/c to MoMM1/c
Bratt, Arthur W.	EM2/c to EM1/c
Hiskett, Claude W.	MoMM2/c to MoMM1/c

Matthews, Stanley E.	RM2/c to RM1/c
Shapiro, Irvin S.	PhM2/c to PhM1/c
Page, Glen C.	TM3/c to TM2/c
Bausman, Loren L.	SC3/c to SC2/c
Lloyd, Robert W.	F2/c to F1/c
Ingram, George E.	F1/c to MoMM2/c
Voorhees, Jack L.	S1/c to TM3/c
Womack, Robert L.	F2/c to F1/c
Alston, John W.	StdM1/c to Ck3/c
Denson, Randolph B.	F2/c to F1/c
Peckham, Leonard A.	MoMM2/c to Momm1/c

1248 - Slowed to 2/3 speed; bucking heavy head seas. Force 7 winds.

Sunday, 2 May 1943 36° N - 165° E

0358 - Seas abated; changed to standard speed.

Monday, 3 May 1943 34° N - 171° E

2300 - Received ComSubPac serial 28 yoko directing return to Pearl. Course 123°.

Tuesday, 4 May 1943 31° N - 176° E

Crossed 180th meridian. Enroute Pearl. Course 127°.

Tuesday, 4 May 1943 28° N - 179° E

Course 127°.

Wednesday, 5 May 1943 25° N - 174° E

Course 110° at 14 knots.

Thursday, 6 May 1943 24° N - 169° E

Course 110° at 16 knots.

Friday, 7 May 1943

Course 110° at 15 knots.

Saturday, 8 May 1943

USS SCORPION returned to SubBase, Pearl Harbor, from its first patrol.

0600 - Met PC-453 and proceeded into Pearl under escort.

0800 - StdM2/c Samuel Sharp was transferred to the Naval Hospital for treatment.

0830 - TM1/c James K. Halshowser was appointed CTM(AA), and RM1/c Joseph W. Cunningham was appointed CTM(AA).

REPORT OF FIRST WAR PATROL

WEATHER

Except for our passage through the dangerous semicircle of a moderate low pressure storm on April 15 and early April 16, the weather enroute to our area was consistent with that shown on pilot charts.

Weather in the area was uniformly unvarying, oily, agonizing flat calm, making use of about 6" only of periscope mandatory. About half the time a more or less uniform cirrus haze rendered the horizon very indistinct. It was perfect A/S (anti-submarine) weather, but as submarine weather it was the worst possible. Bright moonlight rendered night surface attacks out of the question.

Phosphorescence was always existent, and at least one night was most pronounced; this ship left a trail of "fire" about two miles long.

TIDAL INFORMATION

Enroute to area, currents experienced agreed closely with those shown on H.O. chart Misc. 10.058-A. This is not a positive statement, since our pitometer log (a speedometer for water) is not up to perfection .

Currents seem to be greatly influenced by wind, although at periscope depth the set is generally northerly and easterly. Toward the end of the patrol, after five consecutive days of zero wind, the current was less than 1/10 knot for 72 consecutive hours.

The bathythermograph reliably indicated transfer from KURO SHOO to the OYA SKIO, the latter being beneath. The usual depth of separation was about 200 feet.

NAVIGATIONAL AIDS

SHIOYA SAKI was the only light observed to be burning. When lighted, it possessed normal characteristics and normal visibility, but on at least one night, it was not lighted.

A careful plot of all landmarks noted in Japan Pilot Vol. I assists considerably in inshore navigation. Peaks cut in well when they could be identified, which was sometimes difficult. Kinkasan Lighthouse itself was very hard to pick out on the hillside, not being seen until we were within 3 miles of it.

COMMENTS ON ATTACKS

All exploders are set to contact only. All spreads unless otherwise noted are divergent, in accordance with this plan: 4° (Range 500-1100); 3° (1100-1600); 2° (1600-2000); these values reduced to suit other than 90° track by: Spread = Table Value x Sine of Track Angle. First torpedo always fired to hit, 2nd spread to stern, 3rd to bow, and so on, alternately.

ATTACK # 1. Unescorted MARU heading for HONSHU, average course 285°T, speed 13, empty. Enemy in sights 50 minutes prior to firing. Obtained nice position for bow shot with torpedo run about 1000, but enemy zigged right at us, giving 0° angle on bow at about 600 yards. Pulled out at full speed and was forced to accept unfavorable track angle, stern shots. Checked periscope bearing before each torpedo. Believe first torpedo is the one which hit. 2nd and 3rd passed ahead and astern as spread. No tracks were visible from periscope. Weather excellent for sighting tracks. All heard to run hot and normal. Splash completely obliterated target, but had time for one photograph before enemy sank. Enemy sank, bow vertical in 1 minute and 34 seconds.

ATTACK #6. By reason of extreme visibility and calmness of sea, it was not feasible to run with radar exposed, nor could submerged speed be reduced for periscope observations on account of excessive range. An apparently accurate course and speed is obtained by Radar plot prior to diving. Bearing (TDC) check "on" to point of firing as well as a range taken just prior to firing. Destroyer escort at this time was keeping station off of second ship and making 136 RPM which gave additional speed check of 13 knots. However, as DD was close aboard and first of three torpedoes were fired with periscope up while making high speed, it is highly probable that either one or both the periscope

and torpedo wakes were sighted thereby enabling first target to avoid 4th torpedo fired at second ship. When getting #5 tube ready for 4th firing, the muzzle door operating chain was out of adjustment and interlock would not operate. By the time the cause of the casualty was apparent in the conning tower, the opportunity to fire the fifth torpedo was lost. This is apparently a frequent casualty in the hydraulic muzzle door system and necessitates firing by hand without a ready light. Tubes were not made ready sooner by reason of our high speed and hydraulic door feature does not require it. In firing first three torpedoes a zero spread was used in accordance with the "4-3-2" doctrine which assumes that natural dispersion takes care of spread with torpedo run in excess of 2000 yards. This last presumption is now considered highly doubtful, and in the future, nothing less than a 1° spread is recommended.

Times of firing	1st	04-06-40)
	2nd	----06-50) First ship - zero spread
	3rd	----07-00) a miss
	4th	----07-55) 2nd ship - zero spread - hit

ATTACK #7. Four torpedoes fired at YUZAN MARU class freighter, and two at smaller freighter about 1000 yards astern of him in column. 1° divergent spread set on all torpedoes and bearings checked by TDC before each shot. 1st four torpedoes hit equally spaced from bow to stern. 5th and 6th torpedoes were apparently avoided. Sea dead calm.

Times of firing	1st	04-59-03) Hit
	2nd	04-59-18) Hit
	3rd	04-59-32) Hit
	4th	04-59-45) Hit
	5th	05-00-30) Miss
	6th	05-01-03) Miss

ATTACK #8. - Gun action.

ATTACK #9. Torpedo fired satisfactorily after heavy gunfire failed to sink enemy. Torpedo ran satisfactorily with 2 feet depth set in spite of fact that at least 2-foot waves were running.

ENEMY ANTI-SUBMARINE MEASURES

Light and ineffective. An echo-ranging sweep on 18 KC was carried out in the neighborhood of the 100 fathom curve on one day by Subchaser No. 53.

No A/S aircraft were observed, except one patrol on the morning of the 22nd. He did not attack. One aircraft was picked up by SD radar, but not by sight, while we were chasing a convoy.

Two SHIGURE class destroyers made passes on two days, alternately running at 21 knots then stopping to listen, a very ineffective search. They both passed right over us when we were at 65 feet and failed to detect us.

I do not believe sampans are used as A/S vessels, although it is probable that those who had radio would report a submarine if they had the opportunity. Do not believe any are equipped with any sound gear, depth charges, or guns. One patrol sampan, 400 miles from the coast, had a machine gun, but did not get to use it. Sampans appear to run away. All appeared to be merely what they looked like - fishermen.

The depth charge attacks following two attacks on convoys were in the nature of "token" attacks. At no time did the escort detect us, but busied himself around the firing point. Their use of listening was completely nullified by our silencing, and the beautiful layer given on the bathythermograph would defeat any echo-ranging gear.

ENEMY MINE SWEEPING OPERATIONS

A dubious minesweeping group was sighted between 37° 20' N and 37° 30' N on the 100 fathom curve on April 21st. First was a group of 3 vessels appearing to tow sweep wires while cruising about 1000 yards apart, abreast. Later two more vessels, similar in appearance, repeated the sweep wire tow. No magnetic sweep gear or light signals were seen. No acoustic sweep gear was heard. They may have been fishermen streaming nets. These vessels appeared to be USS Holland on a reduced scale of about 350 - 500 tons.

MAJOR DEFECTS EXPERIENCED

The operation of the pitometer log and hence the Dual-Reckoning Analyzer Indicator was unreliable throughout the patrol. Primarily, a leak at deep submergence through the sleeve gland on the dynamic and static pressure orifice arm causes the bearings to corrode, which in turn causes sluggish operation and gives a false speed indication. After renewing the bearings, extreme difficulty was encountered in re-adjusting the equilibrium. By 3 May, as much as a 50% error existed, which has since become beyond the capacity of the ship's force to rectify. A complete overhaul and adjustment is required.

The present communication by voice from the bridge to the conning tower is considered highly unsatisfactory. During normal operations, much shouting is required by the OOD to get any word through; and when the guns are firing, a messenger is necessary. The bridge battle telephone jack box has been repaired. To date, a sound powered phone has been substituted for the bridge throat microphone in the MC circuit with excellent results. However, as all speakers throughout the ship are on the circuit, it can only be used on special occasions. Furthermore, the deck connection is delicate and subject to frequent failure; the one furnished this vessel having been totally out of commission since the beginning of the patrol. During the building period, the bridge voice tube was the subject of much controversy, but unfortunately a satisfactory solution was never arrived at.

RADIO RECEPTION

Radio reception was excellent throughout the patrol. Using the 4115 frequency series, we compiled a complete hourly tabulation of reception of NPM during the time we were surfaced. These data, which includes date, GCT, frequency, approximate distance from Pearl Harbor, and remarks on the reception of all four bands is submitted along with this patrol report as an addenda.

Enemy stations jammed the 4235 frequency intermittently, and the 8470 band continuously, by a transmission of numerals. The 12,705 band was not jammed, but the proximity of RADIO MACASAKI, which transmits on 12,700, to this band gave practically the same effect as jamming.

Despite this jamming we were able to transmit at night without difficulty when it was necessary. One transmission was attempted during daylight which failed to raise anyone on 4235. The 8,000 and 12,000 band was jammed by the enemy at this time. A broadcast on 4235 failed to get through.

An attempt to transmit during daylight on the SD mast while submerged at 50 feet failed.

The SJ radar gave superb performance, once picking up a shore target at 60,000 yards and another time at 35,000 yards. A convoy was picked up at 17,000 yards, a large 600 ton patrol boat at 7,000 and small sampans could be tracked at 3,000. The SD radar frequently picked up land targets at 35 miles and gave ample warning of approaching planes. The plane picked up at 2 miles after our gun action apparently was flying very low over the water.

As a partial check of authenticated receipts, it may be beneficial to transmit on one harmonic and receive on another, which we did with excellent results.

SOUND CONDITIONS AND DENSITY LAYERS

Sound conditions were uniformly excellent except for the morning of our last attack, when they were poor. Even inexperienced operators uniformly picked up sampan diesels at 4-6,000 yards, and heavier ships correspondingly farther.

The interpretation of the bathythermograph cards should be interesting regarding echo-ranging. Almost invariably we found a "best escape depth" at of below 200 feet, with a temperature "knee" so pronounced that I do not believe echo gear exists capable of driving down through it. The bathythermograph inspires a feeling of confidence when in contact with enemy escorts; it is recommended that all submarines be so equipped as soon as possible.

Density appeared to depend on temperature, and when going down as the OYASHIO, density was generally great enough to make pumping out unnecessary.

MILES STEAMED AND FUEL EXPENDED

	<u>Miles</u>	<u>Gallons</u>
Pearl to Midway	1255	11,267
Midway to area	1870	19,814
On station	1572	8,740
Area to Pearl	<u>3230</u>	<u>29,362</u>
Total	7935	69,163

gal. per mile 8.7

REMARKS

No serious difficulties were experienced in this patrol except for the existence of an absolutely flat calm sea during all but one day of the patrol on station. This factor, together with the existence of a brilliant full moon made undetected surface running inshore nearly impossible, and the day use of the periscope extremely difficult for observation and attack. The material condition of the ship was excellent throughout, and except for casualty in the chain linkage on #2 tube, which prevented another torpedo from being fired on attack, no other instance of a material casualty can be given.

The gun armament of the ship was most disappointing in its effectiveness. The total ammunition expended was as follows:

3"/50 cal.	171 rounds
20mm	4,050 "
.30 cal.	7,240 "
.45 cal	240 "

This large expenditure is accounted for by the fact that the destructive effect is not apparent; wooden vessels are not completely destroyed otherwise. The incendiary effect of 20mm and .30 cal. ammunition is slight. In the attack on the steel hulled patrol vessel of 30 April, even though the enemy was struck with at least 50 rounds of 3" high explosive and common at point blank range, and a corresponding number of other calibers, he was definitely not sinking and continued to return fire. How many of the 3" shells actually exploded on steel or wood cannot be definitely stated. The 3" shell coming loose from the case and jamming the gun, which occurred about five times, is considered a definite factor of unreliability. The 20mm gun mounts, which are primarily AA mounts, are not believed to be as effective as they might be when used against a surface target. Sighting them in this condition seems to be difficult, and probably a good percentage of each pan is expended before they are brought "on" by tracer lines. It is believed that a shoulder mount would be better. The allowance of .30 cal. ammunition, excluding rifles and BARS, is 25,820. To this number 6000 rounds of incendiary and AP were added at Pearl Harbor. After approximately 3500 rounds had been fired from

each .30 cal. machine gun, the barrels were worn completely smooth. It is believed that this allowance is excessive and disproportionate to other calibers carried. It is recommended that the .30 cal. allowances be reduced and the weight used for increased allowance of 20mm.

Of sixty seven men and nine officers in this vessel, six men and one officer has made a previous war patrol. Their performance of duty was most commendable and gratifying. The performance of the gun's crews in the surface attack of 30 April was superb. Special recognition is recommended for HUND, Carl Morton, 393-16-75, GM1c., U.S. Navy, who, during the above gun action, with rare initiative, and personal bravery, immediately poked out with the gun section handle several high explosive shells which had become jammed in the gun by reason of becoming separated from their case. The blank clearing charges had been previously expended, and he well knew the dangers existent in his action. In one particularly stubborn case he was assisted by LLOYD, Robert William, 262-93-24, F1c, U.S. Navy, the first loader. The gun was thereby permitted to continue to fire during a critical period.

Twelve bathythermograph cards are forwarded as a most interesting picture of the water conditions encountered in the area. This instrument cannot be praised too highly. Likewise, a rough log of the hourly NPM frequency band reception, compiled by CUNNINGHAM, Joseph William, 201-55-14, RM1c, U.S. Navy, is submitted as of interest to the communicators.

