

U.S.S. CHUB (SS 329)

SS329/A16-3

c/o Fleet Post Office,
San Francisco, Calif.,
18 April, 1945.

Serial (09)

~~C. D. DECLASSIFIED~~

From: The Commanding Officer.
To: The Commander-in-Chief, United States Fleet.
Via: (1) The Commander Submarine Division THREE HUNDRED ONE.
(2) The Commander Submarine Squadron THIRTY.
(3) The Commander Submarine, SEVENTH FLEET.

Subject: U.S.S. CHUB (SS 329) - First War Patrol Report.

Enclosure: (A) Subject Report.
(B) Track Chart. (Comsubs 7th only).

1. Enclosure (A), covering the first war patrol of this vessel conducted in the South China Sea area and the Java Sea during the period 13 February 1945 to 18 April 1945, is forwarded herewith.

G. D. Rhymes, Jr.
G. D. RHYMES, Jr.

DECLASSIFIED-ART. 0445, OPNAVINST 5510.1C

BY OP-0989C DATE 5/25/72

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CONFIDENTIAL - U.S.S. CHUB (SS 329) FIRST WAR PATROL REPORT.

(A) PROLOGUE

The keel was laid 16 September 1943 at the Electric Boat Co., Groton, Conn. The ship was launched 18 June 1944 and commissioned 21 October 1944. Conducted regular 30 day shakedown training period in the New London Area, including the firing of contract torpedo trails at Newport, R.I. The training period was handicapped by fog and rain.

Departed Submarine Base, New London, Connecticut 25 November 1944 and arrived Key West, Florida 2 December 1944. Conducted torpedo firing tests for Bureau of Ordnance. On alternate days conducted sound training exercises with the Fleet Sound School.

Departed Key West, Florida 25 December 1944 and arrived Balboa, C.Z. 29 December 1944. Conducted a five day training period off the PERLAS ISLANDS under Captain J. G. JOHNS, USN. The schedule included Short Range Battle Practice, Shore Bombardment and the firing, recovery, and making ready of 20 exercise torpedoes. All hands agree that this was the most productive and most interesting training period we have undergone. The operating schedule is broad, flexible, and quick functioning. The target groups are well indoctrinated and there is little lost motion. Ideal weather, plenty of sea room, and a comfortable night anchorage explain why such a busy schedule is not exhaustive. It is highly recommended that the training period in the New London Area be reduced and the period in Balboa increased for new construction submarines.

Departed Balboa, C.Z. 8 January 1945 in company with U.S.S. TENCH (SS 417) and reported to Comsubspac for duty. Conducted pre-arranged training program with TENCH enroute, including radar tracking, end arounds, attacks, echo ranging, signal and communication drills. Arrived Pearl Harbor 24 January 1945.

Voyage repairs were accomplished by the Submarine Base, Pearl Harbor and the relief crew of SUBDIV 301. Installed APR, SPA-1, 40mm gun, and altered periscope well. Did not receive an ST radar. Installed Mk. 7 DRT in conning tower and booster blower in control room. Modified bow plane hydraulic piping to prevent creeping of planes. Repairs and alterations were accomplished quickly and efficiently and the Commanding Officer is well pleased with the cooperation received from and the work done by the Submarine Base and the Relief Crew.

Conducted ten days training under Commander P. H. ROSS, USN, Commander R. S. BENSON, USN, and Captain D. C. Mc MILLAN, USN, including battle surface firing and firing of nine exercise torpedoes. Lieutenant(jg) J. W. QUINLAN, USNR, reported aboard as radar officer. Depermed and loaded. Ready for sea 13 February 1945.

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(B) NARRATIVE

<u>File No.</u>	<u>Officers</u>	<u>Rank</u>	<u>No. Patrols</u>
74884	RHYMES, Cassius D., Jr.	Commander, USN	Six
82533	De LOACH, William R., Jr.	Lt. Comdr., USN	Eight
85155	Mc INTOSH, Robert W.	Lt. Comdr., USN	0
97004	CARROLL, Robert M.	Lieutenant, USNR	Seven
223881	CORDRAY, Austin E.	Lieut (jg), USNR	0
253682	QUINLAN, John W.	Lieut (jg), USNR	Two
204204	WATTS, Evan E.	Lieut (jg), USN	Eleven
199373	SCHLICHT, John M.	Lieut (jg), USN	0
258456	GLARY, Everett B.	Ensign, USNR	0

<u>Ser. No.</u>	<u>Chief Petty Officers</u>	<u>Rate</u>	<u>No. Patrols</u>
201 32 34	BROOKS, Charles	CM _{MM}	Five
381 14 60	DALLA, Mariano	CM _{MM}	Three
243 60 70	HILLMAN, Paul	CEM	Eight
381 17 59	MERFELD, Marvin E.	CEM	Nine
337 03 22	SCHMIDT, Fred H.	CM _{MM}	Five
336 55 95	SMITH, Clifford G.	OTM	0
407 23 23	WELSH, Robert A.	CRM	Six

13 February (VW) (1)

1400 Underway from Submarine Base, Pearl Harbor, T.H. Escorted until dark by PC-569. Set course for SAIPAN.

14 February (X) to 23 February (K) (2-10)

Enroute SAIPAN conducting day and night training dives, drills, school of the boat, fire control tracking and simulated attacks. Dropped 18 February from calendar. Passed four friendly submarines.

1200	14 February (X)	Lat. 20-47 N.	Long. 162-69 W.
1200	15 February (X)	Lat. 20-27 N.	Long. 168-23 W.
1200	16 February (X)	Lat. 20-21 N.	Long. 173-57 W.
1200	17 February (X)	Lat. 20-18 N.	Long. 179-52 W.
1200	19 February (M)	Lat. 19-54 N.	Long. 173-54 E.
1200	20 February (L)	Lat. 19-59 N.	Long. 167-30 E.
1200	21 February (L)	Lat. 19-09 N.	Long. 161-21 E.
1200	22 February (K)	Lat. 18-39 N.	Long. 154-44 E.
1200	23 February (K)	Lat. 17-23 N.	Long. 149-19 E.

24 February (K) (11)

Noont Lat. 15-13 N. Long. 145-42 E.

0539 Made rendezvous with escort, L.C.I. 1063, and set course for Saipan. Delayed almost 3 hours at entrance due to hospital ship aground in channel.

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1535 Moored alongside U.S.S. FULTON at Tanapag Harbor, Saipan. Received 44669 gallons fuel and 870 gallons lube. Topped off with provisions and fresh water. Conferred with other C.O.'s; but could get no late information on South China Sea operations.

25 February (K) (12)

Noon: Lat. 15-09 N. Long. 145-23 E.

1000 Departed Saipan escorted by L.C.I. 1063.
1635 Released escort and set course for area. Many friendly planes in sight throughout the day.
2400 Set clocks back one hour to "I" (-9) zone time.

26 February to 1 March (I) (13-16)

Enroute patrol area via Luzon Strait at two engine speed, steering by Course Clock during daylight and moonlight. Conducting training dives, drills, fire control problems, and school of the boat. Secured SD and IFF when 600 miles from Saipan. Plan to use them only when considered necessary. Numerous friendly plane contacts during first two days out of Saipan. Passed two friendly submarines. In one case at night the SJ operator gave the Minor War Vessel Challenge because, he said, "It was such a small pip."

1200 26 February (I) Lat. 16-05 N. Long. 140-50 E.
1200 27 February (I) Lat. 18-42 N. Long. 136-11 E.
1200 28 February (I) Lat. 20-39 N. Long. 131-41 E.
1200 1 March (I) Lat. 20-48 N. Long. 126-06 E.

2 March (H) (17)

Noon: Lat. 20-50 N. Long. 120-18 E.

0042 Batan Island picked up on radar at 80,000 yards.
0220 Went to four engine speed in order to transit Balintang Channel before daylight.
0406 Entered Balintang Channel with APR signal at 155 megs approaching saturation. PRF of 1000 indicated an airborne radar.
0415 Ran up SD radar and keyed it once for 3 seconds. Received pips at 12 and 30 miles which could have been land. If not airborne, the radar was probably on Batan or Babuyan Island.
0458 Cleared Balintang Channel. APR strong but fading.
0630 Slowed to three engine speed with intention of holding it for two hours.
0827 Submerged on sighting BETTY at six miles, coming in.
0853 Surfaced. Running at two engine speed.
0901 Sighted unidentified plane to Northward. Possibly the same plane. Disappeared from view in two minutes.

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- 0931 Sighted three Liberators, Northbound.
0951 Sighted two planes, VAL or BABS, 10 or 15 miles to West, which disappeared on a Northerly course.
1000 During ensuing two hours sighted a total of 40 U.S. planes Northbound and a total of 98 U.S. planes Southbound.
1410 O.O.D. reported planes to port on parallel course not coming in. One officer in the wardroom remarked, "The next thing we'll hear will be the diving alarm." Quite true.
1412 Submerged as VAL type plane, fixed landing gear, presented a zero angle on the bow after working up towards sun.
1455 Surfaced. No more planes during the day.
2130 AFR contact 185 megs, PRF 400, weak to moderate. Soon faded.

3 March (H) (18)

Noon: Lat. 20-38 N. Long. 115-29 E.

- 0941 Alert lookout and O.O.D. sighted periscope about 3,000 yards on starboard bow. Turned away at flank speed. About time we steadied down, C.O. and J.O.O.D. observed one torpedo partially breach about 200 yards on starboard beam, throwing up a breaker of spray about 30 yards long in an otherwise calm sea. Adjusted course 10 degrees to parallel apparent track. No definite torpedo wakes were seen. Torpedo was either Type 92 Electric or Type 95 Oxygen wakeless. No point of aim for counter attack when unfriendly nature definitely established.
0950 Started easing back to base course in 20 degree increments.
1001 Resumed base course, but held four engine speed for another 20 minutes.
1034 Submerged to take two torpedoes off charge and put two others on charge.
1131 Surfaced after checking for air leaks. Two engine speed.
1239 Another alert lookout sighted periscope forward of starboard beam, about 2,000 yards, verified by QM and C.O. Turned away at flank speed. Long exposure, not lowered until we put our stern to it. Could have been friendly. We are transitting Southern edge of a wolfpack area. No indication of torpedo fire by sight or by sound.
1248 Started easing back to base course in 20° increments.
1315 Steering base course by Course Clock at two engine speed.
NOTE: Standing orders on this vessel are to turn away from periscopes unless inside 2,000 yards and well forward of the beam; as C.O. feels that the Japs can fire "down the throat" too if time is available for a new set up.
1655 Submerged to take two torpedoes off charge.
1727 Surfaced. Heavy rain squalls all around horizon. AFR signals on 178 megs and 305 megs during the night.

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4 March (H) (19)

Noon: Lat. 18-42 N. Long. 111-55 E.

- 0639 Submerged for training and to shift torpedoes.
0822 Surfaced and resumed course to area.
1034 Submerged on sighting unidentified plane.
1115 Surfaced. Plane could have been friendly as voice and IFF on AIR had been heard shortly before.
1305 Entered waiting area assigned by operation order.
1405 Submerged to shift torpedoes on charge.
1440 Surfaced and set course towards Western edge of area.
2146 Set course for Southern end of area to sound off. AIR signals on 150 megs, 172 megs, and 190 megs during the night. 172 megs and 190 megs probably on Hainan Island.

