

Office of Naval Records and History
Ships' Histories Section
Navy Department

HISTORY OF USS CHUB (SS 329)

USS CHUB was built at the Electric Boat Company, Groton, Connecticut. The keel was laid 16 September 1943, and the vessel was launched 18 June 1944. The sponsor was Mrs. Theodore A. Risch of New London, Connecticut. Mrs. Risch had been chosen by the Welder's Department of the Electric Boat Company to act as sponsor.

The USS CHUB was delivered to the Navy and commissioned on 21 October 1944, at the Submarine Base, New London, Connecticut, under the command of Commander Cassius D. Rhymes, Jr., USN. Junior Officers on board at time of commissioning were Lieutenant Commander Ralph W. DeLoach, Jr., USN; Lieutenant Robert W. McIntosh, USN; Lieutenant Robert W. Carroll, USNR; Lieutenant (j.g.) Austin E. Cordray, USNR; Ensign Evan E. Watts, USN; Ensign John M. Schlicht, USN; and Ensign Everett B. Clary, USNR.

During the period 25 October to 24 November 1944, the CHUB conducted a normal thirty day shakedown training program, including the firing of contract torpedo trials at Newport, Rhode Island. The training program was handicapped by fog and rain.

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

Departed Key West, Florida, on 25 December 1944 and arrived Balboa Canal Zone on 29 December 1944. Conducted a five day training program off the Perlas Islands.

Departed Balboa, Canal Zone on 8 January 1945, and reported to Commander Submarine Pacific Fleet for duty. Arrived Pearl Harbor, T.H., on 24 January 1945. Accomplished voyage repairs and conducted ten days training. Lieutenant (j.g.) John W. Quinlan, U.S. Naval Reserve reported aboard for duty.

FIRST WAR PATROL

Departed Pearl Harbor on 13 February 1945 for this vessel's First War Patrol, under the command of Commander C. D. Rhymes, Jr., USN. The patrol was conducted in the Tonkin Gulf, South China Sea and Java Sea and was of 64 days duration.

On 3 March, the CHUB was attacked by an enemy submarine. An alert lookout sighted the enemy's periscope shortly before firing, and immediate high speed evasive action was successful in avoiding the enemy torpedoes, one of which was observed to broach close aboard to starboard.

During this patrol aircraft contacts, periscope sightings, and floating mines were numerous; but shipping was scarce. Of the many floating mines sighted, eight were sunk by gunfire.

On 20 March a submerged approach was commenced on a Destroyer Escort with float plane air coverage. A large zig away at 4,000 yards denied this vessel a chance to attack, as the target went by out of range.

On 29 and 30 March, the CHUB spent eighteen hours and much fuel in an energetic but futile attempt to gain an attack position on an escort group of 2 Destroyers and 4 Destroyer Escorts. (The merchant ships of the convoy had been previously sunk by aircraft, leaving only the escort group). During this long chase the CHUB was forced down six times and bombed once closely by enemy air coverage. On finally gaining a good position ahead of the group in bright moonlight, the CHUB was detected. The two nearest destroyers headed towards and opened fire with their guns, forcing the submarine to dive. The CHUB then commenced an approach on the nearest destroyer as it headed in; but at 5,000 yards range the entire group zigged away and no favorable firing position could be reached.

On 31 March, the CHUB rescued three aviators in dangerous waters South of Yulikan Bay. The following remarks pertaining to this rescue are quoted from the Squadron Commander's endorsement to the patrol report:

"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 air cover 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. 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."

On 11 April, the CHUB attempted a night surface attack on an Otori Class torpedo boat, but was detected and the Torpedo Boat turned away. The Torpedo Boat was pursued for two hours and a half but could not be overtaken.

On 12 April, in the Java Sea, the CHUB was bombed closely by a float plane while diving, causing temporary loss of power. The submarine lost depth control and broached to the surface, becoming an easy target for a second attack. Fortunately, the plane had dropped its full load of bombs on the first attack.

Arrived Fremantle, West Australia, on 18 April 1945, completing the First War Patrol. Refit was conducted by the USS CLYTIE and the Relief Crew of Submarine Division 301. No torpedoes had been fired on this patrol; but three aviators had been rescued. The patrol was designated successful and the Submarine Combat Insignia was awarded. Lieutenant Commander W. R. DeLoach and R. W. McIntosh were detached. Lieutenant (j.g.) R. T. Rehtmeyer and Ensign A. B. Taylor reported aboard.