The loss of Lt. Cmdr. Reginald M. Raymond, U.S. Navy, while firing at the enemy, is deeply mourned by all hands. To his superb qualities of leadership and personal capability, which have been an inspiration to each of us, we are indebted for the success of this patrol.

SUBMARINE DIVISION ONE HUNDRED FORTY ONE

FB5-141/A16-3

Care of Fleet Post Office,
San Francisco, California
May 9, 1943

Serial 0120

CONFIDENTIAL

FIRST ENDORSEMENT to
SCORPION Report of
First War Patrol.

From: The Commander Submarine Division 141.
To: The Commander Submarine Force, Pacific Fleet.
Via: The Commander Submarine Squadron FOUR

Subject: U.S.S. SCORPION (SS278) - Report of First War Patrol.

1. Forwarded.
2. SCORPION first patrol, throughout, was intelligently planned and brilliantly executed. The gratifying results obtained are highlighted by:
 - (a) A 50% torpedo score.
 - (b) Excellent radar performance.
 - (c) Excellent material performance.

- (d) Exceptional use of surface armament.
- (e) Fine results obtained with bathythermograph.
- (f) The material condition of the ship and the exceptionally smart appearance of the crew upon return to port.

3. The communication system between the bridge and conning tower continues to be most unsatisfactory. It is believed that if the importance of this military deficiency was stressed, the Bureau of Ships could devise a satisfactory installation.

4. Refit at Submarine Base will be accomplished in the normal time.

5. The Division Commander, and the officers and men attached to his staff, deeply sympathize with the Commanding Officer, officers and crew of SCORPION on the loss of Lieutenant Commander Raymond. He was an officer of the highest type and his irrepressible spirit will continue to inspire all of us who had the pleasure and good fortune to have served with him. Submarine Division One Forty One is now one hundred per cent on the firing line and ALL of us now have been given a personal grudge. Each ship of this division will dedicate one full tube nest to Lieutenant Commander Reginald Marbury Raymond, United States Navy.

FF12-10/A16-3(5)/(16) SUBMARINE FORCE, PACIFIC FLEET

Serial 0629

Care of Fleet Post Office
 San Francisco, California
 May 14, 1943

CONFIDENTIAL

COMSUBPAC PATROL REPORT NO. 176
 U.S.S. SCORPION - FIRST WAR PATROL.

Subject: U.S.S. SCORPION (SS278) - Report of First War Patrol.

1. The SCORPION started its war record with a highly successful and very aggressive patrol. Completing its mining operation successfully, SCORPION then proceeded to inflict heavy damage to the enemy by damaging four large ships with the fourteen torpedoes carried. In addition, four sampans and one small trawler were sunk by gunfire.

2. It is noted that the SCORPION obtained excellent results with the SJ radar. Continuing reports of good radar performance are encouraging, for it is necessary that maximum use be obtained from this instrument in order to attain a distinct advantage over the enemy.

3. This patrol marks one of the first instances where a submarine has used the bathythermograph efficiently and to a distinct advantage against enemy submarine searching. The knowledge obtained from the bathythermograph about the enemy's echo ranging ability is of tremendous value to the commanding officer. Information has been all to the effect that the use of this instrument also will give quickly the amount of water necessary to flood in or pump out of the submarines. The operation will be in the form of a simple ???? ???? and will be disseminated to the force as soon as it is received. Because of the feeling that is obtained from the use of this instrument during an enemy anti-submarine attack, all submarines are directed to use it as much as possible.

4. The Commander Submarine Forces, Pacific Fleet, is in full accord with the use of guns in destruction of sampans, and minor lightly armored vessels, certain shore targets, and in the destruction of unarmed large damaged vessels. It must be borne in mind by all commanding officers that the execution of such gun battles must be carried out only after giving consideration of the value of the target and the risk involved. The submarine at all times must maintain the military, fire power, and strategic advantage. Gun battles are always extremely exciting encounters and are definitely morale builders on long and sometimes boring patrols. However, those factors must not jeopardize the ultimate mission of a submarine on war patrol by allowing one's vessel to be damaged.

5. The Commanding Officer, officers, and crew of the U.S.S. SCORPION are congratulated on the outstanding performance of this their first patrol, and the highly successful and aggressive manner in which it was carried out. The SCORPION is credited with having inflicted the following damage upon the enemy:

SUNK

1 - Freighter (TAGA MARU class)	2,665 tons
1 - Freighter (KIKRYU MARU class)	9,300 tons
1 - Patrol Vessel	600 tons
1 - Patrol Vessel	120 tons
4 - Sampans	225 tons

DAMAGED

1 - Freighter (unidentified)	7,500 tons
------------------------------	------------

C. A. LOCKWOOD, Jr.

In April and May, 1943, U.S. submarines sank forty-nine marus and three Japanese escort vessels, a monthly average equal to the best previous month of the war. One of the most productive areas was off northeast Honshu. FLYING FISH, SCORPION, and PICKEREL were there in April to sink seven marus. WAHOO and POGY relieved them in May. Ship sinkings in this area prompted the Japanese to reinforce the minefields they had laid there the previous October. In May, three thousand additional mines were laid off northeast Honshu and Tsugaru Strait. PICKEREL did not return from her patrol in this area.

Sunday, 9 May 1943

0800 - The below named men were transferred to the USS RUNNER:

Walters, Floyd, EM1/c

Piper, James C. RM3/c

Dineen, Timothy J. SC2/c

Brumfield, Floyd E. S1/c

Paxton, Virgil B. S1/c

Lindenberger, Frank W. S1/c

Denson, Randolph, F1/c

Henderson, William C. EM3/c

Tucker, John TM3/c
Louderback, Irvin D. TM3/c
Berry, Robert E. EM3/c
Kukas, Jacob MoMM2/c
Lord, Edward J. CMoMM(AA)
Diamond, Gail L. TM1/c
Royer, Leonidas J. F2/c
Peckham, Leonard A. MoMM1/c

Nicholas L. Koster and Charles R. Spears were appointed CMoMM(AA)

Tuesday, 11 May 1943

0800 - TM2/c Glen C. Page was transferred to the Naval Hospital for treatment.

Thursday, 13 May 1943

0800 - CTM(AA) John Fowler reenlisted for a period of four full years.

Tuesday, 18 May 1943

0800 - CMoMM(PA) Harry G. Hamilton was transferred to the Naval Hospital for treatment.

Thursday, 20 May 1943

0800 - The below named men were received from the USS RUNNER for duty:

Hawley, Joseph R. TM3/c
Demshaw, Miland D. F3/c
Fitzgerald, Patrick J. MoMM2/c
Landry, Clyde E. EM1/c
Deane, Lawrence W. TM3/c
Hicks, Richard D. F2/c
Maxwell, Gainey S. S1/c
McMillan, Russell K. MoMM2/c
Echorst, Ernest L. S1/c
Roe, Samuel A. MoMM2/c
Krawczykowicz, Edward F2/c
Cornelius, Theodore MoMM2/c
Bliss, Lloyd M. S1/c
McLaren, Ennis C. S1/c
Goorley, Harold A. EM3/c
Kavanaugh, Francis X. SC3/c
Edwards, James S. RM3/c

Saturday, 22 May 1943

1000 - Ens. R. T. Brown, USNR accepted the appointment of Lt(jg), USNR.

Sunday, 23 May 1943

1000 - Lt. Comdr. Harry Clark Maynard, USN, reported aboard for duty.

1030 - Lt(jg) R. B. Drane and Ens. V. R. Drake were confined to the ship by order of the Commanding Officer. S1/c Glenn Honeycutt and S2/c Arthur Hudson were received aboard for the day's operations for instruction.

Monday, 24 May 1943 21°N - 158°W
 0700 - Running on surface, various courses.
 1400 - Returned to base.

Tuesday, 25 May 1943 21°N - 158°W
 0615 - Capt. Leo L. Pace and Comdr. Warren D. D. Wilkin reported aboard as observers of the day's operations.

Wednesday, 26 May 1943 21°N - 158°W
 0600 - Running on surface, various courses.
 1400 - Returned to base.

Friday, 28 May 1943 21°N - 158°W
 1000 - Running on surface, various courses.
 1400 - Returned to base.

After returning to Pearl from first war patrol on 8 May 1943, routine refit was accomplished by relief crew and submarine base repair force and the vessel was made ready for sea on 29 May. The following major materiel alterations and changes were made: (a) exterior periscope and mast supports secured to Conning Tower, (b) installed handlebar controls on 20 MM guns, (c) replaced 3" gun with a 4" gun, (d) installed additional ammunition lockers, (e) installed 50 cal. machine gun mounts.

Saturday, 29 May 1943

1200 - QM3/c James Augustus Fasnacht was received aboard for duty from USS RUNNER.
USS SCORPION left SubBase, Pearl Harbor for the South China Sea on its second patrol.
 1300 - **Departed Pearl for Midway in company with U.S.S. PC-569.**
 2020 - **Escort parted company. Continued at speed of advance of 13 knots, making daily dive for training purposes.**

Sunday, 30 May 1943 24° 05'N - 162° 11'W
 Enroute to Midway on course 290° at 14 knots.

Monday 31 May 1943 25° 54'N - 167° 25'W
 Enroute to Midway on course 288° at 14 knots.

Tuesday, 1 Jun 1943 27° 30'N - 173° 13'W
 Enroute to Midway on course 288° at 14 knots.
 0800 - The below named men were advanced in rating:
 Womack, Robert Lee F1/c to MoMM2/c
 Mosbey, Lyle EM3/c to EM2/c
 Demshaw, Miland David F3/c to F2/c

Wednesday, 2 Jun 1943

0730 - Arrived Midway. Fueled to capacity. Base force lowered gun sponson railing, which test firing had proved too high for satisfactory gun depression.
 1030 - StdM2/c V-6 Samuel Sharp was transferred to Submarine Division 44 for treatment.

1100 - StdM1/c Nearest Ferguson was received aboard for duty from Submarine Division 44.

1500 - Departed Midway with escort until dark. Speed of advance 13 knots, making daily dives for training purposes.

OFFICERS AND MEN OF THE SECOND PATROL

Lt. Comdr. William N. Wylie, USN, commanding officer
 Lt. Comdr. Harry C. Maynard, USN, executive officer and navigator
 Lt. Paul R. Schratz, USN,
 Lt. G. L. Rodier, USNR, engineer and third officer
 Lt. (jg). Robert B. Drane, USNR, communications officer
 Ens. Richmond H. Ellis, USNR
 Lt. (jg). Robert T. Brown, USNR
 Ens. Vincent R. Drake (T) USN

Alexander, James S., EM2/c	Krawczykowicz, Edward, F2/c
Alston, John W., Ck3/c	Landry, Clyde E., EM1/c
Bausman, Loren L., SC3/c	Lindenburger, Frank W., Jr., S1/c
Bliss, Lloyd M., S1/c	Lishing, John, MoMM1/c
Boyer, Walter J., FC1/c	Lloyd, Robert W., F1/c
Bratt, Arthur W., EM1/c	Manganello, Lawrence A., CCStd(AA)
Bynum, Rufus H., SM2/c	Matthews, Stanley E., RM1/c
Cornelius, Theodore T., MoMM1/c	Maxwell, Gainey S., S1/c
Cunningham, Joseph W., CRM(AA)	McDevitt, Daniel J., TM1/c
Deane, Lawrence W., TM3/c	McLaren, Ennis C., S1/c
Demshaw, Miland D., F2/c	McLeod, Arnold W., SM2/c
DePesa, Lester, TM2/c	McMillan, Russell K., MoMM2/c
Echorst, Earnest D., S1/c	Mosbey, Lyle E., EM2/c
Edwards, James S., Jr., RM3/c	Pancake, Clmide A., CMoMM(PA)
Fasnacht, James A., QM3/c	Peel, Rhodes J., MoMM1/c
Faustman, Lyle D., MM1/c	Perkins, Lester B., Y1/c
Flaherty, William A., Jr., QM1/c	Petersen, Hans J., EM1/c
Fowler, John T., CTM(AA)	Randolph, Wilbert L., EM1/c
Gibbs, Harland R., MM1/c	Rawlings, Jack P., EM1/c
Glazier, John F., GM3/c	Roe, Samuel A., MoMM2/c
Goorley, Harold A., EM3/c	Sears, William I., EM2/c
Hawley, Joseph R., TM3/c	Shapiro, Irvin S., PhM1/c
Heidenrich, Jean T., TM1/c	Smith, Joseph F., TM3/c
Heinz, Carl P., MoMM1/c	Spears, Charles R., CMoMM(AA)
Heller, Max S., S1/c	Stromquist, Wilbur J. E., TM2/c
Hicks, Richard D., F2/c	Sturges, Edgar A., EM2/c
Hiskett, Claude W., Jr., MoMM1/c	Tanner, Joel A., S1/c
Holshouser, James R., CTM(AA)	Tarbell, Wilbur E., EM2/c
Holway, Raymond S., RT2/c	Udick, Raymond V., TM2/c
Hund, Carl M., GM1/c	Vorhees, Jack L., TM3/c
Ingram, George E., MoMM2/c	Wallace, Stuart C., MoMM1/c
Kavanaugh, Francis X., SC3/c	Walsh, Leo P., TM3/c
Koster, Nicholas L., CMoMM(AA)	Womack, Robert L., MoMM2/c

Zimmerman, Karl, RM2/c

Thursday, 3 Jun 1943 28° 51'N - 178° 07'E
Enroute assigned area on course 280° at 13 knots.

Saturday, 5 Jun 1943 29° 50'N - 171° 44'E
Enroute assigned area on course 280° at 13 knots.

Sunday, 6 Jun 1943 30° 34'N - 165° 14'E
Enroute assigned area on course 276° at 13 knots.

Monday, 7 Jun 1943 30° 49'N - 159° 17'E
Enroute assigned area on course 273° at 13 knots.

Tuesday, 8 Jun 1943 30° 59'N - 154° 19'E
Enroute assigned area on course 265° at 13 knots.

Wednesday, 9 Jun 1943 30° 50'N - 150° 02'E
Enroute assigned area on course 265° at 13 knots. Submerged in daytime.

Thursday, 10 Jun 1943 29° 54'N - 149° 33'E
Enroute assigned area on course 180° at 13 knots. Submerged in daytime.

Friday, 11 Jun 1943 28° 22'N - 151° 02'E
0400 - Submerged.
1000 - Surfaced, and proceeded on course 282°

Saturday, 12 Jun 1943 28° 40'N - 147° 42'E
Enroute assigned area on course 282° at 13 knots.

Sunday, 13 Jun 1943 29° 54'N - 141° 52'E
1745 - Passed SOFU GAN (LOT'S WIFE) rock bearing 175°T, distance 11 miles.
1900 - Sighted lighted sampan standing towards TORISHIM. It is noted that the latest available information states that this island is uninhabited.

