

U.S.S. CHUB (SS 329)

SS329/A16-3

Serial ( 075 )

Care of Fleet Post Office,  
San Francisco, California,  
17 August 1945.

**DECLASSIFIED** I-A-1

From: The Commanding Officer, U.S.S. CHUB (SS329).  
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 Submarines, SEVENTH FLEET.

Subject: U.S.S. CHUB - Report of War Patrol Number Three.

Enclosure: (A) Subject Report.  
(B) Track Chart (Seventh Fleet only).

1. Enclosure (A), covering the THIRD war patrol of this vessel conducted in the waters of Java Sea during the period of 18 July 1945 to 13 August 1945, is forwarded herewith.

*C. D. Rhymes Jr*  
C. D. RHYMES, Jr.

DECLASSIFIED-ART. 0445, OPNAVINST 5510.1C  
BY OP-0989C DATE 5/25/72

**DECLASSIFIED**

10 01324

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

(A) PROLOGUE

Arrived Subic Bay, P.I., 21 June 1945 from Second War Patrol. Normal refit conducted by Relief Crew of Submarine Division 222 and the U.S.S. GILMORE. Ship was docked to determine damage from bottoming on Second Patrol. Regular officers and crew returned on 6 July 1945. We were well pleased with the refit job. The following officer was detached: Lieut(jg) Evan E. WATTS, USN. The following officers reported aboard for duty: Lieutenant David HUME, USNR and Ensign Roy K. JONES, II, USN. Conducted 3 days training exercises under Captain R. C. LAKE, USN and received several valuable suggestions from him. Ready for sea 15 July 1945.

(B) NARRATIVE

<u>File No.</u>	<u>Officers</u>	<u>Rank</u>	<u>Total Patrols Including This One</u>
74884	RHYMES, Cassius D. Jr.	Commander, USN	Nine
97004	CARROLL, Robert M.	Lieutenant, USNR	Ten
102372	HUME, David	Lieutenant, USNR	Three
187845	REHMEYER, Robert T.	Lieut(jg), USNR	Two
223881	CORDRAY, Austin E.	Lieut(jg), USNR	Three
253682	QUINLAN, John W.	Lieut(jg), USNR	Five
199373	SCHLICHT, John M.	Lieut(jg), USN	Three
258456	CLARY, Everett B.	Lieut(jg), USNR	Three
390057	TAYLOR, Arnett B.	Ensign, USN	Two
389703	JONES, Roy K. II	Ensign, USN	One

<u>Ser. No.</u>	<u>Chief Petty Officers</u>	<u>Rate</u>	<u>Total Patrols Including This One</u>
228 27 74	ADAMS, Edward A.	CTM	Five
201 32 34	BROOKS, Charles (n)	CMoMM	Eight
300 12 45	CONNORS, Jack T.	CEM	Nine
616 77 75	EMMONS, Charles R.	CMoMM	Three
381 17 59	MENFELD, Marvin E.	CEM	Twelve
337 03 22	SCHMIDT, Fred H.	CMoMM	Eight
238 71 64	SMILLMAN, Ephriam R.	CPhM	Three
407 23 23	WELSH, Robert A.	ORM	Nine

15 July 1945 (1)  
ALL TIMES ITEM (-9)

1405 Departed Subic Bay, P.I. for Third War Patrol.  
 1548 Submerged to conduct Sound Training exercises with WOODSON (DE359).  
 1629 Surfaced and went to maximum sustained speed to conduct search for downed aviators North of us.

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

16 July 1945 (2)

Noon: Lat. 18-37 N Long. 117-13 E.

1620 Conducting search for downed aviators; running at four engine speed to give increased coverage.  
Received message from aircraft: "Services Completed".  
Set course for area at 3 engine speed.

17-21 July 1945 (3-7)

Enroute patrol area conducting training dives, drills, and school of the boat. Passed BLUEFISH, LIZZARDFISH and BLENNY onroute.

1200	17 July	Lat. 14-07 N	Long. 116-22 E.
1200	18 July	Lat. 12-16 N	Long. 113-18 E.
1200	19 July	Lat. 9-19 N	Long. 110-20 E.
1200	20 July	Lat. 5-08 N	Long. 107-37 E.
1200	21 July	Lat. 0-15 S	Long. 106-44 E.

22 July 1945 (8)

Noon: Lat. 4-19 S Long. 109-44 E.

0015 Commenced transit of Karimata Strait.  
0845 Completed transit of Karimata Strait.  
1431 Entered assigned patrol area.  
1848 Went alongside two masted sail boat to investigate. Crew definitely natives and carrying no suspicious cargo.  
2313 Set course to rendezvous with BOLFISH.

23 July 1945 (9)

Noon: Lat. 5-50 S Long. 113-31 E.

0222 Went close aboard BOLFISH and passed instructions via line throwing gun for patrol of area.  
0236 Stood clear and set course towards Kangean Islands.  
0900 Submerged for training of planesmen.  
1210 Surfaced and resumed surface patrol.

24 July 1945 (10)

Noon: Lat. 7-43 S Long. 114-26 E.

0020 Passed East of GoaGoa Island. Set course towards Bali.  
0415 Went close aboard HARDHEAD and passed instructions via line throwing gun, then stood clear.  
0714 Submerged Southeast of Meinderts Reef Light.  
1343 Sighted smoke and stack bearing 165° T.  
1402 At 59 feet got ST radar range of 8,400 yards. Target identi-

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

- fied as a large fleet type ocean going tug, rounding Cape Sedano close inshore. Later sighted small diesel tug on large tug's bow. Targets too far inshore for torpedo attack.
- 1440 Made battle surface on target's quarter and opened fire with 5" at initial range of 5,000 yards. The target was maneuvering radically and we scored no hits until the range had closed to 3,500 yards. Whereupon both tugs beached themselves and abandoned ship. Closed range to 1,700 yards and made two runs parallel to beach at 7 knots, firing 5" gun at the large fleet tug which was built of steel, and firing the 40mm at the small diesel tug, which was made of wood. Got 46 hits with 5" in the large tug and 50 hits with 40mm in the small tug, setting both of them and the grass on the beach ablaze.
- 1522 Ceased firing having expended 113 rounds of 5" and 212 rounds of 40mm.
- 1540 Commenced maneuvering to pick up a prisoner.
- 1552 Picked up one volunteer Indonesian prisoner and set course to open out from beach at 4 engine speed. Just in time.
- 1557 Submerged on sighting plane coming in from direction of land. Stern planes jammed on hard rise and we came back up to 55 feet before catching boat and starting down again.
- 1559:02 One plane bomb close as we passed 70 feet on way down again; apparently dropped on our second swirl. Had this plane come out ten minutes earlier he could have caught us flat footed, backing and twisting.

COMMENT:

1. Tugs were observed to be still burning 4 hours later and beach fires 5 hours later. Consider small tug completely destroyed; and large tug damaged beyond salvage.
2. Close inshore it was necessary to keep close check on alertness of lookouts; as SD radar was blanked off by nearby mountains and hills, and consequently useless.
3. Obtained following information from prisoner:
  - (a) Two German submarines in Soerabaja manned by Japs have made short runs out of harbor. He did not know whether these were trial runs or anti-submarine runs.
  - (b) Very few Japs and very little shipping in Soerabaja.
  - (c) Tugs were on a grocery run to and from Gradjagan.
  - (d) There is a Jap Army camp near spot where tugs were beached. (We observed this camp while firing, two miles to the Westward).

25 July 1945 (11)

Noon: Lat. 7-10 S Long. 115-10 E.