5 March (H) (20)

Noon: Lat. 16-39 N. Long. 110-49 E.

- 0800 Passed to operational control of Commander Task Force SEVENTY-ONE. Unable to raise VIXO. Another station offered to relay. When asked to authenticate he gave correct letters in inverse order. (Japs read from right to left). Sent our message, repeating each group, since we had already planned to transmit blind. At end of message we refused requests for repetitions of groups as no authentication could be obtained.
1200 Set course for Northeast end of our area planning to check in again tonight. During the afternoon received instructions from Commander Task Force SEVENTY-ONE to join BRILL in coordinated patrol and suggesting a rendezvous for tomorrow evening. Also received our serial ONE back from VIXO; so knew it had been received.
1630 Received contact report from HASHAW regarding three DE's headed Northeast. Went to four engine speed and set course to intercept. Subsequent information showed that we could not make it; so slowed down.
1810 Set course for newly assigned area.
2140 Sent serial TWO to Comtaskfor 71 acknowledging receipt of instructions.
2210 Requested and received rendezvous instructions from BRILL.

6 March (H) (21)

Noon: Lat. 16-50 N. Long. 108-46 E.

- Patrolling traffic lane between Tourane and Yulinkan. Do not know where BRILL is so are staying well to the North until daylight.
0423 AIR signals for about two hours on 150 megs and 190 megs varying from weak to strong. 190 megs believed on Hainan. 150 megs believed airborne.

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- 0648 Sighted small boat, apparently empty.
0655 Submerged for closer investigation. Found to be empty.
0731 Surfaced and resumed patrol.
0920 Closed and sank a floating mine with rifle fire.
1025 AFB signals at 149 segs, FRF 600, weak.
1201 Closed and sank another floating mine, spherical type.
1230 Decided to patrol farther North; as we have sighted considerable debris in the water, probably vicinity of BASHAN's attack, and am afraid that the debris is distracting the attention of our lookouts.
1735 O.O.D. sighted periscopes and maneuvered to avoid.
2003 Exchanged recognition signals and calls with BRILL.
2059 Went close aboard BRILL and received instructions via line gun and megaphone. Night was so dark that it was difficult to make out her silhouette from 200 yards, using binoculars. Our instructions are to patrol the direct route between Tourane and the West Coast of Hainan, patrolling South of Lat. 17-00 N in the daytime and patrolling at Lat. 16-30 N at night (Southern area boundary). BRILL will patrol direct route between TOURANE and YULINKAN, at the same latitudes, shifting stations with us on night of 13 March.
2130 Stood clear of BRILL and set course for assigned area.
2205 Slowed and converted No. 4 F.B.T. to a ballast tank.
2359 Submerged to flush out No. 4 F.B.T.

7 March (H) (22)

Noon: Lat. 16-37 N. Long. 108-01 E.

- 0823 Surfaced. Heavy rain squalls all around. Visibility very poor.
0356 Radar contact at 4,800 yds. Tracked for one hour on Southernly course at 3 knots. Apparently small craft.
0500 Secured tracking and patrolled to Eastward for one hour, then headed back to regain contact.
0715 Regained contact and closed to 2,600 yards, barely visible in the rain.
0737 Submerged for closer investigation. Identified as sailboat.
0913 Surfaced and resumed patrol. Seas are rough and visibility so poor that we are continuing to patrol our night patrol station, at Southern boundary, 14 miles from shore, where we can keep track of our position by radar cuts on land. Small probability of plane detection in this weather.

8 March (H) (23)

Noon: Lat. 16-47 N. Long. 107-56 E.

- 0000 Started tracking small unidentified contact, picked up at 6,000 yards by SJ. Tracked at 2 knots on course 070° T. 7
0106 Still a very small pip at 3,500 yards, obviously a small craft. So stood clear and resumed patrol.
0106 Radar contact at 8,500 yards, identified as the BRILL.

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- 0430 Headed North to patrol assigned daylight station.
1307 Radar contact 6,000 yards. Operator lost contact while shifting to hand train. Regained contact shortly at 3,200 yards, just as an American Liberator broke out of a nearby rain squall. We were certainly lucky that it was a friendly plane. Learned a lesson in the handling of initial contacts. Will take couple of checks on PFI before shifting to hand. No warning by AFR or voice of plane's approach.
1719 Set course for rendezvous with BRILL.
2040 Strong AFR at 112 megs. Wonder who's keying his SD.
2120 Exchanged recognition signals with BRILL. Sea too rough and visibility too poor to go close aboard. Received instructions via blinker gun, then set course for assigned station.
2200 Swing ship on AFR signal, 176 megs, 200 HRF, keyed continuously, slow sweeping varying from weak to saturated at 8/10 gain. Believed land based at this time but was later definitely determined to be airborne.

9 March (H) (24)

Locn: Lat. 17-28 N. Long. 108-25 E.

- 0000 Patrolling night station at Southern boundary of area. Heavy sea from Northwest, visibility poor.
0430 Received message that two bombers and four fighters would make shipping strike on Southeast Hainan. We were not assigned lifeguard station but were told to guard frequencies if possible.
0500 Set course to head up towards HAINAN. Notified BRILL. Sighted several sailboats during the morning. Guarded lifeguard frequencies from half hour before until one hour after scheduled strike time. Nothing heard. Strike may have been delayed by weather.
1544 Submerged on sighting unidentified plane at 10 miles.
1615 Surfaced and set course for night patrol station. During evening picked up keyed AFR signals at 280 megs and 157 megs.

10 March (H) (25)

Locn: Lat. 16-38 N. Long. 108-26 E.

- Patrolling night station, 11 to 15 miles offshore, North of Tourane.
0145 Radar contact, 5,300 yards, which tracked at 4 knots down wind. Very small pip at 4,000 yards. Obviously sailboat or patrol craft. Resumed patrol.
0430 Set course for daylight patrol station, 30 to 40 miles North of Tourane Harbor.
0920 AFR signal 153 megs, 600 HRF, nothing sighted. Visibility improving today and sea calming down.
1104 Sighted sailboat and gave it good clearance.

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- 2000 Patrolling assigned night patrol station 11 to 15 miles North of Tourane Harbor at Southern area boundary.
- 2010 SJ contact 11,700 yards, plane, closing fast on steady bearing. Submerged at range of 8,000 yards.
- 2024 Surfaced, with SJ and AFR showing all clear.
- 2025 Submerged to 44 feet with contact at 12,000 yards closing. Kept SJ on him and observed him sheer off, apparently circling.
- 2026 Surfaced with contact lost at 17,000 yards opening.
- 2028 Contact at 15,000 yds, closing fast with no change in bearing. Submerged when range closed to 6,000 yards.
- 2036 Eased up to 42 feet and made careful sweeps of both bands of AFR. Picking plane up intermittently at ranges of 17,000 to 30,000 yards, apparently catching him when he banked over in steep turns, showing increased wing surface. Do not want to be kept down, as this plane may be air coverage for a convoy.
- 2053 Ran up SD mast and keyed it once. No contact. All clear on SJ and AFR.
- 2054 Surfaced and started opening out to Northward on 4 engines.
- 2109 Picked up plane again at 17,000 yards coming in on a "Bee" line. Submerged when range had closed to 6,000 yards.
- 2126 Eased up to 38 feet and plane came in again. Went to periscope depth for 5 minutes, then returned to 44 feet. Continued fruitless search of AFR bands.
- 2225 Keyed SD radar once, no contact. All clear on SJ and AFR.
- 2226 Surfaced and opened out to Northwest on 4 engines.
- 2253 Submerged for fifth time tonight as plane came in fast on steady bearing. Last range 4,400 yards.
- 2303 Returned to 42 feet. Picked plane up several times at ranges of 18,000 to 22,000. This is a very large plane, probably a MAVIS, and he certainly has excellent radar, having come straight in on us each time. Most careful search of both bands of the AFR have been fruitless. His radar is apparently above 1000 megs.
- 2358 Surfaced after keying SD radar once and opened out on 4 engines towards our daylight patrol station.

11 March (H) (26)

Noon: Lat. 16-59 N. Long. 108-16 E.

- 0008 Picked up plane momentarily at 17,800 yards, and later at 38,000 yards, apparently banking.
- 0100 Slowed to one engine speed. No further contact.
- 0123 Commenced patrolling our daylight patrol station, 30 miles North of Southern area boundary.
- 0555 Weak AFR signals at 157 megs, half saturated, sweeping.
- 0803 Submerged to shift torpedoes on charge.
- 0836 Surfaced and resumed patrol. Guarded reconnaissance and distress frequencies.
- 1227 Submerged to shift torpedoes on charge.

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- 1246 Surfaced and resumed patrol.
1709 Closed and sank mine, spherical horned type, with 20mm after hitting it numerous times with rifles.
1821 Closed and sank another mine. This one exploded, giving us quite a jolt from range of about 75 yards. Such range had been necessary to avoid waste of ammunition.
2100 Patrolling assigned night station. Picked up SJ interference, apparently from BRILL.
2231 SJ contact, intermittent, in direction of TOURANE. Shows all the characteristics of a plane circling on station. However, cannot afford to turn down the possibility of a ship contact, so closed range to 12,000 yards to investigate. Lost contact completely.
2308 Reversed course and headed away. Believe plane must have gained contact when we swung broadside to; or he may have gained contact earlier and climbed above the elevation range of our SJ, causing our loss of contact. Nothing on AFR at this time, but he could have been keying infrequently, without our catching it in our routine sweeps of the AFR band.
2313 AFR signal, 176 megs, 200 PRF, half saturated, continuous keying getting stronger.
2322 SJ contact 10,000 yards, plane, coming in fast.
2323 Submerged when range closed to 6,000 yards.
2340 Came to 44 feet and picked up 2 planes intermittently on SJ radar with no signals on AFR. Both planes circling.

12 March (H) (27)

Noon: Lat. 17-03 N. Long. 108-02 E.

- 0030 Surfaced on course 330° T after keying SD once for 3 seconds. All clear on SJ. No signal at 176 megs.
0045 AFR signal, 176 megs, 200 PRF, PW 7-10, half saturated and getting stronger.
0054 Keyed SD radar, contact 12 miles, AFR saturated, 9/10 gain.
0055 Keyed SD radar, contact 10 miles, AFR saturated, 7/10 gain. Changed course to 000° T. (Believe our SD reads high by about 1 or 2 miles).
0056 SJ contact 9,000 yds, AFR saturated, 5/10 gain. Plane coming in from 170° relative.
0057 Submerged. Last range 4,000 yards. Since the AFR reception pattern approaches a null ahead and astern, it is believed that this AFR signal would have saturated at considerably greater ranges for a plane coming in from the beam.
0109 Came to 42 feet and started searching. Nothing on AFR or SJ. This is a smaller plane than the one that heckled us last night.
0143 Surfaced after keying SD radar once for 3 seconds. Opened out to Northwest. Received for BRILL message that she would search for downed aviators.
0400 Set course for daylight patrol station.

