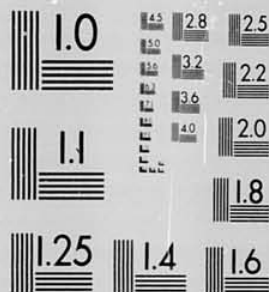


START OF REEL

JOB NO. H-108



OPERATOR M. Monroe

DATE 2/13/80

**THIS MICROFILM IS
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**MICROFILMED BY
NPPSO-NAVAL DISTRICT WASHINGTON
MICROFILM SECTION**

REEL TARGET - START AND END
NDW-NPPSO-5210/1 (6-78)

SPRINGER (SS-414)

WORLD WAR II PATROL FILE

ALL MATERIAL ON THIS REEL IS DECLASSIFIED

FOR DECK LOG OCTOBER 1944 - JUNE 1945 CONSULT
NATIONAL ARCHIVES WHICH HAS CUSTODY.

J. A. KOONTZ /

Springer

A grampus.

(SS-414: dp. 1,525, (surf.), 2,415 (subm.); l. 311'8"; b. 27'3"; dr. 15'3"; s. 20 k. (surf.), 8.75 k. (subm.); cpl. 81; a. 10 21" tt., 1 5", 1 40mm., 1 20mm.; cl. *Balao*)

Springer (SS-414) was laid down on 3 October 1943 at Vallejo, Calif., by the Mare Island Navy Yard; launched on 3 August 1944; sponsored by Mrs. M. S. Tisdale; and commissioned on 18 October 1944, Comdr. Russell Kefauver in command.

Springer sailed for San Diego on 3 December to conduct sea trials and shakedown training. After availability, she departed Mare Island for Hawaii on 8 January 1945 and arrived at Pearl Harbor the following week. On 4 February, she steamed to Guam; topped off her stores and oil; and, on the 17th, sailed for the Ryukyus to begin her first war patrol.

Springer rode out several heavy storms and was driven down many times by enemy aircraft, but she finally spotted two Japanese warships on 11 March. The ships were at a range of 22,000 yards, steaming at 17 knots, so the submarine surfaced to give chase. She was forced to submerge immediately by planes, and the pursuit was abandoned. Later in the month, the submarine made radar contact with three ships, and she tracked the largest for three hours. When it was within torpedo range, she made a surface attack with four torpedoes. She scored two hits and the target began to burn. An hour later, *Transport No. 18* was still afloat so she sank it with another torpedo. The submarine returned to Guam on 25 March and was refitted by *Proteus* (AS-19).

Springer, *Trepang* (SS-412), and *Raton* (SS-270) sailed on 20 April for the Yellow Sea where they were to operate as a wolfpack. Eight days later, the pack checked Tomei Harbor on Fukue Shima. At 0515, *Springer* sighted two ships hugging the coastline, but she found it impossible to close nearer than 6,500 yards. She heard 14 explosions at approximately 0630. *Trepang* had sunk *Transport No. 146* and was being depth charged by the victim's escort. *Springer* headed out of the harbor, and sighted the escort returning alone. At 0830, the submarine fired three torpedoes. The target went dead in the water; and, as the crew was abandoning ship, *Springer* fired another torpedo. It hit under the target's No. 1 turret and blew off her bow. Two planes and two patrol craft approached, so SS-414 went deep and cleared the area, leaving Japan's Submarine Chaser No. 17 to sink.

Springer and *Trepang* contacted three targets on 30 April. The morning was very foggy, and the submarines decided to make a surface attack. Just as *Springer* reached a favorable firing position around noon, the fog suddenly lifted and left her exposed to a destroyer escort crossing her stern. The escort turned toward the submarine with all guns firing. *Springer* submerged, went deep, and rigged for silent running. Soon the first of 27 depth charges came down, and all were uncomfortably close. Speakers were knocked off the bulkhead, bulos were smashed, and valves were lifted off their seats. When all was quiet, the submarine surfaced for a look as the fog closed in again. One more explosion was heard as *Trepang* sank the cargo ship *Miho Maru*.

On the night of 2 May, *Springer* attacked a ship and two small escorts with a spread of four torpedoes. She heard the first explode and then saw and heard two more hits which blew up and sank the frigate *Ojika*. The next night, she fired a spread of torpedoes at a ship making an antisubmarine sweep and sank the Japanese Coast Defense Vessel No. 25. On 4 May, *Springer* sailed toward Honshu for lifeguard duty. No American pilots were sighted but, on 14 May, after watching a dogfight between a Japanese fighter and four of our carrier planes, she fished the dead enemy pilot from the water. After removing his papers, the submarine's commanding officer returned his body to the sea. The submarine concluded her patrol at Guam, on 18 May, and was refitted by *Proteus*.

Springer sailed to Saipan on 16 June and began her

third war patrol the next day. This was a combination offensive and life guard patrol in the Tokyo Bay area. On 26 June, she rescued eight men from a downed B-29 and transferred them to *Tigrone* (SS-419). *Springer* and *Trepang* were notified that there was another crew down about 50 miles distant. They raced to the scene and *Springer* rescued one airman while *Trepang* picked up seven. The airman was transferred to *Devilfish* (SS-292) several days later. After an uneventful patrol in Kii Suico from 17 to 23 July, the submarine sailed for Guam.

Springer was at Guam when hostilities with Japan ceased. She departed there on 17 August and headed for the west coast of the United States. She arrived at Mare Island on 5 September 1945 and shortly thereafter was attached to Mare Island Group, Pacific Reserve Fleet. In January 1947, her status was changed to in reserve, out of commission.