Enroute assigned area on course 280° at 13 knots.

Monday, 14 Jun 1943 29° 36'N - 135° 52'E
Enroute assigned area on course 265° at 14 knots.

Tuesday, 15 Jun 1943 29° 26'N - 134° 24'E
Enroute assigned area on course 085° at 12 knots. Submerged in daytime.

Wednesday, 16 Jun 1943 29° 37'N - 136° 29'E
Enroute assigned area on course 085° at 9 knots. Submerged in daytime.

Thursday, 17 Jun 1943 28° 50'N - 137° 50'E

Enroute assigned area on course 016° at 9 knots. Submerged in daytime.

Friday, 18 Jun 1943 30° 05'N - 137° 57'E

Enroute assigned area on course 260° at 9 knots. Submerged in morning. Force 7 winds.

Saturday, 19 Jun 1943 29° 26'N - 135° 14'E

Enroute assigned area on course 255° at 6 knots. Force 8 winds.

Encountered heavy seas and winds of gale force from SW. Proceeded at 2/3 speed making good six knots. Visibility very poor and accompanied by heavy rain squalls.

Sunday, 20 Jun 1943 29° 08'N - 132° 11'E

Enroute assigned area on course 265° at 6 knots. Force 8 winds abating in afternoon.

Monday, 21 Jun 1943 28° 47'N - 129° 36'E

0000 - Approaching TAKARA JIMA land fall. Having had no fix since the morning of the 18th, our position was highly doubtful in view of the preceding days gales and the KUROSHIO current. Visibility 2000 yards with heavy rain squalls. Made approach by soundings.

0600 - Soundings failing to check with estimated position, reversed course and submerged to await improved visibility. Visibility remained 2-4000 yards throughout the day.

1925 - Surfaced. Weather clearing.

Tuesday, 22 Jun 1943 29° 01'N - 129° 17'E

0000 - Obtained star fix and set course for TAKARA JIMA. The expected NE set of the KUROSHIO current had not occurred, and the actual set was SE; this in spite of the preceding SW gales.

0600 - Sighted several small sampans in the straits. Dived and made passage submerged. Several sampans in the vicinity throughout the day. One of these, about 125 tons, definitely appeared to be patrolling.

1945 - Surfaced. Weather clearing.

Wednesday, 23 Jun 1943 29° 17'N - 127° 22'E

0450 - Dived and entered area, having been delayed in arrival about seven days. The plan for area patrol is to proceed eastward, cutting the FORMOSA - TSUSHIMA - NAGASAKI routes, and then take station off SHANGHAI at BARREN Island. This is to be followed by proceeding north to beyond SHANTUNG Peninsula and returning along the KOREAN coast.

1930 - Surfaced. Course 280°.

Thursday, 24, Jun 1943 29° 38'N - 125° 54'E

0420 - Submerged.

0700 - Sighted small patrol vessel of about 120 tons patrolling on various courses on an east-west line. Remained in sight until noon.

1100 - Heard a series of underwater explosions.. Nothing sighted.

1926 - Surfaced. Heavy clouds, rain and increasing wind throughout the night.

2000 - Sighted lights of two sampans. The absence of others in their vicinity and their location in the shipping lane would indicate that they were patrols.

Friday, 25 Jun 1943 29° 37'N - 124° 18'E

0435 - Submerged. Heavy seas throughout the day with attendant difficulty in maintaining depth control. Low clouds with intermittent rains.

1930 - Surfaced. Having crossed the shipping lanes, but having no fix in three days, and in view of the increasing bad weather, decided against running for BARREN Island. Reversed direction of patrol to recross shipping lanes and work to the northward.

1942 - Surfaced.

Saturday, 26 Jun 1943 29° 56'N - 124° 52'E

Submerged patrol during day and on surface at night. Heavy seas, rain, and poor visibility.

Sunday, 27 Jun 1943 30° 13'N - 125° 54'E

Submerged patrol during day and on surface at night. Heavy seas, rain, and poor visibility.

Monday, 28 Jun 1943 31° 16'N - 126° 15'E

0425 - Submerged. Weather improving.

1200 - Surfaced and obtained a noon position - the first one since entering the area. Having by this time passed SHANGHAI, submerged and set course for SAISHU TO to meet the Yellow Sea traffic.

1943 - Surfaced.

Tuesday, 29 Jun 1943 33° 09'N - 125° 52'E

0410 - Submerged. MARA TO distant 18 miles bearing 035° T.

1944 - Surfaced. Set course 310° for KOKUZAN TO.

Wednesday, 30 Jun 1943 34° 01'N - 124° 48'E

0409 - Submerged. KOKUZAN TO distant 18 miles bearing 025° T.

1942 - Surfaced on course 330° T to proceed towards SHANTUNG area.

Thursday, 1 Jul 1943

0405 - Submerged on course 000° T.

2007 - Surfaced. Course 000° T.

Friday, 2 Jul 1943 37° 04'N - 123° 57'E

0320 - Radar contact at 6,500 yards. Development of contact disclosed a large sailing junk heading for KOREAN coast. As there was no positive indication that it was Japanese, and it was not desirable to disclose our presence by setting him afire, abandoned attack.

0410 - Submerged and proceeded to northward.

2012 - Surfaced. Obtained a star fix and set course for CHOPPEKI POINT.

Saturday, 3 Jul 1943

0110 - Sighted SHOSEI TO light distant 22 miles burning with normal characteristics. Other faint lights were observed on DAISEI TO and HAKUREI TO which would indicate that traffic is being routed close by.

0342 - Submerged. HAKUREI TO bearing 100° T distant 10 miles. Wind had fallen to zero leaving a light surface fog and a dead flat sea.

- 0555 - Sighted two small vessels indistinctly. Either patrol vessels or fishing trawlers. Avoided at periscope depth.
- 0905 - Sighted several indistinct objects in the haze on the starboard bow and on a converging course. These developed into the tops of several vessels with the hulls still invisible in the surface fog. Echo ranging could be heard but the source could not be seen. Went to battle stations and started approach. At a range of about 6,500 yards the contact developed into a convoy of five decrepit freighters plus a CHIDORI escort. The extreme flat calm of the sea plus the haze prevented close observation; but they appeared to be of from 3-4000 tons, coal burners, rusty and ragged in outline. At 4,500 yards, convoy zigged 20° left and took a formation of a rough line of bearing of about 60° R from the escort and with a front of about 3,000 yards. Course 330° T, speed 8 knots. The two largest vessels were #4 and #3 from the escort, with #5 on a bearing slightly behind #3 and a little over twice the range. The escort was on our starboard beam with a small port angle on the bow. There was insufficient time to cross the front and still get a bow shot. Attack was made on #4 vessel on a 90° track, the intention being to fire three torpedoes at him, three at #3, and hope that the spread would catch #5 also.
- 0954 - Fired three zero gyro torpedoes at #4 on 90° track at range of 1600 yards, and three 30° R gyro torpedoes at #3 at range of 850 yards. Depth set at 15 feet, 3° divergent spread.
- 0955 - First of a series of five torpedo explosions. The escort and other two vessels being close on our beam with near zero angles on bow, did not wait to observe results but flooded negative and started down on the last shot in what was thought to be some 33 fathoms of water. Before ship could be rigged for depth charging and sound heads raised, struck bottom in 25 fathoms and received two close depth charges. Went ahead slow with rise on the planes. Both sound heads dead and jammed in down position, but fortunately, the pit log had been raised and was not damaged.
- 1002 - 1006 Received five more charges, all close, as it was believed that we were stirring up a mud trail, stopped screws and settled to bottom in 29 fathoms.
- 1008 - A chain or cable was dragged over the hull.
- 1010 - Close depth charge
- 1012 - Drag passed over hull again. Decided that this was an unhealthy spot, so went ahead on screws and ordered depth of 150 feet with radical course changes.
- 1019 - Close depth charge.
- 1024 - Close depth charge.
- 1028 - Close depth charge.
- 1043 - Close depth charge.
- 1149 - Came to 60 feet for periscope observation. CHIDORI was drifting about scene of attack, dead astern, at range of about 7000 yards. Nothing else in sight. Further attack was abandoned for the following reasons: (1) Two hours since attack and the direction the remainder of convoy took not known, (2) Poor visibility, (3) CHIDORI remaining behind would indicate other vessels had returned inshore, (4) Further penetration and attack in shallow water without sound equipment considered inadvisable. Cleared vicinity to the southward at best submerged speed.
- 1723 - Distant and heavy underwater explosion.
- 2011 - Surfaced. In view of the damage sustained, decided to depart area at best speed, taking advantage of such contacts as possible on the way out.

Sunday, 4 Jul 1943

35° 14'N - 124° 49'E

Standing out of area at best course and speed, patrolling submerged during daylight.

Monday, 5 Jul 1943 33° 03'N - 125° 40'E
Enroute out of area on course 145°

Tuesday, 6 Jul 1943 31° 05'N - 127° 35'E
Enroute out of area on course 140°.

Wednesday, 7 Jul 1943 29° 23'N - 130° 08'E

0000 - On surface approaching land fall for passage through Southwestern Islands. Departed area. No further contacts made.

0650 - AKUSEKI JIMA abeam to port distant 5 miles. Two small vessels were observed to be patrolling or fishing in the waters on either side of the island. As the sea was extremely rough, it is more probable that they were on station as patrols.

0800 - Rufus Hardy Bynum was advanced in rate from SM2/c to QM1/c.

0802 - MITSU-BISHI type 96 bomber attacked. Picked up by lookout and Radar at four miles. Dived and received one distant depth charge. As we were in plain sight of the island, and the heavy seas made diving slow, remained submerged during remainder of day.

1916 - Surfaced. Set course for Midway at speed of advance 13 knots.

Thursday, 8 Jul 1943 29° 32'N - 135° 12'E

0542 - Quartermaster of watch sighted periscope 15° on port bow at range of about 700 yards. Lat. 29-25N, Long. 133-50. OOD turned away at flank speed putting stern towards bearing for a stern shot. Periscope disappeared and we resumed course and speed. This is the second time in two patrols, when our course and speed having been determined by a sighting, we have been met on the daylight circle the following day.

1100 - Enroute to Midway on course 082°.

Friday, 9 Jul 1943 30° 19'N - 140° 32'E

0800 - Captain's Mast for Sk3/c John Wesely Alston for malingering. Punishment: Reduced to the rating of StdM1/c.

Saturday, 10 Jul 1943 30° 44'N - 145° 53'E
Enroute to Midway on course 082° at 13 knots.

Sunday, 11 Jul 1943 31° 08'N - 151° 45'E
Enroute to Midway on course 090° at 13 knots.

Monday, 12 Jul 1943 30° 00'N - 127° 28'E

Enroute Midway on course 082° at 13 knots.

0815 - Lookout sighted unidentified two-engine patrol plane flying low down and on a parallel course, at a range of 4-5 miles. Contact not made by SD. Dived.

0915 - Surfaced.

Tuesday, 13 Jul 1943 30° 49'N - 163° 19'E
Enroute Midway on course 093° at 13 knots.

Wednesday, 14 Jul 1943 30° 26'N - 169° 40'E
 Enroute Midway on course 101° at 13 knots.

Thursday, 15 Jul 1943

Enroute Midway on course 101° at 13 knots.

0800 - The below listed men were advanced in rating:

McDevitt, Daniel J.	TM1/c to CTM(AA)
Boyer, Walter J.	FC1/c to CFC(M)(AA)
Gibbs, Harland, R.	MoMM1/c to CMoMM(AA)
Lishing, John	MoMM1/c to CMoMM(AA)
Peel, Rhodes J.	MoMM1/c to CMoMM(AA)
Wallace, Stuart C.	MoMM1/c to CMoMM(AA)
Landry, Clyde E.	EM1/c to CEM(AA)
Rawlings, Jack P.	EM1/c to CEM(AA)
Fitzgerald, Patrick J.	MoMM1/c to CMoMM(AA)
Holway, Raymond S.	RT2/c to RT1/c
McLeod, Arnold W.	SM2/c to SM1/c
Roe, Samuel A.	MoMM2/c to MoMM1/c
Sears, William I.	EM2/c to EM1/c
Hurley, Joseph R.	TM3/c to TM2/c
Smith, Joseph F.	TM3/c to TM2/c
Walsh, Leo P.	TM3/c to TM2/c
Deane, Lawrence W.	TM3/c to TM2/c, V-6, USNR
Fasnacht, James A.	QM3/c to QM2/c
Kavanaugh, Francis X.	SC3/c to SC2/c, V-6, USNR
Lloyd, Robert W.	F1/c to MoMM2/c
Echorst, Earnest L.	S1/c to TM3/c
Heller, Max S.	S1/c to SC3/c
Bliss, Lloyd M.	S1/c to TM3/c, V-6, USNR
Demshaw, Miland D.	F2/c to F1/c, V-6, USNR
Krawczykowicz, Edward	F2/c to F1/c
Change of rate:	
Tanner, Joel	S1/c to F2/c, V-6, USNR

Thursday, 15 July 1943

USS SCORPION returned to SubBase, Midway, from its second patrol.

1500 - Met air escort

1800 - Arrived Midway. Moored alongside U.S.S. SPERRY

REPORT OF SECOND WAR PATROL

WEATHER

The weather enroute to area agreed closely with the Pilot Chart of North Pacific for the month of June. Moderate winds prevailing from NE to SE with periods of dense fog and heavy rain squalls. Sky generally overcast.

The weather in the area ran the complete gamut from strong gales accompanied by low clouds and heavy rain to absolute flat calm together with fog; the cycle requiring about six days, then repeating. Moderate wind from SW increasing in intensity to the prevailing SE to E, followed by a short period of clear weather when the wind hauled to the NE. Sky was completely overcast 90% of the time and visibility was poor. Atmosphere humid and hazy.

Navigational fixes were extremely rare and required that the majority of the navigation be done on DR [dead reckoning]. In general, weather conditions agreed closely with the Pilot Chart, and with the information, given in the coastal pilots.

TIDAL INFORMATION

Enroute to area, currents agreed closely with those shown on H.O. Chart MISC. 10,058 - A.

Current in the TUNG HAI is northeasterly and as shown on the related charts, but appear strongly affected by the wind. Strong southeasterly sets were encountered passing through the Southwestern islands. A NE current of 3 knots was encountered in crossing the KURO SHIO on leaving the area. This was accompanied by a strong NE wind.

No definite information on currents in the HWANG HO was obtained. However, they appeared to be as indicated on current charts and are strong and unpredictable along the KOREAN coast.

NAVIGATION AIDS

KAKYO TO and SHOSEI TO were the only lights observed, and were both burning with normal characteristics. Landmarks in vicinity of SAISHU TO and KAKYO TO are prominent and easily identified.

Islands of the Southern and Southwestern groups are prominent and easily identified. The charts of the areas are excellent and in detail.

Soundings in both the TUNG HAI and HWANG HO are unreliable and, in general, indicate only the quadrant you may be in from any estimated position. Unsounded banks and pinnacles should be expected throughout the area.

