

START OF REEL JOB NO. AR-64-77



OPERATOR R. Murchy

DATE Jan 6-77

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MICROFILM SECTION**

Becuna

The *becuna* is a pike-like fish of Europe.

(SS-319; dp. 1526; l. 311'9"; b. 27'3"; dr. 16'10"; s. 20.3 k.; cpl. 66; a. 1 5", 10 21" TT.; cl. *Balao*)

Becuna (SS-319) was launched 30 January 1944 by Electric Boat Co., Groton, Conn.; sponsored by Mrs. George C. Crawford, wife of Commander Crawford; and commissioned 27 May 1944, Lieutenant Commander H. D. Sturr in command.

Becuna departed New London 1 July 1944 and arrived at Pearl Harbor 29 July. Her war operations extended from 23 August 1944 to 27 July 1945. During this period she completed five war patrols in the Philippines, South China Sea, and Java Sea. *Becuna* is credited with having sunk two Japanese tankers totaling 3888 tons.

The submarine arrived at Subic Bay, Luzon, from her last war patrol 27 July 1945. In September 1945 she arrived at San Diego, Calif. *Becuna* continued to operate with Submarine Force, Pacific Fleet, until April 1949 when she was ordered to Submarine Force, Atlantic Fleet, as a unit of Submarine Squadron 8.

Between May 1949 and May 1950 she conducted refresher training exercises and also assisted in training of student officers and men at New London, Conn. In November 1950 she returned to Electric Boat Co., for a complete modernization overhaul, being refitted as a Guppy-type submarine. Overhaul completed in August 1951, *Becuna* sailed to the Caribbean for shakedown. She returned to New London in September 1951.

Becuna has since operated with the Atlantic Fleet making two cruises with the 6th Fleet in the Mediterranean and one to Scotland. Other than these extended cruises, the majority of *Becuna's* service has been conducted at New London as a training submarine.

Becuna received four battle stars for her World War II service.

191 COPY

U.S.S. BECUMA (SS319)

SSel9/A16-3

c/o Fleet Post Office,
San Francisco, Calif.

Serial: (025)

20 October 1944.

C O M M A N D E R I N C H I E F U S F L E E T

DECLASSIFIED

From: The Commanding Officer.
 To : The Commander-in-Chief, United States Fleet.
 Via : (1) The Commander Submarine Division 261.
 (2) The Commander Submarine Squadron 26.
 (3) The Commander Submarines, SEVENTH Fleet.
 (4) The Commander-in-Chief, U.S. Pacific Fleet.

SUBJECT: U.S.S. BECUMA (SS319) - Report of War Patrol
 Number One.

Enclosure: (A) Subject Report.
 (B) Track Chart.
 (C) Chart of Convoy Tracks in China Sea.

1. Enclosure (A), covering the first war patrol of
 this vessel conducted in the China Sea area during the period
 23 August 1944 to 20 October 1944, is forwarded herewith.

H. D. STURR.

DECLASSIFIED BY 0445, OPI/AVMIST 5510.1C

BY OP-0989C DATE 5/24/72

DECLASSIFIED

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol

(A) PROLOGUE

The USS BECUNA was commissioned 27 May 1944, at the U.S. Submarine Base, New London, Conn. After the usual shakedown and training period she departed New London for Pearl Harbor, T.H., 1 July 1944, arriving 29 July 1944.

From arrival date to 5 August 1944, the BECUNA was moored at the Submarine Base, Pearl Harbor, for voyage repairs. From 5 August through 19 August the BECUNA underwent training exercises. During this time she fired six torpedoes, participated in an inbound convoy exercise, and a coordinated night attack exercise.

9 August Ensign Robert R. Albers, D-V(G), USNR, reported aboard for duty.

20-22 August the BECUNA loaded, and 23 August 1944 she departed on her first war patrol.

During the above period at Pearl Harbor, the repair facilities accomplished the following:

HULL

Eliminated port bow plane bushing leak by removing undersize bushing, building it up to proper size and replacing it.

Installed an air conditioning booster coil and blower in ventilation supply line in control room.

Installed stop valves in FBT 3,4, and 5 ten pound blow lines topside to permit easy and rapid conversion to main ballast tanks.

ENGINEERING, ELECTRICAL AND RADAR

Installed reflectors and shields around red lighting fixtures for night adaptation.

Installed ion exchanger.

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

ENGINEERING, ELECTRICAL AND RADAR (cont'd)

Altered and mounted spare gyro repeater in maneuvering room as a Pitometer Log repeater.

Conducted sound survey (very unsatisfactory because of high background noise in West Lock).

Overhauled hydrogen detector vacuum pumps and motor.

Installed inboard stop valves and vent valves on fuel oil filling connections.

Installed DRT.

Installed 2 shutdown cooling water pumps in fresh water cooling system for main engines.

Cleaned vapor compression stills.

Replaced all training gears on SJ-1.

Made Modification No. 20 to wave trap flange of SJ-1.

Made Modification No. 21 to machine feeder assembly for pressure seat of SJ-1.

Received Modification No. 22 to SJ-1. Set of Maintenance prints.

Repaired pre-amp for receiver of SD-4.

Installed Modification No. 9 to SD-4 Keying.

Received one OAP-1 Wavemeter.

Installed ARP-1 and SEA equipment.

ORDNANCE

Installed 40MM gun.

Installed two .50 caliber machine guns.

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol

ORDNANCE (cont'd)

Moved 20MM machine gun from cigarette deck to spare 5"/25 platform forward.

Installed hydrogen burning circuit in forward and after torpedo rooms.

Performed OrdAic 1864.

Installed alteration providing a means of securing a torpedo partially withdrawn from torpedo tube while charging it.

RADIO AND SOUND

Installed transmitter-receiver.

Installed RBH receiver in place of one RAL-7.

Installed Voy-call inter-communication system between Conning Tower and JP-operator in Forward Torpedo Room.

Repaired binding JK-QC sound shaft and stopped hydraulic oil leak.

SUBJECT: USS BECULA (SS319) - Report of First War Patrol.

(B) NARRATIVE

23 August 1944
1335(VW)

Departed Pearl Harbor, T.H., in company with BAYA (OTC) and HAMBILL for Saipan, FC435 joined as escort off Pearl Harbor channel entrance.

2000(X)

Escort left formation and proceeded on duty assigned.

26 August 1944
1200(Y)

Crossed international date line and changed date to 27 August, diving once or twice daily.

1 September 1944
1645(L)

Sighted small boat with jury mast rigged. Closed and rescued a Japanese soldier. He said his name was Abe Tsuehmatu and that he left Wake Island in this boat 1 August. He can speak broken English and is willing to talk. We will turn him into ComTaskGroup 17.7.

We manned our 40 millimeter, 20 millimeter and .50 caliber machine guns to sink the Jap's boat.

3 September 1944
1440(K)

Sighted large landplane bearing 280°(T), distance 12 miles. It showed no sign of having seen us. We think it was a Liberator from Saipan. (First airplane contact)

4 September 1944
0450(K)

Sighted escort, USS REED, bearing 250°(T), range 15000 yards.

1202(K)

Moored starboard side to USS BAYA, alongside USS HOLLAND at Saipan. Delivered Japanese prisoner to ComTaskGroup 17.7. Took 43,800 gallons of fuel oil from HOLLAND. HOLLAND repair department removed broken holding down stud of Number 9 unit of Number 2 main engine.

SUBJECT: USS BECUNA (33319) - Report of First War Patrol.

6 September 1944
0802(I)

Got underway with BAYA and HAWKBILL for our patrol areas. Four planes sighted at long ranges 6 and 7 September were believed to be Liberators patrolling from Saipan. None of them bothered us.

8 September 1944
1551(I)

Submerged for plane contact number 6, picked up by SJ radar during poor visibility at 13,000 yards range, rapidly closing to 10,000 yards. Did not sight plane. (Plane contact number 6)

9 September 1944
1330(I)

Submerged to repair leak in hydraulic system bypass valve. At

1400(I)

Observed BAYA (through periscope) fire green emergency flare and dive. At

1402(I)

Sighted bomber (plane contact number 7) believed to be "BETTY", flying on opposite course to us, altitude 50 to 100 feet. We went to 100 feet depth.

1502(I)

Repairs completed, surfaced.

1616(I)

Lookout sighted "large formation of planes", bearing 260°(T), in the far distance. I believe these "planes" were birds. (Plane contact number 8)

10 September 1944

More plane contacts. None of them seem to have seen us. We dove for contact number 9.

1620(I)

Reached our waiting area.

11 September 1944
0635(I)

Submerged when AFR reported steady interference.

0710(I)

Surfaced.

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

12 September 1944

0543(I) Submerged for predawn APR interference.

0636(I) Surfaced.

0654(I) Submerged for plane contact number 12, two "BETTY'S". Believe we were undetected.

0715(I) Surfaced; and

0845(I) Dove for plane contact number 13, two "PETES" or "DAVES", relative bearing 000°, angle on the bow 000°.

0927(I) Surfaced.

1317(I) Sighted "BETTY" bearing 170°(T), distance about 10 miles, angle on the bow 90° starboard. She did not notice us in passing.

13 September 1944

0500(I) Patrolling on station. Our assigned position is at Lat. 13° 32' N. Long. 126° 12' E.

0630(I) Sighted "RUFÉ" (plane contact number 15) heading toward us. Submerged.

0721(I) Surfaced.

0730(I) Submerged for "SALLY" (plane contact number 16) angle on the bow zero.

0752(I) Surfaced and at

0805(I) Ducked again as two "ZEKES" came rushing in our direction. (plane contact number 17)

0851(I) Surfaced and at

1040(I) Dove for another ambitious "ZEKE". (plane contact number 18)

1117(I) Surfaced until

1124(I) When a "ZEKE" heading in forced us down. (plane contact number 19.)

SUBJECT: UBS SECUNA (SS319) - Report of First War Patrol.

1137(I) Surfaced.

1315(I) Another "ZEKE" (plane contact number 20) passed without noticing us, distance about 15 miles. This was the last plane we saw today. They seemed to have us spotted this morning as every one was headed directly at us when first sighted. We were not using either radar. We had been using SJ during the night. SD had not been used since leaving Saipan. Curiously enough no bombs were dropped.

14 September 1944

0530(I) It is raining hard with considerable lightning. All antennas and 40MM gun are covered with St. Elmo's fire. Assistant Officer-of-the-Deck is bareheaded and his hair is full of St. Elmo's fire. APR reports indications all over the scope. An extremely brilliant flash of lightning blinds all hands on the bridge. St. Elmo's fire and APR indications disappear simultaneously.

0700(I) Two small planes passed us unnoticed four or five miles away. (plane contact number 21)

0719(I) Here comes a "PLATE" or "DAVE", hell bent for leather, we submerge. (plane contact number 22)

0747(I) Surfaced until

0817(I) When two similar planes were sighted, angle on the bow zero. Submerged again. (plane contact number 23)

0838(I) Surfaced. Turned on SJ radar. All planes have been sighted low. They seem to know right where we are, so we might as well have the aid of SJ in detecting them. No more planes contacted today.

15 September 1944

0624(I) Sighted "DAVIS", bearing 355°(R), distance 6 miles, angle on the bow 90° starboard. She apparently did not see us. (plane contact number 24)

SUBJECT: USS BUCINA (SS319) - Report of First War Patrol.

0830(I) Submerged on sighting "MAVIS" (plane contact number 25) coming in.

18 September 1944

1200(I) Commenced carrying out Task Group Commander's orders moving us to a new position, south east of Nansei Shoto.

19 September 1944

1805(I) Submerged for "MAVIS" (plane contact number 26)

1826(I) Surfaced.

20 September 1944

0900(I) Submerged for submerged patrol. Lat. 21°-27' N., Long. 124°-38' E., patrolling on courses 347° and 167°, two hours each leg.

1607(I) Surfaced without making any contact. Continued on way to station southeast of Nansei Shoto.

21 September 1944

0500(I) Arrived on station and commenced patrolling on surface, 11 knots speed, zigzagging on courses 070 and 250, 2 hours on each leg.

23 September 1944

0919(I) Without any contacts in this area headed for area south of Formosa, at two engine speed, on orders of Task Force and Task Unit Commanders.

25 September 1944

0120(I) Reached point on Hong Kong-Takao sea route and turn down it toward Hong Kong, course 256°T.

0307(I) Left this vicinity and headed for area south of Formosa and east of Longitude 120°-30' E., assigned us by Commander Task Unit 17.18.1.

SUBJECT: USS BECUNA (SS-319) - Report of First War Patrol.

- 0808(I) Have had heavy seas since 23 September. At present time they are about force 6, with no signs of abating in the near future. Mk. 18 torpedoes in after tubes are overdue for charging. Decide to submerge and charge two torpedoes.
- 1407(I) After careful sound and periscope search at 55 feet, surfaced on course 230° T.
- 1410(I) Sighted 3 ships dead ahead, range about 20,000 yards, coming out of a rain cloud. High periscope watch and OOD sighted ships simultaneously. We submerged. Ships should have seen us as they were quite plainly visible to us. The set-up looked impossible at first. Their angle on the bow was about 90° starboard.
- 1412(I) Battle Stations submerged, went to normal approach course. Convoy zigged toward us. There were 3 AK's similar to the TAIAN-MARU, page 134, ONI 208 J, Revised, except that the masts above the goal posts were missing, one AK, similar to the ZINBU MARU, page 127, ONI 208 J, Revised, two and possibly three escorts. I saw only two escorts. Sound persisted later in reporting pings from a source aft of the near escort, but I could never locate a ship on this bearing. The near escort was a Minekaze destroyer. The far escort was not identified. Base course was about 005°.
- 1530(I) Decided to shoot 3 torpedoes at the Minekaze. Closest range to nearest Maru will be about 3,000 yards. Sea is still about force 4. At
- 1550(I) Minekaze coming in nicely for a 70° track suddenly steadies on us with pinging. A look at
- 1551(I) Shows him with a 15° starboard angle on the bow, flying a signal hoist. We swing to meet him. At
- 1554(I) Minekaze and the ZINBU MARU were overlapping. Range to the Minekaze was 1500 yards, the Maru being about 2000 yards beyond, both angles on the bow 15°. Fired six torpedoes at double target. As last torpedo was fired Minekaze turned directly toward us. Sound reported torpedoes running on bearing toward destroyer and then reported destroyer speeding up.

SUBJECT: USS BECUNA (S3319) - Report of First War Patrol.

1555(I) Went deep, rigging for depth charge.

1556(I) First depth charge or hit on Maru. I make no claim to a hit. It is hard to see how six torpedoes could miss the two targets completely, however. Scund claimed explosion was on proper bearing for hit. Several officers and men believed the scund to be a torpedo exploding.

1557(I) Five depth charges exploded. About 35 depth charges exploded during next half hour. We got under a good temperature gradient and although we heard destroyer screws close aboard, passing overhead several times, until

1830(I) He apparently lost contact with us at 1630.

1920(I) Surfaced. Heard two far distant depth charges. Nothing in sight. Sent contact report three times to friendly submarines. Received no receipt. Searched area in moonlight. Found no evidence of sinking.

2000(I) Continued toward assigned area.

26 September 1944
1305(I) Heading for new station, east of Luzon, submerged for plane contact number 27 (MAVIS).

1344(I) Surfaced and at

1405(I) Submerged for plane contact number 28. Planes held us down remainder of afternoon. One or more MAVIS and BENTY were visible at all times. They were patrolling area thoroughly. Later contact report revealed that two battleships passed about 15 miles south of us at this time.

1903(I) About end of evening twilight and with no plane in sight, surfaced.

1905(I) Submerged with MAVIS coming in from astern. Stayed down until

2218(I) When we surfaced and proceeded toward station.

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

27 September 1944 Arrived on new station. Our area assigned by Comtaskfor 71 and Comtaskunit 71.1.20 is between latitudes $12^{\circ}-30'$ N. and $18^{\circ}-30'$ N, and between longitudes 117° E., 118° E. Rhumb lines between Manila-Hong Kong, Singapore-Formosa, Swatow-Palawan Passage intersect at about $18^{\circ}-00'$ N. and $117^{\circ}-25'$ E. This looks like a likely spot and we decide to patrol about it for a few days. We patrol a square thirty miles on a side with this point as a center.

28 September 1944
1754(H) Submerged for plane contact number 31, a MAVIS.
1824(H) Surfaced.

29 September 1944
0802(H) With this locality showing blank headed south. Will cover area north of Scarsborough Shoal. Traffic between Hainan and Manila should pass here.

2 October 1944
0652(H) This locality has been barren. Headed north to give our first spot another try.

3 October 1944 Patrolling around the supposed traffic intersection point in the northern part of our area, when we received message from Comtaskfor 71 advising that southern part of our area was probably most productive. Also telling us to rendezvous with HAMBILL and BAYA if practicable. We will not be able to make the rendezvous. Decided to cover outlet from Palawan Passage, and did so until

7 October 1944
0633(H) When we headed west at two engine speed, attempting to intercept a convoy reported by WHALE to be on course 200° , speed 14 knots. We will be on his course line at 1600, an hour and half ahead of him. We will then turn to course 020° . At

SUBJECT: -----

USS BECUNA (SS319) -- Report of First War Patrol.

1545(H)

Sighted smoke and then tips of masts bearing 278° (T). We assumed them to be the expected convoy and commenced an end around to the south of them, but at

1553(H)

Sighted a BETTY (plane contact number 32) coming in on our stern and submerged. The smoke was still visible submerged and we soon discovered that this was not the expected south-bound convoy but a north-bound one. We could not close enough to identify, nor to get a good course estimate. We decided the convoy course was about 020° . At

1806(H)

We surfaced and commenced searching for convoy on course 020° (T) at best four engine speed. We attempted to send a contact report to our group, but found the HAWKBILL utilizing the circuit, sending a contact report on the south-bound convoy. After she cleared the frequency we sent ours receiving a receipt from the HAWKBILL at 1825(H). At

1832(H)

We obtained radar contact at 338° (R), 21,000 yards range. Commenced an end around via the convoy's westward side, tracking the closest pip. Determined speed to be 9.5 knots, base course 015° , zigging all the way from 060° to 330° . At

1905(H)

When we were about 14,000 yards astern, the ship we were tracking suddenly turned directly toward us and increased speed. We turned tail, and in a few moments he resumed his regular course. As soon as we turned toward the convoy he turned at us again. We came to course 270° , intending to open out to the west further and end around at maximum radar range. Our wily adversary also turned to 270° keeping between us and the convoy at 13,000 yards range. We were amazed that he could track our movements so accurately at these ranges. At

1942(H)

We decided we were not going to get past his end of the line and changed course to the east for a try around the other end. At about 20,000 yards he apparently lost contact and steamed off at 27 knots on course 348° (T). Radar has by now reported that his pip was an exceptionally large one. We had at first assumed him to be a destroyer. Now we guessed that he was a radar equipped cruiser. From later reports we believe he was an escort carrier. By

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

2010(H) He has disappeared on course 348°(T) and we have lost our convoy. We are in a quandary. We were sure our convoy course was around 020°, but the escort left on 348°(T). We decided that he was probably a special escort, and that he had left to intercept the south-bound convoy, which by now was probably in trouble. We continued on course 025° at four engine speed. At

2058(H) No. 2 main engine was reported out of commission. (See engineering casualty report). We continued on three engines. At

2107(H) We re-established radar contact with our convoy dead ahead, range 20,000 yards, and commenced ending around again to the westward. We had hoped to make a surface attack before moonrise (about 2230) but have lost so much time with our superescort that we have had to change our plans in favor of a moonlight submerged attack. The big boy was no longer with our convoy, confirming our suspicion that he is rendezvousing with Scanland and his prey. We were never able to get a clear picture of this convoy. There were only two big pips, the others were either wooden ships or very small. They rarely showed up on the PPI. The two big ones seemed to be in separate columns. We determined that there were two small escorts on our side of him. As we passed the convoy, from 12,000 to 15,000 yards abeam, it was silhouetted in the rising moon, and the two big ships were plainly visible. The rest were vague shapes. There were at least eight ships. The largest was long and low. I decided he was a tanker and chose him for my primary target. We found the convoy to be changing its base course hourly. At

3 October 1944
0004(H)

The convoy's base course was 350°. I was dead ahead at 12,000 yards range, sea swells were force three. My plan was to submerge, keep heading directly for the tanker, and get him on a zig when he presented a good track angle. Submerged to 35 feet, and headed toward him. Radar proved to be almost useless, as even at this depth waves were washing over continuously. We had his zig plan by plot and TDC, and set it in the TDC on assumed times. Sound picked up almost too many targets. By

SUBJECT: USS RECUNA (SS319) - Report of First War Patrol.

- 0041(H) Sound showed that main formation was apparently drawing left. We swung slowly left. The moon went behind some clouds and visibility was very murky. At
- 0105(H) I picked up my tanker by periscope, just starting down our port side. My observed angle on the bow of 50° port, coincided with the TDC generated angle. I could see one or more indeterminate ships on his far side. Sound was bothering me considerably by numerous reports of pinging and fast screws on the port and starboard bows, which I could not see. At
- 0110(H) Fired four torpedoes with divergent spread at tanker, data computer range 2,800 yards. Two torpedoes exploded at proper time for 3,000 yards range. At
- 0111(H) Sound reported light fast screws speeding up bearing 015°(R), steady. Went deep, rigging for depth charge. Did not see torpedoes explode. At 60 feet I heard screws pass over conning tower. At
- 0116(H) One depth charge dropped, not too close. From then until 0200(H) about 40 depth charges were dropped some of which seemed fairly close. We were under a nice temperature gradient, and although we heard screws and pinging from at least three ships they never had a good solution to their problem. When it appeared to us that they were passing very close aboard or overhead they refrained from dropping. We retired on a generally southern course. At
- 0302(H) Came to 60 feet, looked around, saw nothing. Commenced reloading forward, ventilating Mk. 13's aft, pumping bilges and preparing to surface. Faint pinging and screws heard intermittently from direction of attack.
- 0518(H) Surfaced. Decided to return to scene of attack.
- 0605(H) Sighted PC boat in morning twilight by high periscope at 12,000 yards range, dead ahead. Revers course at full speed. He sighted our smoke and commenced chasing us. At

SUBJECT: USS EECUNA (SS319) - Report of First War Patrol.

0613(H) Submerged to periscope depth, watching PC. He was coming along, slowly searching, with a small starboard angle on the bow. Set after torpedoes on zero depth, hoping to let him have one at an opportune time, but at

0654(H) While taking a look, sighted a plane very low, very close aboard on port beam flying directly toward the PC. I can not identify the plane as I did not wait to look, but went to 300 feet immediately. He was probably from the ubiquitous carrier sighted by several other submarines. As pings and screws were fading in and out, weak and stronger and practically all hands have been up all night, decided to stay down and rest a few hours. At

1535(H) Sound having been all clear for several hours, surfaced and headed for south-eastern edge of our area. We tried to send Contaskfor 71 a contact report on this convoy twice, before attacking and after surfacing in the morning. Both times I dived before radio raised a shore station.

9 October 1944

0540(H) Detected SJ interference on radar.

0553(H) Sighted submarine bearing 075°(T), distance 7 miles. Commenced closing. Exchanged identification signals by radar with HAMBILL.

0643(H) While semaphoring with HAMBILL dove for planes reported by lookout. Believe planes were birds. We could see nothing through the periscope. After exchanging supersonic signals with HAMBILL, at

0650(H) Surfaced, closed and exchanged greetings via megaphone. She agreed to follow us home about three hours behind. We proceeded on course 090°(T). At

1425(H) Coming out of a heavy rain squall, sighted heavy smoke from many sources, bearing 040°(T). We were just north of Palawan Passage and decided convoy was headed 180°(T) for the passage. We came to 150°(T) to attempt to get ahead of convoy. Sent a contact report to HAMBILL giving course. She receipted for it.

SUBJECT: USS BEGUNA (SS319) - Report of First War Patrol.

- 1506(H) A forest of masts was appearing. Dove to avoid detection and came to normal approach course, the convoy now bearing 030°(T). Used two-thirds and standard speed intermittently and drew ahead satisfactorily.
- 1624(H) Went to battle stations. By my count there were 10 ships in this convoy, and 2 small escorts (sound reported three escorts but I never saw but two on my side of the convoy). This count could very easily be in error as various ships were always overlapping each other. The convoy was composed of transports, cargo vessels, and tankers, all good sized ships. They appeared to be in four columns, although their relative positions changed greatly with their zigzags. As the range closed they tracked at eight knots, base course 180°. At
- 1652(H) The convoy zigged radically right, presenting me with a very small starboard track. I came left with full rudder to present my stern tubes. At
- 1658(H) On course 295°, a quick look showed that convoy had zigged right again and I was somewhere in the center. The bow of one ship bearing 090°(R), angle on the bow 0°, was so close I could not see it entirely. Went to 80 feet, while supersonic tracked him across our stern. People in after battery tracked him over without benefit of sound gear. At
- 1700(H) Returned to periscope depth. Two tankers in adjacent columns were coming into perfect position for a stern shot.
- 1702(H) Fired four stern tubes at overlapping tankers, spreading by periscope, gyro angles from 175° to 181°. All torpedoes heard to hit. Commenced swinging left for bow shots on other ships. After starting the turn, a look showed a large transport passing my stern very close aboard. Many Japanese in khaki clothes were complacently lining the rail, apparently looking right down my periscope, which I then withdrew. Shortly after this time the first torpedoes commenced exploding. A few seconds later depth charges commenced exploding. They were not, however, close and were quite evidently dropped at random. At

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

1705(H)

A quick look showed one tanker sinking by the stern with his funnel almost broken in two places and hanging crazily. At

1710(H)

Steadied on course 130°(T). A transport which I believed to be one which had passed my stern a moment ago, was dead ahead, angle on the bow 180°, range about 1,200 yards. She was now flying several signal flags. Fired three torpedoes down her track. Two were later heard to explode. Found another target on port bow, in another column, angle on the bow 150° starboard. Got a quick range of 1,400 yards and fired one at his middle. This one was later heard to explode on time. A further sweep to port showed a freighter with a more favorable angle on the bow, 120° starboard. Got a range of 1,100 yards and fired two remaining torpedoes at this target. By the time these should have reached their target depth charges were being fired rapidly, and I am not certain they hit. A goodly number of persons aboard are sure one did. Immediately after firing the last torpedo, I took another look further to port and saw a tanker down by the bow, with only 50 feet or so of its stern up.

As the seas were force 0 to force 1, I had been firing with only a very small amount of periscope, and at one third speed. The ship now sank a foot or so and I was unable to see. Depth charges were vibrating the overhead and sound reported screws closing rapidly, so we reluctantly went to deep submergence without verifying further damages. I do not see, however, how the transport with two hits in its tail could stay afloat. Seventy depth charges in all were recorded, eleven of them being dropped before we fired the bow tubes. None of that eleven were close. After we fired the bow torpedoes they were much closer but still not too close. As on previous attacks we found a very strong density layer at about 250 feet, and after we got below that, although the escorts were very close, and even overhead several times they apparently could not locate us accurately. We worked north and west and at

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

2025(H) Surfaced and patrolled in the vicinity during the night. While surfacing excess water in the forward torpedo room bilges, from the poppet valves, ran back over the supersonic training motors grounding them out completely. If we carried out our orders to head home today we would hardly be through Mindoro Strait by daylight. Also, we are not too certain of our present position. We therefore sent a message to Comtaskfor 71 outlining our action, and stating that we would leave our area tomorrow afternoon.

10 October 1944
0610(H) Sighted friendly submarine, just after SJ radar had been secured. Exchanged identification signals by radar, and closed to signaling distance. Submarine was CAVALLA. Passed the time of day and continued patrolling.

1200(H) Departed for home.

11 October 1944
0700(H) Well clear of Mindoro Straits and surrounding islands.

12 October 1944
0547(H) Submerged to kill time in order to pass Doc Can during evening hours.

1720(H) Surfaced.

1855(H) Passed Doc Can and later transited Sibutu Passage.

13 October 1944
2358(H) Picked up SJ radar interference in Southern Makassar Straits. Exchanged identification signals with friendly submarine, did not exchange calls.

14 October 1944
0345(H) Picked up more SJ radar interference. Attempted without success to exchange identification signals.

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

0405(H) Radar contact at 4,800 yards, closing fast. This contact is the source of the radar interference. On account of failure to exchange identification signals turned north at flank speed, although I am sure this is a friendly submarine. This the first time that we have failed to satisfactorily exchange signals at ranges around 7,000 yards.

0415(H) Contact is drawing to the east and opening out, after closing the range to 3,000 yards. We could never see him. We reversed course and continued on our way.

0510(H) Submerged when one lookout and two officers sighted a "patrol boat", angle on the bow zero, range decreasing. After daylight we saw two sail boats nearby.

0816(H) Surfaced.

1342(H) Submerged and held ceremonies for crossing the line. By now the "line" was pretty well stretched across our bow.

1612(H) Surfaced with a ship full of shellbacks.

15 October 1944
1106(H) Submerged in sight of Bali Peaks to await sunset.

1814(H) Surfaced.

1933(H) Commenced transit of Lombok Strait, at flank speed, which was accomplished without incident.

2234(H) Exchanged identification signals via radar with GURNEARD. He queried us as to the condition of the strait and we informed him via radar that it was quiet.

16 October 1944
0605(H) Sighted submarine surfacing, bearing 271°(T), range 10,000 yards, parallel course. We exchanged visual signals with him, although we had great difficulty in reading his light because of rolling and pitching. He was the **FLASHER** and gradually drew ahead of us. We were making 30/90 on three engines, and I believe that the speed differential was caused by our zigzagging.

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20 October 1944
0700(H)

Made rendezvous with escort off Rottneest
Island.

SUBJECT:

USS BECUNA (SS319) - Report of First War Patrol.

(C) WEATHER

The weather in the waters south of Formosa was very rough during the latter part of September. A heavy sea of force 5-6 ran for five days accompanied by winds of 15-40 knots. During a total of three weeks spent in the China Sea approximately half this time the sea was of force 4 while the remainder of the time the sea was nearly flat.

(D) TIDAL INFORMATION

Tides and currents in the China Sea were in general as predicted. A current of 1.1 knots was encountered throughout the entire traverse of the Makassar Strait, setting in a general southerly direction.

(E) NAVIGATIONAL INFORMATION

None

SUBJECT:

USS BECUNA (SS319) - Report of First War Patrol.

(F) SHIPS CONTACTS

No.	Time Date	Latitude Longitude	Types	Initial Range	Estimated Course & Speed	How Contacted	Remarks
1	1650(-11) 1 September	19-30 N. 158-50 E.	Row boat	8,000	Drifting	Lookout sighted	Sighted one man in boat. Japanese soldier from Wake Island. Took prisoner to Japan.
2	1410(-9) 25 September	21-28.5 N. 118-57 E.	4 DD Possibly 3 DD	16,000	0250 T. 8 kts.	OOD with binoculars	Fired six torpedoes at DD and overlapping AA. One hit heard. Severe depth charging. Results unobserved.
3	1545(-8) 7 October	13-00 N. 115-45 E.	Convoy 8 ships UK	14 mi.	340° T. 9.5 kts.	High Periscope	Submerged until dark. Surfaced and tracked until driven off by an unidentified escort. Resumed tracking. Fired 4 torpedoes. 2 hits heard. Depth charged.
4	0605(-8) 8 October	14-05 N. 115-38 E.	Patrol Craft	6 mi.	180° T. Unk.	Lookout sighted	Submerged and rigged for silent running.
5	0553(-8) 9 October	12-56 N. 117-05 E.	S/M	6 mi.	090° T. 15 kts.	ST radar	Exchanged recognition signals by radar. Closed within hailing distance. USS HAMMILL.
6	1425(-8) 9 October	13-01 N. 118-05 E.	Convoy 10 ships 3 esc.	15 mi.	180° T. 8 knots.	Sun Lookout	Approached. Fired 10 torpedoes. sank two tankers. Hits on 3 transporters. Received depth

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No.	Time Date	Latitude Longitude	Types	Initial Range	Estimated Course & Speed	How Contacted	Remarks
7.	0610(-8) 10 October	12-56 N. 117-53 W.	S/M	6 ml.	0000 T. 14 kts.	High periscope	Exchanged recognition signals by radar. Closed - <u>USS CAVALLA.</u>
8.	2322(-8) 13 October	04-25 N. 119-25 W.	S/M	7,055 yards	0000 T. 15 kts.	SJ Radar	Exchanged recognition signals by radar.
9.	0405(-8) 14 October	02-40 S. 118-25 W.	S/M	5,000 yards	0000 T. 15 kts.	SJ Radar	Unable to exchange recognition signals by radar.
10.	0509(-8) 14 October	02-58 S. 118-30 W.	Small boat Type unk.	5,000 yards	1300 T. Unk.	Lookout	Zero angle on the bow. Visibility not good.
11.	1310(-8) 14 October	04-50 S. 118-00 W.	Sail Boat	6 miles	0000 T. 5 kts.	Lookout	Made an approach for Battle Stations surface. Believed to be fishing boat and resumed normal course and speed.

SUBJECT: USS BECUNA(38319) - Report of First War Patrol.

(G) AIRCRAFT CONTACTS

Contact Number	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>
Date	9-3-44	9-6-44	9-6-44	9-7-44
S U B M A R I N E				
Time (Zone)	1440(-10)	1535(-9)	1716(-9)	0627(-9)
Position: Lat.	17°-09'N	15°-04'N	15°-04'N	15°-13'N
Long.	148°-15'E	155°-55'E	155°-55'E	141°-25'E
Speed	15 kts.	13 kts.	13 kts.	15 kts.
Course	256°(T)	260°(T)	283°(T)	320°(T)
Trim	Surf	Surf	Surf	Surf
Minutes since last SD Radar search.	Not in use	Not in use	Not in use	Not in use
Number	1	1	1	1
A I R C R A F T				
Type	Unk.	Unk.	Unk.	Unk.
Probable Mission	Scout.	Recon.	Recon.	Unk.
How Contacted	Sight	Sight	Sight	Sight
Initial Range	12 mi.	15 mi.	10 mi.	15 mi.
Elevation Angle	1°	4°	1°	5°
Range & Relative Bearing of Plane when it detected S/M.	ND	ND	ND	ND
C O N D I T I O N S				
(State(Beaufort Sea:(Direction(Rel)))	0 000°	0 000°	0 000°	1 030°
Visibility (Miles)	Unlimited	20 mi.	20 mi.	Unlimited
(Height in ft.)	10,000	8,000	8,000	3,000
Clouds(Percent over-cast)	50%	75%	75%	80%
(Bearing(Rel))	Down	Down	Down	Down
Moon (Angle)				
(Percent Illum.)				

SUBJECT:

USS BECUNA(SS319) - Report of First War Patrol.

<u>Contact Number</u>		5	6	7	8
Date		9-7-44	9-8-44	9-9-44	9-9-44
S	Time (Zone)	0720(-9)	1550(-9)	1400(-9)	1612(-9)
U	Position: Lat.	15 ⁰ -20'N	15 ⁰ -21'N	14 ⁰ -42'N	14 ⁰ -44'N
B		Long.	141 ⁰ -19'E	135 ⁰ -41'E	131 ⁰ -58'E
M	Speed	15 kts.	11 kts.	3 kts.	17 kts.
A	Course	320 ⁰ (T)	230 ⁰ (T)	260 ⁰ (T)	270 ⁰ (T)
R	Trim	Surf	Surf	Submerged	Surf
I	Minutes since last SD Radar search.	Not in use	Not in use	Not in use	Not in use
N	Number	1	1	1	1
E	Type	Liberator	Unk.	Unk.	Unk.
	Probable Mission	Recon.	Unk.	Unk.	Unk.
A	How contacted	Sight	SJ Radar	Periscope	Sight
I	Initial Range	5 mi.	13,700 yds.	4 mi.	Unk.
B	Elevation Angle	12 ⁰	Unk	1 ⁰	9 ⁰
C	Range & Relative Bearing of Plane when it detected S/M.	Unk.	Unk.	Unk.	Unk.
	(State(Beaufort Sea: (Direction(Rel)	1 030 ⁰	1 060 ⁰	1 090 ⁰	1 090 ⁰
C	Visibility(Miles)	Unlimited	8,000 yds.	Unlimited	Unlimited
O	(height in ft.)	3,000	3,000	5,000	5,000
N	Clouds(Percent over- cast)	80%	90%	40%	50%
D	(Bearing(Rel)	Down	Down	Down	Down
I	Moon(Angle)				
T	(Percent Illum.)				