0711 Submerged and commenced patrolling off Komirian Island. BOARFISH

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

- is West of us off of GoaGoa Island. HARDHEAD and STUBBORN are East of us.
- 1553 Sighted float plane bearing 270° T.  
1600 JT sound picked up screws bearing 270° T.  
1604 Sighted masts bearing 270° T, headed towards.  
1607 Target zigged away to pass North of Komirian Island. Came to normal approach at 6 knots between looks; but unable to close. Least range 6,800 yards as target headed up to Kangean Island and skirted its Southern Coast. The target was a converted 2 stack DM or APD. Target had apparently passed well South of the BOARFISH on a base course of about 090° T, then went North of us on a base course of 060° T, then out of sight on base course 100° T.
- 1825 Heard two distant explosions that sounded like torpedo hits.  
2005 Surfaced and called HARDHEAD, CABRILLA, and HMS STUBBORN. Learned that STUBBORN had sunk target with two hits, as it passed Saibus Island.

26 July 1945 (12)

Noon: Lat. 6-21 S Long. 114-42 E.

Conducting surface patrol Northwest of Kangean Island. Made 7 training dives during the day.

27 July 1945 (13)

Noon: Lat. 5-45 S Long. 112-24 E.

- 0040 Converted No. 4 F.B.T. into a ballast tank and submerged for 20 minutes to flush it out.  
0716 Submerged and conducted submerged patrol Southwest of Bawean Island. Working on Master Gyro which has been giving us trouble since start of patrol.  
2014 Surfaced and set course Westward. Sent message to BRILL and CABRILLA requesting that they give us what 5" ammunition they have remaining when they depart their area.

28 July 1945 (14)

Noon: Lat. 5-39 S Long. 110-36 E.

Conducting surface patrol Northeast of Karinoen Islands. At dark headed East to patrol off Kangean Islands.

29 July 1945 (15)

Noon: Lat. 6-36 S Long. 114-31 E.

- 1527 Conducting surface patrol Northwest of Kangean Island.  
2010 Submerged and closed Kangean Island.  
2010 Surfaced and commenced patrol South of Kemirian Island.

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

30 July 1945 (16)

Noon: Lat. 6-19 S Long. 113-25 E.

- Conducting surface patrol Northeast of Soerabaja. Sighted well over a hundred sailboats during the day. Normally we see about 20 to 40.
- 1430 Submerged North of Soerabaja, as we are ahead of schedule on our proposed plans.
- 1913 Surfaced and set course to close coast West of Soerabaja. Made radar sweep pass AwarAwar Cape during the evening.

31 July 1945 (17)

Noon: Lat. 6-00 S Long. 112-39 E.

- 0100 Converted No. 5 F.B.T. and submerged for twenty minutes to flush it out.
- 0723 Submerged South of Bawean Island.
- 2009 Surfaced. Received message from BRILL designating rendezvous point for ammunition transfer.

1 August 1945 (18)

Noon: Lat. 5-42 S Long. 112-18 E.

- 0736 Conducting surface patrol North of Bawean Island. Made trim dive and surfaced 50 minutes later.
- 0855 Sighted probable periscope. Shifted patrol station Westward 20 miles.
- 2137 Set course to rendezvous with the BRILL.

2 August 1945 (19)

Noon: Lat. 5-17 S Long. 112-45 E.

- 0030 Maneuvering to receive ammunition from BRILL. Sea quite choppy. Both boats lying to in trough of sea, bows on, with CHUB maneuvering to maintain proper clearance. Using rubber boat with lines run from it to each submarine. Sea became so rough that only nine rounds were transferred in two trips, with two other rounds lost over the side. On third trip boat started leaking so attempt was abandoned. Net gain was 9 rounds of 5" ammunition.
- 0207 Stood clear of BRILL and set course Southeast. Conducting surface patrol during the day. Investigated one sailboat.
- 1850 Set course to head down towards Soerabaja.

3 August 1945 (20)

Noon: Lat. 6-57 S Long. 115-01 E.

- 0452 Patrolling Northeast of Soerabaja. Exchanged calls with HARDEAD.

10 01324

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

- 1050 Sighted shoal water ahead through high periscope. Identified as Karang Takat Reef. We are about 5 miles East of our DR position.
- 1115 Submerged West of Kangean Island.
- 2002 Surfaced Southwest of Kemirian Island. Exchanged plans with HARDHEAD, THOROUGH, TACITURN.

4 August 1945 (21)

Noon: Lat. 7-41 S Long. 114-19 E.

- 0711 Submerged off Meinderts Reef and closed the Java Coast. Made two runs past the large fleet tug that we had beached on the 24th of July. Made following observations:

1. Torpedo net stretched to seaward of tug.
2. Salvage barge alongside tug inshore.
3. Japs have commenced to camouflage the tug with grass and leaves.

The camouflage indicates that the operation will take some time. An immediate attack is considered unnecessary. Decided to pull out and make careful exact plans. The big boss has already congratulated us for destroying this tug, so cannot afford to let the Japs make a liar of us.

- 2000 Surfaced and stood clear to Eastward.

5 August 1945 (22)

Noon: Lat. 7-49 S Long. 114-30 E.

- 0705 Submerged off Meinderts Reef. During day made careful examination of beached tug and the adjacent shore line.

OBSERVATIONS

1. Tug is short distance off shore almost parallel to the beach and listed slightly to port. It has been partially deceptively camouflaged. A wire hawser extends from bow of tug to a tree on the beach.
2. The torpedo net extends from shore out to seaward, parallel to port side of tug but does not enclose the stern of the tug. The buoys have been camouflaged to resemble a grass fence.
3. Salvage barge alongside inshore has been partially camouflaged and protrudes slightly astern of the tug.
4. Considerable activity on the beach. Apparently Japs and natives gathering grass for camouflage.
5. Observed several neat rows of rectangular huts 2 miles Westward which Indonesian says is a Jap observation post.

CONFIDENTIAL - U.S.S. CHUE (SS 329) THIRD WAR PATROL REPORT.

6. Fathometer shows good deep water within 1,500 yards of the shore.

PLAN OF ACTION

1. Will surface 15 or 20 minutes before sunset; at which time the probability of an air patrol should be the least and the element of surprise greatest.
2. Will surface on the batteries, trimmed down, and outside 2,000 yards, with fathometer going steady.
3. Will make initial, exploratory attack with 40mm only; keeping other gun crews standing by below. Thus we will have minimum personnel topside in case of a trap, and other guns can be manned quickly when wanted.
4. Plan to destroy barge and discourage any resistance by gunfire. Will then move in close and sink some of the torpedo net buoys. Next plan to finish off beached tug with a torpedo.

1850 Manned stations for Battle Surface. During past half hour have observed about one dozen people go ashore and walk up the beach.

1903 Surfaced and opened fire with the 40mm at 2,200 yards. Observed numerous people jump into water and swim for shore. Closed in to 700 yards from the barge, at which point we killed our headway; as we were encountering intermittent but inaccurate small arms fire. Fired 100 rounds of 40mm for approximately 90 hits in the salvage barge, making a smouldering wreck of it.

1916 In position 350 yards from beach and behind the line of the torpedo net buoys. Fired one torpedo on 160 port track, 720 yard torpedo run. The torpedo hit aft with a terrific blast and blow one engine up on deck.

Started swinging left to open out, believing our work done. Called up 20mm crew for anti-personnel coverage during turn away. As the smoke cleared away we found that the blast of the torpedo had done several things:

1. Cleared away most of the camouflage.
2. Completed the sinking of the wooden salvage barge.
3. Jarred loose another tug which had been moored forward of the barge and hidden by camouflage, probably the source of the small arms fire. As the second tug drifted out into view it was seen to be of medium size and steel construction (about 200 tons).



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

Made circle to the left and opened fire with the 40mm. Closed tug to 500 yards and fired one electric torpedo which went to left, due to fire control error, and skidded high and dry onto the beach, stopping just short of a tree. Backed out 600 yards and fired a second torpedo, which breached and then sank after a 15 second run.

Meanwhile we were still firing 40mm into the tug for 100 percent hits. Small arms return fire now coming from the beach to the left of the fleet tug. Called up the 5" gun crew to finish off the second tug.

Twisted around broadside to the tug to bring all guns to bear at 600 yards. The 20mm sprayed ammunition wildly. The 5" gun fired our last 16 rounds for 14 hits (misses due to smoke obscuring target). The 40mm completed firing a total of 90 rounds into this second tug without a miss. The impact of the shells drove the tug to the beach where it settled to the bottom, completely demolished topside.