In April 1960, *Springer* was moved from Mare Island to the San Francisco Naval Shipyard to be modernized in preparation for her transfer to the Republic of Chile. She was recommissioned on 24 September and the overhaul completed on 15 November. From 19 December 1960 to 19 January 1961, she held alongside and underway training for the Chilean crew.

Springer was decommissioned on 23 January 1961, transferred to the Republic of Chile, and commissioned in the Chilean Navy as SS *Thomson* on that date. Her name was struck from the Navy list on 1 September 1972, and her hulk was sold to the government of Chile as scrap.

Springer received three battle stars for World War II.

Dictionary of
**American Naval
Fighting Ships**

VOLUME VI

Historical Sketches—Letters R through S

Appendices—Submarine Chasers (SC)
Eagle-Class Patrol Craft (PE)

WITH A FOREWORD BY

ADMIRAL JAMES L. HOLLOWAY III, United States Navy,
THE CHIEF OF NAVAL OPERATIONS

AND AN INTRODUCTION BY

VICE ADMIRAL EDWIN B. HOOPER, United States Navy, Retired,
THE DIRECTOR OF NAVAL HISTORY

NAVAL HISTORY DIVISION
DEPARTMENT OF THE NAVY
WASHINGTON: 1976

U.S.S. SPRINGER (SS414)

SS414/A16-3
Serial 015

25 March 1945
DECLASSIFIED-ART. 0445, OPNAVINST 5510.1C
BY OPN 9314 DATE 6/14/77

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

From: The Commanding Officer.
To : The Commander-in-Chief, U.S. Fleet.
Via : (1) The Commander Submarine Division Eighty-Two.
(2) The Commander Submarine Squadron Twenty.
(3) The Commander Submarines, Pacific Fleet.
(4) The Commander-in-Chief, Pacific Fleet.
Subject: U.S.S. SPRINGER (SS414), Report of War Patrol Number One (1).
Enclosure: (A) Subject report.
(B) Track Chart (ComSubPac only).
(C) Special report (ComSubPac only).

1. Enclosures (A), (B), and (C) covering the first war patrol of this vessel in the Okinawa Gunto area during the period 4 February to 25 March 1945 are forwarded herewith.

R. KEEFAUVER

FILED

115242

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

(A) PROLOGUE (G-3)

SPRINGER was commissioned at Navy Yard, Mare Island on October 18, 1945. She was completed and accepted on November 29, 1944. Reported to Cominch, Opnav, and ComSubsPac for duty on that day. Following a three day loading period departed for San Diego on December 3, 1944. Operated at San Diego under Comsubron Forty-Five until December 21, 1944.

During the operating period at San Diego conducted training exercises, contract builders trials and rendered services to the San Diego Sound School.

The surface vessels with whom SPRINGER operated at the Sound School were in their early stages of training and could not maintain contact when SPRINGER used evasive action or submerged below a density layer. The four days devoted to the Sound School would have been used to advantage for training and the type target service the SPRINGER furnished could have been rendered as effectively by a Sugar type boat. In view of the above and the fact that Mare Island Boats have only 14 to 18 operating days before proceeding to Pearl, it is recommended that New Construction from Mare Island be exempted from furnishing target services at San Diego.

Arrive at Mare Island on December 23rd for post shakedown repairs and departed for Pearl Harbor on January 8, 1945. Arrived at Pearl Harbor on January 15, 1945. Remained in Pearl a period of 19 days of which 13 days were devoted to training under Commander R. S. BENSON, USN.

The spirit and interest shown by the personnel of the Submarine Base, Pearl Harbor was sincerely appreciated by all hands aboard SPRINGER. All work was well done and accomplished with dispatch.

NAME	Rank or Rate	File Number	Duties	# War Patrols
KIEFAUVER, R.	Commander	75785	Commanding	10
PUTNAM, I. D.	Lieutenant	95980	Exec & Nav.	1
GRANT, J. B.	Lieutenant	101017	Eng & Elec	7
MINICH, E.	Lieutenant	82055	1st Lieut.	4
BAILEY, D. G.	Lieutenant	165494	Gun & Torp	0
GIBSON, C. J.	Lieut. (jg)	194615	Asst Gun & Torp	0
CHAFFIN, L. E.	Lieut. (jg)	147341	Communications	0
WIEBES, R. L.	Ensign	356203	Asst. Comm.	0 *
LANGE, W. C.	Ch. Elec.	364518	Asst Eng & Elec	0 *
* Both have 9 runs as enlisted man				
HARTMAN, E. L.	CTM	336 17 21	USN F-4-C	5
BJORUM, E. H.	CMoM	328 51 84	USN	5
NORTH, F. A. E.	CQM	380 95 30	USN	9
HANEY, B. F.	CMoM	243 50 04	USN	0
PECHAR, R. E.	CMoM	381 14 50	USN	7
BLANTON, R. F.	CRM	295 31 42	USN	11
BENNO, P.	CEM	291 38 68	USNR	1
READ, N. D.	CCS	368 31 15	USN	1

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

(B) NARRATIVE.

February 4 (VII)

1100 Underway from Submarine Base, PEARL HARBOR, T. H. Effectuated rendezvous outside channel with escort PC579 and set course for GUAM. Detached escort at dark.

February 4 (VII) to February 16 (K) -- (February 10 omitted).

Proceeded GUAM. Conducted daily training dives, battle surfaces, gun firings and fire control drills enroute.

February 16 (K).

0600 Effectuated rendezvous with escort and proceeded PORT APRA.

0945 Arrive APRA HARBOR, GUAM and moored in nest alongside HOLLAND. Received 55,000 gallons fuel and 200 gallons lube oil. Topped off in fresh provisions. Accomplished minor repairs.

February 17 (K).

1500 Departed GUAM. Set course for area astern of escort USS GEORGE.

1945 Detached escort.

February 18.