SUBJECT:

USS BECUNA (SS319) - Report of First War Patrol.

	9	10	11	12
<u>Contact Number</u>				
Date	9-10-44	9-10-44	9-10-44	9-12-44
S U B M A R I N E Time (Zone)	1016(-9)	1143(-9)	1329(-9)	0654(-9)
Position: Lat.	14°-28'N	14°-17'N	14°-07'N	12°-09'N
Long.	126°-03'E	127°-52'E	127°-35'E	127°-03'E
Speed	11 kts.	11 kts.	11 kts.	11kts.
Course	256°(T)	256°(T)	256°(T)	000°(T)
Trim	Surf	Surf	Surf	Surf
Minutes since last SD Radar search.	Not in use	Not in use	Not in use	Not in use
Number	1	1	1	2
A I R C R A F T Type	MAVIS	Unk.	Unk.	BETTY
Probable Mission	Recon.	Recon.	Recon.	Recon.
How Contacted	Sight	Sight	Sight	Sight
Initial Range	10 mi.	15 mi.	12 mi.	10 mi.
Elevation Angle	4°	1°	2°	1°
Range & Relative Bearing of Plane when it detected S/M.	Unk.	Unk.	Unk.	Unk.
C O N D I T I O N S (State(Beaufort))	1	1	1	2
Sea: (Direction(Rel))	090°	090°	090°	040°
Visibility:(Miles)	Unlimited	Unlimited	Unlimited	2½ mi.
(Height in ft.)	6,000	6,000	5,000	1,200
Clouds(Percent over cast)	40%	40%	30%	90%
(Bearing(Rel))	Down	Down	Down	Down
Moon(Angle)				
(Percent Illum.)				

SUBJECT: USS BECUNA (SS319) -- Report of First War Patrol.

Contact Number	13	14	15	16
Date	9-12-44	9-12-44	9-13-44	9-13-44
Time (Zone)	0845(-9)	1317(-9)	0630(-9)	0730(-9)
Position: Lat.	12°-23'N	13°-00'N	13°-38'N	13°-36'N
Long.	127°-05'	127°-05'E	126°-13'E	126°-10'E
Speed	10 kts.	10 kts.	11 kts.	11 kts.
Course	000°(T)	000°(T)	234°(T)	222°(T)
Trim	Surf	Surf	Surf	Surf
Minutes since last SD Radar search.	Not in use	Not in use	Not in use	Not in use
Number	2	1	1	1
Type	FETE or DAVE	BETTY	RUFÉ	SALLY
Probable Mission	Recon.	Recon.	Recon.	Recon.
How Contacted	Sight- MR	Sight	Sight	Sight
Initial Range	5 mi.	10 mi.	8 mi.	5 mi.
Elevation Angle	½°	2°	3°	3°
Range & Relative Bearing of Plane when it detected S/M.	Unk.	Unk.	Unk.	Unk.
(State(Beaufort))	2	2	1	1
Sea:(Direction(Rel))	040°	050°	225°	225°
Visibility(Miles)	5 mi.	10 mi.	10 mi.	10 mi.
(Height in ft.)	1,500	4,000	4,000	5,000
Clouds(Percent over-cast)	90%	60%	50%	40%
(Bearing(Rel))	Down	Down	Down	Down
Moon(Angle)				
(Percent Illum)				

SUBJECT: USS BECUNA (38319) - Report of First War Patrol.

Contact Number	17	18	19	20
Date	9-13-44	9-13-44	9-13-44	9-13-44
Time (Zone)	0805(-9)	1040(-9)	1124(-9)	1315(-9)
Position: Lat.	13°-30'N	13°-36'N	13°-34'N	13°-34'N
Long.	126°-07'E	126°-16'E	126°-14'E	126°-13'E
Speed	11 kts.	11 kts.	11 kts.	11 kts.
Course	224°(T)	235°(T)	235°(T)	045°(T)
Trim	Surf	Surf	Surf	Surf
Minutes since last SD Radar search.	Not in use	Not in use	Not in use	Not in use
Number	2	1	1	1
Type	ZEKE	ZEKE	ZEKE	ZEKE
Probable Mission	Recon.	Recon.	Recon.	Recon.
How Contacted	Sight	Sight	Sight	Sight
Initial Range	6 mi.	5 mi.	10 mi.	15 mi.
Elevation Angle	3°	10°	6°	2°
Range & Relative Bearing of Plane when it detected S/M	Unk.	Unk.	Unk.	UD
(State(Beaufort))	1	1	1	1
Sea:(Direction(Rel))	225°	225°	225°	035°
Visibility(miles)	10 mi.	10 mi.	10 mi.	18 mi.
(Height in ft.)	5,000	5,000	5,000	6,000
Clouds(Percent over-cast)	40%	40%	40%	60%
(Bearing(Rel))	Down	Down	Down	Down
Moon(Angle)				
(Percent Illum)				

SUBJECT: USS BECUNA (93319) - Report of First War Patrol

Contact Number	21	22	23	24
Date	9-14-44	9-14-44	9-14-44	9-15-44
SUBMARINE Time (Zone)	0700(-9)	0719(-9)	0817(-9)	0640(-9)
Position: Lat.	13°-31'N	13°-31'N	13°-23'N	13°-33'N
Long.	126°-10'E	126°-10'E	126°-04'E	126°-10'E
Speed	11 kts.	11 kts.	11 kts.	11 kts.
Course	235°(T)	235°(T)	055°(T)	055°(T)
Trim	Surf	Surf	Surf	Surf
Minutes since last SD Radar search.	Not in use	Not in use	Not in use	Not in use
Number	2	1	2	1
AIRCRAFT Type	Fighter	DAVE PETE or DAVE		MAVIS
Probable Mission	Recon.	Recon.	Recon.	Recon.
How Contacted	Sight	Sight	Sight	Sight
Initial Range	4 mi.	6 mi.	5 mi.	6 mi.
Elevation Angle	3°	1°	6°	3°
Range & Relative Bearing of Plane when it detected S/M.	ND	6 mi. 110°	5 mi. 315°	Unk.
(State(Beaufort))	0	0	1	1
CLOUDS Sea:(Direction(Rel))			270	250
Visibility(Miles)	5 mi.	10 mi.	6 mi.	10 mi.
(Height in ft.)	4,000	4,000	3,000	5,000
Clouds(Percent over-cast)	90%	90%	70%	50%
(Bearing(Rel))	Down	Down	Down	Down
MOON Moon(Angle) (Percent Illum.)				

SUBJECT:

USS BECUNA (SS319) - Report of First War Patrol.

	25	26	27	28
<u>Contact Number</u>				
Date	9-15-44	9-19-44	9-26-44	9-26-44
Time (Zone)	0830(-9)	1805(-9)	1305(-9)	1405(-9)
Position:	Lat. 13°-20'N	18°-30'N	21°-05'N	21°-03'N
	Long. 126°-06'E	125°-47'E	118°-40'E	118°-35'E
Speed	11 kts.	16.5 kts.	9.5 kts.	9.5 kts.
Course	055°(T)	353°(T)	300°(T)	300°(T)
Trim	Surf	Surf	Surf	Surf
Minutes since last SD Radar search	Not in use	Not in use	Not in use	Not in use
Number	1	1	1	1
Type	MAVIS	MAVIS	MAVIS	BETTY
Probable Mission	Recon.	Recon.	Patrol	Patrol
How Contacted	Sight	Sight	Sight	Sight
Initial Range	3 mi.	5 mi.	6 mi.	10 mi.
Elevation Angle	75°	3°	2°	3°
Range & Relative Bearing of Plane when it detected S/M.	3 mi. 045°	5 mi. 220°	Unk.	Unk.
Sea: (Direction(Rel))	(State(Beaufort)) 1 250°	2 000°	2 220°	1 220°
Visibility (Miles)	10 mi.	6 mi.	10 mi.	15 mi.
Clouds (Height in ft.)	5,000	6,000	5,000	5,000
(Percent over-cast)	50%	60%	30%	30%
(Bearing(Rel))	Down	Down	Down	Down
Moon (Angle)				
(Percent Illum.)				

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

Contact Number	29	30	31	32
Date	9-26-44	9-26-44	9-28-44	10-7-44
SUBMARINE Time (Zone)	1525(-9)	1905(-9)	1754(-8)	1553(-8)
Position: Lat.	21°-03'N	21°-02'N	18°-18'N	13°-01'N
Long.	118°-27'E	118°-24'E	117°-29'E	115°-45'E
Speed	3 kts.	8 kts.	10 kts.	16 kts.
Course	264°(T)	264°(T)	090°(T)	097°(T)
Trim	Sub.	Surf	Surf	Surf
Minutes since last SD Radar search.	Not in use	Not in use	Not in use	Not in use
Number	2	1	1	1
AIRCRAFT Type	BETTY	MAVIS	MAVIS	BETTY
Probable Mission	Patrol	Patrol	Patrol	Patrol
How Contacted	Sight	Sight	Sight	Sight
Initial Range	2 mi.	3 mi.	4 mi.	5 mi.
Elevation Angle	2°	3°	5°	5°:a
Range & Relative Bearing of Plane when it detected S/H.	2 mi. 170°	2½ mi. 165°	4 mi. 010°	Unk.
(State(Beaufort))	1	1	1	2
CLOUDS Sea:(Direction(Rel))	220°	220°	060°	300°
Visibility (Miles)	20 mi.	6 mi.	7 mi.	15 mi.
(Height in ft.)	5,000	5,000	5,000	6,000
Clouds(Percent over-cast)	40%	50%	50%	60%
(Bearing(Rel))	Down	Down	Down	Down
SUN Moon(Angle)				
(Percent Illum.)				

SUBJECT:

USS BECTUNA (SS319) - Report of First War Patrol.

<u>Contact Number</u>		33	34
	Date	10-8-44	10-11-44
S	Time (Zone)	0654(-6)	1016(-6)
U	Position: Lat.	14°-05' N.	09°-53' N.
B		Long.	115°-33' E.
A	Speed	3 kts.	10 kts.
R	Course	180°(T)	209°(T)
I	Trim	63 ft.	Surf
N	Minutes since last	Not in	Not in
E	3D Radar search.	use	use

Number		1	5
A	Type	Unk.	Small Land Planes
I	Probable Mission	Co-ord Search	Patrol
R	How Contacted	Peri.	Sight
C	Initial Range	500 yds.	12 mi.
R	Elevation Angle	5°	5°
A	Range & Relative Bearing of Plane when it detected S/M	Unk.	1D

C	(State(Beaufort)	3	1
	Sea:(Direction(Rel)	180°	330°
O	Visibility(Miles)	Unlimited	14 mi.
N	(Height in ft.)	Unk.	5,000
	Clouds(Percent over- cast)	40%	40%
D	(Bearing(Rel)	Down	Down
	Moon(Angle)		
I	(Percent Illum.		

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

(H) ATTACK DATA

U.S.S. BECUNA (SS319) TORPEDO ATTACK NO. 1 PATROL NO. 1

Time: 1554 Date: 25 September 1944 Lat. $21^{\circ}-28.5'N$. Long. $118^{\circ}-37'$

Target Data - Damage Inflicted

Description Four AN's, three similar to TAIAN MARU, page 134 in ONI 208-J, Revised, (EU), one similar to ZINBU MARU, page 127 in ONI 208-J, Revised, (EU), escorted by two and perhaps three DD's, one of which was a MINERAZE. Contact was made by sight by Officer of the Deck and high periscope watch simultaneously as ship came out of a rain squall 20,000 yards dead ahead.

Ship(s) Sunk None.

Ship(s) Damaged One, AN, similar to ZINBU MARU, 5186 T. (EU)

Damage determined Timed torpedo explosion in one of merchantmen.
by

Target draft: 20 feet Course: $010^{\circ}(T)$ Speed: 7 knots Range: 3,000

Own Ship Data

Speed: 3 knots Course: $225^{\circ}(T)$ Depth: 63.5 feet Angle: 0°

Fire Control and Torpedo Data

Type Attack:

Periscope approach using TDC to generate the gyro angles. Torpedoes spread by periscope bearings to cover entire combined length of Maru and destroyer. At time of this attack I was not at all sure that any torpedoes hit. After hearing several other torpedoes definitely hit, and comparing the noises I am sure, personally, that there was at least one hit, most likely in the Maru.

SUBJECT: USS BECUNA (SS319) - report of First War Patrol.

ATTACK NO. 1

Tubes Fired	#1	#2	#3	#4	#5	#6
* Track Angle	30°S.	30°S.	30°S.	30°S.	30°S.	30°S.
* Gyro Angle	002°-30	001°	358°	355°	350°	355°-30
* Depth Set	6 ft.					
* Power	High	High	High	High	High	High
* Hit or Miss	Unk.	Unk.	Unk.	Unk.	Unk.	Unk.
* Erratic	No	No	No	No	No	No
* Mark Torpedo	23	23	23	23	23	23
* Serial No.	13620	788	13243	13577	5886	5495
* Mark Exploder	6-4	6-4	6-4	6-4	6-4	6-4
* Serial No.	7253	270	18264	30	18565	1199
* Actuation Set	Contact	Contact	Contact	Contact	Contact	Contact
* Actuation Actual	-	-	-	-	-	Contact
* Mark Warhead	16-1	16-1	16-1	16-1	16-1	16-1
* Serial No.	12447	16561	12909	3774	17067	25-014-3A
* Explosive	TPX	TPX	TPX	TPX	TPX	TPX
Firing Interval	5 sec.					
Type Spread	Peris.	Peris.	Peris.	Peris.	Peris.	Peris.
Sea Conditions	3-4	3-4	3-4	3-4	3-4	3-4
Overhaul Activity	S/MBase Pearl					

Remarks:

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

U.S.S. BECUNA (SS319) TORPEDO ATTACK NO. 2 PATROL NO. 1

Time: 0109 Date: 8 October 1944 Lat. 14°-05' N. Long. 115°-38' E.

Target Data - Damage Inflicted

Description Convoy of two large ships and about six smaller ones. Convoy never clearly seen. Smaller ships did not give good radar pips.

Ship(s) Sunk: None

Ships Damage or Probably Sunk Auxiliary Oiler - Type Unknown, 7,000 tons (SU)

Damage determined by: Timed torpedo explosions in target.

Target draft: 25 feet Course 350°(T) Speed 9.5 Range: 3,000 yards.

Own Ship Data

Speed: 3 knots Course 120°(T) Depth: 60 feet Angle: 0°

Fire Control and Torpedo Data

Type Attack: Divergent spread of one degree between each of four torpedoes.

SUBJECT: USS BEGONIA (83319) - Report of First War Patrol.

ATTACK NO. 2

	#1	#2	#3	#4
Tubes Fired				
* Track Angle	055° P.	055° P.	055° P.	055° P.
* Gyro Angle	356°-30	357°	357°-30	358°
* Depth Set	6 ft.	6 ft.	6 ft.	6 ft.
* Power	High	High	High	High
* Hit or Miss	Miss	Miss	Hit	Hit
* Erratic	No	No	No	No
* Mark Torpedo	23	23	23	23
* Serial No.	13229	1208	12955	13544
* Mark Exploder	6-4	6-4	6-4	6-4
* Serial No.	2684	2463	1460	9303
*#Actuation Set	Contact	Contact	Contact	Contact
*#Actuation Actual -		-	Contact	Contact
* Mark Warhead	16-1	16-1	16-1	16-1
* Serial No.	12184	2640	3278	13102
* Explosive	TPX	TPX	TPX	TPX
Firing Interval	0	8 sec.	8 sec.	8 sec.
Type Spread	Div. to equal 2 knots 1°			
Overhaul Activity	S/M Base Pearl	S/M Base Pearl	S/M Base Pearl	S/M Base Pearl

Remarks:

SUBJECT: USS BECUA (SS319) - Report of First War Patrol.

U.S.S. BECUA (SS319) TORPEDO ATTACK NO 3 PATROL NO. 1.

Time: 1702 Date: 9 October 1944 Lat. 12°-45'N. Long. 118°-00'E.

Target Data - Damage In listed

Description: At least 10 ship convoy in four columns with 3 PC escorts. All ships of 5,000 tons or over. Heavily loaded. Types were AK-AF-AO.

Ships Sunk: AO similar to NIPPON MARU on page 278 of ONI 208-J Revised (AU)
AO similar to SAN CLEMENTE MARU on page 284 of ONI 208-J (Revised) (AU)

Ship(s) damaged or probably sunk: None

Damage determined by: Saw ships sink.

Target draft: 29.5 feet Course 180°(T) Speed: 8 knots Range: 800 yds.
1,800 yds.

Own Ship Data

Speed: 3 knots Course 295°(T) Depth: 64 feet Angle: 0°

Fire Control and Torpedo Data

Type Attack: Torpedoes spread by periscope at overlapping target of two tankers.

SUBJECT: USS BENGUIN (SS310) -- Report of First War Patrol.

ATTACK NO. 3

Tubes Fired	#7	#8	#9	#10
* Track Angle	120° S.	120° S.	120° S.	120° S.
* Gyro Angle	179°-20	181°	175°-50	178°-50
* Depth Set	3 ft.	3 ft.	3 ft.	3 ft.
* Power	High	High	High	High
* Hit or Miss	Hit	Hit	Hit	Hit
* Erratic	No	No	No	No
* Mark Torpedo	18-1	18-1	18-2	18-2
* Serial No.	56390	56257	55653	54627
* Mark Explorer	8-5	8-5	8-5	8-5
* Serial No.	9342	8010	9087	2600
* Actuation Set	Contact	Contact	Contact	Contact
* Actuation Actual	Contact	Contact	Contact	Contact
* Mark Warhead	18-2	18-2	18-2	18-2
* Serial No.	2070	2747	2907	9037
* Explosive	TPX	TPX	TPX	TPX
Firing Interval	0	8sec.	10 sec.	10 sec.
Type Spread	Peris.	Peris.	Peris.	Peris.
Sea Conditions	1	1	1	1
Overh. Activity	S/N Base Pearl	S/N Base Pearl	S/N Base Pearl	S/N Base Pearl

Remarks:

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

U.S.S. BECUNA (SS319) TORPEDO ATTACK NO. 4 PATROL NO. 1.

Time: 1710 Date: 9 October 1944 Lat. 12°-45'N. Long. 118°-00'E.

Target Data - Damage Inflicted

Description At least 10 ship convoy in four columns with
3 PC escorts. All ships of 5,000 tons or over.
Heavily loaded. Types were AK-AP-AO.

Ship(s) Sunk: None

Ship(s) Damaged or AP similar to KITORIN MARU on page 23, ONI 208 J
Probably Sunk: Revised (SU)

Damage determined by: Two timshits in target.

Target draft: 20 feet Course: 130°(T) Speed: 3 knots Range: 1,400 yd

Own Ship Data

Speed: 4 knots Course: 130°(T) Depth: 63 feet Angle: 0°

Fire Control and Torpedo Data

Type Attack: Periscope bearings - no spread - three torpedoes.

SUBJECT:

USS BISCONE (33319) -- Report of First War Patrol.

ATTACK NO. 4

Tubes Fired	#1	#2	#3
* Track Angle	180°	180°	180°
* Gyro Angle	000°	000°-30	001°
* Depth Set	6 ft.	6 ft.	6 ft.
* Power	High	High	High
* Hit or Miss	Hit	Hit	Miss
* Erratic	No	No	No
* Mark Torpedo	23	23	23
* Serial No.	1490	818	1277
* Mark Exploder	6-4	6-4	6-4
* Serial No.	3576	21767	18233
* Actuation Set	Contact	Contact	Contact
* Actuation Actual	Contact	Contact	-
* Mark Warhead	16-1	16-1	16
* Serial No.	3355	12284	11555
* Explosive	TPX	TPX	TPX
Firing Interval	0	8 sec.	10 sec.
Type Spread	None	None	None
Sea Conditions	1	1	1
Overhaul Activity	S/I Base Pearl	S/I Base Pearl	S/I Base Pearl

Remarks:

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

U.S.S. BECUNA (SS319) TORPEDO ATTACK NO. 5 PATROL NO. 1.

Time: 1710 Date: 9 October 1944 Lat. 12°-45'N. Long. 118°-00'S.

Target Data - Damage Inflicted

Description: At least 10 ship convoy in four columns with 3 PC escorts. All ships of 5,000 tons or over. Heavily loaded. Types were AK-AP-AO.

Ship(s) Sunk: None

Ship(s) Damaged or probably Sunk: AK similar to YOKOHAMA MARU on page 68 of ONI 208-J, revised (..U)

Damage determined by: Timed torpedo hit in target

Target draft: 28 feet Course: 145°(T) Speed: 8 knots Range: 1,400

Own ship data

Speed: 4 knots Course: 130° Depth: 63 feet Angle: 0°

Fire Control and Torpedo Data

Type Attack: One torpedo fired by periscope bearing.

SUBJECT: USS BOCULA (SS319) - Report of First War Patrol.

ATTACK NO. 5

Tubes Fired #4
* Track Angle 160° S.
* Gyro Angle 352°
* Depth Set 6 ft.
* Power High
* Hit or Miss Hit
* Erratic No
* Mark Torpedo 23
* Serial No. 13551
* Mark Explorer 6-4
* Serial No. 893
* Actuation Set Contact
* Actuation Actual Contact
* Mark Warhead 16
* Serial No. 5213
* Explosive TFX
Firing Interval 0
Type Spread None
Sea Conditions 1
Overhaul Activity S/M Base
Pearl

Remarks:

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

U.S.S. BECUNA (SS319) TORPEDO ATTACK NO. 6 PATROL NO. 1.

Time: 1710 Date: 9 October 1944 Lat. 12°-45'N. Long. 118°-00'E.

Target Data - Damage Inflicted

Description: At least 10 ship convoy in four columns with 3 PC escorts. All ships of 5,000 tons or over. Heavily loaded. Types were AK-AP-AO.

Ship(s) Sunk: None

Ship(s) Damaged or Probably Sunk: AK similar to YOKOHAMA MARU on page 68 of ONI 203-J, Revised (SU)

Damage determined by: No damage.

Target draft: 23 feet Course: 070°(T) Speed: 8 knots Range: 1,100'

Own Ship Data

Speed: 4 knots Course: 130° Depth: 63 feet Angle: 0° 7

Fire Control and Torpedo Data

Type Attack: Firing bearings by periscope, torpedoes spread by periscope. Miss due to control error.

SUBJECT: USS HECUNA (SS319) - Report of First War Patrol.

ATTACK No. 6

	#5	#6
Tubes Fired		
* Track Angle	120° P.	120° P.
* Gyro Angle	000°	002°
* Depth set	6 ft.	6 ft.
* Power	High	High
* Hit or Miss	Miss	Miss
* Erratic	No	No
* Mark Torpedo	23	23
* Serial No.	1315	1603
* Mark Exploder	6-4	6-4
* Serial No.	9975	6059
* Actuation Set	Contact	Contact
* Actuation Actual	-	-
* Mark Warhead	16-1	16-1
* Serial No.	18211	12825
* Explosive	TFX	TFX
Firing Interval	0	10 sec.
Type Spread	Peris.	Peris.
Sea Conditions	1	1
Overhaul Activity	S/M Base Pearl	S/L Base Pearl
Remarks:		

SUBJECT: USS BECUA (SS319) - Report of First War Patrol.

(I) MINES

No enemy mines nor evidence of mine-laying operations were noticed.

(J) ANTI-SUBMARINE MEASURES AND EV. SIGR TACTICS

Enemy anti-submarine measures were similar to those encountered by other vessels. Air coverage was used on some convoys but not all. During the afternoon of 26 September when two enemy battle-ships passed to the southward of us (as indicated by contact reports from other submarines) a strong air patrol was maintained in our vicinity and because of this persistent air patrol we were forced to remain submerged until 2130 of the same evening.

Ships in the convoy encountered just north of Palawan Passage were observed to be towing some objects on a long cable astern. These were presumed to be depth charges of some description although we had no means of definitely determining the character of the article towed.

The heavy screws of a large AT of unknown class were counted at 180 RPM and solved by plot and TDC at 8.5 knots.

SUBJECT: USS BECUNA (SS319) Report of First War Patrol.

(K) MAJOR DEFECTS AND DAMAGE

Casualty to Circulating Water System
of No. 4 Main Engine.

26 August 1944
1307

Upon securing No. 4 main engine, an attempt was made to eliminate a small leak in a blank flange located on the discharge side of the attached circulating sea water pump by taking up on a 1/2 inch brass plug in a hole in the center of the flange. When this proved unsuccessful, an attempt was made to insert a nipple and plug. This also proved unsuccessful and the flange was removed. It was then discovered that electrolytic action between the steel of the flange and the brass of the plug had eaten away the inside of the flange for a space of about one inch from the plug, leaving a thickness of only 1/8 inch.

1500

The flange was replaced and No. 4 main engine was back in commission. An inspection of other main engines showed that there were no plugs in similar steel flanges. The flanges had been installed at the building yard and were intended as a temporary expedient pending the installation of electric shut down pumps. Subsequently these flanges were replaced with brass flanges manufactured by the USS HOLLAND and all showed signs of electrolytic action. It is not believed that the steel flanges could have lasted out the patrol.

Casualty to No. 1 Main Engine.

1 September 1944
1030

No. 1 main engine (Minton 16-278A, with chrome liners and new type oil rings) lost suction on attached fresh water circulating water pump while at same time fresh water overflowed from expansion tank. Venting pump restored circulation, but overflow continued. Commenced checking engine and circulating water system.

1115

Overflow continued without apparent cause. Shut down engine. Engine hours, 835.5. Discovered an irregular vertical crack about 9 3/16" long and .002" maximum width in No. 1 cylinder liner.

SUBJECT: USS BECUKA (35319) - Report of First War Patrol.

Casualty to No. 1 Main Engine (cont'd)

The crack extended from within 3/16" of inboard top edge of liner and was apparently caused by some internal defect in the liner. Outside of the crack, both the liner and the piston and rings were in excellent condition. There was no slack in the liner or cylinder head stud nuts. The liner was installed at the factory and had never been removed by the ship's force.

2 September 1944
0200

Liner, compression rings and gasket renewed; piston and cylinder head assemblies replaced. Unit timed. Commenced 4 hour run-in.

0420

4 hour run-in completed. No. 1 engine back in commission.

3 September 1944
2200

No. 1 main engine secured because fresh water overflowed from expansion tank. Trouble traced to cracked liner in No. 6 unit. Crack was an irregular vertical crack in outer side of liner about 4 1/2" long and extending from a point about 1-3/8" from the top of the liner.

4 September 1944
0300

Liner and gaskets replaced. No. 1 main engine back in commission.

Casualty to No. 2 Main Engine

3 September 1944
1000

Discovered two inner cylinder head holding down studs broken in No. 9 unit on No. 2 main engine. Ship's force succeeded in removing one broken stud, but the assistance of the USS HOLLAND was required to remove the other.

4 September 1944

Arrived Saipan. USS HOLLAND repair crew removed stud after 12 hours work. Ship's force drove new stud, replaced liner and gasket and studs.

5 September 1944
0330

No. 2 main engine back in commission.

SUBJECT: -----

USS BECUNA (S3319) - Report of First War Patrol.

Casualty to No. 2 Main Engine

7 October 1944
2100

No. 2 main engine lost fresh water pressure, overflowed the surge tank and gave all the other signs of a cracked liner. On inspection, water was found coming from No. 16 unit. Work was suspended in rigging for silent running.

8 October 1944
1400

Work resumed on No. 2 main engine. On disassembling No. 16 unit it was found that the cylinder head gasket was blown by and a fresh water ferrule grommet was burned through, thus permitting the combustion gases to enter the fresh water system. No defect could be found in the liner. However, the liner, piston rings, gaskets and grommets were all renewed as an added precaution, and at

1930

No. 2 main engine back in commission.

Casualty to Auxiliary Engine

17 October 1944
1800

Discovered water coming from No. 16 unit of auxiliary engine. Removed cylinder head and replaced cylinder head gaskets and three circulating water ferrules and grommets.

2340

Auxiliary engine back in commission.

SUBJECT:

USS SECURA (SS319) - Report of First War Patrol.

Casualty to 40 mm Gun.

During a routine cleaning of the gun, it was found that the feed roller catch release spindle had sneared due to the catch release pistons being frozen as a result of improper lubrication. At present the only means of lubricating these parts is by disassembling the automatic feeder. A new spindle was manufactured on board and the gun placed in working order.

Casualty to No. 9 Torpedo Tube

Upon attempting to secure No. 9 torpedo tube after firing, it was found that the stop bolt rod mechanism had not fully returned to battery thus preventing the lowering of the "Ready to Fire" interlock lever which is necessary in order to close the muzzle door. Upon forcing the mechanism back to battery, it was possible to lower the "Ready to Fire" lever and close the outer door. Later inspection showed the gyro spindle and the stop bolt to be sprung. It is believed that this misalignment caused the sluggish action of the stop bolt rod mechanism.

SUBJECT: USS BECUM (SS319) - Report of First War Patrol.

(L) RADIO

Only one operational failure was encountered with radio equipment during the patrol. This was the spasmodic operation of the Model RBH receiver CW-oscillator, the RBH being used on the 2,000 kc. bank wolfpack frequency. Although, during the training period before the patrol the RBH gave excellent results for voice reception, due to the above failure it proved very unsatisfactory for copying CW transmissions while in the patrol areas. No messages were actually missed as a result of this failure.

Little jamming was experienced on either NPM Haiku or VIKO Bakers Fox schedules. Maximum interference was encountered on 9090 kcs. of NPM Haiku broadcasts at approximately 0800 GCT on several days by a station using CDI as its call and repeatedly transmitting short plain language messages. However, the schedule was still readable.

NPM Haiku Fox schedules were copied satisfactorily throughout the patrol with out little fading on the optimum frequency for the specific time period. Frequencies used with best results and corresponding times (GCT) for copying Bakers Fox schedules were as follows:

<u>Frequency</u>	<u>Time (GCT)</u>
9250 kcs.	0900-2200
12630 kcs.	2200-0830
16150 kcs.	2200-0300

While in the patrol areas two messages were transmitted. One to NPM, the other to VIKO. No interference was encountered.

SUBJECT: USS EECUNA (SS319) - Report of First War Patrol.

(I) RADAR

The following is a synopsis of operation of the radar gear on board.

SD-BN-ASK

Hours in use prior this patrol - 340
Hours in use during patrol - 48

SJ-1

Hours in operation prior to patrol - 756
Hours in operation during patrol - 684

No major defects were noted in the operation of any radar equipment. The SD radar was not used in the patrol area. Lookouts were our principle means of aircraft detection.

(N) SOUND GEAR AND SOUND CONDITIONS

Sound conditions in the South China Sea were excellent due to the deep isothermal layers encountered. On 7 and 9 October off the northern tip of Palawan, where the isothermal layer extended to 125 and 160 feet respectively, initial ranges of nearly 30,000 yards were obtained with both JP and QB sound equipment. The sharp negative gradients underlying the isothermal layers provided us with excellent conditions for evasion. On 25 September we made visual contact with an enemy convoy off the southwestern coast of Formosa. QB was unable to hear pinging until the escorts had closed to about 8,000 yards and neither the WCA-2 nor JP equipment could hear screws until the escort was practically on top of us. These poor conditions were due to a shallow negative gradient which extended from the surface to about 200 feet and to the extremely rough weather.

During a close depth charge attack on 25 September the JP sound gear failed. It is believed that several of the tubes were shaken loose; for normal operation was regained but not without unfortunate delay. On 9 October we were again subjected to a depth charge attack and did not deem it advisable to use the pumps. We had a fair amount of water in the forward torpedo room bilges. When the ship took a large up angle the sound training motors were completely flooded, rendering them useless for the remainder of the patrol.

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

(L) SOUND GEAR AND SOUND CONDITIONS (cont'd)

It is unfortunate that these motors must be located in the bilges but it is considered advisable to install watertight motors in place of the present air cooled installation.

(O) DENSITY LAYERS

Date	GCT Time	Latitude	Longitude	Depth	Gradient
9/13	0000	13-34 N.	126-07 E.	Started at 150 feet	4° negative to 250 feet.
9/25	0600	21-31 N.	118-54 E.	Started at 250 feet	16° negative to 450 feet.
10/7	2000	14-14 N.	115-47 E.	Started at 150 feet.	13° negative to 300 feet.
10/9	1100	12-44 N.	118-00 E	Started at 150 feet.	16° negative to 400 feet.

(P) HEALTH, FOOD, AND HABITABILITY

The health of the crew was, on the whole, excellent during the patrol. Injuries consisted of various sprains, bruises and lacerations of which three cases required suturing. All responded favorably to treatment.

Diseases consisted of several cases of common cold, athlete's foot, heat rash, ringworm, etc., all of which responded to treatment.

One man was transferred to the USS HOLLAND at Saipan because of an unaccountable paralysis of the left side of his face. Another man left Pearl Harbor under treatment for a corneal ulcer which healed satisfactorily.

The quality and variety of food was excellent throughout the patrol.

The vitamin pills were used very sparingly by the crew because of their unpleasant taste. The sun lamp proved unsatisfactory because of the early blowing out of the quartz tube.

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

(C) PERSONNEL

The attitude of both officers and crew was exemplary. Their moral was high. Their conduct during combat action was in accordance with the highest traditions of the Naval and Submarine service.

Number of men qualified during patrol - 34
Number of men still to be qualified - 7
Number of men rated on patrol - 2

(R) MILES STEAMED - FUEL USED

Fearl to area	4500 mi.	54,903 gals.
In area	6239 mi.	52,871 gals.
Area to Freemantle	3232 mi.	45,639 gals.
	<u>14271 mi.</u>	<u>153,463 gals.</u>

(S) DURATION

Days enroute to area	- 18
Days in area	- 30
Days enroute to base	- 10
Days submerged	42

(T) FACTORS OF ENDURANCE REMAINING

Torpedoes	Fuel	Provisions	Personnel
4 electric	13,537 gals.	21 days	15 days

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

(U) RADIO AND RADAR COUNTERMEASURES

During this patrol only three interceptions of enemy radar transmissions were made by this vessel. Using form CI & D form No. 2 (Revised) as a guide the following information is submitted. Items 1 to 4 have to do with all three incidents. Items 5 to 8 are set forth for each individual incident.

1. Ship - U.S.S. BECUNA (SS319)
2. Area covered on this mission - Area southeast of Philippines
3. Was enemy radar - Apparently airborne
4. Intercept equipment - APR

Incident No. 1 - 11 September 1944.

- 5a. Frequency - 170 Mc. Dial heads
- b. P.R.F. 1000 cps. How measured - By meter
- c. P.W. - 2 microseconds How measured - B_r scale
- d. Sketch of pulse -



- e. Was lobe switching used - No.
- 6a. Was radar used on surface or aircraft search - Not known
7. Action of enemy radar including distances and bearings at which he searched, tracked or faded, etc. - Steady then faded out.
8. Narrative: Signal picked up on low frequency band about 0700. Also noted harmonic at 340 Mc.

Incident No. 2 - 12 September 1944.

- 5a. Frequency - 140 to 150 Mc. Dial Reads
- b. P.R.F. - 300 to 450 cps. How measured - By meter
- c. P.W. - 1.5 to 2 microseconds How measure - By scale
- d. Sketch pulse



- 6a. Was radar used on surface or aircraft search - Not known.
7. Action of enemy radar including distances and bearings at which he searched, tracked or faded, etc. - A very good signal. Seemed to decrease in range.
8. Narrative: - Signal on low frequency channel picked up at 0530. Unable to pick up harmonic on high frequency channel

SUBJECT: USS BECUNA (SS319) - Report of First War Patrol.

(U) RADIO AND RADAR COUNTERMEASURES (cont'd)

Incident No. 3 - 14 September 1944.

- 5a. Frequency - Not detectable Dial heads -
b. P.R.F. - 60 to 90 cps. How measure - By meter
c. P.W. - 2 microseconds How measure - By scale
d. Sketch of pulse



- e. Was lobe switching used - No
- 6a. Was radar used on surface or aircraft search - Aircraft search.
b. Evidence for this conclusion - Fading of signal characteristic of aircraft radar.
7. Action of enemy radar including distances and bearings at which he searched, tracked or faded, etc. - After detection, signal remained for approximately 6 or 7 minutes and faded. Returned in 3 minutes remaining for 5 minutes to be lost permanently.
8. Narrative: - Signal detected at 0450 on both high and low frequency channels. No frequency could be determined although pulse rate and pulse width could be made out. Our ship was in heavy rain squall. All salient points on the bridge structure gave off intermittent visible discharge known as St. Elmo's fire. Discharge was terminated by a direct lightning stroke blinding bridge personnel. St. Elmo's fire continued for fifteen minutes. There was no SJ interference, but considerable radio static. Above condition was also in evidence the next day but APR was not manned.