1950

Secured guns, tubes, and fathometer. Pumped up and stood clear at 4 engine speed, as this area becomes a blind bombing zone at 2100 and we have 25 miles to go to be clear.

We are positive that all three targets are completely destroyed. The only things the Japs can salvage are their anti-torpedo net and one of our torpedoes, which unfortunately beached. No attempt was made to destroy the beached torpedo due to insufficient light remaining.

The large fleet tug has been identified by P.O.W. as the Ex-Dutch "GIAN" (725 tons) built in 1940. It is an exact likeness of the British ST-ABBS Class (820 tons). Computations based on comparative dimensions and draft give a tonnage of 725 for the GIAN.

6 August 1945 (23)

Noon: Lat. 7-05 S Long. 117-07 E.

0238

Set course Eastward at 3 engine speed to search for lugger reported by HARDEAD and FACITURN.

0712

Submerged for 20 minutes to flush out No. 5, F.B.T.

1232

Surfaced and exchanged calls with GAIHAN.

1500

Abandoned search and set course to return to own area. Believe GAIHAN must have gotten the lugger.

7 August 1945 (24)

Noon: Lat. 7-50 S Long. 115-30 E.

Patrolling surface South of Kangan Island.

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

0822 C.O. heard aircraft and looked aft and up to see float plane coming in fast from astern, almost overhead. Clear the bridge!!! J.O.O.D., who had been absorbed in verifying a possible ship contact aft looked up to see a black shiny bomb headed his way. This bomb and one other cleared the sheers by a narrow margin and landed close aboard to starboard. Both splashes were observed by O.O.D. and one lookout. These two bombs were close enough that people below heard the splash before the bombs detonated. Explosion of the bombs gave us quite a jolt as the bridge watch came down the hatch two at a time.

0823 One bomb close aboard as we passed 55 feet.

0823:40 One bomb close aboard as we passed 100 feet.

COMMENT

1. At the time we were caught flat footed the bridge watch consisted of an O.O.D. fwd, J.O.O.D. aft, 2 forward lookouts, 2 after lookouts, and a sun lookout. In addition the C.O. was on the bridge for a breath of air.
2. SJ radar was manned and sweeping with no contact. SD radar was being keyed at one minute intervals with no contact. High periscope watch was manned.
3. It is felt the J.O.O.D. aft was primarily responsible, through allowing his attention to be absorbed in verification of a possible ship contact, instead of directing the high periscope to verify it.
4. There is no explanation for the fact that neither SD nor SJ made contact on the plane at any time during its approach.
5. During this emergency the quick thinking and acting of three men probably saved the ship and is worthy of high commendation. In the rush of clearing the bridge the O.O.D. had forgotten to sound the diving alarm. BROOKS, Charles, CHOME, USN, on the hydraulic manifold grasped the situation, assumed the diving alarm to be out, opened all vents and shut the main induction while engines were still running. BRUNNER, Paul R., McFILLIC, USN, and OLSON, Eric H., McFILLIC, USN, throttlemen in the engine rooms, on hearing the first two bombs, stood by their throttles immediately and watched the induction light. When the induction light snapped to shut, they stopped and secured their engines immediately.
6. Damage from this bombing was surprisingly minor, principal items being the gyro and the SJ radar. These were repaired during the day.
7. Believe that enemy planes in the future will have a difficult time slipping in on our lookouts. Experience is a great teacher, but at times it's a hectic way to learn.

0837 Returned to periscope depth to see if plane was air coverage

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

for a torpedo target. Thought at least the escorts might come our way. Numerous sweeps revealed nothing but the plane which hung around closely for over an hour.

1143 Surfaced and notified COD that this spot was not satisfactory for daytime transfer of ammunition (scheduled for 1500).  
1302 Submerged after arranging night rendezvous with COD.  
1400 Raised periscope and sighted float plane. He was full field in low power. Lowered periscope.  
1807 Surfaced and headed for rendezvous.  
2110 Went close aboard COD and received 35 rounds of 5" and 48 rounds of 40mm; passed by Breeches buoy in a most efficient manner. Also exchanged nine movies and received a can of baking powder.  
2230 Parted company with COD.

8 August 1945 (25)

Noon: Lat. 8-01 S Long. 115-13 E.

0705 Submerged and patrolled off North Bali coast.  
1957 Surfaced.

9 August 1945 (26)

Noon: Lat. 7-54 S Long. 114-31 E.

0706 Submerged off Heinderts Reef and closed Cape Sedano.  
1146 Sighted masts and bridge bearing 000° T headed South along coast. Examined and tracked this target for over half an hour, having difficulty deciding what he was with foggy periscope against the land background. His antics were those of a patrol vessel; but thought several times that he might be a small coastal vessel.  
1220 Manned stations for Battle Surface.  
1229 ST radar gives range of 2,200 yards.  
1230 Surfaced and opened fire with 5" and 40mm. Received return fire from the target. Both of us far short and giving the intervening water a rough going over.

Soon found by SJ that the range to the target was 4,500 yards instead of 2,200 yards. With clear binoculars saw that he was a Sub Chaser (SC51 class) instead of a smaller craft. (Radar had given a range to nearest land instead of target before surfacing).

Fortunately our 5" and 40mm got on quickly and scored a few hits, silencing his return fire except for small arms or machine gun. Target was maneuvering radically, and very difficult to hit.

Closed range at 4 engine speed to 2,800 yards, at which

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

point target headed towards us. We swung out to keep range open and our guns began to really pound him, causing him to change his mind and start a turn away. Several good hits caught him as he was broadside to and he sank quickly, leaving only his bridge superstructure and his flag showing where he settled on an off shore reef.

1245 Secured from battle stations.  
1250 Submerged and resumed patrol.

1800 Closed reef to 1,000 yards and examined sunken target. The following parts projected above the water.

1. One 40mm gun mounted well forward and very similar to our own.
2. One 20mm gun mounted just forward of bridge.
3. Top of bridge, mast, and a few other miscellaneous items of superstructure.
4. Flag mast projecting out of the water, from which the Japanese colors waved briskly in the breeze.

1947. Surfaced and closed reef in a fruitless effort to obtain the flag. Had planned to approach reef from windward with decks awash and let rubber boat out on a long line. Unfortunately the wind was strong and the sea choppy. At 700 yards from the sunken Sub Chaser our fathometer stopped registering. People forward reported that they believed we had struck bottom twice. We could keep our stern into the wind, but the current began to set us into the beach, until we were 560 yards offshore.

2105 Decided that one craft on this small reef is enough. No use getting the flag if we cannot take it away. Started twisting and backing until clear.

2115 Set course to open out from the coast.

2230 Sent message to BUMPER requesting ammunition.

Note: Had the C.O. known before surfacing that the target mounted a 40mm and a 20mm, he would have let the target go by.

10 August 1945 (27)

Noon: Lat. 7-46 S Long. 114-45 E.

0230 Made rendezvous with BUMPER.

0305 BUMPER dashed off to investigate radar contact which turned out to be a sailboat.

0314 Crankcase explosion. Slowed to one engine speed. Notified BUMPER that British TACITURN and THOROUGH were in this area.

0500 Went close aboard BUMPER and received 10 rounds of 5" and 16 rounds of 40mm ammunition via rubber boat.

0712 Submerged on sighting fighter plane.

1947 Surfaced.

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

11 August 1945 (28)

Noon: Lat. 8-36 S Long. 115-42 E.

- 0650 Submerged Northeast of Bali Island and commenced submerged transit of Lombok Strait.
- 1117 Sighted large Sea Truck towed by small tug and escorted by a small Picket Boat, South of us and headed Eastward across Lombok Strait.
- 1145 Manned stations for Battle Surface and ordered 40mm to keep Picket Boat under fire while 5" worked on the Sea Truck.
- 1203 Surfaced and opened fire at 4,200 yards and closed range to 2,200 yards on 3 engines.

