USS PIPER (SS-409) HISTORY

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20 June 2006

A Submariner's Poem
by Al Alessandra - July 3, 2005

Run silent, run deep
For freedom we fought to keep
How we spent so many days
Beneath the shimmering waves

A terrible foe we fought
And gave our lives; and freedom bought
Now our souls forever lie
Restlessly beneath the waves
So silent now, so deep

For it is not enough for you to weep
For we shall not have died in vain
Lest you forget for what we gave
We gave our lives, freedom to save

For if you forget our deeds
Then we shall never sleep
Though we lie so silent, so deep

USS PIPER HISTORY

(SS-409)

Displacement: 1,526 tons (surface), 2,401 tons (submerged)

Length: 311' 8", Beam: 27' 3", Draft: 15' 3"

Speed: 20.25 knots (surface), 8.75 knots (submerged)

Test Depth: 400 feet

Propulsion:
Four 5,400-hp Fairbanks-Morse diesel engines
Four 2,740-hp Elliot Motor Co. electric motors
Two Main Batteries – 252 cells, Gould Storage Battery Co.
Two propellers – Diesel Electric Drive

Submerged Endurance:
48 hours at 2 knots

Patrol Endurance:
11,000 nautical miles, surfaced at 10 knots (118,300 gallons fuel)

Armament:
Six 21-inch torpedo tubes forward, four aft; 24 torpedoes
One 5"/25 deck gun, one 40 mm, one 20 mm and two 50 cal machine guns

Design Complement: 6 officers - 60 enlisted men

Class: "BALAO"

Keel laid by the Portsmouth Naval Shipyard, Kittery, Maine, 15 MAR 1944
Launched: 26 JUN 1944; Sponsored by Mrs. Charles W. Wilkins
Commissioned: 23 AUG 1944 with CDR Bernard F. McMahon in command
Decommissioned: 16 JUN 1967
Struck from the Navy List 1 JUL 1970
Sold for scrapping JUN 1971

The ship was named "PIPER" for a fish of the Halfbeaks family found in warm seas mostly along the shore. It swims at the surface, occasionally leaping into the air, and is named from the noise it makes when taken out of the water.

The keel of the PIPER was laid in the U.S. Navy Yard, Portsmouth, New Hampshire on 15 March 1944, and was launched on 26 June 1944, Mrs. C.W. Wilkins, wife of Captain Charles W. Wilkins, USN, acted as official sponsor. Commander Bernard F. McMahon, USN, took command of the ship when she was placed in commission on 23 August 1944.

Although built late in World War II, USS PIPER completed three successful war patrols before the cessation of hostilities, operating as a life guard for plane strikes and as an advance picket for fast carrier tasks forces.

The PIPER began her war career on 25 January 1945, when she slipped out of Pearl Harbor as the leader of a five ship wolf-pack, consisting of the BOWFIN, TREPANG, POMFRET and STERLET. The mission was an anti-picket boat sweep in preparation for carrier strikes on Honshu. After a short stop at Saipan, the pack arrived in the assigned area south of Iwo Jima 10 February 1945. Three sweeps from 10 to 13 February revealed no picket boats. PIPER spent the period from 15 February to 24 March off the south and southeast coasts of Honshu serving alternately on independent patrol and lifeguard duty for the then intensive B-29 and carrier strikes against Japan.

On the night of 25 February, PIPER found her first target. In a night surface attack, she sank an unidentified 2,000-ton vessel. The last four days before departure were spent guarding the approaches to Bungo Suido against a possible Japanese sortie on the badly damaged aircraft carrier USS FRANKLIN (CV-13).

PIPER arrived at Midway 30 March 1945 for refit, rest and training, and departed 26 April for her second war patrol in another wolf-pack with the SEA POACHER, PLAICE, POMFRET and STERLET. The ships arrived in the patrol area, the Sea of Okhotsk, 3 May 1945, and from the 14th to the 25th made concentrated surface shipping sweeps of the area. The remainder of the period was spent on independent war patrol, rotating stations. On 27 May, the PIPER got her first chance on this patrol when she sighted two small merchantmen with two escorts in Boussole Channel. Working her way through a heavy fog, she launched a surface torpedo attack, sinking one 4,000-ton merchantman. The escorts dropped a few depth charges, but none were close to the mark.

The PIPER departed the area 4 June 1945, arriving at Pearl Harbor on the 13th for another refit. On 25 June Lieutenant Commander Edward L. Beach, USN, relieved Commander McMahon as commanding officer and on 19 July 1945, she departed on her third war patrol, stopping enroute at Guam for advanced training from 1 to 4 August. On 11 August, PIPER accounted for two five-ton fishing vessels in Koshiki Kaikyo, and on 13 August, she entered the Sea of Japan. There, she rescued six prisoners of war, and Japan capitulated the next day.

On 3 September she departed the area for Pearl Harbor and onward routing to the United States. During her war service, the USS PIPER earned four battle stars on the Asiatic-Pacific Area Service Medal for participating in the following operations:

1 Star – Iwo Jima Operation
Assault and occupation of Iwo Jima - - 15 February - 16 March 1945
FIFTH Fleet raids against Honshu and the Nansei Shoto - - 15 - 16, 25 February 1945, and 1 March 1945.

1 Star – Okinawa Gunto Operation
Assault and occupation of Okinawa Gunto - - 17 - 22 March 1945

1 Star – Second War Patrol - - 26 April - 13 June 1945

1 Star – THIRD Fleet operations against Japan - - 11 - 13 August 1945

She also received the Navy Occupation Service Medal, Asia, for the period 2 – 3 September 1945.

For his actions while commanding officer of the PIPER during her third war patrol, Lieutenant Commander Beach received a Gold Star in Lieu of a second Silver Star Medal.

PIPER arrived 15 October 1945 at the U.S. Naval Submarine Base, New London, CT. During the next five years, PIPER remained in the New London area with the exception of cruises to Nassau, New Brunswick and Nova Scotia, and overhauls in Portsmouth and Philadelphia Naval Shipyards.

On 2 May 1950, PIPER got under way for a tour of duty with the U.S. 6th Fleet in the Mediterranean. Upon her return to the States she made a six weeks cruise to Guantanamo Bay, Cuba, for special exercises.

In June 1951, PIPER entered the Charleston Naval Shipyard for conversion which gave her the streamlined "new look" and Snorkel gear. For the next few years the submarine operated out of New London along the east coast of the United States and in the Caribbean.

In July 1955, PIPER got under way for her second tour of duty with the 6th Fleet in the Mediterranean. January of 1956 found her operating in the Caribbean again. From March to September she underwent an extensive overhaul in the Portsmouth Naval Shipyard.

On 1 July 1957, Rear Admiral C.W. Wilkins, Commander, Submarine Force, U.S. Atlantic Fleet, selected PIPER as his Flagship. His wife had christened PIPER at her launching in 1944. In September PIPER sailed for an eight week NATO exercise in the North Atlantic. In 1958, after completing almost a full year as Flagship of the Submarine Force, Atlantic Fleet, PIPER was relieved by USS SEAWOLF (SSN-575).

On 6 November 1959 PIPER departed New London for a three month deployment with the 6th Fleet. Throughout 1960 she remained in the New London area. On 20 February 1961, the submarine got under way for exercises in the Caribbean. On this cruise she became the first snorkel submarine to make her 10,000th dive.

In the fall of 1962 PIPER was deployed in the Caribbean area during the Cuban Missile Crisis. PIPER commenced another Mediterranean deployment 8 October 1963. She transited the Suez Canal to Karachi, Pakistan to participate with the Navies of the CENTO nations in exercise Midlink VI and returned to the Mediterranean early in December for operations with the 6th Fleet before returning to New London 1 February 1964.

During 1964, in conjunction with Atlantic Fleet exercises, PIPER visited Portsmouth, England and Rotterdam, Netherlands. After an overhaul in the Portsmouth Naval Shipyard during the first six months of 1965, PIPER sailed for the first of two Caribbean deployments 15 October, returning from the second 10 April 1966. For the remainder of that year she operated out of Submarine School, New London.

On 22 March 1967, PIPER's main storage battery had deteriorated to the extent that the ship was restricted to surface operations. At this time PIPER had made *13,724 dives*, a record for commissioned submarines. On 10 May, PIPER entered the Norfolk Naval Shipyard for deactivation. On 15 June, PIPER was reclassified to AGSS-409, an auxiliary submarine, and the next day she was placed "out of commission, special," and replaced submarine USS CERO (SS-225) as the Detroit, MI, Naval Reserve Training submarine.

PIPER was struck from the Navy List 1 July 1970 and in June of 1971 she was sold for scrapping.

- **Borrowed from SUBNET from "Dictionary of American Naval Fighting Ships" - Navy Department;**
- **and "UNITED STATES NAVAL SUBMARINE FORCE INFORMATION BOOK" -- J. Christley**

U.S.S. Piper (SS-409)
Command History

DATE		EVENT	CAPTAIN	XO
23 August	1944	Commissioned	CDR B. F. McMahon	LCDR McGivern
25 Jan	1945	Patrol 1	CDR B. F. McMahon	LCDR McGivern
26 April	1945	Patrol 2	CDR B. F. McMahon	LT Reeves
19 July	1945	Patrol 3	LCDR Edward L. Beach	LT Reeves
Sept	1945		LCDR M.R. Arellano	LCDR Reeves
	1946		CDR A. K. Tyree	LCDR McCantz
July	1948		CDR J. L. Haines	LCDR McCantz
4 April	1950		LCDR R. Hailey	LCDR J.P. Morgan
15 Dec	1951	Conversion to Snorkel at Charleston		
Sept	1952		LCDR R. D. McWethey	LT D.B. Carpenter
	1953	Portsmouth Yard		
22 Jan	1955		LCDR M. G. Bayne	LT(jg) C.D. Fletcher
8 Feb	1956	7,000th dive	CDR Joseph Beadles	LT Thompson LCDR Oliver Hallett
	1956	Portsmouth Yard		
July	1957		LCDR Charles Bowcock	LCDR Oliver Hallett
	1957	Battery Removal		
19 July	1958	Grounded off Provincetown during exercises		
7 Aug	1958	8,000th dive	LCDR Sam Francis	LCDR A. Crabtree
10 May	1960	9,000th dive	LCDR B. F. Sherman	LCDR F.T. Watkins
16 March	1961	10,000th dive	LCDR B. F. Sherman	LCDR F.T. Watkins LT Sinclare
9 Feb	1962	11,000th dive	LCDR V. O. Harkness	LCDR Headland
24 August	1962	Departs Philadelphia after overhaul		
August	1964	12,000th dive	LCDR James O. Rogers	LCDR Headland
	1965	Portsmouth Yard		
26 July	1966	13,000th dive	CDR Russell Preble	LCDR Herb Crane
May	1967	Decommissioned	13,724 dives and surfaces	LCDR Rowin

U.S.S. Piper (SS-409)
Chiefs of the Boat

1944	**W. G. Robinson**	**CGM(SS)**
1944	**James Youtsey**	**CTM(SS)**
	Daniel T. Smith	**ENC(SS)**
1948	**"Doc" Evans**	**HMC(SS)**
1948-51	**B. F. "Barney" Haney**	**ENC(SS)**
1951	**Jerome "Shorty" Wolters**	**TMC(SS)**
1958	**“Denny” Dinsmoor**	**EMC(SS)**
1958-60	**Bob Marble**	**TMC(SS)**
1960-62	**Mike Matonick**	**TMC(SS)**
1962-63	**Clark**	**EMC(SS)**
1963-66	**Domminic “Joe” Negri**	**TMC(SS)**
1966-67	**Mike Pauquette**	**ENC(SS)**

SS409/A16/wha

U.S.S. PIPER (SS-409)
c/o Fleet Post Office
San Francisco, Calif.
30 March 1945

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

From:
To:
Via: (1) The Commanding Officer
(2) The Commander in Chief U.S. Fleet
(3) The Commander Sub/Div-321
(4) The Commander Sub/Squa-32
The Commander Sub/Force/Pac/Fleet
The CIC, U.S. Pacific Fleet

Subject: U.S.S. Piper (SS-409)-Report of War Patrol Number One.

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

1. Enclosures (A) and (B), covering the First war patrol of this vessel, which was conducted off the south coast of Honshu during the period 25 January 1945 to 30 March 1945 is forwarded herewith

B. F. McMahon

B. F. McMahon

U.S.S. PIPER (SS409)

REPORT OF FIRST WAR PATROL

C-0-N-F-I-D-E-N-T-I-A-L

A. PROLOGUE

August 23, 1944	**Commissioned, Portsmouth, NH.**
September 15, 1944	**Ship accepted, commenced trials and training at Portsmouth, NH.**
October 3-6, 1944 October 7-10, 1944	**Contract torpedo firing, Newport, RI.**
October 7-10, 1944	**Special torpedo test firing, Bar Harbor, Me.**
October 12-25, 1944	**Training, New London, Conn.**
November 1-17, 1944	**Sound School, Key West, Fla.**
November 22-26, 1944	**Training, Los Perlas Islands, R de P.**
December 12-25, 1944	**Voyage repairs, Pearl Harbor, TH., Installed ST periscope.**
January 25, 1945	**Training, Pearl Harbor, TH.**

(B) NARRATIVE

January 25, 1945

1330(VW) Departed Pearl Harbor, T.H. in company with U.S.S BOWFIN, U.S.S. TREPANG, U.S.S. POMFRET, and U.S.S STERLET in Wolf-Pack, known as "Mac's Mops", enroute Saipan, Commander B.F. McMahon, U.S. Navy, in U.S.S. PIPER, wolf pack commander.

List of officers and CPO's on board, number of war patrols:

Commander B.F. McMahon, U.S.N.	**5**
Lieut. Comdr. C.F. McGivern, U.S.N.	**7**
Lieutenant G.M. Reeves, U.S.N.	**0**
Lieutenant J.H. Dolan, U.S.N.R.	**5(R)**
Lieutenant W.A. Bowman U.S.N.R.	**3**
Lieutenant O.A. Holt, U.S.N.R.	**0**
Lieutenant G.F. Eberle, U.S.N.R.	**0**
Lieut(jg) J.K. Appeldoorn, U.S.N.R.	**0**
Lieut(jg) W..R. Harrison, U.S.N.R.	**0**
ROBINSON, W.G. 359 79 91 CGM(T) U.S.N.	**2**
SMITH Daniel Thorpe, 381 09 77 CMoMM(T) U.S.N.	**6**
YOUTSEY, J.D., 375 76 44 CTM(T), U.S.N.	**0**
MAYER R.C. 311 12 78 CMoMM(T), U.S.N.	**6**
KOERNER , Daniel E. 223 26 58, CEM(T), U.S.N.	**6**
LAGER, C.-A., 337 08 84, CMoM(T), U.S.N.	**8**

January 25 – February 5, 1945

Enroute Saipan, conducting training dives and drills, and tactical and communication exercises in accordance with supplementary instructions issued by pack commander.

February 6, 1945

1500(x) Moored alongside U.S.S. FULTON in Tanapag Harbor, Saipan.

February 7, 1945

Topped off fuel, completed minor voyage repairs.

February 8, 1945

0800(k) Underway for patrol area in company with "Mac's Mops".

2110(k) Radar contact on M picket vessel 300° T, distance 1200 yards. Conducted tracking drill on him, while he did the same with us until

2230(x) when picket vessel cleared off to north.

2327(x) Passed U.S.S. on opposite course.

N00N POSITION: Lat. 15°-46'N, Long. 145°-22'E.

February 9, 1945

NOON POSITION: Lat. 18°-36'N, Long. 1??°-02'E.

February 10, 1945

0815(K) **Practiced at rigging topside for rescue.**

1129(K) **Sighted PBM bearing 250° T, distant 15 miles.**

1130 **Dived.**

1146 **Surfaced.**

1300 **Pack formed scouting line, distance 15 miles.**

1319 **Sighted unidentified patrol type plane bearing 120° T, distant 9 miles.**

1320 **Dived.**

1341 **Surfaced.**

NOON POSITION: **Lat. ??, Long. 148°-06'E.**

February 11, 1945

NOON POSITION: **Lat. 27°-32'N, Long. 147°-20'E.**

February 12, 1945

1049 **Lookout reported ship bearing 190° T. Ran down true bearing for twenty minutes at four engine speed without verifying contact, so resumed scouting course.**

NOON POSITION: **Lat. 31°-37'N, Long. 145°-36'E.**

February 13, 1945

2100 **Completed anti-picket boat sweep. Reported negative results to ComSubsPac. Set course for lifeguard station.**

NOON POSITION: **Lat. 33° -30'N, Long. 142°-17'E.**

February 14, 1945

0010 **Exchanged recognition signals by SJ Radar with U.S.S. TREPANG.**

0200 **Radar contact on U.S.S. TREPANG bearing 185° T, distant 9000 yards on parallel course.**

0539 **Landfall by SJ Radar on Mikura Shima**

0637 **Dived for submerged patrol between Mikura Shima and Hachijo Shima**

1646 **Sighted small trawler type patrol boat bearing 245° T, distant 3400 yards on northerly course at 3 knots.**

1911 **Surfaced and proceeded toward lifeguard station.**

1937 **Exchanged recognition signals with U.S.S. TREPANG bearing 050° T.**

2143 **Radar contact on U.S.S. TREPANG bearing 050° T distant 7000 yards.**

Tracked her as she passed enroute to her station.

NOON POSITION: **Lat. 33° -30'N, Long. 139° -40'E.**

February 15, 1945

0030 **Sighted white light bearing 000° T, estimated to be a small boat at about 5000 yards. Unable to pick it up on radar so proceeded.**

0605 **Radar contact bearing 320° T, distant 12000 yards. Stationed tracking party, wondering if we had the TREPANG again, although no radar interference present. Target tracked on course 040 at ten knots, then turned left at**

0640 **and opened range to 13000 yards when pip disappeared. Assumed it was TREPANG or enemy submarine so proceeded, and at**

0645 **dived to patrol on life guard station south of Iro Saki.**

NOON POSITION: **Lat. 34° -08'N, Long, 138° -48'E.**

February 16, 1945

Patrolling on lifeguard station south of Iro Saki.

1035 **Two U.S. Fighter aircraft appeared and reported for duty as fighter cover.**

1214 **Sighted one ZEKE bearing 090° T, distant five miles.**

1215 **One ZEKE shot down in flames by our umbrella.**

1240 **Garbled report of survivors. Underway at flank speed for reported position, 15 miles south of Iro Saki**

1256 **Our planes reported no plane survivors, but burning Jap freighter dead in water, 12 miles south of Iro Saki.**

1306 **Sighted burning vessel dead ahead.**

1325 **Closed range to burning vessel to 6800 yards and identified as small coastal steamer or patrol craft well underway to Davy Jones.**

1400 **Fighter cover reported no planes down in vicinity and that they were returning to base. Assumed that strike was completed for the day and at**

1405 **dived for submerged patrol.**

1933 **Surfaced.**

1956 **Sighted yellow rocket bearing 050° T. Headed down that bearing and at**

2001 **commenced chasing various small phantom radar pips in hope they might be survivors in rubber boats, flashing a green blinker gun in general direction rocket was sighted.**

2010 **Observed green rocket bearing 304° T. Changed course to 304° T.**

2012 **Fired two green Very pistol rockets.**

2015 **SJ Radar interference on bearing 304° T. First green rocket was TREPANG's. Continued search in vicinity for possible survivors.**

NOON POSITION: **Lat. 34°-10'N, Long. 139°-50'E**

February 17, 1945

0528 **Sighted yellow rocket bearing 088° T on horizon, decided to search vicinity after daylight.**

0720 **Sunrise on Fuji Yama observed and admired.**

0728 **Sunrise. On the surface hoping our fighters would appear today.**

0850 **Two fighters reported. Uneventful day standing by on surface with no business. Enjoyed air show of hundreds of our aircraft passing overhead, and no Japs. Heavy seas and strong winds from northwest.**

1415 **Fighter escorts departed.**

1420 **Dived for submerged Patrol.**

1936 **Surfaced and proceeded to next day's patrol station, transmitting weather message.**

2125 **Radar contact on U.S.S. TREPANG bearing 290° T, distant 10,000 yards.**

NOON POSITION: **Lat. 34° -08'N, Long. 139° -48'E**

February 18; 1945

0636 **Dived for submerged patrol north of Inamba Shima.**

1931 **Surfaced.**

NOON POSITION: **Lat. 33° -47'N, Long. 139° -10'E.**

February 19, 1945

0623 **Dived for submerged patrol on lifeguard station south of Iro Saki. Decoded message giving position of aviation survivors five miles from the nearest water.**

1931 **Surfaced.**

February 20, 1945

0630 **Dived for submerged patrol north of Inamba Shima.**

1937 **Surfaced.**

2003 **SJ Radar interference bearing 100° T, presumably U.S.S. BOWFIN.**

NOON POSITION: **Lat. 33° -48'N, Long. 139° -10'E**

February 21, 1945

0415 **Exchanged recognition signals with U.S.S. BOWFIN FIN bearing by SJ Radar.**

0628 **Dived for submerged patrol north west of Inamba Shima.**

1932 **Surfaced.**

NOON POSITION: Lat. 33°-45'N, Long. 139° -05'E.

February 22, 1945

0633 **Dived for submerged patrol west of Inamba Shima.**

1932 **Surfaced.**

NOON POSITION: Lat. 33°-40'N, Long. 139° -09'E.