0600 (K) Trim dive.

0800 (I) Set clocks to -9 time. (All times now (I) unless otherwise designated).

1200 Posit: Lat. 16-10 N Long. 140-36 E.

1400 Aircraft contact, no IFF, closed from 18 miles to 6 so made quick dive.

1450 Surfaced.

February 19.

1100 Exchanged calls with BAITFISH.

1200 Posit: Lat. 18-58 N. Long. 136-13 E.

February 20.

0900 Trim dive.

1200 Posit: Lat. 22-31 N. Long. 132-34 E.

2200 Exchanged calls with DURRFISH.

2337 Passed OKINO DAITO JIMA abeam to port distance 12.8 miles.

February 21.

1200 Posit: Lat. 25-46 N. Long. 130-00 E.

2030 Received ComSubPac's serial 77 directing us to make weather report every 6th day.

2145 Exchanged calls with DRUM.

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

February 22.

0308 Sent #1 weather message.
0530 Dove to transit passage between OKINOERABU JIMA and YORON JIMA.
1200 Posit: 27-13.2 N 128-31 E.
1920 Surfaced.

February 23.

0830 Saturated pip on APR so made quick dive.
1200 Posit: 27-14 N 126-26 E.
1910 Surfaced.
2015 Received message from TILFISH regard convoy so headed for dawn estimated position.

February 24.

0900 Sighted type NICK aircraft overhead, made quick dive.
1200 Posit: 27-17 N 127-43 E.
1820 Surfaced.
1930 Received message from SPIKEFISH of a convoy northwest of us so at
1940 Set course to intercept. Nothing happened.

February 25.

0730 Sighted horn type floating mine, Lat 27-17 N Long. 125-58 E, but sea was far too rough to attempt maneuvering to sink it, so at
0750 Set course to center of area. Barometer has dropped and nice storm is brewing.
1200 Posit: 27-07 N 127-29 E.
1930 Closed islands for radar fix.

February 26.

0530 APR picked up sweeping radar on AGUNI SHIMA.
0630 Dove with AGUNI SHIMA in sight bearing 182° T distance 11 miles.
1200 Posit: 26-47 N 127-31 E.
1920 Surfaced.

February 27.

0615 Dove to patrol passage to and from NANA.
1200 Posit: 26-47.5 N 126-26 E.
1925 Surfaced.

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

February 28.

0500 Commenced trying to send weather message - Nothing happened as
TX broken down.
1100 TX back in commission.
1200 Posit: 26-20.5 N 124-56.5 E.
1300 Sighted plane made quick dive (Type FRANCES).
1350 Hot run in #1 tube.
1410 Sighted masts and commenced approach on closet mast.
1430 Identified targets as four small patrol craft in formation line
of bearing 090° relative, distance about one thousand yards,
speed between three and five knots. Apparently making an AS
sweep. Posit: 26-07 N 125-14 E.
1515 Formation changed from a northerly to an easterly course.
2020 Surfaced.
2300 Finally got off weather message to CSPAd.
2305 Set course for position to cover approaches to NAHA.

March 1.

0800 Hear voice transmissions of our zoomers over OKINAWA JIMA. We
are north of the approaches of NAHA HARBOR. Decided that the Japs
aircraft would be very busy during the strike so remained on the
surface to increase our chances of seeing any Jap shipping which
might come out. Tuned in on the lifeguard frequency in case we
might have a chance to render aid. We also have been picking up
radar on 152 mcs. all morning.
0915 Sighted 2 planes (UNK) so made quick dive.
1045 Surfaced.
1200 Posit: 27-00 N 127-29 E.

March 2.

0155 (SC#2) Maneuvered to avoid our four patrol craft sighted
yesterday evidently again out on AS sweep.
1200 Posit: 26-56 N 127-16 E.
1215 Sighted twin engine plane. Dove.
1815 Surfaced.

March 3.

1200 Posit: 27-10.5 N 127-30.3 E.
1310 Sighted plane (FRANCES) - Dove as he was close aboard. This
was 5th time we have sighted aircraft close aboard and made dives
yet we have yet to be bombed. Visibility has been poor on all
but one occasion but still I feel we have been sighted at least
once. It is possible that they want us to believe that we are
undetected so they can reroute their convoys.
1915 Surfaced.

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

March 4.

0700 Made trim dive.
0800 Surfaced.
1100 SJ Contact at 30,000 yards, lost contact and next range when
contact regained, was 12,000 so
1104 Made quick dive.
1200 Posit: 27-09.5 125-42 E.
1300 Surfaced.
1435 Sighted 2 engine bomber. Dove.
1800 Surfaced.

March 5.

1005 Sighted MAVIS flying boat. Dove.
1200 Posit: 26-51.8 N 125-18 E.
1800 Surfaced.
1830 Sighted mine and fired 50's and 40 at it but it did not explode.
Most likely a dud.

March 6.

0600 Transmitted our third weather message.
1200 Posit: 25-44 N 125-33 E.
1900 Transmitted #4 weather message.

March 7.

0630 Our friend, the 2 engine bomber, arrived early this morning. Dove.
1200 Posit: 26-51 N 125-51 E.
1830 Surfaced.

March 8.

1155 Sighted empty 6' dinghy.
1200 Posit: 26-21.5 N 125-24 E.
1315 Sighted 2 engine bomber. Dove.
1610 Surfaced.

March 9.

0600 Dove 15 miles off KUMASHIMA.
1200 Posit: 26-18-06 N 126-38-40 E.
1915 Surfaced.

March 10.

1200 Posit: 27-44.5 N 126-40 E.
1245 Sighted MAVIS on course 015 range of 8,000 yards. Dove.
1640 Surfaced.
2300 Received ComSubPac's serial 46 changing our weather message schedule
to once every third day.