The 40mm jammed on first loading and the Picket Boat headed towards us firing small arms until the 40 finally started working and made things too hot for him. About 60 rounds of 40mm were fired at this small elusive craft for 5 hits, starting one fire which was extinguished. The Picket Boat was only slightly damaged but thoroughly discouraged from interference.

The 5" gun fired 13 rounds for 4 hits in the Sea Truck and the 40mm added 4 hits, leaving the Sea Truck listed towards about 30 degrees and sinking.

- 1221 Commenced firing our last few rounds of 40mm at the tug which had slipped the tow and is headed away.
- 1223 Lookout sighted plane which disappeared in cloud bank. Have 5 rounds of 40mm remaining and ordered them fired before diving.
- 1224 O.O.D. sighted plane again coming out of clouds and headed towards. Cleared bridge and submerged immediately, leaving two unfired rounds in the 40mm gun.
- 1250 Returned to periscope depth and observed Sea Truck listed to port 60 degrees, trailing an oil slick and with approximately 100 oil drums floating in the vicinity.
- 1320 Sea Truck now lying almost on its side, 75 degree angle, with very little freeboard, and drifting through strait to seaward.
- 1330 Sighted 2 engine bomber, full field in low power, banking towards. During the ensuing two hours either the bomber, or a fighter, or an obsolete land biplane was in sight on every look, covering our area thoroughly, and preventing further observation of the Sea Truck.

The Sea Truck is considered sunk or destroyed. Even if the unsalvagable hulk had continued to float for several hours, it would have drifted through the strait and out to sea with the strong southerly current prevailing in the strait.

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

13 August 1945 (30)

Noon: Lat. 08-41 S Long. 114-21 E.

0136 Entered Gradjagan Bay and commenced visual and radar search for anchored targets.  
0310 Stood clear, having found the bay empty.  
0707 Submerged and conducted close inshore patrol off Gradjagan Bay and Cape Bantenan during day.  
1921 Surfaced and set course for Fremantle in accordance with operation order. Sent serial 4 to ComTaskFor SEVENTH ONE.

14 August 1945 (31)

Noon: Lat. 12-51 S Long. 115-01 E.

15 August 1945 (32)

Noon: Lat. 18-47 S Long. 113-31 E.

Received welcome news of Japanese surrender.

16 August 1945 (33)

Noon: Lat. 25-14 S Long. 112-30 E.

1340 Stopped for half an hour and jumped out No. 4 main motor, due to sparking.

17 August 1945 (34)

Noon: Lat. 30-42 S Long. 114-36 E.

0016 Stopped for half an hour and jumped out No. 3 main motor, due to sparking.

1920 Arrived Fremantle, West Australia.

CONFIDENTIAL - U.S.S. CHUE (SS 329) THIRD WAR PATROL REPORT.

(C) WEATHER

Enroute area the sky was overcast the entire time. However, while in area, the weather encountered was as per Sailing Directions mild and clear.

(D) TIDAL INFORMATION

Currents held closely to those indicated on various H.O. charts and Sailing Directions. A current of 1.5 knots, 100° T set was experienced off Cape Bartenan on the S.E. coast of Java, a current of 4 knots, 180° T set, in Lombok Strait.

(E) NAVIGATIONAL AIDS

No Comments.

(F) SHIP CONTACTS

No.	Date	Time	Lat. Long.	Type(s)	Initial Range	Est. Course Speed	How con- tacted	Remarks
1.	1343T 7-24	7-46 S 114-24 E	1. Fleet Tug 2. Small Diesel Tug	10,000 yds	300° T 7 kts	Periscope	Destroyed both by Gunfire	
2.	1600I 7-25	7-05.5 S 115-13 E	1. Converted DM	12,000 yds	090° T 13 kts	JP Sound	Could not close	
3.	1905I 8-5	7-46 S 114-24 E	1. Fleet Tug 2. Barge 3. Small Tug	2,800 yds	On beach	Periscope	See Nar- rative	
4.	1115I 8-9	7-52.5 S 114-28.5E	1. Sub Chaser	8,000 yds	180° T 8 kts	Periscope	Sunk by Gunfire	
5.	1117I 8-11	8-33.6 S 115-46 E	1. Sea Truck 2. Tug 3. Picket Boat	6,000 yds	090° T 5.5 kts	JP Sound	Sunk Sea Truck by Gunfire. Damaged Picket Boat.	

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

ADDITIONAL INFORMATION FOR TARGETS PICKED UP BY SOUND

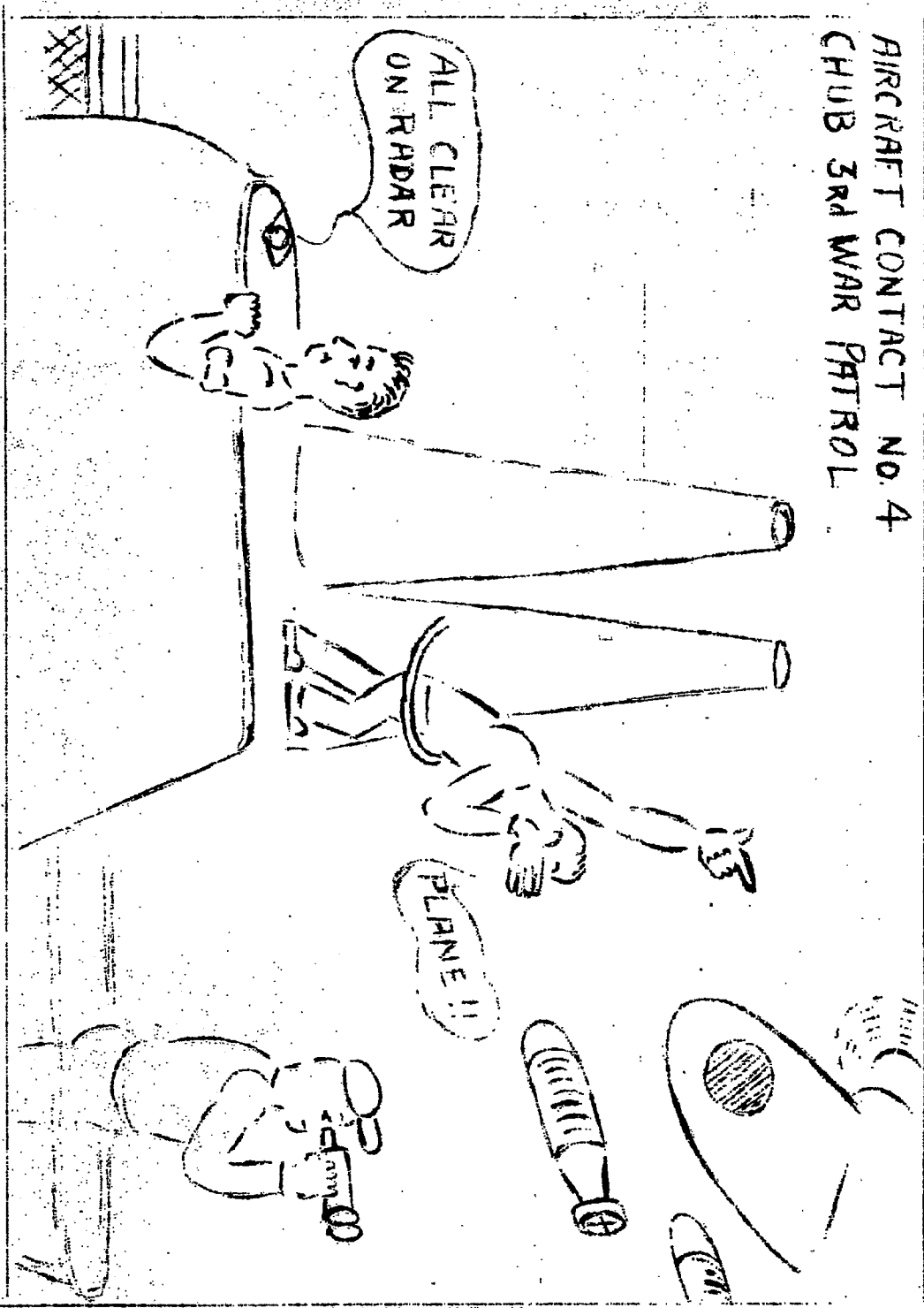
No.	Depth Water	S/M Speed	Keel Depth	Rel. Bearing	Sound Equip.	Other Equip. In Use	Frequency
2.	80 F	2.5 kts	66'	225°	JP	QB	17.5 Kcs.
5.	600 F	2.5 kts	66'	10°	JP	QB	17.5 Kcs.