February 23, 1945

0513 **Radar contact bearing 100° T, range 18900 yards. Manned tracking stations and commenced end around on four engines.**

0545 **Contact identified as Inamba Shima on course 125°T at three knots. Current established and attack abandoned.**

0630 **Dived for submerged patrol north of Inamba Shima.**

1940 **Surfaced.**

NOON POSITION: Lat. 33°-44'N, Long. 139°-13'E.

February 24, 1945

0045 **Detected radar on APR at 147 megacycles, strong and steady on intensity increasing**

0054 **SD Radar contact at 7 miles, range closing.**

0055 **Dived.**

0130 **Surfaced.**

0615 **Dived for submerged patrol north of Inamba Shima**

1934 **Surfaced.**

NOON POSITION: Lat. 33°-48'N, Long. 139°-15'E.

February 25, 1945

Conducting surface patrol west of Zemi Su enroute lifeguard station south of Iro Saki

0402 SJ Radar contact dead ahead. Range 5900 yards. Reversed course and commenced tracking.

0403 Sighted two vessels bearing 025° T.

0445 Targets tracking on course 219° T at 7 1/2 knots in column. Commenced attack on surface with first calm sea since we arrived on station, and moon just obscured by timely overcast. Both targets appeared small, leading one larger.

0500 Fired three bow tubes at leading target, 326° gyro, 91° track, 4 foot depth setting, range 2600.

0500-1/2 Fired three bow tubes at trailing target 332° gyro, 86° track, 4 foot depth setting, range 2600.

0503 One hit on leading target which blew up with a tremendous flash.

0508 Three heavy explosions; either torpedoes at end of run or depth charges. Remaining target still in sight and undamaged. Targets remained unidentified, even at the firing point. Bridge personnel generally agreed that they were small, and that the leading vessel was the larger of the two.

0518 Abandoned further attack due to necessity of rendering lifeguard services. Proceeded toward lifeguard station south of Iro Saki.

0624 Dived.

0727 Surfaced for lifeguard services.

0930 Sighted object in water bearing 170° T, distant 4000 yards. Closed to investigate and identified as drifting red and white can buoy with red and white flag, possibly an old depth charge marker.

1026 Four fighter escorts reported. They had been searching for us for some time in bad visibility.

1038 Fighters departed.

1103 Two more fighter planes reported.

1300 Aircraft departed.

1424 Dived for submerged patrol.

1534 Commenced hearing distant explosions.

1934 Surfaced in heavy seas with bad storm brewing and indications of cyclonic disturbance. Transmitted special weather message to ComSubPac. Spent miserable night in mountainous seas with estimated 70 knot wind at its maximum.

NOON POSITION: Lat. 34°-10'N, Long. 139°-48'E.

February 26. 1945

0810 Received message directing us to take lifeguard station off Nagoya today. Headed for new station making best speed in heavy seas.

1310 Arrived at lifeguard station. No air activity.

1330 Dived for submerged patrol, listening on lifeguard frequency every half hour over vertical

antenna.

NOON POSITION: **Lat. 33°-50'N, Long. 137°-30'E.**

February 27, 1945

0043 **SJ Radar interference bearing 070° T.**

0145 **Radar contact, 070°, range 8500. Exchanged calls with USS TREPANG**

0649 **Information indefinite on strike today so submerged with vertical antenna out, listening on life guard frequency.**

0935 **Surfaced to see if anything is going on.**

1042 **No indication of a strike in progress, so continued listening on vertical antenna.**

1936 **Surfaced in bright full moonlight.**

2100 **Transmitted weather report.**

NOON POSITION: **Lat. 33°-55'N, Long. 136°-51'E**

February 28, 1945

0633 **Dived for submerged patrol south of Nagoya.**

2000 **Radar detected on APR at 151 megacycles, searching.**

2011 **Keyed SD Radar and detected plane at 20 miles. Contact remained in general vicinity apparently searching, and gradually fading on APR until about**

2037 **when contact was lost on APR.**

NOON POSITION: **Lat. 34°-00'N, Long. 137°-30'E.**

March 1, 1945

0200 **Detected SJ Radar bearing 111°T.**

0300 **Exchanged recognition signals with U.S.S.TREPANG.**

0634 **Dived for submerged patrol south-west of Inanba Shima.**

1930 **Surfaced and proceeded toward lifeguard station east of Hachijo Shima.**

NOON POSTITION: **Lat. 33°-30'N, Long. 139°-11'E.**

March 2, 1945

0015 **Radar detected at 151 megacycles, weak signal, fading in and out until**

0047 **when contact was lost on APR, reappearing again at**

0205 **and continuing in vicinity until about**

0345 **when contact disappeared.**

0633 **Dived for submerged patrol east of Hachijo Shima.**

1938 **Surfaced in heavy seas. Made steerage-way during the night heading into the sea.**

NOON POSITION: **Lat. 33°-00'N, Long. 141°-20'E.**

March 3, 1945

0629 **Dived for submerged patrol in vicinity of lifeguard station.**

1903 **Surfaced.**

NOON POSITION: **Lat. 32°-18'N, Long. 141°-37'E**

March 4, 1945

Conducting surface patrol on lifeguard station. During morning sighted numerous super-fortresses returning from Tokyo raid.

1220 **Intercepted encoded message from aircraft to the effect that they were abandoning plane at Lat. 30°- 25'N, Long. 141°-45'E.**

1247 **Headed for reported position at four engine speed, 150 miles to go**

1300 **Received message from BOWFIN reporting engagement with two picket boats, still in contact. They are on our track.**

1553 **Ordered TREPANG to follow us if not otherwise engaged.**

1810 **Sent message to BOWFIN asking for position and course, and speed of contact.**

1944 **Cleared message to ComSubsPac with information about contact and intention to search for aviators.**

2143 **Received message from ComSubsPac that aviators had arrived safely and to abandon search.**

2200 **Headed northwards again to patrol in vicinity of lifeguard station.**

NOON POSITION: **Lat. 33°-00'N, Long. 141°-20'E.**

March 5, 1945

0630 **Dived for submerged patrol east of Aoga Shima.**

1902 **Surfaced.**

1920 **Detected 156 megacycles radar on APR.**

1930 **Swung ship and determined approximate bearing of contact to be 300° T, so headed toward it. This is the bearing of our expected landfall on Aoga Shima.**

2228 **Radar contact on Aoga Shima, bearing 308°T, distant 25 miles. Intensity of foreign radar signal had increased proportionately so decided it must be search equipment on Aoga**

Shima. The APR has made numerous landfalls for us on this patrol, as it usually detects the Jap radar some considerable time before the SJ radar makes contact.

NOON POSITION: Lat. 32°-00'N, Long. 140°-55'E.

March 6, 1945

0615 **Dived for submerged patrol north-east of Aoga Shima.**

1935 **Surfaced.**

NOON POSITION: Lat. 32° -33'N, Long. 139°-50'E.

March 7, 1945

0615 **Dived for submerged patrol in vicinity of lifeguard station, east of Aoga Shima.**

1907 **Surfaced.**

NOON POSITION: Lat. 32°-28'N, Long. 141°-00'E

March 8, 1945

0616 **Dived for submerged patrol east of Aoga Shima.**

1945 **Surfaced.**

NOON POSITION: Lat. 32° 39'N, Long. 140°-10'E

March 9, 1945

0616 **Dived for submerged patrol south-east of Hachijo Shima.**

1945 **Surfaced. Received message from BOWFIN reporting contact with two picket boats. Sent message to BOWFIN and TREPANG proposing coordinated gun attack on picket boats upon completion of life-guard services tomorrow.**

NOON POSITION: Lat. 32°-48'N, Long. 140°-00'E

March 10, 1945

Patrolling on surface in mountainous seas in vicinity of lifeguard station - Numerous Super-fortresses sighted flying low enroute to and from Tokyo.

0105 **Bridge swamped by pooping sea, solid water to lookout platforms almost drowning two officers. The officer of the deck, Lieutenant W.A. BOWMAN USNR, was thrown against the gyro compass repeater while trying to close the conning tower hatch, and suffered a contusion of the right side. Headed into the sea and made steerageway.**

1412 **Sent message canceling gun shoot on account of weather.**

1418 **Dived for submerged patrol.**

1948 **Surfaced and set course to pass south of Aoga Shima enroute to pack rendezvous.**

NOON POSITION: Lat. 32°-50'N, Long. 140°-40'E

March 11, 1945

0615 **Dived for submerged patrol south-west of Aoga Shima.**

1907 **Surfaced and proceeded toward rendezvous for anti-picket boat sweep. Took advantage of calm weather to convert #4 to main ballast tank.**

2350 **Sighted first of many super-fortresses flying low with running lights on.**

NOON POSITION: **Lat. 31°-39'N, Long. 138°-47'E**

March 12, 1945

0640 **Dived for submerged patrol.**

1753 **Sighted U.S.S. STERLET bearing 288° T, distant 8000 yards on northerly course.**

1802 **Fired submerged signal gun recognition signal.**

1804 **Surfaced and identified U.S.S. STERLET.**

1842 **Sighted U.S. Submarine bearing 140° T, distant eight miles, identified by STERLET as U.S.S. FINBACK, This sighting occurred two hours before receiving a message from ComSubsPac to the effect that all of SCHNABLE's SKARKS were clear of our area and that the only likely sighting was the U.S.S. RONQUIL.**

1900 **Commenced anti-picket boat sweep.**

2100 **Cleared message to Mac's Mops giving instructions for scouting assigned area west of Nanpo Shoto.**

NOON POSTION: **Lat. 30°-02'N, Long. 137°-23'E**

March 13, 1945

Conducting anti-picket boat sweep between Lat. 29° and 30° and Long. 137° and 139°.

0810 **Test fired the 5" and 40 mm guns.**

1830 **Completed sweep with negative results. Headed south toward initial point for next sweep.**

2100 **Transmitted rendezvous instructions for tomorrow to Mac's Mops.**

2315 **Sighted lighted aircraft bearing 280° headed north.**

NOON POSITION: **Lat. 30°-04'N, Long. 137°-04'E**

March 14, 1945

0630 **Sighted U.S. Submarine bearing 340° T, distant 7 miles, identified as U.S.S. POMFRET, overhauling us.**

0912 **Sighted patrol type plane bearing 170° T, distant 10 miles on opposite course.**

0914 **Dived.**

0951 **Surfaced.**

1010 **Sighted U.S.S. TREPANG bearing 163° T, distant 9 miles, on opposite course.**

1025 **Sighted U.S.S. BOWFIN bearing 150° T, distant 9 miles.**

1400 **Completed rendezvous and transmitted instructions for forth coming operations, using FM radio.**

NOON POSITION: **Lat. 27°-13'N, Long. 137°-27'E**

March 15, 1945

Enroute initial point for anti-picket boat sweep.

0600 **Scouting line formed on course 353° T, scouting distant 10 miles.**

0833 **Sighted unidentified patrol type plane, distant 8 miles.**

0833 **Dived.**

0900 **Surfaced.**

1036 **SD radar contact at 20 miles.**

1040 **SD contact lost.**

1404 **Sighted drifting mine ahead, 1500 yards. Lat. 26°-35'N, Long 134°-22'E. Commenced maneuvering for machine gun fire.**

1441 **Mine sunk without exploding. It was spherical with horns.**

1442 **Proceeded on scouting mission.**

1629 **Possible periscope sighted by OOD and three lookouts bearing 065° T, distant 2500 yards. Swing to put contact astern, making after tubes ready, and at 1633 fired MK 14 torpedo at contact, results negative.**

1642 **Sighted U.S.S. POMFRET bearing 280° T, distant 6 miles and established communication by FM, warning him of periscope contact.**

1644 **Headed south to regain position in scouting line on sweep toward 150° T.**

1709 **Sighted possible periscope at 3000 yards and two engine aircraft, distant 7 miles both at bearing 090° T, so submerged. Decided to remain submerged until after dark to develop possible submarine contact.**

2000 **Surfaced and proceeded to search at high speed for possible surfaced submarine.**

2130 **Abandoned search and proceeded toward station on scouting line on course 150° T.**

NOON POSITION: **Lat. 26°-08'N, Long. 134°-26'E**

March 16, 1945

0500 **Scouting line reversed course to 330° T.**

0932 **Sighted unidentified aircraft at 7 miles.**

0933 **Dived.**

1006 **Surfaced.**

1133 **SD radar contact at 20 miles.**

1136 **Lost SD contact.**

NOON POSITION: **Lat. 26°-24'N, Long. 134°-52'E**

March 17, 1945

1019 **Sighted unidentified plane bearing 140° T, distant 8 miles.**

1020 **Dived.**

1050 **Surfaced.**

1201 **Sighted unidentified aircraft bearing 090° T, distant 10 miles.**

1204 **Submerged when aircraft headed toward us.**

1234 **Surfaced.**

1610 **Anti-picket boat sweep completed. Submerged to remain undetected.**

1941 **Surfaced and proceeded toward lifeguard station off Bungo Suido.**

2000 **Transmitted message to ComSubsPac reporting results of sweep.**

2222 **APR contact at 150 megacycles gradually increasing in intensity.**

2310 **Keyed SD radar and made contact on aircraft at 20 miles, range decreasing rapidly. When SD range decreased to 5 miles.**

2314 **Dived.**

2347 **Surfaced.**

NOON POSITION: **Lat. 29°-33'N, Long. 132°-56'E**

March 18, 1945

0510 **APR contact on two aircraft radars, very strong, and being keyed.**

0514 **Keyed SD radar and made contact at 8 and 15 miles.**

0515 **Dived with SD range of three miles.**

0548 **Surfaced.**

0550 **Sighted flashing light bearing 350° T. Thought at first it was Okino Shima until shortly another appeared and the range closed rapidly until**

0600 **when we reversed course about 1000 yards short of two fishing boats.**

0611 **One of numerous APR contacts growing stronger. Started working around to westward of fishing boats in order to gain our station before dawn.**

0613 **Sighted engine exhaust of plane on port beam.**

0613-1/2 **Dived. Proceeded toward lifeguard station submerged. Heard numerous underwater explosions during the day. Running with vertical antenna exposed listening on lifeguard frequency. Did not remain on the surface because of the uncertainty as to whether or not we were to have fighter cover. Fighter escort for us did not appear either of two days, nor were we called by aircraft on the lifeguard frequency.**

1530 **Sighted object bearing 190° T and headed toward.**

1532 **Observed explosions to left of object under investigation, possibly bombs or plane shot down.**

1618 **Identified object as red and white buoy with red and white flag similar to buoy sighted north of Zeni Su on February 25.**

1722 **Received report of aircraft survivor down in our vicinity, made preparations to surface.**

1729 **Received message from POMFRET asking if it were closer to survivors than we are.**

1734 **Surfaced and proceeded toward reported position at flank speed. Notified POMFRET that we were closer and requested they send us fighter cover plane.**

1802-3/4 **Identified aircraft as a Zeke as he passed close aboard and then headed toward. The Captain passed the lookouts on the way down the hatch and at**

1803 **Dived. Decided to pick up survivors after dark, since it was already too late to arrive at the reported position during daylight.**

1913 **Received message reporting original position of survivor in error, and TREPANG assigned as retriever.**

2017 **Surfaced.**

2215 **Strong APR contact, steady on.**

2220 **SJ radar contact bearing 10° on starboard bow, 8000 yards.**

2221 **Headed toward. Thought it might be submarine.**

NOON POSITION: **Lat. 31°-02'N, Long. 132°-07'E**

March 19, 1945

0000 **Surfaced.**

0105 **Sighted about 30 illumination flares in the sky bearing 090° T.**

0106 **Sighted glow of light on the horizon bearing 240° T.**

0340 **Strong APR contact, steady on.**

0350 **SD radar contact at 10 miles, closing.**

0351 **Dived with SD range of 4 miles.**

0426 **Surfaced.**

0605 **Dived to listen on lifeguard frequency. Commenced hearing periodic distant explosions.**

0825 **Sighted four aircraft headed east.**

1027 **Sighted trio distant aircraft in combat.**

1028 **One plane shot down in flames. Assumed it was enemy because at**

1030 **sighted four friendly fighters in same direction and no call for assistance received on lifeguard frequency.**

2016 **Surfaced.**

NOON POSITION: **Lat. 32° -10'N, Long. 132°-04'E**

March 20, 1945

0612 **Sighted one illumination flare similar to those of last night bearing 320° T.**

0615 **Dived to listen on vertical antenna.**

1405 **Commenced hearing distant explosions.**

1700 **Copied and decoded message from ComSubsPac regarding extension of our patrol.**

2014 **Surfaced.**

2200 **Transmitted area assignments to POMFRET and SILVERSIDES to cover approaches to Bungo Suido.**

NOON POSITION: **Lat. 31° -40'N, Long. 132° -09'E**

March 21, 1945

0635 **Dived for submerged patrol.**

0846 **Sighted Betty type bomber dead ahead at one and one half miles, which reappeared again at 0930, 0950, 1110, 1135, and 1351. Looked for traffic on the surface but none appeared.**

2009 **Surfaced.**

NOON POSITION: **Lat. 31° -24'N, Long. 132° -19'E**

March 22, 1945

0623 **Dived for submerged patrol.**

2002 **Surfaced.**

NOON POSITION: **Lat. 31°-30'N; Long. 132°-19'E**

March 23, 1945

0100 **Departed Bungo Suido, enroute Midway**

NOON POSITION: **Lat. 29°-59'N, Long. 137°-37'E**

March 24, 1945

1344 **Sighted four engine U.S. patrol plane, bearing 270° T, distant 9 miles. Fired recognition flare and established communication by VHF.**

NOON POSITION: **Lat. 30°-25' N, Long. 144°-50'E**

March 25-29, 1945

Enroute Midway.

March 30, 1945

Arrived Midway.

(C) WEATHER

The weather throughout the time on station south of Tokyo was consistently foul, with strong winds and heavy seas predominating. The infrequent periods of moderate weather were never of more than a few hours duration.

(D) TIDAL INFORMATION

East of the Izu Shoto currents followed the wind and sea. Among the islands the currents were in general as described in Japan Pilot, Vol. II. North, west, and south of Zeni Su, the prevailing current under all conditions was found to be north-west with an average set of one knot. In the neighborhood of Inamba Shima strong currents (1.5-2 knots) were experienced, setting either north-west or north-east.

(E) NAVIGATIONAL AIDS

None observed.

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

SHIP CONTACTS

Contact No.	**1**	**2**	**3**	**4**	**5**
Time/Date	**2110(K) 2/8/45**	**2327(K) 2/8/45**	**0200(K) 2/14/45**	**1646(K) 2/14/45**	**2143(K) 2/14/45**
Lat./Long.	**16°-55'N 146°-30'N**	**16°-52'N 147°-04'E**	**33°-52'N 140°-27'E**	**33°-30'N 139°-42'E**	**33°-32'N 139°-30'E**
Type	**DD**	**SS**	**SS**	**Trawler Type**	**SS**
Initial Range	**12000**	**8000**	**9000**	**3400**	**7000**
Est. Course & Speed	**140° 16 kts.**	**276° 12 kts.**	**265° 10 kts.**	**000° 3 kts.**	**230° 14 kts.**
How Contacted	**Radar**	**Radar**	**Radar**	**Radar**	**Radar**
Remarks	**Radar Picket**	**USS BRILL**	**USS TREPANG**	**Patrol**	**USS TREPANG**

Contact No.	**6**	**7**	**8**	**9**	**10**
Time/Date	**0030 2/15/45**	**0605 2/15/45**	**1301 2/16/45**	**0400 2/25/45**	**0150 2/27/45**
Lat./Long.	**33°-32'N 138°-51'E**	**34°-10'N 138°-25'E**	**34°-23'N 138°-50'E**	**33°-56'N 138°-38'E**	**33°-47'N 137°-38'E**
Type	**UN**	**UN**	**Patrol or small coastal steamer**	**Two small Unidentified Ships**	**SS**
Initial Range	**4000**	**12000**	**20,000**	**5900**	**9000**
Est. Course & Speed	**UN**	**040° 10 kts.**	**0**	**210° 7.5 kts.**	**000° 13 kts.**
How Contacted	**Sight**	**Radar**	**Sight**	**Radar**	**Radar**
Remarks	**Sighted Small white Light**	**SS**	**Damaged by previous air attack**	**Torpedo attack # 1 & # 2**	**USS TREPANG**

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

SHIP CONTACTS

Contact No.	11	12	13	14	15
Time/Date	1753 3/12/45	1842 3/12/45	1629 3/15/45	1642 3/15/45	1709 3/15/45
Lat. Long.	29°-04'N 137°-29'E	30°-07'N 137°-23'E	26°-55'N 134°-18'E	26°-57'N 134°-18'E	26°-55'N 134°-17'E
Type	SS	SS	SS periscope	SS	SS periscope
Initial Range	8000	16000	2500	12000	3000
Est. Course & Range	320° 13 kts.		UN	150° 13 kts.	UN
How Contacted	Periscope	High Periscope	Lookout	High Periscope	Lookout
Remarks	USS STERLET	USS FINBACK	Possible Enemy Submarine	USS POMFRET	Possible Enemy Submarine

Contact No.	16
Time/Date	0550 3/18/45
Lat. Long.	31°-52'N 132°-14'E
Type	Two lighted Fishing boats
Initial Range	6000
Est. Course &Speed	180° 5 kts.
How Contacted	OOD Binoculars
Remarks	

(G) AIRCRAFT CONTACTS

A large percentage of the aircraft contacts made while on the surface within two hundred miles of the Japanese homeland were friendly patrol planes, a very satisfactory trend. Alert lookouts sighted aircraft during the day at sufficient distance to avoid attack. A decided increase in Japanese air activity was noted on the day and night preceding the carrier strike on Kyusku, probably indicating they had forewarning of the strike.