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- 0721 Closed and sank mine, staying outside 100 yards and using up several pans of 20mm ammunition.
- 0830 Received word from BRILL that she was returning to station.
- 0933 Closed and sank another mine, with 20mm fire.
- 0953 Closed and sank another mine. This one exploded and some shrapnel landed on deck. Sighted several sailboats during the day, altering course as necessary to give them good clearance. There are very few soundings on the chart for this area; so we are taking periodic ones when all clear and recording them.
- 2125 Arrived at our regularly assigned night patrol station and found that we were expected.
- 2127 SJ contact, plane, closed to 5,400 then opened beyond 6,000 with rapid change in bearing, then turned and headed in.
- 2128 Submerged when range closed again to 5,400.
- 2214 Surfaced and resumed patrol. No AFR warning of this plane.
- 2237 SJ contact 5,900 yards. Tracked at 2 knots on 125° T. Lost contact at 7,000 yards. Obviously another sailboat. Believe that our effectiveness on this station is now definitely limited after being detected three straight nights. However, in conjunction with the BRILL we do constitute something of a traffic blockade. Believe it would be better to have several alternate stations and rotate them periodically; one close inshore off HUE River or TIGER Island, and one near YULINKAN BAY or LING SUI BAY. Also a couple of days submerged patrol South of Sugar Leaf Point, SE Hainan might prove worthwhile.

13 March (H) (28)

Loc: Lat. 17-01 N. Long. 108-00 E.

- 0235 SJ contact 21,000 yards in direction of land but apparently separated therefrom. Tracked at zero speed in to 13,000 yards where navigational fix and sounding of 12 fathoms showed our target to be a bump on a sand bar near mouth of HUE River.
- 0532 SJ contact 8,550 yards. Tracked on 125° T at 4 knots. Suspected a sailboat but hoped it might be a sea truck.
- 0632 Submerged 7,000 yards ahead for closer investigation. Identified target to be a large open native sailboat.
- 0726 Surfaced. Proceeding to day patrol station. Many sailboats sighted during the day. Some large ones picked up on SJ at 10,000 yards. Drizzling rain, low ceiling, visibility variable from 2,000 to 4,000 yards.
- 2000 Shifted night patrol stations with the BRILL. Patrolling East of BRILL at Southern boundary of our area on traffic route between TOURANE and YULINKAN.
- 2340 AFR signal 112 megs, 2 minute intervals. Believe BRILL is using SD. Few minutes later contacted BRILL on SJ.

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14 March (H) (29)

Noon: Lat. 18-06 N. Long. 110-16 E.

- 0035 Received message from BRILL ordering us to commence search for downed aviator, Southeast of Hainan, and telling us that she would take Lifeguard for scheduled morning strike.
- 0042 Went to four engine speed and set course for point 20 miles Southeast of Sugar Loaf Point. Unfortunately, this aviator has been in the water for about 14 hours and we are 140 miles from the reference point. The delay in receiving the word, plus the long distance to travel, will make the search more difficult.
- 0716 AFR signals at 193 megs and 149 megs, apparently shore based and sweeping. These signals persisted intermittently throughout the day, varying from weak to saturated at 7/10 gain.
- 0945 Sighted formation of 5 enemy fighters, HAF, flying high and passing fairly close to port. They are apparently up to intercept our bombers during the strike on Yulinkan. Planes made no move towards us, so remained on surface.
- 0956 Arrived at initial point. Proceeded 5 miles Northeast of initial point and commenced search. Prevailing wind and sea for past 24 hours have been from Northeast. Consequently, pilot will have drifted to the Southwest. Started an expanding ladder type search, retiring along base course 225°, with search legs normal to the base course. Using 3 engine speed in order to cover as much area as possible during daylight.
- 1220 Received word from BRILL that she was joining the search. BRILL ordered us to search North of a line running 225° T from Lat. 18-00 N., Long 110-00 E.
- 1221 Altered course and continued search in assigned sector. Keyed SD intermittently for 10 minutes to check strong AFR signal.
- 1355 Sighted BRILL patrolling sector Southeast of us. She has SD mast up. Raised our mast again and resumed keying at 2 minute intervals.
- 1420 SJ and sight contact on two float planes, FETE, range 13,000 and 16,000 yards crossing our bow in edge of rain squall. Notified BRILL, who deciphered the message as two enemy submarines. (Weakness of WOPACO - An "S" being received as an "H" changed the meaning from aircraft to submarine).
- 1548 Sighted object floating in the water. Closed to identify.
- 1600 Identified object as gasoline tank from a U.S. aircraft. The tank was rectangular in shape with one side rounded, but not streamlined. The shape and size of the tank indicated that it was an internal tank, having apparently been mounted inside the wing of a plane.
- 1630 AFR signal at 193 megs is now saturated with 6/10 gain. We are about 17 miles from estimated position of this radar station, broadside to.

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- 1750 Sighted 2 U.S. Liberators and 3 Lightning fighters with belly tanks headed away from Hainan. Looks as if the time schedule of the strike had been changed from morning to afternoon. Nothing heard on VHF or APR.
- 1915 Notified BRILL of results of search.
- 1950 Received orders from BRILL to return to patrol station.
- 1955 Discontinued search. We have covered approximately 600 square miles of area, along a line extending 50 miles Southwest of initial point, and have expended approximately 5,000 gallons of fuel. It is regretted that no search plane was available to assist in the search and home us on. A plane could have covered as much area in one hour as we did in ten hours.

15 March (H) (30)

Noon: Lat. 16-52 N. Long. 108-27 E.

- Patrolling traffic route between Tourane Bay and Yulinkan Bay.
- 1310 Received word from BRILL that she had sighted enemy torpedo wake and was now patrolling submerged. Set course North-east to open out from coast on same traffic lane. Continuing surface patrol.
- 1624 Strong APR signal, 176 megs, airborne, increasing to saturation. Started swinging ship to get approximate bearing and put SD in standby condition.
- 1627 Signal saturated at 9/10 gain. Keyed SD; no contact.
- 1630 Signal saturated at 7/10 gain. Keyed SD; contact 15 miles. Immediately thereafter sighted plane, EMILY, on port bow and submerged. Remained submerged and conducted tracking and fire control drills. Exercised crew at battle stations.
- 1846 Surfaced and set course towards BRILL's vicinity. Later sent message to BRILL requesting rendezvous and received instructions relative thereto. The BRILL has had a torpedo fired at her on the same station where we were forced down by aircraft 8 times in three nights. The BRILL was forced down twice on the same night that we were forced down five times. The C.O. feels that we have patrolled too long on one beaten path, that our presence and approximate location are known, and that any traffic will be routed around us.
- 2018 Reduced speed for forty minutes while greasing topside.
- 2200 Reduced speed for forty-five minutes while converting No. 3 F.B.T. to a ballast tank.
- 2347 Picked up SJ and SD interference. Exchanged calls with BRILL. We are not using our SD.

16 March (H) (31)

Noon: Lat. 17-47 N. Long. 109-37 E.

- 0015 Went close aboard BRILL and communicated by megaphone.

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- BRILL agreed that it was a good idea to shift up towards Yulinkan for a few days. Requested and received permission to patrol submerged a few days close inshore off Ling Sui Bay and Ling Sui Point. BRILL said she would cover West and Southwest approaches to Yulinkan.
- 0031 Stood clear of BRILL and set course for new station. Will not reach it before afternoon, so plan to stay at least 20 miles offshore and run on surface.
- 0618 Submerged to flush out No. 3 F.B.T.; blowing and venting it several times at 125 feet.
- 0654 Surfaced and resumed course. Sighted sailboat.
- 0911 ARR signals at 193 megx and 147 megx. Shore based radar sweeping intermittently throughout the day. Signal strength varying from weak to saturated with 8/10 gain.
- 1330 Fix on land shows us to be 16 miles off Cape Gaalong. Desire to remain undetected so altered course to diverge coast and round the shoal water that lies Southeast of Ling Sui Point.
- 1834 Submerged for trim and training.
- 1857 Surfaced. Running trimmed down in view of shoal water spot in vicinity labelled "Position Doubtful" on the chart.
- 1912 Altered course to close coast for night patrol.
- 2104 SJ contact 20,000 yards, tracking speed zero. Closed and identified as Tien Fung Rock.
- 2207 Patrolling line parallel to coast, 4 miles off Tien Fung, 7 miles off the coast. Patrolling line 045 - 225° due to heavy sea and 2 knot current from the Northeast.

17 March (H) (32)

Noon: Lat. 18-15 N. Long. 109-54 E.

- 0631 Submerged 5 miles off Tien Fung Rock. Set course to pass between Ling Sui Point and the shoal spot that lies 6 miles Southeast. Soundings on this chart are very scarce so we are taking periodic soundings in conjunction with land fixes to supplement the meagre data shown on the chart.
- 0800 Passed between Ling Sui Point and the charted shoal spot. Sound picked up, reported, and tracked strong surf noises on the proper bearing for the reef, so the question mark on the chart can be removed. The reef is there. Current checking at 2-1/2 knots along the coast.
- 1148 Conning officer sighted low flying bomber, BETTY, and went to 100 feet for 15 minutes.
- 1222 False indication of tremendous increase in current. Later decided that sudden shift in position was caused by shift of landmarks used for cross bearings. Hainan Island is poorly surveyed.
- 1320 Started working out to seaward a 7/8 turns, making good about one knot against the current.

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1923 Surfaced 13 miles Southeast of Sugar Loaf Point. Notified other boats that our radar was out and later that it was operating again. Heavy sea from Northeast. Worked around to East of shoal water and started patrolling line 4 miles off Tien Fung Rock. Intermittent AFR signals from shore based radar.

18 March (H) (33)

Noon: Lat. 18-23 N. Long. 110-09 E.

- 0621 Submerged 6 miles off Tien Fung Rock and set course to round the rock and close the coast. Taking periodic one ping soundings in conjunction with land fixes. Numerous sailboats to South of us. Decided to remain North of them and patrol close inshore off Ling Sui Point.
- 1030 We are 5,000 yards off the coast and 4,500 yards from a small offshore island. A small building observed on the island may be an observation post. Set course to diverge the coast.
- 1038 Sighted patrol plane, MAVIS, 2 or 3 miles distant, searching. Sea choppy, so took frequent short looks and tracked him out of sight over flat land towards small bay.
- 1052 Sighted same plane at 2 miles headed towards. Went to 90 feet and changed course to open out from coast.
- 1059 Two distant depth bombs, followed by three more during the next two minutes.
- 1115 Returned to periscope depth. Nothing in sight. There are three possible explanations for those bombs.
- (1) Some of the native sailboats may have listening gear, and may have heard us taking periodic soundings.
 - (2) We may have been sighted from the shore and our approximate position reported, although sea was choppy.
 - (3) Plane may have been suspicious or may have been doing area bombing ahead of a convoy.
- Doubt is plane would have dropped five in quick succession unless our presence was actually suspected. Decided to move Northeast and patrol a line 6 miles offshore, not wanting to be scared out completely and miss a possible convoy.
- 1334 Fire in the pump room, controller panel. Extinguished it.
- 1540 Set course to open out from coast.
- 1929 Surfaced 13 miles offshore. Plan to work in closer to shore when charge is well along and dive tomorrow in approximately the same place.
- 2036 Received message from FLOUNDER telling us to rendezvous at a spot 92 miles from our present position. Sent position and ETA to FLOUNDER. Set course to round shoal water, proceeding to rendezvous.
- 2200 SJ contact on unidentified plane. Did not close. Saturated AFR signals at 193 megs during the evening.

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19 March (H) (34)

Noon: Lat. 17-43 N. Long. 109-20 E.