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

March 11.

0925 (SC#3) Sighted tops and bridge of two men of war, range 22,000 -
Dove. 27-39 N 127-02 E.
0930 Commenced approach, minimum range attained was 6,000 yards.
Determined two ships to be a KATORI type CL and one large DD.
Flot and TDC showed 17½ knots speed.
1045 Surfaced to follow astern until dark. Sent contact report on
TOLFPACO.
1200 Posit: 27-56.5 N 127-00 E.
1340 Sighted two float planes coming in range 3 - 4 miles. Dove.
1415 Surfaced to resume chase.
1430 SD contact closed from 14 to 5 miles so once again dove. Decided
that CL now had at least a 40 mile lead so abandoned chase. This
CL had radar which was located on mast amidships. See radar
section.
1750 Surfaced.

March 12.

0439 Started to send weather #5.
0600 Finally succeeded in obtaining receipt for message. Morning
transmission have been extremely difficult and hampered by Jap
jamming.
0605 Dove.
1200 Posit: 27-18 N 128-09 E.
1905 Surfaced.
1930 Sent weather #6 comparatively easier than our previous efforts.

March 13.

0600 Dove with master gyro out.
1200 Posit: 27-16 N 128-20 E.
1330 Gyro back in commission.
1600 Sighted two small liberty launches with about 40 men aboard
evidently making the crossing between OKINAWA JIMA and
YONOH JIMA.
1950 Surfaced to patrol off entrance to area.

March 14.

0530 Dove.
1000 Sighted trawler patrol boat pinging and listening (SC#4) commenced
approach.
1154 Fired #7 tube and went deep rigging for depth charge.
1155 Heard thud on sound gear, also heard in Conning Tower and After
Torpedo Room. I think this was torpedo hitting target but he
made no move to indicate that his analysis of the noise agreed
with ours.

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

1200 Posit: 27-12-52 N 128-36-20 E.
1330 After losing contact and no explosions either depth charge or otherwise except for dull thud; we came back up for look.
2015 Surfaced and ran out from land so we could work on #4 engine exhaust valve.
2345 Exhaust valve repaired.

March 15.

1200 Posit; 27-22 N 127-02 E.

March 16.

0610 Dove.
1200 Posit; 27-37-15 N 128-26-15 E.
1950 Surfaced.

March 17.

0615 Dove.
1200 Posit; 27-31-05 N 128-27-15 E.
1900 Surfaced.
2355 Radar contact with three ships 342° T range 22,000 yards.

March 18.

0000 Started tracking the rear target which was on a southerly course and closing the range and giving evidence of 10 cms radar at intervals on the SJ. Original plot and track showed all three targets making about 15 knots. Continued to track this target on a base course, speed 11, which headed for AGUNI SHIMA until at
0027 A check on the other two targets revealed that they were on a westerly course and the range was opening. It looked as if we had been picked up and were being eased away from what appeared to be the main targets. Came to west to work our way around and re-establish contact with the other two.
A sweep to the west and north revealed nothing. At this point it looked as if we were out of luck so headed back for AGUNI assuming that the ships would join up in the vicinity of the pass west of AGUNI.
0215 Picked up our first target again bearing 142° T, range 20,000. Plot and TDC showed he had maintained base course and speed since we left him to sweep to the west.
Decided it was time SPRINGER sunk a ship, radar or no radar, so commenced working into firing position and at
0303 Fired four bow tubes across sea, depth six feet at torpedo run of 3200 yards.
Observed and saw two hits. Target started firing from a twin mount but more or less at random.

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

0317 Target was showing the same size pip on radar as before firing so decided he needed some more attention. He had been calling the beach 9000 yards away for help so decided to go in on the ST to get close range shot and avoid his guns. Dove at range 4500.

0346 With periscope bearings, ST ranges and TDC set up steady on we fired #5 tube. Torpedo ran hot, straight and normal and was tracked out on correct bearing by sound but nothing happened. Depth set was 6 feet, sea was fairly rough (6 - 10 feet). When #5 torpedo was noted to run under, decided to turn and fire three Mk 18's at zero depth cross-sea.

0348 Reversed course. Made ready three tubes aft. Observed target still showing 3/4 knot at range of 520 yards.

0353 When range was 750 we fired 8, 9 and 10 tubes.

0354 Observed, felt, and heard torpedo explosion and we felt certainly this should finish him. When smoke cleared away target was still seen although lower in water. Gurgling noises and breaking up noises could plainly be heard.

0400 Heard two explosions which may have been target's depth charges. Came to 45 feet to get SJ on him. SJ had him range 2510 and while we were making sweep target sank. Loud crackling and breaking noises were heard and where good pip showed only seconds ago there was now nothing.

0406 Two loud explosions close aboard which could have been either aerial bombs or his depth charges. All this time the breaking up noises could plainly be heard. Nothing could be seen through ST scope and only radar contact was AGUNI SHIMA ten thousand yards away. So went to 150 feet and rigged for depth charge.

We think this target sank for the following reasons:

- (a) Three torpedo hits seen and heard.
- (b) Although dark we were able to see him through #1 scope from time of diving until just before last explosion and radar sweep.
- (c) Very loud breaking up noises 1/2 hours after Mk. 18 explosion.
- (d) Loss of radar contact at very close range (2500 yards) when we had been on him for several hours.

0600 Secured from depth charge stations.

1200 Posit: 27-03 N 126-52 E.

1700 JP reported two explosions 150° T at great distance; nothing visible in periscope.

1930 Surfaced.

2000 Sent weather.

2030 Received orders to depart area tomorrow night.

March 19.