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

(Torpedo Attack Report Form)

U.S.S. PIPER (SS-409) Torpedo Attack No. 1 Patrol.No.1

Time 0500 Date February 25, 1945 Lat. 35°-05'N Long.138°-08'E

Target Data - Damage Inflicted

Description: Leading and larger of two ships.

Ships Sunk: One, Unidentified.

Ships Damaged: None.

Damage Determined by: Commanding Officer and Bridge Personnel saw ship explode.

Target Draft: Unknown Course 210° Speed 7.7 Range at Firing 3100

Own Ship Data

Speed 9 Course 330° Depth Surface Angle 0°(at firing)

Fire Control and Torpedo Data

Type Attack: Sky was overcast, sea calm. Targets detected by SJ Radar at 5900 yards. Reversed course and tracked, picked up targets in binoculars at 5000 yards. Made surface attack using SJ Radar Ranges with bearings from TBT.

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

Attack No. 1

Tubes Fired	**3**	**4**	**5**
Track Angle	**91P**	**91P**	**92P**
Gyro Angle	**327**	**326**	**325**
Depth Set	**4 ft.**	**4 ft.**	**4 ft.**
Power	**27.0 kts.**	**27.0 kts.**	**27.0 kts.**
Hit or Miss	**Miss**	**Hit**	**Hit**
Erratic	**No**	**No**	**No**
Mark Torpedo	**18-2**	**18-1**	**18-2**
Serial Number	**57681**	**55670**	**57654**
Mark Exploder	**8-5**	**8-5**	**8-5**
Serial Number	**10034**	**9072**	**8843**
Actuation Set		**Contact**	
Actuation Actual	**-**	**Contact**	**-**
Mark Warhead	**18-2**	**18-2**	**18-2**
Serial Number	**4639**	**4933**	**4489**
Explosive	**TPX**	**TPX**	**TPX**
Firing Interval		**10 seconds**	
Type Spread		**1° divergent**	
Sea Condition		**Calm**	
Overhaul Activity	**S/M Base Pearl Harbor, T.H.**		

Remarks: Length of run 3000 yards. Time to explosion 3 minutes, 15 seconds. Temperature injection 52° - Temperature electrolyte 55°.

C-0-N-F-I-D-E-N-T-I-A-L

(Torpedo Attack Report Form)

U.S.S. PIPER (SS409)'Torpedo Attack No.2 Patrol No. 1

Time 0500 Date February 25. 1945 Lat. 33°-56'N Long. 138°-38'E

Target Data - Damage Inflicted

Description: Trailing and smaller of two ships

Ships Sunk: None

Ships Damaged: None.

Damaged Determined By:
- - - - -
Target Draft Unknown Course 10° Speed 7.7 kts. Range at Firing 2800

Own Ship Data

Speed 9 kts. Course 330° Depth surface Angle 0° (at firing)

Fire Control and Torpedo Data

Type Attack: At completion of attack #1, changed set-up on TDC to target #2, fired a spread of three and retired at high speed.

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

Attack No. 2

Tubes Fired	**6**	**1**	**2**
Track Angle	**85P**	**86P**	**87P**
Gyro Angle	**334**	**333**	**331**
Depth Set	**4 ft.**	**4 ft.**	**4 ft.**
Power	**27.1 kts.**	**27.1 kts**	**27.1 kts.**
Hit or Miss	**Miss**	**Miss**	**Miss**
No	**No**	**No**	**No**
Mark Torpedo	**18-2**	**18-2**	**18-2**
Serial Number	**57577**	**57673**	**57413**
Mark Exploder	**8-5**	**8-5**	**8-5**
Serial Number	**10093**	**10005**	**8835**
Actuation Set		**Contact**	
Actuation Actual	**-**	**-**	**-**
Mark Warhead	**18-2**	**18-2**	**18-2**
Serial Number	**5117**	**4746**	**4673**
Explosive	**TPX**	**TPX**	**TPX**
Firing Interval		**10 seconds**	
Type Spread		**1° divergent**	
Sea Condition		**Calm**	
Overhaul Activity	**S/M Base Pearl Harbor, T.H.**		

Remarks: Temperature injection 52°
Temperature electrolyte 55°

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

(Torpedo Attack Report Form)

U.S.S. PIPER (SS409) Torpedo Attack No. 3 Patrol Number 1

Time 1630 Date March 15, 1945 Lat. 27^0-40'N. Long. 134^0-21'E

Target Date - Damage Inflicted

Description: Doubtful periscope sight contact by lookouts on starboard beam distant 2000 yards.

Ships Sunk: None.

Ships Damaged or

Probably Sunk None

Damaged Determined By: -------

Target Draft Unknown Course Unknown Speed Unknown Range at firing 2500 yds. (est.)

Own Ship Data

Speed 12 kts. Course 245^0 T Depth Surface Angle 0^0 (at firing)

Fire Control and Torpedo data

Type Attack: Sight contact on starboard beam Swung ship and fired a stern shot, zero gyro, with a run of about 2500 yards. Torpedo passed slightly to right of object.

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

Attack No. 3

Tubes Fired	**8**
Track Angle	**Unknown**
Gyro Angle	**0**
Depth Set	**50 ft.**
Power	**High**
Hit or Miss	**Miss**
Erratic	**No**
Mark Torpedo	**14-3A**
Serial No.	**39372**
Mark Exploder	**6-5**
Serial No.	**17167**
Actuation Set	**Contact**
Actuation Actual	**None**
Mark Warhead	**16-1**
Serial No.	**17277**
Explosive	**TPX**
Firing Interval	**--**
Type Spread	**--**
Sea Condition	**Moderate**
Overhaul Activity	**S/M Base, Pearl Harbor**

Remarks: Object sighted on starboard beam about 2000 yards, believed to be periscope. Swung left and fired a zero gyro from tube # 8.

(I) MINES

Other than the drifting mine sighted on March 14, no mines nor indications of mine laying activity were encountered.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS

Night flying, radar equipped search planes was the principal anti -submarine measure encountered. The tactics of these planes and the method used in their evasion is discussed in (U) Radar Countermeasures.

(K) MAJOR DEFECTS AND DAMAGE

Hull & Machinery

1. **On 19 February #2 high pressure air compressor lost lube oil through the oil pressure relief valve, which had lifted and failed to reseat, with the following damage: Crankshaft scored on thrust surfaces, main bearings wiped, connecting rod bearings wiped. The crankshaft was stoned, bearings renewed, faulty relief valve and pressure gage replaced, and oil passages cleared, and compressor functioned satisfactorily.**

2. **On 3 March the trim pump failed to take suction due to inability of the priming pimp to pull a vacuum. Inspection revealed the assembly nut of the check valve between the priming pump and the priming pump float valve had backed off, preventing the check valve from functioning.**

3. **The make-shift forward ventilation booster blower installed at Pearl Harbor failed after three weeks of operation with the series field broken in five places and bearings worn excessively. Repair was beyond the capacity of ship's force.**

(L) RADIO FAILURES AND DEFECTS

1. **Underwater loop flooded out during dive. Loop was disconnected from coupling unit.**

2. **One attempt to transmit to ComSubsPac during daylight hours was not successful due to the inability of the TBL to load up on the high frequency required. Shortening one of the long antennas should correct this situation.**

3. **Keying the Fox schedules from Guam on 9090 kcs. was a great improvement. The signal was nearly always received much stronger than that from Honolulu. At times however, particularly between the hours 1800-2000 Z, the keying became so blurred as to make copying impossible.**

4. **Contacts on lMC-7MC bridge talk-back switch failed twice. New contacts were impossible to get at Pearl so old contacts were repaired and used but were not completely satisfactory. After bridge talk-back switch flooded out and was disconnected. The 1MC-7MC has been a continual source of trouble since commissioning.**

(M) RADAR

SJ-1 This unit was in continuous operation at night, and in low visibility. No major defects were encountered and very little operating time was lost. Valuable aid was given to Navigator in coast piloting with ranges up to 120,000 yards on 4,000 foot peaks. Interference gave indication of the presence and positions of friendly submarines which eventually led to exchange of recognition signals at undetermined ranges. SJ keying is indispensable in wolf pack operations. Maximum ranges on other submarines were 14,000 yards and continuous land ranges around 80,000 yards.

Troubles encountered other than the usual tube changes to keep sensitivity high were as follows:

1. **Loss of all main power: - The Main Load Switch was not large enough to carry the load created with the addition of the ST unit. This happened twice until replaced with a spare from the lMC spares.**

2. **Loss of all main power- Input lead leading to the control unit burnt and snapped due to overload probably caused by the addition of the ST unit.**

3. **Loss of Antenna Training: - arcing over and burnished rings and brushes in the antenna training motor rheostat. The Portsmouth system of shifting from hand to powrer is very cumbersome and time losing. A better system should be devised.**

4. **Loss of Echoes and Grass: - Faulty coax in beat oscillator unit.**

5. **Loss of Step on Main and Expanded Sweep and Loss of Precision sweep: - Faulty connections near plugs of coax on range pulse cable.**

6. **Loss of Sensitivity: - Bad TR tube and accidental detuning of cavity when replaced. This occurred three times.**

6. **Continual blowing of High Voltage fuses: - This occurred during keying and shifting from ST to SJ. High Voltage rectifiers continued to work but on replacement the fuses ceased to blow therefore it must be assumed that this trouble was caused by shedding of the anodes of the rectifier tubes.**

ST - This unit proved reliable until on patrol when suddenly no more sea return could be obtained even though good ringing time was obtained. When in normal operation the echo box did not give accurate indications of the tuning so the trouble was believed to be in the transmitter unit. Every tube was changed and much time was lost trying to tune the unit with no luck. The output was traced up to the Adapter Unit where it suddenly stopped in this watertight unit. Upon removing the third cracked mica window taken from the spares and exploring into this unit it was found that water had seeped into the wave guide. This was cleaned as best possible in the existing circumstances without removing the Adapter from the periscope but water had reached parts too far inside, so the Adapter unit was charged up to experience. The ST instruction book is very inadequate for this unit. Until this failure ranges up to 9000 yards were obtained on other submarines with 8 feet of periscope exposed. The ST will be a valuable addition to the fire control setup when the bugs are ironed out.

SD-5 - The SD was carried in a warm up condition all the time and keyed only when on lifeguard stations and or at strong signals detected on the APR. The SD-5 is much improved over the SD-4, however low flying planes can still come in undetected. Maximum ranged encountered were up to 32 miles for planes and 46 miles for land. Only minor troubles were as follows:

1. **No sweep or spot on CR tube in Receiver unit-Replaced tube.**
2. **No echoes but IFF return: - Bad input plug from antenna to RF stages.**

APR-SPA: Continuous watch was stood at all times on the surface on this unit. The APR-SPA was the OD's best friend. Not only were radar equipped planes detected early but landfalls and detection of friendly planes with only IFF were expected and made frequently providing the Nips cooperated by having their 140 to 160 megacycle radar beamed in the right direction. The APR picked up VHF transmissions long before the regular VHF receiver did therefore putting an additional load upon it during strikes. Two troubles put the SPA out for only a short time. For additional information sec Section U.

1. **No CR tube indications yet PRF meter worked normally: - Bad 2X.2 power tube causing R-201 to burn out.**

2. **Same as above: - T-201 burnt due to open in secondary of High Voltage windings.**

(N) SOUND GEAR AND SOUND CONDITIONS

1. **One coil in armature of QB sound motor generator burned out. Cause believed to be due to faulty armature winding. Motor generator was placed out of commission and QC-JK motor generator cross connected to QB sound head. This gave power training of the QB in the conning tower and hand training of the QC-JK in the forward room.**

2. **Limit switch on QB training sheared off due to failure of contact to turn off training motor. Limit switch of QC-JK was put in its place.**

3. **Cable leads of both sound heads broke repeatedly and were spliced together several times. These should be replaced by the slip ring type of lead.**

4. **DCDI flooded out on first dive. This casualty has happened twice before. The topside wiring and junction box were renewed at Pearl Harbor but this did not prevent a repeat of the casualty.**

5. **Sound conditions were good.**

(O) DENSITY LAYERS - None observed.

(P) HEALTH, FOOD AND HABITABILITY:

The general health of the crew was excellent. 65% of the crew was mildly affected on one occasion by food poisoning. Three cases of fungus required treatment and one case of otitis media. The quality of provisions furnished at Pearl Harbor was satisfactory with the exception of chicken which was decidedly inferior and could not be classed as Grade B. Meals were well prepared. We have an excellent baker. The ship was clean and comfortable. Our ventiation system requires a booster supply blower forward, of more reliable design than the one that failed early in this patrol, before this ship's ventilation will be satisfactory in warm climates.

(Q) PERSONNEL:

Number of men on board during patrol:	**75**
Number of men qualified at start of patrol:	**36**
Number of men qualified at end of patrol:	**61**
Number of unqualified men making their first patrol:	**39**

The personnel conducted themselves in a most exemplary manner. In spite of the fact that this was the first patrol for a large majority of the men, their conduct left nothing to be desired. The lookouts were particularly deserving of praise. This speaks well for the method of choosing submarine men and giving them their preliminary training and indoctrination.

(R) MILES STEAMED - FUEL USED:

Pearl to Saipan :	**3187 miles**	**44530 gallons**
Saipan to Area:	**701 miles**	**6880 gallons**
In Area:	**7239 miles**	**68880 gallons**
Area to Midway:	**2767 miles**	**41862 gallons**

(S) DURATION:

Days enroute to Area:	**14**
Days in Area:	**41**
Days enroute to Midway:	**8**
Days submerged:	**26**

(T) FACTORS OF ENDURANCE:

Torpedoes	Fuel Provisions	Personnel Factor
Mk. 18 - 10	2000	25 Days – 1
Mk. 14 – 2		
Mk. 27 - 8		

Limiting factor this Patrol: - Dispatch orders of ComSubsPac.

(U) RADAR, COMMUNICATIONS, & SONAR COUNTERMEASURES

RADAR COUNTERMEASURES

1. **Interception of Enemy Signals: - The. APR-SPA was constantly buzzing while in the area with Jap radar signals. Luckily all Jap radar frequencies fell in the band covered by the TN-2 tuning unit. Not a single signal was found above 205 megacycles therefore the TN-3 tuning unit was used very little. If the enemy had used radar outside of the TN-2 band it would have taken two men to stand watch on the equipment to keep track of all the signals. When the equipment becomes available another APR unit should be installed to insure that all enemy signals are accounted for. Most of the enemy radar encountered, both land and air based, seemed to be standardized between 140 to 160 megacycles, with the pulse rate frequency separating the two. Several contacts were made between 190 to 210 megacycles on aircraft and lower frequency contacts on land based sets. After a plane contact was made on the APR and followed in to point where the signal strength indicated he was within fifteen miles, the SD was keyed and the plane was followed in from there on it.**

More contacts were made than the following list indicates, however, they were repeats on previous contacts.

DATE	TIME	POSITION	FREQ.	PULSE WIDTH	PRF	SHAPE	REMARKS
2-14	0315	Mikura or Miyako Shima	155 Meg.	6-7	600		Land based
2-14	0715	Mikura Shima	147 Meg.	6-8	500		Land based, Second Pulse disappears as if keyed
2-14	2100	Kozu Shima	153 Meg.	6-8	500		Land Base. First indications at 30 miles
2-15	0535	33°-54'N 138°-30'E	110 Meg	35-40	400		Land Based
2-18	2230	33°-33'N 138°-30'E	147 Meg.	5 2	600		Land Based. Second pulse not keyed in or out
2-19	2000	Iro Saki Honshu	150 Meg.	9-10	500		Pulse width varied by several M.S.
2-21	2330	34° -00'N 138° -50'E	149 Meg.	3-5	1000		Aircraft. On keying SD this detection was keyed off immediately
2-25	1930	Omai Saki Honshu	153 Meg.	6-8	500		Land based

2-28	**1950**	**33^{o} -40'N 137^{o} -00'E**	**151 Meg. 7-8**	**1250**	**Aircraft-never closed**

COMMANDER SUBMARINE DIVISION THREE TWENTY ONE

FB5-321/A16-3

Serial: (023)

Care of Fleet Post Office;
San Francisco, California,
31 March 1945

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

FIRST ENDORSEMENT to
CO USS PIPER – Report of
First War Patrol SS409/
A16/wha Serial (04) of
30 March 1945.

From: The Commander Submarine Division THREE TWENTY ONE.
To: The Commander-in-Chief, UNITED STATES FLEET.
Via: (1) The Commander Submarine Squadron THIRTY-TWO.
(2) The Commander Submarine Force, U.S. PACIFIC FLEET.
(3) The Commander-in-Chief, U.S. PACIFIC FLEET.

Subject: U.S.S. PIPER (SS409) – Report of FIRST War Patrol.

1. The first war patrol of the U.S.S. PIPER, conducted off the south east coast of Honshu, was of sixty-three days duration with forty-one days in the area.

2. The PIPER was part of a coordinated group which included the BOWFIN, STERLET, TREPANG, and POMFRET, with Commander B. F. McMAHON, in PIPER, as group commander.

3. Three anti-picket boat sweeps were conducted, but unfortunately PIPER was unable to locate any gun targets.

4. Life guard services, as the primary mission, were expertly conducted, under difficult conditions. Fourteen strikes were covered, but no rescues were made since the aviators failed to cooperate to the extent of being shot down in the area.

5. Suitable torpedo targets were scarce. On 15 February, while proceeding to the position given in a garbled report, assumed to be the position of survivors, a burning vessel was sighted. PIPER closed to 6800 yards and determined that the small costal freighter was definitely sinking.

6. On 25 February a radar contact at 5900 yards developed into two vessels which were never identified. Both were small and neither were echo ranging. After a surface radar approach three electric torpedoes were fired from the bow tubes at the leading vessel from a range of 3000 yards. Gyro angles were 326^{o}, track 91^{o} R and depth settings were 4 feet. Setup was shifted to the second vessel and three more electrics were fired from the bow tubes. One hit was obtained in the leading target, which blew up. Due to time limitations PIPER withdrew and continued toward her life guard station. Although visible through binoculars the silhouettes could not be identified and the vessels were assumed to be small AK's.

7. A drifting mine was sunk on 15 March. Two hours later an object was sighted which was thought to be a periscope. PIPER, knowing the location of all Mac's Mops and having been informed that no other friendly submarines were in the area, fired one stern torpedo, set at 50 feet, at the object which was still in view. Results were negative although the track was seen very close to the supposed periscope. One half hour later the simultaneous sighting of a plane and what might have been a periscope caused PIPER to dive. A high speed radar search after darkness was conducted without results.

SUBMARINE DIVISION THREE TWENTY ONE

FB5-321/A16-3

Serial (023) **31 March 1945.**

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

Subject: U.S.S. PIPER (SS409) – Report of FIRST War Patrol

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8. PIPER returned from patrol clean, smart, and with high morale. Normal refit will be accomplished by PELIAS and Submarine Division THREE TWENTY ONE Relief Crews.

9. The Division Commander congratulates the Commanding Officer, Officers, and crew on the excellent conduct of this long and difficult patrol, complicated by constant bad weather, and on the sinking of an enemy vessel.

J R Waterman

J. R. WATERMAN

SUBMARINE SQUADRON THIRTY-TWO

FC5-32/A16-3

Serial: 042

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

Care of Fleet Post Office,
San Francisco, California,
3 April 1945.

SECOND ENDORSEMENT to
U.S.S. PIPER (SS409)
Report of FIRST War Patrol.

From: The Commander Submarine Squadron THIRTY-TWO.
To: The Commander-in-Chief, United States Fleet.
Via: (1) The Commander Submarine Force, Pacific Fleet, Administration.
(2) The Commander-in-Chief, Pacific Fleet.

Subject: U.S.S. PIPER (SS409) – Report of War Patrol Number One.

1. Forwarded, concurring in the complete remarks of the Commander Submarine Division THREE TWENTY-ONE.

2. It is recommended the U.S.S. PIPER be credited with the following damage to the enemy:

SUNK

1 – SMC (UN)	2.000 tons (Attack #1)

3. The Commanding Officer, officers, and crew of the U.S.S. PIPER are congratulated upon the completion of this exceedingly well conducted first patrol and for the excellence of the life guard services, and the damage inflicted upon the enemy.

K C Hurd

K. C. HURD

SUBMARINE FORCE, PACIFIC FLEET

FF12-10(A)/A16-3(18)

Care of Fleet Post Office,
San Francisco, California,
14 April 1945.

CONFIDENTIAL

THIRD ENDORSEMENT to
PIPER Report of
First War Patrol.

Note: THIS REPORT WILL BE DESTROYED PRIOR TO ENTERING PATROL AREA.

COMSUBSPAC PATROL REPORT NO. 718
U.S.S. PIPER – FIRST WAR PATROL.

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. PIPER (SS409) – Report of First War Patrol (25 January to 30 March 1945).