SUBJECT:

USS BECUNA (SS319) - Report of First War Patrol

(V) REMARKS

The Commanding Officer regrets that he was unable to observe more results of torpedoes fired during this patrol. He realizes that definite information on damage inflicted is desired. Also, all hands aboard are, of course, very personally interested in knowing the damage inflicted. Circumstances in each case, however, seemed to dictate deep submergence very soon after completing firing.

Identification of both ships and aircraft are far from certain. As to aircraft, several persons aboard considered themselves experts in identifying P38's until the Army brought out another twin fuselage fighter.

The commanding officer, the officers, and crew of this vessel heartily endorse the wakeless feature of these torpedoes. The slightly greater amount of man hours required by the routine for these torpedoes is more than compensated for by the confusion among the Jap escorts at untracable explosions amongst the convoy. A complete load of Mk. 13 torpedoes forward and aft is desired for the next patrol. It is recommended that additional charging connections be made available especially in the forward torpedo room in order to reduce work load which can become quite heavy. The expected alteration of a tail charging connection will simplify the routine considerably. No trouble was experienced with grounds on any battery. This is attributed to the use of soda solution after each charge. One hydrogen burner was replaced during the patrol.

Our 40mm gun was installed at Pearl Harbor, T.H., in an experimental status. An attempt was made to make the gun a partially wet type gun by chromium plating the breech block mechanism. This plating held up very well except for the face piece of the breech block which cracked upon firing the gun. No enemy action involving the use of this weapon evolved but in practice firings it was found that accuracy against targets of small freeboard in single fire was very poor compared with automatic firing weapons.

SUBJECT: USS BECUNA(85319) - Report of First War Patrol.

(V) REMARKS (cont'd)

The ammunition supply for automatic fire presents a problem which it is believed will be solved by having the ammunition stowed in canvas bags containing two clips each. The unplated parts of the gun with the exception of the barrel are beginning to pit rather badly despite frequent lubrication and cleaning. It is believed that this gun will require replacing after the third patrol because of general deterioration due to corrosive action.

FC5-12/116-3

SUBMARINE SQUADRON TWELVE

Serial 0337

Care of Fleet Post Office,
San Francisco, California,
29 October 1944.

CONFIDENTIAL
FIRST RESPONSET to
U.S.S. BEGUNA - Report
of First War Patrol.

Subject: U.S.S. BEGUNA (SS319) - Report of First War Patrol.

4. Most material shortcomings during the patrol occurred on the engines. It is of interest to note that the troubles experienced were identical to those most frequently contributed to faulty assembly; viz., unequal tightening of head bolts causing broken bolts and cracked liners. Since these engines have not been overhauled since assembly by the factory, it would appear that some other cause may be existent. General material condition of the BEGUNA is excellent. Several authorized uncompleted alterations will be undertaken during the normal refit period. These will include a shift of the gun to the forward position and movement of the desk aft in the Commanding Officer's stateroom to obtain a more satisfactory berth opening.

5. The Squadron Commander congratulates the Commanding Officer, Officers, and Crew on the conduct of an excellent and successful first war patrol and the important damage inflicted on the enemy.

J. H. GRIGGS

Serial 0337

Care of Fleet Post Office,
San Francisco, California,
29 October 1944.CONFIDENTIALFIRST ENDORSEMENT to
U.S.S. BECUNA - Report
of First War Patrol.

From: The Commander Submarine Squadron TWELVE.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Submarines, SEVENTH FLEET.
(2) The Commander SEVENTH FLEET.
Subject: U.S.S. BECUNA (SS319) - Report of First War Patrol.

1. The first patrol of BECUNA covered a period of 56 days, 30 of which were spent in the Philippines - China Sea area. The patrol was commenced from Pearl Harbor, and was terminated at Fremantle, W.A. During this patrol, BECUNA acted as one of a coordinated submarine group consisting of BAYA, HAWKILL, BECUNA, with Commander Helts in BAYA as group commander.

2. Area coverage was good. Only 4 1/2 days were spent submerged, and the performance of all material was generally satisfactory.

3. Three contacts on enemy convoys were made. These contacts were all developed into attacks in which 18 torpedoes were fired, with probable hits. Two ships were observed to sink, but prompt antisubmarine measures by the escorts prevented visual observation of the effects of torpedo fire in other cases.

Attack No. 1: After a submerged daylight approach on a 4-ship escorted convoy, BECUNA was detected by one of the escorts, a MINERAE destroyer. Six torpedoes were fired at the destroyer which was at the time overlapping one of the four AK's in the convoy. Apparently all torpedoes missed. Depth charging followed, and no further attack was made on this convoy.

Attack No. 2: On 8 October, after an end-around during darkness, a submerged moonlight approach was made on a convoy consisting of six ships, only two of which were of much size. Four torpedoes were fired at one of these, apparently an AO, at a range of 3000 yards, and two timed hits were obtained. Again counter attacks by escorts prevented observation of results. Shortly after daylight, five hours later, an enemy aircraft was present in the area.

Attack No. 3: This was a multiple daylight periscope attack on a ton ship convoy on 9 October. Two hits were obtained in each of two tankers, and both were observed to sink. Two timed hits were obtained in a KITCHIN MERU type AP, with 3 torpedoes fired on a 160° track angle, with no spread. One torpedo was fired at an AK, similar to YOKOHAMA MERU at 1400 yard range and one timed hit resulted. Two more torpedoes were fired at a similar AK at 1100 yards, but both missed. All attacks were made in a period of 8 minutes.

FE24-71/Al6-3

UNITED STATES NAVY

12a/gr.

Serial: 01340

10 November 1944.

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

SECOND ENDORSEMENT to:
USS BECUNA Conf. Ltr.
Al6-3 Serial 025, dated
20 October 1944. Report
of First War Patrol.

12 0669

124
6 Dec 44

From: The Commander Submarines, SEVENTH FLEET.
To : The Commander in Chief, UNITED STATES FLEET.
Via : The Commander, SEVENTH FLEET.
Subject: U.S.S. BECUNA (SS319) - Report of First War Patrol -
Comment on.

1. BECUNA's First War Patrol was conducted as a member of a Coordinated Search and Attack Group consisting of BAYA, HAWKBILL and BECUNA under the direction of BAYA's Commanding Officer.
2. BECUNA's first attack was made South of FORMOSA. It is regretted that there is insufficient evidence available to assess damage on this attack.
3. On the day BECUNA left the area North of DANGEROUS GROUND she had the rare opportunity of reaching a submerged attack position well clear of escorts in the center of a large convoy. The stern tubes were fired at overlapping tankers, both of which, when last observed, were in a sinking condition. Still at periscope depth eight minutes after this attack the bow tubes were fired on snap set ups at three ships of the now disorganized and scattering convoy. Three were aimed at the stern of a fleeing AP, the fourth was aimed at an AK, and the last two at still another AK. Temporary loss of depth control in the vicinity of alerted escorts made deep submergence advisable, and prevented observation of the results of these attacks. Timed hits indicate that the AP and one AK were damaged.
4. The wakeless feature of the Mark 18-1 torpedo was extremely advantageous on the above attack. Ten torpedoes were fired over a period of eight to ten minutes. The location of the attacking submarine apparently was not revealed to the numerous escorts.
5. The award of the Submarine Combat Insignia is authorized for this patrol.

12989
FE24-71/A16-3

UNITED STATES NAVY

12a/gr.

Serial: 01340

10 November 1944.

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

SECOND ENDORSEMENT to:
USS BECUNA Conf. Ltr.
A16-3 Serial 025, dated
20 October 1944. Report
of First War Patrol.

Subject: U.S.S. BECUNA (SS319) - Report of First War Patrol -
Comment on.

6. The Force Commander welcomes BECUNA's Commanding Officer, Officers, and Crew, to this Force with confidence that the experience gained on this first war patrol will produce even greater success on future patrols. BECUNA is credited with having inflicted the following damage on the enemy in a successful and well conducted patrol:

<u>SUNK</u>			
1 - AO (Medium - EU)	-----	5,000 Tons	(Attack No. 3)
1 - AO (Medium - EU)	-----	5,000 Tons	(Attack No. 3)
	TOTAL -	<u>10,000 Tons</u>	

<u>DAMAGED</u>			
1 - AO (Medium - EU)	-----	5,000 Tons	(Attack No. 2)
1 - AP (Medium - EU)	-----	7,500 Tons	(Attack No. 4)
1 - AK (Medium - EU)	-----	4,000 Tons	(Attack No. 5)
	TOTAL -	<u>16,500 Tons</u>	

GRAND TOTAL - 26,500 Tons

R. W. Christie
R. W. CHRISTIE.

ORIGINAL COPY

Authentication and distribution
on following page.

FE24-71/A16-3

UNITED STATES NAVY

12a/gr.

Serial: 01340

10 November 1944.

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

SECOND ENDORSEMENT to:
USS BECUNA Conf. Ltr.
A16-3 Serial 025, dated
20 October 1944. Report
of First War Patrol.

12 0669

Subject: U.S.S. BECUNA (SS319) - Report of First War Patrol -
Comment on.

DISTRIBUTION:

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CTF-71	(4)		S/Ms 7TH FLT	(1)
CTF-72	(2)			

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

P. F. Straub, Jr.
P. F. STRAUB, Jr.,
Flag Secretary.

21886



UNITED STATES FLEET
COMMANDER SEVENTH FLEET

A16-3(F-3-4/wmw)

Serial: 03038

R-urs
12-8-44.

15393

CONFIDENTIAL

24 NOV 1944

12 0669

THIRD ENDORSEMENT to:
USS BECUNA conf ltr
A16-3 Serial 025, dated
20 October 1955 -
report first war patrol.

From: ✓ Commander SEVENTH Fleet.
To : ✓ Commander in Chief, United States Fleet.

Subject: U.S.S. BECUNA (SS319) - Report of First War Patrol -
Forwarding of.

1. Forwarded.

J. H. Long

J. H. LONG
By direction.

FILMED

EXTRA - ORIGINAL
SORG. MICRO
PHOTO-LAB OP-16
RETURN TO F-4253

64

1st COPY

SS319/.16-3/A9

Serial: (02)

U.S.S. ESCORT (SS319),
c/o Fleet Post Office,
San Francisco, Calif.,

8 January 1945.

DECLASSIFIED -T-I--L

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Via : (Official Channels).

SUBJECT: U.S.S. ESCORT (SS319) - Report of Second War
Patrol.

Enclosure: (A) Subject Report.
(E) Track Charts - 6 (ComSubs7thFlt only)

1. Enclosure (A), covering the second war patrol of
this vessel conducted in the SOUTH PACIFIC area during the
period 15 November 1944 to 8 January 1945 is forwarded here-
with.

H. D. STARR.

DECLASSIFIED

DECLASSIFIED-ART. 0445, OPNAVINST 5510.1C

BY OP-0989C DATE 5/24/72

106579

SUBJECT: USS BECUNA (SS319) - Report of Second War Patrol.

(A) PROLOGUE

The BECUNA arrived FREMANTLE, Western Australia, 20 October 1944, from its first War Patrol. Lieut. Comdr. L. S. SUBARNS, relief Commanding Officer, and a relief crew from Submarine Division 121 relieved the regular crew 21 October, and conducted a normal refit alongside the USS GRIFFIN. The last day of the refit period the relief crew took the BECUNA to sea for post repair surface trials.

4 November 1944, the regular crew relieved the relief crew. From this date through 14 November was spent in training, conducting sound tests and making emergency repairs.

6 November 1944, the Commanding Officer detached the Executive Officer, Commander Thomas S. Dabney, U.S. Navy. His services since commissioning greatly contributed to the success of the ship on her first War Patrol.

13 November 1944, Lieutenant (jg) T. R. Lowe, U.S. Naval Reserve, reported aboard for duty.

15 November 1944, the BECUNA left for her second War Patrol.

Major repairs and alterations accomplished during the period 20 October - 14 November were:

(1) HULL

1. Welded crack in outer hull. Location: at outboard butt of fifth stiffener in #2 auxiliary tank ten inches aft of frame #68.
2. Welded structural bracing in auxiliary and safety tanks.
3. Moved gun forward. Reballasted ship to compensate.

(B) ENGINEERING

1. Changed propellers.
2. Overhauled engines #1 and #2.

SUBJECT:

USS BECUKA (SS319) - Report of Second War Patrol.

(C) RADIO

1. Installed Loran.

(D) ELECTRICAL

1. Installed ammeter and switch to indicate when lighting board balances.

During the training period three torpedoes were fired and the BECUKA participated in one convoy exercise with the HAMBILL and FLASHER.

The Commanding Officer wishes to express his appreciation to Lieut. Comdr. BUBBINS and his crew for an excellent refit. Their interest in the ship continued until the moment she departed for patrol.

Squadron TWELVE Engineering Officer and the GRITTI were also helpful and cooperative in every possible way.

SUBJECT: USS ELGORN (SS319) - Report of Second War Patrol.

(3) NARRATIVE

OFFICERS

STARR, Henry D.	Commander	USN	4 patrols
ESTABROOK, James H.	Lieut. Comdr.	USNR	1 patrol
WARD, Russell D.	Lieutenant	USN	5 patrols
VASA, Ralph L.	Lieutenant	USNR	1 patrol
BLAKE, Edmund Duke, G.	Lieut. (jg)	USNR	1 patrol
HOLGER, Roger L.	Lieut. (jg)	USNR	1 patrol
ICKE, Warren R.	Lieut. (jg)	USNR	None
MARCO, Gilbert F.	Lieut. (jg)	USN	3 patrols
ALBERS, Robert A.	Ensign	USNR	1 patrol

CHIEF PARTY OFFICERS

DOHEN, Norman H.	CM(PA)	USN	10 patrols
BOHNE, Albert A.	CM(PA)	USN	9 patrols
DOLES, Arthur P.	CM(PA)	USN	8 patrols
BURKE, William J.	CM(PA)	USN	5 patrols
BREMER, Francis L.	CM(T)	USN	1 patrol
LING, Roland H. Jr.	CPM(T)	USN	1 patrol
HATTERSON, Arthur T.	CM, AA(T)	USN	5 patrols
BUTOVA, Frank (n)	CGS, AA(T)	USN	4 patrols

15 November 1944
1249(Z)

Underway from Fremantle, Australia, for Darwin, Australia, with HAMBILL (CIC) and ELGORN.

1600(Z)

Commenced convoy exercise.

2300(Z)

Convoy exercise completed.

SUBJECT: USS BECUNA (SS319) - Report of Second War Patrol.

21 November 1944
1250(H)

Sighted a small biplane, bearing 130° T., distance 12 miles. Plane circled and disappeared on same bearing. (Plane contact #1)

22 November 1944
0730(H)

Rendezvoused with escort, 12814, off swept channel and followed him into Port Darwin.

1015(H)

Moored starboard side to the port side of the USS CHEPTICUM.

23 November 1944
1200(H)

Underway singly, for patrol area, area A-2, via FLORES SEA, and MAKASSAR STRAIT, diving, holding drills, and qualification school daily.

26 November 1944
0953(H)

While proceeding on southerly course about 10 miles off SALLER ISLAND's west coast, sighted 2 engine patrol plane (Plane contact #2) dead ahead coming in. I had hoped to get past these islands undetected on the surface, but now submerged.

1452(H)

Surfaced with SALLER and neighboring islands astern.

27 November 1944

Transiting MAKASSAR STRAIT on the surface. Sighted numerous small sailboats. As we drew near to several they lowered their sails and lay to. We investigated one which was close to our course. It was occupied by a native group including one woman. We took several pictures through the periscope for practice.

28 November 1944
0917(H)

Submerged 46 miles north of equator in MAKASSAR STRAIT when SD contact closed from 18 to 10 miles. (Plane contact #3)

1048(H)

Surfaced.

1215(H)

Submerged for SD contact 18 miles closing. Hoped that he did not see us as I did not wish my approach to .T. M. T. and N. C. M. advertised. (Plane contact #4)

SUBJECT: USS BICOME (SS319) - Report of Second War Patrol.

1300(H) Surfaced.

1320(H) Sighted HARBOLD north of HARBOR STRAIT. Exchanged signals and felicitations.

29 November 1944

0445(H) SD contact at 13 miles, closing to 10 miles. Slowed to 2/3 speed to minimize wake on calm moonlit water. Plane stayed at 10 miles for few minutes and then withdrew. (Plane contact #5)

0657(H) Submerged six miles south of SIVTU ISLANDS to transit passage. Until 1100 we had a two knot current with us. At 1150 the current turned against us.

1637(H) Surfaced.

1933(H) SJ radar picked up lighthouse on PEARL BANK at 15,000 yards. Went to full speed until past PEARL BANK and DOG CAN.

2009(H) Through narrow channel without incident; slowed to standard.

30 November 1944

1448(H) Submerged when lookout sighted bomber almost directly overhead. There was no SD indication and I suspected that "bomber" was a bird, but at

1530(H) Came to radar depth and SD had an indication at 2 miles. (Plane contact #6)

1630(H) Surfaced; all clear.

1 December 1944

0714(H) While transiting west APO PASS, SD indication closed from 8 to 6 miles. Submerged for 45 minutes. (Plane contact #7)

1538(H) OTC inquired our position which was Lat. 12°-53' N. Long. 118°-20' E. Men then directed us to patrol area A-6 independently until a rendezvous tomorrow.

3 December 1944

0708(H) rendezvoused with HARBOLD and FLASHER, received instructions from HARBOLD. Our patrol station is on Longitude 117°, just north of DANGEROUS GROUNDS

SUBJECT: USS BECUNA (SS319) - Report of Second War Patrol.

0747(E) Departed for station.

1600(H) Arrived on station, commenced patrolling.

4 December 1944

0745(H) Received convoy contact report from OTC. Convoy is 57 miles from us bearing 007° T., course 270. We assume a speed of 10 knots and set interception course at flank speed. We should contact convoy about noon.

0900(H) Picked up SJ interference from HAMBILL. Took collision course on her, assuming that she was making an end around and that when we contacted her we would be ahead of convoy.

1105(E) Sighted column of dense white smoke bearing 062° T. FLASHER has made an attack.

1120(H) Sighted HAMBILL.

1138(H) Explosion seen at scene of white smoke. It was heard a few minutes later. Smoke turns black.

As Commanding Officer was observing smoke through the high periscope, he sighted three sets of masts bearing 090° T. He assumed this to be the convoy and that he was dead ahead of it. Submerged on course 090.

As we closed it became apparent that the ships were three escorts, a destroyer escort, a PC, and a converted trawler patrolling in the vicinity of a burning and half submerged tanker.

1254(H) As we still closed the scene of the FLASHER's attack the patrolling escorts commenced dropping depth charges. They dropped 49 charges during the next half hour. We were at least 5 miles away. The FLASHER must have cleared the scene by this time, so some poor whale probably took a hell of a beating.

1350(H) When about 7,000 yards from sinking ship took a periscope picture and decided to clear area for the following reasons:

1. Tanker was burning fiercely and would probably sink.

SUBJECT: USS SECUNA (33319) - Report of Second War Patrol.

2. Escorts were all shallow draft. Seas were force 3 or 4, and I doubted if a shallow run torpedo would hit them.

3. Lying to or making, but little speed three pinging ships had too good a chance of detecting us.

4. Tanker was quite evidently going no place soon, and it would be a simple matter to finish her off after dark.

5. I did not know the size of the convoy. If other ships were left I was getting hopelessly out of contact. Reversed course.

1600(H) Surfaced while convoy was hidden in rain squall. Asked OTC for convoy position. He informed me that these ships were all that remained, and directed me to return to station. I assumed that he or FLASHER intended to administer the coup de grace after dark.

1707(H) Sighted FLASHER who came close aboard. We offered our congratulations.

1903(H) Smoke on tanker blossomed into huge flame which burned until 1925, when it suddenly disappeared.

5 December 1944
0017(Z) Arrived on station, resumed patrolling.

8 December 1944
0830(H) On orders from OTC shifted position east to longitude 118.

9 December 1944
1920(H) Received contact report from FLASHER, who is 40 miles north of us. Enemy course 230°, speed 15 knots. We came to course 290°, flank speed to intercept.

1958(H) FLASHER stated contact was possibly hospital ship.

2015(H) FLASHER confirmed contact as hospital ship. We started back to station.

SUBJECT: USS BECUNA (SS319) - Report of Second War Patrol.

10 December 1944
1610(H)

Shifted station back to Longitude 117 on orders from Pack Commander, and north 15 miles from our former position.

13 December 1944
1200(H)

Took course 050°, speed 18 knots, on orders of OTC.

1638(H)

Commenced returning to station on Longitude 117° on orders of OTC.

14 December 1944
1332(H)

Submerged for airplane and stayed down for an hour, making minor repairs and adjustments to hydraulic system.

1436(H)

OTC ordered us to shift station 10 miles to the north.

1524(H)

While HAMBILL and BECUNA were holding a verbal conference by megaphone, BECUNA OOD sighted smoke bearing 315°. OTC ordered us to attack from south. Bear end around. Enemy course was about 075, speed 14 knots. After dark saw red cross on ship. Closed to 6,000 yards and saw green band around ship. Identified ship as TAMSAGO MARU. Returned to station.

15 December 1944
0255(H)

Started to new position in scouting line west of MANILA on orders of CTF 71, speed 17 knots.

1212(H)

Dove for plane contact #19, angle on bow zero, did not identify.

1305(H)

Surfaced. HAMBILL had evidently been down also as we soon sighted her shears bearing about 022°T.

1340(H)

Sighted Liberator. He closed. Established V-F communication with him. He told us that there was a convoy about 25 miles from us, course about 320. He also told us we would have to steer 330 to clear SCAERSONOUGH SHOALS, about 15 miles from us. He said there were two large ships and several escorts. He said they had tracked at 6 knots for 3 hours. We also heard him telling the HAMBILL that there were 3 DD's, 3 DE's, and probably 2 CL's north of her. At this time HAMBILL bore about 040°, 7 miles from us. He started running on course 330, full speed.

SUBJECT: USS BECUNA (SS319) - Report of Second War Patrol.

- 1545(H) We sighted black smoke from several ships dead ahead. Soon we sighted masts from the high periscope. Slowed to 1/3 speed to trail. Masts drew close enough to see from periscope with eye piece just above deck level. Lowered periscope between 5 minute looks.
- 1630(H) Smoke and masts had disappeared. Went to full speed.
- 1715(H) Two masts and a single puff of black smoke sighted at 318° T. Changed course to 313. Intermittent smoke and some masts in sight until 1730 when they disappeared dead ahead. Went ahead full. At sunset(1744) nothing was visible. Went ahead flank. I had not doubt that within an hour I would pick up my convoy, but I never contacted it again. At 1620 the OIC had reported sighting a convoy bearing 210° T., speed 7 knots, course 340. I was not certain if this was my convoy or the other destroyer contact, but at
- 1855(H) I reported to him that I had lost contact and requested information. At
- 1905(H) He told me his contact bore 167, range 10,000 yards from Latitude 16°-00', Longitude 117°-27'. Convoy bore 020° T., from us, distance 20,000 yards. We commenced closing.
- 1925(H) We had an SJ pip bearing 030° T., distance 10,000 yards. There was SJ interference from that bearing also.
- 1926(H) Heard nine or ten underwater explosions, saw several gun flashes bearing 030. Pip disappeared. Could get no more contacts until
- 1942(H) We picked up HARBILL at 7,550 yards, bearing 031° T., decided to follow her until she lead us to convoy. The HARBILL, however, soon turned directly toward us, and fearing misidentification we turned away and let her pass us. Tracked her to 14,000 yards and found another ship following the HARBILL. We tracked him until 2155. He gave us a pip about the size of the HARBILL's and constantly changed course and speed, even turning circles and figure eights, so that we could never get a satisfactory approach on him. We had hoped that he would lead us to the convoy, but at

SUBJECT: USS BECUNA (SS319) - Report of Second War Patrol.

2155(H) We gave him up as the convoy by then would probably be too far away to catch and attack during the remainder of the night. Commenced returning to station.

16 December 1944
0510(H)

Received message from HAMBILL stating she had radar contact bearing 198, distance 18,000 yards from lat. 14-56-05, Long. 118-50-55. No course or speed was given. The position was however about 15 miles north of us, and we headed toward it at flank speed.

0618(H) (About 5 minutes before sunrise) sighted two ships bearing 345, masts and superstructure visible, angle on the bow 15° starboard. Dove. Could not pick up ships by sound or periscope.

0655(H) Surfaced, nothing in sight. "Angles on bow" were actually "on stern."

0712(H) HAMBILL Surfaced on starboard bow about 12,000 yards distant. Closed her for conference. She had attacked two destroyers before dawn. These were undoubtedly the ships we had seen. Returned to patrol station.

1233(H) Submerged for SD pip, distance 7 miles, closing to 6 miles, not sighted. Aircraft contact #24.

1305(H) Surfaced.

1635(H) Received message from CTF 71 directing Commanding Officer BECUNA take charge of Wolf Pack consisting of HOE, FLASHER, and BECUNA off KAMRANH BAY. Set course 254° T., speed 10 knots. Sent message to HOE and FLASHER telling them to rendezvous at Latitude 13°-54', Longitude 116°-00' at 0700(H) on the 17th to receive instructions.

17 December 1944
0700(H)

Rendezvoused with HOE and passed instructions by line throwing gun.

0824(H)

Same with FLASHER. I planned to establish a daylight submerged patrol on an arc of 15 miles radius from HON CHUT LIGHT, withdrawing ten miles along radii for night patrol. Seas and wind had begun to build up. The weather soon became very dirty with force 6 seas, wind from 20 to 40 knots from the north east, completely overcast skies, very poor visibility and frequent squalls.

SUBJECT: USS BECUNA (SS319) -- Report of Second War Patrol.

We formed a line 20 miles between submarines and proceeded at 13 knots toward KURUMI BAY. Contact report from HINGA indicated that Rip task force is not proceeding directly to HINDORO or HIRATA as we had hoped, but will pass south too far for us to intercept.

18 December 1944

Bad weather continued and became worse. With no fix for two days, and the coast pilot indicating a strong southerly set in this vicinity, decided not to close to assigned positions tonight.

1047(H)

Changed course of Pack to 060 with land about 50 miles distant by radar, speed 5 knots, which was about all we could make into the sea and wind which were now from the north. The sea from now until 23 December was from force 5 to force 3. The wind was from 20 to 50 knots.

1912(H)

Exchanged radar identification with departing GUAVIA. She informed us that strong southerly currents exist here, confirming the coast pilot.

2100(H)

Received orders from CTF 71 designating Commanding Officer BECUNA as Commanding Officer of a group composed of HIRATA, HOS, D-33, P-333, and BECUNA. Took position Latitude 11°-47' N., Longitude 109°-40' E. and patrolled north and south, ten miles each way.

19 December 1944
1303(H)

Submerged for 52 minutes for plane contact #28, distance 8 miles, coming in.

1603(H)

Received report from DACE that 3 tankers, 2 or more AEs or tankers and 3 large escorts had left KURUMI BAY at 0900 today. Speed 8 to 10 knots. As they would now be 50 to 60 miles away, and I can not make more than their speed in northerly direction, I did not attempt to chase this contact.

20 December 1944
1320(H)

Submerged for plane contact #29, 2 engine bomber, distance 3 miles, coming in. Decided to water batteries while submerged. It was too rough to do this job satisfactorily on the surface.

1600(H)

Surfaced.

SUBJECT: -----

USS SECURA (SS319) - Report of Second War Patrol

21 December 1944
0550(H)

Received radar contact report from DACE and started heading toward contact at standard speed.

0624(H)

Asked DACE how many ships were in contact and she replied that the contact was a PC boat and that she was retiring. Returned to position.

1232(H)

FLASHER reported convoy of 3 tankers, 1 AK, 1 DD, 2 escort vessels, passing latitude $12^{\circ}-40'$ N., longitude $109^{\circ}-30'$ W., at 1000, course 010, speed 8. I am about 90 miles south. Bridge is continually drowned at 10 knots on northerly course, do not chase.

22 December 1944
0627(H)

PADDLE reports radar contact bearing 227° T., range 19,000 yards from $11^{\circ}-11'$ N. Latitude, $109^{\circ}-30'$ W. Longitude. Headed toward contact at flank speed.

0655(H)

PADDLE reported 2 contacts, course 060° , speed 10 knots.

0739(H)

PADDLE reported contact consisted of an AK and escort.

0816(H)

PADDLE gave a new report, adding another escort and giving course 070° , speed 11 knots.

0817(H)

PADDLE reported new enemy course 355 and said that she was attacking.

0854(H)

Sighted HCE on our port bow, about 15,000 yards. She is chasing contact also.

0953(H)

HCE reported contact, base course 320, speed 11 knots.

1000(H)

SECURA made sight and radar contact on tanker at latitude $11^{\circ}-17'$ N. Longitude $109^{\circ}-37'$ W. Visibility was very poor, but we could see the tanker's superstructure, including bridge and stack as a dark blotch in the grey mist. Began an end around starboard side. HCE was astern of us attempting the same.

SUBJECT: USS SECURA (SS319) - report of Second War Patrol.

1016(H) With tanker about 18,000 yards away, angle on the bow 50° , visibility began to improve rapidly. Dove to avoid detection and headed in on normal approach course. Angle on the bow was 30° starboard.

1026(H) With angle on the bow 30° port, reversed course.

1035(H) Angle on the bow starboard. Suspected a constant helm and headed toward.

1042(H) Target zigged left again. Came to normal approach course. Target continued to zig left thereafter, and never came closer than 10,000 yards (approximately). Her final course was about 290° heading for KERRANH BAY. The only screening destroyer we saw passed within perhaps 3,000 yards. Heavy seas, poor visibility, and very poor sound conditions contributed to the failure of this approach. It was necessary to have ten feet of periscope (minimum) out to see over the waves, and then little of the superstructure could be generally seen. No satisfactory range data could ever be secured.

1215(H) Secured from battle stations.

1315(H) Surfaced and sent DACE message that convoy was approaching KERRANH BAY. Headed back toward station.

1337(H) Submerged for plane contact #30. Plane resembled "AUFU", distance 3 miles by SD as we dove. Decided to stay down while forward torpedo room routined torpedoes. Forward tubes were flooded this morning rough weather made it advisable to handle torpedoes submerged.

1725(H) Surfaced.

1730(H) FADDE reported radar contact bearing 190° , range 25,000 yards from Latitude $11^{\circ}-07' N.$, Longitude $109^{\circ}-32' E.$ Headed toward contact.

1812(H) received message from CIT 71 detaching all ships except DACE from Wolf Pack, and assigning DACE and SEAN to Area 3-C.

1815(H) FADDE reported ships were very large, possibly warships. She had lost contact.

SUBJECT: USS SECUNA (SS319) - Report of Second War Patrol.

1910(H) PADDLE reported enemy course 090, speed 14 knots. Abandoned search. Headed for PULAU GALBIR Island. Will patrol off it for coastwise traffic.

23 December 1944
0420(H)

FLASHER, homeward bound, reported convoy of 5 ships at $11^{\circ}-13' N.$, $109^{\circ}-49' E.$, course 355, speed 13 knots. Headed south to intercept, flank speed.

0515(H) FLASHER amplified previous report giving new position. He estimated we would intercept convoy at 0700. Passed FLASHER's messages to DACE who was not receiving them from FLASHER.

0605(H) Made radar contact (2 large ships and later 2 smaller ones), bearing 145° , 25,800 yards from Latitude $11^{\circ}-45' N.$, Longitude $109^{\circ}-40' E.$ Commenced end around, tracking with radar, determined course to be $350^{\circ} T.$, speed 13 knots. He had a very dark cloud background. He were silhouetted against a clear horizon. Seas still force 4 to 6.

0630(H) (25 minutes before sunrise) submerged on normal approach course and ran 10 minutes at standard speed.

0650(H) Sighted a destroyer, angle on the bow 30° port. Impossible to get a range, running at 55-58 feet, no other ships visible. I judged him to be a forward screen. Continued normal approach course.

0710(H) Nothing but destroyer in sight. His angle on the bow was zero. Could still not get a range but estimated it as 2,000 yards. Turned toward him, course 165° , went to 100 feet to run under him and penetrate screen. Sound occasionally heard, faint heavy screws four or five degrees to the left of the destroyer. Tracked destroyer down our starboard side, distance about 700 yards abeam, until he reached 140° relative on which bearing he steadied.

0716(H) Came to periscope depth, and found one YAMATO class battleship and one KASHI class cruiser on same general bearing as destroyer, range about 10,000 yards, angle on the bow 160° . Heavy ships had apparently cut left earlier than my destroyer and had turned to course 235. As I watched, they turned to about 230° and escaped unscathed.

SUBJECT: USS BECUNA (SS319) - Report of Second War Patrol.

From the moment of receiving the first contact report we had expected them to come left to make a turn left, but the only ship visible to me had held on to 350 until I went deep to pass under him. Once again rough weather, poor visibility and poor sound conditions helped to thwart an attack.

0906(H) Surfaced and sent contact report to ComTaskFor 71, ComTaskForce 77 and Commander Third Fleet, announcing the arrival of this force at IJIRAN BAY. Sent same message to DACE by voice.

1012(H) Dove for airplane contact #31, nine miles, coming in.

1300(H) Surfaced, commenced return to station.

24 December 1944

On station. For first time since arrival off IJIRAN BAY, wind and sea have abated. Seas are force 2. I intend to patrol North and South off FALLOU GAMBIA Island, at a distance of about 15 miles in clear weather, closing to 10 miles in poor visibility and at night.

0955(H) Sighted a floating mine at Latitude 13°-49' N., Longitude 109°-30' E., fired at it with .30 caliber machine gun, 20 mm. and two carbines until a .30 bullet hit a horn. Mine exploded about 500 yards on starboard beam throwing water up about 75 feet.

1245(H) Sighted a plane about 9 miles away. Plane disappeared after a few moments until

1307(H) Radar picked it up again at 13 miles. Sky heavily overcast, could not see plane. Dove.

1402(H) Surfaced.

25 December 1944

1443(H)

Sighted and sank a floating mine at Latitude 13°-43' N., Longitude 109°-32' E.

1558(H)

Sighted and sank a floating mine at 13°-42:5' N., 109°-32' E.

SUBJECT: USS BECUNA (SS319) - Report of Second War Patrol.

26 December 1944

0647(H)

Sighted floating mine at Lat. $13^{\circ}-35'$ N., Long. $109^{\circ}-30'$ E. Did not attempt to sink this one as dawn and hard rain made it very difficult to see.

0614(H)

Sighted 2 floating mines at Lat. $13^{\circ}-35'$ N., Long. $109^{\circ}-30'$ E. 20mm and .30 caliber guns exploded the first and sank the second mine. The first mine exploded with much greater force than the one which exploded on 24 December. This latter mine exploded about 300 yards from the ship and large pieces of shrapnel fell close aboard.

0938(H)

Contact on SD at 10 miles, closed to 9 miles, then opened to 14 miles and disappeared. Was never sighted. (Plane contact #33).

1221(H)

Sent message to CTF 71 reporting 6 mines sighted in 3 days.

27 December 1944

1137(H)

Sighted and sank floating mine at Lat. $13^{\circ}-24'$ N., Long. $109^{\circ}-29'$ E.

1527(H)

Sighted 2 floating mines at Lat. $13^{\circ}-21.5'$ N., Long. $109^{\circ}-20'$ E., while maneuvering in rain squalls to sink these mines, and when they were on port bow, sighted third floating mine 200 yards off starboard quarter. Decided that there were a few too many mines in this vicinity, headed east, leaving one and possibly two mines sinking.

1638(H)

Asked D. CE if she had seen any floating mines. She replied that she had seen three. Directed her to go to Longitude $110^{\circ}-30'$ E., telling her that I had seen 10 mines.

1927(H)

Sent message to CTF 71 reporting all mines, and telling him we would patrol eastern part of area.

28 December 1944

1214(H)

Patrolling north and south on Longitude $110^{\circ}-30'$ E.

1255(H)

Submerged for SD contact at 20 miles, coming in to 13 miles.

Surfaced.

SUBJECT: USS BECUNA (SS319) - Report of Second War Patrol.

31 December 1944

1200(H)

Submerged for plane contact #35, single wing float plane, distance 11 miles.