- 0258 Exchanged calls with FLOUNDER and communicated via SJ. Tried VHF with no luck. We were told to watch Hainan for next few days. FLOUNDER will watch Tourane. We told FLOUNDER that 176 megs on APR was a night plane.
- 0346 Stood clear and set course for HAINAN. Since we have insufficient time remaining before daylight to reach a suitable position for close inshore submerged patrol, plan to patrol Southern approaches to Yulinkan on the surface today.
- 0925 Patrolling across Southern approaches 20 to 30 miles offshore. Strong APR at 147, 190, 193 megs, shore based.
- 1349 Submerged on sighting 2 engine bomber, BETTY, coming in.
- 1509 Surfaced and resumed patrol on reverse course.
- 1539 Submerged on sighting 2 engine bomber, BETTY, at about 7 miles range.
- 1635 Surfaced. Heavy rain squalls beyond horizon.
- 1826 Sighted 2 engine bomber, BETTY, headed towards Yulinkan. SJ contact on same plane at 29,000 yards, opening.
- 2136 APR signal at 147 megs saturated at 6/10 gain. We are 16 miles South of Yulinkan. Set course to work around to East of Yulinkan. Plan to make submerged patrol off Ling Sui Bay tomorrow.

20 March (H) (35)

Noon: Lat. 18-18 N. Long. 109-56 E.

- 0624 Submerged 21,000 yards South of Sugar Loaf Point. Closed coast and started patrolling line between Ling Sui Point and Gaalong Point across mouth of Ling Sui Bay. Sea flat and periscope foggy. Numerous sailboats in sight all day.
- 1532 Sighted 2 engine bomber, BETTY, making a thorough patrol sweep on this area, indicating possibility of traffic. Decided to patrol close inshore longer today before opening out for surfacing.
- 1700 Patrolling 7,000 to 8,000 yards Southeast of Gaalong Point. Sea flat calm, visibility excellent, but periscope fogged.
- 1723 Conning Officer sighted float plane, PAUL, close aboard and went to 80 feet.
- 1727 Sound picked up echo ranging bearing 053° T. Came to periscope depth.
- 1728 Sighted DE (UN-2 Class) bearing 051° T, range 8,100 yards, angle on bow 65° port. Went to battle stations and came to normal approach course. Bow wave indicated better than 15 knots. Float plane air coverage.
- 1734 At 7,300 yards target zigged towards giving 35° port angle on the bow. Flooded tubes at 6,500 yards and opened outer doors at 4,300 yards. Target tracking at 16.5 knots.

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- 1738 At 4,000 yards target zigged away. Did not fire. Target's subsequent course followed the contour of the coast as he passed between us and land outside of firing range with us between 5,000 and 6,000 yards offshore.
- 1804 Secured from battle stations, drained tubes and checked torpedoes. Target disappearing on bearing 238° T (within 5° of reciprocal of initial bearing).
- COMMENT: Believed her presence was suspected. Echo ranging started loud and clear after air coverage had been sighted. No pings or weak pinging heard. After a few minutes of long scale pinging there was a pause followed by a series of pings similar to a challenge; then another pause as if awaiting a reply.
- 2005 Surfaced 7 miles Southeast of Gaalong Point. During the night patrolled a North-South line 14 miles East of Gaalong.

21 March (R) (36)

Noon: Lat. 18-16 N. Long. 109-55 E.

- 0008 SJ contact on unidentified aircraft. Did not close.
- 1612 Submerged 17,000 yards South of Sugar Leaf Point. Patrolled across mouth of Ling Sui Bay, between Gaalong Point and Ling Sui Point. Numerous sailboats in sight all day. Periscopes foggy. Sea flat calm. Running 90 feet 10 minutes between looks.
- 1948 Came to 44 feet preparatory to surfacing. SJ contact on unidentified aircraft at 2,800 yards. Returned to periscope depth. On next try same plane was contacted at 15,000 yards.
- 2046 Surfaced and set course to work around shoal spots. During the night patrolled line 5 miles off of Tien Fung Rock.

22 March (H) (37)

Noon: Lat. 18-18 N. Long. 110-03 E.

- By dawn visibility is only 1,000 yards due to heavy low hanging fog. Sea flat and no wind.
- 0800 Visibility improving rapidly. Land visible at 10 miles.
- 0818 Submerged 5 miles East of Tien Fung Rock and closed to 3,500 yards.
- 1045 Sighted friendly plane, FBM, headed Northeast.
- 1200 Passed between Ling Sui Point and the shoal spot that lies 6 miles Southeast. Patrolling line between Ling Sui and Gaalong.
- 1730 Set course from 4 miles East of Gaalong to open out from coast.
- 1942 Surfaced 18 miles Southeast of Gaalong Point. Patrolled across the Southern approaches to Yulinkan during the night.

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23 March (H) (38)

Noon: Lat. 18-05 N. Long. 110-11 E.

- 0340 Exchanged recognition signals and calls with the FLOUNDER.
0546 Sighted SEA ROBIN enroute to lifeguard station Southwest of Yulinkan. Our orders are to patrol North of 17-30. Set course to patrol Southeast of Yulinkan and at same time be in position to cover forced landings in that direction.
- 1015 Sighted two bombers and one Catalina, probably the planes scheduled to orbit target. Also sighted ~~one~~ on patrol. Could not raise on VHF.
- 1055 On AFR heard one plane report 2 CL's anchored 60 miles South of a code point we could not identify. On area frequency heard plane tell PIRANHA that 2 CL's were anchored 2 miles offshore in a Bay. There followed considerable 2 way conversation between planes, on both VHF and the area frequency, in effort to identify the point. We were unable to raise planes on VHF.
- 1120 Called planes on area frequency in effort to identify the location. Plane came back in plain language without authentication and said ships were anchored in Ling Sui Bay.
- 1126 Went to flank speed to close Ling Sui Bay. Doubt if any ships will stay in bay after all the plain language conversation the Japs must have heard. Swung wide of Gaalong Point to avoid radar detection planning to enter from Eastern end.
- 1215 Submerged on sighting unidentified object on horizon, later identified as sailboat.
- 1245 Surfaced and resumed 4 engine speed.
- 1315 Submerged 7 1/2 miles Southeast of Sugar Loaf Point, about 11 or 12 miles from possible position of ships. Running 2/3 speed at 90 feet between half hour looks.
- 1515 Slowed and started careful, complete search of bay.
- 1823 Discontinued search. Nothing in the bay. Nearly dark and visibility getting poor.
- 1954 Surfaced 7 miles Southeast of Gaalong Point. Picked up SJ interference of PIRANHA, who had been searching same area. Started surface patrol East of Gaalong Point.
- 2115 Received orders from FLOUNDER to rendezvous at midnight. Information of zoomie sightings by day is usually given on the Baker sched at night. Received no confirming message regarding the sighting of the CL's.

24 March (H) (39)

Noon: Lat. 18-15 N. Long. 109-52 E.

- 0010 Held rendezvous with FLOUNDER. We were told to continue patrol North of 17-30 N. Set course to return to assigned area.
- 0624 Submerged off Sugar Loaf Point and commenced submerged

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- patrol in Ling Sui Bay. Structure previously observed on Black Point appears to be a radar station, possibly the one at 148 megs.
- 1020 Visibility very poor due to heavy rain. Decided to open out and surface.
- 1327 Surfaced 8 miles East of Gaalong Point. Started surface patrol. Patrolled Southern approaches to Yulinkan during the evening.

25 March (H) (40)

Noon: Lat. 18-19 N. Long. 108-33 E.

- Patrolling Western and Southwestern approaches to Yulinkan on the surface.
- 0215 Radar contact 15,000 yards. Tracking 2 knots on Westerly course. Closed and identified as sailboat. Not a large looking sailboat even at 3,000 yards. Feel suspicious of a small sailboat that can be picked up on radar at 15,000 yards. May be towing a radar decoy kite of some kind.
- 0809 Observed skeleton tower on beach near native village. We are 16 miles offshore and getting a new AFR signal at 104 megs, coming in strong.
- 0842 Submerged on sighting 2 engine bomber, BETTY, 8 miles.
- 0916 Surfaced and resumed patrol.
- 1052 Strong surf noises to port and seaward of us. Stopped and checked them. Positively identified as reef noises in a spot where chart shows no soundings. Reversed course and decided to work out to seaward. (Lat. 18-23, Long. 108-29). Many sailboats in sight during morning.
- 1246 Few bursts from 20mm gun exploded floating mine. Set course to patrol Westward of this spot.
- 1900 Set course to head for East Coast of French Indo China. Desire to have a look along the coast in the vicinity of Cape Vung Chua and Cape Mui Dong. Believe there may be some sea truck traffic along the coast.

26 March (H) (41)

Noon: Lat. 18-03 N. Long. 106-42 E.

- Patrolling on surface along the Coast of French Indo China, searching for possible sea truck traffic. No contacts.
- 1434 Set course to head back across Tonkin Gulf and resume patrolling approaches to Yulinkan.
- 2112 Converted No. 5 F.B.T. to a main ballast tank.
- 2257 Submerged to flush out No. 5 F.B.T. and surfaced 20 minutes later.

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27 March (H) (42)

Noon: Lat. 17-41 N. Long. 108-46 E.

- Surface patrol Southwest of Yulinkan.
- 0500 SJ contact 14,000 yards, tracking like a sailboat.
- 0624 Submerged 7,400 yards ahead, closed and identified contact as a large, two masted sailing boat, loaded with about 20 small rowboats and lots of Chinese men and women. The craft conformed to the large fishing vessels described in the sailing directions, which make long fishing trips lasting several months.
- 0807 Surfaced and resumed patrol Eastward.
- 1124 Sighted periscope, definite, with feather. Opened out at flank speed.
- 1129 Sighted two fighter planes with bombs or belly tanks coming in.
- 1130 Submerged. Decided to remain submerged since the periscope sighting was within 10 miles of the spot we wanted to patrol on the surface.
- 1944 Surfaced and started patrolling Southern and Southeastern approaches to Yulinkan.

28 March (H) (43)

Noon: Lat. 18-16 N. Long. 109-50 E.

- 0620 Submerged 9 miles South of Sugar Loaf Point. Patrolling across mouth of Ling Sui Bay and off Gaalong Point to cover coastal traffic to or from Yulinkan.
- 1436 Observed 2 radio masts, small, on East Brother Island at entrance to Gaalong Bay.
- 1947 Surfaced 12 miles Southeast of Gaalong Point.

29 March (H) (44)

Noon: Lat. 17-38 N. Long. 109-12 E.

- Patrolling Southern approaches to Yulinkan.
- 1110 Submerged on sighting 2 engine bomber, BETTY, 8 miles.
- 1132 Surfaced and resumed patrol.
- 1415 Received delayed contact report from plane. Seven ship convoy Lat. 15-02 N, Long. 109-29 E, course 060°, speed 10 knots. This position is 160 miles South of us and 90 miles South of our area boundary. The base course given will carry the convoy well outside our area, and almost 200 miles clear of Hainan. Doubt is convoy intends to swing that far out from land. Set course towards Southern end of our area. We have orders from FLOUNDER to patrol North of Lat. 17-30. FLOUNDER and SEA ROBIN are South of us.
- 1449 Sun lookout sighted single engine plane coming out of sun, less than 3 miles away. Submerged.