1. The first war patrol of the PIPER was conducted off the South Coast of Honshu. The PIPER, along with the U.S.S. BOWFIN (SS287), the U.S.S. STERLET (SS392), the U.S.S. TREPANG (SS412), and the U.S.S. POMFRET (SS391), formed a coordinated group with the commanding officer of the PIPER, Commander B. F. McMahon, U.S. Navy, as the group commander. This group performed lifeguard services, anti-picket boat sweeps, and offensive patrol.

2. No opportunity for picket boat attacks or lifeguard rescues presented themselves to the PIPER during this patrol despite thorough, aggressive area coverage. Targets were scarce but the PIPER, on her first war patrol, had the satisfaction of sinking an unidentified ship on her first torpedo attack.

3. Award of Submarine Combat Insignia for this patrol is authorized.

4. The Commander Submarine Force, Pacific Fleet, congratulates the commanding officer, officers, and crew for this aggressive, determined patrol and for starting the PIPER's fighting career with the following damage to the enemy:

S-U-N-K

1 – UN **2.000 tons (Attack No. 1)**

MERRILL COMSTOCK.

Distribution and authentication
on following page.

SUBMARINE FORCE, PACIFIC FLEET

FF12-10(A)/A16-3(18)

CONFIDENTIAL

Care of Fleet Post Office,
San Francisco, California,
14 April 1945.

THIRD ENDORSEMENT to
PIPER Report of
First War Patrol.

Note: THIS REPORT WILL BE DESTROYED PRIOR TO ENTERING PATROL AREA.

COMSUBSPAC PATROL REPORT NO. 718
U.S.S. PIPER – FIRST WAR PATROL.

Subject: U.S.S. PIPER (SS409) – Report of First War Patrol (25 January to 30 March 1945).

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E. L. Hynes 2nd

E. L. HYNES, 2nd.,
Flag Secretary.

Serial (40)

U.S.S. PIPER (SS409)
c/o Fleet Post Office
San Francisco, California.

13 June 1945

From: **The Commanding Officer.**
To: **The Commander-in-Chief, United States Fleet.**
Via: **(1) The Commander Submarine Division 321.**
(2) The Commander Submarine Squadron 32.
(3) The Commander Submarine Force, Pacific Fleet.
(4) The Commander-in-Chief, U.S. Pacific Fleet.

Subject: **U.S.S. PIPER (SS409) – Report of War Patrol Number Two.**

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

1. **Enclosures (A) and (B) covering the SECOND war patrol of this vessel which was conducted in the Kurile Island – Sea of Okhotsk area during the period 26 April 1945 to 13 June 1945.**

B. F. McMAHON.

U.S.S. PIPER (SS409)

REPORT OF SECOND WAR PATROL

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

A. PROLOGUE:

Arrived Midway on 30 March 1945 and was assigned to U.S.S. PELIAS for refit and to CSD-321 for administration.

Refit was accomplished by U.S.S. PELIAS and Submarine Division 321 Relief Crew during period 31 March to 17 April inclusive. A six day training period commenced on 18 April and ended on 23 April. Final loading was accomplished on 23, 24, and 25 April and ship departed for second war patrol on 26 April with Mk. 14-3A torpedoes and Mk. 18-s.

Major work items accomplished:
(0) Changed stop bolts in all torpedo tubes to 1 ¼ inches.
(1) Installed DAS-3 Loran Receiver in Control Room.
(2) Installed slip rings on QB sound head.

Officer Personnel Changes:
Transferred – Lieut. Comdr. C.F. McGivern, USN.
Received – Lieut. (jg) L.R. Porter, USN.

B. NARRATIVE:

26 April 1945

1600 (Y) Departed Midway, T.H. in company with U.S.S. SEA POACHER, U.S.S. PLAICE, and U.S.S. POMFRET in Wolf Pack known as Mac's Moppers. Task Group 17.17, enroute to Polar Circuit pursuant to ComTaskFor 17 Op. Order #82-45, Commander B.F. McMahon, U.S. Navy, in U.S.S. PIPER, Wolf Pack Commander, U.S.S. STERLET (fifth member of pack to depart Midway 27 April 1945.

Officers and Chief Petty Officers attached to U.S.S. PIPER and total number of patrols including present patrol.

NAME	WAR PATROLS
Commander B.F. McMahon, U.S. Navy	7
Lieut. G.M. Reeves, U.S. Navy	2
Lieut. J.H. Dolan, U.S.N.R.	7 (5R)
Lieut. W.A. Bowman, U.S.N.R.	5
Lieut. O.A. Holt, U.S.N.R.	2
Lieut. G.F. Eberle, U.S.N.R.	2
Lieut. (jg) J.K. Appeldoorn, U.S.N.R.	2
Lieut. (jg) W.R. Harrison, U.S.N.R.	2
Lieut. (jg) L.R. Porter, U.S. Navy	7
ROBINSON, W.G., 359 79 91, CGM(T), USN	4
SMITH, D.T., 381 09 77, CMoMM(T), USN	8
MAYER, R.C., 311 12 78, CMoMM(T), USN	8
KOERNER, D.E., 223 26 58, CEM(T), USN	
LAGER, C.A., [337 08 84]*, CMoMM(T), USN	
CONOVER, H.B., [337 08 84]*, CRM(AA) (T), USN	

*** Transcriber's note: The service number for these men is identical on the microfilm record.**

26 April – 2 May

Enroute Polar Circuit at two engine speed, conducting training dives and drills, tactical communication exercises in accordance with supplementary instructions issued by pack commander. Held daily school of the boat for unqualified men.

1830/26(Y) **Received message from SEA POACHER that she was returning to entrance buoy to get bus selector blowout coil.**

2300/26(Y) **Formed scouting line on course 291°T.**

0400/27(Y) **SEA POACHER rejoined formation.**

1017/27(Y) **Recovered torn rubber life raft – Lat. 28° - 55'N, Long. 179° - 06'E**

1028/27(Y) **Sank small black ring buoy closely resembling a mine at Lat. 28° – 57'N, Long. 179° – 03'E.**

1200(Y) POSITION: 27th – Lat. 29° – 09'N, Long. 178° – 39'E.

0900/29(M) **Dived to 250 feet, settling once and for all the argument as to whether or not an egg can stand the pressure at this depth without breaking. Egg was undamaged.**

1200(M) POSITION: 29th – Lat. 30° – 51'N, Long. 173° – 22'E.

0545/30(L) **Exploded a drifting horned mine by gunfire, Lat. 32° – 27'N, Long. 169° – 24'E.**

1200(L) POSITION: 30th – Lat. 33° – 27'N, Long. 169° – 22'E.

1 May 1945 – Commenced running into heavy seas and high winds.

1200(L) POSITION: Lat. 36° – 54'N, Long. 165° – 50'E.

2 May 1945 – Weather growing progressively worse, taking considerable water down the conning tower hatch.

1200(L) POSITION: Lat. 39° – 46'N, Long. 162° - 28'E.

?114(K) 2nd **Sent message to other boats of the pack to proceed at 1200, 3 May to their 7 May stations to eliminate confusion of changing stations within 48 hours after arrival.**

3 May 1945
(All times King unless otherwise noted)

Weather grows progressively worse with both wind and sea increasing.

1200 **Reached patrol area, SEA POACHER, POMFRET and PLAICE proceeding independently to assigned stations.**

1200 POSITION: Lat. 43° – 05'N, Long. 157° – 55'E.

1600 **Sea shifted from 190° to 030° T.**

1705 **Slowed to one engine speed.**

4 May 1945

Weather much improved, visibility excellent.

0400 **Submerged.**

1200 POSITION: Lat. 44° – 40.5'N, Long. 157° – 01'E.

1910 **Surfaced. Proceeding toward Paramushiro. Weather is now good.**

5 May 1945

0700 **Submerged.**

1200 POSITION: Lat. 46° – 41'N, Long. 156° – 24'E.

1830 **Surfaced. Proceeding toward Paramushiro.**

1941 **Turned away from small SJ contact bearing 271° T distant 1800 yards. Nothing visible and at 2500 yards lost pip.**

6 May 1945

0400 **Submerged. Decided to change course to 315, run in to radar-fix range on Onekotan To tonite and thence up the coast to Paramushiro.**

1200 POSITION: Lat. 48° – 46'N, Long. 155° – 40'E.

1830 **Surfaced.**

1935 **Established position by Loran and SJ radar to be 24 miles bearing 261° from Harumukotan To. Visibility 2000 yards. Commenced surface patrol 18 miles east of Onekotan To on courses 030 and 210°.**

7 May 1945

Visibility 3000 to 5000 yards, light rain.

0400 **Submerged, proceeding toward north tip of Onekotan To, conducting periscope sweeps using ST radar.**

1200 POSITION: Lat. 49° – 27'N, Long. 155° – 03'E.

1400 **Commenced snowing heavily, visibility decreased to 500 yards.**

1900 **Surfaced. Still snowing. Decided to parallel east coast of Onekotan To 13 miles off shore to remain clear of U.S.S. STERLET who should be coming through the area now.**

8 May 1945

0355 **Turned away at flank speed from a lookout report of a ship. Only one man saw this and he was not sure. Visibility was about 3,000 yards, no contact on radar. Decided it was imagination and at**

0400 **Submerged. Changed course to 020° T, crossing the fourth Kurile Strait, proceeding to south east coast of Paramushiro. Sea picking up.**

1200 POSITION: **Lat. 49° – 42'N, Long. 155° – 24'E.**

1930 **Surfaced 15 miles SE of Musashi Wan, Strong signal on APR at 150 Meg. So decided to patrol for the nite on north-south courses 20 to 35 miles from Musashi Wan, covering the fourth Kurile Strait. Heavy seas from 030° T. Still overcast, have not seen the sky in six days. The newly installed Loran is a handy thing to have.**

9 May 1945

0400 **Submerged. Weather improving, visibility 10,000 yards and increasing.**

0800 **Can plainly see the prominent peaks on Paramushiro and Onekotan To at 30 miles.**

1200 POSITION: **Lat. 49° – 34'N, Long. 155° – 30'E.**

1600 **Fire in the maneuvering room. Lost power on the port shaft due to loose connection from resistor to contact in port main motor rheostat which lead burned through (see section K) and had to be renewed.**

1610 **Secured from fire quarters.**

1900 **Port shaft back in commission.**

1950 **Surfaced. Having seen nothing here, decided to run down the chain tonite and submerge off Matsuwa tomorrow morning.**

10 May 1945

0330 **Submerged in Mushiru Kaikyo, patrolling across it.**

1100 **Visibility having decreased to 5,000 yards, surfaced and took a suction through the boat.**

1115 **Submerged.**

1200 POSITION: **Lat. 48° – 13'N, Long. 153° – 44'E.**

1500 **Secured the port shaft due to loss of lube oil pressure to port main motors. (See section K).**

1955 **Regained use of the port shaft.**

2000 **Surfaced 13 miles east of Matsuwa. Opened out on 070° because at 105 Meg. Radar appeared to be searching back and forth across us fairly consistently. Paralleled the coast throughout the nite off Mushiru Kaikyo.**

11 May 1945

0250 **The 105 Meg. Radar on Matsuwa appeared to steady on us, strong signal, for about ten minutes.**

0400 **Submerged 13 miles east of Matsuwa. Partolling across Mushiru Kaikyo again today.**

1200 POSITION: **Lat. 48° – 16'N, Long. 153° – 53'E.**

1230 **Surfaced, took suction through the boat.**

1245 **Submerged.**

1940 **Surfaced. Decided to patrol across Mushiru Kaiklo throughout the night.**

2033 **Sighted a bright light resembling searchlight thru the haze on Matsuwa To.**

2100 **The 105 Meg. land based radar believed to be on Matsuwa To is sweeping continuously across us, steadying for several minutes at a time.**

2106 **That light on Matsuwa again. There is little doubt now that our presence is known. Either they believe us to be friendly and are giving us a light, or they are trying to searchlight us.**

2123 **Changed course to 090° T for 15 minutes to open the range on Matsuwa. The 105 Meg. radar is steadying on us at 5 to 10 minute intervals.**

2200 **New radar signal on 103 Meg., very weak, which at**

2300 **faded. At this time the 105 Meg. appeared to lose us.**

12 May 1945

0400 **Submerged, patrolling across Mushiru and Matsuwa Kaikyos. Visibility excellent, clear sky.**

1200 POSITION: **Lat. 48° – 04.5'N, Long. 153° – 57'E.**

1243 **Surfaced for air.**

1253 **Submerged.**

1605 **Could clearly see Matsuwa To and Raikoke To at 23 miles.**

1945 **Surfaced. Decided to go thru Muskiru Kaikyo at midnite proceeding to rendezvous at 49° N, 149° E with rest of Mac's Moppers.**

2400 **Entered the Sea of Okhotsk.**

13 May 1945

Intermittent snow, with periods of good visibility.

0800-1200 **Observed a period of prayer and thanksgiving as recommended by the President in celebration of the European Victory.**

1200 POSITION: **Lat. 49° – 49'N, Long. 151° – 33'E.**

1430 **Submerged. Went to 400 feet to check for leaks.**

1500 **Surfaced.**

2145 **Received Z one Notice Nan Four.**

2300 **Sent out Piper serial 1 to ComSubsPac, through some very determined jamming. Got no receipt from NPM and was not sure it had gotten thru until it appeared on the morning schedule.**

14 May 1945

0000 Passed thru rendezvous point for sweep, commenced running on 213° – 033°, waiting for STERLET and POMFRET.

0950 Radar interference 160° T.

1015 Exchanged recognition signals by SJ radar with STERLET.

1100 STERLET joined up.

1140 Radar interference 210° T.

1200 POSITION: Lat. 49° – 08.5'N, Long. 149° – 18'E.

1229 Exchanged SJ recognition signals with POMFRET.

1235 POMFRET joined up. Commenced opening out to 15 miles scouting distance on course 213° T, order of ships from east to west STERLET, PIPER, POMFRET.

1752 Made sight contact (changing a tube in SJ radar at the time) on a properly marked Russian liberty ship headed toward Kamchatka, fifty to sixty miles east of the prescribed route.

15 May 1945

0030 Exchanged recognition signals by SJ radar with POMFRET.

0400 Changed scouting course to 033° T.

1200 POSITION: Lat. 48° – 23'N, Long. 147° – 56'E.

2100 Master gyro out of commission (See Section K)

16 May 1945

0400 Changed scouting course to 213° T.

1100 Sent PIPER serial 2 to ComSubsPac.

1200 POSITION: Lat. 49° – 04'N, Long. 148° – 54'E.

1??? Commenced closing and tracking radar contact bearing 100° T, range 14,000 yards. (Ship contact #2)

1??? Received message from STERLET that she was tracking a south-bound ship 15 miles east of us.

15?? At a range of 1200 yards saw and identified target as a properly marked Russian merchantman. Commenced returning to position on scouting line.

1600 Sent message to ComSubsPac explaining a coding error in PIPER serial 2.

1830 Submerged for a trim.

1850 Surfaced.

2115 **Arrived in position on scouting line.**

17 May 1945

1200 **Changed scouting course to 000° T.**

1200 POSITION: **Lat. 48° – 18'N, Lon. 148° – 19'E.**

1530 **Submerged for trim.**

1600 **Surfaced. Held tracking drill.**

18 May 1945

0900 **Transmitted position by FM to POMFRET and STERLET for 1100 rendezvous.**

1200 POSITION: **Lat. 52° – 00'N, Long. 148° – 03'E.**

Changed scouting course to 180° T.

1615 **Sighted STERLET bearing 100° T range 14,000 yards, joining up.**

1700 **STERLET returning to position on scouting line.**

19 May 1945

0441 **Commenced closing and tracking radar contact bearing 121° T range 16,000 yards. (ship contact #3)**

0550 **At range of 2,500 yards sighted and identified contact as a properly marked Russian merchantman. Commenced returning to position on scouting line.**

1000 **Regained position on scouting line.**

1200 POSITION: **Lat. 48° -11'N, Long. 147° – 57'E.**

Changed scouting course to 000° T.

1941 **Commenced closing and tracking radar contact bearing 035° T range 15,000 yards (Ship contact #4).**

1947 **Received message from STERLET that they had identified this target as Russian.**

1955 **At a range of 3,000 yards identified target as a properly marked Russian merchantman. Commenced returning to position on scouting line.**

2100 **Regained position on scouting line.**

2230 **Transmitted PIPER serial 3 to ComSubsPac.**

20 May 1945

1200 POSITION: **Lat. 52° – 12'N, Long. 148° – 03'E.**

Changed scouting course to 180° T. Master gyro back in commission.

2030 **Obtained the first star sight since arriving in the area.**

21 May 1945

1200 POSITION: **Lat. 48° – 44'N, Long. 148° – 04'E.**

Changed scouting course to 000° T.

1425 **Commenced closing and tracking radar contact bearing 172° T, range 19,000 yards (Ship contact #5).**

1443 **Battle stations.**

1518 **Having worked an end-around on the target in low visibility submerged 10,000 yards 8 degrees on his port bow, hoping to see some Jap markings on him.**

1535 **Foiled again! Target passed 600 yards ahead on a 90 port track, 100% pure Russian. Identified as Pischevaya Industriya. Took periscope pictures.**

1540 **Surfaced, commenced regaining position on scouting line.**

1630 **Back on scouting line.**

22 May 1945

1200 POSITION: **Lat. 51° – 48'N, Long. 147° – 50'E.**

Changed scouting course to 090° T.

1830 **Made trim dive.**

1850 **Surfaced.**

23 May 1945

0800 **Changed scouting course to 270° T.**

1200 POSITION: **Lat. 51° – 46'N, Long. 151° – 46'E.**

24 May 1945

0450 **Dived in low visibility for a sight contact identified by three members of the bridge watch as (1) B-29 far out, (2) Zeke at 3 miles, (3) Dave at indeterminable range, (4) Possible flight of birds. Decided it was Superman and at**

0510 **Surfaced.**

0800 **Changed scouting course to 090° T.**

1200 POSITION: **Lat. 51° – 44'N, Long. 148° – 07'E.**

25 May 1945

0200 **Completed scheduled sweeps, left scouting line, proceeding to rotating patrol area.**

1000 **Arrived in patrol area. Dived to work on SJ radar.**

1200 POSITION: **Lat. 49° – 52'N, Long. 151° – 36'E.**

1500 **Surfaced. Decided to proceed to west coast Shimushiru To, patrolling the coast and Boussole Channel.**

26 May 1945

0300 **Raised Ketoi To bearing 135° T, 70,000 yards on SJ.**

0700 **Proceeding 15 miles off shore on surface down southwest coast Shimushiru To looking for any shore installation, shipping, or other signs of life. Aside from a 1200 ton AK aground off the south tip of Shimushiru To, previously reported by several other people and charted, sighted nothing of interest. No indication of any radar activity on APR.**

0930 **Commenced patrolling back and forth across Boussole Channel.**

1200 POSITION: **Lat. 46° – 42'N, Long. 151° – 00'E.**

27 May 1945

Still patrolling back and forth across Boussole Channel. Visibility 200 to 2000 yards with intermittent rain.

1200 POSITION: **Lat. 47° -09'N, Long. 151° – 24.5'E.**

1400 **Dived for trim.**

1440 **Surfaced.**

1504 **Radar officer, while tuning SJ radar made contact bearing 180° T, range 5,500 yards. Went to battle stations. Commenced tracking.**

1506 **Target is small and on steady course 055° T, 6 knots, cutting straight across Boussole Channel from Chirikoi To to Shimushiru To.**

1508 **Twin pips close together. Looks like two small fellows in column unescorted.**

1521 **Commenced firing four mark 18s forward on 72° port track, 1,000 yard run. (Attack two) Commenced swinging left to get clear when**

1522 **Larger vessel 200 yards on port bow. The picture is now clear. Both unidentified vessels in column are escorted by two small vessels closely resembling small metal sub chasers. These escorts so small they show up in radar only at 2,500 yards and under, at which range SJ was making a firing setup on target. Port escort thought we were going to ram him (so did we). Cleared bridge except for Captain who manned after 20mm, only to meet with a misfire on first round. (See section K) That lonely feeling! This escort swung right, nearly ramming the starboard escort. Both started milling in the fog. No signs of any radar on APR.**

1522 **Torpedo explosion.**

1523 **Torpedo explosion. These clock perfectly with torpedo run. Our twin pip is now one.**

1523 **Escort shooting machine gun thru the fog. Don't know where they are landing, don't believe he does either.**

1525 **Escorts commenced dropping depth charges astern in the fog. Dropped ten charges over a three minute period. We are opening out to observe developments and reload forward.**

1531 **The other target is still putting along on 055° at 6 knots. One escort now on his port bow, the other on his port quarter. Decided to make another run on him.**

1533 **Screws close aboard to starboard, radar contact on 090° relative, 1500 yards. Port bow escort has reversed course. By making a complete circle to the left let him pass clear on a reverse course in the fog and proceed in to the attack. The port quarter escort disappeared in the fog at 4500 yards and was never re-contacted.**

1602 **Commenced firing four mark 18s forward on 105° port track, 1200 yard run. (Attack 2) All were last seen running on the surface when they disappeared in the fog at 300 yards. No hits, no end of run explosions.**

1609 **Three depth charges, far off. Commenced retiring on a reverse course.**

1622 **Entering neighborhood of first attack. SJ contact 3500 yards. Commenced tracking. Weak contact, speed zero. Decided this was wreckage or raft from the first attack. Broke off attack as we believe further expenditure of torpedoes not warranted due to extreme difficulty in obtaining further success against a small alerted target.**

1745 **Reached west side of Boussole Channel. We are all washed up here now. The Japs aren't apt to send anything thru here except escorts now. Decided to run north-east of Buroton To and head for the east coast of Sakhalin to look for Japanese fishing and shipping running along that coast.**

2000 **Set course for Sakhalin.**

28 May 1945

1200 POSITION: **Lat. 49° – 58'N, Long. 148° – 21'E.**

1400 **Submerged to replace 2 Mk, 18s in forward tubes with Mk. 14s.**

1440 **Surfaced.**

29 May 1945

1200 POSITION: **Lat. 51° – 28'N, Long. 144° – 35'E.**

1500 **Reached 40 fathom curve, proceeding south parallel to the coast.**

Decided to patrol along 50 fathom curve on north-south courses throughout the night.