1303(H)

At 50 foot depth sighted two patrol boats, small EC's bearing 015° relative, angle on the bow 10° starboard. Latitude 00°-35' N., Longitude 106°-43' E. They were in line abreast about 200 yards apart, not pinging. As they continued to approach, went to 150 feet (depth of water 190 feet) and kept stern to them. They passed by on a northerly course at about 10 knots speed.

1515(H)

Surfaced. Went ahead full to pass through MARIBRA STRAIT tonight.

1 January 1945

0619(H)

Having reached 20 fathoms of water south of MARIBRA STRAIT slowed to 2/3 speed.

1021(H)

Submerged for SB contact at 12 miles. (Plane contact #36)

1112(H)

Surfaced.

1440(H)

Exchanged visual signals with BLUSSO.

2 January 1945

0658(H)

Sighted ship bearing 203° E., on a northerly course. Closed and engaged it with gunfire. It was an SB type sea truck, 300 tons.

0811(H)

Dove for plane contact #38, float type, coming in on our stern. Sea truck was burning brightly. Superstructure was completely riddled. It was very low in the water in a sinking condition. The forward part of the ship was filled with large square tanks. Riddled tanks with 40mm fire to insure sinking.

0857(H)

Surfaced. Sea truck still afloat, but listing badly and still burning well. Got several pictures of sea truck.

1005(H)

Sighted float monoplane on port beam, distance 15 miles. He went past and disappeared astern.

1053(H)

Sighted heavy white smoke bearing 185° E. Lat. 06°-09' N., Long. 113°-33' E. Turned toward at full speed.

SUBJECT: USS BERCULA (SS319) - Report of Second War Patrol.

- 1107(H) SB contact (plane contact #39) closing from 16 to 10 miles, Dove.
- 1129(H) Picked up 2 masts with smoke, started approach. Although it had been a fairly clear morning, it now commenced to rain. I got a few glimpses of his hull and decided that this was another sea truck. The rain closed in and I saw nothing but occasional glimpses of smoke until he had drawn well past us. His base course was 010° T. He was zigzagging from 340 to 060.
- 1325(H) With the target astern 6,000 yards, rain ceased. It was a sea truck Sugar Charlie type, estimated tonnage 200 GT.
- 1330(H) Battle surfaced. Opened fire at 6,700 yards range with 5" gun, target on port bow. Second shot was a hit. About half of the shots fired from then were hits until the twelfth round at 3,700 yards range, when the sea truck suddenly sank. Headed for LOBON STRAIT at full speed.
- 2000(H) Passed MINGAN ISLAND abeam without incident.
- 2321(H) While ten miles north of the BALI side of LOBON STRAIT sighted patrol boat at 6,000 yards, in towards the BALI shore. Avoided patrol boat to the eastward at flank speed. He made 13 knots and closed to a minimum range of 1,800 yards, but did not open fire.
- 2355(H) Lost contact on patrol boat astern and turned south to transit strait. He apparently was still chasing us on our easterly course.
- 3 January 1945
- 0030(H) Contacted sailing vessel at 7,600 yards on SJ radar. Avoided at flank speed and at
- 0049(H) Contacted another sailing vessel close to BALI shore at 7,050 yards range as we entered LOBON STRAIT.
- 0112(H) Increased speed to flank.

SUBJECT: USS BECUNA (SS319) - Report of Second War Patrol.

0131(H) Sighted patrol boat at 10,250 yards range, also close to land shore. Patrol boat came around to a southerly course and closed on our starboard bow at 12.5 knots. When patrol boat was abeam at 4,155 yards range, he fired a red very star, then 2 rounds of large caliber tracer and 4 rounds of what appeared to be 20mm. All landed well aft and at least 500 yards from the ship. The patrol boat drew aft and, at a range of 7,500 yards, gave up the chase. I continued at flank speed well over to the western side of the strait, passing 4 miles off USS BECUNA without observing any further signs of enemy activity.

0143(H) Cleared BOPON STRAIT and entered Indian Ocean en route to MALDEN GULF.

4 January 1945
2055(H) Exchanged recognition signals, calls and greetings by SJ radar with USS BECUNA. At this time the radar operator estimated the range as about ten miles.

5 January 1945
0356(H) Exchanged recognition signals with British submarine.

1730(H) Entered MALDEN GULF.

1912(H) Exchanged calls with USS BECUNA by searchlight and learned that we had had radar contact with her at a range of about 230 miles last night.

2010(H) Moored port side to tanker in MALDEN GULF. Due to the cooperation of Lieutenant (jg) Stillan, the Commanding Officer of the base, movies were arranged for officers and men.

6 January 1945
0027(H) Underway for FRANKLIN, having received 19,300 gallons of fuel.

8 January 1944
0700(H) Arrived ROYALIST ISLAND rendezvous off FRANKLIN.

SUBJECT: US3 BECUMA (SS319) - Report of Second War Patrol.

(C) WEATHER

Normal weather was experienced proceeding to and from station and during the first part of the patrol. During the period 16-28 December, especially while patrolling off FRENCH-INDO-CHINA, heavy seas from the northeast monsoon made periscope approaches extremely difficult.

(D) TIDAL INFORMATION

Tides and currents were in general as indicated in the sailing directions except that the southerly set off HONGKONG BAY, FRENCH-INDO-CHINA, averaged 3 knots during the northeast monsoon.

(E) NAVIGATIONAL INFORMATION

None

SUBJECT: USS SECUNA (SS319) - Report of Second War Patrol.

(F) SHIP CONTACTS

No.	Time Date	Lat. & Long.	Type(s)	Initial Range	Est. Course Speed	How Contacted	Remarks
1.	11/28 1830	02-25N 119-32.5E	S/M	10,000	180 10	SD	Exchanged calls USS SECUNA.
2.	12/4 1138	12-07N 116-21E	Tanker Escort	20,000	stopped	P	Tanker was burning and later sunk by SECUNA.
3.	12/11 1425	12-46N 117-04.5E	S/M	10,500	Unk.	SD	Contacted momentarily.
4.	12/14 1524	12-46N 117-02E	AH		075 14	SD	Hospital ship similar to TAGUSANU MARU.
5.	12/15 1545	15-12.5N 117-52E	Unk.	40,000	320 10	SD	Sighted smoke - followed until dark and then lost.
6.	1942 12/15	16-10 N 117-42E	DE or SC	16,000	various	R	Vessel was apparently hauling minerals.
7.	12/16 0618	14-41N 118-41E	Unk.	16,000	Unk.	SD	Probably DE's. Sighted at dawn. ROB (or stern) small. Lost contact.
8.	12/16 0713	14-49N 118-34E	S/M	12,000		SD	Closed range & exchanged calls. USS SECUNA.
9.	12/17 0824	13-47.5N 115-55E	S/M	14,000		R	FLASHER & HOB FLASHER closed, received orders.
10.	12/22 1000	11-17 N 109-37E	DD AO	20,000	Unk.	SD R	Smoke sighted from bridge & by SECUNA.

SUBJECT: USS BECUNA (SS319) - Report of Second War Patrol

No.	Time Date	Lat. & Long.	Type(s)	Initial Range	Est. Course Speed	How Contacted	Remarks
11.	12/23 0605	11-45N 109-40E	BB CA DD	25,000	350 13	R	YAG-10 type BB MCMH type cruiser - 2 destroyers
12.	12/31 1303	00-33.5N 106-46.5E	PC	15,000	340 10	RF	Went to 150 feet
13.	1/1 1400	110-15 E 04-10 S	S/H	14,000	Unk	SD	Exchanged calls
14.	1/2 0658	113-12E 05-50S	Sea Truck	20,000	020 4	SD	Shelled target with 5" gun and automatic weapons. Left burning & sinking. Sunk target with 5" deck gun.
15.	1/2 1053	113-33E 06-09.5S	Sea Truck	24,000	040 7	SD	
16.	1/2 2321	03-24S 115-54.5E	PC	5,300	340 18	SD	Sighted from bridge Contacted on radar
17.	1/3 0131	09-02S 115-54E	PC	10,250	050 16	R	Contacted on radar

SUBJECT: USS ESCORT (SS319) - Report of Second War Patrol.

(G) AIRCRAFT CONTACTS

No.	Time Date	Lat. & Long.	Type(s)	Initial Range	Dist. Course Speed	How Contacted	Remarks
1.	1250 11/21	12-36S 128-09E	Biplane	12 mi.	Circling	SD	Closed to 8 mi. and disappeared
2.	0953 11/26	06-37S 120-39.5E	2 eng. Pat.	9 mi.	020	SD	Dove when range closed to "0" 5 mi. No radar contact.
3.	0917 11/28	00-46N 112-26E	Unk.	10 mi.	Unk.	SD	Dove when range closed to 10 mi.
4.	1216 11/28	01-00N 119-21E	Unk.	16 mi.	Unk.	R	Dove when range closed to 14 mi.
5.	0045 11/29	03-27N 119-37E	Unk.	18 mi.	Unk.	R	Closed to "0" 10 mi.
6.	1447 11/30	04-45.5N 121-47.5E	Bomber	2 mi.	Unk.	SD	Dove on sighting
7.	0714 12/1	12-35S 119-59.5E	Unk.	6 mi.	Unk.	R	Dove when range closed to 5 mi.
8.	0951 12/6	12-28N 117-00E	Lib.	10 mi.	Unk.	SD	Did not close
9.	1310 12/7	12-34N 117-02E	Unk.	8 mi.	Unk.	SD	Dove on sight
10.	0909 12/8	12-28N 117-09E	Bomber	8-10 mi.	Unk.	SD	Dove on sight.
11.	0926 12/9	12-29.2N 117-77.5E	Bomber	8 mi.	265°	SD	Dove as range closed.
12.	1033 12/10	12-31N 117-58E	Unk.	8 mi.	Unk.	R	Dove as range closed.
13.	1607 12/11	12-55N 117-04E	Lib.	8 mi.	Unk.	SD	Dove on sight

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No.	Time Date	Lat. & Long.	Type	Initial Range	Est. Crs. Speed	How Contacted	Remarks
14.	1225 12/12	12-50N 117-43E	4 Eng. Bomber	10 mi.	210°	T SD	Dove
15.	1010 12/13	12-42N 117-01E	Bomber	10 mi.	225°	T SD	Dove when range closed to 7 mi.
16.	0917 12/14	12-47N 116-59E	Unk.	13 mi.	Unk.	R	Did not close
17.	1332 12/14	12-46N 117-46E	Unk.	16 mi.	Unk.	R	Closed range. Dove
18.	0932 12/15	14-32N 117-51.5E	Bomber	12 mi.	Unk.	SD	Tried to contact by VLF - no response. Did not close range. Did not dive.
19.	1049 12/15	14-28.5N 113-00E	Pat.	7 mi.	Unk.	SD	Submerged on sight Zero AOB. No radar contact.
20.	1136 12/15	14-35N 113-02E	Pat.	8 mi.	Unk.	SD	Did not dive
21.	1340 12/15	14-35N 113-03E	Lib.	15 mi.	Unk.	SD	Exchanged recognition signals by VLF.
22.	0800 12/16	14-54N 113-38E	Unk.	20	Unk.	R	Did not close.
23.	0916 12/16	14-47N 113-33E	Unk.	19 mi.	Unk.	R	Did not close under 1.5 mi.
24.	1232 12/16	14-31N 113-18E	Unk.	7 mi.	Unk.	R	Closed to 6 mi. Not sighted - submerged.
25.	1103 12/17	13-42N 115-23.5E	Unk.	16 mi.	Unk.	R	Contacted by SD radar at 16 mi. SD at 13 mi.
26.	1212 12/17	13-43N 115-24E	Unk.	25 mi.	Unk.	R	Contacted by SD first then by SS. Not sighted

SUBJECT: USS BLCUNA (SS319) - Report of Second War Patrol.

No.	Time Date	Lat. & Long.	Type(s)	Initial Range	Est. Cn. Speed	How Con- tacted	Remarks
27.	2201 12/17	12-55N 114-02E	Unk.	14 mi.	Unk.	R	Contacted by SD at 14 mi. by SD at 1 mi. Did not close under 5 1/2 mi. Lost.
28.	1302 12/19	11-53N 109-52E	Cherry	8 mi.	230° T 150 RPM	SD	Dove on sight - Coming in
29.	1320 12/20	11-39N 110-39E	Well	2 1/2 mi.	130° 150 RPM	R	Dove on contact
30.	1337 12/22	11-20N 109-30.5E	Rufe	3 mi.	100° 200 RPM	SD	Dove on sight - Did not close
31.	1012 12/23	11-45N 109-42E	Rufe	10 mi.	Unk.	R	Contacted on SD at 10 mi. Sighted by lookout at 9 mi. Submerged when range closed to 6 mi.
32.	1245 12/24	13-56N 109-32E	Well	9 mi.	Unk.	R	Contacted on SD. Later sighted from bridge. Did not attack. Submerged.
33.	0928 12/26	13-38 N 109-35E	Unk.	10 mi.	Unk.	R	Closed to 9 mi. Went out to 14 mi. and disappeared.
34.	1500 12/27	13-21N 109-20E	Unk.	15 mi.	Unk.	R	Appeared momentarily and disappeared.
35.	1214 12/28	13-48N 110-33E	Unk.	20 mi.	Unk.	R	Closed to 9 mi. Submerged. Not seen.
36.	1200 12/31	00-30N 106-45E	Rufe	15 mi.	150° T SD	SD	Sighted from bridge on parallel course. Did not see us. Submerged to 150'.
37.	1021 1/1	03-51E 109-45E	Unk.	12 mi.	Unk.	R	Submerged on contact.
38.	0309 1/2	05-57.5E 113-11E	Rufe	10 mi.	Unk.	R	Submerged on contact as plane did to 6 mi.

SUBJECT: USS SECURA (SS319) - Report of Second War Patrol.

No.	Time Date	Lat. & Long.	Type(s)	Initial Range	Est. Crs. Speed	How Contacted	Remarks
39.	1005 1/2	06-055 113-26E	Rufe	12 mi.	290° T.	R	Radar contact - not sighted.
40.	1106 1/2	06-198 113-33E	Unk.	16 mi.	Unk.	R	Radar contact closed to 9 mi. submerged.
41.	0759 1/3	10-143 115-35E	Unk.	12 mi.	Unk.	A.	Not seen. Did not dive.

(H) ATTACK DATA (Gun Attack)

USS SECURA (SS319) GUN ATTACK No. 1 PATROL NO. 2

Time: 0720(H) Date: 2 January 1945 Lat. 05°-50'S Long. 113°-12'E

Target Data - Damage Inflicted

Sunk: One Sugar Doe - tonnage 300 T.

Damage determined by - Sight.

Details of Action

Fire was opened using the 5"/25 caliber deck gun at 2,900 yards. Hits were obtained on and after the third round. Seventeen shots were fired out of which eight were hits. Only three or four of these Mk. 36 projectiles exploded on the wooden hull and superstructure of this vessel. The effect of those that did explode was quite satisfactory, tearing up the target in general.

Fire was opened with 40mm at 2,000 yards and 132 rounds were expended, three fourths of which were hits. All projectiles apparently detonated on contact and the explosions were surprisingly destructive for so small a caliber projectile.

Fire was opened with 20mm, .50 caliber and .30 caliber machine guns at 1,500 yards range. Nothing could be observed of their effect because the target was a thorough wreck at this time. The 20mm projectile set the target on fire in several spots.

Radar ranges were used applying spots visually for 5" firing.

SUBJECT: USS BECUNA (SS319) - Report of Second War Patrol.

U.S.S. BECUNA (SS319) GUN ATTACK NO. 2 PATROL NO. 2

Time: 1330(H) Date: 2 January 1945 Lat. 06°-09.5' S Long. 113°-33' E

Target Data - Damage Inflicted

Sunk: One Sugar Charlie - 800 T.

Damage determined by: Sight

Details of Action

Fire was opened with 5"/25 caliber deck gun at 6,700 yards range. Hits were obtained on and after the second shot. Twelve rounds were expended securing nine hits. All hits appeared to explode immediately after penetrating the skin of the target and several times debris was blown about 50 feet high. The target sank very rapidly while at a range of 3,700 yards.

Spotting was accomplished by using radar ranges and spots. Radar reported it was quite easy to follow projectiles all the way to the point of impact and the return "pip" from the splash was very large.

(I) MINES

Numerous drifting mines were sighted off TONGAREVA ISLAND, mostly in the vicinity of TONGAREVA ISLAND. These mines appeared to be about three feet in diameter with at least four horns and two padeyes on top. Some detonated under .30 caliber ammunition while some merely sank. The mine cases were hard enough to deflect some .30 caliber ammunition and all carbine ammunition.

These mines apparently drifted down from the north-east during the prevalent monsoon.

The locations of the sightings were:

24 December	- Lat. 13°-49' N.	Long. 109°-30.5' E.
25 December	- Lat. 13°-43' N.	Long. 109°-32' E.
25 December	- Lat. 13°-42.5' N.	Long. 109°-32' E.
26 December	- Lat. 13°-35' N.	Long. 109°-30' E.
26 December	- Lat. 13°-30' N.	Long. 109°-30' E.
27 December	- Lat. 13°-24.5' N.	Long. 109°-29.5' E.
27 December	- Lat. 13°-21.5' N.	Long. 109°-29' E.
29 December	- Lat. 07°-45' N.	Long. 107°-36.5' E.
29 December	- Lat. 07°-10' N.	Long. 107°-04' E.

SUBJECT: USS BECUNA (SS319) - Report of Second War Patrol.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS

On 4 December, after an attack by the Japanese which resulted in a badly damaged and burning tanker, three escort vessels remained to patrol near the cripple. Their pinging was detected by the AS sound gear at a maximum range of approximately 11,000 yards.

The procedure used by these escorts was a variable frequency search in which the frequency of the pinging was varied at a more or less constant interval of 2 minutes in the range of 15.5 to 26.5 kilocycles.

(K) MAJOR DEFECTS AND DAMAGES

- 22-23 November Renewed oil rings in main engines #3 and #4 to reduce unusually high lube oil consumption. Inspection showed oil rings worn and gap clearance too great.
- 1 December No. 3 main engine out of commission because of excessive vibration in unit #6 and cracked exhaust elbow in this unit. Examination disclosed injector barrel scored and frozen. Renewed injector and welded cracked exhaust elbow.
- 13 December Shut down No. 3 main engine because of unusual amount of vibration in unit #6. Inspection showed exhaust elbow leaking on inside (fresh water) and the two inboard cylinder head studs broken. Removed broken pieces and renewed all 4 studs, welded cracks in exhaust elbow and put engine back in commission.
- 3 January Put number 3 main engine out of commission. Discovered 2 broken cylinder head studs on unit number 3 and 2 broken cylinder head studs on unit number 7. Removed broken pieces, renewed studs and put engine back in commission.

SUBJECT: USS HECUNA (56319) - Report of Second War Patrol.

(L) RADIO

No operation failures were encountered with any of the radio equipment. The RSH receiver, which operated unsatisfactorily on CW reception during the first patrol was repaired and adjusted during the refit and gave excellent results on both CW and voice.

Reception of the B.K.K.S FOX schedules in the area during daylight was very poor on all frequencies. The signal was very seldom readable between 0000 and 0900 GCT. No serial messages were missed. There was no indication of deliberate jamming by the enemy on either the FOX schedules or in our transmissions of messages to VILCO.

Two messages that were sent from this vessel while on patrol were repeated incorrectly on the FOX schedules. Both had been repeated for. In the first instance three groups were repeated in the retransmission. In the second case two groups were omitted in the retransmission, the group count being obviously in error.

On one occasion, while in the area, it was possible to make use of the VHF transmitter-receiver for communications with aircraft. Establishing communications from ship to plane was difficult, although the signal from the plane was readable up to a range of about 3 miles. After the optimum range and altitude of the plane was reached, which was about 2 to 4 miles, and approximately 1,000 feet elevation, good communications resulted both ways.

While patrolling off the FRENCH INDO-CHINA coast, radio guard on 4155 kcs. (MHz, Radio HCCMNH, was maintained nightly from 1800 GCT until the schedule was completed. The signal varied from excellent on some occasions to unreadable on others, even though position and weather conditions remained essentially the same throughout this period.

Date-time groups of those messages received are:

230922 251520 261315 271655 271630 280940
281645 281637

SUBJECT: USS BECUNA (SS319) - Report of Second War Patrol.

(1) RADAR

The following is a synopsis of operation of the radar gear on board, during which time only one major defect, (failure of the SJ transmitter high voltage circuit), was encountered:

SD-4 - Hours in use during patrol - 950
(Transmitter was keyed only 1/6 of
the time so in actual operation
160 hours.)

SJ-1 - Hours in use during patrol - 892

The SD radar was used continually during daylight hours and moonlight nights following the recommended procedure of keying the transmitter 5 out of every 30 seconds

The addition of the signal amplifier to the SJ receiver for communication purposes is a definite advantage and had doubled its effective range. The provision of similar equipment to all other submarines would greatly facilitate short range communications.

In one instance it was discovered that communication by SJ radar was accomplished at a range of over 200 miles. On 4 January at 2035(H) radar interference was picked up bearing 180° T. and was of sufficient intensity to communicate. Normal recognition procedure was carried out and exchange of call signs made with the USS BLACKFIN as well as the transmission of a short message which was receipted for. The following night it was learned that the BLACKFIN at the time of radar communication was approximately 250 miles south of our position.

(2) SOUND GEAR AND SOUND CONDITIONS

All sound gear operated with no operational difficulties or casualties.

(3) INTENSITY LAYERS

No information.

SUBJECT: USS RECUMA (83319) - Report of Second War Patrol.

(F) HEALTH, FOOD and HEALTHINESS

The health of the crew on this, the second war patrol of the USS RECUMA, has been excellent. Especially noticeable was the absence of the usual complaints of a group of men on a long patrol, athlete's foot, heat rash, constipation, general malaise, etc. This has been so because of the excellent air conditioning which kept the air dry and cool and provided a supply of condensate water adequate for the crew's laundry and bathing and also because of the food which has been ample and dietetically satisfactory. The ice cream freezer especially provided plentiful supplies of tasty and nourishing desserts. However, the meat supply was deficient in the absence of choice cuts, particularly of beef.

The rotation of the crew on sun lookout has partially compensated for the loss of the use of the sun lamp (quartz tubes not available in port). The supply of vitamin pills was used sparingly because of their disagreeable taste and odor.

The mental outlook of the crew was brightened by a plentiful supply of books and magazines, by record players, by radios, and by movies.

(G) PERSONNEL

(a) Number of men on board during patrol	- 74
(b) Number of men qualified at start of patrol	- 58
(c) Number of men qualified at end of patrol	- 61
(d) Number of unqualified men making their 1st patrol	- 7
(e) Number of men advanced in rating during patrol	- 10

The performance of duty by all hands was satisfactory in all respects.

SUBJECT: USS PECUNA (SS319) - Report of Second War Patrol.

(R) MILES STEAMER - FUEL USED

Freemantle to area	- 2632 miles	- 33,615 gallons
In area	- 9903 miles	- 95,404 gallons
Area to Freemantle	- 1406 miles	- 25,817 gallons
Total	13,941 miles	-154,836 gallons

(S) DURATION

Days enroute to area	- 9
Days in area	-39
Days enroute to base	- 5
Days submerged	- 3

(T) FACTORS OF ENDURANCE REMAINING

Torpedoes	Fuel	Provisions	Personnel
24	7,050 gals.	22 days	22 days

Limiting factor this patrol - Orders of force commander.

SUBJECT: USS ELCURA (SS319) - Report of Second War Patrol

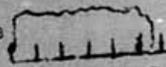
(U) RADIO AND RADAR COUNTERMEASURES

During this patrol three interceptions of enemy radar transmissions were made by this vessel. The following information is submitted using CI&D form No. 2.

Incident No. 1

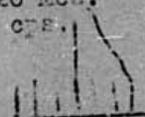
1. Ship - USS ELCURA (SS319)
2. Area covered on this mission (give dates - location)
20 November 1944 - Lat. $00^{\circ}-33'$ S. Long. $119^{\circ}-47'$ E.
3. Enemy radar was landbased.
4. Intercept equipment was SCR-1/SEA
5. (a) Frequency - 160 mcs. Dial reads - None
(b) PRF - 200 cps. How measured - Meter
(c) PR - 32 ms. How measured - Scope divisions
(d) Sketch pulse 
- (e) Was lobe switching used - Unknown
- (f) Polarization of enemy signal - None
- (g) Sweep rate - Constant
6. (a) Was radar used on surface or aircraft search - Surface
(b) Evidence for this conclusion - Strength of signal.
7. Action of enemy, etc. - Indication steady at 160 mcs.
8. Narrative - A strong indication for about 5 minutes and then faded from scope. Was unable to pick up again.

Incident No. 2

1. Ship - USS ELCURA (SS319)
2. Area covered on this mission (give dates - location)
29 November 1944 - Lat. $03^{\circ}-36'$ S., Long. $119^{\circ}-40'$ E.
3. Enemy radar was airborne.
4. Intercept equipment was SCR-1/SEA.
5. (a) Frequency - 150 mcs. Dial reads - None
(b) PRF - Unknown How measured - None
(c) PR - 62 ms. How measured - Scope divisions
(d) Sketch pulse 
- (e) Was lobe switching used - Unknown
- (f) Polarization of enemy signal - None
- (g) Sweep rate - Constant and rapid.
6. (a) Was radar used on surface or aircraft search - Surface.
(b) Evidence for this conclusion - Plane was picked up on SF.
7. Action of enemy, etc. - Picked up indication at approximately 13 miles. Plane came in to 12 miles and then opened out again. Indication faded from scope at approximately 17 miles.
8. Narrative - Indication seemed to be coming from a rotating antenna. Sweep seemed to be very fast.

SUBJECT: USS ESCUELA (SS319) - Report of Second War Patrol.

Incident No. 3

1. Ship - USS ESCUELA (SS319).
2. Area covered on this mission (give dates & location)
31 December 1944 Lat. $00^{\circ}-30'N$. Long. $105^{\circ}-57' E$.
3. Enemy radar was landbased.
4. Intercept equipment was SCR-1/SMA.
5. (a) Frequency - 120 mcs. Dial reads - none
(b) FMT - 330-350 cps. How measured - by SCR meter.
(c) - ms. How measured - by scope scale.
(d) Sketch pulse 
- (e) Was lobe switch used - Unknown
(f) Polarization of enemy signal - None
(g) Sweep rate - Not determined
6. (a) Was radar used on surface or aircraft search - Unknown
(b) Evidence for this conclusion - Indication was first picked up as a steady pip and lasted as such for a period of 15 minutes, then disappeared entirely.
7. Action of enemy, etc. - None
8. Narrative - Upon approaching NI H ISLAND from the northwest a tall tower on the western side of the island was sighted. A sweep on the low frequency band of the PI showed the steady indication at 120 mcs. which lasted approximately 15 minutes and then disappeared. Shortly thereafter contact was made with a Japanese "Rufe" fighter at about 10 miles, closing the range.

(V) REMARKS

KARLINE BAY, PAL CH I DC-CHIN, is a focal point for convoy and task group movements. During any movement in or out of the bay ships proceed at their best speed and are provided with heavy air cover, thus making a submerged attack almost impossible. For inbound traffic from the south and west it is believed that a submarine stationed at latitude $11^{\circ}-10' N$, Longitude $109^{\circ}-40' E$, where two contacts were made while the ESCUELA was in the area, would have a better opportunity of completing an attack than a boat stationed right off the harbor. Northbound traffic from NI H ISLAND hugged the coast closely and anchored at night in NI H CHON and KUAN DAI BAYS, proceeding for the most part in under 20 fathoms of water.

In LOUBOK STRAIT I observed that both patrol boats favored the BULI shore, patrolling about seven miles off at five knots. However, down at the southern part of the strait the shore battery on LOUBOK did not bother us as we proceeded 4 miles off NI H ISLAND.

Serial: (018)

Care of Fleet Post Office,
San Francisco, California,
14 January 1945.**C O N F I D E N T I A L**FIRST ENFORCEMENT to
GO USS BECUNA (SS319) -
Report of Second War
Patrol.

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

Subject: U.S.S. BECUNA (SS319) - Report of Second War Patrol.

1. BECUNA's second war patrol covered a period of 53 days, 39 of which were spent in areas north of the Malay Barrier. BECUNA was one of a coordinated Attack Group consisting of HAWKBILL, FLASHER and BECUNA, with Captain E.H. Bryant, U.S.N., as Group Commander, in HAWKBILL.

2. Although area coverage was good, only three days being spent submerged, BECUNA was unfortunate in making few contacts which promised attack possibilities. Five potentially worthwhile ship contacts were made. The first was a tanker already torpedoed and eventually sunk by FLASHER. The second turned out to be a hospital ship. The next contact, after having been trailed for an hour and a half, was lost from sight in high periscope, and contact was never regained. The fourth contact was on two DDs, at dawn, with an angle on the bow of 180°. These DDs had been attacked by HAWKBILL prior to dawn. The last contact, an escorted AO, bid fair to end in a successful approach. BECUNA made a daylight "end around" in high seas and poor visibility. Clearing weather forced her to dive at 18,000 yards, with a large angle on the bow of the target, and repeated zigs away kept the target at a minimum range of 10,000 yards.

3. On 2 January, a very effective and well conducted gun attack succeeded in sinking a 300 ton sea-truck. BECUNA's gun shooting in this engagement was excellent, and the percentage of hits extremely high. Later the same day this excellent shooting was repeated when an 800 ton sea truck was sunk with 9 hits out of 12 shots from the 5"/25, at range closing from 6700 to 3700 yards. Radar spotting was used in both instances and hits obtained very early.

4. BECUNA reached Fremantle, W.A., in good material condition, except for the main storage battery, whose gravity has been gradually falling off. Treatment of this battery, specifically prescribed by Bureau of Ships will be given during the refit, which should be completed in the normal time.

5. The Squadron Commander congratulates the Commanding Officer, Officers and Crew of BECUNA on an arduous and well conducted patrol, and on the sinking of two Japanese Sea Trucks by well executed gunfire.


L. J. HUFFMAN.

Serial 0185

25 January 1945.

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

SECOND ENDORSEMENT to:
 USS BECUNA Conf. Ltr.
 16-3/49 Serial 02, dated
 6 January, 1945. Report
 of Second War Patrol.

From: The Commander Submarines, SEVENTH FLEET.
 To: The Commander in Chief, UNITED STATES FLEET.
 Via: The Commander, SEVENTH FLEET.
 Subject: U.S.S. BECUNA (SS319) - Report of Second War
 Patrol - Comment on.

1. The Second War Patrol of the BECUNA was conducted in the SOUTH CHINA SEA as a member of a coordinated search and attack group which consisted of HAMBILL, HAZELER and BECUNA; Captain E. H. BRYANT, U.S.N., (OTC) in HAMBILL.
2. No torpedo attacks were made. Two gun actions were successful in sinking two small ships on 2 January. These attacks were well conducted and the effectiveness of the gunfire is indicative of a high state of training in the gun crew.
3. During a considerable part of time in the area the BECUNA was assigned reconnaissance duty in connection with PHILIPPINE ISLANDS Operations.
4. The award of the Submarine Combat Insignia is not authorized for this patrol.
5. The Force Commander commends the Commanding Officer, Officers and Crew upon the completion of this patrol during which the following damage was inflicted upon the enemy:

SUNK

1 - SLC
 1 - LIS

800 Tons (Gunfire)
 300 Tons (Gunfire)

3 0806

Total 1,100

James Five
 JAMES FIVE.

ORIGINAL COPY.

COPY

SS319/116-3/49

U.S.S. BECUNA (SS319),
c/o Fleet Post Office,
San Francisco, Calif.,

Serial: (09)

22 March 1945.

~~CONFIDENTIAL~~

DECLASSIFIED

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Via : (Official Channels).

SUBJECT: U.S.S. BECUNA (SS319) - Report of Third War
Patrol.

Enclosure: (A) Subject Report.
(B) Track Charts - 3(ComSubs7thFlt only)

1. Enclosure (A), covering the third war patrol of
this vessel conducted in the SOUTH CHINA SEA area during the
period 4 February 1945 to 22 March 1945 is forwarded herewith.

H. D. STURR.

DECLASSIFIED

DECLASSIFIED-ART. 0405, OPINION# 5530.1C

OR OP-0089C DATE 5/24/72

"FOR OFFICIAL USE ONLY"

page 31 only

119745

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

(1) PROLOGUE

- 8 January 1945 Returned to FREEMANTLE, WESTERN AUSTRALIA, from second war patrol. Moored alongside USS ANTHEDON.
- 9 January 1945 Submarine Division 261 relief crew relieved BECUNA crew and conducted refit.
- 23 January 1945 Refit crew relieved by BECUNA crew.
- 4 February 1945 Refit and training completed, left FREEMANTLE in company with USS HUMBILL for the BECUNA's third war patrol.

OPERATIONS

During refit installed double hatches and plugged up holes in No. 7 MBT tank top made to accommodate linoleum screws.

While in port, officers were transferred as follows:

DETACHED

Lieut.(jg) Wilbert F. Marlow, U.S. Navy, to Submarine Division 261, on 23 January 1945.

Lieut. (jg) Roger L. Hoeger, U.S. Naval Reserve, to Submarine Division 261, on 23 January 1945.

Ensign Albert L. Boehme, U.S. Navy, to Submarine Division 181, on 3 February 1945.

REPORTED

Lieut. Comdr. Nelson P. Watkins, U.S. Navy, for temporary duty (FCO), on 27 January 1945.

Lieutenant John C. Theys, U.S. Navy, for duty, on 27 January 1945.

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

(B) NARRATIVE

All times, unless otherwise indicated, are "HOW".

OFFICERS

STURR, Henry D.	Commander	U.S.N.	5 patrols
WATKINS, Nelson P.	Lieut. Comdr.	U.S.N.	5 patrols
ESTABROOK, James M.	Lieut. Comdr.	U.S.N.R.	2 patrols
WARD, Russell D.	Lieutenant	U.S.N.	6 patrols
TREYS, John C.	Lieutenant	U.S.N.	None
VASA, Ralph L.	Lieutenant	U.S.N.R.	2 patrols
BAYNE, Marmaduke G.	Lieutenant	U.S.N.R.	2 patrols
LOWE, Warren R.	Lieut.(jg)	U.S.N.R.	1 patrol
ALBERS, Robert R.	Ensign	U.S.N.R.	2 patrols

CHIEF PETTY OFFICERS

DOWEN, Norman H.	CEM(PA)	U.S.N.	11 patrols
BRENNAN, Francis L.	CY(T)	U.S.N.	2 patrols
KING, Roland H. Jr.	CPhM(T)	U.S.N.	2 patrols
RICHARDSON, James (n)	CTM(AA)	U.S.N.	None
PATTERSON, Arthur V.	CQM(AA)(T)	U.S.N.	6 patrols
BUTOVA, Frank (n)	CCS(AA)(T)	U.S.N.	5 patrols
BELCHER, Kermit F.	CMoMM(AA)(T)	U.S.N.	2 patrols
FARGH, Victor	CMoMM(AA)(T)	U.S.N.	2 patrols
MASSIE, Branch R.	CEM(AA)(T)	U.S.N.	3 patrols

4 February 1945

1310

VASA, Ralph L.

BAYNE, Marmaduke

LOWE, Warren R.

Underway for ONSLOW, WESTERN AUSTRALIA, enroute SOUTH CHINA SEA for third war patrol. In company with HAWKBILL as far as EX SOUTH GULF. Held tracking exercises with HAWKBILL as target. Made training dives and held fire control drills daily.

SUBJECT: USS BECUNA (SS319) - Reports of Third War Patrol.

1818 Sighted HMS VORACIOUS bound for FREEMANTLE. Challenged him and he gave an incorrect reply. Asked for ship's name. Vessel replied "VORACIOUS." Could find no British submarine listed by that name and was suspicious of his identity. As we were encoding a message to CTF 71 setting forth the above facts, received a message from CTF 71 giving ETA of VORACIOUS at FREEMANTLE. Ceased working on our message.

7 February 1945
1027

Anchored 2,000 yards from jetty at ONSLOW, while USS BREAM moored at jetty. Jetty had recently been damaged by hurricane. Only one ship could go alongside.

1300

An inductance coil for the SJ radar burned out. Sent BECUNA Serial 1 to CTF 71 stating that if a spare could be flown to ONSLOW tomorrow we would wait for it, otherwise we would proceed and request that spare be sent us by next submarine coming north.