COMMENTS ON ATTACKS

ATTACK #1. Convoy of five freighters with CHIDORI escort. Initial attack was made on the largest of the five ships. Three torpedoes were fired at each of two ships with the intention that the spread used on the second ship would also get a third ship which was at a greater range but on nearly the same bearing. indicated divergent spread was used and bearing checked before each shot. Bearings are actual periscope bearings taken at the time. Times of firing together with times of resultant torpedo explosions were as follows. Results are believed to be as indicated as no opportunity to observe by reason of proximity of escort.

<u>Torpedo</u>	<u>Fired</u>	<u>Spread</u>	<u>Explosion</u>	<u>Run</u>	<u>Range</u>
1	0-0	0	1 - 03	63s	1600
2	0-7	3L	1 - 10	63s	1600
3	0-25	3R	Miss 4	--	--
4	0-53	0	1 - 27	34s	850
5	1-03	1 1/2 L	1 - 35	32s	850
6	1-10	3R	(2 - 40)*	90s	2200

* Approximate - not recorded

ENEMY ANTI-SUBMARINE (A/S) MEASURES

Except in the case of escorted convoys, enemy A/S measures appeared to be scattered and ineffective. During the two week period actually in the area, only two small vessels could definitely be identified as patrol vessels. However, these were both of less than 150 tons and probably had little offensive value. A pair of lighted sampans were observed in the FORMOSA - TSUSHIMA shipping lane, while no others were seen in that vicinity. These two, plus a patrol vessel in the same general vicinity, would seem to indicate that small vessels are stationed along the shipping route and probably serve only as pickets.

The convoy attacked on 3 July was escorted by a CHIDORI escort who was using echo ranging but was not patrolling the formation. Although we passed directly ahead of him, broadside to, at a range of some 2000 yards he apparently did not detect us. However, once our presence was disclosed, he delivered an immediate and deliberate attack, consisting of twelve light depth charges. Six of these were dropped in pairs, and the remainder were dropped singly. All were sufficiently close to severely jar the boat, knock gear about, unscrew valves, etc. He apparently was using a chain or cable for a drag, for it could be heard passing over us twice, and each time it was closely followed by a near depth charge. He seemed to have little difficulty in staying on us, which may have been influenced by the shallow water, the exceptionally calm sea, and our stirring up a mud trail after having bottomed.

ENEMY MINE SWEEPING OPERATIONS

None observed.

MAJOR DEFECTS OBSERVED

The operation of the stern planes has been growing progressively worse during the two patrols.. At the present time, there is considerable creep, operation is jerky and requires constant turning of the control wheel to either maintain or change stern plane angle. The difficulty is caused by the control springs of the replenishing valves in the Waterbury speed gear. These springs are apparently of inferior spring steel composition and fail to maintain the proper compression on the replenishing valves. This same trouble was encountered with the steering during the building of the vessel, and was remedied by the Portsmouth Navy Yard by replacing the spring. Spare springs are not available as spares, nor could they be furnished by the building yard. The necessity for the installation of new springs or the replacement of the Waterbury unit is definitely indicated.

RADIO RECEPTION

Radio reception was excellent throughout the patrol and no difficulty was encountered in copying schedules.

The first transmission, 091030, was made on 8470 KC through considerable enemy jamming, but was received with little difficulty by radio CANBERRA.

Radar performance was satisfactory and no difficulties with the equipment were encountered that could not be readily solved by the technician.

SOUND CONDITIONS AND DENSITY LAYERS

Sound conditions were generally very poor throughout the area. Considerable background noise was present at all times.

Density layers existed throughout the area and a temperature gradient knuckle of 2 - 3 degrees was nearly always present at a depth of 125 to 150 feet. However, by reason of the shallow water, it is in most cases not possible to get below the knuckle.

MILES STEAMED AND FUEL EXPENDED

Pearl to Midway	1255 miles	11714 gal.
Midway to area	4170 miles	34735 gal.

In area	1472 miles	11785 gal.
Area to Midway	<u>3020 miles</u>	<u>32090 gal.</u>
	9917 miles	90324 gal.
	9.1 gal. per mile	

REMARKS

The patrol was terminated six days early by reason of damage sustained to both sound heads.

No serious difficulties of any nature were encountered during this patrol. The performance of both personnel and materiel was excellent throughout.

In view of the vulnerability in shallow water of the present sound equipment, the installation of additional torpedo sound gear is most strongly recommended.

A16-3 SUBMARINE DIVISION ONE HUNDRED TWO

Serial 064

Care of Fleet Post Office,
San Francisco, California,
17 July, 1943

CONFIDENTIAL

From: The Commander Submarine Division 102.
To: The Commander Submarine Force, Pacific Fleet.
Via: The Commander Submarine Force, Pacific Fleet Subordinate Command, Midway.
Subject: U.S.S. SCORPION - Second War Patrol, Comments on.

1. The second War Patrol of the SCORPION lasted forty-eight days. Six days were employed on special missions and fourteen days were spent in the assigned area. Patrol was terminated six days early because of severe damage to both sound heads.

2. During the fourteen days spent in the area only one contact was made with ships of torpedo value. In view of the number of contacts made on previous patrols in the same area, the lack of targets encountered by the SCORPION is most disappointing. Bad weather, uncertain navigation and consequent inability to close the coast at the most likely points for enemy traffic probably contributed largely to the lack of success in contacting the enemy.

3. ATTACKS

One attack was made on a convoy consisting of five (5) AK's and one CHIDORI escort. At time of attack the AK's were in a rough line of bearing with the escort on the port side of the formation. The two largest of the AK's which were on the far side of the formation relative to the escort were singled out for attack. Three (3) torpedoes from bow tubes were fired at first AK on an 85° track range 1600 yards and three (3) more torpedoes from the bow tubes were fired at second AK on a 60° track, range 850 yards. At the time torpedoes were fired, a third AK was on about the same bearing as the second target at a range of 2200 yards. Spreads used gave an approximate coverage of 125% on first target and 64% on second target. The necessity for taking evasive action prevented observation of results. Five torpedo explosions were heard. Times of explosions compared with expected times of run indicated two (2) hits on first target, two (2) hits on second target, and one on the

third AK which was on same rearing as second target. Lacking conclusive evidence of results it is believed the SCORPION inflicted certain damage on two AK's and probably damaged a third AK.

4. MATERIAL

Except for the damage to the sound gear SCORPION returned from patrol in very good material condition. The defects existing in the Waterbury Pump of the stern plane hydraulic operating gear will be corrected during current refit. The installation of top side sound gear has been authorized and units should soon be available for installation. Due to the extent of damage to the sound gear it is expected that three weeks will be required to effect repairs. The SPERRY will conduct the refit.

5. The Commanding Officer, Officers, and crew of the SCORPION are congratulated on the damage done to the enemy.

Friday, 16 Jul 1943

0800 - John T. Fowler was issued a permanent appointment from CTM(AA) to CTM(PA).

Wednesday, 21 Jul 1943

0900 - StdM2/c Samuel Sharp was received on board from USS PICKEREL for duty.

Saturday, 24 Jul 1943

0800 - StdM1/c John Wesely Alston was transferred to the USS PICKEREL for duty.

Friday, 30 Jul 1943

0800 - The below named men were transferred to USS SILVERSIDES.

Bliss, Lloyd M. TM3/c, USNR

Bratt, , Arthur W. EM1/c, USNR

DePesa, Lester TM1/c, USN

Edwards, James S. RM3/c, USNR

Fowler, John T. CTM(PA), USN

Gibbs, Harland, R. CMoMM(AA), USN

Gourley, Harold A. EM3/c, USN

Heller, Max S. SC3/c, USN

Hicks, Richard D. F2/c, USNR

Hiskett, Claude W. MoMM1/c, USN

Holway, Raymond S. RT1/c, USN

McLaren, Ennis C. S1/c, USN

McLeod, Arnold W. SM2/c, USN

Pancake, Claude A. CMoMM(PA), USN

Peel, Rhodes J. CMoMM(AA), USN

1000 - The below named men were received on board from USS SILVERSIDES for duty:

Bell, Hollis F. S1/c, USNR

Christman, Harold F. S2/c, USNR

Clough, Jack TM3/c, USNR

English, Edward J. MoMM2/c, USN

Himes, David A. F1/c, USNR

Miller, Paul J. EM3/c, USN

McNally, Frank A. RT2/c, USNR
 Robilliard, Frederic J. S1/c, USNR
 Saunders, Bill S1/c, USNR
 Shake, James F2/c, USN
 Setvate, Mark W. S1/c, USN
 Sink, Russell Oras F2/c, USNR
 Skelton, Samuel R. S1/c, USNR
 Tanis, Arend SM3/c, USNR
 Smith, Donald E. RM3/c, USNR

1100 - Ens. Richmond Hazen Ellis, USNR, accepted appointment as Lt.(jg).

Saturday, 7 Aug 1943

0900 - Summary Court Martial convened to try the case of MoMM1/c Patrick Joseph Fitzgerald, USN for the offense of being AWOL for three days. Finding: guilty. Sentence: Solitary confinement on bread and water for 30 days, with a full ration every third day, and to lose \$57 per month of his pay for a period of six months, total loss of pay amounting to \$342.

Wednesday, 11 Aug 1943 28°N - 177°W

The below named officers and men were received on board for the day's operations as observers:

Comdr. B. G. Hinds, USN
 Lt. Comdr. R. M. Keithly, USN
 Johnson, Delbert L. CMM(IA), USN
 Morris, Harry T. CMoMM(AA), USN
 Green, James E. MM1/c, USN
 Griffiths, Robert L. MoMM1/c, USNR
 Aylesworth, Stanley D. MoMM1/c, USN
 Deason, Verlin P. MoMM2/c, USNR
 O'Connor, William J. MoMM2/c, USNR
 Reichenberger, Adolph MoMM2/c, USNR
 Skaalheim, Avary RT1/c, USNR
 Kowalik, George S. EM1/c, USN
 Hartmen, Louis H. EM2/c, USNR
 Pamos, George B. F1/c, USN
 Rossi, John J. F1/c, USNR
 Reeves, Marlin R. F3/c, USNR
 Papac, Edward M. TM3/c, USNR
 Pearce, William J. RT2/c, USN
 Ginty, George R. CTM(PA), USN

0700 - Running on surface, various courses.

1600 - Returned to base.

1600 - Convening Authority approved of sentence in Summary Court Martial held August 7, 1943, but that portion of sentence which requires bread and water was remitted by Convening Authority.

Thursday, 12 Aug 1943 28°N - 177°W

0700 - Running on surface, various courses.

Friday, 13 Aug 1943 28°N - 177°W

0630 - Comdr. W. D. Wilkin, USN came aboard as observer during trial run.

0700 - Running on surface, various courses.

1630 - The below named men came aboard to assist in salvage operations:

Jackson, Rae, RM1/c, USN, from USS FLORIKAN.

Bailey, Lloyd Robert, QM2/c, USNR, from Naval Air Station, Midway Islands.

Saturday, 14 Aug 1943 28°N - 177°W

Continued exercises.

Sunday, 15 Aug 1943 28°N - 177°W

0600 - Returned to base.

1630 - MoMM1/c Patrick Joseph Fitzgerald was transferred to the USS SILVERSIDES for confinement and duty upon expiration of confinement awarded in Summary Court Martial.

1645 - The below named men were received on board as passengers:

Butor, Joseph A. EM1/c, USN

Lewis, Carl L. CMoMM(AA), USN

Schmeizer, Carl T. CEM(PA), USN

Smith, Donald B. RM2/c, USN

Stickney, Harry L. MoMM1/c, USN

Williams, Roy E. EM1/c, USN

Zekonis, Stephen W. CQM(AA), USN

1500 - Lt. Paul R. Schratz, USN was detached and directed to report to the Commander Submarine Division 141.

1800 - Left Midway enroute to Pearl on course 152°

Monday, 16 Aug 1943 25°N - 175°W

Enroute to Pearl on course 110°

Tuesday, 17 Aug 1943 23°N - 170°W

0200 - Entered +11 zone, set ship's clock ahead 1 hour.

1200 - Changed course to 090°.

2000 - Set clocks ahead to 2100.

Wednesday, 18 Aug 1943 21°N - 163°W

1300 - Changed course to 090°.

Thursday, 19 Aug 1943

0000 - Changed course to 076°.

1000 - Arrived SubBase, Pearl Harbor.

Wednesday, 1 Sep 1943

1000 - The following named men were advanced in rating:

Glazier, John Francis GM3/c to GM2/c, USN

Miller, Paul Judson EM3/c to EM2/c, USN

Stromquist, Wilber J. E. TM2/c to TM1/c, USN

Tanner, Joel F2/c to F1/c, USNR

Voorhees, Jack LeRoy TM3/c to TM2/c, USN

Tuesday, 7 Sep 1943

0900 - The Captain held mast for the following named men:

Deane, Lawrence William TM2/c, USNR, and

Smith, Joseph Francis TM2/c, USN

Offense: AOL for 24 hours. Alternating pass.

Punishment: To be reduced to the next inferior grade.

1600 - MoMM2/c Robert Lee Womack was received on board from U.S. Naval Hospital, Navy #10, for duty.

Wednesday, 8 Sep 1943

Lt. Donald S. Scheu, USN, was received on board for duty.

Thursday, 9 Sep 1943

1400 - MoMM1/c Samuel Arnold Roe, USN, was transferred to U.S. Naval Hospital, Navy #10 for treatment.

Friday, 10 Sep 1943

1632 - The President on 1 September 1943 appointed Lt. Comdr. William N. Wylie, USN, to the rank of Commander, U.S. Navy, to rank from 15 October 1943.

Thursday, 16 Sep 1943

1300 - MoMM1/c Daniel Arthur Seaman, USN, reported aboard for duty.

Monday, 20 Sep 1943

1300 - QM1/c William Andrew Flaherty, USN, was advanced in rating this date to CQM(AA)

Wednesday, 22 Sep 1943

0900 - Lt. Comdr. Maximilian G. Schmidt, USN, reported aboard for duty.

Friday, 24 Sep 1943

0900 - Lt. Comdr. Maximilian G. Schmidt, USN, relieved Comdr. William N. Wylie, USN, and assumed command of this vessel.

1000 - Commander William N. Wylie, USN, was detached this date.

Monday, 27 Sep 1943

1300 - Lt. Canterbury B. Pierce, USN, reported aboard for duty.

Tuesday, 28 Sep 1943

1300 - Lt. Comdr. Harry C. Maynard, USN, was detached this date.

Friday, 1 Oct 1943

21° 10'N - 158° 20'W

0700 - Left SubBase for exercises.

Saturday, 2 Oct 1943

21° 14'N - 158° 21'W

0800 - Y1/c William Joseph L'Heureux, USN, reported on board.

1100 - Returned to SubBase.

Sunday, 3 Oct 1943 21°09'N - 158° 22'W
0800 - Y1/c Lester Brady Perkins was transferred to USS RUNNER.