30 May 1945

0915 **Commenced closing the beach. Ran in to 6 miles from the beach, at which point drift ice became too heavy to proceed further. Took pictures of the island. Should have taken pictures of the conning tower hatch which was a panorama of confused faces when drift ice commenced banging against the hull.**

1140 **Dived.**

1200 POSITION: **Lat. 50° – 53'N, Long. 143° – 58'E.**

1830 **Surfaced. Commenced patrolling the coast on north south courses outside ice line along coast of Sakhalin.**

2300 **Unusual radar contact on SJ – one large pip at 9000 yards and a smaller at 5000. Visibility 500 yards at this time. Before tracking stations could be manned, both disappeared. Headed toward for a half hour with no further success. Pips only seen once.**

31 May 1945

1200 POSITION: **Lat. 50° – 24'N, Long. 144° – 58'E.**

2000 **Heading north to clear the area, it being time to change areas.**

1 June 1945

0600 **Headed east toward Kamchatka.**

1200 POSITION: **Lat. 52° – 56'N, Long. 146° – 04'E.**

Would like to head for and reconnoiter Paramushiro, but in view of hearing newscasts on RAO every three or four nites of aircraft raids on Japanese shipping around Paramushiro, decided to head for one of the large passes south of Paramushiro.

1300 **Submerged to braze leaky liner on #3 Main Engine.**

1715 **Surfaced.**

2 June 1945

1050 **Made radar contact bearing 140° T, range 16,000 yards. (Ship contact #7) commenced tracking, went to battle stations. Fog was very thick, visibility so low that range was 400 yards before target could be sighted at**

1130 **and identified as a properly marked Russian Merchantman. Continuing on to Shasukotan Kaikyo.**

1200 POSITION: **Lat. 51° – 17'N, Long. 150° – 37'E.**

3 June 1945

Our scheduled date of departure from area being today, and no orders yet received, at

0100 **Sent PIPER Serial 5 to ComSubsPac.**

0430 **Landfall on Makauru To at 37 miles.**

0600 **Commenced patrolling west of Shasukotan Kaikyo.**

1030 **Received ComSubsPac's serial 45 directing departure from the area at sunset. Submerged on course 180° proceeding to Mushiru Kaikyo.**

1200 POSITION: **Lat. 49° -12'N, Long. 153° – 48'E.**

1930 **Surfaced.**

2000 **Sent PIPER Serial six to ComSubsPac for relay to Lathrop's Larks, proceeding to Polar Circuit.**

2300 **Passed thru Mushiru Kaikyo, heading for Pearl via Midway at four engine speed.**

4 June 1945

1200 POSITION: Lat. 45° – 37'N, Long. 156° – 59'E.

4 June to 8 June 1945

Enroute Patrol Area to Midway T.H. conducting drills and training dives enroute.

1200(L) POSITION, 5 June: Lat. 40° – 19'N, Long. 162° – 02'E.

1200(L) POSITION, 6 June: Lat. 35° – 11'N, Long. 166° – 41'E.

1300(L) 6 June: Exchanged recognition signals with U.S.S. PLAICE.

1200(L) POSITION, 7 June: Lat. 30° – 30'N, Long. 170° – 58'E.

1200(L) POSITION, 8 June: Lat. 29° – 05'N, Long. 177° – 06'E.

1645(L) 8 June: Fire in stbd. Main Motor control cubicle rheostat. (See Section K).

0950(Y) 8 June: Picked up aircraft escort.

1150(Y) 8 June: Moored at U'S Submarine Base Midway, T.H. Refueled, transferred 14 Mk. 14 Torpedoes, 40mm gun, ammunition and barrel stowages, and ROBINSON, W.G, 359 79 91, CGM(T), U.S.N. Received YOUTSEY, J.D., 375 76 44, CTM(T), U.S.N. from SubDiv 321.

1000(X) 9 June: Underway, proceeding in company with U.S.S. PLAICE to Pearl Harbor, T.H.

1200(X) POSITION, 9 June: Lat. 27° – 50'N, Long. 177° – 15'E.

2336(X) **Sighted a green flare or starshell at 25° – 51'N, 175° – 57'E. Sent PIPER Serial 7 to ComSubsPac inquiring if any downed aviators had been reported.**

1200(X) POSITION, 10 June: Lat. 23° – 45'N, Long. 174° – 02'E.

1400(X) 10 June: Sighted U.S.S. JALLAO.

1800(X) 10 June: U.S.S. JALLAO joined formation for remainder of trip.

2000(X) 10 June: Sent PIPER Serial 8 to ComSubsPac informing him Jallao had joined up.

1200(X) POSITION, 11 June: Lat. 22° – 00'N, Long. 168° – 20'E.

1200(W) POSITION, 12 June: Lat. 20° – 52'N, Long. 162° – 55'E.

0900(W) 13 June: Arrived Submarine Base Pearl Harbor.

(C) WEATHER:

Weather was characterized by low dense fog, which was with us at least part of every day, necessitating closing one target to 400 yards to identify. A peculiar feature was in the abruptance with which the fog closed in and raised, visibility varying between 500 and 10,000 yards in a matter of minutes. Much of this fog was very low, not extending above 1,000 feet.

Winds never exceeded force three, calms being predominant. Temperature was nearly constant at 35 to 40 degrees, injection 30 to 35 degrees.

Considerable barometric fluctuation was noted on several occasions with little subsequent change in the weather.

Drift ice was encountered off the east coast of Sakhalin, extending out to 8 miles and becoming fairly solid and closely packed six miles from the beach.

During the rare periods of good visibility the atmosphere became unusually clear and land could be sighted at great distances.

(D) TIDAL INFORMATION:

In the open areas of the Sea of Okhotsk and off the coast of Sakhalin currents were negligible.

In the vicinity of the Kurile Straits, however, currents were of high velocity and unpredictable set, although the few currents shown on HO charts were, in general, good.

Difficulty in obtaining sufficiently accurate fixes, and submerged periods precluded any check on the times of change of tide as listed in the Tide Tables.

The following current observations are listed. Only those currents considered to be well-established are included. All times King.

TIME	DATE	LOCATION	SET	DRIFT
0400-1900	May 7	49° -16'N, 155° -10'E	160	.2
0400-1930	May 8	15 miles SE of Center 4th Kurile Strait	------	0
0700-1900	May 9	28 miles east of center Onekotan To.	------	0
1000 to 0330	May 9 May 10	13 miles east Shasukotan Kaikyo	290	1.0
0400-1100	May 10	14 miles south Mushiru Phetsugan	115	0.8
1100-2000	May 10	18 miles 080° from Matsuwa To	020	0.7
0400-1230	May 11	15 miles east Matsuwa Kaikyo	115	0.5
1200-2000	May 11	22 miles east Matsuwa Kaikyo	313	0.5
2200-2330	May 12	10 miles south of Mushiru Phetsugan	067	1.1

TIME	DATE	LOCATION	SET	DRIFT
1900 to 0400	May 26 to May 27	Boussole Channel, 10 miles north of line Buroton To to Shimushiru Daki	005	0.5
0400-1100	May 27	40 miles west Buroton Wan	010	0.7
2200-2300	June 3	12.5 miles south Mushiru Kaikyo	305	2.8

(E) NAVIGATIONAL AIDS:

No navigational aids were sighted.

In a 29 day period starsights were obtained only twice, sunlines on only 12 days. The DAS-3 Loran receiver installed before the patrol was a great aid, north of Matsuwa To and east of the islands. In this area position was accurately established seven times and the position later verified by other fixes, using all three of the Aleutian Stations. In the vicinity of Matsuwa and south, and west of the islands only station lL0 was received and was determined several times to plot in from 5 to 10 miles south of actual position.

No difficulty was encountered in navigating by SJ radar, land contacts ranging from 16 miles on Harumkotan To to 35 miles on Ketoi To. A large piece of roughened plastiseal on which ranges and bearings may be plotted and the whole moved over the chart Ouija-board fashion was found very helpful in identifying various pieces of land.

Soundings agreed very well with the H.O. charts. Supplementary soundings were taken in some sparsely sounded areas and are being forwarded to Hydrographic office.

Raikoke To, reported on the chart to possibly lie 1.8 miles south-east of its charted position was checked four times with fixes on other land and is believed to be where charted.

The V-3 series aviation charts were used almost entirely in the vicinity of the Kuriles and found to be very helpful because of the large scale and favorable contour presentation.

(F) SHIP CONTACTS:

No.	TIME DATE	LAT. LONG.	Type	INITIAL RANGE	EST. COURSE & SPEED	HOW CONTACTED	REMARKS
1.	1752(K) May 14	48° -22'N 148° -31'E	Russian Liberty Ship	8,500	045° 12 knots	Lookout	To east of prescribed route
2.	1450(K) May 16	48° -38'N 148° -44'E	Hog Island Type Russian Ship	14,000	050° 12 knots	Radar	
3.	0441(K) May 19	49° -21'N 147° -54'E	Small Russian Merchant	16,000	030° 7 knots	Radar	
4.	1941(K) May 19	49° -21'N 147° -58'E	Russian Liberty Ship	15,000	200° 12 knots	Radar	
5.	1425(K) May 21	49° -10'N 148° -17'E	Russian "Pischevaya Industriya"	19,000	030° 11 knots	Radar	
6.	1504(K) May 27	46° -24'N 151° -21'E	2 unidentified ships with 2 small escorts	5,500	055° 6 knots	Radar	Attack 1 & Attack 2
7.	1050(K) June 2	50° -50'N 151° -25'E	Small, old, simple high-stack Russian Merchant	16,000	030° 13 knots	Radar	

(G) AIRCRAFT CONTACTS:

Only one aircraft contact was made, and this extremely doubtful, on 24 May at 51° -44'N, 148° -00'E, on a northeasterly course. Sighted by Lookout thru the fog, no S.D. contact was made.

(Torpedo Attack Report Form)

U.S.S. PIPER (SS409) Torpedo Attack No. 1 Patrol No. 2

Time 1520 Date May 27, 1945 Lat. 46° – 46'N Long. 151° – 22'E

Target Data - Damage Inflicted

Description: **Leading of two ships.**

Ships Sunk: **One, unidentified.**

Ships Damaged: None

Damage Determined by: **Two correctly timed torpedo explosions. One missing target from radar screen. No sight contact made due to heavy fog.**

Target Draft: Unknown Course 055° Speed 6.0 Range at Firing 1,000

Our Ship Data

Speed 10.5 Course 160° Depth Surface Angle 0° (at firing)

Fire Control & Torpedo Data

Sky was completely overcast, visibility about 500 yards. Target detected by Radar Officer while tuning SJ radar. Commenced tracking, made surface approach, and 17 minutes after detection commenced firing. Approach and attack conducted entirely by radar.

Opened out to 7,000 yards to observe results of attack and anti-submarine measures, and conduct reload.

ATTACK #1

Tubes Fired	**3**	**4**	**5**	**6**
Track Angle	**68 ½ P**	**71 P**	**72 P**	**74 P**
Gyro Angle	**006**	**004**	**003**	**000 ½**
Depth Set	**3 ft.**	**3 ft.**	**3 ft.**	**3 ft.**
Power	**26.95 knots**	**26.95 knots**	**26.95 knots**	**26.95 knots**
Hit or Miss	**miss**	**hit**	**hit**	**miss**
Erratic	**yes**	**no**	**no**	**no**
Mk. Torpedo	**18-2**	**18-1**	**18-1**	**18-1**
Serial No.	**57925**	**55363**	**54855**	**54687**
Mk. Exploder	**8-7**	**8-5**	**8-7**	**8-7**
Serial No.	**10683**	**10430**	**10666**	**10905**
Actuation Set	**contact**	**contact**	**contact**	**contact**
Actuation Actual	**---------**	**contact**	**contact**	**--------**
Mk. Warhead	**18-2**	**18-2**	**18-2**	**18-2**
Serial No.	**3100**	**4436**	**4654**	**2804**
Explosive	**TPX**	**TPX**	**TPX**	**TPX**
Firing Interval	**-------**	**10 sec.**	**10 sec.**	**10 sec.**
Sea Condition	**State 2**	**State 2**	**State 2**	**State 2**
Overhaul Activity	**USS PELIAS**	**USS PELIAS**	**USS PELIAS**	**USS PELIAS**

REMARKS:

Length of run 950 yards. Time to explosions: 1 minute 3 seconds and 1 minute 12 seconds. Temperature injection 35^{o}. Temperature electrolyte 50^{o}. Torpedo #57925 was observed to turn 90^{o} right for 50 yards then turn left to correct gyro angle. 3 ft. depth setting used as target was judged to be small.

(Torpedo Attack Report Form)

U.S.S. PIPER (SS409) Torpedo Attack No. 2 Patrol No. 2

Time 1600 Date May 27, 1945 Lat. 46° – 46'N Long. 151° – 22'E

Target Data - Damage Inflicted

Description:

Ships Sunk: None

Ships Damaged: None

Damage Determined by: ---------

Target Draft: Unknown **Course** 055° **Speed** 6.0 **Range at Firing** 1,100

Our Ship Data

Speed 10.5 **Course** 120° **Depth** Surface **Angle** 0° (at firing)

Fire Control & Torpedo Data

Sky was completely overcast, visibility fluctuating from about 500 to 2,000 yards. This attack was second approach, first having been Attack #1, followed by a retirement to 7,000 yards to observe results of attack one and conduct reload forward.

ATTACK #2

Tubes Fired	**1**	**2**	**3**	**4**
Track Angle	**101 ½ P**	**104 P**	**104 P**	**106 P**
Gyro Angle	**013**	**011**	**010 ½**	**008**
Depth Set	**3 ft.**	**3 ft.**	**3 ft.**	**3 ft.**
Power	**26.95 knots**	**26.95 knots**	**26.95 knots**	**26.95 knots**
Hit or Miss	**miss**	**miss**	**miss**	**miss**
Erratic	**no**	**no**	**no**	**no**
Mk. Torpedo	**18-1**	**18-2**	**18-1**	**18-2**
Serial No.	**54803**	**58137**	**54365**	**57765**
Mk. Exploder	**8-5**	**8-7**	**8-7**	**8-7**
Serial No.	**9923**	**11238**	**10874**	**11485**
Actuation Set	**contact**	**contact**	**contact**	**contact**
Actuation Actual	**---------**	**--------**	**--------**	**--------**
Mk. Warhead	**18-2**	**18-2**	**18-2**	**18-2**
Serial No.	**3250**	**4420**	**4268**	**2817**
Explosive	**TPX**	**TPX**	**TPX**	**TPX**
Firing Interval	**-------**	**10 sec.**	**10 sec.**	**10 sec.**
Sea Condition	**State 2**	**State 2**	**State 2**	**State 2**
Overhaul Activity	**USS PELIAS**	**USS PELIAS**	**USS PELIAS**	**USS PELIAS**

REMARKS:

Length of run 1,200 yards. Temperature injection 35°. Temperature electrolyte 50°. All torpedoes observed to run on surface to limit of visibility 300 yards. 3 ft. depth setting used as target was judged to be small.

(I) MINES:

Only one mine was encountered, this enroute to the area at 32^{o} – 27'N, 169^{o} – 24'E, a drifting, horned type, obviously adrift for some time. Exploded by gunfire.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS:

Immediately following torpedo attack #1, two previously un-detected small metal escort vessels were sighted close aboard. One of these, after recovering from his surprise, fired a number of rounds from a machine-gun into the fog after us. Shortly thereafter ten depth charges were dropped far astern during a three minute period.

The two escorts then took station patrolling on the bow and quarter of the remaining target. It was possible to pass the port bow escort at 1,500 yards in the fog, completely undetected. Following attack #2 three more depth charges were dropped far off.

During both attacks there was no indication of any radar on either escort, nor of either escort stopping to listen.

The 105 Meg. Radar on the east coast of Matsuwa (See section U) definitely had us at ranges up to 25,000 yards on the nite of May 11, but no countermeasures followed.

(K) GUNNERY:

On test firing the 40mm gun, three out of four rounds of ammunition gave hang-fires. The ammunition was 40mm BL&P Lot 369 UF-2TE1-44, SPDN 4456. On firing the 20mm the following ammunition misfired on three different occasions: 20mm-BL&P, ???? 1233.

TORPEDO:

The rollers in the torpedo tubes were adjusted in refit. It was discovered by ship's force that the 1^{st} and 2^{nd} rollers in #9 tube were very low. Clearance was .023". The rollers were shimmed .022".

ENGINEERING:

1. Enroute to patrol area a small freshwater leak developed in number 3 cylinder liner water jacket of #3 main engine around the inboard injection nozzle. This outside crack was brazed and the amount of leakage reduced but a small weep persisted. Two weeks later another very small weep appeared in the same unit around the outboard injection nozzle. Number 2 unit of #3 engine has a very small leak similar to the outboard leak on #3 unit. During the first patrol of this vessel #3 main engine fresh water cooler leaked and some salt water was introduced into the system. The above mentioned leaks may be a direct result, and during the coming refit all liner adapters of #3 main engine should be pulled and inspected for corrosion.

2. On 3 May heard noise coming from #1 main engine blower and secured the engine. The air header elbow was removed for inspection and lobes were found to be touching over a 3" area high spot in the center. The high spot was scraped down and the engine placed back in commission. #1 main engine blower has given trouble since the commissioning of this vessel. One month after the ship had been operating it was necessary to renew the lobes, gears and bearings which was accomplished in New London, Conn. By the Fairbanks-Morse contract representatives. On the first patrol it was necessary to scrape down the lobes of this blower where they began to touch and the work accomplished was identical with that done this time. The amount of change in clearance between impellers since the installation of this blower would seem to bear out a not uncommon theory that an inferior grade of aluminum occasionally creeps into the manufacture of these impellers, which metal tends to stretch and grow as the engine is used. The changes in clearance between rotors during the life of this blower are as follows:

On 10-15-44 Clearance .031 Taken by Fairbanks-Morse contract representatives.

On 4-14-45 Clearance .020 Taken by refit crew of USS PELIAS.

On 5-3-45 Clearance .010 At center height spot to .016 at thrust end taken by ship's force.

The present clearances do not fall within the allowable tolerance of .028 - .032 and the lobes should be machined, rebalanced and reinstalled with the proper clearances or a new set of lobes installed.

3. On 19 May a loud clanking noise was heard in the rotor of #1 Kleinschmidt distiller compressor. The compressor was disassembled and it was found that the timing gears were so badly worn and the backlash had increased to such an extent that the lobes were hitting. This compressor was overhauled during the last refit and was reassembled with a blank gasket covering the oil supply hole leading from the compressor sump to the gear casing, thereby cutting off all lubrication of the gears. The sight glass gage would give no indication of such a situation since it shows that the sump only has oil. A new rotor assembly complete with timing gears, bearings, impellers, drive shaft and packing was installed.

4. When in patrol area it was desired to transfer the lub oil from stowage tank #2 to the main motor sumps with the lub oil transfer pump. The intense cold had made the oil very heavy and difficult to move. Sufficient pressure was built up at one time to lift the relief valve which is located between the pump and the strainer. A small piece of metal that looked very much like a welding bead became lodged under the seat and prevented the relief valve from completely closing. This condition made it necessary to run both main motor bearing lub oil pumps in order to obtain the required lub oil pressure. The relief valve was removed, cleaned, checked and reinstalled. No further trouble was experienced.

5. On 7 June a rumbling noise was heard to come from the blower end of number two main engine, and the engine was secured. It was definitely determined to be a vertical drive failure, and the lub oil supply line from the upper header was suspected. Inspection revealed that the lubrication was normal, and the oil supply line from the upper header was clear.

On disassembly of the lower housing it was found that the thrust bearing had been completely ruined. No cause for this failure has been definitely determined, and the only explanation that can be offered is a defective bearing. The thrust and lower roller bearing were renewed, the vertical drive reassembled, and the engine placed in commission on 8 June. At the time of the failure the engine had been run over 1500 hours since commissioning, and about 90 hours since the 1500 hour overhaul received during the last refit.

<u>ELECTRICAL:</u>

On May 9, 1945 a fire was reported in the port side of the cubicle and the port shaft was stopped. A loose connection between the resistor and contact on the port main motor shunt field rheostat created an arc which carbonized the phenolic contact block, and this block burned until the circuit was pulled clear. No serious damage resulted and the repairs consisted of renewing a lead and stud through the phenolic block. Due to the inaccessibility of the affected lead, the balancing rheostat was first removed before the actual repairs could be made. The use of the port shaft was lost for a period of four hours. The same casualty occurred in the starboard side of the cubicle on 8 June and the use of the starboard shaft was lost for 2.2 hours.