(G) AIRCRAFT CONTACTS

Current trends are discussed under Anti-Submarine measures.  
No new types were encountered.

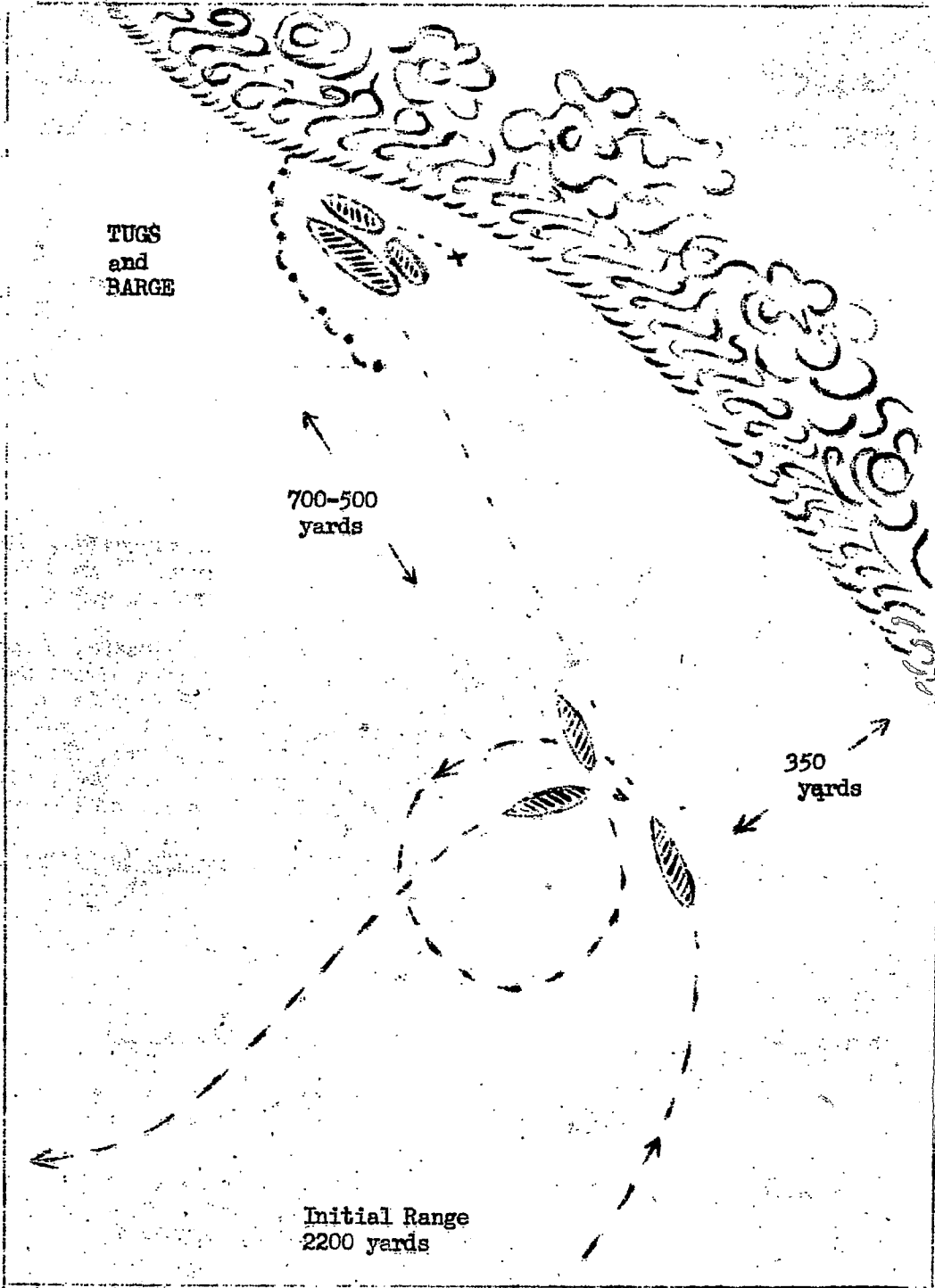


AIRCRAFT CONTACT NO. 4  
CHUB 3RD WAR PATROL



ENCLOSURE (A)

35A -



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

(H) ATTACK DATA

U.S.S. CHUB (SS 329) TORPEDO ATTACK NO. 1 A PATROL NO. 3

Time 1916 Date 5 Aug. 1945 Lat. 7-46 S Long. 114-24 E.

Target Data - Damage Inflicted

Description: Fleet tug with heavy stack, two masts, high bridge and forecastle. Ex-Dutch "GINAH" (725 tons), beached and camouflaged with torpedo net to seaward. A salvage barge and another tug alongside inshore. The fleet tug had been previously damaged and left ablaze with 46 hits by CHUB 5" gun.

Ships Sunk or Destroyed: One fleet type ocean going tug. 725 tons.

Ships Damaged: One salvage barge (100 tons), wooden construction. One medium tug (200 tons), steel construction. (Note: Final destruction above 2 vessels by gun attacks 2 and 3).

Damage Determined by: Torpedo hit aft with terrific explosion, blasting hole up through after section of ship, leaving one engine visible topside. Ship listed a few more degrees to port with no apparent change in draft. Having been previously damaged and burned out by 46 hits from 5" gun, this target is considered completely destroyed. The medium tug and the salvage barge were damaged by shock of explosion.

Target Draft 13'8" Course 160 Speed 0 Range 750 (at firing).  
(\*Normal draft - P.O.I.)

Own Ship Data

Speed 0 Course 172 Depth Surface Angle 0

Fire Control and Torpedo Data

Type Attack: Day surface attack. Periscope bearings and radar ranges. One Mk 18 fired from tube No. 4. Large track accepted in order to fire behind torpedo net. Torpedo did not broach.

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

U.S.S. CHUB (SS 329) TORPEDO ATTACK NO. 1B-1C PATROL NO. 3

Time 1929 Date 5 Aug. 1945 Lat. 7-46 S Long. 117-24 E.

Target Data - Damage Inflicted

Description: Medium tug, steel construction, 200 tons. Had been tied up alongside tug of torpedo attack 1A and hidden by camouflage. Torpedo explosion had jarred it out to seaward with consequent damage..

Ships Sunk: None.

Ships Damaged: None.

Damage Determined by:

Target Draft 8' Course 150 Speed 0 Range 500-600

Own Ship Data

Speed 0 Course 192 Depth Surface Angle 0

Fire Control and Torpedo Data

Type Attack: Day surface attack. Periscope bearings and radar ranges. Two Mk 18 torpedoes were fired. First torpedo missed to left, due to fire control error and ran up onto the beach. The second breached then sank after about a 15 second run. (It may have gone erratic and been caught in torpedo net).

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

TORPEDO ATTACK NO. 1

	A.	B.	C.
Tubes Fired	No. <u>4</u>	No. <u>3</u>	No. <u>1</u>
Track Angle	160 P	150 P	150 P
Gyro Angle	007.5	347.5	357.5
Depth Set	2	2	2
Speed Used	27.5	27.5	27.5
Hit or Miss	Hit	Miss	Miss
Erratic	No	No	Yes
Mark Torpedo	18-2	18-1	18-1
Serial No.	58191	54130	55539
Mark Exploder	8-7	8-5	8-5
Serial No.	16445	11114	8998
Actuation Set	Contact	Contact	Contact
Mark Warhead	18-2	18-2	18-2
Serial No.	5431	5396	5244
Explosive	Torpex 2	Torpex 2	Torpex 2
Firing Interval			
Type Spread	None	Single Shots	
Length of Run	720 yds	500 yds	600 yds
Duration of Run	43 sec.		
Sea Conditions	Choppy	Choppy	Choppy
Electrolyte Temp.	83	83	83
Injection Temp.	82	82	82
Overhaul Activity	U.S.S. HOWARD W. GILMORE (AS-16).		