1045 Sighted type FRANCES plane so dove as he was coming in.

1200 Posit: 26-19 N 125-35 E.

1230 Surfaced.

1845 Departed area.

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

March 20.

0100 Exchanged recognition signals with friendly sub.
1100 SD contact closing. Dove.
1200 Posit: 23-07 N 121-56 E.
1230 Surfaced.

March 21.

1200 Posit: 21-42 N 126-12 E.
2000 Arrived 300 mile circle so sent message.

March 22.

0930 Seas now so rough that antennae mast bent back and allows antennae to sag to deck.
0945 Reversed course and slowed to permit temporary repair of mast.
1015 Once again bucking heavy seas.
1200 Posit: 20-43 N 130-43 E.

March 23.

1200 Posit: 18-45 N 135-57 E.
1400 Test fired all automatic weapons.
1630 Exchanged calls with HOE.

March 24.

0230 Exchanged calls with BOWFIN.
1200 Posit: 15-56 N 140-50 E.
2030 Exchanged calls once more with BOWFIN.

March 25.

0430 Picked up escort U.S.S. WINTLE (DE25) on radar.
0500 Made rendezvous and set course for GUAM.
0800 Arrived GUAM.
0900 Set clocks to zone -10.

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

(C) WEATHER.

The weather seemed to vary directly with the distance from land. When in close the weather invariably was clear, calm and pleasant. As soon as radar lost land contact the skies clouded up, the winds blew up a good sea and this condition would remain until we headed back. In general, weather was overcast shifting in a few hours from calm and clear to cloudy and overcast.

(D) TIDAL INFORMATION.

Set encountered below 28° N was from 010° T to 020° T, velocity 3/4 to 1 1/2 knots. Above 28° N the set was 045° T instead of the usual 12° T.

(E) NAVIGATIONAL AIDS.

No navigational aids were sighted.

(F) SHIP CONTACTS.

No.	Time Date	Lat. Long.	Type	Initial Range	Est. Course and Speed	How Contact
1	1400(I) 28 February	26-24 N 124-53 E	4 Patrol Vessels	13,000	090 5 knots	Periscope
2	0155(I) 2 March	25-56 N 127-39 E	4 Patrol Vessels	10,000	180 5 knots	Radar
3	0925(I) 11 March	27-39 N 127-02 E	1 CL 1 DD	22,000	010 18 knots	Day surface Sight
* 4	1000(I) 14 March	27-14 N 128-38 E	Trawler	6,000	210 4 knots	Sound
5	2355(I) 17 March	26-39 N 127-12 E	DD or CM	20,000	180 12 knots	Night Radar

* Sound data included in report of #1 attack.

(G) AIRCRAFT CONTACTS.

Although all planes sighted appeared to be on AS patrol none attacked with bombs. We may not have been sighted but I am more inclined to believe they were just content to keep us located.

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

U.S.S. SPRINGER Torpedo Attack No. 2 Patrol No. 1
Time 0303(I) Date 18 March 1945 Lat 26-40 N Long. 127-12 E.

Target Data - Damage Inflicted

Identification: Estimated uncertain.
Description: DD or CM (Unidentified)
Ship Sunk: One
Damage Determined by: Observed two hits while on surface. One hit while making submerged ST attack. Breaking up noises and disappearance from SJ and ST screen.
Draft: 8' Course 180° T Speed 11.5 Range 3,000 yards

Own Ship Data

Speed 12 Course 090 Depth Surface Angle 0

Fire Control and Torpedo Data

Type Attack:	Night surface radar with TBT bearings for firing.			
Tubes Fired:	#1	#2	#3	#4
Track Angle:	90S	90S	90S	90S
Gyro angle:	359	359-30	000-30	001
Depth set:	6'	6'	6'	6'
Power:	High	High	High	High
Hit or Miss:	Miss	Miss	Hit	Hit
Erratic:	Yes	No	No	No
Mark Torpedo:	14-34	23	14-34	23
Serial No.	40631	61644	25827	65729
Mark Exploder:	6-5	6-5	6-5	6-5
Serial No.	26832	14247	17183	4771
Actuation Set:	Contact	Contact	Contact	Contact
Mark Warhead:	16-1	16-1	16-1	16-1
Serial No:	11871	20953	9465	3498
Explosive:	TPX	TPX	TPX	TPX
Firing Interval:	8 sec.	8 sec.	8 sec.	8 sec.
Type spread:	3/4° divergent			
Sea Conditions:	State 4			
Overhaul Activity:	Pearl Harbor, T.H.			
Remarks:	#1 torpedo was observed to run at about 30° to the left of the intended track. Firing was into trough of sea.			

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

U.S.S. SPRINGER Torpedo Attack No. 3 Patrol Number 1
 Time 0346(I) Date 18 March 1945 Lat 26-39 N Long. 127-12 E

Target Data

Identification: Estimated uncertain.
 Description: DD or CM (Unidentified)
 Ship Sunk: One
 Damage determined by: Observed two hits while on surface. One hit while making submerged ST attack. Breaking up noises and disappearance from SJ and ST screen.
 Draft: Unknown Course 195 Speed 3/4 kt. Range 900

Own Ship Data

Speed 5.5 Course 090 Depth 55' Angle 0

Fire Control and Torpedo Data

Type Attack: Night submerged "ST" radar.
 Tubes Fired: #5
 Track Angle: 90S
 Gyro angle: 342
 Depth set: 6'
 Power: High
 Hit or Miss: Miss
 Erratic: No
 Mark Torpedo: 14-34
 Serial No.: 63515
 Mark Exploder: 6-5
 Serial No.: 17336
 Actuation set: Contact
 Mark Warhead: 16-1
 Serial No.: 3061
 Explosive: TPX
 Firing interval: 0
 Type Spread: 0
 Sea conditions: State 4
 Overhaul Activity: Pearl Harbor, T.H.
 Remarks: Presume to have run under as sound tracked torpedo out on correct true bearing.