Monday, 4 Oct 1943 21°08'N - 158° 19'W
0700 - Left SubBase for exercises.
1700 - Returned to SubBase.

Tuesday, 5 Oct 1943 21°10'N - 158° 23'W
0800 - Left SubBase for exercises.

Wednesday, 6 Oct 1943 21°16'N - 158° 20'W
1500 - Returned to SubBase.

Friday, 8 Oct 1943
0800 - CMM(AA) John Lishing, USN, reenlisted on board for a period of 4 years.
 RM3/c Utah Carl Downs, USN, reported aboard for duty.

Sunday, 10 Oct 1943 21° 9'N - 158° 22'W
0700 - Conducted exercises
1500 - Returned to base.

Monday, 11 Oct 1943 21° 9'N - 158° 22'W
0800 - StM1/c Raymond Palmer Dews, USN, reported aboard for duty.

Tuesday, 12 Oct 1943
0800 - StM2/c Samuel Sharp, USNR, was transferred to USS RUNNER.
1800 - CSP(A) Walter Edward Masterson, USNR, and CSP(A) Eugene Victor Rengel, USNR,
 reported on board for transportation.

Wednesday, 13 Oct 1943 21° 22'N - 157° 57'W
0800 - Ens. Frank Clifford Stiles, USN(T), detached this date.
USS SCORPION left SubBase Pearl Harbor for the South China Sea on its third patrol.
1030 - Underway from Pearl Harbor escorted.
1600 - Submerged for trim dive.
1700 - Surfaced.
1930 - Parted company with escort.

Thursday, 14 Oct 1943 24° 47'N - 162° 02'W
0614 - Submerged for trim dive.
0633 - Surfaced.
0737 - Answered challenge of friendly PBM.
1120 - Submerged for section dive.
1143 - Surfaced.
1404 - Answered challenge of friendly PBM.
1522 - Submerged for section dive.
1530 - Surfaced.

Friday, 15 Oct 1943 27° 05'N - 169° 06'W

0639 - Submerged for trim dive.

0649 - Surfaced.

1038 - Submerged for section dive.

1048 - Surfaced.

1435 - Submerged for section dive.

1446 - Surfaced.

Saturday, 16 Oct 1943 28° 50'N - 173° 56'W

0610 - Submerged for trim dive.

0641 - Surfaced.

1022 - Submerged for trim dive.

1054 - Surfaced.

1413 - Submerged for trim dive.

1600 - Surfaced.

Sunday, 17 Oct 1943 28° 13'N - 177° 25'W

0750 - Sighted Midway.

0958 - Moored outboard of U.S.S. SAWFISH

1100 - The following passengers left the ship at Midway. Transportation completed:

Masterson, Walter Edward, CSP(A), USNR

Rengel, Eugene Victor, CSP(A), USNR

1637 - Underway for area. Numerous sight and radar contacts with Midway planes.

Course 250°.

OFFICERS AND MEN OF THE THIRD PATROL

Lt. Comdr. Maximilian G. Schmidt, USN, commanding officer

Lt. G. L. Rodier, USNR, engineer and third officer

Lt. (jg). Robert B. Drane, USNR, communications officer

Lt. Canterbury B. Pierce, USNR

Lt. Donald S. Sheu, USN

Ens. Richmond H. Ellis, USNR

Lt. (jg). Robert T. Brown, USNR

Ens. Vincent R. Drake (T) USN

Alexander, James S., EM2/c

Bausman, Loren L., SC2/c

Bell, Hollis F., Si/c

Boyer, Walter J., CFC

Bynum, Rufus H., QM1/c

Case, James C., MoMM1/c

Christman, Harold F., S2/c

Clough, Jack E., TM3/c

Cornelius, Theodore T., MoMM1/c

Cunningham, Joseph W., CRM(AA)

Deane, Lawrence W., TM3/c

Demshaw, Miland D., F1/c

Downs, Utah C., RM3/c

Echorst, Earnest D., TM3/c

English, Edward J., MoMM2/c

Fasnacht, James A., QM2/c

Faustman, Lyle D., MM1/c

Ferguson, Nearest, StdM1/c

Flaherty, William A., Jr., QM1/c

Glazier, John. F., GM2/c

Heidenrich, Jean T., TM1/c
 Heinz, Carl P., MoMM1/c
 Himes, David A., F1/c
 Holshouser, James R., CTM(AA)
 Hund, Carl M., GM1/c
 Hurley, Joseph R., TM2/c
 Ingram, George E., MoMM2/c
 Kavanaugh, Francis X., SC2/c
 Koster, Nicholas L., CMoMM(AA)
 Krawczykowicz, Edward, F1/c
 Landry, Clyde E., CEM(AA)
 L'Heureux, William J., Y1/c
 Lishing, John, CMoMM(AA)
 Lloyd, Robert W., MoMM2/c
 Manganello, Lawrence A., CCStd(AA)
 Matthews, Stanley E., RM1/c
 Maxwell, Gainey S., GM3/c
 McDevitt, Daniel J., CTM(AA)
 McMillan, Russell K., MoMM1/c
 McNally, Frank A., Jr., RT2/c
 Miller, Paul J., Jr., EM2/c
 Mosbey, Lyle E., EM2/c
 Petersen, Hans J., EM1/c

Randolph, Wilbert L., EM1/c
 Rawlings, Jack P., CEM(AA)
 Robiliard, Frederic J., S1/c
 Saunders, Bill, S1/c
 Seaman, Daniel A., MoMM1/c
 Sears, William I., EM1/c
 Shapiro, Irvin S., PhM1/c
 Sink, Russell O., F2/c
 Skelton, Samuel R., S1/c
 Smith, Donald E., RM3/c
 Smith, Joseph F., TM3/c
 Spears, Charles R., CMoMM(AA)
 Stromquist, Wilbur J. E., TM1/c
 Sturges, Edgar A., MM2/c
 Tanis, Arend, SM3/c
 Tanner, Joel A., F1/c
 Tarbell, Wilbur E., EM2/c
 Udick, Raymond V., TM1/c
 Vorhees, Jack L., TM2/c
 Wallace, Stuart C., CMoMM(AA)
 Walsh, Leo P., TM2/c
 Womack, Robert L., MoMM2/c
 Zimmerman, Karl, RM2/c

Monday, 18 Oct 1943 26° 45'N - 178° 07'E

0536 - Submerged for trim dive.
0835 - Surfaced.
1302 - Submerged for section dive.
1321 - Surfaced. Course 250°.

Tuesday, 19 Oct 1943

0536 - Submerged for trim dive.
0835 - Surfaced.
1302 - Submerged for section dive.
1321 - Surfaced. Course 250°.

Wednesday, 20 Oct 1943 24° 50'N - 173° 11'E

0536 - Submerged for trim dive.
0835 - Surfaced.
1302 - Submerged for section dive.
1321 - Surfaced. Course 250°.

Thursday, 21 Oct 1943 23° 34'N - 167° 58'E

0624 - Submerged for trim dive.
0652 - Surfaced.
0717 - Unidentified plane sighted. Submerged.
0731 - Surfaced.

0939 - Unidentified plane sighted. Distance about 6 miles. Submerged.
1052 - Surfaced.
1416 - SD contact. 20 miles closing. Submerged. Plane not sighted.
1434 - Surfaced. Course 255°.

Friday, 22 Oct 1943 22° 18'N - 162° 59'E
0539 - Submerged for trim dive.
0603 - Surfaced. Course 258°.

Saturday, 23 Oct 1943 20° 55'N - 156° 47'E
0539 - Submerged for trim dive.
0603 - Surfaced. Course 258°.

Sunday, 24 Oct 1943 19° 34'N - 151° 26'E
0539 - Submerged for trim dive.
0603 - Surfaced. Course 258°.

Monday, 25 Oct 1943 18° 13'N - 146° 07'E
0545 - Submerged for trim dive.
0623 - Surfaced.
0840 - Entered area.
1002 - Made landfall on Pagan and Agrihan Islands.
1213 - SD contact. Submerged. Plane not sighted.
1844 - Surfaced.
1846 - Experienced marked interference on SD radar screen.
2000 - Course 270°.

Tuesday, 26 Oct 1943 18° 08'N - 145° 36'E
0504 - Submerged to make approach for reconnaissance of west side of Pagan Island.
0925 - Took pictures and plotted in land marks.
1836 - Surfaced and continued patrol. Course 215°.

Wednesday, 27 Oct 1943 16° 30'N - 144° 31'E
0549 - Submerged for trim dive.
0815 - Surfaced.
0840 - SD radar contact 16 miles closing. Plane not sighted. Continued submerged patrol.
1838 - Surfaced. Course 092°.

Thursday, 28 Oct 1943 16° 02'N - 145° 04'E
0527 - Submerged. Commenced submerged patrol.
0608 - Heard nine distant explosions as of depth charges going off.
1838 - Surfaced. Course 330°.

Friday - 29 Oct 1943 17° 28'N - 142° 13'E
0557 - Submerged for trim dive.
0652 - Surfaced. Continued surface patrol. Course 055°. Submerged for trim dive.

0652 - Surfaced. Continued surface patrol. Course 300°.

Saturday, 30 Oct 1943 19° 24'N - 140° 03'E

0557 - Submerged for trim dive.

0652 - Surfaced. Continued surface patrol. Course 030°.

Sunday, 31 Oct 1943 20° 55'N - 139° 52'E

0557 - Submerged for trim dive.

0652 - Surfaced. Continued surface patrol. Course 110°.

Monday, 1 Nov 1943 20° 39'N - 142° 43'E

0613 - Submerged for trim dive.

**0636 - Surfaced. Continued surface patrol. Decided to reconnoiter Farallon de Pajaros.
Course 092°.**

Tuesday, 2 Nov 1943 20° 28'N - 144° 52'E

0520 - Sighted Farallon de Pajaros.

0553 - Submerged to make approach for reconnaissance of northwest side of island.

0855 - Struck uncharted pinnacle in ocean bed on 100 fathom curve. Bearing 340°T from volcano crater. This occurred just after a course change to clear island following reconnaissance. No apparent damage. No visible activity on island which appeared to have suffered a recent volcanic eruption.

1832 - Surfaced. Course 030°.

Wednesday, 3 Nov 1943 20° 22'N - 145° 43'E

0550 - Submerged for trim dive.

0714 - Surfaced.

1058 - Sighted oil drum and circled it seeing no marks on it but evidence of having been in water long time.

1130 - Made landfall on Maug and Pajaros islands.

1440 - SD radar contact 14 miles closing. Submerged. Plane not sighted.

1759 - Surfaced. Course 260°.

Thursday, 4 Nov 1943 19° 53'N - 142° 19'E

1200 - Sent Scorpion serial #1. No receipt. Sent blind.

1400 - Sighted long oil slick.

2150 - Resent Scorpion serial #1. Course 260°.

Friday, 5 Nov 1943 19° 29'N - 139° 56'E

0702 - Submerged to conduct high periscope patrol.

0950 - Surfaced for sun line and submerged.

1638 - Sighted tops of Japanese MOGAMI class cruiser, bearing: 055°T. Distance about 15 miles. Went to battle stations and commenced approach. No escort visible. (Contact #1).

1733 - Numerous rain squalls reduced visibility. Surfaced to close target who tracked at about 19 knots zigging radically.

1935 - Chasing target at flank speed. Sent Scorpion serial # 2.

2200 - Abandoned chase.

Saturday, 6 Nov 1943 19° 26'N - 142° 22'E

0145 - Wind and sea making up to extent that it is impossible to carry out our plans. Slowed for normal surface patrol.

0618 - Submerged for trim dive.

0712 - Surfaced . Continued surface patrol. Course 072°.

Sunday, 7 Nov 1943 19° 45'N - 143° 53'E

0616 - Submerged for trim dive.

0708 - Surfaced and continued surface patrol.

0923 - SD radar contact. Closing. Submerged. Plane not sighted.

1000 - Held divine services in crew's mess.

1337 - Surfaced. Course 131°.

2234 - SJ radar contact on Agrihan Island (3166 ft.) at 57,600 yards. No sign of enemy.

Monday, 8 Nov 1943 19° 59'N - 145° 01'E

0601 - Submerged for trim dive.

0857 - Surfaced. Course 350°.

1141 - Land targets on SD radar 5-13 miles while running up Marianas Group from Agrihan to Farallon de Pajares Islands. Pronounced pips when ship rolls toward land.

1226 - Sighted smoke of single ship. Commenced end around run for approach position. (contact #2).

1530 - Submerged on track ahead and commenced approach.

1641 - Target appears to be 3 thousand ton steamer making 10 knots and ziggling moderately. Also appeared to smoke moderately. Fired three torpedoes at 1200 yards range on 90° port track set for 7 feet. (Attack #1). Missed under him. All hot, straight and normal. Followed out by sight and sound. Target turned sharply toward us and speeded up. Sounded like high speed diesel. Received eleven depth charges. First eight fairly close.

1721 - Came to periscope depth and watched ship frantically searching for us and drop three more depth charges. Target searched at moderate speeds, stopping only once. Swung in circles in searching. Throwers were observed used with three last depth charges. Concluded target was Q-Ship. Remained at periscope depth and watched him finally give up.

1830 - Surfaced and cleared area. #7 torpedo tube outer door operating linkage broken. Outer door closed. Tube out of commission.

2200 - Sent Scorpion serial #3.

Tuesday, 9 Nov 1943 18° 49'N - 142° 52'E

0610 - Submerged for trim dive.

0707 - Surfaced. Continued surface patrol. Course 225°.

2020 - SJ radar out of commission. Commenced repairs.

Wednesday, 10 Nov 1943 18° 50'N - 141° 31'E

0626 - Submerged for trim dive.

0707 - Surfaced. Course 270°.

1000 - Course 343°.

Thursday, 11 Nov 1943 22° 20'N - 140° 25'E

0626 - Submerged for trim dive.

0707 - Surfaced. Course 343°.

2028 - Commenced swinging ship in attempt to D.F. fairly strong Japanese signals on 450 KC. Signals too intermittent and weak for accuracy. Believe them to be coming from shore station on Guam or Saipan.

2048 - Steamed on course 170°.

Friday, 12 Nov 1943 20° 29'N - 140° 53'E

0633 - Submerged for trim dive.

0715 - Surfaced. Course 170°.

2000 - SJ radar back in commission after 72 hours constant repair work.

Saturday, 13 Nov 1943 18° 16'N - 142° 47'E

0615 - Submerged for trim dive.

0635 - Sighted two ships about 12,000 yards bearing 313°T. (Contact #3). Convoy consisted of one AK (7,000 tons) and one AO with three escorts. AK smoking moderately. Came to normal approach course and used high speeds to gain firing position. Just prior to firing, ships zigged toward us and gave us a sharp track. (attack #2)

0811 - Felt forced to accept this set up or not fire at all. A turn to right would put me right alongside port quarter escort. To wait would put me too close. Fired four bow tubes at range of 800 yards, 45° right gyro for port track at AO. One hit with tremendously long rumbling sound. One escort 150 yards on our starboard quarter, so went deep at once.