SECOND WAR PATROL

Departed Fremantle, West Australia on 14 May 1945 for Second War Patrol. The patrol was conducted in the Java Sea under the command of Commander C. D. Rhymes, Jr., USN, and was of 38 days duration.

North of Kangean Island during the afternoon of 20 May 1945 contact was made on a small 600 ton freighter with surface escort and air coverage. The small freighter was sunk by one torpedo hit.

Twelve hours later an enemy minesweeper, AM24 class (630 tons), was contacted North of Kangean. Five torpedoes were fired for one hit. The minesweeper exploded and sank four minutes later. The antics of the AM, coupled with the fact that it was sunk within three miles of the spot where the small freighter had been sunk indicated that the minesweeper was searching for the CHUB. His search was definitely successful.

South of Borneo before dawn on 1 June 1945, contacted a small freighter of 1,000 tons escorted by a PC. Made a night surface attack in 14 fathoms of water, firing three torpedoes from 1,500 yards range, all of which missed, apparently under-running. At dawn contacted another small freighter and PC escort near same locality. At sunrise made a submerged approach in 16 fathoms of water and fired three torpedoes at 1,500 yards range. All torpedoes were observed to under-run the target. The CHUB pulled clear at 90 feet then returned to periscope depth a few minutes later and watched the escort drop a total of 15 depth charges about 4,000 yards away.

North of Batavia, Java on 5 June 1945 a submerged approach in shallow water was made on a heavy cruiser which was escorted by one Destroyer, two float planes, and two bombers. Unfortunately, the CHUB was detected by planes at a range of 5,500 yards. The cruiser zigged away and the submarine was bombed closely by one of the planes. Two days later the same cruiser was sighted again; but could not be closed for an attack.

Patrolled for one more week in the shallow waters off Batavia in a small area bounded by Java on the South, the Thousand Islands on the East, Sumatra on the West, and by reefs on the North. This spot was nick named "Lake Carol Head" or "The Bird Bath". Patrol in this area was handicapped by material failures and the constant nuisance of patrol boats and fishing vessels.

During the afternoon of 13 June 1945 contact was made while submerged on a convoy of two small ships and two escorts, out of range for attack. After all night search the targets were again contacted and a night surface attack was made before dawn. Five torpedoes were fired for one hit, possibly two, sinking a 1,500 ton freighter. This attack was made in shallow water of 12 to 14 fathoms and left the CHUB with a 50 mile run to make to get across a 12 fathom bank. With two and one half hours of darkness remaining, proceeded at maximum speed towards deeper water. Shortly before sunrise a patrol boat was sighted and the CHUB submerged. At this point the chart showed 16 fathoms but the submarine bottomed at 88 feet. Fortunately, the patrol boat did not gain contact.

Arrived Subic Bay, P.I., on 21 June 1945, completing the Second War Patrol. Refit was conducted by the USS GILMORE and the Relief Crews of Submarine Division 222. Lieutenant (j.g.) U.S. Navy was detached. Lieutenant David Hume, U.S. Naval Reserve and Ensign Roy K. Jones II, USN, reported aboard. The Submarine Combat Insignia was awarded for this patrol and the Commanding Officer was awarded the Bronze Star Medal. Lieutenant (j.g.) J. W. Quinlan and Lieutenant (j.g.) J. M. Schlicht were recommended for award of a Letter of Commendation with Ribbon.

THIRD WAR PATROL

Departed Subic Bay on 15 July 1945 for Third War Patrol. The patrol was conducted in the Java Sea under the command of Commander C. D. Rhymes, Jr., USN, and was of 34 days duration.

On 24 July, the CHUB attacked with gunfire a large fleet tug (725 tons) and a small diesel tug (100 tons). Both were driven ashore on the Java Coast and left in a burning and sinking condition. One prisoner was picked up. The Submarine then withdrew from the beach at high speed and 5 minutes later was forced down and bombed by an enemy plane.

On 5 August, reconnaissance observations of the beached fleet tug revealed that salvage operations were in progress. An anti-torpedo net had been rigged to seaward and a salvage tug and salvage barge were alongside inshore. All vessels were being camouflaged. Just prior to sunset the CHUB surfaced and destroyed the salvage barge by gunfire, closed the beach to 350 yards and completed destruction of the large fleet tug with one torpedo fired behind the anti-torpedo net. Two more torpedoes were fired at the salvage tug, but missed. The salvage tug was then sunk by gunfire. The CHUB received small arms return fire from the salvage tug and from the beach.