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

U.S.S. SPRINGER Torpedo Attack No. 4 Patrol Number 1
 Time 0353(I) Date 18 March 1945 Lat. 26-38.5 N. Long 127-11.7 E.

Target Data

Identification: Estimated uncertain.
 Description: DD or CM (Unidentified).
 Ship Sunk: One
 Damage Determined by: Observed two hits while on surface. One hit while making submerged ST attack. Breaking up noises and disappearance from SJ and ST screen.
 Draft Unknown Course 195 Speed 3/4 kt. Range 700

Own Ship Data

Speed 5.5 Course 280° T Depth 55' Angle 0

Fire Control and Torpedo Data

Type Attack:	Night submerged ST radar.		
Tubes Fired:	#8	#9	#10
Track Angle:	100S	100S	100S
Gyro angle:	180	180.8	181.6
Depth set:	0	0	0
Power:	---	---	---
Hit or Miss:	Miss	Miss	Hit
Erratic:	No	No	No
Mark Torpedo:	18-2	18-2	18-2
Serial No.	57875	57786	57796
Mark Warhead:	8-5	8-7	8-7
Serial No.	10569	11312	11307
Actuation Set:	Contact	Contact	Contact
Actuation Actual:	---	---	Contact
Mark Warhead:	18-1	18-1	18-1
Serial No.	3854	3914	3754
Explosive:	TPX	TPX	TPX
Firing Interval:	10 sec.	10 sec.	10 sec.
Type spread	3° divergent		
Sea Conditions:	State 4		
Overhaul Activity:	Pearl Harbor, T.H.		
Remarks:	Speed reduction for depth set 0' of 2 knots used. Sea and battery temperature 71° F.		

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

(I) MINES.

Sighted drifting mine 27-17 N 125-58 E but rough seas made it too risky to attempt approach on it.

Second drifting mine 26-40 N 125-10 E which evidently was dud as we hit it with the 50 several times.

(J) ANTI-SUBMARINE MEASURES ENCOUNTERED.

No radar equipped planes were encountered.

An anti-submarine sweep by four small patrol craft was twice encountered.

One anti-submarine patrol vessel searching with echo ranging was encountered and attacked in the pass between OKINOTERA BU JIMA and YORON JIMA. This was after a night we had spent on surface close in to the beach at OKINOTERA BU JIMA.

(K) DEFECTS AND DAMAGE.

(1) #1 Generator Cooler: Outboard plug blew out of #1 generator cooler at 400 feet thus grounding out #1 generator at cable terminals. It is recommended that suitable protective shields be installed over terminal boxes.

(2) Master gyro and Auxiliary gyro: Both gyros lost vacuum. It would be helpful if spare rotors were provided in "on board" spares.

(3) #4 Main Engine overboard exhaust: #4 main engine overboard exhaust valve gasket burnt up when auxiliary engine circulating water overboard valve became loose from its stem. This gasket was replaced at sea.

(4) Main Motors: #3 main motor brush rigging is excessively noisy. Cause undetermined - possibly high commutator bar.

(5) Periscopes: (Number 2) This periscope is useless in high power until it has been exposed over thirty seconds. The oil seal on the hoisting pistons is inadequate and there has been a large volume oil leakage past the piston ever since the beginning of the patrol. In its present state of development the garlock packing of the hull gland is not satisfactory.

(Number 1). The hull gland packing is unsatisfactory. In order to prevent excessive leakage the gland must be tightened so that it is almost impossible to rotate the scope.

(6) There is a rattle in the shear structure of such volume as to make standard speed submerged a hazard.

(7) Torpedo: During this patrol a split load of Mk. 23 and Mk. 14-34 torpedoes were carried forward and Mk. 18-2 torpedoes carried aft.

Performance of the Mk. 18-2 torpedoes was very satisfactory. With the exception of two dead battery cells (cell #62 torp. #57862 and cell #23 torp. #57786) no difficulty was experienced in carrying out the prescribed routine upkeep.

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

A hot run occurred in #1 tube (Torpedo # 39881) when testing firing circuits. Despite constant warnings and concentration upon instructions contained in "Routine, Maintenance For Submerged Torpedo Tubes", the interlock was broken and ready to fire lever raised before the impulse air was bled down. The hot run that resulted when the firing key was hit in attempting to bleed down the 225# solenoid air line, was of short duration and with the exception of a flattened nose ring on the war head, the torpedo sustained no serious damage. The heat liberated in the tube warped the water check valve slightly so that it failed to seat properly. This defect was remedied by the ship's force and operated satisfactorily in subsequent torpedo attacks.

No other difficulty was experienced with the air torpedoes carried.

(L) RADIO.

(1) Material: Two failures of the TBL-7 occurred. Symptoms of the first were: failure of the first intermediate amplifier tube to light, with no current readings past the master oscillator. Operation on intermediate frequency was satisfactory. Trouble was traced to switch S-6, a snap type which was jammed in the intermediate frequency position.

The second failure, which came just as one of the regularly schedule weather reports was to go out, was also a switch failure. Switch S-1A and S-1B in the master oscillator even had jumped its contacts, due to the friction clutch on the extension rod coming loose. The M.O. then had no grid tank. Symptoms shown on the front of the panel were satisfactory lighting of all tubes, and a healthy M.O. plate current, but no subsequent plate current readings. Further, a beat note could not be obtained from the master oscillator and the frequency meter.