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

U.S.S. CHUB (SS 329) GUN ATTACK NO. 1 PATROL NO. 3

Time 1440 Date 24 July 1945 Lat. 7-46 S Long. 114-24 E.

Target Data - Damage Inflicted

Sunk or Destroyed: One Diesel tug, 100 tons, wooden construction.

Damaged or Probably Destroyed: One fleet type tug, 725 tons, Ex-Dutch "GINAH". Steel construction. Identified by P.O.W. (Destruction of this tug completed by torpedo attack No.1).

Damage Determined by: Observed 46 hits from 5" gun in large fleet tug and 50 hits from 40mm gun in the small Diesel tug. The small tug blazed briskly for 4 hours. The large tug blazed and smoldered intermittently for four hours. The small tug, being of wooden construction, is considered completely destroyed by fire. The large tug is considered heavily damaged by shell hits and by fire.

Details of Action

Made battle surface on target's quarter and opened fire with 5" gun at initial range of 5,000 yards. Target maneuvered radically and we scored no hits until the range had closed to 3,500 yards; whereupon both tugs beached themselves and abandoned ship. Closed range to 1,700 yards and made two runs parallel to the beach at 7 knots, firing the 5" gun at the large fleet tug which was built of steel, and firing the 40mm at the small Diesel tug, which was made of wood. Scored 46 hits with 5" gun in the large tug and 50 hits with 40mm in the small tug; leaving them both ablaze before being forced down by a plane. While submerged observed fires for 4 hours before surfacing.

Expended: 113 rounds 5" for 46 hits, 212 rounds 40mm for 50 hits.  
Fire Control: Periscope spotting for 5". Local spotting for 40mm.  
Note: One misfire and one premature on 5" gun.

U.S.S. CHUB (SS 329) GUN ATTACK NO. 2 PATROL NO. 3

Time 1903 Date 5 Aug. 1945 Lat. 7-46 S Long. 114-24 E.

Target Data - Damage Inflicted

Sunk or Destroyed: One salvage barge, rounded stern, large deck house aft, freshly painted, wooden construction. C.C.'s best estimate 100 tons.

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

Determined Observed approximately 90 hits from 40mm gun, setting  
Damage by: barge on fire and demolishing its topside. Later the  
barge was observed to sink.

Details of Action

The salvage barge was tied up alongside of beached fleet tug with stern protruding aft. Surfaced and opened fire with 40mm at 2,200 yards, local control and spotting. Fired 100 rounds for approximately 90 hits in the barge, setting the barge afire, demolishing the topside, and starting it to sink. Torpedo attacks Nos. 1A, 1B, 1C, followed, during which time the barge sank.

U.S.S. CHUB (SS 329) GUN ATTACK NO. 3 PATROL NO. 3

Time 1935 Date 5 Aug. 1945 Lat. 7-46 S Long. 114-24 E.

Target Data - Damage Inflicted

Sunk or Destroyed: One medium sized tug, steel construction. C.O.'s best estimate 200 tons.

Determined Observed 14 hits with 5" gun and 90 hits with 40mm gun  
Damage by: in this tug. Observed tug settle to the bottom, heavily  
battered and smouldering topside.

Details of Action

This tug had been moored alongside the beached fleet tug and hidden by camouflage. The explosion of the torpedo hit in the fleet tug had jarred this tug loose from its moorings and into open view. Two torpedoes were fired at this second tug with negative results, due to fire control error and erratic performance. The submarine was then twisted around broadside to the tug at 600 yards to bring all guns to bear. Fired 16 rounds of 5" for 14 hits in the tug. Misses were due to smoke obscuring the target. Fired 90 rounds of 40mm for 100 percent hits in the tug. The impact of the shells drove the tug towards the beach where it was observed to settle to the bottom, heavily demolished topside. Had one loading jam in the 40mm gun. Fired 164 rounds of 20mm for anti-personnel coverage.

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

U.S.S. CHUB (SS 329) GUN ATTACK NO. 4 PATROL NO. 3

Time 1230 Date 9 Aug. 1945 Lat. 7-52.5 S Long. 114-28 E.

Target Data - Damage Inflicted

Sunk: One Sub Chaser (SC51 Class), 170 tons, armed with 40mm, 20mm, and depth charges.

Determined Observed target sink.  
Damage by:

Details of Action

Surfaced and opened fire with 40mm and 5" at range of 4,500 yards. Received 40mm return fire from target until we scored our first hits. Received only small arms return fire thereafter. Target was maneuvering radically and difficult to hit. Closed range on 4 engines to 2,500 yards. Target headed towards but 5" and 40mm began to really batter him as he headed in, changing his mind and forcing him to turn away again. Several good hits caught him when he was broadside to and he sank quickly in shoal water leaving only the following parts showing above water: Top of bridge, 40mm and 20mm guns, miscellaneous superstructure aft of bridge, foremast, and mainmast with flag waving briskly in the breeze. Expended 29 rounds 5" for 8 hits, and 49 rounds 40mm for 12 hits.

U.S.S. CHUB (SS 329) GUN ATTACK NO. 5 PATROL NO. 3

Time 1203 Date 11 Aug 1945 Lat. 8-33.6 S Long. 115-46 E.

Target Data - Damage Inflicted

Sunk: One Sea Truck, 200 tons (C.O.'s best estimate).

Damaged: One Picket Boat escort armed only with machine guns, small arms, and depth charges. 75 tons (C.O.'s best estimate).

Determined Observed 4 hits from 5" and 4 hits from 40mm in Sea  
Damage by: Truck leaving it in a sinking condition listed 75 degrees to port with very little freeboard. Observed 5 hits from 40mm in the Picket Boat, starting one fire which was extinguished.



Details of Action

Target group consisted of a large Sea Truck, towed by a small tug, and escorted by a Picket Boat. Surfaced and opened fire at 4,200 yards; firing 5" at the Sea Truck and 40mm at the Picket Boat. The 40mm jammed on first loading and the Picket Boat headed towards, firing small arms, until 40mm finally got to working and hit him. Five hits from 60 rounds of 40mm did little damage to Picket Boat but did drive him off. Closed range to 2,200 yards on the Sea Truck. The 5" fired a total of 13 rounds for 4 hits in the Sea Truck and the 40mm added 4 more, leaving it in a sinking condition. Fired last few rounds of 40mm at the tug, which had cut his tow, before being forced down by a plane. No hits in the tug. Total 40mm expended, 75 rounds for 9 hits. The 40mm scored only a small percentage of hits; but it accomplished the purpose intended - that of keeping the Picket Boat at a safe range, while the 5" worked on the Sea Truck. Low percentage of 5" hits is explained by loss of communications between periscope and gun.

(I) MINES

None Encountered.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS

Float plane air patrol and float plane coverage for shipping is the principal anti-submarine measure employed and also the most effective. Float plane air patrols are occasionally supplemented by 2 engine bombers, fighters, and obsolete land planes with fixed landing gear. In areas where submarine attack may be expected, shipping will normally have air coverage and surface escorts.

Based on observations from two patrols in the Java Sea, it is believed that air patrols when not escorting, normally come out around 0730 to 0900 in the morning and returns to base around 1100 to 1130 for lunch. They come out again around 1330 and return to base around 1630. This schedule varies and should be considered only a rough guide of what to expect. When flying air coverage for shipping the planes normally stay with the ships throughout daylight, apparently being relieved by another plane when necessary to return to base.

The Submarine Chaser we sank on 9 August off Cape Sedano appeared to be on anti-submarine patrol. It is quite probable that he was looking for us; as he was contacted only a few miles from the point where we had destroyed the three tugs and the salvage barge.