0835 - Received nine depth charges, not close, in three groups. Last one went off while coming up to look.

0900 - Up for look. All escorts displaying single square flag. All escorts attempting to locate us with cross bearings. Pinging on 16-18 KC. Occasionally stopping and listening. Evidently sound conditions poor since they used double pings frequently not being sure they were on us. Had 5° negative gradient at 300 feet. Escorts of new construction corvette type with single mast and lookout station forward, rounded bridge and marked clipper bow. AO astern of AK and dead in water slightly down in the stern. Neither vessel smoking. Sea moderately heavy with numerous white caps necessitating 10-15 feet of periscope.

0921 - Escort reversed course and headed for us pinging. Believe might have been sighted. Went deep.

0949 - Up for look. AK and escort in sight. No sign of AO or other two escorts. Believe AO sunk and other escorts beyond AK.

1125 - Surfaced, and much against our wishes, but because of future plans we did not follow up this attack during the night.

1300 - Sent Scorpion serial #4. No receipt. Sent blind.

2355 - Made SJ radar contact on target on port beam bearing 087°T, range 9,900 yards. Commenced tracking. (Contact #4)

Sunday, 14 Nov 1943 14° 46'N - 145° 03'E

- 0000 - Target drawn aft to 147°T and range opened to 10,000 yards. Pip small. Believe target small patrol vessel.
- 0005 - Secured from tracking target.
- 0359 - SJ radar contact on Guijan Island. Bearing 120°T. Range 50,000 yards.
- 0538 - Submerged for patrol between Tinian Island and Rota.
- 1001 - Held divine services in crew's mess.
- 1829 - Surfaced for night patrol in vicinity of Saipan Island.

Monday, 15 Nov 1943 15° 16'N - 145° 37'E

- 0535 - Submerged for patrol off Saipan Island.
- 0612 - Sighted enemy patrol bomber taking off from Tinian Island and disappearing on northerly course.
- 1301 - Sighted masts and stacks of four ships in Saipan Harbor. (Contact #5).
- 1830 - Surfaced for night patrol clearing area.

Tuesday, 16 Nov 1943 17° 34'N - 144° 52'E

- 0608 - Submerged for trim dive.
- 0720 - Surfaced for dry surface patrol.
- 0844 - SD radar contact on unidentified plane. 10 miles. Submerged.
- 0911 - Surfaced and resumed patrol. Course 006°.

Wednesday, 17 Nov 1943 19° 34'N - 144° 65'E

- 0611 - Submerged for trim dive.
- 0647 - Surfaced for continued patrol.
- 0716 - SD radar out of commission.
- 0719 - Submerged until SD radar fixed.
- 0845 - Surfaced and continued patrol. SD radar in commission.
- 1108 - Sighted three escort vessels bearing 167°T, distant about 7 miles. They were circling as though waiting for convoy. Reversed course to take up assumed convoy line in order to make attack prior [to] rendezvous with escorts.
- 1357 - SD radar contact on unidentified plane. 10 miles. Plane not sighted. Submerged.
- 1423 - Surfaced and continued surface patrol. Convoy not intercepted. Believe them to be behind time since they could not have gotten by us. Continued search throughout the night.

Thursday, 18 Nov 1943 20° 40'N - 144° 22'E

- 0612 - Submerged for trim dive.
- 0709 - Surfaced and continued surface patrol.
- 1010 - SD radar contact 26 miles.
- 1102 - SD radar contact 24 miles.
- 1130 - Sighted enemy patrol bomber. Submerged.
- 1217 - Surfaced and continued surface patrol.

Friday, 19 Nov 1943 18° 06'N - 145° 04'E

- 0719 - SD radar contact on unidentified plane 14 miles. Closed to 12 miles. Plane not seen. Submerged.

0738 - Sighted enemy patrol bomber on northerly course.

0824 - SD contact on unidentified plane 7 miles. Not seen through periscope. SD radar out of commission. Because of being driven down and numerous contacts, the SD radar being out of commission and heavily clouded sky, decided to conduct high periscope patrol for remainder of day.

1802 - Surfaced for night surface patrol. Course 212°.

1904 - SD radar in commission. Commenced high speed search of traffic lanes up western side of Marianas group.

**Saturday, 20 Nov 1943 20° 11'N - 143° 30'E
Continued 14 knot surface search of traffic lanes.**

Sunday, 21 Nov 1943 20° 16'N - 141° 12'E

0633 - Submerged for trim dive.

0654 - Surfaced and continued 14 knot surface search of traffic lanes.

1000 - Held devine services in crew's mess.

Monday, 22 Nov 1943 19° 11'N - 141° 19'E

0514 - SJ radar contact on four vessels. Range 10,000 yards, bearing 025°T. Commenced surface approach. Targets tracked as zigging radically and changing speed. (Contact #6).

0631 - Submerged astern of targets to avoid detection in growing light of dawn. Targets on base course 328°T, speed 17 knots by pit.

0648 - Up for look. Appears to be one large AK about 10,000 tons and three escorts (2DDs and 1 corvette).

0653 - Surfaced to close at high speed. Many rain squalls. Visibility poor. Lost target.

0742 - Sighted target again in periscope.

0757 - Opened range to avoid detection. Lost target in rain squall. Continued chase at high speed.

1247 - Regained contact. Commenced tracking with high periscope watch set.

1340 - SJ radar out of commission.

1652 - AF signaling by flashing light. Probably to escorts. Do not believe they sighted us.

1819 - Lost target in periscope. Decided to maintain chase until 2200 hoping SJ radar will be fixed and will be able to regain contact. Also if no contact at that time and radar not back in commission, will not have enough fuel for search and end around run on guesses.

1955 - Sent Scorpion serial #5.

2153 - Intercepted nearby transmissions on 500 KCs - Japanese code.

2205 - Sighted vessel close to port beam on approximate parallel course. Could either be large vessel fairly close or small vessel very close. Exceptionally black hazy night and SJ radar still out of commission. Opened range.

2222 - Further transmissions on 500 KCs close to us.

2226 - Believe impossible to get around escorts and run for daylight position with remaining fuel and have enough to get back with. Also have no radar with which to maintain contact. Broke off chase. Indications are our presence is known to the enemy.

Tuesday, 23 Nov 1943 20° 53'N - 143° 08'E

0110 - Further nearby transmissions on 500 KCs in which identified numerals "105"

(our course). Changed course to 125°.

0640 - Submerged for trim dive.

0738 - Surfaced and continued surface patrol. Course 110°.

Wednesday, 24 Nov 1943 20° 05'N - 145° 43'E

0644 - Submerged for trim dive.

0720 - Surfaced. Course 115°.

0845 - SD radar contact on unidentified plane. Distance 5 miles. Plane not seen. Submerged.

1004 - Surfaced and continued surface patrol.

2120 - Departed area enroute Midway.

Thursday, 25 Nov 1943 20° 22'N - 150° 10'E

0601 - Submerged for trim dive.

0642 - Surfaced. Course 077°.

Friday, 26 Nov 1943 21° 30'N - 155° 08'E

0601 - Submerged for trim dive.

0652 - Surfaced. Course 078°.

1400 - Set clocks to - 11 zone time.

Saturday, 27 Nov 1943 22° 45'N - 160° 10'E

1131 - Submerged for six hour battery discharge.

1736 - Surfaced. Course 078°.

2100 - Set clocks to - 12 zone time. Enroute Midway Island.

Saturday, 27 Nov 1943 24° 02'N - 165° 43'E

Enroute Midway, course 078°.

Sunday, 28 Nov 1943 25° 23'N - 171° 25'E

0200 - Sent rendezvous message.

0646 - Submerged for trim dive.

0717 - Surfaced. Course 077°.

1000 - Held divine services in crew's mess.

Monday, 29 Nov 1943 27° 03'N - 177° 05'E

0622 - Submerged for trim dive.

0624 - Surfaced. Course 077°.

Tuesday, 30 Nov 1943 28° 13'N - 177° 25'W

0710 - Rendezvous with Midway air escort.

0855 - Entered Midway Harbor for refit. Damage to framing in vicinity of Nos. 5 and 6 torpedo tube shutters and doors will necessitate docking for repairs. This damage was ascertained by divers. Orders received to proceed to Pearl for refit.

Wednesday, 1 Dec 1943 27° 55'N - 177° 30'W

0004 - Moored starboard side to, in nest alongside USS BUSHNELL,

West Pier, Midway Island. R.H. Ellis

- 0935 - USS MUSKALUNGE moored alongside, port side.
- 0945 - Made preparations for getting underway.
- 0959 - Got underway for Pearl Harbor, steering various courses at various speeds conforming to channel of Midway Harbor.
- 1022 - Passed entrance buoys abeam to port and starboard.
- 1029 - Changed course to 150°T.
- 1035 - Commenced zig-zagging at 15 knots. R.T. Brown
- 1716 - Steady on base course 150 psg. G.S. Rodier

Thursday, 2 Dec 1943 24° 32'N - 173° 10'W

Lt. Raymond Wise, Jr., DE-V(G), USNR, reported aboard for duty.

Underway from Midway in accordance with ComTask for 17 OpOrd 234-43, enroute Pearl Harbor, steering course 120°T at full speed.

R.H. Ellis

- 0440 - Changed course to 110 psg.
- 0534 - Commenced zig-zag plan 20° right and left of base course on 5 minute legs.
- 0745 - Submerged on course 100 psg. G.L. Rodier
- 0801 - Surfaced. Went ahead at standard speed. Commenced zig-zagging. R.T. Brown
- 1335 - Changed base course to 115 T.
- 1400 - Set clocks ahead 1/2 hour to 11 1/2 zone time. R.H. Ellis
- 1800 - Steady on base course 115 psg.
- 1855 - All ahead full.
- 1858 - Changed course to 120 psg. G.L. Rodier

Friday, 3 Dec 1943 22° 38'N - 168° 17'W

- 0543 - Started zig plan 20° right & left of base course 120 psg, 5 minute legs.
- 0559 - Changed base course to 110 psg. Continued zig plan.
- 0740 - Changed base course to 112 psg. Continues zig plan.
R.J. Wise, Jr.
- 0812 - Submerged.
- 0818 - Changed speed to all ahead dead slow.
- 0934 - Surfaced. Went ahead at standard speed. Commenced zig-zagging
- 1600 - Set ship's clocks ahead 1 hour to conform with 10 1/2 time zone.
- 1831 - Stopped zig plan, steadied on course 112 psg.
- 1836 - "SJ" radar out of commission.
- 1903 - Radar back in commission. R.J. Wise
- 2035 - Changed course to 121 T. R.T. Brown

Saturday, 4 Dec 1943 21° 09'N - 163° 21'W

- 0800 - Changed base course to 094 T. Sighted patrol boat at 040 T.
- 0820 - Sighted two patrol boats at 045 T and 050 T. R.T. Brown

- 1652 - Equalizing charge completed.
- 1758 - All ahead standard.
- 1808 - All ahead 2/3.
- 1818 - Stopped zigging, steady on base course 094. All ahead full.
- 1937 - Changed base course to 093 pgc. R.J. Wise

Sunday, 5 Dec 1943

- 449 - Sighted searchlight on land bearing 080 pgc.
- 0453 - Target on radar bearing 027° Rel. 8700 yds.
- 0510 - Challenged target, received reply, and exchanged calls with USS DRUM (SS-228). All ahead standard.
- 0526 - Land target on radar bearing 142° Rel. 10,050 yds.
- 0534 - All ahead full. Exchanged calls with PC-586 Escort.
- 1548 - All ahead standard.
- 0611 - All ahead full. Change course to 115 pgc.
- 0612 - Change course to 100 pgc.
- 0616 - Change course to 192 pgc.
- 0620 - Change course to 090 pgc.
- 0623 - Change course to 110°, falling in astern of USS DRUM. Started zigging at random.
- 0643 - Increased speed 5 turns.
- 0652 - Increased speed 5 turns.
- 0710 - Change base course to 060 pgc, maintaining zig routine.
- 0748 - Change base course to 050 pgc. R.J. Wise, Jr.
- 0841 - Entered Pearl Harbor entrance channel.
- 0926 - Moored starboard side to USS DRUM, alongside Berth S-7, SubBase, Pearl Harbor, **concluding the third patrol.**
D.S. Scheu

REPORT OF THIRD WAR PATROL

MARIANAS ISLANDS

The weather was mild this time of year with a generally moderate wind and sea from the northeast. Numerous rain squalls were encountered during the night with occasional squalls in the daytime.

Average wind:

Force	3
Direction	70% NE
	20% E
	10% SE
Average temperature	84.9
Average barometer	29.66
Barometer variation	29.38-29.60
Injection temperatures	84°

TIDAL INFORMATION

Wind and sea account for most of the current encountered. However, currents as high as three knots setting 270° T were encountered to southeast of Farallon de Pajaros. Other large currents were experienced on the northwest side of the same island, setting about 135° T, undetermined in amount.

NAVIGATIONAL AIDS

Difficulties in this area were found to be few at this time of year. Star sights were obtained both morning and evening on all but three occasions. On only one day could sun lines not be taken.

Good position checks were available by making short runs toward an island until you picked it up by radar. Ranges and bearings were obtained as far away as 57,000 yards on Agrihan Island (3165 ft.). Maug Island was found to be located 3 miles east of her actual position on chart 5360. Peaks were found to be reliable, but tangents generally otherwise on the following islands: Parallon de Pajoris, Maug, Pagan, Asuncion, and Saipan. Soundings to the southwest of Tenion Island were good. Good water was found off the west coast of Pagan Island, but not so in the vicinity of Farallon de Pajaros. While closing the latter to reconnoiter and locate reported observation post, a pinnacle 60 feet under the surface on the 100 fathom course bearing 340° T from the crater was located by the Braille method. The crater smoked white heavily all the time. Evidence of recent volcanic activity was observed as well as lack of any buildings. One night a bright red glare was observed to flare up over the horizon on the bearing of the island, distant about 60 miles, and may have been an eruption of the active volcano on Farallon de Pajaros.

COMMENTS ON ATTACKS

ATTACK NO. 1 November 8, 1943. Target resembled old type coal fired freighter 2-3000 tons. Conducted submerged approach after making end around run for approach position.

Tubes fired	7	8	9
Track angle	89P	89P	96P
Gyro angle	181	181	174
Depth set	7'	7'	7'
Mark warhead	16	16	16
Firing interval	10s	10s	10s
Type spread	0°	2°R	2°L
Sea conditions	Chop	Chop	Chop
Hit or miss	Miss	Miss	Miss

Remarks: Torpedo in #7 tube is believed to have been fired with only a partially opened door and shutter. After firing and tube secured, it was found that the outer door would not seat. Attempts to open and shut the outer door were then made by hydraulic and by hand. In the torpedo room the hydraulic ram and interlocks appeared to operate normally. Since the door still would not close, it was evident that the crank arm for muzzle door operation located in after trim had parted. It is believed to have parted while in the operation of opening the door. Visual inspection after draining the tube showed a large swipe made on the door by the warhead. The torpedo appeared to run straight and normal by visual observation. There was no heavy jar on firing but there was a noticeably greater shock in firing #7 compared to firing #8 and #9.