No receiver troubles were encountered. The performance of the RBH in the wardroom was satisfactory, with the San Francisco evening news received each evening. The RBS, although a very sensitive receiver, tended to show frequency drift, and constant attention was necessary to keep it on the schedules when it was used for them.

A second mixer switch has been installed, and it is planned to mix the two RAL's in one, and the RBS and the RAK in the other.

(2) Reception: The following table will indicate the frequencies used on station to the best advantage in the reception of the Fox schedule: All ComSubPac's serials were received.

Time. (GCT)	6045	9090	13655	16730
0000		good	fair	
0100		good	good	fair
0200		fair	good	fair
0300		fair	good	fair
0400		fair	fair	
0500		fair	fair	
0600		good	fair	

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

Reception Table (Cont).

TIME (GCT)	6045	9090	13655	16730
0700		good	fair	
0800	fair	good	fair	
0900	fair	excellent	fair	
1000	good	excellent		
1100	good	excellent		
1200	good	excellent		
1300	good	excellent		
1400	good	excellent		
1500	fair	excellent		
1600	fair	good		
1700	fair	excellent		
1800	fair	excellent		
1900	fair	excellent		
2000	fair	excellent		
2100		excellent		
2200		excellent		
2300		good		

It will be noted that 4515 is not listed on the table. It was at no time of sufficient reliability to use. 9050 was initiated too late in the run to assemble sufficient data on it, but it appears to fall in behind 6045 in reliability due to loud background noise.

The keying relay from Guam is of poor quality for the first hour or so of operation, and then seems to settle down, with only occasional relapses to six character groups, long dashes, etc.

(3) Transmission: Transmissions were, at the start of the run, extremely difficult to get off. We finally learned how and worked up to a 95 grouper off in 21 minutes. The frequency tables were some help in determining frequency to use, but the method of listening is best. 8470 is used much less, and crowding is not so troublesome. A list of messages sent follows:

SPRINGER Ref. No.	Sent to	GCT T.F.C.	Time to transmit	GCT T.O.R.	Frequency
190947	Z4N	1005	54 min.	1059	8470
181124	NPM	1119	22 min.	1141	8470
151008	VHM	1018	21 min.	1039	8470
141921	Z4N	1943	169 min.	2232	4235 and 8470
121030	NPN	1014	67 min.	1221	4235
111926	NHN	1935	80 min.	2055	4235
061003	NPM	1040	42 min.	1122	4235
052030	Z4N	2018	122 min.	2220	4235
281215	NPN	1222	166 min.	1508	4235
211710	NPN	1735	33 min.	1808	4235

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

(1) RADAR DEFECTS AND DAMAGE.

SJ: The routine amount of work was done on the SJ-1, with no major defects noted. A ringtime was taken every day with the OBU wavemeter, and when the lowered value for this characteristic indicated it, a tuncup was done. The value of the OBU cannot be emphasized too much. Its ability to provide an echo in resonance with the SJ, so that the receiver tune can be checked without target echoes is a great aid.

Minor defects were all concerned with tube failures, with the only trend noted as being toward rectifier tubes. The regulated rectifier tubes especially seemed prone to failure, four going out, plus two bad tubes found in the spares. Four of the 5U4G's were loose in the base.

Performance of the gear was satisfactory. Maximum ranges obtained were:

Submarine	15,000 yards
150 ton lugger	15,000 yards
Jap DD	20,500 yards
Small patrol vessel	10,000 yards
Land (Formosa)	95,000 yards

The SJ is an excellent navigational aid but its usefulness as such would be increased a hundred fold if the ranges were measurable out to 80,000 yards.

ST: The material performance of the ST was satisfactory. A variable frequency wavemeter such as that furnished for the SJ-1 is desired for the ST. The OBU was tried on the ST with poor results. Maximum ringtime was obtained at points where no crystal current was observed on the meter.

Operational performance gave the following maximum ranges:

Katori cruiser	11,100 yards
Land	30,000 yards
Jap DD	5,000 yards (not a maximum)

SD: No matter how you slice it or how many times you modify it, it is still an SD radar. It is not even good for searching where the enemy isn't. I have felt the need for a reliable and secure air search radar more keenly on this than on any previous patrol. Skies were almost continuously overcast and when picked up, planes were always uncomfortably close. Lack of adequate warning is a serious handicap and will become so more and more as we move in and the enemy has smaller and smaller areas to search. I can think of no piece of equipment aboard submarines which is more urgently needed than an air search radar.

SPA - APR-1: The only failure of the SPA or APR was with the SPA pulse analyzer when the power transformer, reference symbol T201, Galvin Mfg. Corporation Drawing or Specification number 25048383, burned out, tube 2x2/879, burned out, and resistors, R 201 and R 202 burned out. The probable cause of the transformer and resistors burning out was the failure of tube 2x2/879. The trouble was corrected by renewing the tube, transformer, and resistors with spare parts from the equipment spares. It is recommended that submarines be furnished a 30 megacycle signal generator to use in aligning the IF stages of the APR receiver and to check the sensitivity of the receiver when on war patrol. At present it is impossible to determine whether or not the APR receiver is operating satisfactorily on patrol due to the lack of suitable test equipment.

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

(N) SONAR MAJOR DEFECTS AND DAMAGE.

The hand train for the QB has developed a clicking noise. The bearings were removed and cleaned to no avail. This will be investigated during the refit.

The JK-QC receiver picks up a high pitched whine from the ST. The note of the whine varies when the pulse repetition rate of the ST is varied. It was temporarily cured when a bad tube in the IF of the receiver was found. Subsequent use brought the whine back, and the former remedy has not removed it. This is an item on the refit list.

No other defects were noted.