1422

BREAM got underway and we moored alongside jetty and took on 12,175 gallons of fuel oil.

1844

Anchored off jetty as before. Received message that radar spare would be flown up to us tomorrow.

8 February 1945
1545

Received spare and got underway for SOUTH CHINA SEA, via LOMBOK STRAIT, JAVA SEA, and KARIMETA STRAIT.

10 February 1945
0710

Passed south-bound BESUGO.

1049

Passed south-bound PERCH. We had taken our searchlight down. His SJ was out of commission, so did not establish satisfactory communications.

1300

Sent BECUNA's second serial to CTF 71 stating that we had missed a serial and that our identification signals did not check with PERCH's. An evening message from CTF 71 cleared up the situation.

11 February 1945
0250

Passed south-bound USS BOARFISH. Exchanged signals by SJ.

0610

Passed south-bound British submarine.

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

1507 Sighted top of sailboat to eastward.
1519 Submerged 40 miles south of LOMBOK STRAIT until dark.
1933 Surfaced.
2143 Commenced transiting LOMBOK STRAIT at flank speed. Made possible contact with patrol vessels in south-east and north-west parts of strait. They did not bother us and we did not bother them.
2350 Spoke and passed USS ILWABILL.

12 February 1945

0009 Completed transit of LOMBOK STRAIT.
0522 Submerged for all day, so as to approach and pass KUNGLIN ISLAND during the night. This is the second all day dive since this vessel was commissioned.
1913 Surfaced.

14 February 1945

0812 Sighted floating mine (4 horns) at Lat. 04°-13' S., Long. 110°-35' E. Mine exploded when Lieut. Comdr. Watkins hit it with a .30 caliber rifle shot at 200 yards range. Spray and smoke rose 100 feet in the air. Persons below reported that the underwater shock was comparable to a not too distant depth charge.

15 February 1945

0412 P. NTAPAS, J. S., GM3c. U.S.N., collapsed while port lookout. Revived quickly and was sent below. Questioning revealed that he is subject to these collapses since an automobile accident over a year before. Changed his watch to sound and radar. He has had previous experience on these watches on another submarine.

16 February 1945

2000 Received message from CTF 71 designating Commanding Officer as Commander of Wolf Pack consisting of BLENNY, GULVINA, and BECUNA.

17 February 1945

Sent message to BLENNY and GULVINA assigning patrol stations. Our area is off CAMUNH and C. FE P. D. R. N. BECUNA patrol station in December was in this same vicinity. At that time all worthwhile contacts
(cont'd)

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

were made coming north about 40 miles off CAPE PADARAN, although traffic hugged the coast north of CAMRANH. Based on this experience, I established a patrol line bearing 110° T., from the Cape and extending out to 40 miles, the inboard submarine being 10 miles offshore.

18 February 1945

2228 Arrived on station.

19 February 1945

0530 Spoke BLENNY by SJ. She has contacted GUAVINA who is inboard boat. GUAVINA has been in this area several days and reports that all convoys are hugging the coast all the way. Revised my plan of operations, stationing two submarines inshore for daylight submerged patrolling. One will stay out to contact the Zoomies. We will each have two days out and four days inshore.

20 February 1945

0805 Patrolling on surface contacted friendly search plane by SD and VHF, no information from him. During the day, sighted dense black smoke off CAPE PADARAN. Believe GUAVINA has hit something. Throughout the day saw several Jap planes patrolling the shore line.

2000

Learned that the GUAVINA had, indeed, set fire to a tanker. BLENNY missed in an attack on same convoy a few miles further north. Tanker burned very merrily all night. As we closed the beach to relieve GUAVINA of inshore patrol had numerous sight and radar contacts on patrol vessels and sail boats.

21 February 1945

0558 Submerged about 5 miles north-east of CAPE PADARAN. Between 1130 and 1200 GUAVINA's tanker went down leaving only the bow above water. Fire was extinguished.

1927

Surfaced.

22 February 1945

0547 Submerged as yesterday.

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

- 0911 At 100 feet depth, eleven minutes after a periscope exposure, heard pinging from southward. Came to 60 feet, discovered a SL(b), 7,550 tons, escorted by a TERUTSUKI DD and a DE coming north, 12,000 yards range.
- 0934 Fired four stern tubes at destroyer, all missed. We used speed 14 knots with a spread covering 3 knots speed error either way. Range was 2,500 yards, track angle 120° port. We fired late because we could not get a good speed check. Swung for bow shot at tanker. We had not been detected as yet.
- 0942 Fired six bow tubes at tanker, his speed 10 knots, range 2,600 yards, track angle 145° port. I spread these by periscope, two well aft, three along his side and the last one ahead. Down periscope. Heard timed hit for first or second torpedo. Raised periscope and he had already sunk except a small portion of his bow. Had Lt. Comdr. N. F. Watkins, (FCO) verify sinking. Commenced working into deeper water (150 feet here) rigging for depth charge. DD and DE conducted a very fine depth charge drill for about 3 hours. All charges were astern and above except one which was below. Between 60 and 70 charges were dropped. One vessel once passed directly over us. Screws were plainly heard throughout the ship. He dropped no charges that time.
- 1335 All clear for an hour. Came to 60 feet, resumed normal patrol. It was very disheartening to miss the DD. After missing him I almost decided not to shoot the tanker, whose set up was not nearly as favorable. Ten torpedoes for one ship seemed very excessive, but decided it was not as bad as four torpedoes for none.
- 1907 Surfaced.
- 2010 Spoke the BLENNY. She had fired later at a convoy consisting of a tanker and two DE's. My convoy was a tanker, DD and DE. During our depth charging sound had reported medium heavy screws once, and at another time reported three pingers. One pinger remained with us after others had departed. I believe BLENNY's tanker came along with one DE. Our DE joined as a second escort with the DD remaining behind to hold us down. Incidentally, the BLENNY saw the bow of our tanker still sticking out, the stern on the bottom, on 23 February.

SUBJECT: USS BECUNA (SS319) -- Report of Third War Patrol.

23 February 1945

- Our Zoomie friend sighted a convoy to the southward yesterday and stayed with us all night trying to relocate it and lead us in. He conducted a very diligent search but his communications were very bad. He talked in plain language on WOPICO frequencies practically all night using coded geographical names in plain language and then to make sure the Japs got the word correctly he once used such a code word and then said, "This is a code word for a geographical position."
- 0459 Zoomie reported convoy south of CAPE PADARAN headed north. We commenced closing and called in wolf-pack.
- 0600 Submerged about 3 miles off CAPE PADARAN.
- 0736 Sound reported possible screws to southward.
- 0740 Searching with periscope. Went to 100 feet for a small plane close aboard.
- 0814 Saw top of masts of about 3 small ships, assumed to be screen. Maintained position where I believed they would pass.
- 0832 Six ships in sight, all kinds, stacks aft, and amidship, a DE, yacht, converted minelayer and what have you, all pinging lustily, steering various courses and speeds. This was an antisubmarine sweep and we nearly got caught in the middle of it. For next six hours evaded at periscope depth attempting to keep the greatest number astern and to work to the eastward. Believe this ambitious group was Zoomies "convoy."
- 1045 Heard 13 depth charges several miles away.
- 1312 Heard 3 more fairly distant depth charges. Later conference with BLENNY and GULVINA indicated that Jap's dropped these charges on false contacts.
- 2052 Rendezvoused and discussed ways and means with BLENNY.

24 February 1945

- 0008 Rendezvoused with GULVINA, held megaphone conversation.
- 0010 Sighted properly marked hospital ship leaving C. MRLNH. She went south.

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

0513 Submerged south of CAMRANH.

1924 Surfaced.

25 February 1945

1045 Patrolling on surface sighted at least 6 Liberators. Heard them conversing on VHF. They are on a bombing mission of which we have not been informed.

1100 At least three Jap fighters are engaging Liberators about 10 miles from us. Did not see any one get hurt. Asked planes if they needed any help from us. One plane heard us but never called for help. As nearly as we could tell all Liberators got away safely.

1420 Sighted a mine at Lat. 11°-22' N., Long. 109°-22' E. Mine exploded when hit by BAR. This is the fourth mine this vessel has exploded and this one gave the biggest boom of all.

1735 Sighted smoke to southward and commenced closing. Smoke was from a burning tanker at Lat. 11°-08' N., Long. 108°-44' E. Do not know who or what got this one. He had a very satisfactory blaze going, however.

2200 Dove for SD indication, closing.

2257 Surfaced.

26 February 1945

1315 Patrolling on surface, dove for 56 minutes when plane in sun closed to 3 miles.

1943 Submerged for an hour with plane closing from 10 to 2 miles.

2110 BLENNY reported contact with convoy 8 miles south of CAMRANH, northerly course. Commenced closing at full speed. We are about 12 miles south of convoy.

2130 Submerged for SJ plane contact, closing from 10 miles on a steady bearing.

2200 Surfaced, proceeding north but with little hope of intercepting convoy as it should be almost to CAMRANH by now. Asked BLENNY for convoy's present position, but she evidently did not have time to reply as she answered that she was diving for attack.

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

2332 Saw biggest explosion and fire it has ever been my pleasure to see. BLENNY had evidently finished attack right off GULVINA. Turned away as I was certain that remainder of convoy would seek refuge in GULVINA.

27 February 1945

0230 Established communications with surfaced BLENNY. She reported sinking one tanker. Told BLENNY to patrol surfaced today. Had previously told GULVINA to patrol submerged south of 11°-30' N., today, and that I would patrol north of this latitude.

0529 Submerged.

1935 Surfaced. Sighted hospital ship, properly marked, proceeding south from GULVINA.

1951 Received contact report from BLENNY, who forced down by aircraft. Has lost contact.

2020 BLENNY says position of convoy is Lat. 11°-28' N., Long. 109°-03' E. We should be only about 20,000 yards from convoy now. As we are closing at

2030 We were forced down by a plane closing on steady SJ bearing from 7 miles.

2100 Surfaced.

2109 Made radar contact with 2 ships and 4 escorts at 10,750 yards. They are in dark of shore shadows. We are in full moon. Commenced tracking. Enemy position Lat. 11°-40' N., Long. 109°-15' E. Sent BLENNY contact report, enemy course 017°, speed 13 knots. GULVINA was too far south to get in on this.

2130 Near escort sighted us from 10,000 yards and turned toward us at 15 knots. We put our stern to him.

2135 Plane closing fast from 7 miles. Submerged. Escort continued to close us on a steady bearing although we turned off our track. Another escort joined him in hunting.

2143 First of 6 depth charges dropped, not close, but escorts were closing. Rigged for depth charge and went to 275 feet. Inadvertently went to 309 feet when chart showed 300 feet. Grounded aft.
(cont'd)

SUBJECT: USS BECUM (SS319) - report of Third War Patrol.

Stopped motors, put a bubble in safety and came off bottom easily. No apparent damage, except that from now on JP heard many more ship noises. Our rudder especially, was very noisy after grounding.

2326 Last depth charge dropped as we were securing from "rig for depth charge."

2350 Surfaced. BLENNY had been forced down again and we both lost contact. Resumed patrol. BLENNY had orders to proceed to SUBLO for reload. Told GULVINI to take surface patrol tomorrow.

28 February 1945

0540

Submerged off PHUONG BAY.

1931

Surfaced. Japs had been running ships past here in daytime, but last few days have been dry. Believe they are now stopping everything at night, and night air coverage is becoming very effective. Told GULVINI to continue day surface patrols and patrol close ashore at night, submerging if necessary. As there is a full moon almost all night this seemed feasible and likely to produce results. I intended to cover inshore submerged daytimes and haul off at night to charge batteries. Gave GULVINI night work because that seemed to be the best time and hoped she could increase her "bag" before her patrol ended.

1 March 1945

0316

Submerged for one hour for plane closing from 7 miles.

0550

Submerged for patrol off PADERAN.

1943

Surfaced.

2120

Submerged for an hour for plane closing from 8 miles.

2255

Repeated above. GULVINI informed us she was leaving tomorrow. Sent CTF 71 message that we would submerge all night 2-3 March and to send us any pertinent data next night. Told him that night planes were getting restiferous and Japs were getting traffic by here at night.

2 March 1945

Patrolling on surface. Contacted PDAY by VHF and told him a night fighter would be a big help here.

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

1853 As we were proceeding in toward P.D.R.N., submerged for 2 planes. Did not think they saw us, but did not wish to be detected before evening patrol.

1916 Surfaced.

1926 Submerged for same 2 planes.

1953 Surfaced.

2100 Submerged four miles off P.D.R.N. for night patrol. Main gyro bearing burned out just before diving.

3 March 1945

0535 Surfaced. No contacts.

0625 Submerged heading seaward to provide quiet and calm for remaining work on gyro, to water batteries, and to complete several other minor repairs.

1500 Surfaced. Gyro back in full commission.

2100 Received message from CTF 71 that plane coverage was being provided. Could not contact plane all night, but was not bothered with "Bogies." Maybe he did some good.

4 March 1945

0533 Submerged off P.D.R.N.

1142 For past hour a heavy haze had hidden all land. Considered it unsafe to navigate submerged closely ashore unable to get fixes so came to 070° T., which pulled us clear of land. Haze existed throughout day.

1916

1933 Surfaced. Conducted night patrol off P.D.R.N. Once again night planes were notable by their absence.

5 March 1945

0521 Haze as of yesterday over land, so pulled clear for day surface patrol.

0939 Submerged for unidentified plane, sighted close. Believed it was friendly after submerging.

1005 Surfaced.

1753 Headed in for night surface patrol off P.D.R.N.

SUBJECT: U.S. Submarine (SS319) - Report of Third War Patrol.

6 March 1945

0023

Passed mine 10 yards to starboard at Lat. 11°-12.5'

N., Long. 109°-06' E.

0607

Submerged for inshore patrol off PADARAN.

1945

Surfaced.

1950

Intercepted BLENNY's SJ radar; arranged offshore rendezvous.

2237

Rendezvoused with BLENNY. Received official mail. Gave her patrol instructions. Sent same instructions to BAYA by radio. Planned rotating patrol; two submarines submerged, one south of Lat. 11°-30' N., one north of same latitude, one submarine on surface offshore. The surface submarine closes PADARAN every night. The submerged submarines patrol nights as close inshore as practicable, but if they have any plane trouble clear offshore to charge batteries.

7 March 1945

0643

Sank floating mine at Lat. 11°-19.15' N., Long. 110°-16' E.

1000

Sighted two Liberators. Could not contact them by voice or CW on any available frequencies.

8 March 1945

0656

Submerged for 20 minutes for plane closing to 4 miles. Did not contact friendly planes during day.

9 March 1945

0551

Submerged, relieving BAYA. Seas were force 4. Doubt success of submerged attack today.

1940

Surfaced.

10 March 1945

0605

Submerged with force 4 seas.

0830

At Lat. 11°-53' N., Long. 109°-16' E., heard ping-pong. Picked up, by periscope, 2 DE's, range 6000 yards, one on each bow, southbound. Went to 100 feet and let them pass. On a calmer day might have taken a shot, but could not see over waves at greater depth than 60 feet, and depth control was very poor at this depth. Doubted if torpedoes set shallow would run true.

SUBJECT: USS BECUM (SS319) - Report of Third War Patrol.

1805 Through periscope sighted float monoplane patrolling coast.

1940 Surfaced

11 March 1945

1450 While submerged, sighted floating mine at Lat. 11°-35' N., Long: 109°-12' E.

13 March 1945

Patrolling on surface.

14 March 1945

1900 Heard plane in sector south of us attempting, unsuccessfully, to raise the BLUEBACK and BLY. Answered him and asked him if message would be of interest to the BECUM. He answered affirmatively and gave us a contact report of a large convoy which at 1630(H) had been at Lat. 08°-50' N., Long. 105°-50' E., course 060, speed 5 knots. He then asked for further instructions. Wishing to know if the convoy stopped enroute or continued toward our area, I asked him to report every four hours. He asked me to transmit this request to his base. I did not wish to enter into radio conversation with his base whose call I did not even know, so informed him that I would transmit information and my request to my task force commander. I then transmitted his position report plus a request for frequent reports to Comtaskfor 71. An incoming message at approximately this time disclosed that Comtaskfor 71 was already cognizant of the above convoy.

15 March 1945

Commenced four days of submerged patrolling off P.D.R.N.

1950

Submerged for SD contact closing from 6 miles. Plane got in to 2,550 yards by SJ radar before radar went under.

16 March 1945

2105

Submerged for SD contact closing from 6 miles; before radar went under, SD range was zero and SJ pip had been lost at 1,500 yards.

SUBJECT: USS BEGUNA (SS319) - Report of Third War Patrol.

18 March 1945
1955

Surfaced, submerged patrol completed. Commenced pulling clear off coast enroute to SUBIC BAY for refit in accordance with orders from CTF 71.

2025

Turned over command of pack to BLESNY by SJ radar.

20 March 1945
0145

No. 5 FBT dry. Shifted suction to No. 6 Fuel Tank.

0319

Entered joint zone at Point MEX.

0710

Exchanged greetings with USS SEA ROBIN.

1946

Received FLASHER's Serial 6, reporting ditched B25 at Lat. 13°-39' N., Long. 115°-40' E. Turned toward at full speed, while we swore heartily at the communication set-up that had permitted us to pass only 64 miles from this spot this afternoon. We were guarding VIKO (12630 Kc.), 355 Kc., and 2716 Kc. (voice) in accordance with CTF 71 serial 90 of February 1945. Had we been notified promptly we could have searched the area prior to sunset.

21 March 1945
0213

Arrived at ditching spot. Contacted SEA ROBIN by SJ radar, and commenced combined area search and night torpedo practice for the Nips, firing Very pistols so as to wake up the zoomies and/or coach the Nips on.

0326

Received orders to clear blind bombing zone as all planes had returned safely. Proceeded north at full speed.

0706

Entered safety lane and changed course to east heading for rendezvous.

1800

Converted and flushed out No. 3&5 FBT's.

22 March 1945
0426

Contacted escort, U.S.S. DIX.

1000

Entered SUBIC B.Y.

(C) WEATHER

Normal weather was experienced during this patrol.

(D) TIDAL INFORMATION

Tides and currents were in general as indicated in the sailing directions.

(E) NAVIGATIONAL AIDS

None sighted.

SUBJECT: USS BESUGA (SS319) -- Report of Third War Patrol.

(F) SHIP CONTACTS

No.	Time Date	Lat. & Long.	Type(s)	Initial Range	Est. Crs. & Speed	How Observed	Remarks
1.	1818 2/4	31-22 S. 114-50E.	Sub. Brit.	7,200	140 Unk.	SD	HMS VORACIOUS
2.	0710 2/10	13-36.5S 114-33 E	Sub.	14,000	200 Unk.	P	USS BESUGO
3.	1049 2/10	15-06.5S 114-45E	Sub.	13,500	180 10	SD	USS PERCH - Signalled by light, fired rocket and flare.
4.	0250 2/11	12-05S 115-25E	Sub.	8,900	180 10	R	USS BOLDPISH
5.	0610 2/11	11-32.5S. 115-27 E.	Sub. Brit.	10,000	166 10	SD	Fired one rocket.
6.	2350 2/11	08-27 S 115-51 E	Sub.	9,750	220 9	R	USS HAWKBILL
7.	0530 2/19	11-21 N 109-43 E	Sub.	Unk.	Unk.	R	USS BERNY
8.	0455 2/21	10-45 N 109-11 E	3 PC's	6,000	Var	R	
9.	0911 2/22	11-28 N 109-04 E	Convoy	9,000	010		Snd. 1 Tanker, DD, and DE. 7,000 ton tanker sunk.
10.	0152 2/23	11-31 N 109-12.5E	PC	14,700	120 10	R	Small PC - Cleared area.
11.	0832 2/23	10-19 N 109-05 E	PC SC	20,000	Var 10		JP 6 A/S vessels conducting sweep.
12.	0010 2/24	11-30 N 109-37 E	Hospital Ship	20,000	180 Unk.		JP Headed south - Properly marked.
13.	1937 2/27	11-38 N 109-17 E	Hospital Ship	11,400	R		Well lighted No escorts.
14.	2109 2/27	11-40 N 109-15 E	Convoy	10,750	045 14	R	2 ships, 4 escorts.

SUBJECT: USS BECUM (SS319) - Report of Third War Patrol.

No.	Time Date	Lat. & Long.	Type(s)	Initial Range	Est. Crs. Speed	How Con-tacted	Remarks
15.	1758 2/28	11-32.5N.	FC	4,500	Var	JP	Sweeping.
16.	1950 3/6	11-18N. 109-05E.	Sub.	8,000	Unk	R	USS BERRY - Exchanged calls.
17.	0830 3/10	11-53N. 109-16E.	2 DE's	10,000	200 Unk	JK	Went to 100' Too rough for attack.
18.	0205 3/13	11-29 N. 109-14 E.	FC	5,550	320 10	R	
19.	0452 3/13	11-19.30N. 109-16.5E.	Sub	5,000	010 15	R	USS SEA ROBIN
20.	0546 3/16	11-23.30N. 109-03 E.	Sail Boat	8,900	160 4	R	Turned away.
21	0715 3/20	14-44 N. 114-56E.	S/N	11,800	315 12	R	USS SEA ROBIN Exchanged calls by SJ.

SUBJECT: USS DECAJAN (SS-19) Report of Third War Patrol.

(g) AIRCRAFT CONTACTS

No.	Time Date	Lat. & Long.	Type(s)	Initial Range	Est. Dir. & Con- Speed	How Contacted	Remarks
1.	0805 2/20	11-41 N 110-05 E	Unk.	20	Unk.	R	Communicated by VHF.
2.	1237 2/20	11-07 N 109-37 E	Patrol	20	Unk.	SD	Did not close.
3.	1445 2/20	11-17 N 109-37 E	Patrol	12	Unk.	SD	Did not close.
4.	1644 2/21	11-25 N 109-04 E	Scout	3	Unk.	P	Went to 100'.
5.	0950 2/22	11-28 N 109-04 E	Jake	6	Unk.	P	Did not close.
6.	0742 2/23	11-18 N 109-04 E	Unk.	10	Unk.	P	Went to 100'
7.	0509 2/24	11-21 N 110-23 E	Unk.	11	Unk.	R	Closed - Sub- merged.
8.	1212 2/24	11-23 N 110-20 E	Emily	6	Unk.	P	Did not close.
9.	0920 2/25	11-23 N 109-26 E	B24	10	Unk.	SD	Did not close.
10.	1045 2/25	11-23 N 109-25 E	B24	15	Unk.	SD	6 Liberators & 3 Jap fighters.
11.	1310 2/26	11-16 N 109-19 E	Unk.	10	Unk.	R	Closed to 3 miles.
12.	1941 2/26	11-30 N 109-30 E	Unk.	10	Unk.	R	Closed from 10 to 2 miles.
13.	2030 2/27	11-39 109-16	Unk.	7	Unk.	R	Closed from 7 miles.
14.	2135 2/27	11-45 N 109-20 E	Unk.	6	Unk.	R	Closed from 7 miles.
15.	0316 3/1	11-41 N 109-31 E	Unk.	7	Unk.	R	Closed

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

No.	Time Date	Lat. & Long.	Type(s)	Initial Range	Est. Crs. & Speed	How Contacted	Remarks
16.	2120 3/1	11-24 N 109-21 E	Recon.	14	Unk.	R	Closed
17.	2255 3/1	11-21.30 N 109-24.30E	Recon.	10	Unk.	R	Communicated by VHF.
18.	1145 3/2	11-25 N 109-39 E	PB4Y	16	Unk.	SD	Communicated by VHF.
19.	1835 3/2	11-31 N 109-31 E	Float	10	Unk.	SD	Submerged.
20.	2258 3/3	11-23 N 109-23 E	Unk.	8	Unk.	SD	Did not close.
21.	0939 3/5	11-19 N 109-19 E	Unk.	17	Unk.	R	Closed - Dove.
22.	1025 3/5	11-20 N 109-26 E	Unk.	15	Unk.	SD	Did not close.
23.	1210 3/5	11-19 N 109-24 E	Lib.	15	Unk.	R	Could not communicate by VHF
24.	1000 3/7	11-25.45 N 109-25 E	B24	18	Unk.	R	Could not communicate by VHF
25.	0555 3/8	11-09 N 109-13.30 E	Unk.	6	Unk.	R	Submerged for 20 minutes.
26.	1723 3/8	10-58.30 N 109-12 E	Unk.	13	Unk.	R	Did not close
27.	0255 3/9	11-22.30 N 109-21 E	Unk.	14	Unk.	R	Did not close
28.	1805 3/10	11-36.15 N 109-14.45E	Float	2	Unk.	P	Went to 100'
29.	1310 3/14	11-05 N 109-12.30 E	Unk.	9	Unk.	SD	Did not close.
30.	1429 3/14	10-59 N 109-10 E	Unk.	8	Unk.	SD	Did not close.
31.	1950 3/15	11-21.30N 109-09.30E	Unk.	6	Unk.	R	Submerged as plane closed.
32.	2105 3/16	11-14 N. 100-13 "	Unk.	6	Unk.		Submerged as plane closed.

SUBJECT: USS BECUNA (SS319) Report of Third War Patrol.

(H) ATTACK DATA

U.S.S. BECUNA (SS319) TORPEDO ATTACK NO. 1 PATROL NO. 3

Time 0934 H Date 22 February 1945 Lat. 11°-28' N. Long. 109°-06'E.

TARGET DATA * DAMAGE INFLICTED

Description: Contact made through the JP sound equipment at about 12,000 yards. The contact developed into a northbound SA(b) escorted by one DE which was dead ahead of her and one TERUITSUKI class DD on her starboard (seaward) bow. The track was closed and ship was swung to fire four stern tubes which contained Mark 18-1 torpedoes at the DD.

Ship(s) Sunk None

Ship's damaged None
or probably sunk

Damage determined
by Periscope observation

Target draft 9 feet Course 005° T. Speed 14 Range 2,500 (at firing)

OWN SHIP DATA

Speed 3 knots Course 260° Depth 63 feet Angle 0° (at firing)

FIRE CONTROL AND TORPEDO DATA

Periscope approach. Torpedoes spread by off-set angle. to cover three knot speed error.

SUBJECT: U.S. BECUNA (SS319) - Report of Third War Patrol.

ATTACK NO. 1

Torpedo No.	55919	53692	54373	54451
Tube Fired	7	8	9	10
Track Angle	120° P	120° P	120° P	120° P
Gyro Angle	153°-30'	155°-32'	157°-30'	159°-58'
Depth Set	3 ft.	3 ft.	3 ft.	3 ft.
Power	-	-	-	-
Hit or Miss	Miss	Miss	Miss	Miss
Erratic	No	No	No	No
Mark Torpedo	18-1	18-1	18-1	18-1
Serial No.	2707	390	1099	1203
Mark Exploder	8-5	8-5	8-5	8-5
Serial No.	Unk.	16560	10332	9160
Actuation Set	Contact	Contact	Contact	Contact
Actuation Actual	-	-	-	-
Mark Warhead	18	18	13-2	13-1
Serial No.	Unk.	1141	1658	1504
Explosive	Torpex	Torpex	Torpex	Torpex
Firing Interval	0	10 sec.	10 sec.	10 sec.
Type Spread	3 kts.	3 kts.	3 kts.	3 kts.
Sea Conditions	Force 3	Force 3	Force 3	Force 3
Overhaul Activity	SUBIACO	SUBIACO	AS24	AS24
Remarks	None	None	None	None

SUBJECT: USS PECUN (SS319) Report of Third War Patrol.

USS PECUN (SS319) TORPEDO ATTACK NO. 2 PATROL NO. 3

Time 0942 H Date 22 February 1945 Lat. 11°-28' N. Long. 109°-06'E.

TARGET DATA - DAMAGE INFlicted

Description Contact made through the SP sound equipment at about 12,000 yards. The contact developed into a northbound SL(b) escorted by one DE which was dead ahead of her and one MITSUKI class DD on her starboard (seaward) bow. Immediately after firing stern tubes ship was swung and bow tubes were fired at the SL(b).

Ship(s) Sunk One 7,550 ton SL(b)

Ship(s) Damaged None
or Probably sunk

Damage determined by Saw ship sink stern first

Target draft 20' Course 035°(T) Speed 10 kts. Range 2,600(at firing)

OWN SHIP D.T.

Speed 3 kts. Course 050° Depth 63' Angle 0° (at firing)

FIRE CONTROL AND TORPEDO D.T.

Periscope approach, torpedoes spread by periscope to cover wide speed error giving one hit which showed target even slower than 10 knots.

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

ATTACK NO. 2

Torpedo No.	33849	65943	66392	63534	50487	49512
Tube Fired	1	2	3	4	5	6
Track Angle	145 P					
Gyro Angle	026 ⁰ 30'	024 ⁰ 45'	021 ⁰ 00'	019 ⁰ 30'	021 ⁰ 00'	020 ⁰ 15'
Depth Set	5 ft.					
Power	-	-	High	High	-	-
Hit or Miss	Hit	Miss	Miss	Miss	Miss	Miss
Erratic	No	No	No	No	No	No
Mark Torpedo	23	23	14-34	14-34	23	23
Serial No.	5185	None	None	19032	2019	1044
Mark Exploder	6-5	6-5	6-5	6-5	6-5	6-5
Serial No.	26421	11471	19684	25608	26368	3891
Actuation Set	Contact	Contact	Contact	Contact	Contact	Contact
Actuation Actual Contact	-	-	-	-	-	-
Mark Warhead	16-1	16-1	16-1	16-1	16-1	16-1
Serial No.	13585	15392	16607	17797	15298	17363
Explosive	Torpex	Torpex	Torpex	Torpex	Torpex	Torpex
Firing Interval	0	11 sec.	8 sec.	8 sec.	8 sec.	8 sec.
Type Spread	Peri.	Peri.	Peri.	Peri.	Peri.	Peri.
Sea Conditions	For. 3					
Overhaul Activity	AS24	AS24	AS24	AS24	AS24	AS24

SUBJECT: USS BECUNL (SS319) - Report of Third War Patrol.

(I) MINES

No.	Time Date	Latitude Longitude	True Bearing	Range	Remarks
1.	0812 2/14	04-13.5 S. 110-35 E.	120°	500	Exploded with gunfire (.30 cal. rifle).
2.	1403 2/25	11-22 N. 109-22 E.	267°	1,000	Exploded with B.R.
3.	0023 3/6	11-12.5 N. 109-06 E.	045°	200	
4.	0643 3/7	11-19.15 N. 110-16 E.	255°	500	Sunk by B.R.
5.	1450 3/11	11-34.8 N. 109-12 E.	090°	400	Sighted thru periscope while submerged. Mine drifted clear.

(J) ANTI SUBMARINE MEASURES AND EVASION TACTICS

On 22 February 1945, after sinking a tanker, this vessel was subjected to a depth charge attack by a destroyer and a destroyer escort. The destroyer employed a variable frequency sound search ranging from 18 to 26.5 kilocycles; the destroyer escort used a sound search with a frequency centered at 15.2 kilocycles.

Evasive tactics employed by this vessel consisted of running silently, keeping the escorts abaft the beam, and going as deep as the shallow water would permit.

No temperature gradients were present.

(K) MAJOR DEFECTS AND DAMAGE

No. 2 ME No. 2 main engine out of commission 23 February due to broken cylinder head holding down stud in unit #1. Renewed stud and inspected all holding down studs. Found broken studs in units #9, #11, and #12. In each case it was the inner forward stud which was broken. Renewed studs, checked torque on all holding down nuts to 675 psi. and placed engine back in commission.

SUBJECT: USS BECUN. (SS319) - Report of Third War Patrol.

On 15 March renewed No. 2 main engine transmitter rotor assembly.

NO. 1 ME

No. 1 main engine lube oil flexible connection on discharge side of purolator ruptured along its length on 28 February. Renewed connection from on-board spares.

MASTER GYRO

Renewed both bearings in north rotor of Arma Mk. 7 gyro compass. Also renewed oil wicks and cover gaskets.

ACCUMULATOR

Three days after leaving FREEMANTLE the hydraulic accumulator developed a groaning noise during the last few inches of the charging stroke. The oil piston was discovered to be without lubrication. Efforts were made to remedy this condition by loosening the packing gland at the piston. They were unsuccessful. A 1/16" spacer installed between the pilot valve roller and the accumulator lessened the groan temporarily. By changing the oil in the accumulator we could prevent the noise for about four hours. It began as soon as the new oil was wiped from the piston by the charging operation. By backing off the gland, various combinations of one and two spacers installed as above and frequent oil changes, every effort was made to continue the use of the 2110 oil as advised during the last refit. Finally the condition developed to cause excessive frictional noise on both the charging and discharging strokes of the accumulator. The oil was changed to 650W. This cured the groan but we soon experienced an excessive surging and knocking which was also experienced during the last run. This can be alleviated by frequently cycling the plant using the manual by-pass valve. This condition now exists.

It is believed that the packing on either the oil or air side of the accumulator is cocked; or that the air piston is misaligned. Either of these conditions could cause the friction experienced and require the heavier lubrication found necessary. This condition must be remedied during the coming refit.

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

(L) RADIO

Reception of the BAKERS FCK schedules in the area during daylight was very poor on all frequencies. Reception conditions are indicated on the accompanying radio log. There was no indication of deliberate jamming by the enemy on either the FCK schedules or on transmissions to WIKO.

Communication with search planes on the Wolf Pack frequencies during the first part of the patrol had a dangerous lack of security. Most aircraft used plain language for reports, and in one case, placed a convoy in bearing and distance from CAMRANH BAY in that fashion. By the end of the patrol, however, aircraft were using CSP 1270.

In general VHF communication was good, although on several occasions this vessel could not contact search aircraft that were in visual range.

(M) RADAR

I have been on both sides of the fence regarding SD. At present I am a firm believer in its keyed use. For the past two patrols I have keyed SD 5 seconds out of every 30 seconds. From perusal of many other patrol reports I do not believe that the number of my plane contacts is excessive in comparison with ships that do not use SD.

In my areas, planes have definitely had radars of their own, and a great deal of the time I have had APR contacts. While not belittling the value of APR it is the greatest worry-maker aboard ship. If we submerged every time we had a saturation APR pip we would be dunking half the time we are on the surface.

At night when radar equipped planes may be flying SD and SJ are the submarines only insurance against attack by planes, in my opinion. Admittedly SD is poor in many respects, but, it is much better than nothing.

The following is a synopsis of the operation of radar gear on board, during which time no major defects were encountered.

SD-4 Hours in use during the patrol	- 630
(Transmitter was keyed only 1/6 of the time so actual operating hours)	- 105
SJ-1 Hours in use during the patrol	- 540

SUBJECT: U.S.S. RECUNA (SS319) - Report of Third War Patrol.

Radio Log - Reception Conditions.

Date	Time GCT	Position	Transmitting Station	Frequency	Signal Strength
3/3/45	1700	11-17N, 109-09E	VIXO	9250	4
"	1800	11-20N, 109-11E	"	"	"
"	1900	11-24N, 109-12E	"	"	"
"	2000	11-21N, 109-17E	"	"	"
3/4/45	1200	11-19N, 109-21E	"	"	5
"	1300	11-22N, 109-10E	"	"	"
"	1400	11-17N, 109-06E	"	"	4
"	1500	11-18N, 109-14E	"	"	"
"	1615	11-14N, 109-10E	"	"	5
"	1715	11-17N, 109-16E	"	"	4
"	1800	11-15N, 109-10E	"	"	3½
"	1905	11-13N, 109-04E	"	"	4
"	2000	11-17N, 109-11E	"	"	"
"	2100	11-14N, 109-03E	"	"	3
"	2200	11-18N, 109-09E	"	"	3
"	2300	11-22N, 109-15E	"	"	"
3/5/45	0000	11-20N, 109-19E	"	"	3
"	0100	11-20N, 109-13E	"	12630	2
"	0300	11-20N, 109-23E	"	"	0
"	0400	11-19N, 109-23E	"	"	1
"	0500	11-16N, 109-26E	"	"	"
"	0600	11-19N, 109-23E	"	"	2
"	0700	11-18N, 109-30E	"	"	"
"	0800	11-19N, 109-24E	"	"	3
"	0900	11-18N, 109-30E	"	"	4
"	1000	11-19N, 109-22E	"	"	"
"	1100	11-19N, 109-22E	"	"	"
"	1200	11-17N, 109-04E	"	"	"
"	1300	10-16N, 108-58E	"	"	5
"	1400	11-12N, 109-04E	"	"	"
"	1500	11-17N, 108-55E	"	"	"
"	1600	11-14N, 109-57E	"	"	"
"	1700	11-11N, 109-59E	"	"	"
"	1800	11-08N, 109-00E	"	"	4
"	1900	11-11N, 109-10E	"	"	3
"	2000	11-08N, 109-03E	"	"	"
"	2100	11-13N, 109-09E	"	"	1-2
"	2200	11-17N, 109-04E	"	"	0-1
3/6/45	1300	11-11N, 109-09E	"	"	3
"	1400	11-21N, 109-16E	"	"	4
"	1500	11-22N, 109-12E	"	"	"
"	1600	11-19N, 109-06E	"	"	5
"	1700	11-18N, 109-08E	"	"	"
"	1800	11-17N, 109-13E	"	"	"
"	1900	11-19N, 109-15E	"	"	"

SUBJECT: U.S.S. RECUNA (SS319) - Report of Third War Patrol.