While enroute to patrol area the Bendix log went out when the worm gear shaft (pc#57) driven by the power motor, became bent causing the worm gear (pc#58) to shear the teeth off a gear driven by the worm. A spare gear with a slightly different mesh was used to replace the gear that had been worn down, and a new worm shaft and worm gear were turned out on the lathe to fit this gear. The log functioned satisfactorily until the 25th of May when it began to stick at different speeds requiring frequent venting and adjusting. This is due to the slightly off-size gear and it is believed that this condition will disappear when a new set of gears can be installed.

The master gyro compass developed an 8^{o} to 9^{o} westerly variable error. The gyro was checked thoroughly and no cause for the trouble could be found, except for the north-south bubble being off scale, with the north end elevated. The gyro current ran from 2 amps to 2.3 amps which is slightly high. The gyro voltage was normal. Weight was added to the south rotor which reduced the error to a variable 1^{o} but did not correct the

tilt. The trouble is believed to be in the rotor bearings. Ship's force did not attempt to change the rotor bearings due to the inexperience of the gyro personnel and the possibility of losing the gyro for the remainder of the patrol.

Low Pressure Blower DRUM CONTROLLER: The second and third sets of the contacts of the drum controller resistance steps were badly burned and pitted. On one occasion the contacts welded to the drum and the only way to stop the blower was through the main disconnect switch. The trouble is thought to be due to a loosening of the four screws securing the two halves of the drum to the shaft, which caused an arcing condition to be introduced into the second and third steps. See additional items (1, Battery Wedges & 2, Lighting Casualty)

BATTERY WEDGES

Approximately 50% of the outboard rows of battery cell wedges in each battery became very loose and dropped down. This situation is attributed to the contraction of the cells due to the cold climate in which the patrol was conducted.

LIGHTING CASUALTY

The starboard lighting voltage regulator has been a source of trouble since before commissioning. At that time the company representatives experienced a great deal of trouble in adjusting this unit. The trouble lies in the adjustment of the contacts that control the relays which in turn operate the small ¼ horse rheostat arm drive motor. Both sets of relays are going in at the same time and trying to make the motor turn in opposite directions. To date, three of these motor armatures have been burned out and all efforts to properly adjust the regulator have failed. This patrol was completed with the starboard regulator in the manual position.

HULL:

No major defects with the exception of a head knock in High Pressure Air Compressor #1 caused by an unidentified metal piece discovered in the cylinder head. The following notes are for information purposes:

Cold weather trouble – (Air temperature lowest 32^{o}, average 35^{o}. Injection temperature lowest 30^{o}, average 33^{o}).

1. Negative flood valve operation slowed, but satisfactory.

2. Bow planes slowed (27 sec. normal to 35 sec. at low temperature in rigging position full out to full in and vice versa). Satisfactory.

3. Hydraulic system used less oil and was altogether satisfactory in operation. Same grade oil used on 1^{st} patrol in temperature up to 80^{o}. (2110).

4. Periscopes (hydraulic) #2 slowed in last two feet of raised position. Believed due to contraction of metal in upper and outside portions of cylinders. A little work-out each morning consisting of raising and lowering this periscope a few times gave normal operations for at least 6 hours. Neoprene piston ring reaction to cold temperature also believed a possible cause of slowing. Satisfactory.

5. Soft patch in forward battery showed slight leakage. Probably due to metal and material contraction. Filled drip pan only once during run.

6. Grease used was). S. 1350 on all topside and below deck fittings. Excellent results.

7. Conversion of FBT to MBT is a slow, miserable and dangerous job in this climate. Fortunately, the calm weather kept the men fairly dry but the set-up is not entirely satisfactory - - mainly because of the time involved. (2 ¼ hours) Of this time, only 1 ¼ hours were spent in actual conversion - - the remainder in securing the cage.

Clothing was ample and satisfactory thanks to the last minute procurement by Midway Supply Officer. Army woolen shirts and trousers added immeasurably to comfort during this patrol. A satisfactory cold weather mitten is still lacking. Rubber arctics were excellent additions to foul weather gear and are highly recommended.

Air conditioning satisfactory and comfortable temperature was maintained throughout the patrol. Definite lack of condensate for laundry purposes and crew's washroom caused some inconvenience but clothing changes were at a minimum and equalized the situation. One air conditioning plant was kept running at all times and proved ample.

MISCELLANEOUS:

Binoculars for the lookouts were a problem the entire patrol. Inspection before leaving Midway resulted in the return of four pair to the PELIAS optical shop for resealing. Upon reaching cold weather it was discovered that five pair remained improperly sealed.

(L) RADIO:

1. No major material defects were noted.

2. Radio reception was on the whole very good throughout the patrol. As a rule, Fox skeds were copied on 16730 kcs during the day and 9050 or 9090 at night. 13655 usually came in weak; 6045 had interference from an American broadcast station; 4515 was generally blocked by Jap C.W. transmission.

3. Six messages were transmitted to Comsubspac. All four harmonics of the 4235 ship shore frequencies were used and no trouble was encountered in establishing communication or sending the message. NPN received the first five messages. NPM the last. Japanese jamming was encountered only on our first message which was sent on 4235 kcs. Three enemy stations, one sending out a continuous CW signal, one sending "P's" rapidly, and one sending Kana code completely obliterated NPN's receipt at the conclusion of the transmission. However, the message was retransmitted on the Fox skeds a few hours later free from garbles, so evidently NPN was able to hear us clearly.

The Wopaco (Safplan) frequencies were only rarely used. No difficulties were encountered in either transmission or reception although weak Jap CW traffic was usually present in the background.

All subs in the pack carried the SCR 608-610 frequency modulated set and this was used extensively for intra-pack communication. Maximum effective range was 14,000 yards, therefore it was necessary to close the range at specified rendezvous times to transmit. Plain language was used but with caution; several times during daylight hours transmission from unidentified units were clearly heard. Their calls (not found in Subscall B) were: Jim Crow, Nomad, Jello, Jello 14, Gasper 2, Gasper 24, Telegram, Telegram B.

(M) RADAR:

SJ-1 This unit was in continuous operation while in the area. Although very little operating time was lost, for in a period of six days when the ever-present fog lifted the unit was put out of operation in a long search to find lost sensitivity.

The ringing time of the SJ suddenly dropped from 4400 yards to 3600 yards and the search began. During this six day period the SJ made several contacts but all at reduced range. Whenever the fog permitted work was begun. Every indication was that the loss was in the I.F. stages in the transmitter but after changing and checking every unit concerned from the magnetron to the A scope and dismantling the I.F. plumbing no difficulties could be found. At last resort and on the second check a small filing was removed from the TR cavity and the sensitivity was regained with a new ring of 4800 yards.

One Russian freighter was picked up at 21,000 yards while average ranges on land were 70,000 to 80,000 yards.

Other troubles encountered other than routine tube changes were:

1. Range step could not be regulated to line up with outgoing pulse - - replaced R567 in range unit.

2. Loss of transmitted pulse and Synch pulse (C-22A shorted to ground shorting out the bias network and causing the VR to glow).

3. No sweeps - - loss of high voltage current - - V8 voltage regulator tube in transmitter not regulating although properly glowing.

4. High voltage low and high voltage current abnormally high - - plate cap connection on V13 (5D21) melting causing practically an open circuit.

5. Violent horizontal jitter on A scope - - gassy 5R4G in "B" rectifier causing voltage to drop.

ST This set greatly improved with addition of keep-alive to beat oscillator unit. After getting water in the periscope adapter on the last patrol every precaution was taken to prevent recurrence. Only troubles encountered were loss of sensitivity due to faulty T-R tubes and faulty PRF multi-vibrator tube.

The tuning was very stable whereas on the first patrol the ST tuning was always drifting.

Only one submerged range was taken on a large Russian Freighter at 8,000 yards. By the size of the pip he could have easily been ranged upon at 12,000 or more. Several land ranges were taken with seven feet of scope out at 28,000 to 30,000. The ST could pick up submarines on the surface at 14,000 yards where the SJ could not. This was probably due to difference in antenna heights.

SD-5 This set was keyed continuously while on the surface in the area except at night. No plane contacts were made however, land ranges were made up to 60 miles on 5,000 foot peaks. Only two troubles were encountered.

1. **Random Pulzing - - Faulty transmitter tubes.**
2. **Loss of Half of Sweep - - R938 in indicator open.**

DAS-3 This new Loran receiver was very reliable. The only critical adjustment which affected everything was the voltage regulator adjustment.

It was determined that with the gain turned up, shifting the amplitude balance from one extreme position to the other causes a signal of 103 MC to appear on the APR.

(N) SOUND GEAR & SOUND CONITIONS:

The QB sound gear was manned continuously while making slow speed on the surface and while submerged. No sound contacts were made before radar contact. Sound conditions were generally good but background noise was always high.

Two ping ranges were attempted on Russian ships. One showed no return at 2200 yards; one gave an echo at 1300 yards. Between torpedo attacks One and Two while running at 2/3 speed on the surface a small escort vessel was picked up and tracked at 1500 yards on QB.

The only defect on the sound gear was in the QB sound training motor-generator which developed arcing at the brushes. Frequent cleaning kept the trouble at a minimum but a thorough check failed to reveal the cause.

(O) DENSITY LAYERS AND BATHYTHERMOGRAPH:

Bathythermograph cards showed either an isothermal condition or a slight negative gradient. No sharp layers were present. Average water temperature was 33°.

**** The fathometer was used to take soundings at 15 minute intervals off the coast of Sakhalin for a three day period. Average depth of water was 100 fathoms. Performance of the fathometer was satisfactory.**

(P) HEALTH, FOOD – HABITABILITY:

Recreation period at Midway returned the crew to the boat in unusually good physical shape and health throughout the patrol was excellent. One man-day was lost due to acute indigestion, this being the only sickness during the run.

Food was good with the exception of the poultry which was tough and untasty. The fowl was foul. Cold weather tripled the normal coffee consumption, and it is recommended that boats contemplating a polar trip anticipate this need (we didn't).

The ship was clean and comfortable, except that during the early part of the patrol, while conducting all-day dives, CO2 (because of the long days) approached 3% and air became oppressive. It was found advisable, where low visibility permitted, to surface at mid-day and take a five minute suction through the boat. Also the cold climate created such a yen for hot basin baths that it was found necessary for the first time to institute water hours for a week.

(Q) PERSONNEL:

(a) Number of men detached after previous patrol.	**5**
(b) Number of officers and men (including photographer) on board during patrol.	**87**
(c) Number of men qualified at start of patrol.	**61**
(d) Number of men qualified at end of patrol.	**77**
(e) Number of unqualified men making their first patrol.	**5**
(f) Men advanced in rating during patrol.	**10**

The patrol was characterized by an almost complete lack of friction among personnel, and by the fact that if we have to transfer 25% of our crew at the end of the run, 75% of that number are going to have to be drafted.

Especial credit should be given to the lookouts, who are far above average. Our baker also has contributed in no small measure to a happy patrol. Training was conducted for qualification by the Chiefs and first class, all of whom showed great interest in the program. On the return trip new bow and stern planesmen were trained and the new rated Chief Torpedoman's Mate and soon-to-be-rated Chief Electrician's Mate were broken in on the hydraulic manifold.

(R) MILES STEAMED – FUEL USED:

Midway to Area	**1,680**	**miles**	**21,155**	**gallons**
In Area	**6,800**	**miles**	**43,300**	**gallons**
Area to Midway	**1,820**	**miles**	**22,530**	**gallons**
Midway to Pearl	**1,400**	**miles**	**20,000**	**gallons**
	11,700		**117,185**	

(S) DURATION:

Days enroute to Area	**6**
Days in Area	**33**
Days enroute to Midway	**6**
Days enroute Midway to Pearl	**7**
Days submerged	**9**

(T) FACTORS OF ENDURANCE REMAINING:

Torpedoes	Fuel	Provisions	Personnel Factor
MK 18 -2 MK 14- 4	20,000	20 days	7 days

Limiting factor this patrol: -

Dispatch orders from ComSubsPac.

(U) RADAR, COMMUNICATIONS & SONAR COUNTERMEASURES:

(Radar Countermeasures)

1. A continuous watch was stood on the APR/SPA at all times. Very little Jap Radar was encountered other than expected. Only one doubtful aircraft radar contact was made.

The Nip had us on Matsuwa with his 105/500/15 radar as he was steady on out to 26,000 yards where he apparently lost us as he began to search back and forth across us never again steadying on for any length of time.

Date	Time	Position	Frequency	P-W	PRF	Shape	Remarks
5-7	1900	Onekotan	105 Meg.	15	500		Land Based
5-8	1939	Paramushiro	105 Meg.	15-20	500		Land Based
5-10	1900	Matsuwa To	105 Meg.	15-20	500		Land Based (This one had us out to 26,000 yards)
6-3	0745	49° – 10'N 154° – 08'E	202 Meg.	10	1000		Possible Aircraft
6-3	2000	Matsuwa To	192 Meg.	7	1000		Land Based

2 & 3. No jamming or detection was encountered

(Radio Countermeasures)

1. Fox Skeds: 4515 – Jap traffic and broadcasting stations usually present made copying unreliable. 6045 – American broadcast station near this frequency interfered with reception. 9090 – Keying sometimes blurred but no interference. 9050, 13655, 16730 interference negligible.

2. Ship-Shore: 4235 – Strong Jap jamming by three enemy CW stations started immediately after we called NPN, and continued until our transmission was completed. It prevented us from hearing NPN's reception but did not interfere with NPN's reception, since the message was retransmitted intact a few hours later on the Fox Skeds.

8470 – Jap jamming also present here but not as persistent nor effective as on 4235.

12705, 16940 – interference negligible.

3. Wopaco: Jap CW traffic was always present on all Wopaco frequencies varying in strength from weak to fairly strong. Shifting from standard to alternate frequencies and changing the standard frequencies did not help the situation. Whether this was deliberate jamming or incidental traffic could not be determined. However the prowess of the boats in the pack insured an easily readable signal over the interference.

(Sonar Countermeasures)

None encountered.

(V) <u>REMARKS:</u>

Russian shipping during the first part of the patrol was found all over the Sea of Okhotsk. After 20 May it stayed fairly close to designated route. I feel certain that some Japs are using Russian markings and identification signals. It is suggested that the Russians be requested to leave La Perouse and Paramushiro in convoy at specified times to be furnished submarines. The submarine is definitely at a disadvantage and in a precarious position when she has to close in to 400 yards on the surface to properly identify the neutral or enemy character of a ship.

News broadcasts were heard several times from U.S. stations telling of Army and Navy bombings of "enemy shipping in the vicinity of Paramushiro". No confirmation or information of these shipping strikes were received from ComSubsPac.

Winter clothing furnished from Army supplies was adequate for this time of year. However, development of a foul weather coverall for bridge use in cold weather should be developed. Army heavy quilts are indispensable for Polar Circuit patrol.

Japanese seem to be using small ships, well escorted, to supply the Kuriles. From contacts of boats in this group it appears their shipping stays close to island chain or east coast of Sakhalin.

<u>REMARKS AS COMTASKGROUP 17.17</u>

Plan for patrol was as follows:

1. **First eight days in rotating patrol.**
2. **Next two weeks sweeping (a) shipping lane indicated on "Enemy Ship Contacts by U.S. Subs, 1944", (b) along the fifty-second parallel.**
3. **Return to rotating patrol for last ten days.**

Received information of surface strike on Paramushiro so modified plan, putting PLAICE and SEA POACHER in most important of Kurile passes. Sweeping with PIPER, POMFRET and STERLET hoping some of us would get in on any shipping driven out by surface ships. On 11 May received word SEA POACHER proceeding to Midway with wounded men. Directed PLAICE to patrol islands south of air-surface area. On 22 May directed all boats to return to rotating patrol.

No coordinated attacks were made during this patrol. Incomplete returns indicate the following damage inflicted on the enemy by this task group.

SEA POACHER

Sunk	**1 Sea truck**	**800 tons**
	***3 Trawlers**	**300 tons**

*** By Gunfire**

PLAICE

Sunk	**5 Trawlers**	**1200 tons**
Damaged	**2 Trawlers**	**80 tons**

PIPER

Sunk	**1 Unidentified**	**2000 tons**

STERLET

Sunk	**2 Medium A.K.**
Damaged	**1 Medium A.K.**

No enemy contacts were made in the open sea despite two weeks spent sweeping what I thought, the most logical shipping routes.

FB5-43/A16-3 **SUBMARINE DIVISION FORTY-THREE**

Serial: 041

Care of Fleet Post Office;
San Francisco, California,
13 June 1945

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

FIRST ENDORSEMENT to
USS PIPER (SS409)Conf.
Ltr. SS409/A16-3 Serial
40, dated 6/13/45.

From: The Commander Submarine Division FORTY-THREE.
To: The Commander-in-Chief, United States Fleet.
Via: (1) The Commander Submarine Squadron TEN.
(2) The Commander Submarine Force, Pacific Fleet.
(3) The Commander-in-Chief, U.S. Pacific Fleet.

Subject: U.S.S. PIPER (SS409) – Report of War Patrol Number TWO
Comments on.

1. The second War Patrol of the U.S.S. PIPER was conducted in the KURILE ISLAND – SEA OF OKHOTSK area during the period 26 April to 13 June 1945. The Commanding Officer, U.S.S. PIPER was also the Group Commander of "Mac's Moppers" consisting of the U.S.S. PIPER, PLAICE, SEA POACHER, POMFRET and STERLET.

2. This patrol was characterized by:
   (a) One enemy ship contact, two large and two smaller pips. On these one successful and one unsuccessful torpedo attacks were made. An unidentified ship was sunk.
   (b) Numerous contacts with Russian Merchantships.
   (c) One doubtful aircraft contact.
   (d) Excellent performance of LORAN, which the Commanding Officer states was most valuable equipment.
   (e) As expected, the weather was bad; snow, cold, drift ice, bad visibility. Winter clothing was not entirely satisfactory. Binoculars leaked.

3. On 27 May 1945 radar contact was made at 5500 yards. It developed into 2 vessels in column escorted by 2 smaller vessels. A daytime surface radar attack followed in visibility of about 500 yards. The first attack was on a 70 track at 1000 yards range, small gyro angle, depth set 3 feet. Four Mark 18 torpedoes fired netted two timed hits. The target disappeared from the radar screen. The second attack on the other large pip was on a 105 track at 1100 yards, small gyro, depth set 3 feet. Four Mark 18 torpedoes were fired, no hits. Neither of the targets was seen. One escort was seen at 200 yards and was a small metal sub-chaser.

4. The PIPER returned from patrol clean and in good condition. The refit will be conducted by the Submarine Base, Pearl, and will include new alterations.

5. The Division Commander takes pleasure in congratulating the Commanding Officer, officers and crew of the U.S.S. PIPER upon the completion of this difficult patrol and the destruction of one enemy vessel, so hard to find these days.

R S Benson

R. S. BENSON.

SUBMARINE SQUADRON TEN
Fleet Post Office
San Francisco, California **11/rhb**

14 June 1945

FC5-10/A16-3

Serial: 095

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

SECOND ENDORSEMENT to
U.S.S. PIPER (SS409) –
Report of Second War Patrol

From: **The Commander Submarine Squadron TEN.**
To: **The Commander-in Chief, UNITED STATES FLEET.**
Via: **(1) The Commander Submarine Force, PACIFIC FLEET, Administration.**
(2) The Commander-in-Chief, U.S. PACIFIC FLEET.

Subject: **U.S.S. PIPER (SS409) – Report of Second War Patrol.**

1. **Forwarded, concurring in the remarks of the Commander Submarine Division FORTY-THREE.**

2. **The Commander on Submarine Squadron TEN takes pleasure in congratulating the Commanding Officer, officers, and crew of the U.S.S. PIPER upon completion of a trying but successful patrol.**

3. **It is recommended the U.S.S. PIPER be credited with the following:**

SUNK

1 - UN (Ship)		**4000 tons**
	Total sunk	**4000 tons**

G E Peterson
G. E. Peterson

FF12-10(A)/A16-3(18) **SUBMARINE FORCE PACIFIC FLEET**

Serial 01484

Care of Fleet Post Office
San Francisco, California,
17 June 1945

CONFIDENTIAL

THIRD ENDORSEMENT to
PIPER Report of Second War Patrol.

NOTE: THIS REPORT WILL BE DESTROYED PRIOR TO ENTERING PATROL AREA.

COMSUBSPAC PATROL REPORT NO. 791
U.S.S. PIPER - SECOND WAR PATROL.

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. PIPER (SS409) – Report of Second War Patrol (26 April to 13 June 1945).**

1. **The second war patrol of the PIPER, under the command of Commander B. F. McMahon, U. S. Navy, was conducted in the Kurile Islands - - Sea of Okhotsk area. The commanding officer was also task group commander of a coordinated attack group, which consisted of the PIPER, the U.S.S. POMFRET. U.S.S. STERLET, U.S.S. PLAICE, and U.S.S. SEA POACHER.**

2. **The patrol was marked by a paucity of suitable torpedo or gun targets. Many properly marked Russian ships were encountered. Two torpedo attacks carried out in a fog resulted in sinking one unidentified ship.**

3. **Award of a Submarine Combat Insignia for this patrol is authorized.**

4. **The Commander Submarine Force, Pacific Fleet, congratulates the commanding officer, officers, and crew of the PIPER upon completion of this patrol in the cold waters of the Okhotsk Sea. The PIPER is credited with having inflicted the following damage upon the enemy:**

S U N K

1 - UN	**-**	**2,000 tons (attack No. 1)**

E. E. YEOMANS.

Distribution and authentication
On following page.