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- 1450 One plane bomb right over us as we passed 80 feet. This indicates that the convoy is not swinging wide as the message shows. Believe we are fairly close to projected track.
- 1539 Surfaced. Sent message to FLOUNDER recommending that we form a scouting line. Unable to raise the FLOUNDER. Set course East temporarily for the following reasons:
(1) Believe we are in vicinity of projected track, but convoy still a long way off.
(2) Desire to remain on the surface to get further information, but do not wish to be detected again camping in the same spot.
(3) Still trying to raise FLOUNDER. Plan to patrol Eastward a short distance and double back after dark.
- 1608 Strong APR at 153 megs, a new signal, obviously airborne.
- 1614 Submerged on sighting float plane, 10 miles Northwest of us on Southerly course.
- 1636 Surfaced after watching plane well out of sight.
- 1756 Strong APR signal 153 megs, saturated at 9/10 gain. Put SD in standby condition. Plane did not close.
- 1800 Received delayed aircraft position report on convoy. Plot of two positions shows them making good course 020 T. Sent message blind to FLOUNDER requesting permission to enter her section of area, no receipt.
- 1806 Went to 3 engine speed and set course to intercept convoy at predicted 2100 position.
- 1820 Received message from 71 that zoomies would bomb the convoy during the hours 2130 to 0100, while they are well offshore in deep water, and for us to remain clear during that time. Went to 4 engine speed in hopes of intercepting before 2030. If not in contact by 2100 plan to reverse course, pull clear, and gain position ahead while awaiting completion of aircraft attacks.
- 2055 Received contact report from FLOUNDER. Six ships, course North, speed fifteen. Position 24 miles Southwest of us. We had overshot, but would have caught them on our reverse leg.
- 2058 Reversed course, running flank speed on 4 engines to gain position ahead. Estimate we are forward of his beam now but well out on the flank. Set converging course to close range while gaining bearing.
- 2123 Sight contact at 18,000 yards on friendly plane, bright moonlight. SJ had several others on same bearing plus one smaller and not visible coming in from astern. APR signals, enemy, at 205 and 176 megs, strong.
- 2124 Submerged as unidentified plane came in to 6,000 yards, with no change in bearing. Returned to 44 feet.
- 2143 Surfaced when nearest plane had opened beyond 20,000 yards. Resumed flank speed.
- 2205 Planes on SJ at 27,000 yards, apparently ours.
- 2211 Flares from planes bearing 306° T showing that we had lost considerable bearing during our dive. Observed tracer fire,

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- gun fire, and bomb explosions showing that planes were at work. One ship apparently on fire.
- 2230 Altered course to converge. Have gained about 20 degrees of bearing during the show.
- 2239 Submerged as unidentified plane, not one of ours, came in from ahead closing rapidly from 18,000 to 7,000 yards. Plane remained in vicinity about 10 minutes while we ran at 14 feet.
- 2255 Surfaced and resumed flank speed on 4 engines. Asked FLOUNDER if she still had contact. Received following reply, "Affirmative, port, search damage aircraft". Very sketchy information. Altered course to 330° T to converge more, believing planes may have diverted ships from their Northerly course.
- 2335 Submerged as unidentified plane came in fast again. Definitely not our own as we had them on SJ intermittently at 27,000 yards. The one that heckles us is smaller and doesn't show on radar until about 14,000 yards. Has 176 meg radar.
- 2349 Surfaced and resumed chase at flank speed.

30 March (H) (45)

Noon: Lat. 18-09 N. Long. 108-22 E.

- 0025 Sent message to FLOUNDER requesting information.
- 0040 Aircraft on SJ at 22,000 yards. Do not believe this to be ours, as first group has departed area and second group has not arrived.
- 0045 Received message from FLOUNDER that she had lost contact at 2330 with convoy still on course North. However, plot of two positions given by FLOUNDER showed convoy to be making good about 335° T.
- 0051 Changed course to 300° T to converge convoy. Looks as if we are on the outer rim of a large wheel. Plotted base courses have changed from 020, to 000, to 335.
- 0100 Received message from SEA ROBIN showing that she was coming in from West to gain contact.
- 0154 Observed flashes of gunfire at 265° T, showing we have lots of bearing to gain.
- 0211 Observed flashes from gunfire or aircraft bombing. The boomies are not conforming to the schedule, which called for bombing between hours of 2130 and 0100 only, while the ships were out in deep water. Now that the ships are approaching shallow and uncharted water the submarines are supposed to have their turn.
- 0242 Exchanged calls and information with FLOUNDER via SJ. Neither of us has contact.
- 0245 Sight contact followed by SJ contact bearing 255° T at 14,000 yards on three ships. Later picked up three more to make a total of six ships, all small. Came to 340° T to gain

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- bearing. Ships tracking on course 340° T, 15 knots. Sent contact report.
- 0300 Gaining bearing slowly and approaching land. Strong APR from Yulinkan, intermittent airborne radar. Ships firing guns intermittently in our general direction. Target group now tentatively identified as 2 DD's and 4 DE's. No large ships. Bright moonlight. Adjusting course as necessary to gain bearing and keep range open.
- 0320 Believe that target group is headed for Yulinkan or Sama Bay. We are now directly between them and Sama Bay.
- 0323 Targets made large zig towards putting us almost dead ahead. Shortly afterwards several flashes of gunfire observed.
- 0325 Shell splash about 500 yards abeam observed by C.O. and O.O.D. with naked eye. Submerged and returned to 44 feet for radar tracking. Headed in on 90 track, went to battle stations and made tubes ready. Believe we have been detected but still hope to get a shot at one of the DE's, which is showing sharp angle on the bow. Sharpened our track as range closed rapidly to 5,500 yards. At 5,500 yards the DE zigged away and the picture became most confusing. Radar began to pick up decoy targets between us and ships making tracking most difficult. The target group apparently retired behind this window screen. By the time we were able to get decent ranges through the false windows the range had opened to 7,300 yards and target group was tracking on 290° T, leaving us out on the limb again.
- 0400 Unidentified aircraft coming in fast to 4,000 yards. Went to periscope depth for 5 minutes. Convoy opening out to West, having apparently decided not to go into Sama.
- 0447 Surfaced and set course to trail ships.
- 0456 Observed our zoomies at work again bombing the ships. Planes reported that ships were heading West to go around Hainan. Planes also said they had two submarines in sight, believed to be us and the FLOUNDER. Chock showed that they has us and SEA ROBIN in sight. Notified FLOUNDER and SEA ROBIN, no attack.
- 0511 Tried to raise planes to see if any were in trouble, but they were unable to hear us.
- 0636 Sighted SEA ROBIN. Closed and exchanged information. SEA ROBIN reported having made two long range attacks with negative results, on what she described as a Hunter Killer group. In retrospect it appears that pickings are really getting lean when 3 submarines have to chase a group of 6 DD's and DE's all over Tonkin Gulf in an effort to get a shot.
- 0910 Sighted 2 floating mines. Did not sink them due to our proximity to land and possibility that they would explode.
- 1023 Sighted periscope and maneuvered to avoid. Set course 120° T to patrol South of Hainan.
- 1252 APR signals at 176 megs airborne came in strong, then faded.

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- 1519 Avoided disturbance in calm water similar to impulse bubble.
1636 Submerged on sighting 6 enemy fighter planes.
1657 Final look before surfacing. Sighted single engine bomber, FRANCES, patrolling. Tracked it out of sight.
1715 Surfaced. Received plane report of survivors in raft Southeast of Gaalong. Set course to round Yulinkan and search.
2205 Commenced search. Now have the following APR signals: 176 megs airborne saturated at 7/10 gain; 148 and 190 megs land-based saturated at 7/10 gain and 8/10. Airborne soon faded, while 148 megs increased to saturation at 6/10 by 2345, then faded.

31 March (H) (46)

Noon: Lat. 17-55 N. Long. 109-41 E.

- 0000 Conducting expanding type search for survivors Southeast of Gaalong Point. Have three different positions so far and are trying to cover them all. Moon just past full, visibility excellent. APR at 193 and 148 megs saturated at 7/10 gain. Running trimmed down for fast diving and small silhouette. Steering constant helm instead of course clock to give better pattern. Shining red blinker gun around horizon at periodic intervals and listening on 500 Kc for the "Gibson Girl".
0309 Received message from CTF 71 giving last observed position of survivors. Set course for new point.
0421 Arrived at new point and started expanding rectangle type search plan. Night is quiet and sea flat. Started sounding blast on ship's whistle once every mile. (Note: Later one survivor asked if we had blown a whistle during the night. He had heard it several times, but the sound was so faint and far distant that he believed it to be his imagination. He must have been at least 15 miles from us at this time).
0855 Sighted aircraft headed toward us. Fired recognition signal from mortar. Plane turned and recognized as Liberator. He was followed by a second Liberator. Very glad to see them as we are about 5 miles off Gaalong Point, expecting to be forced down any minute.
0900 First plane searched Southwestward while second plane searched our vicinity. About 15 minutes later first plane reported locating two life rafts 5 miles South of Yulinkan, about 15 miles from where we are searching.
0916 Went to flank speed on 4 engines, blew all tanks dry, and came to course given by plane. Signalled planes we would swing wide and approach from South. Asked planes to tell survivors to paddle South. Plane dropped notes to life rafts.

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- 1000 The Yulinkan Harbor Defense is tracking us at 19 to 20 knots. APR signals at 148 and 193 megs are steady and saturated at 4/10 gain. Planes report that one DD and one DE in the harbor are setting up steam.
- 1004 Sighted mirror flashes beneath orbiting plane.
- 1006 Sighted two yellow life rafts south of Yulinkan. Mirror flashes soon became more rapid when it looked as if we might pass them by. In a hurry we were swinging wide to bring them in line with Bomb Point so that we could come in on danger bearings and ranges.
- 1012 Came right to 345° T and headed for survivors. During the next few minutes things were happening fast. Plane reported Jap DD underway in harbor and 16,000 yards from us. Cannot see him against the harbor background. We sighted and reported 4 aircraft, later identified as Mitchells, coming in on quarter. We sighted and reported two enemy fighters circling for altitude ahead. Beginning to look as if Japs may make an issue of this recovery.
- 1015 The Mitchells joined the Liberators in flying a tight low circle around us. This apparently discouraged the DD and DE as no more was heard of them.
- 1016 Reduced speed to make remainder of approach cautiously, using danger bearings and radar ranges. Hope this section of island is better surveyed than others we have taken cuts on.
- 1017 Jap fighters making long range passes and attacks on bombers, trying to get them to break formation. Bombers holding formation and turning the Zeros back each time.
- 1020 Stopped and started swinging towards survivors, who are paddling towards us from several hundred yards off. We are now 11,900 yards from shore by radar.
- 1021 Jap Zeros made quick dive and strafed the life rafts from high altitude without damage. We trimmed down again as a precautionary measure. Careful observation shows that the Zeros are not carrying bombs.
- 1023 Observed Zeros starting a dive on us. Cleared bridge of all hands except C.O. who ducked behind bridge armor plating. First plane made lots of splashes around us but no hits. Second plane was better and rattled quite a few off our plating. As soon as planes had passed over, started maneuvering again to pick up survivors. Lt. Comdr. W. R. De Loach and Lieut.(jg) J.W. Quinlan went down on deck to help survivors aboard.
- 1029 Survivors aboard from both rafts. Swung left and started opening out to South at flank speed. Our planes damaged one Zero, sending him home, but he was replaced by another. Zeros are still making long range attacks on bombers and trying to break up or loosen the formation without getting too close.