Radio Log - Reception Conditions (Cont'd).

Date	Time GCT	Position	Transmitting Station	Frequency	Signal Strength
3/7/45	0000	11-32N, 109-18E	WLMO	12630	3
"	0100	11-26N, 109-25E	"	"	3
"	0200	11-26N, 109-23E	"	"	1
"	0300	11-26N, 109-21E	"	"	0
"	0400	11-26N, 109-18E	"	"	1/2
"	0500	11-27N, 109-19E	"	"	"
"	0600	11-28N, 109-23E	"	"	1
"	0700	11-29N, 109-24E	"	"	3
"	0800	11-28N, 109-23E	"	"	3/4
"	0900	11-32N, 109-23E	"	"	4
"	1000	11-28N, 109-24E	"	"	"
"	1100	11-24N, 109-13E	"	"	3
"	1200	11-20N, 109-04E	"	9250	4
"	1300	11-15N, 108-55E	"	"	5
"	1400	11-18N, 109-03E	"	"	"
"	1500	11-18N, 109-04E	"	"	"
"	1600	11-19N, 109-05E	"	"	4
"	1700	11-17N, 109-02E	"	"	3
"	1800	11-16N, 109-06E	"	"	"
"	1900	11-08N, 109-16E	"	"	4
"	2000	11-10N, 109-12E	"	"	3
"	2100	11-11N, 109-09E	"	"	"
"	2200	11-10N, 109-12E	"	"	"
"	2300	11-10N, 109-15E	"	"	2
3/8/45	0000	11-09N, 109-19E	"	"	1
"	0700	10-59N, 109-12E	"	12630	"
"	0800	11-03N, 109-16E	"	"	"
"	0900	11-01N, 109-14E	"	"	1-2
"	1000	10-59N, 109-12E	"	"	3
"	1100	11-05N, 109-10E	"	"	4
"	1200	11-06N, 109-10E	"	9250	"
"	1300	11-08N, 109-09E	"	"	"
"	1400	11-13N, 109-10E	"	"	"
"	1500	11-21N, 109-15E	"	"	5
"	1600	11-27N, 109-19E	"	"	4
"	1700	11-19N, 109-30E	"	"	"
"	1800	11-25N, 109-19E	"	"	3
"	1900	11-30N, 109-22E	"	"	4
"	2000	11-28N, 109-24E	"	"	2
"	2100	11-30N, 109-20E	"	"	1
3/9/45	1400	11-30N, 109-19E	"	"	3
"	1600	11-34N, 109-23E	"	"	4
"	1700	11-32N, 109-21E	"	"	"
"	1800	11-32N, 109-21E	"	"	3
"	1900	11-38N, 109-25E	"	"	2-3
"	2000	11-33N, 109-21E	"	"	3
"	2100	11-38N, 109-24E	"	"	3
"	2200	11-45N, 109-18E	"	"	2

SUBJECT: USS PECUNA (S3319) - Report of Third War Patrol.

Radio Log - Reception Conditions (Cont'd)

Date	Time GCT	Position	Transmitting Station	Frequency	Signal Strength
3/10/45	1300	11-23N, 109-15E	VIXO	12630	4
"	1400	11-28N, 109-18E	"	"	4
"	1500	11-29N, 109-19E	"	"	4
"	1600	11-30N, 109-20E	"	"	2
"	1700	11-31N, 109-21E	"	9250	3
"	1800	11-23N, 109-22E	"	"	4
"	1900	11-31N, 109-22E	"	"	3
"	2000	11-31N, 109-21E	"	"	4
"	2100	11-33N, 109-23E	"	"	4
"	2200	11-42N, 109-21E	"	"	4
3/11/45	1300	11-26N, 109-21E	"	12630	4
"	1400	11-27N, 109-21E	"	"	4
"	1500	11-29N, 109-22E	"	"	4
"	1600	11-29N, 109-22E	"	"	4
"	1700	11-29N, 109-23E	"	"	4
"	1800	11-30N, 109-23E	"	"	4
"	1900	11-23N, 109-22E	"	"	4
"	2000	11-15N, 109-22E	"	"	0
3/12/45	1300	11-27N, 109-23E	"	12630	4
"	1400	11-25N, 109-23E	VHM	7555	4
"	1500	11-22N, 109-22E	"	"	4
"	1600	11-33N, 109-21E	VIXO	9250	3
"	1700	11-29N, 109-19E	"	"	3
"	1800	11-32N, 109-20E	"	"	3
"	1900	11-33N, 109-20E	"	"	2-3
"	2000	11-34N, 109-26E	"	"	3
"	2100	11-29N, 109-22E	"	"	2
"	2200	11-16N, 109-19E	"	"	AS
"	2300	11-23N, 109-27E	"	"	AS
3/13/45	0015	11-22N, 109-27E	"	"	0
"	0115	11-23N, 109-28E	"	"	1
"	0600	11-18N, 109-20E	"	12630	1
"	0700	11-11N, 109-16E	"	"	4
"	0800	11-16N, 109-18E	"	"	3
"	0900	11-17N, 109-18E	"	"	2-3
"	1000	11-17N, 109-18E	"	"	3
"	1100	11-17N, 109-18E	"	"	4
"	1200	11-16N, 109-10E	"	"	4
"	1300	11-16N, 109-04E	"	"	4
"	1400	11-28N, 109-07E	"	"	5
"	1500	11-19N, 109-08E	"	"	5
"	1600	11-14N, 108-58E	"	9250	5
"	1700	11-18N, 109-06E	"	"	5
"	1800	11-15N, 109-00E	"	"	4
"	1900	11-19N, 109-08E	"	"	4
"	2000	11-16N, 109-10E	"	"	3

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

Radio Log - Reception Conditions (Cont'd)

Date	Time GCT	Position	Transmitting Station	Frequency	Signal Strength
3/13/45	2200	11-13N, 109-17E	VIXO	9250	AS
"	2300	11-12N, 109-18E	"	"	AS
3/14/45	0000	11-10N, 109-27E	"	"	3
"	0500	10-59N, 109-11E	"	12630	1
"	0600	11-00N, 109-12E	"	"	1
"	0700	11-05N, 109-10E	"	"	1
"	0800	11-02N, 109-16E	"	"	2
"	0900	11-03N, 109-17E	"	"	2
"	1000	11-04N, 109-19E	"	"	2
"	1300	11-14N, 109-12E	"	9250	4
"	1400	11-16N, 109-13E	"	"	4
"	1500	11-16N, 109-08E	"	"	4
"	1600	11-13N, 109-03E	"	"	4
"	1700	11-15N, 109-05E	"	"	4
"	1800	11-12N, 109-05E	"	"	5
"	1900	11-16N, 109-05E	"	"	4
"	2000	11-15N, 109-03E	"	"	3
"	2100	11-16N, 109-04E	"	"	3
3/15/45	1400	11-14N, 109-12E	"	12630	4
"	1500	11-20N, 109-16E	"	"	4
"	1600	11-16N, 109-03E	"	"	3
"	1700	11-17N, 109-08E	"	9250	4
"	1800	11-19N, 109-15E	"	"	4
"	1900	11-24N, 109-18E	"	"	3
"	2000	11-17N, 109-14E	"	"	3
"	2100	11-15N, 109-13E	"	"	2
"	2200	11-27N, 109-13E	"	"	2
3/16/45	1300	11-15N, 109-13E	"	"	4
"	1400	11-12N, 109-15E	"	"	5
"	1500	11-12N, 109-16E	"	"	5
"	1600	11-10N, 109-19E	"	"	4
"	1700	11-10N, 109-19E	"	"	4
"	1800	11-10N, 109-20E	"	"	4
"	1900	11-11N, 109-20E	"	"	5
"	2000	11-15N, 109-18E	"	"	5
"	2100	11-16N, 109-16E	"	"	5
"	2200	11-18N, 109-14E	"	"	5
3/17/45	1500	11-13N, 109-17E	"	"	5
"	1600	11-13N, 109-19E	"	"	5
"	1700	11-13N, 109-22E	"	"	5
"	1800	11-09N, 109-23E	"	"	5
"	1900	11-13N, 109-22E	"	"	4
"	2000	11-09N, 109-26E	"	"	4
"	2100	11-16N, 109-21E	"	"	3

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

Radio Log - Reception Conditions (Cont'd)

Date	Time GCT	Position	Transmitting Station	Frequency	Signal Strength
3/18/45	1300	11-17, 109-20	VI.0	9250	4
"	1400	11-18, 109-12	"	"	4
"	1500	11-19, 109-03	"	"	5
"	1600	11-21, 110-50	"	"	5
"	1700	11-24, 110-03	"	"	5
"	1800	11-31, 110-09	"	"	5
"	1900	11-40, 110-17	"	"	5
"	2000	12-48, 110-23	"	"	4
"	2100	11-56, 110-30	"	"	4
"	2200	120, 110-39	"	"	2
"	2300	12-18, 110-49	"	"	1
3/19/45	0000	12-26, 110-58	"	"	2
"	0800	13-12, 112-04	"	"	1
"	0900	13-18, 112-12	"	"	2-3
"	1000	13-24, 112-18	"	"	3
"	1100	13-31, 112-29	"	"	3
"	1200	13-42, 112-36	"	"	4
"	1300	13-54, 112-46	"	"	4
"	1400	13-59, 112-57	"	"	4
"	1500	14-01, 113-04	"	"	4
"	1600	14-09, 113-14	"	"	4
"	1700	14-16, 113-21	"	"	4
"	1800	14-24, 113-30	"	"	4
"	1900	14-33, 113-43	"	"	4
"	2000	14-33, 113-55	"	"	3-4
"	2100	14-33, 114-01	"	"	4
"	2200	14-43, 114-33	"	"	3
"	2300	14-44, 114-45	"	"	2
3/20/45	0000	14-44, 112-00	"	"	2
"	0100	14-44, 115-11	"	"	1

SUBJECT: USS BACUNA (SS319) - Report of Third War Patrol.

(N) SOUND GEAR AND SOUND CONDITIONS

All sound gear operated with no major operational difficulties or casualties. On 25 February at 0800, excellent listening ranges were encountered. Screws and bangs were heard at an estimated range of 30,000 yards.

(O) DENSITY LAYERS

Afternoon effect was definitely indicated. No density layers were encountered when dives were made at dawn but were found at 100 feet upon surfacing or diving in late afternoon.

(P) HEALTH, FOOD, AND HABITABILITY "FOR OFFICIAL USE ONLY"

In general the health of the crew was good. There were a few exceptions. PLATAPAS, J. S. GM3c. USN, while standing night lookout on the bridge lost consciousness for no apparent reason. He has a history of an automobile accident about a year ago in which his skull was fractured. He reports that this fainting at irregular intervals has happened several times. His duties were changed to keep him below the remainder of the run, thus impairing his usefulness as a Gunner's Mate.

One man was on the sick list for four days with a sore throat. After being at sea for two or three weeks, several members of the crew suffered urethral discharges. After clinical examination and because of the long time at sea these discharges were diagnosed as urethritis and non-venereal. Courses of sulfathiazole cleared them up in two and three days with no recurrences.

There were no accidents and with the exceptions of the above only routine cases of Athletes Foot, constipation, headache and indigestion.

Excellent air conditioning and ventilation kept the ship's air supply satisfactory even while operating on a schedule of two days on the surface and four days submerged. The air conditioning also provided condensate water for bathing and laundry.

(cont'd)

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

Bunking and head facilities were adequate with nine men alternating in the use of six bunks.

Food stowage and cooling facilities were adequate. Ample amounts of food were provided in sufficient variety to make up dietetically correct menus for the run. The ice cream freezer supplied tasty and nourishing desserts. The eggs were very strong in taste and the butter became mouldy. They appeared to be satisfactory on loading.

Movies, the radio, books, magazines and games helped break the monotony of the patrol and keep the outlook of the men fairly bright.

(Q) PERSONNEL

(a)	Number of men on board during patrol	- 74
(b)	Number of men qualified at start of patrol	- 53
(c)	Number of men qualified at end of patrol	- 66
(d)	Number of unqualified men making their 1st patrol	- 8
(e)	Number of men advanced in rating during patrol	- 5

The performance of duty by all hands was satisfactory in all respects.

(R) MILES STEAMED - FUEL USED

FREEMANTLE to area	- 1842 miles - 22,439 gallons
In area	- 7510 miles - 57,120 gallons
Area to SUBIC BAY	- 647 miles - 9,900 gallons
Total	9999 miles - 89,459 gallons

(S) DURATION

Days enroute to area	- 8
Days in area	-36
Days enroute to base	- 2
Days submerged	-12

(T) FACTORS OF ENDURANCE REMAINING

Torpedoes	Fuel	Provisions	Personnel
14	44,000 gallons	15 days	20 days

Limiting factor this patrol - Orders of Task Force Commander.

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol.

(U) RADIO AND RADAR COUNTERMEASURES

While in the patrol area, repeated interceptions of two types of enemy radar transmissions were made by this vessel. These contacts are described below under incidents 2 and 3. One contact was made enroute to the area, and is described under incident 1. The fourth contact is described under incident 4. All information is submitted using CM&D form No. 2.

INCIDENT NO. 1

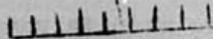
1. U.S.S. BECUNA (SS319)
2. LOMBOK STRAIT - 11 February 1945.
3. Enemy radar was land based.
4. Intercept equipment was APR-1/SPA-1
- 5a. Frequency - 200 mcs. Dial Reads - 200
- b. PRF - 300 How Measured - Meter
- c. PW - 10 ms. How Measured - Scope Divisions



- d. Sketch pulse.
- e. Was lobe switching used - Unknown.
- f. Polarization of enemy signal - Unknown.
- g. Sweep rate - Erratic
- 6a. Enemy radar was used on surface search.
- b. Strength of signal.
7. No action on the part of the enemy other than sweeping.
8. Narrative: Sweeps made approximately every 5 minutes.

INCIDENT NO. 2

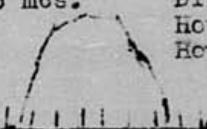
1. U.S.S. BECUNA (SS319)
2. Area: 11°-30' N., 109°-30' E. - Feb. 20, 24, 25, 26, 27, 28, Mar. 1, 2, 4, 7.
3. Enemy radar was airborne.
4. Intercept equipment was APR-1/SPA-1.
- 5a. Frequency 155 mcs. Dial Reads - 155 Mcs.
- b. PRF 400 ms. How measured - Meter
- c. PW 10 ms. How measured - Scope divisions.



- d. Sketch pulse.
- e. Was lobe switching used - Unknown.
- f. Polarization - Unknown. (g) Sweep rate - Slow, erratic.
- 6a. Radar was used on surface search.
- b. Steadied on this bearing repeatedly.
7. Enemy apparently located this vessel at a range of 8 miles.
8. Narrative: Aircraft covering all convoys moving in this area apparently had this type installation. In most cases a saturation pip on 155 mcs. was followed by a pip on the SD radar.

SUBJECT: USS BECUNA (SS319) - Report of Third War Patrol

INCIDENT NO. 3

1. U.S.S. BECUNA (SS319).
 2. Area: 11°-30' N., 109°-30' E. - Feb. 20, 24, 26, 28.
Mar. 1, 2, 4,
 3. Enemy radar was land based.
 4. Intercept equipment ANR-1/SPA-1.
 - 5a. Frequency - 205 mcs. Dial reads 205 mcs.
 - b. PRF - 750 mc. How measured - Meter
 - c. PW - 10 ms. How measured - Scope divisions.
- 
- d. Sketch pulse
 - e. Was lobe switching used - Unknown.
 - f. Polarization - Unknown
 - g. Sweep rate - erratic.
 - 6a. Was radar used on surface or aircraft search - Undetermined.
 - b. Enemy radar did not center on ship.
 7. None.
 8. Narrative: Appeared to sweep over this vessel repeatedly without actually locating it. Radar station observed from sea to be on TINGUE ISLAND.

INCIDENT NO. 4

1. U.S.S. BECUNA (SS319).
2. Area - Vicinity of PULO CECIR DE TERRE - 14 March 1945. 0400H
3. Enemy radar was probably land based.
4. Detected on "A" scope of SJ-1 radar.
5. (a) Frequency - About 3000 Mcs. (b) PRF - Unknown
- (b) PW - Unknown (d) Sketch pulse - Showed up as long dashes on "A" scope. (e) Was lobe switching used - Unknown. Polarization - Unknown (g) Sweep rate - erratic.
- 6a. Surface search.
- b. Strength of signal.
7. Action - None.
8. Narrative: This was detected as interference on SJ-1 "A" scope. Japanese characters were apparently being transmitted.

(V) REMARKS

Since all contacts on this patrol were made in under 30 fathoms of water, and at no time were night radar approaches feasible, it would have been much better if electric torpedoes were carried throughout. The wakeless feature of the electric torpedoes permitted this vessel to fire unobserved on the tanker after missing the destroyer in torpedo attack No. 1. Also the shallow water favored by the enemy shipping makes it important that submarines in this area be supplied with all the latest protective devices.

Serial (061)

Care of Fleet Post Office,
San Francisco, California,
24 March 1945.FIRST ENDORSEMENT to
CO BECUNA Conf. ltr.
SS319/A16-3/A9 Serial
09 of 22 March 1945.CONFIDENTIAL

From: The Commander Submarine Squadron TWENTY SIX.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Submarine, SEVENTH FLEET.
(2) The Commander, SEVENTH FLEET.
(3) The Commander in Chief, United States Pacific Fleet.

Subject: U.S.S. BECUNA (SS319) - Report of Third War Patrol.

1. The third war patrol of BECUNA was conducted in the SOUTH CHINA SEA on the southeast coast of French Indo China. BECUNA conducted a coordinated patrol with U.S.S. BLEMNY (SS324) and U.S.S. OSVINA (SS302) with the Commanding Officer, BECUNA as group commander.

2. The patrol extended over a period of 46 days, 30 of which were spent in the area. Seventeen days and one night were spent submerged close in to the coast.

3. Despite numerous aircraft contacts area coverage was good. Only two ship contacts were made worthy of torpedo fire. The first, consisting of one AO escorted by one DD and one DE, was successfully attacked. The second consisting of two vessels (DE) and two escorts (DE) was contacted by radar. After being detected by an aircraft escort while tracking this convoy BECUNA was forced down by a plane and during the depth charge attack which followed unintentionally grounded. Possible damage to the rudder will be investigated on drydocking.

Torpedo Attack No. 1 followed a submerged periscope approach on an AO escorted by a TERUTSUKI DD and a DE. Four electric torpedoes were fired at the DD from the stern tubes from a range of 2900 yards using a 120° port track and approximately 25° gyro angles. All torpedoes missed, probably due to over-estimating the target's speed.

Torpedo Attack No. 2 followed attack No. 1 in 8 minutes. Six steam torpedoes were fired at the AO from the bow tubes from a range of 2600 yards using a 145° port track and approximately 22° gyro angles. One hit sank the target; the sinking was verified by BLEMNY.

4. Success of communications with aircraft were in general above average. The voice welf-pack frequency was the most satisfactory means of communications, VHF on the 142.74 MCS channel was generally satisfactory up to 15-18 miles. Pilots appeared well briefed and knew the effective frequencies, calls and submarines they might encounter; they were not security conscious. BECUNA was embarrassed by not having the aircraft CW calls - nor did she know that the secondary Recco Frequency was guarded continuously by the air base.

FC5-26/A16-3

SUBMARINE SQUADRON TWENTY SIX

Py

Serial (061)

Care of Fleet Post Office,
San Francisco, California,
24 March 1945.

FIRST ENDORSEMENT to
CC BECUNA Conf. ltr.
SS319/A16-3/A9 Serial
09 of 22 March 1945.

CONFIDENTIAL

Subject: U.S.S. BECUNA (SS319) - Report of Third War Patrol.

5. With the exception of possible damage to the rudder, which is indicated by excessive noise, the material condition of BECUNA is good. The hydraulic system is noisy but it is expected that the refit can be accomplished in the normal time. Health and morale of the crew is excellent.

6. The Squadron Commander congratulates the Commanding Officer, officers and crew on sinking a valuable enemy vessel.

L. J. Huffman
L. J. HUFFMAN.

Serial 0685

18 April 1945

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

SECOND ENDORSEMENT to
 USS BECUNA Conf. Ltr.
 A16-3/A9 Serial 09, dated
 22 March, 1945. Report
 of Third War Patrol:

From: The Commander Submarines, SEVENTH FLEET.
 To: The Commander in Chief, UNITED STATES FLEET.
 Via: The Commander, SEVENTH FLEET.
 Subject: U.S.S. BECUNA (SS319) - Report of Third War
 Patrol - Comment on.

1. The Third War Patrol of the BECUNA, under the command of Commander H. D. STURR, U.S.N., was conducted in the SOUTH CHINA SEA in the areas off the Coast of INDO-CHINA. BECUNA was (OTC) of a Coordinated Group consisting of BECUNA, ELENNY and GUAVINA.

2. On 22 February, two periscope attacks were made on a convoy consisting of one tanker and two escorts. At 0934(±) BECUNA fired four electric torpedoes at one DD escort, but all missed. The target group was not alerted, so BECUNA fired six bow tubes at the tanker at 0942, and sank him with one hit.

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

4. The Commanding Officer, Officers and Crew of the BECUNA are congratulated on the completion of this well conducted patrol during which the following damage was inflicted upon the enemy:

S-U-N-K

1 - AO (SA(b) Estimated Tonnage 7,500 - EU) 7,500 Tons

James H. Life
 JAMES LIFE.
 ORIGINAL COPY.

7 0383

FE24-71/A16-3

UNITED STATES NAVY

14/dn

Serial 0685

18 April 1945

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

SECOND ENDORSEMENT to:
USS BECUNA Conf. Ltr.
A10-3/A9 Serial 09, dated
22 March, 1945. Report of
Third War Patrol.

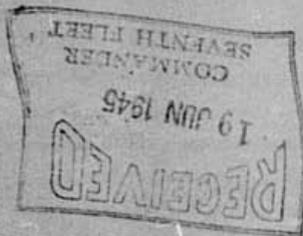
Subject: U.S.S. BECUNA (SS319) - Report of Third War
Patrol - Comment on.

DISTRIBUTION

Cominch	(3) Direct	ComSubRon-22	(2)
Vice Opnav	(2) Direct	ComSubRon-26	(2)
Vice Opnav Op-23c	(1)	ComSubRon-30	(2)
Com1stFlt	(1)	DivComsSubRon-22	(1 ea)
Com2ndFlt	(1)	DivComsSubRon-26	(1 ea)
Com7thFlt	(2)	DivComsSubRon-30	(1 ea)
ComSubslstFlt	(30)	S/M School, N.L., Conn.	(2)
ComSubs2ndFlt	(4)	Comdt. NYD, Puget Sound	(1)
CTF-71	(7)	SubAd, Mare Island	(2)
CTG-71.5	(2)	S/MS 7thFlt	(1)
CTG-71.8	(2)		

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

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



UNITED STATES FLEET
COMMANDER SEVENTH FLEET

A16-3(8)(F-3-c/bc)

Serial 04148

Reg. No. F-1289
R. S. No. 7 0383

21 JUN 1945

CONFIDENTIAL

THIRD ENDORSEMENT on:

CO, USS BECUNA (SS319),
Conf. ltr., serial 09,
dated 22 March 1945.
Report of Third War Patrol.

From: Commander Seventh Fleet.
To : Commander in Chief, United States Fleet.

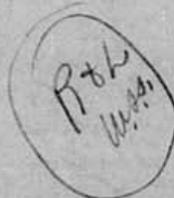
Subject: U.S.S. BECUNA (SS319) - Report of Third War
Patrol.

1. Forwarded.
2. The Commander Seventh Fleet congratulates the
BECUNA for the damage inflicted on the enemy.

Thos. S. Colbs

THOS. S. COLBS,
Chief of Staff

Copy to:
ComSubs7thFlt
ComSubRon 26
CO, USS BECUNA (SS319)



SS319/A16-3/A9

Serial: (013)

U.S.S. BECUM (SS319),
c/o Fleet Post Office,
San Francisco, Calif.,

DECLASSIFIED-T-I-E-L

24 May 1945.

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Via : (Official Channels)

SUBJECT: U.S.S. BECUM (SS319) - Report of Fourth War
Patrol.

ENCLOSURE: (A) Subject Report.
(B) Track Chart (ComSubs7thFlt only).

1. Enclosure (A) covering the fourth war patrol of
this vessel conducted in the SOUTH CHINA SEA area during the
period 15 April 1945 to 24 May 1945 is forwarded herewith.

H. D. STURR.

DECLASSIFIED-ART. 0445, OPNAVINST 5530.1C

BY OP-0989c DATE 5/24/72

DECLASSIFIED

128712

SUBJECT: USS BECUNA (SS319) - Report of Fourth War Patrol.

(A) PROLOGUE

23 March - 6 April

Submarine Division 261 relief crew and USS ANTHEDON conducted normal 2-week refit in SUBIC BAY, P.I. The principal items accomplished, in addition to the normal 2-engine overhaul, were the silencing of the steering, planes, and hydraulic plant. This was accomplished by renewing the bow plane A-end Waterbury pump, by overhauling the stern plane and steering A-end pumps, by washing mud out of the rudder bearings, and by backing up on all ram packing glands to permit proper lubrication. The hot Philippine climate seemed to dry out all hydraulic packing, thus causing groans and squeaks that could be readily relieved by proper lubrication.

During this period, Lieut. Comdr. N. P. WATKINS, U.S. Navy and Lieut. M. G. BAYNE, U. S. Naval Reserve were detached and Lieut. (jg) H. B. HOEPER, U.S. Naval Reserve, Lieut. (jg) T. F. MARLOW, U.S. Navy, and Ensign C. P. STEELE, II, U.S. Navy, reported on board for duty.

7-14 April Conducted normal training and loading period.

SUBJECT: USS SECUNA (SS319) - Report of Fourth War Patrol.

(B) NARRATIVE

All times unless otherwise designated are "ITEM".

OFFICERS

Commander	Henry D. STURR,	U.S.N.	6 patrols
Lieut. Comdr.	James M. ESTABROOK	U.S.N.R.	3 patrols
Lieutenant	Russell D. WARD	U.S.N.	7 patrols
Lieutenant	John C. THEYS	U.S.N.	1 patrol
Lieutenant	Ralph L. VASA	U.S.N.R.	3 patrols
Lieut. (jg)	Warren R. LOVE	U.S.N.R.	2 patrols
Lieut. (jg)	Wilbert F. MARLOW	U.S.N.	9 patrols
Lieut. (jg)	H. Benner HOEPER	U.S.N.R.	None
Lieut. (jg)	Robert R. ALBERS	U.S.N.R.	3 patrols
Ensign	George P. STEELE, II	U.S.N.	None

CHIEF PETTY OFFICERS

BELCHER, Kermit F.	CMOMM(AA)(T)	U.S.N.	3 patrols
BREEMAN, Francis L.	CY(T)	U.S.N.	3 patrols
BUTOVA, Frank (n)	CCS(AA)(T)	U.S.N.	6 patrols
FARGH, Victor	CMOMM(AA)(T)	U.S.N.	3 patrols
KING, Roland H., Jr.	CPHM(T)	U.S.N.	3 patrols
MASBIE, Branch R.	CEM(AA)(T)	U.S.N.	5 patrols
RICHARDSON, James (n)	CTM(T)	U.S.N.	1 patrol
WHEELER, Ralph E. J.	CEM(AA)(T)	U.S.N.	8 patrols
WILLIS, George A.	CPAL(T)	U.S.N.	None
PATTERSON, Arthur V.	CQM(AA)(T)	U.S.N.	7 patrols

15 April

0200 Departed SUBIC BAY, P.I. on Fourth War Patrol for the SOUTH CHINA SEA area off the GULF OF SIAM in company with HARDHEAD and EICHENBERGER (DE202) as escort.

0530 Sighted COPIA inbound.

0600 Dismissed escort. Commenced training exercises enroute to area.

1200 Position Lat. 14-39.1 N., Long. 117-48 E.

16 April

0355 Reached end of safety lane, changed course for area.

0445 HARDHEAD left us to obtain pit log part from inbound BLUEHILL.

1200 Position Lat. 13-53.5 N., Long. 112-49 E.

SUBJECT: USS BECUNA (SS319) - Report of Fourth War Patrol.

1412 Sighted periscope 800 yards dead ahead in position Lat. 13-04 N., Long. 112-30.5 E. Evaded at flank speed. This was definitely identified as a periscope, probably CHUB. (Ship Contact No. 1)

1438 Periscope not having been sighted again, secured from evasive tactics.

1830 Investigated empty life raft. Completed adjustments to bow plane tilting ram packing, eliminating groan.

17 April
1200

Position Lat. 09-30 N., Long. 109-17.5 E.

18 April
1200

Position Lat. 06-04 N., Long. 104-48 E.
Decided to patrol in the center of the mouth of the GULF of SIAM so as to intercept convoys proceeding from the MALAY COAST to the PULO OEI rendezvous. While on station we patrolled at two engine speed imposing the Arma Course Clock on a zigzag 20° either side of the base course.

19 April

Commenced overhauling SJ radar in an effort to improve the ring time.

0914

Dove for SD contact and training.

1200

Position Lat. 07-19 N., Long. 104-08 E.

1329

Surfaced.

1408

Dove for prolonged training of new planesmen.

2022

Surfaced.

20 April

Still working on SJ radar.

1200

Position Lat. 06-54 N., Long. 104-18.5 E.

1315

Dove for SD contact closing. Remained submerged to escape detection. No IFF indication and no response to VHF.

2012

Surfaced.

SUBJECT: USS BECUNA (SS319) - Report of Fourth War Patrol.

21 April

Still working on SJ radar.

0745 Investigated wreckage at Lat. 06-55 N., Long. 104-45 E. It turned out to be the remains of a pier or similar large wooden structure.

0955 Dove for submerged patrol.

1200 Position Lat. 06-57 N., Long. 104-44 E.

2000 Surfaced.

22 April

Still working on SJ radar.

1200 Position Lat. 06-23 N., Long. 103-23 E. Contacted friendly plane. No contacts.

23 April

Still working on SJ radar.

1200 Position Lat. 06-47 N., Long. 103-20 E.

1208 Dove for SD contact, closing. No VME response or IFF indication.

1259 Surfaced.

1610 High periscope and lookout simultaneously sighted two masts and two sources of smoke bearing 048° T., estimated range 30,000 yards. Targets tracked on base course 310° at ten knots. (Ship Contact 0.2)

1820 Attempted unsuccessfully to contact HARDHEAD on CW. Worked to westward and at

1930 Dove for attack with estimated angle on bow of 20° port and with only masts visible.

2002 Targets definitely have made a large zig to their left, and are now on base course about 200°. Could just make out blurs in periscope as two ships were observed to pass us at about 6,000 yards.

2120 Surfaced with two targets in sight in moonlight. One looks like a destroyer escort or destroyer making occasional puffs of smoke and the other ship is no bigger. Commenced an end around to the eastward at an estimated range of 12,000 yards. One ship kept edging over our way. However, SJ radar could not pick him up, and we believed we were getting by successfully until at

SUBJECT: USS BECUNA (SS319) - Report of Fourth War Patrol.

2234 He opened fire on us with his deck gun. Now it became apparent that he was a small patrol boat of under 150 feet at a range of under 4,000 yards. This identification was confirmed by HARDHEAD, who later informed us that they had sighted and avoided two small patrol boats earlier today. We pulled clear to eastward and set course for GREAT REDANG ISLAND to intercept target. While one ship was engaging us, the other pulled out to the westward.

24 April

Still working on SJ radar.

0630 Commenced surface patrol off GREAT REDANG ISLAND.

0831 Received message from HARDHEAD suggesting the establishment of a scouting line off PULO KAPAS. Agreed and message was sent and receipted for by voice on WOLFFACO frequencies. HARDHEAD apparently can receive voice only. At

0842 Headed southeast along the coast.

1100 Contact on SD closing. Dove.

1130 Surfaced.

1200 Position Lat. 05-32 N., Long. 103-28 E.

1341 Contacted search plane by CW. He had no information for us.

1343 Commenced surface patrol off PULO KAPAS. Numerous fishing boats in towards shore.

1535 After installing spare SJ transmitter SJ radar finally back in commission.

2200 Established radar communication with HARDHEAD. BECUNA took offshore patrol. HARDHEAD inshore.

25 April

0820 Spoke HARDHEAD and headed in for submerged inshore patrol, HARDHEAD remaining on surface offshore.

0950 Dove for submerged patrol. Observed several junks, numerous smaller fishing boats, and a great many floating poles about ten feet of which extended above water. They appeared to be in pairs about 300 feet apart. Were careful not to go between them. None of the fishing craft appeared to have motors, radios or armament.

SUBJECT: UES BECUNA (SS319) - Report of Fourth War Patrol.

1200 Position Lat. 05-14 N., Long. 103-25 E.

1940 Surfaced and closed junk. Manned machine guns.

2000 Junk had two masts, was about 60 tons, had two hatches well battened down. One man of a friendly Malay crew of ten spoke English and thanked us for a carton of Chesterfields.

2007 Cleared area heading for new station northeast of CAPE DATU, BORNEO.

26 April
1028 Made training dive.

1135 Surfaced.

1200 Position Lat. 04-22 N., Long. 106-05 E.

27 April
0800 Arrived on station. Decided to patrol submerged for the first day to avoid detection and to scout the area.

0835 Dove for submerged patrol.

1156 Sighted plane believed to be search plane from PALAWAN.

1200 Position Lat. 02-39.5 N., Long. 110-02 E.

1951 Surfaced with no results from submerged patrol.

28 April
1200 Position Lat. 02-11 N., Long. 110-03.5 E.

2103 Felt a sharp shock forward. Pitometer log then went out of commission with a plugged dynamic orifice and bent sword arm.

29 April
1100 Replaced pitometer log swordarm, pushing the old arm out. Pitometer log back in commission.

1130 SD contact closed to 6 miles. Dove.

1200 Position Lat. 02-41.7 N., Long. 109-44.5 E.

1245 Surfaced. Sighted small sailing vessel. Manned machine guns and closed.

SUBJECT: USS BECUNA (SS319) - Report of Fourth War Patrol.

1345 Sailboat was about 35 feet long and had a crew of 3 friendly Dyaks who likewise appreciated our Chesterfields. Some fruit was visible in the boat, and other gear was covered with a tarpaulin. We pulled clear and headed northeast to rendezvous with the HARDHEAD.

2145 Accomplished rendezvous with HARDHEAD. She has been communicating with PILLWIN search plane daily, while we have had no luck in raising them before they get so close as to force us to dive

2240 Returned to area.

30 April

The master gyro compass has been running noisily, so at

0500 Secured master gyro; commenced steering by auxiliary. On examination both ball bearings on the north rotor were in very bad shape, probably due to some small condition of unbalance of the rotor. The rotor was checked and passed by the ANTHELION gyro shop, but this is the third pair of bearings to go. Replaced the bearings and started the gyro with 50° Latitude correction.

1200 Position Lat. 02-32.5 N., Long. 109-57.5 E.

1332 Master gyro settled down and is back in commission.

2000 Headed in to make a sweep off CAPE SIPANG.

2139 Made SJ radar contact on two small objects. Tracked at under 3 knots and tentatively identified as sailboats. Could not be seen at 3,000 yards.

2244 Moonrise. Cleared shoal water with no further results from sweep.

1 May

1200 Position Lat. 02-47.5 N., Long. 109-38.5 E.

1245 Completed conversion of No. 4 fuel ballast tank. Dove to flush it out.

1325 Surfaced and cleared area enroute to new station north of BURONGISLANDS.

1452 Sighted Privateer search plane. Could not contact him.

SUBJECT: USS BECUN (SS319) - Report of Fourth War Patrol.