FF12-10(A)/A16-3(18) **SUBMARINE FORCE PACIFIC FLEET**

Serial 01484

Care of Fleet Post Office
San Francisco, California,
17 June 1945

CONFIDENTIAL

THIRD ENDORSEMENT to
PIPER Report of Second War
Patrol.

NOTE: THIS REPORT WILL BE
DESTROYED PRIOR TO
ENTERING PATROL AREA.

COMSUBSPAC PATROL REPORT NO. 791
U.S.S. PIPER - SECOND WAR PATROL.

Subject: U.S.S. PIPER (SS409) – Report of Second War Patrol
(26 April to 13 June 1945).

- -

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W. S. Langley

W. S. LANGLEY,
Asst. Flag Secretary.

SS409/A16/jpt

DECLASSIFIED

Serial: (34-46)

U.S.S. PIPER (SS409)
c/o Fleet Post Office
San Francisco, Calif.

9 September 1945.

From: The Commanding Officer.
To: The Commander-in-Chief, United States Fleet.
Via: (1) The Commander Submarine Division THREE TWENTY ONE.
(2) The Commander Submarine Squadron THIRTY TWO.
(3) The Commander Submarine Force, Pacific Fleet.
(4) The Commander-in-Chief, U.S. Pacific Fleet.

Subject: U.S.S. PIPER (SS409) – Report of War Patrol Number Three.

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

1. Enclosures (A) and (B) covering the THIRD war patrol of this vessel which was conducted in the Sea of Japan, during the period 19 July 1945 to 9 September 1945 are forwarded herewith.

Edward L. Beach

Edward L. Beach

DECLASSIFIED

U.S.S. PIPER (SS409)
REPORT OF THIRD WAR PATROL

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

A. PROLOGUE:

Arrived Pearl Harbor 13 June 1945 and was assigned to U.S. Submarine Base for refit and to CSD-43 for administration.

Refit was accomplished by U.S. Submarine Base and Advanced Training and Relief Crew #1 of Submarine Division 43 during the period 14 June to 3 July inclusive. On 25 June, Lieutenant Commander Edward L. BEACH, U.S. Navy relieved Commander B.F. McMAHON, U.S. Navy as Commanding Officer.

An intensive thirteen-day training period commenced on 4 July and ended on 16 July. Loading was accomplished on 17 and 18 July and on 19 July 1945 departed for third war patrol with the following torpedoes: 9 Mark 18's, 15 Mark 14's and 2 Mark 28's.

Major work items accomplished during refit included:

(1) Installation of main engine detached circulating water pumps.
(2) Installation of one dead reckoning tracer in conning tower.
(3) Replacement of trim pump drum-type starting controllers with magnetic type.
(4) Installation of whip antenna and short side antennae.
(5) Installation of deck hatches over FBT vent valves and replacement of old type cages around valves with screened enclosure to facilitate tank conversion.
(6) Installation of QLA equipment, mine cables and associated cleat guards, etc.
(7) Installation of a second 40MM gun on cigarette deck aft, 3 additional 50 caliber guns, exchange of single 20MM on main deck forward for a twin mount, and addition of following stowages:
  (a) 2 40MM ammunition stowages.
  (b) 2 50 caliber ammunition stowages.
  (c) 1 40MM barrel stowage.
  (d) 2 50 caliber gun stowages.
(8) Relocation of bridge TBT's from forward and aft to port and starboard.
(9) Installation of two additional torpedo racks in after torpedo room, tubes 9 and 10.
(10) Rearrangement and addition of crews bunks to accommodate 80 men.

Officer Personnel Changes:

Transferred:	**Commander B.F. McMAHON, U.S. Navy.**
	Lieutenant J.H. DOLAN, U.S.N.R.
Received:	**Lt. Comdr. E.L. BEACH, U.S. Navy.**
	Lieutenant A.R. CHRISTIANSEN, U.S.N.R.
	Ensign B.E. ENGLUND, U.S.N.R.

Officers and Chief Petty Officers attached to U.S.S. PIPER and total number of patrols including present patrol:

NAME	WAR PATROLS
Lieut. Comdr. E.L. BEACH, U.S. Navy.	12
Lieut. G.M. REEVES, U.S. Navy.	3
Lieut. A.R. CHRISTIANSEN, U.S.N.R.	1
Lieut. W.A. BOWMAN, U.S.N.R.	6
Lieut. O.A. HOLT, U.S.N.R.	3
Lieut. G.F. EBERLE, U.S.N.R.	3
Lieut. (jg) J.K. APPELDOORN, U.S.N.R.	3
Lieut. (jg) W.R. HARRISON, U.S.N.R.	3
Lieut. (jg) L.R. PORTER, U.S. Navy.	3
Ensign B.E. ENGLUND, U.S.N.R.	1
YOUTSEY, J.D., 375 76 44, CTM(T), U.S.N.	2
SMITH, D.T., 381 09 77, CMoMM(T), U.S.N.	9
MAYER, R.C., 311 12 78, CMoMM(T), U.S.N.	9
KOERNER, D.E., 223 26 58 CEM(T), U.S.N.	9
SCANLIN, R.F., 606 61 45, CMoMM(AA)(T), U.S.N.R.	7
ZIMMER, M., 311 26 00, CTM(AA)(T), U.S.N.	8
SPENCER, F.D., 311 59 42, CEM(AA)(T), U.S.N.	3
ADAMS, W.H., 668 12 62, CY(AA)(T), U.S.N.R.	3

NARRATIVE

19 July to 31 July 1945

Enroute Guam, conducting drills and school of the boat.

1 August to 4 August 1945

Advanced training in special equipment. During this period it was found necessary to renew seven cylinder liners on main engine Number 3. (See section K).

5 August 1945

1700(K) **Departed Guam enroute to Sea of Japan pursuant to CTF Op. Order 148-45.**

5 August to 9 August 1945

Enroute to area 16A, Sea of Japan, conducting training dives and drills. Holding morning and afternoon school of the boat for unqualified men. All times in report from this point are Item.

10 August 1945

1000 **One never knows what to expect at sea anymore. Careful investigation of a suspicious floating object at 29° – 30'N, 137° – 00'E showed it to be a barnacle encrusted 100 percent American football, which we assume may have been lost from a flight deck carrier game.**

2000 **Exchanged recognition signals on SJ with USS REDFIN bearing 300° T.**

2100 **Sent Piper Serial One to ComSubPac expressing intention to enter the Sea of Japan on the twelfth. Answer was forthcoming, for at**

11 August 1945

0100 **Received orders to proceed to and patrol the Yellow Sea and await further orders. This was very disappointing indeed. At**

0200 **Sent Piper Serial Two to ComSubPac, and , with daylight approaching, for want of a better patrol area in which to submerge, headed for south tip of Shimo Koshiki.**

0500 **Submerged six miles off Shimo Koshiki; spent the day patrolling from one to three miles off shore, proceeding around south coast and up west hoping to find a target. Observed two radar and one radio installations on south side of Shimo Koshiki.**

1200 POSITION: 31° 36'N, 129° 44'E.

2000 **Surface four miles west of Shimo Koshiki. Picked up, tracked, and shot up two sailing vessels, believed to be 5 ton fishing boats. Destroyed one and badly damaged the other.**

2100 **Proceeded thru Koshiki Kaikyo, headed for Fukae Shima enroute to Yellow Sea.**

12 August 1945

0500 **Submerged six miles south of Ose Saki Light, closed beach to 2000 yds and conducted daylight submerged patrol off Kukae Shima and the Naval Base around the corner, hoping to find at least one small escort in the harbor. Observed nothing of interest.**

1200 POSITION: 32° 32'N, 128° 47'E.

2000 **Surfaced. Decided to submerge off Saishu Kaikyo on the 13th, but at 2200 received orders from ComSubPac to proceed to Sea of Japan for scheduled patrol.**

2300 **Sent Piper Serial Three, expressing intention to enter Sea of Japan on 13th, put everything on line except the washing machine, hoping to enter the sea before orders changed again, and at**

13 August 1945

0500 **Submerged.**

2000 **Surfaced in Japan Sea, proceeding to area.**

2010 **Contacted Stickleback, exchanged recognition signals on SJ radar.**

14 August 1945

0600 **Submerged for SD contact at 9 miles. This was a strange blurred signal, giving rise to speculation that it might be one the wooden "Ersatz" planes.**

0700 **Surfaced.**

0736 **Sighted high raked mast bearing 139° T. Closed, went to gun stations, but were again frustrated for at**

0900 **Found it to be about a one hundred ton wooden combination fishing boat and landing craft, deserted, well shot up; half sunk. Expended two thermite grenades on it and proceeded.**

1200 POSITION: 37° 07'N, 132° 18'E.

1500 **Sighted and exploded by gunfire one floating, horned-type mine at 37° 36'N, 132° 39'E.**

1640 **Sighted swamped lifeboat with man and woman clinging to it. They both appeared young, the woman quite pretty with her many colored scarf around her head; the wolves could be heard howling throughout the boat. Decided to take them aboard. Came alongside three times flooded down, bow planes rigged out, trying first to coax them aboard, and, that failing, to frighten them aboard by a few shots well overhead. Both methods failed; each time we maneuvered close aboard they paddled away; it was believed that girl had seen wolves before.**

During the procedure the entire boarding party, both first and second waves, were on deck with guns and equipment. After the third attempt, it was decided that enough was enough, and the Gunnery Officer, Lieutenant W.A. BOWMAN and LeCLAIR, R.J. S1c (225 pounds of very solid gun-striker), stripped to their skivvies and with long knives clenched in their teeth (like John Silver) went over the side after them.

This ended all argument. The young lady was towed alongside with her hands clasped in front of her face, praying in Japanese; the man followed suit, struggling somewhat.

It was decided to strip and search both prisoners on deck, and in deference to maidenly modesty, a shapely mattress cover with arm and head holes was provided. This was quite unnecessary, as without a scarf and a pair of pants, the beautiful she turned out to be a young he. The other prisoner was suffering from a deep scalp wound closely resembling an old bullet crease. Both men were bathed, given medical attention and dry clothing.

Before this could be completed, sighted a raft ahead with four more customers. These were more willing to come aboard under their own power, with the exception of a serious young man who first tried to swim away, then deciding this was no good, floated on his back, gazing up at the riflemen and waiting to be shot. Instead of shooting him, LeCLAIR went over the side and brought this crying Jap aboard in a manner that left little doubt in his mind that we wanted him.

Stripped these also on deck, sent them below for medical attention and baths.

Have succeeded in finding out very little from these six POW's. The first two were in a lifeboat marked PERSEE – MARSEILLES. The second four arrived in an unmarked raft. The first two were in poor condition, appeared to have been in the water four or five days; the latter four were in excellent condition. All are merchant mariners (from their uniforms). We believe, from pantomime conversations (not very satisfactory) that this was a convoy and that at least one ship was sunk by aircraft and possible one or more by submarine.

2000 **Sent Piper Fourth to ComSubsPac announcing arrival in the Sea.**

2200 **Commenced following the radio very closely for final word of Japanese surrender.**

15 August 1945

0200 **Entered area.**

0500 **Dived for trim and bathythermograph card. Very interesting 18° gradient.**

0548 **Surfaced.**

0608 **Sighted aircraft at 040° T, looks like a Piper Cub, headed in. Dived.**

0757 **Surfaced.**

0835 **Another aircraft, this one using radar. Sighted with small angle on the bow and at**

0836 **Dived. Decided to stay down and listen to the news on SD mast.**

1200 POSITION: 38° 45'N, 137° 59'E.

Received message from ComSubsPac to remain in Sea for present.

1307 **Received word on radio that Japan has surrendered and the war is over.**

1930 **Surfaced. Decided to remain out of sight of land pending further orders. Received the official message from ComSubsPac to sink no more Japs.**

2000 **Sent Piper Fifth to ComSubsPac acknowledging and announcing the Piper much alive at war's end.**

16 August 1945

1015 **Sighted a life raft with a good Jap (a dead one) aboard.**

1200 POSITION: 39° 50'N, 135° 47'E.

1840 **Strong APR contact at 160 Meg. Followed by**

1844 **SD contact at 4 miles. Dived to 200 feet and at**

1847 **One bomb and one depth charge about 200 yards away. Went to 400 feet and made some violent and unprintable remarks on the subject of being a target 36 hours after the peace declaration. Stifled an impulse to club our six Tojos rescued day before yesterday from a salty grave.**

2000 **Surfaced. Sent Piper 6th to ComSubsPac informing him of the new developments.**

2230 **Strong APFR contact on 180 Meg.**

2231 **SD contact 24 miles.**

2231 ½ **SD contact 12 miles. Dived. At this time we were silhouetted against a setting moon. There is no doubt in our minds that we have become a target out here.**

17 August 1945

1200 POSITION: 38° 56'N, 136° 56'E.

1345 **Sank by gunfire, without exploding a horned mine at 39° 11'N, 136° 57'E.**

18 August 1945

1200 POSITION: 39° 52'N, 135° 21'E.

1201 **Forced down by sight contact on a high wing patrol plane bearing 016° T, small angle on the bow.**

1400 **Surfaced.**

1840 **Dived again for another sight contact on a plane, unidentified, bearing 074° T.**

1915 **Surfaced. Sent Piper Serial Seven to ComSubsPac telling hi of the Japanese air activity in the sea.**

19 August 1945

1200 POSITION: 39° 41'N, 136° 44'E.

1615 **Passed our very good friend the dead Jap of 16 August on his raft.**

20 August 1945

1200 POSITION: 39° 57'N, 137° 54'E.

1830 **Sank by gunfire, without exploding, one horned mine at Lat. 39° 13'N, Long. 136° 55'E.**

1925 **Came alongside and inspected a small, uninteresting capsized, waterlogged, fish-smelling sailboat at Lat. 39° 10'N, Long. 136° 55'E.**

21 August 1945

1200 POSITION: 39° 35'N, 135° 55'E.

2000 **Enjoyed fifteen minute concert in the Wardroom by the All-Japanese sextet rendering the Yokahoma version of "God Bless America." This is guaranteed to drive home to any man the horrors of war.**

22 August 1945

1110 **Surfaced.**

1200 POSITION: 39° 45'N, 137° 10'E.

1800 **Read the news and noted with more sorrow that the Piper banner will not flap in the Tokyo breezes on surrender day.**

23 August 1945

0450 **Made morning trim dive. To vary the routine, made this an all-stop dive from the flooded down condition. Noted that this added not one second to our diving time (31 sec.) which gave us a third subject to discuss this day.**

1155 **Dived for sight contact on single engine seaplane, zero angle on the bow. Had faintly considered swimming call this afternoon in view of the past three eventless days, but no more.**

1200 POSITION: 39° 48'N, 135° 28'E.

1330 **Surfaced.**

24 August 1945

1200 POSITION: 39° 39'N, 136° 59'E.

1450 **Passed our good friend the dead Jap of 16 and 19 August.**

1800 **Received little drops of encouragement in the form of message from ComSubsPac that he will get us out of here as soon as peace is insured.**

25 August 1945

1200 POSITION: 39° 45'N, 136° 12'E.

26 August 1945

1200 POSITION: 39° 40'N, 136° 16'E.

27 August 1945

1200 POSITION: 39° 37'N, 135° 44'E.

28 August 1945

1200 POSITION: 39° 46'N, 137° 02'E.

29 August 1945

1200 POSITION: 40° 01'N, 136° 58'E.

1700 **Made rendezvous with JALLAO, exchanged movies, ALNAVS and condolences.**

30 August 1945

1100 **Sank by gunfire, without exploding, a drifting horned mine at 38° 59'N, 137° 00'E.**

1200 POSITION: 38° 59'N, 136° 56'E.

31 August 1945

1200 POSITION: 39° 54'N, 135° 52'E.

1 September 1945

1200 POSITION: 39° 12'N, 136° 39'E.

1600 **Received the long-awaited glad tidings to rendezvous and depart. This news was received on board with an enthusiasm which was exceeded only by news of the end of hostilities.**

1700 **Intercepted message from JALLAO to STICKLEBACK arranging rendezvous. Set course to intercept JALLAO.**

2000 **Took station on JALLAO.**

2 September 1945

1200 POSITION: 37° 23'N, 133° 34'E.

1310 **Passed empty life raft at 37° 18'N, 133° 27'E.**

1550 **Exploded by gunfire a drifting horned mine at 36° 50'N, 132° 38'E.**

1800 **Closed to inspect a small sailboat at 36° 43'N, 132° 11'E, making surprising speed for such a small and well-loaded craft. Saw four men, several women and children. Proceeded, wondering what such a small boat could be doing so far from land with a typhoon coming up from the south.**

3 September 1945

0800 **Made rendezvous with STICKLEBACK. Commenced transit of Nishi Suido.**

0900 **Sighted a large, black-smoking passenger vessel marked with white crosses. We had been advised by ComSubsPac that just such a vessel, so marked, had been granted permission to transit Tsushima. Would have greatly enjoyed meeting this fellow one month sooner. From this point to Ko To there were always one or more small craft (fishing boats, etc.) in sight.**

1200 **Cleared Nishi Suido. POSITION: 34° 34'N, 128° 26'E.**

4 Sept. to 9 Sept. 1945

Enroute area to Guam, conducting drills and exercises enroute.

C. WEATHER:

The weather throughout the time on station was unexpectedly good, with seas greater than force two only three times and then for short duration.

D. TIDAL INFORMATION:

Current within the Sea of Japan was negligible. No set was encountered on exit via Nishi Suido, west of Ko To on the morning of 3 September.

E. NAVAGATION AIDS:

No navigational aids were sighted except those shown on HO and V series charts. Soundings, where taken, agreed with the charts. The Loran stations on Okinawa and Iwo Jima were a help in obtaining latitude within the sea, and were checked several times with celestial fixes and no discrepancies noted.

(F) SHIP CONTACTS:

No.	TIME DATE	LAT. LONG.	Type	INITIAL RANGE	EST. COURSE & SPEED	HOW CONTACTED	REMARKS
1.	2000(I) 8/11/45	31° -52'N 129° -49'E	Two 5 ton fishing boats – Wooden, sail	6,000 yds.	Lying to	Radar & Sight	Gun Action #1
2.	0900(I) 8/14/45	36° -40'N 131° -55'E	100 ton combination fishing boat & landing craft	24,000 yds.	Lying to	Sight	Had been shot up, stove in and abandoned. Decks awash. Expended two thermite grenades.
3.	1700(I) 8/14/45	38° -01'N 133° -18'E	Swamped lifeboat and raft.	7,000 yds.	Lying to	Sight	Took aboard 6 survivors.
4.	1800(I) 9/2/45	36° -43'N 132° -11'E	2 ton sailboat	8,000 yds.	290° 5 knots	Sight	4 men, some women and children
5.	0500(I) 9/3/45	35° -22'N 130° -07'E	Large Passenger ship.	15,000 yds.	270° 10 knots	Sight	Properly marked, passage granted by CinCPac

(G) AIRCRAFT CONTACTS:

Strange and most exasperating was the fact that ninety percent of all aircraft contacts made in the area were made in the period of five days immediately following ComSubsPac's no-attack orders when we had reasons to expect to be left alone.

These contacts were usually in the morning and evening periods, and were invariably preceded by APR signals. Every indication was that our presence was known and a careful search was being conducted for us.

On 16 August, in poor visibility, made SD contact at 4 miles. Dived and on passing 200 feet took one bomb and one depth charge at an estimated distance of 200 yards.

H. ATTACK DATA:

U.S.S. PIPER (SS409) **Gun Attack No. 1** **Patrol No. 3**

Time 2000 Date 8/11/45 Lat. 31° 52'N Long. 129° 49'E

TARGET DATA – DAMAGE INFLICTED

Sunk: **One 5 ton sailing vessel, probably a fisher, at a range of about 10 yards.**

Damaged or Probably Sunk: **One 5 ton sailing vessel, probably a fisher, at a range of about 50 yards.**

Damage determined by: **Sight. Action was conducted practically alongside. One target was seen to sink while the crew was seen to abandon the other and its condition was such that sinking is almost certain.**

DETAILS OF ACTION

Targets were raked with a broadside of two 40MM guns, three 20MM guns and five 50 calibers. Range varied between 300 to 10 yards. Performance of all guns was excellent.

I. MINES:

Floating, horned type mines were sunk in the following positions: Only the first and last ones exploded; all were sunk by Garande 30 caliber rifle fire:

(1) Lat. 37° 36'N, Long. 132° 39'E.

(2) Lat. 39° 11'N, Long. 136° 57'E.

(3) Lat. 39° 13'N, Long. 136° 55'E.

(4) Lat. 38° 59'N, Long. 137° 00'E.

(5) Lat. 36° 50'N, Long. 132° 38'E.

J. ANTI SUBMARINE MEASURES AND EVASION TACTICS:

Night and day radar-equipped search planes were the only anti-submarine measures encountered, of which only one attacked (16 August, 1 bomb and 1 depth charge).

K. MAJOR DEFECTS AND DAMAGE:

ENGINEERING

1 August to 3 August 1945: In July 1945 a leak was discovered in #4 Main Engine fresh water cooler. This cooler was removed from the ship and one leaky tube was discovered when the cooler was tested hydraulically; this tube was silver soldered and thus closed completely. The cooler was tested to 300# per sq. in. and reinstalled; performance has been satisfactory. Work done by U.S.S. HOLLAND.