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

When sighted he was rounding Cape Sedano at good speed, but on arrival in our vicinity he slowed to bare steerage way.

Unfortunately for him, a combination of foggy periscopes, land background, and an inaccurate ST radar range led to his being mistaken for a smaller target at half the actual range. If this Sub Chaser was actually in search of the CHUB, the survivors are entitled to file an honorable report of success.

(K) MAJOR DEFECTS AND DAMAGE

HULL AND MACHINERY

The only major casualty to occur was the failure of the Kleinschmidt Vapor Compressor Evaporators to distill battery water from sea water during the entire patrol and finally the failure to make fresh water under normal operating procedure.

The evaporators have now approximately 1600 hours of operation, with the original set of tube coils. They have been flushed with acid three times, the first time being before this vessel's first patrol, the second time during the refit after the first patrol and the third time during the refit after the second patrol.

During this vessel's second patrol the pressure on the stills showed a sudden increase after approximately 100 hours of operation. This continued until the number 1 unit had to be secured entirely. During the refit new coils were asked for but were not received. Meanwhile they were flushed with acid and inspected. The water was tested and was found to be satisfactory for battery water, but five days after the start of the patrol the evaporators would not make battery water from sea water. So fresh water had to be redistilled, thus increasing the consumption of fresh water and over loading the units. The pressure on both units continued to rise until the prospect of tearing the number 2 unit down at sea and sealing the tube coils arose, but by trying every method of operation it was finally kept operating by keeping the by-pass slightly cracked. This cut down on its capacity but saved us the necessity of overhauling the unit at sea.

It is requested that new tube coils be installed during the refit.

ORDNANCE AND GUNNERY:

No major defects or damage.

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

(L) RADIO

DEFECTS:

None Noted.

RECEPTION, TRANSMISSIONS AND REMARKS:

Reception of NPT1 was good throughout patrol. The frequencies used while in area north of Java were 4370 Kcs. and 9250 Kcs. For the two days off the South coast of Java it was necessary to change to 12630 Kcs; the other two being very weak.

The lifeguard frequency of 4475 Kcs. was guarded during search for downed aviators with good results using CW transmission.

VHF communication was good with surface ships and planes during final training period and search for aviators, planes contacted as far as 15 miles. Reception of other submarine's transmissions during rendezvous was very poor being undependable at ranges greater than 1,000 yards. The other submarine could hear us and sometimes his transmission was picked up on our APE at ranges greater than 1,000 yards. The fault must be in our receiver.

The WOLFPAK frequencies were guarded continuously in area with good results.

Four ship to shore transmissions were made during the patrol. The first and third were received for by NPT1 on 4235 Kcs, the second and fourth by VME on 4235 Kcs.

(M) RADAR

MODEL SJ-1  
OPERATION:

The operation of the SJ during this patrol was very good with normal maximum ranges obtained.

In one instance, however, two enemy light patrol planes got in close enough to bomb the CHUB on the surface with no contact on the SJ or the SD. Both of these equipments were known to be in normal operating condition at the time and no explanation can be offered for this failure. Experienced operators were manning both equipments.

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

It is possible the planes were in that sector aft in which the SJ is blanked by the SD mast or possibly the operator was just not on his toes.

**MATERIAL AND MAINTAINANCE:**

During this patrol the SJ was secured during daylight whenever visibility conditions permitted. This allowed the equipment to cool (in this installation the gear is too hot to touch after 36 hours operation) and also allowed time for a system of thorough routine maintainance. It is believed that the excellent material performance of the SJ with only 15 minutes lost operation is a result of this system.

Normal tube replacements were made. All but one of which was found during the times when the equipment was secured.

During a close bombing the Transmitter and Regulated Rectifier went out due to tube failures. The lower (1 & 2) collector rings on the Feeder Unit were jolted together and forced against the feeder base. These put the Range Indicator lobe separation unit out of commission but it wasn't considered advisable to remove the Feeder Unit to effect the necessary repairs.

**RADAR SD-5**

The performance of the SD was good and normal ranges were obtained. It is believed that the planes mentioned under SJ were too low to be picked up by SD.

The SD was keyed at one minute intervals while on the surface.

**MATERIAL TROUBLES:**

Shorted 8014's in transmitter. No sweeps on indicator - shorted synch pulse cable. Intermittent sweeps on Indicator - broken sweep generator lead on range selector switch.

**RADAR ST:**

The operation of the ST was very satisfactory, and gave very little trouble. Ranges of 24,000 yards were obtained on 1,600 foot land with a three foot exposure.

A little trouble was experienced with the B.O. tuning drifting but this was checked often and crystal current readjusted.

The only material troubles were a bad crystal and broken wave guide window. The broken window does not seem to affect the ranges obtainable.

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

Some means should be provided for readily replacing these windows and they should be of thicker, less fragile material.

(N) SONAR GEAR AND SOUND CONDITIONS

The performance of all sound equipment was satisfactory and material troubles were few.

The JT in one instance of tracking gave bearings apparently 10 degrees off from the periscope. The equipment checks normal on the topside test oscillator but will be given a thorough check during refit.

A hydraulic knock developed in the QB sound shaft during the latter part of the patrol.

(O) DENSITY LAYERS

The BT cards showed consistent isothermal water throughout the area. In and around Lombok Straits the usual shifting and unpredictable gradients and temperatures were noted.

The familiar Java fish noises were frequent ranging from base to soprano and heavy slow tankers to fast speedboats.

(P) HEALTH, FOOD, AND HABITABILITY

HEALTH:

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

FOOD:

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

HABITABILITY:

The habitability throughout the entire patrol was excellent.

CONFIDENTIAL - U.S.S. CHEE (SS 329) THIRD WAR PATROL REPORT.

(Q) PERSONNEL

- (a) Number of men detached after previous patrol.....19
- (b) Number of men on board during patrol.....80
- (c) Number of men qualified at start of patrol.....56
- (d) Number of men qualified at end of patrol.....71
- (e) Number of men unqualified making first patrol.....14

The performance of both officers and enlisted men during the patrol was excellent.

It has been noted that the big weakness amongst new men reporting aboard after each refit is their lack of schooling as helmsmen. Apparently they are not given any instructions in this phase at the Submarine School as they have no idea of the terminology or what the job consists of.

(R) MILES STEAMED - FUEL USED

Base to area	988 miles	14,465 gallons
In area	5858 miles	71,492 gallons
Area to base	1487 miles	23,470 gallons

(S) DURATION

Days enroute to area.....	3
Days in area.....	26
Days onroute to base.....	5
Days submerged.....	14

(T) FACTORS OF ENDURANCE REMAINING

<u>TORPEDOES</u>	<u>FUEL</u>	<u>PROVISIONS</u>	<u>PERSONNEL FACTOR</u>
19 & 3	8,200 gals	20	14

Limiting factor this patrol: Terminated by operation order.

(U) COMMUNICATION, RADAR, AND SONAR COUNTERMEASURES

COMMUNICATION COUNTERMEASURES:

There was some enemy interference on the WOLFLIC frequencies

10 01324

**CONFIDENTIAL - U.S.S. CHEE (SS 329) THIRD WAR PATROL REPORT.**

but none of it was effective in jamming the signal.

No enemy signals were intercepted.

**RADAR COUNTERMEASURES:**

None Encountered.

**SOMAR COUNTERMEASURES:**

None Encountered.

**(V) REMARKS**

The directives of Commander Submarines, SEVENTH FLEET confidential letter FE24-71/L13-1 Serial 0243 of 2 February 1945 have been complied with.

The end of this patrol leaves us all groping around in the dark. The news of the Japanese surrender came as a most welcome surprise to all hands. After almost four years of war the idea of peaceful pursuits and peace time training seems rather strange. We all look forward to the future with the utmost curiosity. The Commanding Officer is all set for the first step forward. He will go over to a certain house in Perth and pick up a couple of suits of civilian clothes that he left there in 1942; at a time when there was no room for them on a submarine, and such clothes looked to be out of fashion for a long time to come.