ATTACK NO 2 November 12, 1943. Conducted attack on large tanker of a convoy consisting of one AK estimated 7,000 tons, one tanker, estimated 8000-9000 tons and three corvette escorts, slightly larger than, but similar to our PC boats. AO was about 2000 yards on AK's port quarter. Escorts were in position on each quarter of the convoy. Prior to firing, all three escorts moved

to position on port hand of convoy. Periscope attack. Came to normal approach and closed at high speed. Made attack at 3000 yards range. Tubes #5 and #6 failed to open either hydraulic and hand. Fired four torpedoes, 40 degrees port gyro 045 degrees. Believed target made slight course change and at the sharp track the first three torpedoes missed ahead. With more favorable track and gyro but with the escort close at hand, and believing he had made contact on us, decided to fire early, and commenced to fire 4 torpedoes at AO and 2 at AK, but failure to make #5 and #6 ready forced us to abandon firing at AK. 8000-9000 ton AO damaged or sunk. Heard but did not observe one violent explosion agreeing with time for last torpedo run. Ship observed dead in the water, slightly down by the stern, and AK nearby in position, attacked when seen at _____. Then after ducking escort for 21 minutes and looking again at 2321 G:T the tanker was not in sight but the freighter was and farther away.

MINES

No mines encountered this patrol.

ANTI-SUBMARINE METHODS ENCOUNTERED

AIRCRAFT:

There was at least one regular morning air patrol that left SAIPAN at daybreak and covered the entire MARIANAS chain of islands. There were other patrols but our observations were not regular. Several times air coverage along convoy routes far from the islands was noted. At no time was evidence of our detection made by enemy air patrols. After submerging on one radar detection, the plane remained in our vicinity for about one hour.

SURFACE CRAFT:

No regular or scheduled surface patrolling was discovered. All ships sighted were escorted by corvettes or destroyers. The usual echo-ranging sweeps by these escorts were encountered. It was apparent that their searching was poor until actual presence of a submarine is known (attack) and then their efficiency increased. During the attack on 13 November, we fired four torpedoes while one escort was less than 200 yards away (nearly astern) and another was on the starboard bow half way between us and the tanker. Even so, there was a long delay between our firing and the first inevitable depth charge attack. They could not have been very alert or they would have given us a much worse time.

The "Q 4" ship we encountered on 8 November was something very different and an education for us. She appeared to be an ordinary coastal freighter between 2000-3000 tons. She had a mast forward and aft with split superstructure between. Her single stack was of medium construction. There were gun platforms forward and aft. The absence of lookout nests in the masts was another disguise. No other A/S armament detected prior to attack. She did smoke periodically but we thought it was due to regular boiler firing (coal burner). She did not yawl or pitch enough to disclose a shallow draft. After the attack she turned toward us rapidly and sound her propeller beats changed from that of a slow freighter to that of a high speed destroyer sound. The ensuing depth charge attack was executed with speed, dash, but not very accurate. Later periscope observation allowed us to watch her use throwers for three shots. No echo-ranging was determined.

During the night of 22-23 November while trailing a convoy with three escorts, we had no SJ radar to assist us. During the middle of the night we suddenly found ourselves alongside one of the ships. Prior to this some ship opened up on 500 kcs (very close by) and after this meeting there were several more transmissions on 500 kcs. One of the transmissions included our course we were then steering. It all adds up to the idea of their having radar that is not very efficient, but good enough at close ranges to detect and track

Evasive tactics consisted of going deep at high speed and altering course; then slowing down to listen and keep attacking vessels astern. As soon as practical we returned to periscope depth and evaded at slow speed.

MAJOR DEFECTS AND DAMAGE

HULL - #5 AND #6 TORPEDO TUBES - Outer door and shutter failed to open completely, hitting some obstruction after opened about half way. It is believed that the bow end shutters are sprung or bent from striking rocky pinnacle while submerged.

NO. 7 TORPEDO TUBE - The crank arm located in after trim connected to muzzle door hydraulic ram and muzzle door actuating rod is apparently broken. The casualty to #7 torpedo tube is, in our opinion, a very serious one. #7 and #8 tubes are the only tubes in which a cast bronze crank arm is installed in the hydraulic inner door operating mechanism. This arm is apparently weak structurally, for several of the boats of this division have experienced a similar casualty. Though the arm is subjected to hydrostatic test prior to installation, apparently failure results from vibration in the stern of the ship. Real danger exist in this defect, for when the arm breaks, the outer door cannot be moved but the hydraulic ram and interlock move to the open position and from the torpedo room the door is apparently open. Luckily the torpedo we fired forced the door and shutter completely open, and the torpedo ran straight and normal. It is recommended that a positive indicator for the outer door be installed, and that a stronger type of arm be substituted in all boats of this class.

ENGINEERING - AUXILIARY ENGINE - The auxiliary engine became overheated at rated speed and load. Inspection showed that the exhaust parts were clogged with carbon. The carbon was removed and the engine was back in commission in 20 hours. It is believed that carrying too light a load on this engine caused the condition described above. To prevent recurrence, it will not be used unless at least 200 KW are required of it.

RADIO

Reception of NPM up to November 1st, when the HAIKU broadcast was initiated was good. During the first few days of HAIKU transmission, difficulties were experienced in copying the schedule. These difficulties were apparently due to - (a) low output, (b) heavy interferences during the schedule hours on 9090 kcs which was the only frequency heard at these times, (c) lack of a four thousand band as suggested by Scorpion serial one. After the adoption of 4525 kcs as a frequency and the increase of power output, the new HAIKU broadcast came in better, except for two days when interference prevented us from copying the first two schedules. It is believed a further increase in power will aid reception.

No difficulties were experienced in contacting allied radio stations except during daylight hours while in the area. On two occasions we were unable to contact a friendly station during daytime, and were forced to transmit blind. On both occasions the messages had to be retransmitted at night. NPM circuit discipline is excellent, and was invaluable helping expedite clearance of our messages.

During a night chase in which the Scorpion's SJ radar equipment was inoperative, an enemy convoy was contacted by sight. Almost simultaneously, very close Japanese transmissions were heard on the international distress frequency. These transmissions continued at short intervals most of the night. Apparently, the ships of the convoy were communicating with each other and with a distant shore station.

RADAR

Overall performance of the SD was good. Enemy lanes were picked up out to 26 miles. Two major breakdowns were experienced and these were repaired by ship's personnel within a few hours.

Performance of the new SJ radar installed just prior to departing on patrol was excellent except for the two major breakdowns, one of which put the equipment out of commission at an exceedingly crucial time. Maximum ranges were experienced on land targets as low as 3,000 feet. One breakdown while in hot pursuit of a convoy made it impossible to get in an attack on the enemy. Each breakdown put the SJ equipment out of commission for approximately 3 days. Both were due originally to grounds on negative side of lead _____ voltage rectifier and ultimately caused other breakdowns in the _____ transmitter. In addition, output of the SJ motor generator drained _____ volts possibly due to load requirements of the new type transmitter and _____ of a resistor in "A" rectifier. The IC motor generator was used as necessary to operate the SJ after this failure.

SOUND

Sound results were average. Maximum range on screws was approximately 7,000 yards.

The central gear drive on the port sound head was stripped due to undetermined causes and caused a loud thumping noise when the unit was trained by power. Failure of the gear made hand training impossible.

DENSITY LAYERS

In this area the bathythermograph indicated the following general density layer conditions:

- (a) Isothermal layers to approximately 200 feet.
- (b) Negative gradients of from three degrees to ten degrees between 200 and 320 feet.
- (c) Pertinent bathythermograph cards are being forwarded directly to the Vice Chief of Naval operations.

HEALTH, FOOD, AND HABITABILITY

Generally, the health of all hands was excellent. The usual minor injuries were encountered.

One man suffered a lacerated left forearm posteriorly, when the ship rolled, by being thrown against a torpedo propeller. One man suffered a sprain of the left wrist, when the ship rolled, while routing torpedoes. The man was treated for urethral discharge with sulfathiozole. Developed a fever and recovered when treatment was discontinued. Eleven man days were lost in this case - the only time lost on this patrol.

A balanced diet was served throughout the patrol. The food was excellently prepared and appetites were good.

A major part of the patrol was conducted on the surface which may account for the generally hearty appetites.

No difficulties in living conditions were encountered.

PERSONNEL

The performance of both officers and crew was of the highest standard. A number of men without previous submarine experience were among the crew this patrol. After section dives and battle stations drills enroute to the area, they shook down well. It is felt that if there were more contacts could have been developed, it would have raised morale to an even higher level than it is at present. Schooling, instruction and qualification of personnel were conducted during slack periods throughout the patrol.

MILES STEAMED - FUEL USED - DAYS DURATION

	<u>Miles</u>	<u>Gallons</u>	<u>Days</u>
Pearl to area	3424	32,198	11
In area	5949	41,692	31
Area to Midway	2486	22,794	7

Midway to Pearl	<u>1266</u>	<u>12,320</u>	<u>4</u>	
	13,125	109,004	53	8 days submerged
	8.3 gallons/mile			

REMARKS

There were no inner or outer patrols found. All A/S vessels encountered were busily escorting convoys with the exception of the "Q" ship. It appeared that a focal point for meeting convoys by escorts and also for convoys to and from the empire to pass is in the vicinity of a fourteen and thirteen fathom bank - latitude 18-04 N, longitude 143-04 E. The airfield on Pagan island and its surrounding area was devoid of any activity.

The assigned area is considered entirely too extensive for a single submarine to patrol efficiently. In this respect it is not necessarily the latitude boundaries but the longitude boundaries. A single submarine suffers the mental handicap of always considering fuel consumption during normal patrolling in this area in endeavoring to cover all possible convoy routes.

The commanding officer desires to commend all officers and crew for their devotion to duty which is in accordance with the highest traditions of the naval service.

SUBMARINE DIVISION FORTY FOUR

FB5-44/A16-3

Care of Fleet Post Office,
San Francisco, California
5 December 1943.

Serial 051

CONFIDENTIAL

FIRST ENDORSEMENT to
USS SCORPION Report of
War patrol No. 3

From: The Commander Submarine Division FORTY FOUR.
To: The Commander Submarine Force, Pacific Fleet.
Via: The Commander Submarine Squadron FOUR.

Subject: U.S.S. SCORPION Third War patrol - comments on.

1. Forwarded.
2. The third war patrol of the SCORPION was the first for its captain as commanding officer. This patrol covered a period of forty-nine days of which thirty-one were spent in the area.
3. The SCORPION had five ship contacts. The attacks made were aggressive and well done. The first attack was on a "Q" ship. The torpedoes passed under the target due to its shallow draft. The second attack was on a convoy. One AO was hit and damaged. She was last seen dead in the water and slightly down by the stern.
4. The health and morale of the crew were excellent upon her return from her war patrol.

October 20, 1998

5. The damage to the structure and tubes will be repaired. Two main engines and auxiliary engine will be overhauled and repairs completed by the Base during her refit period.
Remarks under paragraph U (1) are especially interesting.

6. The patrol was terminated by operation order.

7. The commanding officer, officers and crew are to be complimented on the following damage inflicted on the enemy.

1 AO 8000-9000 tons

L. M. Blair

SUBMARINE SQUADRON FOUR

FC5-4/A16-3

Serial 0329

c/o Fleet Post Office
San Francisco, Calif.

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

7 December 1943

SECOND ENDORSEMENT to
USS SCORPION Report of
Third War Patrol.

From: The Commander, Submarine Squadron FOUR.
To: The Commander-in-Chief, UNITED STATES FLEET.
Via: (1) The Commander, Submarine Force, PACIFIC FLEET.
(2) The Commander-in-Chief, PACIFIC FLEET.

Subject: U. S. S. SCORPION Third War Patrol - Comments on.

1. Forwarded, concurring in the remarks of Commander Submarine Division FORTY FOUR.

2. Scarcity of contacts, a most unfortunate radar casualty, tube defects, and more efficient air patrols combined against the SCORPION's score. However, the few contacts were aggressively pursued, and the Commanding Officer, officers and crew are to be congratulated on probably sinking a large tanker.

C. B. HOMSEN.

FF12-10/A16-3(8)/(16)

SUBMARINE FORCE, PACIFIC FLEET

Serial 01898

Care of Fleet Post Office
San Francisco, California
13 December 1943

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

October 20, 1998

THIRD ENDORSEMENT to
USS SCORPION Report of
Third War Report.

From: The Commander Submarine Force, Pacific Fleet
To: The Commander-in-Chief, United States Fleet
Via: The Commander-in-Chief, U. S. Pacific Fleet

Subject: U.S.S. SCORPION (SS-278) - Report of Third War Patrol.
(13 October to 5 December 1943)

1. The SCORPION's third war patrol was the first for the new commanding officer, as such. The patrol was conducted in the vicinity of the Marianas Islands.
2. Excellent coverage was maintained and good reconnaissance of many of the Marianas Islands was made.
3. Of the four contacts worthy of torpedoes, the SCORPION attacked two and was unable to close the others. SJ radar trouble reduced the efficiency of the attacks on at least one occasion.
4. This patrol is not considered successful for Combat Insignia Award.
5. The Commander Submarine Force, Pacific Fleet, congratulates the Commanding Officer, officers, and crew for having inflicted the following damage upon the enemy:

D A M A G E D

1 - Tanker (class unknown) - 8,500 tons

J. H. Brown, Jr.
Acting

Monday, 6 Dec 1943

RM3/c Jack Townsend, USN, reported aboard for duty in accordance with verbal orders.

Tuesday, 7 Dec 1943

SC3/c Charles Whitney Appleton, USNR, reported aboard for duty in accordance with verbal orders.

Saturday, 11 Dec 1943

1415 - Underway, maneuvering on various courses and speeds to make Dock ARD-8, SubBase, Pearl Harbor.

1520 - Resting on keel blocks, draft while waterborne, 15' 6", aft 15' 10". Receiving power from the Base during dry-dock.