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- 1031 Stationed lookouts and bridge watch again. We are still open and liable to strafing; but there is too much going on in the sky for one man to keep track of, and there's nothing to keep the Japs from sending a fighter bomber to the scene.
- 1040 Quartermaster reported one of our planes hit, but second observation showed that it was a burst of flak between us and the plane. Planes asked if we needed coverage any longer and we replied negative. Asked planes if they wanted us to stand by for strike on harbor and planes replied negative. Gave names of survivors to planes.
- 1042 Observed Zeros starting in for second run on us. Submerged, notifying planes on the way down. Planes replied they were heading for home. Heard machine gun fire rattle around our sheers as we made our quickest dive on record. (Passed 100 feet in 50 seconds, still logging 14 knots). Returned to periscope depth to watch our planes out of sight.
- 1101 Set course Southeast, running deep at 2/3 speed between 15 minute looks. The survivors are: 2nd Lieut. James T. Walker, Pilot; 2nd Lieut. Richard T. Lee, Co-pilot; and Flight Officer Morris R. Perkins, Navigator. All Army of U.S. All are suffering from multiple abrasions and lacerations. Administered brandy and emergency first aid.
- 1159 Heard distant explosions, apparently from harbor strike. Commenced periscope patrol for observation.
- 1345 Sighted SEA ROBIN South of us patrolling Westward.
- 1354 Surfaced and closed SEA ROBIN. Notified her that we had recovered survivors. Learned that morning strike was made late and all planes returned safely.
- 1456 APR at 176 megs, airborne, saturated and getting stronger. Ran up SD mast and got contact at 10 miles. Notified SEA ROBIN and turned away. SJ picked up plane to port circling between 18,000 and 20,000 yards. Shortly thereafter lookout sighted 3 fighter planes, ZELE, coming in low and fast from opposite side.
- 1458 Submerged. Final SJ range 2,500 yards. Decided to remain submerged.
- 1944 Surfaced and sent serial THREE to CTF 71. During night patrolled Southeast and East of Yulinkan. Zoomies report 8 DD's and 3 Marus anchored there.

1 April (H) (I) (L7)

Noon: Lat. 18-17 N. Long. 109-56 E.

- 0350 Unidentified aircraft on SJ closed to 9,600 yards then opened to 20,000 yards.
- 1612 Submerged. Patrolling 3 to 5 miles South of Sugar Loaf Point in hopes of catching some traffic out of Yulinkan.
- 1630 Set clocks ahead one hour to "I" (-9) zone time.
- 2053 Surfaced. Patrolling East of Hainan during the night.

ENCLOSURE (A)

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2 April (I) (48)

Noon: Lat. 17-17 N. Long. 109-33 E.

- 0200 Received orders to depart area for Fremantle, patrolling four days in Java Sea enroute.
Conducted surface patrol South of Yulinkan during the day.
1049 Closed SEA ROBIN to exchange information by VHF.
1144 Sighted friendly plane, FBM, patrolling.
1950 Departed area.

3-6 April (I) (49-52)

Enroute Java Sea. Sent serial FOUR to CTF 71 and received instructions to retain aviators aboard. Sighted three friendly submarines enroute.

- 1200 3 April (I) Lat. 13-30 N. Long. 110-36 E.
1200 4 April (I) Lat. 9-10 N. Long. 110-04 E.
1200 5 April (I) Lat. 5-03 N. Long. 107-45 E.
1200 6 April (I) Lat. 0-57 N. Long. 106-27 E.

7 April (I) (53)

Noon: Lat. 2-28 S. Long. 109-02 E.

- 0430 Entered Karimata Strait.
0719 Submerged. Running submerged today in Karimata Strait to avoid detection.
2008 Surfaced and set course to clear Strait.

8 April (I) (54)

Noon: Lat. 5-27 S. Long. 108-50 E.

- 0200 Entered assigned area.
During day patrolled across traffic lane between Mandalika and Banka Strait.
1042 Submerged for one hour on sighting land biplane at 4 miles.
1800 Set course for Northern approaches to Batavia. Plan to run submerged patrol tomorrow near South Watcher Island to cover traffic into or out of Batavia.
2100 Received message from CTF 71 which places Batavia out of our area, so set course for Boompjes Island.

9 April (I) (55)

Noon: Lat. 6-26 S. Long. 109-09 E.

- 0655 Patrolling between Boompjes Island and mainland of Java. Commenced patrolling Eastward along the 20 fathom curve in search of coastal traffic. Many sailboats in sight all day.

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- 1440 Sighted what appeared to be a German Schnorkel just inside the horizon. The object looked like a vertical section of stove pipe through binoculars, and periodically we could see what appeared to be a small mast or periscope about in line with it and projecting above. Both disappeared abruptly after a few minutes.
- 1722 Set course to open out from the coast. During night patrolled line between Mandalika and Indramayu Point.

10 April (I) (56)

Noon: Lat. 6-17 S. Long. 108-50 E.

- Patrolling East of Indramayu Point.
- 1042 Submerged on sighting two engine plane at 7 miles headed towards. Land fix just before diving shows us to be 6 miles inside the 20 fathom curve and the sea is nearly flat with no white caps.
- 1150 Surfaced and opened out to deeper water, 27 fathoms. During night patrolled Southwest of the Karimoen Java Islands to cover traffic route between Banka Strait and Mandalika.

11 April (I) (57)

Noon: Lat. 6-17 S. Long. 110-55 E.

- Patrolling on course 330° T Southwest of Karimoen Islands.
- 0157 SJ contact 13,000 yards, 215° T. Bearing drawing left. Reversed course. Target tracking on 105° T at 10 knots. Went to 4 engine speed to gain station ahead.
- 0220 Target abruptly increased speed to 15 knots and started zigging. Range 9,600 yards at this time.
- 0230 Target increased speed to 19 or 20 knots. At flank speed we are getting only 18.2 knots, gaining a degree of bearing on some zigs and losing a degree on others. Target apparently realized this, because after a few zigs he steadied up on 100° T for 22 minutes, drawing ahead slowly. Sent out contact report.
- 0435 Lost contact at 14,700 yards. During this chase the range was closed to 9,000 yards and a small silhouette faintly seen. Believe that target was a DE. His actions indicated that he detected our SJ radar and obtained bearings on it, rather than picking us up on his own radar.
- 0500 We are now about 40 miles out of our area and 20 miles from Mandalika. Since our fuel is limited, and we have orders to depart area at dusk, decided to conduct submerged patrol off Mandalika.
- 0707 Submerged 10 miles offshore and started submerged patrol off Mandalika Light.

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- 1405 Sighted float plane, JAKE, and land biplane with wheels. Both patrolling our vicinity. Float plane remained in vicinity for 20 minutes. Hoped they were coverage for traffic, but no such luck.
- 2032 Surfaced and set course East to pass South of Bawean.

12 April (I) (58)

Noon: Lat. 6-03 S. Long. 113-56 E.

- 0945 Submerged on sighting float plane JAKE, at 7 miles by SJ radar. Half hour later same plane observed circling about 1,000 yards away. We are East of Bawean.
- 1115 Surfaced. Started keying SD radar at 2 minute intervals.
- 1410 SD contact at 5 miles. Garbled report over 7-MC required a repeat. Repeat of report also garbled as conning tower cut in on 7-MC to report contact at 8,000 yards. By the time the O.O.D. got the reports straightened the contact had closed to 4 or 5 thousand yards and was sighted.
- 1411 Submerged on sighting float plane, 20° elevation, coming in fast.
- 1412 Pattern of about 4 bombs in rapid succession, as we passed 80 feet with hard rise on both bow and stern planes (due to proximity of 19 fathom sounding on chart). The concussion of the bombing caused the automatic by-pass valve on the hydraulic system to open, allowing all oil in the replenishing tank to run back to the supply tank. This caused loss of power on planes and we broached before the boat could be brought under control. Damage as a whole was minor and we feel that we were indeed lucky.
- 1944 Surfaced and set course to pass West of Kangean.
- 2020 SJ contact at 17,000 yards. Identified and exchanged calls with the LAMPREY. Looks as if the bombing was good treatment for our radar.

13 April (I) (59)

Noon: Lat. 8-46 S. Long. 115-42 E.

- 0024 Passed West of Kangean Island and set course for Lombok Strait.
- 0647 Submerged in entrance to Lombok Strait.
- 1944 Surfaced 15 miles South of Lombok and set course for Exmouth Gulf via joint zone.

14-15 April (I) (60-61)

- 1200 Lat. 12-41 S. Long. 115-14 E. Enroute Exmouth.
- 1200 Lat. 17-57 S. Long. 113-50 E. Enroute Exmouth.

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16 April (I) '62

Noon: Lat. 22-11 S. Long. 114-07 E.

- 0940 Moored alongside COUGAL at Exmouth Gulf. Received 13,000 gal. fuel, increasing our total to 15,000 gal. Received mail.
- 1320 Underway from alongside COUGAL. Made trim dive before dark.

17 April (I) (62)

Noon: Lat. 25-55 S. Long. 112-22 E.

18 April (I) (62)

Noon: Lat. 31-31 S. Long. 114-51 E.

- 1341 Arrived at rendezvous point off Rottneest Island.
- 1507 Entered Fremantle.

(C) WEATHER

The weather encountered while patrolling the Tonking Gulf was as per sailing directions with complete overcast during the first part of March and partly clear skies during the latter part of the month with moderate seas throughout.

(D) TIDAL INFORMATION

A current of 1 knot, 000° T set was experienced in Balintang Channel, mouth of Luzon, on 1 March.

A current of 2 knots, 250° T set was experienced three miles off Ling Sui Point, Hainan Island on

Currents in the Tonking Gulf were as per sailing directions - variable from practically zero up to two knots with set depending on direction of wind and sea.

(E) NAVIGATIONAL AIDS

Hainan Island - Southeast Coast.

As per sailing directions. Cross bearing fixes obtained by periscope using tangents and offshore islands in the vicinity of Cape Gaalong appear to give accurate positions and cross bearing fixes obtained in the vicinity of Ling Sui and Sugar Leaf Points give the same results but cross bearings taken simultaneously on Cape Gaalong and Ling Sui Point do not give accurate positions and indicate the coast is not correctly surveyed.

In passing 3½ miles off Ling Sui Point submerged on a

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southwesterly course, reef water noises were heard on the sound gear to pass down the port side indicating the presence of the reef shown in position $5\frac{1}{2}$ miles bearing 134° T from Ling Sui Point.

Radar ranges and bearings taken on Tien Fung Rock and Saddle Island apparently give an accurate position but simultaneous ranges and bearings on Tinhosa Island do not check and indicate the latter is about two miles to westward of charted position.

(F) SHIP CONTACTS

No.	Time Date	Lat. Long.	Type(s)	Initial Range	Est. Course Speed	How Contacted	R	ks
1.	1728 H 3-20	18-11 N 109-49 E	(1) DE	9,000 yds	214 ^{OT} 16 kts	Per.	Could	close
2.	0245H 3-30	17-56 N 109-18 E	2 DD 4 DE	14,000 yds	290 ^{OT} 15 kts	Sighted from bridge	Could not	close
3.	0157I 4-11	6-05 S 109-48 E	(1) un-ident.	13,000 yds	095 ^{OT} 18 kts	SJ Radar	Could not	close

Numerous sailboat and friendly submarine contacts throughout the patrol.