**ADDITIONAL MATERIAL DEFECTS**

While enroute Fremantle heavy sparking developed in Number 3 and 4 main motors. Analysis indicates that the close bombing of 7 August had probably loosened the brush rigging assemblies; but the trouble did not show up until heavy seas were encountered while enroute Fremantle. Four engine speed was used in smooth seas with no indications of trouble for two days. During the evening of the 15th the sea became rough and No. 4 motor began to spark slightly. The sparking on this motor remained about the same for about 12 hours, then began to increase. At 1340 the 16th No. 4 motor was jumped out to prevent possible damage. By midnight of the 16th No. 3 motor had started to spark in a manner similar to No. 4. This motor was also jumped out and propulsion continued on Nos. 1 and 2 motors. All running done on the 4 motors during this patrol was at less than 80 percent power.

Serial: '0156

Care of Fleet Post Office  
San Francisco, California  
20 August 1945.C-O-N-F-I-D-E-N-T-I-A-LFIRST ENDORSEMENT to  
U.S.S. CHUB (SS329) -  
Report of Third War Patrol.

From: The Commander Submarine Squadron THIRTY.  
To : The Commander-in-Chief, U.S. FLEET.  
Via : (1) The Commander Submarines, SEVENTH FLEET.  
(2) The Commander SEVENTH FLEET.

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

1. The third war patrol of the U.S.S. CHUB (SS329) under the command of Commander C. D. RHYMES, Jr., U. S. Navy, was conducted in the JAVA SEA. The patrol was of thirty-four days duration with twenty-six days spent in the area. A series of 5 aggressive successful gun actions were fought.

2. On 24 July, the CHUB attacked with divided fire a fleet tug with 5" and a small diesel tug with 40MM. Both were driven aground in a sinking condition. CHUB withdrew from the beach at high speed and only 5 minutes after the completion of attack was forced down and bombed by an enemy plane.

3. On 4 August, the CHUB reconnoitered submerged close to the beach where she had driven the large tug aground 11 days before. Jap salvage operations were observed. This 750 ton tug had been hit with 46 rounds of 5" ammunition. Just prior to sunset CHUB surfaced, closed the beach to 350 yards, and completed destruction of the tug by firing a torpedo from behind an anti-torpedo net which had been rigged to seaward. Two more torpedoes were fired at a small tug alongside the large cripple, but both missed. One salvage barge and the small tug were demolished by gunfire. CHUB received return small arms fire from the small tug and the beach during this engagement of 47 minutes duration.

4. On 7 August, the CHUB was closely bombed by a plane which caught her unawares. It is interesting to note that the OOD saw both bombs hit the water. About one minute later the first exploded as CHUB passed 55 feet. 40 seconds after that the second bomb exploded as CHUB passed 100 feet. This first hand information, obtained the hard way, on Jap bombing technique, would have been most useful had the war continued.

5. On 10 August, the CHUB battle surfaced in shoal water on what was thought to be a smaller vessel and engaged a Jap Subchaser in gun battle. The Subchaser's return fire was quickly silenced by the deadly fire of CHUB and SC sank at the conclusion of 15 minutes action.

6. A final gun action was fought on 11 August against a tug towing a sea truck escorted by a picket boat. The picket boat and tug were hit and the sea truck destroyed. After 20 minutes action CHUB was forced to break off and submerge on plane contact.



FC5-30/A16-3

SUBMARINE SQUADRON THIRTY

MLk

Serial: 0156

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

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

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

7. The CHUB arrived with all hands in excellent spirits with the satisfaction of knowing she had aided materially in bringing the enemy to his knees. Material condition is good except for 2 main motors which need close inspection to determine the extent of repairs necessary.

8. The Squadron Commander heartily welcomes the first boat of SubDiv 301 to return to port on conclusion of the war and congratulates the Commanding Officer, Officers, and crew on their straight shooting, hard hitting patrol.

*W. A. Smith*  
SMITH.

FE24-71/A16-3

UNITED STATES NAVY

11/dn

Serial 10561-A

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

11 September 1945

SECOND ENDORSEMENT to:  
USS CHUB Conf. Ltr. A16-3,  
Serial (075) of 17 August,  
1945. Report of Third War  
Patrol.

Subject: U.S.S. CHUB (SS329) - Report of Third War Patrol  
(15 July to 17 August, 1945).

D-A-M-A-G-E-D

1 - Picket Boat

75 Tons

\* One Torpedo Used.

*James H. [Signature]*  
ORIGINAL COPY.

DISTRIBUTION:

Cominch	(3)	Direct	ComSubPacAdCom	(1) (air-
Vice Opnav	(2)	Direct	ComSubRon-22	(2) mail)
Vice Opnav Op-23c	(1)		ComSubRon-26	(2)
Com1stFlt	(1)		ComsubRon-30	(2)
Com2ndFlt	(1)		DivComsSubRon-22	(1 ea)
Com7thFlt	(2)		DivComsSubRon-26	(1 ea)
ComSubs1stFlt	(30)		DivComsSubRon-30	(1 ea)
ComSubs2ndFlt	(4)		S/H School, N.L. Conn.	(2)
CTF-71	(7)		Comdt. NYD, Puget Sound	(1)
CTG-71.5	(2)		Subd, Mare Island	(2)
			S/MS 7thFlt	(1)

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

10 01324

FE24-71/A16-3

UNITED STATES NAVY

11/dn

Serial 0561-A

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

11 September 1945

SECOND ENDORSEMENT to:  
USS CHUB Conf. Ltr. A16-3,  
Serial (075) of 17 August,  
1945. Report of Third War  
Patrol.

From: The Commander Submarines SEVENTH FLEET.  
To: The Commander in Chief, UNITED STATES FLEET.  
Via: The Commander SEVENTH FLEET.

Subject: U.S.S. CHUB (SS329) - Report of Third War Patrol  
(15 July to 17 August, 1945).

1. The Third War Patrol of the CHUB was conducted in the  
JAVA SEA under the command of Commander C. D. RHYMES, Jr., U.S.N.

2. The CHUB exploited her area to the fullest extent and  
found targets enough to keep her gun's crew busy in five gun ac-  
tions. One large fleet type tug and a subchaser returned fire,  
but without inflicting damage on the CHUB. One torpedo was used to  
apply the coup de grace to the large tug which had previously ab-  
sorbed numerous 5 inch and 40 millimeter hits.

3. All attacks were made in shallow water. They were  
well planned and aggressively executed. CHUB had a very narrow  
escape when she was caught on the surface by a previously unde-  
tected plane and closely bombed. Fortunately only minor damage  
was sustained.

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

5. The Force Commander congratulates the Commanding Of-  
ficer, Officers and Crew of the CHUB on the completion of this  
aggressive successful patrol and on their safe return to port.  
Following damage to the enemy was inflicted:

S-U-N-K

1 - Fleet Tug (Ex-Dutch GILH) (EC)	725 Tons
1 - Diesel Tug	100 Tons
1 - Salvage Barge	100 Tons
1 - Medium Tug	200 Tons
1 - SC-51 Subchaser (EC)	170 Tons
1 - Sea Truck	200 Tons
<b>Total</b>	<b>1,495 Tons</b>

COMMANDER  
SEVENTH FLEET  
\*27 SEP 1945

1355

UNITED STATES FLEET  
COMMANDER SEVENTH FLEET

REG. NO 0640  
R. S. NO 01324  
REG. SHEET NO 110

Al6-3(F-3-2/Sw)

Serial: 0345

CONFIDENTIAL

10 OCT 1945

THIRD ENDORSEMENT to:  
USS CHUB Conf. Ltr. Al6-3;  
Serial (075) of 17 August,  
1945. Report of Third War  
Patrol.

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

Subject: U.S.S. CHUB (SS329) - Report of Third War Patrol  
(18 July to 13 August, 1945).

1. Forwarded.

*J. H. Long*  
J. H. LONG  
By direction

10-038

10 OCT 1945

RECEIVED  
U.S. FLEET  
COMMANDER IN CHIEF