On 7 August, the CHUB was caught unawares by a float plane and bombed closely before, during, and after diving. Escape from this bombing was pure luck. Fortunately, the damage sustained was minor.

On 9 August, the CHUB battle surfaced in shoal water on what was mistaken for a small coastal vessel, and engaged a Japanese Sub Chaser

(SC 5) class) in gun battle. A few anxious moments followed until the Sub Chaser's 40 millimeter gun had been silenced and the Sub Chaser's attempt to ram had been discouraged by the guns of the CHUB. After a few minutes of brisk shooting, the Sub Chaser sank on a reef, leaving her guns and bridge still showing, and her colors still flying above water. Attempts to retrieve the Japanese flag was futile.

On 11 August, the CHUB surfaced in Lombok Strait and attacked a large Sea Truck, a small tug, and a picket boat with gunfire. The Sea Truck was sunk and the picket boat damaged. Return fire was received from shore and from the picket boat. The submarine was forced to break off the action and dive when an enemy bomber arrived on the scene

During this patrol additional ammunition was obtained from the USS BRILL, USS COD, and USS BUMPER. Arrived Fremantle, West Australia on 17 August 1945, completing the Third War Patrol. Refit was conducted by the USS CLYTIE and the Relief Crews of Submarine Division 301. Lieutenant David Hume, USNR, and Lieutenant (j.g.) J. M. Schlicht, USN, were detached. The Submarine Combat Insignia was awarded for this patrol and the Commanding Officer was recommended for award of the Bronze Star Medal. Lieutenant R. M. Carroll and Lieutenant R. T. Rehtmeyer were recommended for award of the Letter of Commendation with Ribbon.

POST WAR PATROL

Departed Fremantle, West Australia on 31 August 1945 in company with BUMPER, BUGARA and BRILL. Arrived Subic Bay, P.I., on 9 September 1945 to commence training. The CHUB has been retained in the active fleet.

SUMMARY OF PATROL RESULTS

Number of War Patrols:	3
Number and Type of Ships Sunk:	4 ships & 5 SMC
Total Tonnage of Ships Sunk:	4225 tons
Number and Type of Ships Damaged:	1 SMC
Total Tonnage of Ships Damaged:	75 tons
Aviators rescued while on patrol:	3

The CHUB was based at Subic Bay, P.I., on 1 October 1945. Little of note occurred during the tour of duty at this base. All underway operations were for maintaining wartime efficiency of submarine personnel. Two short cruises, each of about one week duration, broke the monotony of the strenuous training schedule. The first cruise, in early November, was to Tizard's Bank, Dangerous Ground, located in the South China Sea. The second took place in mid-December and consisted

of mainly, a "Cook's Tour" around the island of Luzon, P.I. On 12 January 1946 the CHUB sailed for the United States in company with other submarines of this squadron. Crossed the International Date Line and set the date back one day on 22 January. Arrived at Pearl Harbor, T.H., 26 January, having sailed in heavy seas throughout the cruise. Underway for San Diego, California, 28 January, arriving 4 February without mishap. One half of ship's officers and men departed immediately on leave. Since leaving the United States, 25 December 1944, the CHUB had completed a total of three war patrols, all of which were successful.

By Directive dated May 1948, USS CHUB (SS 329) was to be sold to Turkey under appropriation for aid to Turkey.

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USS CHUB earned three Battle Stars on the Asiatic-Pacific Area Service Medal for participating in the following operations:

- 1 Star/Submarine War Patrol - Pacific -- 13 February to 18 April 1945
- 1 Star/Submarine War Patrol - Pacific -- 19 May to 18 June 1945
- 1 Star/Submarine War Patrol - Pacific -- 15 July to 17 August 1945

The SS 329 earned the Navy Occupation Service Medal, Pacific, for the period of 3 to 6 February 1947.

She also earned the China Service Medal for the periods of 8 to 17 December 1946; and 23 December 1946 to 2 February 1947.

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STATISTICS

OVERALL LENGTH	312 feet
BEAM	27 feet
SPEED	20 knots
DISPLACEMENT	1,483 tons

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Restencilled May 1951