2 August 1945: The exhaust from #1 Main Engine was colored excessively and upon inspection of the air box it was found to contain an abnormal amount of lubrication oil. The seal rings were removed and renewed on both rotors, each end of the blower, by ship's force. In the forward end of the blower step-cut rings were installed; in the after end of the blower angle rings were installed as they were only type available. The seal oil rings removed had been renewed in Pearl Harbor during the last refit of the ship; these rings were found to be very rough and had excessive butt clearance and were angle cut rings.

4 August 1945: Liners #4, 5, 6, 7, 8, 9 and 10 on #3 Main Engine were renewed along with all liner adapters and upper and lower piston rings. Leaks were found outside of water jackets on #4, 5 and 10 liners, each leak located outboard in air start check valve adapter; small cracks were found. Previously, liners #1, 2 and 3 had been renewed for identical reasons. These water jackets became cracked as a result of salt water entering the fresh water cooling system through a leaky fresh water cooler as reported previously in war patrol report No. 1. Engine hours at time of renewal of these liners – 1813.8.

8 August 1945: An inspection of #1 Main Engine showed blower lobes hitting after engine had been secured because of unusual noise. Upon disassembling the blower it was found that the timing flange was slipping; also, the factory match marks on the timing flange were incorrect. The timing flange coupling bolts had excessive clearance.

While at sea the ship's force scraped the scored area from the lobes, both upper and lower rotors. Also, the timing flange was turned in the opposite direction of rotation approximately 0.012 inches; the timing flange coupling bolt holes were reamed and new oversized coupling bolts (body bound) were made aboard ship and were installed.

The blower was reassembled and clearances were taken; these clearances varied between 0.029 – 0.033 which are within the prescribed limits. There has been no noticeable vibration in the blower to indicate the rotors are out of balance as a result of the scraping. The engine has been run satisfactorily since this work was completed.

This engine blower has been a continuous source of trouble; therefore, it is considered proper to give a condensed review of all troubles occurring since commissioning of the ship:

(1) 23 September 1944: A loud rumble and vibrational noise was heard, apparently in the blower end of the engine. The Fairbanks-Morse engine representative inspected the engine and found nothing incorrect; after 14 hours of additional operation clearances were taken which are tabulated:

Lobes to Casing:	**0.026 – 0.027**
Between Lobes:	**0.031**
End Clearances Fwd:	**Upper 0.029 – Lower 0.030**
End Clearances Aft:	**Upper 0.020 – Lower 0.021**

The company representatives pronounced the engine in good working order.

(2) 1 October 1944: A noise similar to that mentioned above was heard. Fairbanks-Morse representative, Mr. Elliot, recommended the blower be dismantled and inspected.

(3) 12 October to 15 October 1944: The blower was disassembled and it was discovered that the lobes were gouged in places and had started to wipe. The blower was reassembled with the following new parts:

Impeller, right hand upper and left hand lower.
Impeller shaft bearings, inner and outer.
Blower timing gear, driver and driven.

Clearances taken were within allowance and are given in the October 1944 Engineering Performance Report along with complete information and details.

(4) 29 March to 15 April 1945: During the refit conducted this period this engine was given a 1500 hour overhaul; clearances taken at this time are listed below and are not within allowances. No corrective action was taken at this overhaul.

Between rotors:	**0.020**
Between rotors and housing:	**0.027**
End Clearance (thrust end):	**0.025**
End Clearance (fwd. end):	**0.028**
End play (upper and lower):	**0.002**
Backlash:	**0.005**

(5) 3 May 1945: This same familiar noise was again heard and subsequent inspection showed the lobes were hitting.

(6) 30 June 1945: The Submarine Base personnel inspected the blower of this engine and renewed the following parts:

(a) Impeller, right hand upper and left hand lower.
(b) Impeller shaft bearings, inner and outer.
(c) Blower timing gear, driver and driven.

All clearances taken were within limits: For details see the June 1945 Engineering Performance Report.

In conclusion, the engine has had three sets of impellers, bearings, and timing gears. It is recommended that this blower be disassembled and inspected by one or more experts with the hope that the source of trouble can be found and eliminated; this should be possible now that the war is over and the ship will have more time available for repair work.

HULL

General condition of hull and performance of auxiliaries was excellent. Installation of zincs in circulating water system of high pressure air compressors is recommended as electrolytic action on bolts was very evident and renewal was necessitated underway.

Although periscope operation was very satisfactory, recommend that lubbers line be filled completely with permanent black metal.

Upkeep difficulties with present Portsmouth unplated valves, manifolds, hatch stripping, etc., makes us look forward to the return of monel and CRS to the boats as soon as available.

L. RADIO:

Defects and Damage: - No major defects or casualties were encountered.

Eight messages were transmitted to ComSubsPac thru NPN (Radio Guam). No difficulty was encountered in either the initial call up or disposition of traffic. Reception was excellent throughout the patrol; Fox skeds were received on 13750 and 16530 kcs during daylight, 6045 and 9050 kcs at night. The new whip antenna is superior to the former horizontal antennas for both transmitting and receiving, but the short side antennas are definitely inferior.

M. RADAR:

SJ-1 – This unit was keyed for two sweeps every five minutes while in use. The reason for this was to minimize enemy DFing in case the enemy has the DF equipment for this frequency.

The same casualty which has taken place for two successive patrols, loss of gain in the radar frequency plumbing and the T-R cavity caused major trouble for the whole patrol. The unit was never completely out of commission, however maximum ranges were greatly reduced. Cleaning out the RF plumbing and changing TR tubes and retuning solved the problem for very short periods, but the trouble was recurrent.

This SJ set has never produced satisfactory results. Its performance consistently has been below par, and has compared unfavorably with that of other submarine SJ radar units. This vessel has compromised with this unsatisfactory condition, now, for three successive war patrols. Western Electric field engineers have worked on it during every refit but have been unable to fix it. Replacement of the entire transmitter unit is requested. Given time to experiment in their laboratory, the technical experts may be able to raise the performance of our unit to an acceptable level, but they cannot do so when the equipment is at sea.

R-44 in the PPI unit and the main power switch were the only other failures encountered.

ST – This unit proved very dependable throughout the patrol. The high voltage lead in J-1 on the transmitter burned and snapped causing the only trouble other than minor tube changes. T-R tubes showed much greater life than before and the tuning was stable throughout the entire patrol. Only ranges obtained were those during training period with 7 feet of scope exposed, ranges averaged around 10,000 to 12,000 yards on destroyers.

SD-5 – This set was keyed three times in succession with duration of keying about one second every two minutes during daylight hours. No troubles occurred during the run but several 8014-A's had to be tried before the run to obtain good operation. Good ranges were obtained on all contacts. However, several planes came in close undetected probably due to the many blind spots in the antenna pattern. One B-29 was followed in from 64 miles while ranges averaged between 15 and 20 miles on all contacts.

SPR-2 – This set is practically useless when the SJ is in operation without a wave trap as the SJ transmission blocks out the SPR-2. No wave trap came with this unit. However, the set was still useful because of the keying plan of our SJ.

The tuning unit should be redesigned with an automatic tuner or a different gear ratio as continuous tuning of the unit while hunting for enemy radar is very tiresome to the operator. Only major trouble was caused by filings sheared off in the tuning unit which shorted out the input to the receiver.

N. SOUND GEAR AND SOUND CONDITIONS:

1. **The micro switch in fwd. room which keys the stylus on the TDM recorder broke repeatedly. After all spares were used a jury rig was installed which gave satisfactory performance. A more rugged design seems desirable.**

2. **The hand training gears in the QB training mechanism were so noisy that they had to be removed, even after extensive efforts to repair.**

3. **Sound conditions were fair.**

P. HEALTH, FOOD, HABITABILITY:

The general health of the crew was excellent. Not a single man day was lost due to sickness. Quality of provisions was satisfactory. Meals were well prepared. The ship was clean and comfortable.

Q. PERSONNEL:

(a) Number of men detached after previous patrol	**15**
(b) Number of officers and men on board during patrol (includes a photographer)	**94**
(c) Number of men qualified at start of patrol	**65**
(d) Number of men qualified at end of patrol	**70**
(e) Number of unqualified men making first patrol	**15**
(f) Number of men advanced in rating during patrol	**14**

The patrol was a great disappointment, taken as a whole, because after making extraordinary efforts to reach a lush patrol area, the war ended ten hours later, without the opportunity having presented itself to destroy a single worthwhile target.

R. MILES STEAMED, FUEL USED:

	Miles		Gallons
Pearl to Guam	**3543**		**46,930**
Guam to Area	**2095**		**25,480**
In Area	**3390**		**25, 130**
Area to Guam	**2105**		**35,000**
Total	**11,133**	**Total**	**132,540**

S. DURATION:

Days enroute to Guam	**12**
Days Guam to Area	**8**
Days in Area	**21**
Days Area to Guam	**6**
Total Duration	**47**
Days Submerged	**2**

T. FACTORS OF ENDURANCE REMAINING:

Torpedoes	Fuel	Provisions	Personnel Factor
All	25,300	20 days	30 days

Limiting factor this patrol:
Dispatch orders from ComSubsPac.

U. RADAR COMMUNICATION, RADAR AND SONAR COUNTERMEASURES:

RADAR COUNTERMEASURES

1. A continuous watch was stood on the APR-1 and SPR-2 at all times. All radar activity encountered fell in the band of frequencies between 80 and 300 megacycles.

Several contacts were made on planes carrying 180/250/3-4 which was the only enemy radar not listed in current information bulletins. The pulse rate of this radar was varied from around 180 to 250.

See section M for SPR-2 difficulties.

Date	Time	Position	Frequency	P-W	PRF	Shape	Remarks
8-10	1340	29-51'N 132-00'E	155 Megs.	10	500		Land Based
8-10	1540	29-53'N 131-43'E	160 Megs.	10	550		Land Based
8-10	1800	29-55'N 131-10'E	160 Megs.	4	750		Land Based
8-10	1830	29-54'N 130-50'E	98 Megs.	12	500		Land Based
8-10	2100	30-10'N 130-12'E	99 Megs.	35	350		Land Based
8-11	0030	30-40'N 129-24'E	112 Megs.	15	500		Land Based
8-11	0130	30-49'N 129-11'E	180 Megs.	10	200		Possibly Airborne
8-11	0200	31-20'N 129-06'E	177 Megs.	6	200		?
8-11	0500	31-30'N 129-19'E	78 Megs.	35	500		Land Based
8-11	0820	31-54'N 129-50'E	179 Megs.	7.5	350		Land Based
8-11	0820	31-54'N 129-50'E	150 Megs.	6	450		Land Based

Date	Time	Position	Frequency	P-W	PRF	Shape	Remarks
8-11	2300	31-50'N 129-50'E	96 Megs.	15-20	600		Land Based
8-12	0415	32-20'N 128-43'E	183 Megs.	18	250		Land Based
8-12	0500	Fukae Shima	77 Megs. 96 Megs. 150 Megs.	35 15 7	400 700 500		Land Based Land Based Land Based
8-16	1803	39-47'N 135-26'E	157 Megs.	7	1000		Plane – Received 1 bomb & 1 depth chg from this one.
8-16	1950	39-48'N 135-37'E	177 Megs.	4	180		Plane – SD contact followed
8-18	1930	39-39'N 136-00'E	158 Megs.	6	1000		Aircraft
8-20		39-50'N 136-54'E	157 Megs.	6	500		Nearest land was S??? Island at 125 miles. This radar came in several days but n??? gaining strength.

N o jamming or deception was encountered.

COMMUNICATIONS COUNTERMEASURES

The only enemy jamming encountered was on the Wopaco Frequencies. This was usually random-keyed CW which was not very effective due to the short distances between beats. Interferences on Fox and Ship-Shore frequencies were at a minimum for the entire patrol.

SONAR COUNTERMEASURES

None

V. REMARKS:

The Commanding Officer may be pardoned, surely, for feeling a little disappointment at the fact that, after eleven War Patrols in subordinate capacities, he finally achieved command, and entered one of the last areas still considered potentially productive with a ship and crew trained to a high condition of readiness, only to have the war end ten hours after he arrived in the area.

It is, however, with a soul full of emotion that he adds these final remarks to what may well be the last War Patrol of the Submarine War. Having served in Submarines Pacific since the start of the war, since those dark days of 1942 when disaster appeared to be pressing steadily closer and closer, having seen (and been part of) that thin grey wall which held the enemy in check while the nation looked at despair and came raging back - - having fought beside men who laughed at futility, who spit in the face of the dragon, who quietly and gaily interposed their puny bodies athwart the course of the Beast - - having grieved at those names who inspired us and left their legacy - - HARDER, SEAWOLF, WAHOO, TRIGGER, GUDGEON, TANG, BONEFISH, GRAYBACK - - he hopes that he may be forgiven for a bit of sentimentality.

The realization is growing swiftly that no more will the warheads announce our answer to the barbarians; no more will the loins quiver and spine tingle at the chase; no more will the heady champagne of conflict steady our aim; nor will experience the fierce joy of a sturdy hull, a steady hand on the helm, four engines roaring a bit more than their rated full power, of riding our steel chariot bridge right into the teeth of the huge foe, tearing out his vitals while in terror he vainly shoots his guns and helplessly tries to get away.

Never again the blind groping of the water mole, listening, always listening - - nor the steaming, sweating, drenching heat, the decks and bulkheads solid water, perspiration running down your bare chest and back, soaking the rags and towels you vainly throw around you, soaking your trousers and shoes - - while you pay no attention, act unconcerned (if they only knew), keep reliefs going to the planes and steering, keep checking all compartments after each salvo, keep the soundman on - - He's dead tired but you couldn't get rid of him anyway - - and you listen, and guess, and maneuver, and wait. . . . .

And now, the small perspective grows large. It wasn't just one sub against Japan. In that cloudy sky, there are no longer enemy planes, out to get that sub. In those white-capped waves are no longer the periscopes of the foe, but only our own. In these contested waters floats a mighty fleet, but it flies the stars and stripes. On that distant shore there is a great army, but it calls itself "G.I." instead of "Son of Heaven". Suddenly the truth stands as high and broad as the free air we breathe. We were never alone! Japan, poor fool, <u>you</u> <u>never had</u> <u>a</u> <u>chance!</u> The thin grey line never faltered - - couldn't falter - - as long as we had faith. And never was faith more fully, more gloriously justified. Our thin grey line suddenly exploded with the accumulated wrath of years of toil and patience, became overnight, the grey juggernaut of revenge, and it ground, slowly at first, then faster and faster, more audaciously, finally with breath-taking speed, but always exceedingly fine.

Pearl Harbor, you will never be forgotten. The day of infamy will live in the memories of men who gazed, with shocked eyes, on the pride of our Navy sprawled in the mud. It will never be forgotten by a people who suddenly found that their vaunted steel walls had been betrayed by a complacent public, and all but destroyed by a vicious enemy. But that day welded our country into a force, backed by outraged reason, righteous indignation, and burning shame, which has not rested until the debt has been paid. Yes, Pearl Harbor, you have been amply and truly avenged. And, as we dwell upon this destruction we have wrought upon the perpetrators of that crime, we may well give thanks to Almighty God that, although the price was heavy, we have reaffirmed the faith of our fathers, the founders of this great nation. The flag of our country stands, now more than ever, as a symbol of liberty, and everlasting triumph of a free people against the putrescent hordes of the Beast. Long may it wave on high!

COMMANDER SUBMARINE DIVISION THREE SIXTY ONE

FB5-361/A16-3

Serial: (014)

Care of Fleet Post Office;
San Francisco, California,
9 September 1945

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

FIRST ENDORSEMENT to
USS PIPER – Report of
War Patrol No. 3, ser.
(34-46) dated 9 September
1945.

From:	**The Commander Submarine Division THREE SIXTY ONE (ADMINISTRATIVE COMMAND).**
To:	**The Commander-in-Chief, UNITED STATES FLEET.**
Via:	**(1) The Commander Submarine Squadron THIRTY-SIX.**
	(2) The Commander Submarine Force, PACIFIC FLEET.
	(3) The Commander-in-Chief, U.S. PACIFIC FLEET.
Subject:	**U.S.S. PIPER (SS409) – Report of War Patrol Number THREE.**

1. **The third war patrol of the U.S.S. PIPER (19July 1945 to 9 September 1945) was conducted in the Sea of Japan. Twenty-one days were spent in the area with only one day in the area prior to the cessation of hostilities.**

2. **Only two enemy ship contacts were made prior to ending of hostilities. When in the Yellow Sea (11 August 1945), the PIPER destroyed two five-ton fishing boats by gunfire. One was seen to sink and the other was left in a sinking condition. On 14 August1945, a deserted one hundred to combination fishing boat and landing craft was seen. Two thermite grenades were thrown aboard and the PIPER proceeded on patrol.**

3. **On 14 August 1945 a man and woman were seen clinging to a swamped life boat. They were made to come aboard and made prisoners. The woman turned out to be a young man. A little later the same day four other men were sighted on a raft and brought aboard as prisoners.**

4. **On 16 August 1945 a SD plane contact at four miles preceded by a 160 megacycle APR signal was made. The PIPER dived to two hundred feet when she received one bomb and depth charge. This was thirty-six hours after peace declaration. Ninety percent of all aircraft contacts made in the area by the PIPER were made in the period five days immediately following ComSubsPac's no-attack orders. The contacts were usually in the morning and evening periods and were preceded by APR signals.**

5. **Five mines were sunk by thirty caliber rifle fire. Two of the mines exploded.**

6. **The U.S.S. PIPER returned clean and shipshape. She will be given normal voyage repairs in which all major defects will be corrected. Excellent work was done by the Engineer's force in the repair of number one main engine blower casualty. This engine blower had been a continuous source of trouble and it is recommended that it be thoroughly checked during the next overhaul.**

COMMANDER SUBMARINE DIVISION THREE SIXTY ONE

FB5-361/A16-3

Serial: (014)

Care of Fleet Post Office;
San Francisco, California,
9 September 1945

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

FIRST ENDORSEMENT to
USS PIPER – Report of
War Patrol No. 3, ser.
(34-46) dated 9 September
1945.

Subject: U.S.S. PIPER (SS409) – Report of War Patrol Number THREE.

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7. The Administrative Commander Submarine Division THREE SIXTY ONE congratulates the commanding officer, officers and crew for a well conducted aggressive patrol in the Sea of Japan. The remarks made by the Commanding Officer at the end of the patrol report are inspiring and should be read by every submariner.

D. F. Williamson

D. F. WILLIAMSON.

SUBMARINE SQUADRON THIRTY-SIX

Care of Fleet Post Office,
San Francisco, California,
10 September, 1945.

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

SECOND ENDORSEMENT to
U.S.S. PIPER (SS409) –
Report of War Patrol
Number THREE.

From: Commander Submarine Squadron THIRTY-SIX.
To: The Commander-in-Chief, United States Fleet.
Via: (1) The Commander Submarine Force, Pacific Fleet, Administration.
(2) The Commander-in-Chief, U.S. Pacific Fleet.

Subject: U.S.S. PIPER (SS409) – Report of War Patrol Number THREE.

1. Forwarded, concurring in the remarks of the commander Submarine Division THREE HUNDRED SIXTY-ONE.

2. It is with great pride that the remarks of the Commanding Officer are noted; remarks that are so ably written and which express so completely ones feelings on the cessation of hostilities. Although the war patrol command of the commanding officer was short indeed, to him and the PIPER is given the distinction of being the last submarine to return from patrol in this World War Number Two, so ending a glorious chapter in submarine warfare.

3. To the Commanding Officer, officers and crew of the PIPER – a hearty "well done."

4. It is recommended that the PIPER be credited with inflicting the following damage on the enemy.

S U N K

2 – Fishing Boats (5 tons each) (EU) **10 tons**

Jesse L. Hull
JESSE L. HULL

SUBMARINE FORCE PACIFIC FLEET

FF12-10/A16-3

Serial 0311

Care of Fleet Post Office
San Francisco, California,
16 September 1945

CONFIDENTIAL

THIRD ENDORSEMENT to
PIPER Report of
Third War Patrol.

NOTE: THIS REPORT WILL BE DESTROYED PRIOR TO ENTERING PATROL AREA.

COMSUBSPAC PATROL REPORT NO. 911
U.S.S. PIPER - THIRD WAR PATROL.

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. PIPER (SS409) – Report of Third War Patrol (19 July to 9 September 1945).

1. The Third War Patrol of the PIPER, under the command of Lieutenant Commander E. L. Beach, U.S. Navy, was conducted in the Sea of Japan.

2. PIPER transited Tsushima Straits on 15 August and entered the Japan Sea at night. While transiting this Strait, PIPER located minefields which were later confirmed by the Japanese charts surrendered at Manila. The termination of hostilities on 15 August deprived PIPER an opportunity to attack enemy shipping. Patrol station was maintained until 3 September. It is noted that on 16 August some thirty-six hours after the cease fire order had been received, the PIPER was bombed by a Japanese plane.

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

4. Commander Submarine Force, Pacific Fleet, congratulates the Commanding Officer, officers and crew of the PIPER for the completion of this patrol, and sincerely regrets that no opportunity was afforded this fine fighting ship to inflict damage on the enemy.

C. A. LOCKWOOD, Jr.

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E J Auer
E. J. AUER,
Assistant Flag Secretary.