1700 Effected rendezvous with H. RDHELD. Arranged to patrol coast south of MAYUNG POINT. enroute and for BECUN to patrol submerged inshore tomorrow while H. RDHELD remains offshore on surface to contact planes. On the night of the 2nd we will make a coordinated search for any ships moving north.

2 May
0245 Commenced patrol along coast, BECUN inshore, H. RDHELD offshore.

0719 Drove for submerged patrol.

1200 Position Lat. 01-08.5 N., Long. 108-39.5 E.

1300 Sighted search plane, probably Liberator.

1510 With no results from submerged patrol, received message on J. sound gear from H. RDHELD requesting us to surface.

1515 Surfaced and closed H. RDHELD. Learned that the plane had searched area to the southward and had sighted only two luggers, which he sank south of BURONG ISLANDS. Arranged to exchange two serials that H. RDHELD missed for Indendum 2 to SOP-21, which we had been unable to obtain at SUBIC. Commenced return to area in company with H. RDHELD.

2040 Received Indendum 2 from H. RDHELD. The messages (uncoded copies) came adrift from our line throwing gun lanyard. Told H. RDHELD they probably did not concern him, but would decode them and notify him if he required a copy.

2130 Decoded messages and confirmed the fact that they did not concern H. RDHELD.

3 May
1152 Sighted PILLEWIN search plane outboard. Contacted him on VHF. No logs.

1200 Position Lat. 02-18.5 N., Long. 110-04 E.

1615 Sighted PILLEWIN search plane inbound and again contacted him. Still no logs, but requested him to search KUCHING. He said he would do his best with the gas he had left.

1900 Sighted the masts of two merchantmen sunk in about ten fathoms of water at Lat. 01-50.45 N., Long. 110-14.15 E.

(cont'd)

SUBJECT: USS BECUNA (33219) - Report of Fourth War Patrol.

Undoubtedly they are the same objects we had radar contact with on the 30th. Commenced sweep along coast off entrances to LUCHING.

4 May

After completing sweep pulled away from coast taking life-guard station for LUCHING strike.

1200

Position Lat. 02-13 N., Long. 109-50 E.

1214

Sighted Catalina life guard plane with 4 Lightning fighter cover. Communicated successfully by VHF. No business for us.

1600

Left life-guard station for mail exchange rendezvous with BAYA.

5 May

0125

Exchanged calls with HARDEAD. Passed south of GREAT TITOUS ISLAND during the night, and at

0914

Dove for day's submerged patrol and for training.

1200

Position Lat. 03-33 N., Long. 107-19 E.

1609

Surfaced and exchanged calls with HARDEAD.

6 May

0040

Reached assigned rendezvous position. Commenced surface patrol on station.

1200

Position Lat. 04-02 N., Long. 106-52 E.

1510

Sighted BAYA. Commenced maneuvering to transfer mail.

1655

Rendezvous completed. We transferred BLOTTER and BRUMM mail to BAYA and received two bags of most welcome personal and official mail. We also gave BAYA one bag of mail to give to HARDEAD to mail in FRESHVILLE, as well as exchanging four movies with BAYA. Commenced returning to area.

1825

Sighted drifting mine (mine contact No. 2) which we exploded with the Browning Automatic Rifle. This weapon should be standard equipment on submarines. It combines accuracy with volume of fire and has proven to be by far the most efficient means of mine disposal.

SUBJECT: USS RECUITA (SS319) - Report of Fourth War Patrol.

7 May
1200 Position Lat. 03-22.3 N., Long. 108-59.5 E.

8 May
0100 Resumed surface patrol off approaches to KUCHING.

1140 Sighted 9 Liberators headed south. Could not contact them.

1200 Position Lat. 02-45 N., Long. 110-13 E.

1201 Contacted search plane. Each of us reported no contacts to the other by VHF.

1630 Converted Nos. 3 and 5 fuel ballast tanks to ballast.

1819 Headed in for close surface patrol.

9 May
0653 Pulled out from coast for day patrol in water deep enough for diving.

1040 Dove and flushed out fuel ballast tanks. Conducted submerged patrol.

1200 Position Lat. 02-31 N., Long. 109-59.5 E.

1235 Surfaced to contact plane. None contacted but at

1423 Overheard one plane reporting to another that he had bombed a radar station at Lat. 02-30 N., Long. 109-09 E. This is on the eastern end of SARIBAN ISLAND. Decided to finish this station with our 5 inch on leaving the area.

1826 Headed in for night patrol along ten fathom curve.

10 May
0800 Started heading out for day patrol.

0845 Sighted probable periscope at about 3,000 yards. (Ship contact No. 3.) Turned away at flank speed. Since no further sightings were made and since the area was searched thoroughly and no wreckage resembling the periscope noted, we believe this was an enemy submarine enroute to the PHILIPPINES from SARAVIA or SINGAPORE.

1200 Position Lat. 02-50.45 N., Long. 109-56.15 E.

SUBJECT: USS BECUNA (35319) - Report of Fourth War Patrol.

1447 Dove for submerged patrol. Maybe we can catch the sub.

2005 Surfaced. No luck. Headed in for inshore night patrol.

11 May
0546 Pulled out from coast for day patrol.

0740 Dove.

1252 Surfaced to contact search plane.

1502 No plane having been contacted we dove to continue submerged patrol off API PASS.

1925 Surfaced. Headed out to conduct night surface patrol off SARASAT PASS and then a day submerged patrol to reconnoiter SARASAT ISLAND for possible radar station or other bombardment targets.

12 May
0630 Submerged to investigate radar station on SARASAT ISLAND reported bombed by search plane.

1200 Position Lat. 02-26.30 N., Long. 109-06.30 E.

1423 Sighted plane in periscope. Went to 100 feet.

1810 Surfaced. No sign of any radar station on SARASAT ISLAND although we closed island to less than two miles. Headed in towards BORNEO coast.

13 May
0303 Pulled out from coast.

0736 Submerged.

1200 Position Lat. 02-24 N., Long. 110-09 E.

1700 Surfaced.

1805 Headed in towards BORNEO coast.

14 May
0427 Headed out for day's patrol.

0743 Submerged.

1200 Position Lat. 02-39 N., Long. 110-10 E.

SUBJECT: USS BECUNA (33319) - Report of Fourth War Patrol.

1246 Surfaced for possible communication with search plane.

1330 Sighted Liberator search plane. Communicated with him on VEF. He had nothing for us and vice versa.

1342 Dove.

1935 Surfaced. Headed in towards BOKTIC coast.

Life guard
15 May
0405 Headed out for day's patrol and life guard duty.

0735 Submerged for morning patrol.

1200 Position Lat. 02-21.5 N., Long. 109-56.7 E.

1212 Sighted southbound liberator search plane in periscope.

1214 Surfaced. Commenced patrolling life guard station. Communicated with plane on VEF. Nothing for us.

1422 Sighted northbound Liberator search plane. Communicated with him again by VEF. He had nothing further.

1635 Strike apparently canceled. No contact with any planes except search plane. Headed northwest for night patrol off NOTI PASS and SOUTH MALINDA ISLANDS.

16 May
0705 Submerged for submerged patrol off SARASAT PASS.

1200 Position Lat. 02-26.30 N., Long. 109-03.30 E.

1600 Surfaced; having transited SARASAT PASS submerged. Observed no signs of enemy activity on SARASAT ISLAND or in ROYALIST L. VEF. Headed for JAVA SEA in accordance with Operation Order.

1840 Sighted two sailing vessels headed in towards coast. Manned machine guns and closed them. (Ship contact 10. 4).

1935 Boarded two small dugouts, each about 25 feet long with a crew of three. Nobody spoke English. After our search revealed no weapons and cargoes of rain, presented crews with cigarettes and at

2002 Resumed patrol. 12

SUBJECT: USS BECUNA (SS319) - Report of Fourth War Patrol.

17 May

0045

Sent BECUNA Serial 2 to CTF 71 reporting that we were clearing area for JAVA SEA.

1147

Sighted sailboat. (Ship contact No. 5) Headed toward at full speed.

1150

Stations for battle surface.

1200

Position Lat. 00-59 S., Long 106-03 E.

1229

Fired a shot across the bow and boarded the 30 ton schooner MASIMP RUDJA of BALIWA, LABIWA, CELEBES. Ship was in ballast, and only one man aboard could speak broken English. When we asked him if he wanted to come with us, he said, "No, I have a wife and mother at home. If I had only one, I'd come with you, but two are too many to leave behind." Relieved Captain of his ship's papers for intelligence purposes.

1237

Pulled clear, all the schooner crew being very pleased to have their pictures taken.

1245

Conducted training firing of all surface weapons at large stumps.

1254

Training firing completed. Resumed patrol.

1636

Sighted periscope and large bubble bearing 120° relative, distance 200 yards. (Ship contact No. 6) Headed away at flank speed.

1655

Dove. No further sign of our contact. It might have been HATTERHEAD, if it wasn't for the bubble.

2005

Surfaced and commenced transit of KARAI MA STRAIT. SF radar interference picked up on port quarter. Subsequently identified as HATTERHEAD, with whom we exchanged information about missing serials.

2300

Received CTF 71 orders to proceed direct to FUSUWILLE.

18 May

0005

An unidentified object not sighted from the bridge hit ship on starboard side abreast the forward engine room. We cleared the immediate area at flank speed. While this was probably a sunken log, we were taking no chances.

SUBJECT: USS BECUNA (SS319) - Report of Fourth War Patrol.

0802 Completed transit of HANIBATA STRAIT.
1200 Position Lat. 04-25.5 S., Long. 110-11.5 E.

19 May
0248 Exchanged recognition signals and calls with BERGALL on SJ radar.

0330 Headed south around BENEAN ISLAND to cover northern approach to SURABAYA enroute FREMANTLE.

0710 Submerged to conduct submerged patrol and avoid detection by numerous sailboats.

1042 Surfaced. Headed for BERGEMAN ISLAND.
1200 Position Lat. 06-26.5 S., Long. 113-19.5 E.

2357 Experienced our first sign of enemy aircraft activity on this patrol when we had a 150 megacycle APR indication.

20 May
0015 APR indication disappeared.

0120 Avoided a sailboat.

0212 Exchanged recognition signals and calls with northbound GEBU. He reported no contacts in LOIBOK.

0230 Commenced transit of LOIBOK STRAIT.

0510 Completed transit of LOIBOK STRAIT with no contacts of any sort including no APR indications.
1200 Position Lat. 10-30 S., Long. 115-46 E.

21 May
1200 Position Lat. 15-09 S., Long. 114-44.6 E.

22 May
0148 Cleared BECUNA Serial 3 through VML1.
1200 Position Lat. 21-20 S., Long. 113-00 E.

SUBJECT: USS BECUNA (SS319) - Report of Fourth War Patrol.

23 May
1200

Position Lat. 27-13 S., Long. 112-49 E.

24 May
0930

Arrived GAGE ROADS, FRANKMILLS, WESTERN AUSTRALIA.

SUBJECT: US SECURE (59319) - Report of Fourth War Patrol.

(C) WEATHER

Normal weather was experienced on this patrol.

(D) TIDAL INFORMATION

Tides and currents were in general as indicated in the sailing directions.

(E) NAVIGATION AIDS

None sighted.

(F) SHIP CONTACTS

No.	Time Date	Lat. Lon.	Type	Ini- tial Range	Est. Crts.& Con- Speed	How Con- tacted	Remarks
1.	1412 4/16	13-04 N 112-30.5E	Peri.	300	Unk.	L.	Sighted once.
2.	1610 4/23	07-34 N 103-20 E	Patrol Boats	20000	250 10	L.	Dove for attack.
3.	0845 5/10	02-15 N 110-05.6E	Peri.	3000	Unk.	L.	Sighted once.
4.	1840 5/16	01-49.15N 108-42 E	Sail Boats	15000	Unk.	P.	Boarded for investigation.
5.	1147 5/17	00-54 S 108-10 E	Sail Boat	15000	Unk.	P.	Boarded for investigation.
6.	1636 5/17	01-41.30S 108-30 E	Peri.	200	Unk.	L.	Turned away.

(G) AIRCRAFT CONTACTS

No enemy aircraft were sighted and all radar contacts were probably friendly planes. The only evidence of enemy aerial activity experienced on this patrol was an IFF indication about forty miles north of LOMBOK STRAIT in the early morning of 20 May.

Our own planes were encountered frequently. Their failure to use IFF or to establish communication before approaching us closely often forced us to dive. This usually occurred when the planes were outward bound, and I realize their maintaining radio and radar silence may have been mandatory.

SUBJECT: USS BECUNA (SS319) - Report of Fourth War Patrol.

(H) ATTACK DATA

No attacks were made.

(I) MINES

Two drifting mines were sighted as indicated below. They were both apparently similar to our Mk. 6 mine.

No.	Date Time	Lat. Long.	How Contacted	Remarks
1.	4/26 0200	05-11.5 104-20.5 E.	L.	Too dark to shoot at.
2.	5/6 1835	04-02 N. 106-12 E.	L.	Exploded with BAR.

(J) ANTI-SUBMERINE MEASURES AND EVASION TACTICS

One small patrol boat was evaded on the surface.

(K) MAJOR DEFECTS AND DAMAGE

ELECTRICAL

18 April Pit log pump out of commission due to unusual loud noise. USS WHEEDON had installed a new pump during the training period. Examination revealed defective pump bearings. Installed spares and re-assembled pump. Operation quiet and satisfactory.

28 April Master gyro compass was very noisy. Traced source of noise to North rotor which had vacuum of only 27 inches. Put compass out of commission. Disassembled rotor and found both rotor bearings worn out and rough. Installed spares, reassembled but could only obtain a maximum of 28 inches vacuum. Installed rotor and put compass in operation using a latitude setting of 50° for rotor speed. The error is negligible and bearing wear is reduced by this lower speed. The same rotor showed identical trouble on preceding patrol. It is believed that the excessive bearing wear is caused by an unbalanced rotor although the compass was checked and said to be in excellent condition by the U.S.S. WHEEDON gyro shop personnel.

Several days later the South rotor vacuum gauge needle began to quiver and jump but showed no loss of vacuum. This is believed to be caused by an unbalanced North rotor, South rotor, or defective bearing in South rotor. It is requested that the compass be carefully checked during the next refit.

SUBJECT:

USS SECUNA (SS319) - Report of Fourth War Patrol.

28 May

Pit log out of commission. Unable to blow out dynamic orifice and unable to raise sword arm. Believe sword arm is bent and plugged as a result of being struck by a submerged object. Slipped out the old sword arm and installed spare, after which the pit log worked perfectly.

ENGINEERING

7 May

Found broken valve stem cap on unit #2, No. 4 Main Engine. This caused adjusting screw to wear through steel insert in valve bridge. Renewed valve bridge and valve stem cap. Two days later same trouble was found on Unit #6, of No. 4 I.E.

ORDNANCE

Target Bearing Transmitter System.

The binoculars as fitted to these instruments have been unsatisfactory. As received from the manufacturer the binoculars were tight, but they have since been treated for light transmission to improve night vision. Repair facilities have never been able to make binoculars pressure proof. By flooding or fogging the units are unsatisfactory on patrol despite repeated tender repair efforts.

Recabling of both units is requested due to original flooding through the buzzer conduit connection. Pearl Harbor removed this piece of conduit and ran buzzer lead through terminal tube on operating shaft, before our first war patrol. Some improvement over flooding resulted but the use of the azimuth circle was lost.

The change requested of running the buzzer lead to the bottom of the pressure tank will return use of azimuth circle.

RADAR

See section (I).

(L) RADIO

Before the shift from VIKO to NPT1 reception of BARRERS FOX schedules was poor during the daylight hours. However, signal strength improved at night. Serial TIME of 15 April was missed by this vessel.

SUBJECT: USS ESCORT (SS319) - Report of Fourth War Patrol.

Although the change to NPT1 improved overall daylight reception, the operating efficiency of the new station was not equal to VLMØ. Messages had more errors and the errors were frequently not corrected. Particularly noted were the large number of cypher groups with one character omitted. NPT1 also did not repeat serial messages to submarines as frequently as did VLMØ.

Aircraft-submarine communications were in general satisfactory, although on 19 and 30 April this vessel was unable to contact search planes in visual range. Both VET and TOLMACO frequencies were tried. On several other occasions aircraft seemed ignorant of the calls which this vessel had been instructed to use.

There was no indication of deliberate enemy jamming on any of the frequencies employed by this vessel.

(C) RADAR

During this patrol the 3D radar was keyed for a two second period every thirty seconds. Two second keying was found to be adequate for recognizing aircraft contacts and there was no evidence that the 3D transmissions were home'd on.

The 3D was operated 374 hours (61 hours of keyed operation) with very little trouble. The only casualties were the failure of a 9001 tube (first v-f amplifier in the receiver) and failure due to ageing of two 8014-A transmitter tubes.

The SJ radar gave considerable trouble early in the patrol. After trouble-free operation enroute to station the radar sensitivity dropped about 12 decibels. Using the echo box as a guide the transmitter output was found to be normal. The loss of sensitivity was accompanied by an intermittent fluctuation of grass height on the range indicator C-R tube and a jittery sweep. All symptoms indicated receiver, indicator, or r-f tuning troubles. After spending three and one-half days methodically checking circuits and replacing all possible tubes and components without success, a spare transmitter receiver (5J-a) carried aboard was installed. The trouble immediately cleared. The cause of trouble was not determined by subsequent careful inspection of the faulty transmitter-receiver. During the course of the trouble-shooting all transmitter

SUBJECT: USS BERGATA (SS319) - Report of Fourth War Patrol.

and receiver tubes were replaced with tested tubes and in addition the modulation network and entire converter assembly were replaced. The spare transmitter-receiver functioned satisfactorily except for failure of one condenser (C-22A-B).

The SJ radar was operated for 492 hours (76 hours with the first transmitter-receiver and 416 hours with the spare transmitter-receiver).

(N) SOUND GEAR AND SOUND CONDITIONS

QB and QC-JE sound gear operated with no major operational difficulties. Early in the patrol the push-to-magnetize switch (X-101) in the JP-2 amplifier failed and applied full 110 volts to the JP head. The ground resistance of the JP element dropped to 5,000 ohms with resultant lowered sensitivity. Sound operators reported poorer response at high frequencies thereafter. On three occasions severe hum was encountered in the JP-2 amplifier. It persisted about ten minutes and vanished before the source could be located.

(G) DENSITY LAYERS

No unusual density layers were encountered on this patrol.

(B) HEALTH, FOOD, AND HABITABILITY

Our last leave period was spent in unhealthy surroundings. Since that time, until almost the end of the patrol, an unusually high number of cases of sore throat, severe head and chest colds and associated illnesses, including 2 abscessed throats were experienced. At the conclusion of the patrol conditions were almost normal. Eleven man days were lost among the crew because of illness and one officer was on the sick list for one day.

Routine minor ailments, athlete's foot, heat rash, constipation, etc., occurred in normal numbers. Torpedo alcohol was issued in empty vitamin bottles to remedy heat rash with instructions to douche the affected area liberally two or three times daily. It proved an effective remedy.

Air conditioning and ventilation as usual were excellent. Condensate water from the air conditioning provided plenty of bathing and laundry water.

SUBJECT: USS BECUM (39319) Report of Fourth War Patrol.

Ample space is provided for cooling and stowing food. The supplies taken aboard were excellent both in quantity and quality. Ice cream daily rounded out a dietetically correct menu. Vitamin tablets were available during the entire run and atabrine tablets as long as they were considered necessary.

Books, movies, record players, cards, and the radio helped break the monotony of the patrol.

(2) PERSONNEL

The performance of the men transferred to this ship at the beginning of this patrol was not up to the usual high standard previously experienced in this force.

In accordance with standard practice 25% of the crew (18) were transferred at SUBIC and were replaced from the SUBDIV 261 relief crew plus 3 men on whom we had retainers. Of the new men, only two were qualified in submarines. The three day training period and the two day run to the area were insufficient to assimilate these men properly into the BECUM organization, even with an intensified underway training program.

I therefore recommend that either the personnel transfer at SUBIC be reduced to a minimum or the training period be increased to at least one week.

(a) Number of men on board during patrol	74
(b) Number of men qualified at start of patrol	54
(c) Number of men qualified at end of patrol	61
(d) Number of unqualified men making their 1st patrol	8
(e) Number of men advanced in rating during patrol	11

(R) MILES STEAMED - FUEL USED

SUBIC to area	399 miles	4400 gallons
In area	8642 miles	93378 gallons
Area to FREMANTLE	1530 miles	17132 gallons
Total	10571 miles	114910 gallons

(S) DURATION

Days enroute to area	1
Days in area	33
Days enroute to base	5
Days submerged	5.7

SUBJECT: USS BICUNA (SS319) - Report of Fourth War Patrol.

(T) FACTORS OF ENDURANCE REMAINING

Torpedoes	25
Fuel	4,800 gallons
Provisions	25 days
Personnel	25 days

Limiting factor this patrol - Orders of Task Force Commander.

(U) RADIO AND RADAR COUNTERMEASURES

During this patrol only two interceptions of enemy transmissions were made. In many instances suspected enemy transmissions proved to be only interference caused by machinery aboard this vessel which had manifested itself on our intercept equipment.

INCIDENT No. 1

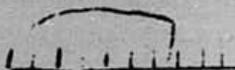
1. U.S.S. BICUNA (SS319)
 2. Lat. 06-30 N., Lon. 103-30 E., 23 April 1945.
 3. Enemy radar was probably shipborne.
 4. Intercept equipment was SCR-1/SFA-1
 5.
 - a. Frequency 155 Mcs. Dial reads - 155 Mcs.
 - b. PRF 480 How measured - Meter
 - c. PW 10 Mcs. How measured - Scope divisions
 - d. Sketch pulse
 - e. Tls lobe switching used - Unknown.
 - f. Polarization - Unknown.
 - g. Sweep Rate - Erratic.
6.
 - a. Radar was used on surface search.
 - b. Steadied on this bearing.
 7. Action - None.
 8. Narrative: Radar was mounted on small patrol boat.

SUBJECT:

USS BECUNA (SS319) - Report of Fourth War Patrol.

INCIDENT No. 2

1. U.S.S. BECUNA (SS319)
2. L. T. 07-30 S., Long. 115-35 E., 19-20 May 1945.
3. E.M.G. radar was probably airborne.
4. Intercept equipment was AN-1/AN-1
5. a. Frequency - 150 Mcs. Dial reads 150
b. PRF - 400 Ecs. measured - Meter
c. PW - 7.5 How measured - Scope
divisions



- d. Sketch pulse.
 - e. Was lobe switching used - Unknown.
 - f. Polarization - Unknown
 - g. Sweep rate - Erratic
6. a. Surface search or air search - Undetermined.
b. None
 7. None
 8. Narrative: Indication appeared over a period of about 15 minutes, and then did not appear.

(V) REMARKS

On this patrol we patrolled submerged more than usual for several reasons. First to save fuel. Two-engine patrolling on the surface used so much fuel as to prevent our spending our assigned time in the area without patrolling submerged. Secondly I believed that most traffic would run at night along the coast, and it was necessary to remain undetected during the day to have any chance of intercepting it. We did, however, endeavor to remain on the surface in time to contact search planes. Finally, I now believe Area DOG 4 to be completely barren except for small sailboats.

I believe that the vast amount of Japanese Government Netherlands East Indies currency readily available in Manila could well be distributed to the sailboats encountered off the coast of BORNEO, thus disrupting the Japanese economy in that region.

FC5-30/A16-3

SUBMARINE SQUADRON THIRTY

Serial: 066

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

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

FIRST ENDORSEMENT to
USS BECUNA (33319) -
Report of Fourth War
Patrol.

From: The Commander Submarine Squadron THIRTY.
To : The Commander in Chief, U.S. Fleet.
Via : (1) The Commander Submarines, SEVENTH Fleet.
(2) The Commander in Chief, SEVENTH Fleet.

Subject: U.S.S. BECUNA (33319) - Report of Fourth War Patrol.

1. The fourth war patrol of the BECUNA under the command of Commander H. D. STURR, U.S.N., was conducted in the Gulf of Siam and the South China Sea Areas. Patrol was of 39 days duration of which 33 days were spent on station.
2. Area coverage was excellent, however, there were no contacts worthy of torpedo fire. Numerous sailboats were contacted and two boarded.
3. On 23 April, two radar equipped patrol boats were contacted and avoided on the surface when one fired on BECUNA. There were three periscope sightings which were avoided. No enemy planes were sighted during this patrol.
4. The BECUNA returned from patrol in good material condition. Refit will be completed in normal time.
5. The Squadron Commander congratulates the Commanding Officer, officers and crew upon completion of a well planned and determined patrol, and sympathizes with them in their natural disappointment over the total absence of targets.

C. C. Smith
C. C. SMITH.

7 02268

Serial 0110-A~~C-O-N-F-I-D-E-N-T-I-A-L~~

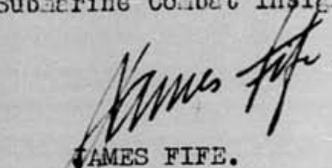
SECOND ENDORSEMENT to:
USS BECUNA Conf. Ltr.
A16-3/A9 Serial 013 dated
24 May 1945. Report of
Fourth War Patrol.

17 June 1945.

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

Subject: U.S.S. BECUNA (SS-319) - Report of Fourth War
Patrol.- Comment on.

1. The BECUNA's Fourth War Patrol, under the command of Commander H. D. STURR, U.S.N., was well conducted and area coverage was thorough.
2. In spite of this no contacts were made with enemy vessels worthy of torpedo fire and no damage was inflicted on the enemy.
3. The Commanding Officer remarks that, although he realized the Navy search planes covering the MALAY Coast and GULF of SIAM must necessarily maintain radio and radar silence, their lack of use of IFF equipment often forced him to dive before the plane was close enough to be recognized as friendly. This situation has been reported before by other submarines and tends to prevent the establishment of aircraft submarine communications with consequent inability of aircraft to report contacts to submarines in the vicinity. It is felt that in certain search sectors aircraft can safely use IFF without endangering their mission and submarine liaison officers have been instructed to request that they do so whenever possible.
4. The award of the Submarine Combat Insignia is not authorized for this patrol.



JAMES FIFE.

ORIGINAL COPY.

7 02268

Serial 0110-A

~~C-O-N-F-I-D-E-N-T-I-A-L~~SECOND ENDORSEMENT to:

17 June 1945.

USS BUCINA Conf. Ltr.
 A16-3/A9 Serial 013 dated
 24 May 1945. Report of
 Fourth War Patrol.

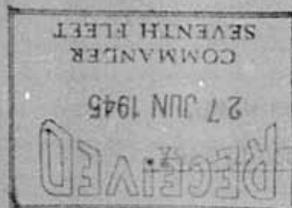
Subject: U.S.S. BUCINA (SS-319) - Report of Fourth War
 Patrol - Comment on.

DISTRIBUTION

Cominch	(3) Direct	ComSubRon-22	(2)
Opnav	(2) Direct	ComSubRon-26	(2)
Opnav Op-23c	(1)	ComSubRon-30	(2)
Com1stFlt	(1)	DivComsSubRon-22	(1 each)
Com2ndFlt	(1)	DivComsSubRon-26	(1 each)
Com7thFlt	(2)	DivComsSubRon-30	(1 each)
ComSubslstFlt	(30)	S/M School; N.L. Conn.	(2)
ComSubs2ndFlt	(4)	Comdt. NYD, Puget Sound	(1)
CTF-71	(7)	SubAd, Mare Island	(2)
CTG-71.5	(2)	S/Ms 7thFlt	(1)
CTG-71.8	(2)		

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

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



44181

UNITED STATES FLEET
COMMANDER SEVENTH FLEET

REG. NO *F-15*
7-02268
R. S. NO
REG. SHEET NO *117*

AL6-3(8)(F-3-c/bc)

Serial *04512*

1 JUL 1945

THIRD ENDORSEMENT on:
CO, USS BECUNA (SS319)
Conf. ltr., serial 013,
dated 24 May 1945. Report
of Fourth War Patrol.

From: Commander Seventh Fleet.
To : Commander in Chief, United States Fleet.
Subject: U.S.S. BECUNA (SS319) - Report of Fourth War
Patrol.
1. Forwarded.

Copy to:
ComSubs7thFlt
ComSubRon 30 ✓
CO, USS BECUNA (SS319)

J. H. Long
J. H. LONG
By direction

*R+b
was*

7-02265

X

1st copy

SS319/A16-3/A9

Serial: (015)

U.S.S. BECUNA (SS319),
c/o Fleet Post Office,
San Francisco, Calif.,

27 July 1945.

CONFIDENTIAL T-I-A-L
DECLASSIFIED

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Via : (Official Channels).

SUBJECT: U.S.S. BECUNA (SS319) - Report of Fifth War
Patrol.

ENCLOSURE: (A) Subject Report.
(B) Track Chart (ComSubs7thFlt only).

1. Enclosure (A) covering the fifth war patrol of
this vessel conducted in the EAST JAVA SEA area during the
period 21 June 1945 to 27 July 1945 is forwarded herewith.

W. J. BUSH.

DECLASSIFIED-ART. 0445, OPNAVINST 5510.1C

BY OP-0989C DATE 5/24/72

DECLASSIFIED

9-020

SUBJECT: USS BECUNA (SS319) - Report of Fifth War Patrol.

(A) PROLOGUE

Arrived FREMANTLE, WESTERN AUSTRALIA, on 24 May 1945 upon completion of the fourth war patrol of this vessel. Assigned to ComSubRon 30. Refit was accomplished by the USS CENTLE under the supervision and administration of ComSubDiv 302.

Major Alterations accomplished:

1. Installation of ST Radar and Mark 4 periscope.
2. Installation of directional APR antennae.
3. Reballasted.
4. Installation of IFF coupling to SJ Radar.

Lieut. Comdr. William J. BUSH, U.S. Navy, relieved Comdr. Henry D. STURR, U.S. Navy, as Commanding Officer of this vessel on 8 June 1945.

Transferred one officer to PCO school. No officer replacement was received.

(B) NARRATIVE

List of officers and chief petty officers:

Lieut. Comdr. William J. BUSH	USN	3 patrols
Lieutenant Russell D. WARD	USN	0 patrols
Lieutenant John C. THEYS	USN	2 patrols
Lieutenant Ralph L. VASA	USNR	4 patrols
Lieut. (jg) Warren R. LOVE	USNR	3 patrols
Lieut. (jg) Wilbert F. MARLOW	USN	10 patrols
Lieut. (jg) Herman B. HOMPER	USNR	1 patrol
Lieut. (jg) Robert R. ALBERS	USNR	4 patrols
Ensign George P. STEELS, II	USN	1 patrol
BELCHER, Kermit F.	CMOMM(AA)(T) USN	4 patrols
BIERMAN, Francis L.	CY(T) USN	4 patrols
BUTOVA, Frank (n)	CCS(AA)(T) USN	7 patrols
FARGE, Victor	CMOMM(AA)(T) USN	4 patrols
KING, Roland H., Jr.	CPHM(T) USN	4 patrols
MORSEWOLDS, "L" "D", Jr.	CMOMM(T) USN	0 patrols
HOEN, Robert V.	CTM(AA)(T) USNR	6 patrols
OTTAWAY, Samuel A.	CMM(AA)(T) USN	9 patrols
PATTERSON, Arthur V. Jr.	COM(AA)(T) USN	8 patrols
WHEELER, Ralph E. J.	CEM(T) USN	9 patrols
DUNPHY, Ross H.	CRT(AA)(T) USNR	4 patrols

SUBJECT: USS BECUNA (SS319) - Report of Fifth War Patrol.

21 June

1436

Departed FREEMANTLE, W. A., for patrol in accordance with CTC 71.1 Operation Order No. 81-45. BAKER's serial 221204 assigned Task Unit designation 71.1.6. Escorted by USS CORPUS CHRISTI (FF44). Released escort.

1830

22 June

1200

Position: Lat. 29-59 S., Long. 113-44 E.

1519

Submerged for trim dive and training of planesmen.

1610

Surfaced.

23 June

0653

SJ Radar contact bearing 030° T., distant 15,000 yards.

0700

Lost contact and turned toward at flank speed.

Position of contact: Lat. 26-56.30 S., Long. 112-18 E.

0727

SJ interference bearing 210° T., believed to be USS HAMBERHEAD.

0750

Exchanged calls with USS HAMBERHEAD via SJ Radar.

0850

Submerged for trim dive and drills.

0925

Surfaced.

1200

Position: Lat. 26-40 S., Long. 112-21 E.

1550

Submerged, holding drills and training exercises.

1620

Surfaced.

1621

Submerged.

1635

Surfaced.

24 June

1200

Position: Lat. 22-30 S., Long. 112-34 E.

1341

Submerged for trim dive.

1441

Held practice battle surface and test fired .50 caliber and 20mm. machine guns.

1719

Submerged for training dive.

1728

Surfaced.

2112

Contacted and spoke USS C. IMAN.

25 June

0917

Submerged for trim and training dive.

0922

Held emergency drills.

0955

Held practice "Battle Surface."

1025

Submerged for training dive.

1046

Surfaced.

1200

Position: Lat. 18-17 S., Long. 113-30 E.

1311

Submerged for training dive.

1418

Surfaced.

2015

Submerged for training dive.

2035

Surfaced.

SUBJECT:

USS ~~XXXXXXXX~~ (SS319) - Report of Fifth War Patrol.26 June1200
1335
1535
1630
1957
2020Position: Lat. 14-26 S., Long. 114-44 E.
Submerged for trim and training dive.
Surfaced.
Received Serial 2 regarding change in patrol area.
Submerged for training dive.
Surfaced.27 June0800
0955
1200
1935

2200
2300Submerged for trim and training dive.
Surfaced.
Position: Lat. 10-58 S., Long. 115-23 E.
SJ Radar contact bearing 005° T., distant about
50 miles - land.
Contacted and spoke USS BULLHEAD.
Commenced transit of LOMBOK STRAIT.28 June0130
0721
0835
1200
2040
2155Completed uneventful transit of LOMBOK STRAIT.
Submerged for trim dive.
Surfaced.
Position: Lat. 06-32 S., Long. 116-37 E.
Contacted and spoke USS PUFFER.
Rendezvoused with and received instructions for
coordinated patrol on the CAPS BELATAN - KANGKIAN
ISLAND LINE from USS PUFFER.29 June0544

0629
1200
1950Fathometer showed only sixty feet of water so
commenced looking for water somewhat more suit-
able for diving.
Dived for submerged patrol off CAPS BELATAN.
Position: Lat. 04-36 S., Long. 114-39 E.
Surfaced and commenced coastal sweep to west.30 June0652
1200
1953

2135Dived for submerged patrol off CAPS BELATAN.
Position: Lat. 04-57 S., Long. 114-31.15 E.
Surfaced and headed for new position on southern
end of patrol line.
Contacted and spoke USS PUFFER.1 July1200
1347
1414Position: Lat. 06-23.6 S., Long. 114-55 E.
Submerged for trim dive.
Surfaced, patrolling north of KANGKIAN ISLAND.2 July

0700

SJ contact bearing 217° T., distant 17,800 yards.
Three pips! Initiated tracking party and when hori-
zon brightened at 0710 discovered the rocks off
GGA GGA ISLAND to be making zero speed.

SUBJECT:

USS BEGONA (SS319) - Report of Fifth War Patrol.

0735 Submerged for closer look at GOA GOA ISLAND.
0835 Surfaced.
0925 Sighted a launch towing a small barge between
GOA GOA ISLAND and KAPOKAPU ISLAND. Manned sta-
tions for Battle Surface.
0933 SD contact at 8 miles; dived.
0936 One bomb, loud but not close.
1045 Surfaced.
1050 SD contact 10 miles; dived.
1200 Position: Lat. 06-52 S., Long. 114-54 E.
1211 Surfaced.
1215 Sighted one Pete on port quarter about seven
miles, dived.
1240 Sighted two Petes from periscope depth close
aboard-abeam to starboard about fifty feet
above the water.
1345 Sighted two planes close aboard port quarter,
still very close to water. This is an unusual-
ly persistent pair. Makes us wonder if our
ship is showing.
2015 Surfaced, converted #4 FBT to a MBT.
2150 Submerged to flush out #4 MBT.
2235 Surfaced.