(G) AIRCRAFT CONTACTS

Enroute from Saipan to the Tonking Gulf numerous friendly and a few enemy planes are sighted. While patrolling the Tonking Gulf, contacts were made with many friendly and enemy planes. The majority of enemy planes encountered were radar equipped. While patrolling the Java Sea three contacts were made with enemy planes. No planes were contacted South of the Malay Barrier until reaching the Australian Coast.

No new types were encountered.

The RUFE which bombed the CHUB on 12 April made a high approach from broad on the starboard bow, flow past as the ship dove and came up the track from astern dropping several close light bombs as the ship passed 80 feet.

(H) ATTACK DATA

No data.

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(I) MINES

A total of ten floating mines were encountered while patrolling the Tanking Gulf. All were spherical, horned type mines. Eight were sunk by rifle and machine gun fire, the other two being too low in the water to safely shoot at. Some exploded and some sank when hit.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS.

Anti-submarine measures encountered consisted entirely of aircraft action. No surface anti-submarine vessels were encountered. Numerous enemy aircraft patrolling sea areas were contacted, some radar equipped.

On two occasions CHUB was bombed, a single bomb being dropped on the first and a salvo of three to five on the second. All bombs were light but on the second attack were close enough to cause minor damage.

(K) MAJOR DEFECTS AND DAMAGES

HULL:

Four casualties developed during the patrol. One occurred to the bow plane tilting ram which turned approximately 1/4" clockwise with no apparent harm to the plane's operation. In turn, this off-centered the ram from the "Ready to Rig" solenoid and created a constant "Ready to Rig" light regardless of plane angle.

Attempts to twist the ram back to original position were not successful. BuShips Plan No. SS313-52200-233495, which shows this assembly, has not been furnished this vessel, consequently ship's force cannot positively locate the trouble.

It was noted that this casualty developed after a forced dive from flank speed on four main engines. Whether the high stress exerted against the planes at full rise and full dive caused the tilting shaft to move and thus throw the ram off center is not known. Repairs will be accomplished during refit.

The concussion, when the ship was bombed on 12 April, caused the automatic by-pass valve on the hydraulic system to lift and remain open long enough for all hydraulic oil in the replenishing tank to run back to the supply tank. Both planes were on hard rise at the time and the ship breached before the trouble could be remedied.

Bow buoyancy vent was also unseated by this concussion.

The optics of number two periscope were deranged by the same bomb blast. Repairs will be made during refit.

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MACHINERY:

Four cylinder head studs were broken in three different units of the main engines. In all cases prior to, and during this patrol, the broken studs were found to be inboard of the engine. This trouble seems to be an inherent weakness of this model engine due either to compression of the head gasket on one side, or excessive vibration of the engine. One cylinder liner was renewed when found cracked. Liner seal rings and liner to cylinder head gaskets were renewed on two units when found to be leaking, due to loosened liner stud nuts.

One cylinder head and exhaust valves were renewed on the auxiliary engine, when one exhaust valve was found bent and had formed a groove across the valve seat. The exhaust valve guide was broken and the valve stem badly scored.

ORDNANCE:

While firing at a floating mine with Browning .50 cal. machine gun (serial No. 271513) foul loading of a round damaged the case causing the round to be crimped in the chamber. Upon firing the round backfired. Damage incurred: Bent gun casing, burred breech lock, many good burrs throughout the gun working parts.

During close bombing on April 12, the battery in torpedo Serial No. 57920 (in No. 10 tube at time) was jarred loose causing damage to hydrogen burner assembly, cracking one cell, and breaking threaded section of cell top making it impossible to screw vent caps back on. Damaged cells were jumped out and torpedo replaced in tube.

(L) RADIO

DEFECTS:

The TBI-12 transmitter temperature control thermostat occasionally failed to cut out the heating circuit when it had reached the operating temperature. No repairs were attempted, as it could be remedied by a change in the calibration setting for the frequencies used.

RECEPTION, TRANSMISSIONS AND REMARKS:

Reception of the SUBPAC Submarine FOX schedule was good during passage to SWPA. The frequencies most used were 6045 kcs, 9090 kcs, and 13,655 kcs.

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Reception of VIXO (Baker Schedules) was good throughout the patrol with the exception of the 4370 kc band, which could not be heard until we reached a position about 04-00 N after which it was received very well. The frequencies most used were 9250 kcs, and 12,360 kcs with occasional use of 16,150 kcs and 4370 kcs.

The lifeguard frequency of 4475 kcs was guarded along with the VHF whenever friendly planes were known to be in the area. These were both used 31 March 1945 while rescuing survivors with a great deal of success. But as a whole, VHF reception was very unsatisfactory, although our transmissions seemed to be good. On 31 March, while rendezvousing with SEA ROBIN, the reception was very poor and faded completely out when the range between the two submarines was greater than 2,000 yards.

The WOLF PAC frequencies were guarded while patrolling the Tonking Gulf with excellent results. This frequency was also used by planes and fairly good voice transmissions were intercepted. CW transmissions were used exclusively between CHUB and the other submarines in the area.

The RECCO frequencies of 7615 kcs and 4210 kcs as well as the 4155 kcs CHINA frequency were guarded while in Tonking Gulf with excellent results. The 5440 kcs China plane frequency was guarded occasionally with no transmissions being intercepted.

The ship to shore transmissions of this ship were made on the 8470 kc band. The 4235 kc band was tried twice but with negative results.

(H) RADAR

MODEL SJ-1

OPERATION:

The general performance of the SJ during this patrol was very good. Ranges obtained on all targets were close to the maximum to be expected. The equipment was particularly useful for close inshore navigation.

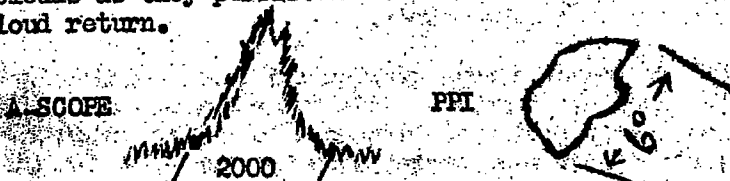
The following maximum ranges were obtained:

On 4,000 ft. land - - - - -	150,000 yards
On 2,000 ft. land - - - - -	45,000 yards
On large patrol plane (MAVIS) - - - - -	40,000 yards
On small plane - - - - -	15,000 yards
On friendly PBM - - - - -	32,000 yards
On friendly submarines (normally - max.) - -	11-12,000 yds.
On friendly subs (probably atmospherics) - -	19,000 yards

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Communication with other submarines by SJ was used often during this patrol. Once while communicating with the U.S.S. SEA ROBIN, the ROBIN's code was received and copied by the radio-man on the 500 kc distress frequency. The reception was like interference or buzzing in the receiver but the characters were clearly readable. This may indicate that interception of SJ transmissions by the enemy is possible.

During an attack by a squadron of Mariners on an enemy convoy several large ragged unusual echoes were observed which had the appearance shown below. They were at first thought to be "window" which was to have been used by the Mariners but later taken to be rain clouds as they persisted for two hours. Most unlike the normal cloud return.



Evidence was obtained while tracking the same convoy that the enemy was using some form of decoy target. Several strong saturated signals were obtained between the Nips and ourselves. Although reflecting an echo that we might expect from a medium ship at 5,000 yards they tracked at zero speed and when a couple of them closed to 2,000 yards nothing was seen in the clear, bright moonlight.

MATERIAL AND MAINTENANCE:

The overall material condition of the SJ during this patrol was good with a total of 8-1/2 hours lost operation. The OBU echo box was very useful in locating failing tubes before they caused trouble.

An unfortunate situation exists in this installation which has the transmitter located aft in the conning tower behind the SD mast. The relatively simple job of changing a tube in the transmitter now takes an hour and a half instead of a few minutes. It is hoped to remedy this condition during the coming refit.

Normal tube replacements were made and the following equipment failures experienced:

- Low Ringtime - Indications of faulty T-R Tube. Replaced T-R Tube.
- Jittery Transmitter Pulse - Defective 5U4G in Reg. Rect. Replaced.
- Double Transmitter Pulse - Grounding of output lead on 726B Oscillator. Wrapped with scotch tape. Insulated sleeve missing.
- No Sweep - Shorted Regulated Rectifier. Replaced grounded condenser, #526, in Range Unit.
- Ground and Fire in Main Control Unit - Grounded terminal strip. Rewired.

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The following casualties were sustained during the close bombing attack:

- Hand training gear bent.
- Feeder unit commutator binding and not making contact.
- No lobing.
- H.V. fuse brackets knocked loose.

Repairs were made with the exception of the lobing motor. It was not considered feasible to remove the feeder unit to effect repairs.

MODEL SD-5

The performance of the SD during this patrol was good and the ranges obtained on planes were good. The SD was used only to check strong APR signals and for this purpose was left continually in a stand-by condition. During the periods that the SJ radar was out of commission the SD was keyed three seconds every two minutes.

The only material casualty was shorted 80L's.

Maximum Range FBM - - - - - 24 miles.
Maximum Range Land (2,000 ft) - - - - - 30 miles.

Trouble was encountered with the H.V. fuse in the Range Indicator. It often went out while the set was in stand-by condition and was not noticed until time for use. This one-half amp fuse (F-903) was believed too small to continually accommodate the H.V. transformer primary and was replaced with a one amp.

(N) SONAR GEAR AND SOUND CONDITIONS

Quite a few unusual noises were heard which were attributed to fish or shrimp.

The sound gear was manned on the surface as well as submerged, and in one instance proved its value by locating a shoal section by the sound of water against the reef.

The JT sound gear was used to track an enemy convoy and gave bearings accurate within one degree at ranges of 5,000 to 9,000 yards.

(O) DENSITY LAYERS

The water about the Hainan Island area during this patrol was for the most part isothermal. There were a few cases of gradual negative gradients, most of which occurred in depths greater than 100 feet. On all day submerged patrol in water 100 to 150 feet the temperature of the water changed as much as 25 degrees.

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(P) HEALTH, FOOD, AND HABITABILITY

The health of the crew as a whole was excellent. There were no communicable diseases on board during the run.

The food was of good quality, ample in quantity, and well prepared.

The habitability of the boat was greatly improved by the installation of a booster blower in the control room at Pearl Harbor, and with the exception of the control room the boat was cool and comfortable. It is expected to modify the control room ventilation during refit to take care of excess heat.

(Q) PERSONNEL

- (a) First patrol.
- (b) Seventy-eight men on board.
- (c) Thirty-six men qualified at start of patrol.
- (d) Seventy-two men qualified at end of patrol.
- (e) Forty-one unqualified men making their first patrol.

The performance of both officers and men was very satisfactory throughout the patrol. The performance of the lookouts as a whole was very gratifying. It is particularly desired to mention the keen alertness of RABB, D.B., Flc, as a lookout whose work was steady throughout the patrol and who saved the ship from considerable embarrassment by sighting the sercs during the rescue operation.