Sunday, 12 Dec 1943

In accordance with Navy regulations, the Engineering Officer and 1st Lieutenant made an inspection of all outboard valves, rudder, screws, muffler, and underwater fittings. R.B. Drane

Monday, 13 Dec 1943

- 2200 - Exercised at Air Raid Drill.
- 2230 - Secured from Air Raid Drill. R.T. Brown

Friday, 17 Dec 1943

- 0632 - Commenced flooding dry-dock.
- 0710 - Waterborne. All hull openings to sea inspected and found watertight.
- 0930 - Underway, maneuvering on various courses and speeds to clear the dry-dock.
- 1000 - Moored port side to USS DARTER alongside Berth S-6, SubBase.
- 1600 - Underway, maneuvering on various courses and speeds to shift berths.
- 1635 - Moored starboard side to Berth S-7. D.S. Scheu

Monday, 20 Dec 1943

- 1105 - Shifted berth to S-8, outboard of and port side to USS SPEARFISH. R.T. Brown

The following named men reported aboard for duty in accordance with verbal orders

- | | |
|---|--|
| Larimore, Billie Eugene, TM2/c, USN | Jacobs, Robert Louis, S2/c, USNR |
| Roche, Thomas Edward, TM2/c, USN | Rowe, Albert Vivian, S2/c, USN-I |
| Hood, Frank Edwin, S2/c, USN-I | Faber, Lee Mainert, S1/c, USNR |
| Chamberlain, Robert Joseph, EM2/c, USNR | Hutchinson, Robert Emmet, TM3/c, USNR |
| Williford, Robert Roland, F1/c, USNR | Labarthe, Walter Clarence, MoMM2/c, USNR |
| Harvey, Robert Delbert, Jr., F3/c, USNR | |
| Weidenbach, Rudolph Fred, F3/c(M), USN | |

Thursday, 23 Dec 1943

QM2/c Howard William Morgan, USNR, reported aboard for duty in accordance with verbal orders.

Friday, 24 Dec 1943 20° 18'N - 158° 14'W

- 0645 - Stationed maneuvering watch. D.S. Scheu
- 0736 - Got underway, steering various courses at various speeds conforming to channel.
- 0902 - Passed entrance buoys abeam to port & starboard.
- 0914 - Changed course to 204 T.
- 0925 - Changed course to 212 T using variable Zig plan.
- 1016 - Commenced circling on station.
- 1039 - Submerged.
- 1127 - Surfaced.
- 1138 - Submerged.
- 1148 - Surfaced on course 240 T all ahead standard.
- 1149 - Changed course to 060 T.
- 1157 - Submerged. R.H. Ellis
- 1220 - Surfaced.
- 1230 - Changed course to 085 T.
- 1243 - Submerged on course 065 T.

- 1259 - Surfaced on course 140 T.
- 1336 - Commenced Radar runs, exercised at Battle Stations torpedo.
- 1400 - Submerged on course 120 T.
- 1409 - Surfaced.
- 1420 - Changed course to 240 T.
- 1525 - Submerged on course 074 T. Battle Stations Gun action.
- 1543 - Surfaced on course 280 T. All ahead standard, commence test firing all guns.
- 1550 - Secured from Gun action, changed course to 015 T. O. Drake
- 1727 - Stationed maneuvering watch.
- 1733 - Passed entrance with buoys abeam to port & starboard.
- 1817 - Moored port side to USS FLASHER, alongside Berth Sail six (S-6), SubBase, Pearl Harbor.

Saturday, 25 Dec 1943 20° 25'N - 158° 11'W

Y1/c Donald Richard Levis, USN, reported aboard for duty in accordance with ComSubPac transfer order.

- 0700 - Got underway, sailing out of the harbor.
- 0746 - Passed entrance buoys and changed course to 195 T.
- 1000 - Circling on station in operating area.
- 1007 - Submerged on course 135 T.
- 1109 - Fired four waterslugs forward.
- 1117 - Surfaced.
- 1148 - Changed course to 145 T. Radar contact 14,000 yds.
Commenced
Radar approach.
- 1155 - All ahead full, changed course to 190 T. Battle Stations Torpedo. D.S. Scheu
- 1213 - Fired three waterslugs aft. Changed course to 000 T, all ahead standard. Secured from Battle Stations torpedo.
- 1427 - Commenced Radar run.
- 1432 - Submerged on course 050 T.
- 1440 - Changed course to 340 T
- 1445 - Fired four waterslugs aft.
- 1450 - Surfaced on course 140 T.
- 1455 - Submerged on course 260 T.
- 1504 - Fired six waterslugs forward.
- 1506 - Surfaced, commenced Radar tracking. O.R. Drake
- 1606 - Battle Stations torpedo. Fired four water slugs aft.
- 1613 - Secured from Battle Stations torpedo.
- 1633 - Submerged on course 270 T. Rigged ship for depth charge.
- 1639 - Received two indoctrination depth charges.
- 1640 - Secured from depth charges.
- 1642 - Surfaced.
- 1648 - Battle Stations gun action.
- 1715 - Commenced firing.
- 1748 - Secured from gun action. R.H. Ellis
- 2013 - Changed course to 293 T.

October 20, 1998

2130 - Commenced Radar tracking.
2139 - Battle Stations torpedo.
2153 - Fired six water slugs forward.
2156 - Secured from Battle Stations torpedo.
2234 - Radar tracking, Battle Stations torpedo.
2240 - Fired six water slugs forward.
2245 - Secured from Battle Stations torpedo.
2258 - Changed course to 285 T, commenced steering to maintain
position with escort. D.S. Scheu

Sunday, 26 Dec 1943 20° 30'N - 158° 10'W

0727 - Continued training as the day before.
1350 - Secured training and headed into SubBase, Pearl Harbor.
1437 - Moored starboard side to Berth S-3, SubBase.

The following named men transferred to Submarine Division 44 for duty in relief crew and further transfer to new construction:

McDevitt, Daniel J., CTM(AA)
 Holshouser, James R., CTM(AA), USN
 Boyer, Walter J., CFC(AA), USN
 Wallace, Stuart C., CMoMM(AA), USN
 Lishing, John, CMoMM(AA), USN
 Landry, Clyde E., CEM(AA), USN
 Stromquist, Wilbur J.E., TM1c, USN
 Case, James C., MoMM1c, USN

Petersen, Hans J., EM1c, USN
 Walsh, Leo P., TM2c, USN
 Hurley, Joseph R., TM2c, USN
 Downs, Utah C., RM2c, USN
 Kavanaugh, Francis X., SC2c, V6, USNR
 Maxwell, Gainey S., GM3c, USN
 Tanis, Arend, SM3c, V-6, USNR
 Tanner, Joel A., F1c, V-6, USNR

Monday, 27 Dec 1943

0845 - Shifted berth with port side to Berth S-4. R.T. Brown
 Shea, Paul Desales, F1c, USN, reported on board for duty with verbal orders per CSD 44.

Tuesday, 28 Dec 1943

Harvey, Paul Lester, EM2c, USN, reported on board for duty with verbal orders per CSD 44.
 Demshaw, Miland David, MoMM2c, V-6, USNR, transferred to Submarine Division 44 for duty with verbal orders per CSD 44.

Wednesday, 29 Dec 1943

Lt. Gilbert L. Rodier, Jr., DE-V,(G), USNR, detached this date.

1230 - Set clocks back 1 1/2 hours to conform with +11 time zone.

USS SCORPION left SubBase Pearl Harbor for the East China and Yellow Seas on its fourth patrol.

1132 - Underway, to begin the fourth patrol.

1209 - Cleared harbor. Set course to 230 T. All ahead full.

1232 - Commenced zig plan, 5° rudder 30° to right & left of base
 course 230°, 3 minute legs.

1255 - Started SJ Radar

1312 - Changed base course to 315°

1333 - SJ Radar secured. Set course to 327°, continuing zig plan.

1647 - Decreased speed to all ahead 2/3.

1648 - Submerged on course 322°T.

1725 - Surfaced, all ahead 2/3. Steadied on base course 327 T,
 increased speed to all ahead, standard.

1805 - Escort PREP-602 departed.

1834 - Last Radar contact with escort at range 17,200 yds.
 R.H. Ellis

Thursday, 30 Dec 1943 25° 06'N - 161° 47'W

0004 - Underway on base course 327 T, speed standard, charging
 batteries. SJ Radar in operation.

0034 - Secured battery charger. All ahead full. Conditions normal.

0545 - Commenced steering zig plan, 20° right and left of base
 course 327 T, 5 minute legs.

0614 - Submerged.

0637 - Surfaced, resumed zig plan.

0645 - Sighted Navy patrol plane, parallel course.

- 0742 - Increased turns to 238 RPMs.
- 0753 - Changed course to 289 T.
- 0939 - Ceased zig-zagging.
- 1102 - SD Radar contacted plane at ten miles.
- 1108 - Exchanged recognition signals with friendly PBY patrol plane.
R.T. Brown
- 1735 - Exercised at Radar tracking.
- 1810 - Secured Radar tracking party. R.H. Ellis
- 2008 - Changed course to 286 T.

Friday, 31 Dec 1943 27° 17'N - 168° 36'W

- 0715 - Changed course to 289 T.
- 0958 - Submerged.
- 1004 - Changed speed to all ahead dead slow
- 1009 - Manned Battle Station torpedo.
- 1040 - Exercised at fire drill.
- 1044 - Exercised at chlorine drill.
- 1048 - Exercised at collision drill.
- 1058 - Secured from Battle Station torpedo
- 1104 - Surfaced. Went ahead 2/3 full.
- 1108 - Changed speed to all ahead standard. R. T. Brown
- 1216 - #2 air compressor and #7 tube out of commission. Air
compressor repaired.
- 1515 - Secured battery charge.
- 1745 - All ahead full.
- 1918 - Changed course to 287 T.

Monday, 3 Jan 1944

After refueling, SCORPION left Midway to resume her westward run to her assigned patrol area.

Wednesday, 5 Jan 1944

On this morning, SCORPION reported that a crewman had broken an arm, and requested a rendezvous with the submarine HERRING which was passing through the area on its return to Pearl, and could take the injured crewman back to the hospital. The rendezvous was made in the afternoon at 30° 7'N, 167° 30' E. The sea was very rough, and despite several attempts to transfer him via a rubber raft, it was determined that it was too dangerous to both the injured man and the submarines, and the transfer was abandoned, as well as the rubber raft.

Thursday, 6 Jan 1944

HERRING sent a message reporting what had happened and stated "SCORPION reports case under control." SCORPION was never heard from again.

EPILOGUE

When no report was received from her by February 24, Midway was directed to keep a watchful eye for her, and SCORPION was directed to make a transmission. Neither of these measures

proved fruitful, and SCORPION was reported on March 6, 1944 as presumed lost. No information has been received since the war that the loss was due to enemy antisubmarine tactics.

When the Gilbert and Marshall Islands were captured during the war, thousands of classified Japanese documents fell into the hands of the U.S. Navy. Among these documents were some red-bordered "Notices to Mariners" showing the exact locations of Japanese minefields - vital information to U.S. submarines. The Navy set up a special unit to translate these documents. The results were sent to submarine skippers in booklet form. Among the notices was information that the Japanese had laid new and extensive minefields in the East China Sea. However, it was much too late to help SCORPION. In the meantime, several submarines had made patrols in this area, crossing and recrossing the (unknown) minefields without incident. It is probable that these mine lines were very thin, offering only about a ten percent threat to submarines at maximum, and steadily decreasing in effectiveness with the passage of time. SCORPION was lost soon after these mines were laid, at a time when they offered the greatest threat. She could have been an operational casualty, but her area consisted of water shallow enough so that it might be expected that some men would have survived. Since we know of no survivors, the most reasonable assumption is that she hit a mine and sank.

The SCORPION earned three battle stars for its war operations.

OFFICERS AND MEN OF THE FOURTH PATROL

Comdr. Maximilian G. Schmidt, USN, commanding officer		MO	
Lt. Canterbury B. Pierce, USNR, executive officer		MA	
Lt. Raymond J. Wise, Jr., USN		MI	
Lt. Donald S. Sheu, USN		NY	
Lt.(jg). Robert B. Drane, USNR		DC	
Lt.(jg). Richmond H. Ellis, USNR		ME	
Lt.(jg). Robert T. Brown, USNR		GA	
Ens. Vincent R. Drake (T) USN		HI	
ALEXANDER, James S., EM2	MI	FLAHERTY, William A. Jr., CQM	NY
APPLETON, Charles W., SC3	MA	GLAZIER, John F., GM2	PA
BAUSMAN, Loren L., SC1	IL	HARVEY, Paul L., EM2	CA
BELL, Hollis F., S1	TN	HARVEY, Robert D., Jr., F3	CA
BYNUM, Rufus H., QM1	MS	HEIDENRICH, Jean T., TM1	CA
CHAMBERLAIN, Robert J., EM2	WA	HEINZ, Carl M., MoMM1	MI
CHRISTMAN, Harold F., S1	IN	HIMES, David A., MoMM1	NC
CLOUGH, Jack E., TM2	WA	HOOD, Frank E., S2	NE
CORNELIUS, Theodore T., CMoMM	NJ	HUND, Carl M., CGM	ID
CUNNINGHAM, Joseph W., CRM	MA	HUTCHINSON, Robert E., TM3	NY
DEANE, Lawrence W., TM3	NH	INGRAM, George E., MoMM2	MI
DEWS, Raymond P., StM1	NJ	JACOBS, Robert L., S2	PA
ECHORST, Earnest, L., TM2	NY	KOSTER, Nicholas L., CMoMM	IA
ENGLISH, Edward J., MoMM1	IA	KRAWCZYKOWICZ, E., MoMM3	NY
FABER, Lee M., S1	IA	LABARTHE, Walter C., MoMM2	CA
FASNACHT, James A., QM2		LARIMORE, Billie E., TM2	IL
TX		LLOYD, Robert W., MoMM2	NC
FAUSTMAN, Lyle D., MoMM1	MI	MANGANELLO, Lawrence A., CCS	NY
FERGERSON, Nearest, St3	AL	MATTHEWS, Stanley E., RM1	IN

McMILLAN, Russell K., MoMM1	NC	SHAPIRO, Irvin S., PhM1	NY
McNALLY, Frank A., RT2	IL	SHEA, Paul D., MoMM3	MD
MILLER, Paul J. Jr., EM2	MS	SINK, Russell O., MoMM3	OH
MORGAN, Howard W., QM2	CA	SKELTON, Samuel R., TM3	MO
MOSBEY, Lyle E., EM2	IA	SMITH, Donald E., RM3	CA
RAIRDEN, Robert M., Y3	IA	SMITH, Joseph F., TM3	RI
RANDOLPH, Wilbert L., EM1	KY	SPEARS, Charles R., CMoMM	NH
RAWLINGS, Jack P., CEM	OH	STURGES, Edgar A., MoMM1	IA
ROBILLARD, Frederic J., S1	NY	TARBELL, Wilbur E., EM1	NH
ROCHE, Thomas E., TM2	NY	TOWNSEND, Jack, RM3	CA
ROWE, Albert V., S2	MI	UDICK, Raymond V., TM1	CO
SAUNDERS, Bill, S1	TX	VOORHEES, Jack L., TM2	IL
SEAMAN, Daniel A., MoMM1	NY	WEIDENBACH, Rudolph F., FC3	CA
SEARS, William I., EM1	CT	WILLIFORD, Robert R., MoMM2	CO
SETVATE, Mark W., TM3	KS	WOMACK, Robert L., MoMM2	MS
SHAKE, James, F1	OH	ZIMMERMANN, Karl, RM1	NY

SOURCE KEY by font

Administrative Deck Log & other information

Operations Deck Log

Patrol Reports