3 July
1200 Position: Lat. 06-11 S., Long 115-27 E.
1905 Submerged for trim dive.
1927 Surfaced.

4 July
1009 Submerged for trim dive.
1125 Surfaced.
1200 Position: Lat. 05-16.5 S., Long. 115-57 E.
2322 Received CT 71's serial 52 concerning change
of patrol area.

5 July
0400 Sent HARDHEAD message informing her of our
course and speed.
0727 Submerged for trim dive.
0850 Surfaced.
1005 Received message from HARDHEAD asking if we
were joining her.
1020 Replied in the affirmative and asked if she
had contact.
1030 Plane sighted at about six miles; dived.
1130 Surfaced.
1140 HARDHEAD replied she had no contact and request-
ed our position.
1200 Position: Lat. 06-04.5 S., Long. 113-56 E.

SUBJECT: USS BECUNA (SS319) - Report of Fifth War Patrol.

1420 Received message from HARDHEAD giving course, speed, and position, telling us to join her at discretion.

1442 Received contact report from HARDHEAD.

1510 HARDHEAD amplified her report saying contact was anchored.

1538 SD radar contact - four miles! Dived heading for 150 feet. Heard depth charge hit water as we passed 50 feet. Heard depth charge hit water as we passed 60 feet with 14.5° dive bubble. As we passed 130 feet, we heard and felt it explode near our depth and on starboard bow. This one was much too close and showered a little cork around. Inasmuch as we were keying the SJ in order to pick up low flying planes and the SD so as to detect them at higher altitudes, this was a rude surprise which caused no little consternation. It also raised considerable doubt in our minds as to the efficiency of our SD radar set. This patrol our SD's greatest range has been 10 miles which is inferior performance in comparison with former patrols. In view of our previous experience with this team of birdmen, stayed down until

2005 At which time came to SD depth and had a contact at 2.5 miles which opened out to 3 miles before mast was dunked.

2020 Surfaced after a careful SD, ST, and SJ search. SJ immediately obtained a contact at 10,000 yards to the northwest and changing bearing quite radically- believed it to be our plane so at

2024 Dived again to periscope depth and at

2026 JP sound reported fast screws bearing 350° T. Manned Battle Stations and made ready bow tubes and tube #7. Rigged for silent running and commenced tracking.

2045 Plot and TDC, using ST ranges and JP bearings, arrived at a best solution of course 100° T., speed 20 knots! ST lost target at 13,000 yards.

2101 With generated range of 18,900 yards, surfaced and put four engines on the line just in case he was not doing 20 knots. SJ could not make contact.

2125 Transmitted contact report to all subs.

2246 Received message from HARDHEAD about her sinking a SUGAR DOG.

2334 Still no contact so decided on submerged patrol off SURABAYA.

SUBJECT: USS BECUNE (SS319) - Report of Fifth War Patrol.

6 July

0656 Dived for submerged patrol off SURABAYA.
1200 Position: Lat. 06-26 S., Long. 112-05.45 E.
2010 Surfaced.
2040 Contacted and spoke LIZARDFISH.
2053 Received message from LIZARDFISH that she was
going to investigate KEMBING ROADS. Told her
we would stand by as she requested.
2143 SJ began picking up numerous, sharp pips close
aboard which, after many anxious moments when
range would close to 250 yards, we decided
must be birds.
2330 Received orders from HIRDHEAD to patrol west
of SURABAYA.

7 July

0055 LIZARDFISH reported "cupboard is bare." Decided
on submerged patrol off POINT BENDOH.
0638 Submerged and started closing coast.
0732 Commenced patrolling five miles off BENDOH.
1200 Position: Lat. 06-33.45 S., Long. 111-39.5 E.
2020 Surfaced.
2315 PR pip at 155 mcs. - 7.5 mss. pulse width.

8 July

0209 Received message from HIRDHEAD stating her in-
tention of patrolling off BENDOH and ordering us
to patrol at discretion. Decided to patrol
northeast of HIRDHEAD to be in position for
night attack on KEMBING.
0720 Dived for submerged patrol.
1200 Position: Lat. 08-52 S., Long. 111-47 E.
2020 Surfaced and commenced closing coast for a
look into KEMBING.
2130 Received SJ message from HIRDHEAD ordering us
to patrol off BENDOH tomorrow.
2215 Observed picket boat signaling so hauled out
to northeast.
2218 PR pip at 155 mcs., 7.5 mss. pulse width.

9 July

0652 Dived for submerged patrol off BENDOH.
1110 Sighted one aircraft, probably Pete, patrolling
close to water about five miles to westward.
1200 Position: Lat. 06-25.30 S., Long. 111-51 E.
1346 Sighted one aircraft, probably Pete, patrolling
close to water four miles to eastward.
2030 Surfaced.

SUBJECT: USS BUCARA (SS319) - Report of Fifth War Patrol.

10 July

1200
2120
2150
2220

Position: Lat. 05-03 S., Long. 111-55 E.
Converted #3 FBT to a MBT.
Submerged to flash-out #3 FBT.
Surfaced.

11 July

0035

SJ contact 7,9000 yards. Put it astern and had opened out to 9,000 yards when at OOD and lookout sighted one possible wake about 75 yards to port. Very shortly thereafter the starboard lookout reported one possible wake to starboard on about a 160° starboard track. Paralleled same. The Commanding Officer then saw two slightly converging wakes about 200 yards to port and paralleled these.

0041

0054

Having manned the tracking party, commenced working back to position of contact.

0205

0303

Slowed to 2/3 and rigged out QB sound head. QB reported high noise level, not a torpedo, to starboard.

0304

QB reported noise level had definite rhythm. Put it astern. During turn noise was identified by operator and navigator as screws with a 160 RPM turn count.

0310

0312

0315

APR pip at 155 mcs., 7.5 mss. pulse width. Submerged and rigged for silent running.

0350

Sound reported all clear with exception of usual ship's rattles, squeaks and noises. Surfaced, wondering if sound could have had a semi-reciprocal bearing on our own screws; we were making 130 RPM. Searched vicinity but encountered only one sailboat. Analysis of events leads to the following conclusions:

1. Range, on probable sailboat was 9,000 yards - We had maneuvered radically during torpedo running time.
2. Night was too dark for submerged attack and we had no radar contact except the sailboat.
3. Screw noises must be discounted since they were not heard after submerging.
4. Wakes could have been porpoises.

1200

Position: Lat. 05-13 S., Long. 110-26 E.

12 July

0200
0739
0905

Contacted and spoke USS LOGGERHEAD.
Submerged for trim dive.
Surfaced. Enroute to rendezvous with LOGGERHEAD off SMARNO ANCHORAGE.

SUBJECT: USS BECUNA (3519) - Report of Fifth War Patrol.

1200 Position: Lat. 09-14 S., Long. 110-35 E.
2140 Effected rendezvous with LOGGERHEAD and LIZARD-
FISH and received instructions from LOGGERHEAD
on plan of attack.
2214 Enroute SEPARATE INCHARGE in company with
LOGGERHEAD and LIZARDFISH.

13 July

0059

SF contact, 34,000 yards. Manned tracking
party. Target stopped, believed to be pier
or structure very near waterfront.

0112

Manned Battle Stations.

0125

Received LOGGERHEAD's message "Am Attacking."

0140

Received LOGGERHEAD's message that she had
obtained no hits and suspected presence of
torpedo nets.

0143

Heard the first of several explosions.

0156

Intercepted LOGGERHEAD's message to LIZARD-
FISH that she was being chased by escorts.

0200

LIZARDFISH informed LOGGERHEAD that she
was attacking escorts.

0212

LIZARDFISH reported she missed escort with
six and was retiring being chased by escort.

0229

LIZARDFISH notified the LOGGERHEAD that she
had three or four escorts in tow distance
5,000 to 6,000 yards and that she was lead-
ing them past LOGGERHEAD.

0303

Escorts started chasing LOGGERHEAD and
LIZARDFISH again attacked the escorts.

0327

LIZARDFISH said she missed with four torpedoes
and was once more leading the escort pack.

0335

LIZARDFISH started firing 5" at the escorts.

0336

LOGGERHEAD said that she was approaching to
lend a hand.

0339

LIZARDFISH said she was leading escorts to-
ward LOGGERHEAD.

0345

Made ready all torpedo tubes and commenced
approach on escorts.

0350

Broke off approach because LOGGERHEAD moved
over in line with escorts.

0406

Fell in astern of LOGGERHEAD and LIZARDFISH
for concerted attack on escorts.

0422

Manned 5" gun.

0430

Secured 5" gun party and started clearing
anchorage. We were low man on the totem
pole during the night's activities. Spent
most of the time keeping clear of the LOG-
GERHEAD and LIZARDFISH. During the coordin-
ated gun attack, the LOGGERHEAD and the
LIZARDFISH crossed ahead of the escort group
leaving us to very narrowly run into them and
unable to fire gun or torpedoes because the
LOGGERHEAD and LIZARDFISH were in line of fire.

SUBJECT: USS ENCUMA (53319) - Report of Fifth War Patrol.

0505 Secured from Battle Stations.
0714 Submerged still clearing area.
1200 Position: Lat. 05-45.5 S., Long. 109-56.15 E.
2040 Surfaced.

14 July

0743 Submerged for trim dive.
0830 Surfaced.
1200 Position: Lat. 05-07 S., Long. 111-42.15 E.
1445 Sent information to BLENNY concerning our
encounter with OTORI torpedo boat on 5 July.
1849 Sighted large sailboat and decided to in-
vestigate at dusk.
1955 Manned stations for Battle Surface.
2055 Alongside but no one, of the evidently
native crew, could speak English. Medium
seas made boarding impractical so left him.

15 July

0500 Received orders from BLENNY to form scout-
ing line with her and BOARFISH.
0726 Submerged.
1200 Position: Lat. 05-41 S., Long. 114-37.30 E.
2015 Surfaced.
2026 Exchanged calls with BAYA to east.
2130 Exchanged calls with BOARFISH to southwest.
2320 SJ contact, 19,000 yards; manned tracking
party.
2336 Sent contact report to BLENNY, BAYA, and
BOARFISH.

16 July

0004 Asked BLENNY, BAYA, and BOARFISH to report
their positions.
0042 Sent amplifying report on contact.
0057 Informed BAYA we would not attack until she
had contact.
0133 BAYA said she had contact.
0135 Commenced attack. Manned Battle Stations.
0150 Made ready all torpedo tubes.
0156 Commenced firing.
0158 Attack completed.
0205 Sent to BAYA "Negative hit with six tor-
pedoes set at four feet."
0220 BAYA's "Am attacking" message.
0307 Saw target blow up.
0655 Submerged.
1200 Position: Lat. 05-33.30 S., Long. 115-01 E.
2000 Surfaced.
2050 Converted #5 FBZ to a 1BT.
2120 Dived to flush out #5 1BT.
2155 Surfaced.

SUBJECT: USS BEGONA (SS219) -- Report of Fifth War Patrol.

17 July

0711
0907

Submerged for trim dive.
Surfaced, headed west to get on BOANEFISHIN traffic lanes.
Position: Lat. 05-42 S., Long. 113-15.50 E.
Received message from BLENNY positioning us on scouting line south of GREAT MESALEIBO ISLAND. Headed for position.

1200
2353

18 July

0317

Received message from BLENNY changing our position to that of backing up the BOANEFISH north of BALI. Headed for new position.
SD contact at 10 miles - dived.
Position: Lat. 06-41 S., Long. 117-00 E.
Surfaced and assumed position backing up the BOANEFISH.

1100
1200
1950

19 July

0043
0700
0800
1200

Commenced search to northeast.
Submerged for trim dive.
Surfaced, continuing patrol to westward.
Position: Lat. 05-39 S., Long. 116-29 E.

20 July

0143

Received CTF 71's serial YONE ordering us to SUBIC via rendezvous with BLUEFISH. Commenced heading towards KARIMATA.

0806
0910
1200

Submerged for trim dive.
Surfaced.
Position: Lat. 04-57.15 S., Long. 113-20 E.

21 July

0716
0940
1200
1335

Submerged for trim dive.
Surfaced.
Position: Lat. 04-28.30 S., Long. 110-20 E.
Sent LIZARDFISH message concerning time and place of rendezvous.
Commenced transit of KARIMATA STRAIT.

22 July

0750

1200
1303
1927
2000

Completed transit of KARIMATA STRAIT enroute rendezvous with BLUEFISH.
Position: Lat. 00-52 S., Long. 107-32 E.
Submerged for trim dive.
Surfaced.
Came alongside BLUEFISH and received from her three Japanese prisoners of war.
Headed for SUBIC.
Crossed the equator at Longitude 107-25 E.

2006
2326

SUBJECT: USS BECUNA (SS319) -- Report of Fifth War Patrol.

17 July

0711
0907

Submerged for trim dive.
Surfaced, headed west to get on EASTERNERIN
traffic lane.

1200
2353

Position: Lat. 05-42 S., Long. 113-15.50 E.
Received message from BLETNY positioning us
on scouting line south of GREAT MESALEMBO
ISLAND. Headed for position.

18 July

0317

Received message from BLETNY changing our
position to that of backing up the BOARFISH
north of BALL. Headed for new position.
SD contact at 10 miles - dived.

1100
1200
1950

Position: Lat. 06-41 S., Lon. 117-00 E.
Surfaced and assumed position backing up
the BOARFISH.

19 July

0043
0700
0800
1200

Commenced search to northeast.
Submerged for trim dive.
Surfaced, continuing patrol to westward.
Position: Lat. 05-39 S., Long. 116-29 E.

20 July

0143

0806
0910
1200

Received CTF 71's serial YONE ordering us to
SUBIC via rendezvous with BLUEFISH. Commenced
heading towards KARIMATA.
Submerged for trim dive.
Surfaced.
Position: Lat. 04-57.15 S., Long. 113-20 E.

21 July

0716
0940
1200
1335

2055

Submerged for trim dive.
Surfaced.
Position: Lat. 04-28.30 S., Long. 110-20 E.
Sent LIZARDFISH message concerning time and
place of rendezvous.
Commenced transit of KARIMATA STRAIT.

22 July

0730

1200
1303
1927
2000

2006
2326

Completed transit of KARIMATA STRAIT enroute
rendezvous with BLUEFISH.
Position: Lat. 00-52 S., Long. 107-32 E.
Submerged for trim dive.
Surfaced.
Came alongside BLUEFISH and received from
her three Japanese prisoners of war.
Headed for SUBIC.
Crossed the equator at Longitude 107-25 E.

SUBJECT: USS BECULA (SS319) - Report of Fifth War Patrol.

23 July

1200
1552

Position: Lat. 02-13.5 N., Long. 106-13.5 E.
SD contact - 9 miles; dived. As we were submerging radio reported they could hear what sounded like a plane on VHF.

1623

Surfaced and attempted contact with no results.

24 July

1200
2023

Position: Lat. 06-48 N., Long. 109-05 E.
Received Serial ROGER.

25 July

0022

Contacted POULO SA ATU at 16 miles bearing 335° T.

0547

Received Serial TAKE, headed for new position.

0732

Sent SIDON information.

0950

Sighted plane distant about 15 miles. Identified as CATALINA.

1048

Sighted plane distant about 10 miles. Identified as a B17.

1142

Sighted plane from bridge. Identified as CATALINA.

1200

Position: Lat. 10-46 N., Long. 109-27.5 E.

1240

Notified SIDON we were leaving for SUBIC.

1325

Sighted plane at 14 miles. Identified as a PRIVATEER.

26 July

0907

SD contact at 10 miles.

0908

Submerged.

0944

Surfaced.

1200

Position: Lat. 13-27 N., Long. 114-38 E.

27 July

0038

Received rendezvous instructions.

0710

Rendezvoused with USS ROLF (DE362).

0712

Proceeding in company with escort to SUBIC BAY.

1200

Position: SUBIC BAY, ZAMBALS, P.I.

1300

Moored along side USS ANTEDON.

SUBJECT: USS ENCUNA (SS319) -- Report of Fifth War Patrol.

(C) WEATHER

Normal weather was experienced on this patrol.

(D) TIDAL INFORMATION

Tides and currents were in general as indicated in the sailing directions.

(E) NAVIGATION AIDS

None sighted.

(F) SHIP CONTACTS

No.	Time Date	Lat. Long.	Type	Ini. tial Range	Est. Crs.& Speed	How Con- tacted	Remarks
1.	2020 7/5	06-12 S. 114-28 E.	Unk.	10,000	100 T. SJ 20 kts.		ST tracked to 13,000 yards.
2.	2330 7/15	05-42 S. 110-29 E.	OTORI	19,000	090 T. SJ 17 kts.		Tracked. Made surface attack.

(G) AIRCRAFT CONTACTS

There were 5 SD contacts none of which were sighted and 6 sight contacts in the patrol area. All sight contacts were PETE type or variations of PETE. In each sighting the planes were flying very close to the water, about 50 feet. They operated both singly and in pairs.

SUBJECT: USS BECUFA (SS319) - Report of Fifth War Patrol.

(E) ATTACK DATA

USS BECUFA (SS319) TORPEDO ATTACK NO. 1 PATROL NO. 5
Time: 0200 Date: 7-16-45 Lat: 05-45.30 Long: 115-39.30 E.

Target Data - Damage Inflicted

Description: Contact made by SJ Radar at 19,000 yards.
Contact developed into a torpedo boat of the
OTORI class. Visibility good, ship was visible
at 6,000 yards. Ship's wake was visible at
5,000 yards.

Ship(s) Sunk (NO., type, tonnage, etc.) None

Ship(s) Damaged (No., type, tonnage, etc.) None

Damage determined by - None damaged.

Target draft 6' 9" Course 090° Speed 17 kts. Range 3,200
(at firing)

Own Ship Data

Speed 12 kts. Course 190° Depth 16' Angle 0° (at firing)

Fire Control and Torpedo Data

Radar surface approach.

Torpedo data for this attack is on the next page.

(I) MINES

No enemy mines nor evidence of mine-laying operations were noticed.

(J) ANTI SUBMARINE MEASURES AND EVASION TACTICS

In this area the Japanese use a plane very similar to if not PETE. These planes have a fairly high speed for their type. We estimated it twice at a good 200 knots from the rate they closed the range on the SD. All planes observed were flying very close to the water, about 50 feet. This altitude combined with their speed may be the reason our SD could not pick them up at close ranges.

SUBJECT: USS BECUNA (SS319) - Report of Fifth War Patrol.

ATTACK No. 1

Tube Fired	1	2	3	4	5	6
Track Angle	113°P	115°P	117°P	119°P	121°P	123°P
Gyro Angle	43°10'L	44°10'L	42°40L	40°10'L	40°L	42°L
Torpedo Run	3700	3690	3680	3670	3660	3650
Depth Set	4	4	3	4	3	4
Power	29.1	29.1	29.1	29.1	29.1	29.1
Elec.Temp.	80°F.	80°F.	80°F.	80°F.	80°F.	80°F.
Sea Temp.	83°F.	83°F.	83°F.	83°F.	83°F.	83°F.
Hit or Miss	Miss	Miss	Miss	Miss	Miss	Miss
Erratic	No	No	No	No	No	No
Mk. Torp.	18-1	18-1	18-1	18-1	18-2	18-1
Ser. No.	57159	56107	57215	56446	53280	54903
Mk. Exp.	8-5	8-5	8-5	8-5	8-5	8-5
Ser. No.	11106	11318	11315	11102	8769	11542
Actua. Set	Contact	Contact	Contact	Contact	Contact	Contact
Actua. Actual	None	None	None	None	None	None
Mk. Warhead	18-2	18-2	18-2	18-2	18-2	18-2
Ser. No.	4832	5029	5114	4376	3838	6641
Explosive	TPX	TPX	TPX	TPX	TPX	TPX
Firing Int.	0	8	8	8	8	8
Type Spread	0	0	¼°R.	0	¼°L	¼°L
Sea Condi.	2	2	2	2	2	2
Overhaul Activity	AS26	AS26	AS26	AS26	AS26	AS26

SUBJECT: USS BEAVER (SF319) - Report of Fifth War Patrol.

(.) MAJOR DEFECTS AND DAMAGE

26 June

While trying to eliminate hydraulic oil leaks, we discovered a bad leak in the hydraulic service air supply line. The leak was located at a silver soldered joint in the forward engine room. Repairs were beyond the capacity of the ship's force at sea and since only a limited quantity of hydraulic oil is carried aboard, it was necessary to close the cut-out valve on the hydraulic manifold. The tube doors remained locked shut and the cut-out valve remained closed the remainder of the patrol with the exception of two times when the tubes were made ready.

A leak in the bow plane rigging valve was also noted at this time. This leak resulted in no loss of oil, however, and no corrective measures were necessary. By 1 July the leak had grown much worse and was causing the accumulator to cycle every 30 seconds. Since repairs were beyond the capacity of the ship's force, we decided to close the cut-out valve on the hydraulic manifold, thus cutting off all power rigging. This measure stopped the constant cycling of the accumulator. A wrench was left on the cut-out valve at all times and the valve was opened only on dives, immediately after the closing of the Main Induction.

30 June

The attached salt water pump shaft for No. 4 main engine was found to have excessive end play, indicating possible bearing failure. Engine was put out of commission, pump removed and spare installed. Inspection of the pump showed that the bearing lock-nut had backed off permitting the shaft to move an excessive amount forward and aft. This resulted in excessive bearing wear, rubbing of the wearing ring on the impeller which in turn grooved the suction elbow. Engine back in commission in 15 hours.

18 July

Put No. 4 main engine out of commission to remove and renew two broken cylinder head holding down studs and cracked exhaust elbow. Drilled out broken studs, installed spares and re-assembled unit. Engine back in commission in 5 hours.

23 July

Auxiliary Engine would not carry any load without emitting dense black smoke and the generator output fluctuated. It was found that when the flywheel was on top dead center number one cylinder was not in its proper position. This indicated that the flywheel and engine crankshaft were not in their proper relative positions. The probable cause is a broken flexible coupling between the engine and the generator.

SUBJECT: USS BICORA (SS-19) - Report of Fifth War Patrol.

(L) RADIO

All serials of the BAKERS FOX schedules from NPFL were received. However, this vessel had some difficulty in communicating with NPFL on the ship-shore frequencies. In each case other stations answered before NPFL.

Wolf Pack communications with other submarines were good, except for the presence of much interference on 2280 kcs.

Communications with aircraft, particularly during this vessel's search for downed aviators off FRENCH INDO CHINA were very unsatisfactory. During this search, although many aircraft, including CATALINAS, FORTRESSSES, and PRIVATEERS were sighted, we were unable to communicate with them on any of the assigned frequencies: VHF, 4475 kcs., and the area frequency. Those calls designated by CTF 71 were employed along with the calls for any or all rescue aircraft.

(M) RADAR

SD-4 - The SD-4 equipment was used for a period of 502 hours of which 49 hours represent keyed operation. No time was lost due to failures. During the fourth patrol and the first part of this one, the SD was keyed for 2 seconds every 30 seconds without missing any plane contacts. Few planes were encountered. On 5 July, a plane contact was first detected at 4 miles, closing; a rapid dive and a very close depth charge explosion followed. The planes encountered in the eastern JAVA SEA were small float planes and maximum range obtained was 10 miles. In view of these facts the SD procedure was changed to keying 4 seconds every 15 seconds.

Although mountains on BALI and LOMBOK were detected at 70 miles with an echo 50 percent of saturation, the SD-4 was very unreliable. Routine checks of tubes and circuits gave no indications of defective components and transmitter output appeared normal as determined by OAO test unit. On the way into SUBIC numerous large planes were sighted before they were detected by SD and when detected by SD the range was usually 10 miles or less.

Two troubles were experienced with the SD-4. Poor focusing and lack of intensity control were corrected by replacement of V213(6V6GT), the blanking tube. When the same trouble occurred again, the C-r tube was replaced and the trouble disappeared.

IFF - The BN-1BK installation was used only while proceeding to SUBIC from patrol area. During routine checking the BN receiver was found inoperative. Tubes V and V3(6AC7's) were found shorted and were replaced. Operation of the IFF equipment was unsatisfactory. No contacts were obtained from nearby friendly aircraft.

SJ-1 The SJ-1 was operated for 447 hours with only a few minutes of time lost when a fuse blew. The fuse was below the rated value. Troubles encountered were as follows: Failure of the FIL. ONLY switch in the control unit occurred. The switch was bypassed. A 5U4G rectifier in regulated rectifier A burned out.

SUBJECT: USS BUCKLEY (SS-330) - Report of Fifth War Patrol.

SJ-1 (cont'd)

Intermittent fluctuation of amplification (variation of grass and signal height) was corrected by replacement of the 717A tubes in the i-f preamplifier on the transmitter-receiver.

SJ-1 sensitivity was excellent. An echo of one half saturation was obtained over 60 miles from LOMBOK. Submarines were consistently picked up at from 13,000 yards to 17,000 yards, depending upon the angle on the bow. On 12 July two submarines were picked up at about 25,000 yards. The ship contact on 15 July was picked up at 19,000 yards with 15° port angle on the bow.

ST

The ST radar was installed during the refit preceding this patrol. When the patrol began, the tuning of this unit was far from satisfactory. The ST was used for 20 hours of trouble-free operation. Difficulties encountered were mainly in drifting of the r-f tuning. Low crystal current (0.15 ma) and decreased sensitivity were corrected by replacement of the crystal, the r-f tube (724B) and the local oscillator (723A) and careful tuning. Later a fluctuation of crystal current and distortion of sweep on the range indicator were corrected by another tuning. Subsequently the ST required tuning again to improve a low crystal current. Fluctuation of sensitivity was improved by replacement of 6AK5 tubes in the preamplifier in the selector unit.

Sensitivity of the ST was satisfactory. Land echoes were obtained from LOMBOK at 39,000 yards. ST followed a torpedo boat (probably OTORI) out to 13,500 yards with 6 feet of periscope exposed.

(N) SOUND GEAR AND SOUND CONDITIONS

The JK unit of the W6A-2 supersonic equipment was used for 130 hours of troublefree operation. One mechanical difficulty was experienced in difficulty of properly engaging the JC-JK and JB sound heads with their respective training units. Undue friction between the sound head pillar and the training ring is probably responsible for this condition.

The JP sound gear was used for 158 hours of trouble-free operation.

No unusual sound conditions were experienced during this patrol. Considerable fish noise was encountered in the eastern JAVA SEA region on both sonic and supersonic equipments. On 5 July, high speed screws of an OTORI torpedo boat were still audible on JP at 18,900 yards when we surfaced.

(O) DENSITY LAYERS

No unusual density layers were encountered on this patrol.

SUBJECT: USS BECUNA (SS319) - Report of Fifth War Patrol.

(P) HEALTH, FOOD, HABITABILITY

Disease and general ill-health were much more prevalent on the fifth war patrol of the USS BECUNA than on any other.

Diseases included bronchitis acute, osteomyelitis, prostatitis, boils, cellulitis, arm and leg infection, a chancroid, scabies, sore throats, colds, etc. Men were placed on the binnacle list for a total of nineteen days.

The food was ample and dietetically correct. Food storing and cooling spaces were satisfactory. Vitamin pills were supplied for the entire run and Atabrine tablets for the last week.

Air conditioning and ventilation were excellent with sufficient condensate water being supplied for laundry and bathing.

Rotation of men on sun lookout supplied all hands with a small amount of fresh air and sunshine.

The mental outlook of the men was brightened by cards, books, records, movies, and the radio.

Plentiful amounts of nourishing and tasty desserts were supplied by the ice cream freezer.

(Q) PERSONNEL

The short duration of the patrol made the qualification of new men a difficult job; however, their progress is quite satisfactory. The two new officers are making very rapid progress.

Because of the short patrol, it is strongly recommended that as few as possible of the men be transferred at this time.

(a) Number of men on board during patrol	74
(b) Number of men qualified at start of patrol	55
(c) Number of men qualified at end of patrol	65
(d) Number of unqualified men making their 1st patrol	7
(e) Number of men advanced in rating during patrol	1

SUBJECT: USS BECUNA (SS319) - Report of Fifth War Patrol.

(R) MILES STEAMED - FUEL USED

FREEMANTLE to area	1,789 miles	17,680 gallons
In area	6,108 miles	72,156 gallons
Area to SUBIC	2,216 miles	25,600 gallons
Total	10,113 miles	115,436 gallons

(S) DURATION

Days enroute to area	6
Days in area	24
Days enroute to base	6
Days submerged	9

(T) FACTORS OF ENDURANCE REMAINING

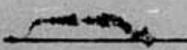
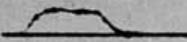
Torpedoes	15
Fuel	2,800 gallons
Provisions	15 days
Personnel	21 days

Limiting factor this patrol: Fuel and Orders of Task Force Commander

SUBJECT: USS BECUNA (SS319) - Report of Fifth War Patrol.

(U) RADIO AND RADAR COUNTERMEASURES

The APR-1 and SPA-1 installation was in continuous operation (except during submergence) for a total of 720 hours with 6 hours time lost due to failure twice of resistor R118 in the C-R tube high voltage circuit. The symptoms observed were intermittent changes of deflection sensitivity accompanied by lack of focus control over the C-R tube. In each case the resistance increased greatly, causing a voltage unbalance.

Date Time	Lat. Long.	Freq. Mcps.	P&F Pos.	Pulse Width	Tuning Units	Remarks
6/23 0650	26-58S 112-18E	139	2000	3	TN-2	Apparently keyed or swept 24 times per minute. Changed course toward but contact became weaker and disappeared.
						
6/27 1945	09-18S 115-32E	102	500	45	TN-2	Keyed irregularly; apparently sweeping. Sometimes on for 30 seconds. Contact disappeared as we entered LOMBOK STRAIT heading north. Believed to be on south side of LOMBOK or BILLI.
						
6/27 2010	09-10S 115-33E	160	500	5	TN-2	Uncertain whether contact was keyed or swept, but it was intermittent. On for long periods of time. Contact had while passing through LOMBOK STRAIT. Signal intensity varied considerably indicating possibility of being airborne. Several checks with SD-4 indicated no aircraft near.
						
						
7/7 2230	06-30S 112-03E	155	500	7	TN-2	Keyed intermittently and detected only between 2200 and 2400. SD keyed but no planes detected. Each contact was had for a short period of time - about 20 minutes. Believed to be landbased radar in vicinity of SURABAYA.
7/8 2304	06-23S 111-57E	155	500	7	TN-2	
7/9 2342	05-51S 112-01E	155	500	7	TN-2	
						

SUBJECT: USS BECUNA (SS319) - Report of Fifth War Patrol.

(V) REMARKS

The unreliable operation of the SD radar has been a source of constant concern. No opportunity for checking the operation was afforded in FREEMANTLE area since the weather was uniformly bad. A thorough check of SD operation is desired before leaving on next patrol.

The noise level of the boat is above a satisfactory level. Weather also prevented a final check on sound tests in FREEMANTLE. Intermittent shaft squeals were noted between 50 and 80 RPM. There is a very bad superstructure vibration at 80 RPM, and above. We were unable to locate the source.

We were unable to get an IFF response from any friendly aircraft, nor could we communicate with the aircraft on VHF or prescribed frequencies. VHF and voice frequencies tested satisfactorily with another submarine.

SUBMARINE SQUADRON TWENTY-SIX

Fry

FC5-26/AL6-3

Care of Fleet Post Office,
San Francisco, California,
4 August 1945

Serial 0266

C-O-N-F-I-D-E-N-T-I-A-LFIRST ENDORSEMENT to
USS BECUNA (SS319) -
Report of Fifth War
Patrol.

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

Subject: U.S.S. BECUNA (SS319) - Report of Fifth War Patrol.

1. The Fifth War Patrol of the BECUNA was conducted in the East Java Sea area under the command of Lieutenant Commander W.J. Bush, this being his first patrol as Commanding Officer. The patrol was of 36 days duration, of which 24 days were spent in the area.

2. The area was well covered, but only two ship contacts were made, one of which was unidentified and too far away to close. The other contact developed into the only attack made on this patrol.

SUMMARY OF ATTACK: This was a night surface radar attack on an OTORI class torpedo boat. Six electric torpedoes were fired on an average 118° port track, average gyro angle of 42° left, average range of 3200 yards, and with depth settings of four and three feet. All torpedoes missed, the cause undoubtedly due to the fact that the depth setting was too great. The information furnished the BAYL by the BECUNA prior to and after the attack no doubt contributed to the successful attack made on the same target by the BAYL.

3. Advantage was taken of every opportunity to train and qualify the officer and enlisted personnel on this patrol.

4. The BECUNA arrived in clean and good material condition. The refit will be accomplished by the U.S.S. ANTHEDON and the relief crew of Submarine Division Two Hundred Sixty Two, and it is expected to have her ready for sea in the normal period of time.

5. The Squadron Commander welcomes the officers and men of the BECUNA and wishes them a better hunting on their next patrol.

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

FE24-71/A16-3

UNITED STATES NAVY

12/hn

Serial 0383-A

11 August 1945

~~CONFIDENTIAL~~
CONFIDENTIAL-A-L

SECOND ENDORSEMENT to:
USS BECUNA Conf. Ltr.
A16-3/A9 Serial 015, dated
27 July 1945. Report of
Fifth War Patrol.

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

Subject: U.S.S. BECUNA (SS319) - Report of Fifth War
Patrol - Comment on.

1. The Fifth War Patrol of the BECUNA, under the command of Lieutenant Commander W. J. BUSH, was conducted in the East JAVA SEA. This patrol was coordinated with LOGGERHEAD and LIZARDFISH.
2. The BECUNA maintained excellent area coverage throughout this first patrol in command for the Commanding Officer. One unsuccessful torpedo attack was made on an OTORI Class TB. Six torpedoes, set at three and four feet, apparently underran the target. BECUNA joined LOGGERHEAD and LIZARDFISH in a coordinated attack on three escorts near SEMARANG. Unfortunately BECUNA was unable to attain sufficiently favorable position for either torpedo or gun attack.
3. The award of the Submarine Combat Insignia is not authorized for this patrol.
4. The Force Commander congratulates the Commanding Officer, Officers and Crew of the BECUNA upon the completion of this arduous patrol.

JAMES FIFE.

FE24-71/A16-3

UNITED STATES NAVY

12/hn

Serial 0383-A

11 August 1945

~~C CONFIDENTIAL~~

SECOND ENDORSEMENT to:
USS BECUNA Conf. Ltr.
A16-3/A9 Serial 015, dated
27 July 1945. Report of
Fifth War Patrol.

Subject: U.S.S. BECUNA (SS319) - Report of Fifth War
Patrol-- Comment on.

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Cominch	(3) Direct	CTG-71.8	(2)
Opnav	(2) Direct	ComSubRon-22	(2)
Opnav Op-23c	(1)	ComSubRon-26	(2)
Com1stFlt	(1)	ComSubRon-30	(2)
Com2ndFlt	(1)	DivComSubRon-22	(1 each)
Com7thFlt	(2)	DivComSubRon-26	(1 each)
ComSubPac Adcom	(1) (airmail)	DivComSubRon-30	(1 each)
ComSub1stFlt	(30)	S/M School, N.L. Conn.	(2)
ComSubs2ndFlt	(4)	Comdt. NYD, Puget Sound	(1)
CTF-71	(7)	SubAd, Mare Island	(2)
CTG-71.5	(2)	S/Ms 7thFlt	(1)

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

J. B. MILLER,
Flag Secretary.

PHILIPPINE SEA FRONTIER

1001/75/404
100-3/16-0123(4)

Serial 0513

8 - OCT 1945

MEMORANDUM

THIS MEMORANDUM IS
FOR THE USE OF THE
ADMIRAL COMMANDER, USN,
Serial 025,
dated 27 July 1945.

From: Commander Philippine Sea Frontier.
To: Commander in Chief, UNITED STATES FLEET.
Subject: USS HANCOCK (SS 319) - Report of Fifth War Patrol.

1. Forwarded.

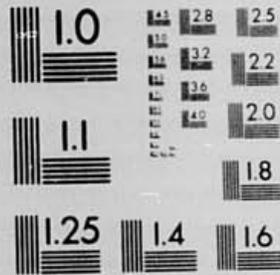
2. Routing has been changed to substitute Commander Philip-
pine Sea Frontier for Commander Seventh Fleet, as Commander Submarine
Seventh Fleet is now Commander Submarine Philippine Sea Frontier.

N. C. GILLETTE
Chief of Staff

Copy to
Submarine

END OF REEL

JOB NO. H-168
AR-64-77



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THE PROPERTY OF
THE UNITED STATES
GOVERNMENT**



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NPPSO-NAVAL DISTRICT WASHINGTON
MICROFILM SECTION**