(R) MILES STEAMED - FUEL USED

Pearl Harbor to Area	5886 miles	75,621 gallons
In Area	6603 miles	59,250 gallons
Area to Fremantle	3541 miles	40,045 gallons

(S) DURATION

Days enroute Area	19
Days in Area	33
Days enroute Base	12
Days submerged	12

(T) FACTORS OF ENDURANCE REMAINING

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provisions</u>	<u>Personnel</u>
25	4,000 gallons	12 days	12 days

Limiting factor this patrol: Fuel. Patrol terminated by despatch orders.

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(U) COMMUNICATIONS, RADAR, AND SONAR COUNTERMEASURES

Communication Countermeasures:

1. No enemy signals intercepted.
2. The usual expected jamming and interference with none of it being too effective. NKN seems to interfere nearly every day on the 9250 kc BAKER band. At 2100 GCT on 20 March 1945, while off Southern Hainan Island, a station with call MTS 9 was interfering on the 9250 kc band. Throughout the patrol very little difficulty was experienced in being able to copy the schedules.

Radar Countermeasures:

1. The APR search receiver and SPA pulse analyser were used continuously while on the surface. They were of great value in locating enemy shore based radar and in giving an early warning of approaching radar equipped planes. After once having obtained a calibration of radar ranges vs saturated height and gain on APR, (full gain SPA - vary APR) the search receiver gave a fair estimate of range to the known signal (See APR contacts) although the SD was normally used to check the range of the closing plane.

In one case, when forced down several times by fast approaching plane, no signal was received on the APR though the plane obviously had radar (see narrative). It is, however, possible that the enemy was homing on the SJ signal. The present APR tuning unit, TN-3, 1000 Mc, is the highest frequency that the CHUB has. It is hoped that the TN-4 may be obtained during the coming refit.

Two definite cases of keyed enemy radar signals were obtained (see contacts). The keyed signals were clearly readable and probably were being used for recognition.

The APR receiver was used as a VHF receiver when that unit became defective. It was found that greater ranges of reception were possible.

It would be very helpful if the APR units were interconnected so that one unit could be "standing guard" on a known frequency while the others were sweeping their bands. This will be attempted during refit.

Although this equipment was in continual operation during most of the patrol the material troubles were few, being one shorted condenser and several tube replacements.

2. No jamming encountered.

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3. The possible decoy balloons or false targets used by an enemy convoy during a night approach has been described under SJ Radar.

4. APR Contacts:

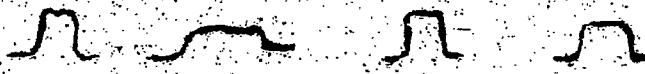
	(a)	(b)	(c)	(d)
Frequency	150 Mc	171-178 Mc	150 Mc	190-193 Mc
PRF	1000 p/s	150-500 p/s	500 p/s	500-1000 p/s
PW	7-10 us	3-7 us	5-7 us	6-12 us
Latitude	20-16 N	17-52 N	18-38 N	18-38 N
Longitude	122-06 E	111-03 E	110-36 E	110-38 E
Date	2 March	4 March	14 March	14 March

Pulse shape



	(e)	(f)	(g)	(h)
Frequency	147 Mc	176 Mc	153 Mc	220 Mc
PRF	500 p/s	200 p/s	800 p/s	300 p/s
PW	5-6 us	7-10 us	8 us	7 us
Latitude	18-13 N	16-12 E	17-29 N	18-24 N
Longitude	110-02 E	108-30 N	109-48 E	109-38 E
Date	20 March	18 March	24 March	31 March

Pulse shape



(a) This radar was received near BATAN ISLAND in the LIZON STRAIT. It has all the characteristics of Jap airborne gear and was received several times during the patrol.

(b) This is a probable airborne equipment having the characteristic irregularity and unstable appearance. It was received several times around the above area and the characteristics varied as shown.

(c) Probable aircraft.

(d) Confidential reports indicate a shore station of 193 Mc in this area (South Hainan Island) on the point of Cape Saloman. During the time of patrol in this area frequencies of 193 and 190 Mc were received with varying pulse rates and pulse widths. Within the same hour signals were received on both frequencies with pulse widths of 3 and 11 us respectively. It is possible that there are two radars at this point but each had such a wide variance of PRF and pulse widths that it is believed that it is the same station, one which has unstable operation. This radar seemed to be sweeping the bay area at three to five sweeps per minute.

0776

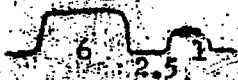
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The strength of the received signal varied from being barely perceptible at a great range to saturation at 0.4 gain when within six miles of the Cape during rescue operations.

(e) This radar was definitely shore based and the strength of the received signals were similar to those of the 193 Mc. It is definitely located in the Ling Sul Bay area and, during a close inshore submerged patrol, it is believed that the station was sighted on a hilltop of Black Point. The equipment viewed through the periscope had the appearance shown in the sketch below:



Several times the 147 Mc signal had the appearance shown below:



It is believed that this was due to trouble or double pulsing of the enemy transmitter because of the following:

- (1) Both main echo and secondary increased and decreased in size together, although it was apparently sweeping.
- (2) The secondary echo always remained fixed with respect to the first one; in perfect synchronism.
- (3) Both were exactly the same frequency.

(f) This radar was detected several times during the patrol and was definitely established as airborne. The CHUB was forced down several times by an aircraft with increasing AFR signals and decreasing SJ ranges. It was evidently a large patrol type plane as it was tracked in on the SJ from 20,000 yards and echoes were received as far as 40,000 yards. The following AFR calibration was obtained with SJ and SD ranges vs saturated AFR signal:

AFR GAIN SET	RANGE
0.9	24,000 yards
0.7	20,000 yards
0.5	9,000 yards

(g) Probable aircraft.

(h) Believed friendly aircraft.

No Sonar Countermeasures Encountered.

CONFIDENTIAL - U.S.S. CHUB (SS 329) FIRST WAR PATROL REPORT.

(V) REMARKS

Naturally all hands are keenly disappointed to have gone through such a long patrol without firing a torpedo. However our spirit is not dampened. We feel that we tried hard this time; but we'll try even harder next patrol.

TC5-301/A16-3

SUBMARINE SQUADRON THIRTY

Serial (08)

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

CONFIDENTIAL

FIRST ENDORSEMENT to
U.S.S. CHUB (SS329)
First War Patrol Report.

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. CHUB (SS329) - Report of FIRST War Patrol.

1. The first patrol of the CHUB, conducted in the South China and Java Sea areas was of 64 days duration, 33 of which were spent in the assigned areas. From 6 to 18 March, the CHUB was a member of a coordinated attack group of which the Commanding Officer of BRILL was O.T.C. From 19 March to 3 April, the CHUB, SIA ROBIN and FLOUNDER formed a coordinated attack group of which the Commanding Officer of FLOUNDER was O.T.C.

2. Few contacts worthy of torpedo fire were made. First contact, on 20 March, was on a DE which could not be closed. Second contact on 30 March consisted of two DD's (UN) and 4 DE's (UN). Torpedo attack on this group, already under air attack, was frustrated due to detection and gunfire by the targets and very effective use of "Window". Another contact, apparently on a DE, was made in the Java Sea on 11 April but it could not be closed for attack. The CHUB was apparently detected by Radar. Aircraft and periscope sightings were numerous. Of mines sighted, eight were sunk by gun fire. The CHUB was closely bombed in the Java Sea on 12 April but fortunately only minor damage resulted.

3. The highlight of the patrol was the stirring rescue of three Army aviators south of HAINAN on 31 March. This rescue was accomplished close to shore in face of strafing by two Zeros and a report from the aircover that a Jap DD in the harbor only six miles away was getting underway. Two Liberators and four Mitchells provided a very effective low altitude tight defensive screen during this operation. This rescue is outstanding, not only in the courage and determination of the Commanding Officer, but also in the fine flight discipline and courage of the air cover in continuing their tight defensive circle over the submarine for about 25 minutes, up until the submarine dived after rescue. This is an example of air cooperation of the highest order.

4. The CHUB presented a shipshape appearance upon return from patrol and morale is high. Material condition is good and the refit will be accomplished in the normal time.

5. The Squadron Commander welcomes the CHUB to the Southwest Pacific and congratulates the Commanding Officer, officers and crew upon a well conducted and aggressive patrol. The determination and courage of the personnel in effecting the splendid rescue of the aviators in the face of continued strafing are worthy of high commendation.

K. G. HENSEL
K. G. HENSEL. 7 0776

Serial 0864

25 May 1945.

~~CONFIDENTIAL~~

SECOND ENDORSEMENT to:
 USS CHUB Conf. Ltr.
 A16-3, Serial 09, dated
 18 April, 1945. Report
 of First War Patrol.

From: The Commander Submarines SEVENTH FLEET.
 To: The Commander in Chief, UNITED STATES FLEET.
 Via: The Commander SEVENTH FLEET.
 Subject: U.S.S. CHUB (SS329) - Report of First War Patrol,
 Comments on.

1. The First War Patrol of the CHUB, under the command of Commander C. D. RHYMES, Jr., U.S.N., was conducted in the SOUTH CHINA SEA in the area between TOURANE and HAINAN as a member of a Coordinated Group consisting of BRILL (OTC) and CHUB from 6 to 18 March; and as a member of a Coordinated Group consisting of FLOUNDER (OTC), SEAROBIN and CHUB from 19 March to 3 April. From 8 to 13 April, CHUB patrolled in the JAVA SEA.
2. No torpedoes were fired on this patrol. The enemy contact on 30 March is of especial interest in view of the enemy's effective use of "window". Four periscopes and numerous mines were sighted during the patrol.
3. The commendatory comments upon CHUB's exemplary rescue of aviators on 31 March are fully concurred in.
4. The patrol report, and particularly the remarks section, are well written and indicative of careful preparation and much thought.
5. The award of the Submarine Combat Insignia is authorized for this patrol.
6. The Force Commander congratulates the Commanding Officer, Officers and Crew of the CHUB upon their completion of this arduous and aggressive patrol, and especially upon their heroic rescue of downed aviators in the face of determined enemy opposition on 31 March.

James Fife
 JAMES FIFE
 ORIGINAL COPY

7 0776

FE24-71/A16-3

UNITED STATES NAVY

14/hr

Serial 0864

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

25 May 1945.

SECOND ENDORSEMENT to:
USS CHUB Conf. Ltr.
A16-3, Serial 09, dated
18 April, 1945. Report
of First War Patrol.

Subject: U.S.S. CHUB (SS329) - Report of First War Patrol,
Comments on: [unclear]

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

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



42990

UNITED STATES FLEET
COMMANDER SEVENTH FLEET

AL6-3(8)(F-3-4/ekb)

Serial: 04175

REG. NO F-1340
R. NO 7 9776
REG. SHEET NO 35
24 JUN 1945

CONFIDENTIAL

THIRD ENDORSEMENT on:
CO USS CHUB conf. ltr.,
serial 09, dated 18
April 1945.

From: Commander Seventh Fleet.
To: Commander in Chief, United States Fleet.

Subject: U.S.S. CHUB (SS329) - Report of First War
Patrol.

1. Forwarded.

2. The Commander Seventh Fleet congratulates the
CHUB on the determined manner in which the rescue of three
aviators was effected.



THOMAS S. COMBS
Chief of Staff

Copy to:
ComSubs7thFlt
ComSubRon 30
CO, USS CHUB (SS 329)