Operational performance of the gear was, in general, satisfactory. This run tended to confirm our suspicions that the JP outperforms the supersonic gear only on large targets, as for example the Katori, whose screws were tracked out to 20,000 yards by JP, but only to 12,000 yards by JK or QB. On light targets whose screw noises are more towards the supersonic the JK is superior.

Sound conditions were uniformly good, except for the occasional presence of shrimp and porpoises. The absence of layers undoubtedly contributed to this, as did the lack of shallow water.

(O) DENSITY LAYERS.

None encountered. Cards forwarded as per current instructions.

(P) HEALTH, FOOD AND HABITABILITY.

The food was of the usual high standard provided the submarines. The ventilation in the forward torpedo room is unsatisfactory and conducive to ill health. There are only two exhaust louvres in the compartment; one in the officers shower and one in the officers head. A compartment which berths sixteen men needs some positive exhaust from the compartment.

(Q) PERSONNEL.

(a) No. of men on board during patrol	<u>75</u>
(b) No. of men qualified at start of patrol	<u>42</u>
(c) No. of men qualified at end of patrol	<u>50</u>
(d) No. of unqualified men making 1st run	<u>30</u>
(e) No. of men advanced in rating.	<u>1</u>

This is my first war patrol without a Filipino mess boy aboard. The cheerfulness, interest, and high standard service of the Filipino boys added a great deal to life in the Forward Battery. They were excellent submariners and fine shipmates. It is with regret that we note their departure from submarines.

This patrol was the first for 30 and marked the return to combat duty after many months for the rest of us. The performance of duty by the old hands and the enthusiasm of the new men left nothing to be desired.

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

(R) MILES STEAMED - FUEL USED.

Pearl Harbor to Guam	<u>3,676</u>	miles	<u>53,630</u>	gallons
Guam to Area	<u>1,418</u>	miles	<u>15,540</u>	gallons
In Area	<u>4,063.8</u>	miles	<u>31,820</u>	gallons
Area to Guam	<u>2,091</u>	miles	<u>29,500</u>	gallons

(S) DURATION.

Days enroute area	<u>18</u>
Days in area	<u>26</u>
Days enroute Base	<u>6</u>
Days Submerged	<u>13</u>
Duration of patrol	<u>50</u>

(T) FACTORS OF ENDURANCE REMAINING:

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provisions (Days)</u>	<u>Personnel factor (days)</u>
15	30	30	30

(U) COMMUNICATIONS AND SONAR COUNTERMEASURES.

Communications

(1) No enemy transmissions were intentionally (on our part) intercepted.

(2) We found heavy jamming (generally beam) on 6045, with occasional random CW on 9090. On several of our transmissions we found heavy random CW on the ship to shore frequency, with 8470 generally more prone to this than 4235. Jamming was more noticeable in the mornings, about equally heavy on 4235 and 8470. NPM was never contacted in the morning and only twice in the evening. Evening transmissions went off with more dispatch than the morning average morning time being 101 minutes and 62 minutes for the evening with one 2½ flail accounting for the high morning average.

(3) Our only deceptive tactics were slow, deliberate sending, and a steadfast refusal to transmit without receiving authentication from the station giving us "K". If shore stations could be taught (a) authenticate when answering a call-up (b) do not ask ships to send V's (c) to break in when a group is missed, transmission time would be materially shortened.

Only apparent attempt at enemy deception was when someone, using VAF-1, told us to go ahead and, when asked for authentication, gave us the same authenticator as we gave him originally. (It didn't work).

(4) No comments.

Sonar Countermeasures

(1) Enemy pinging heard was all on 17 KC from patrol boat, cruiser, and its escort DD.

(2) No comments.

(3) No comments.

(4) No comments.

Radar Countermeasures

See following tables

(S) - shipborne; (SB) - Shore based
(AC) - Aircraft; (U) - Undetermined.

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

Date/Time	Pos. of ship	Freq. MC.	PRF CPS	F.F. Usec	Tuning Unit	Remarks
1 0700(I)	Lat. 27-15 N	112	1000	5 - 6	TN-2	Very strong signal. Seemed to be keyed on and off. Probably shore based (SB)
2 2/23/45	Long. 126-36.5 E					antenna rotating very regularly. Time of one revolution 2 min. 20 sec. Probable location AGUNI SHIM. (SB)
2 0500(I)	Lat. 26-50 N	98	750	25-30	TN-2	Sweeping irregularly, varying strength, believed to be shore based 15 miles from IZE SHIM. Contact faded out (SB)
2 2/25/45	Long. 127-20 E					Same radar as Contact No. 3. Steadied on us for 1.5 min. with saturation pip. Range to IZE SHIM. 22,700 yds. Submerged (SB)
3 1926(I)	Lat. 26-50.4 N	152	500	12	TN-2	Same as No. 3 and 4 contacts. Contact faded out 40 miles from IZE SHIM. (SB)
2 2/26/45	Long. 127-20.4 E					Same radar as contact No. 2. 25.5 miles from AGUNI SHIM. 36.5 from IZE SHIM. Radar secured at 0430. Probably shore based (SB).
4 0510(I)	Lat. 26-50 N	152	500	12	TN-2	Close to Okinawa. This radar probably shore based. Very weak signal. Also picked up VHF transmissions from friendly planes (SB)
2 2/27/45	Long. 127-20 E					Irregular rotation of antenna. 30 miles to IZE SHIM. (SB)
5 1920(I)	Lat. 26-50 N	152	500	12	TN-2	Same as Nos. 8 and 10. One revolution of antenna every minute. (SB)
2 2/27/45	Long. 127-20 E					Same as Nos. 8, 10 and 11. 22 miles from IZE SHIM. 24 miles from AGUNI SHIM. (SB)
6 0516(I)	Lat. 27-02 N	98	750	25-30	TN-2	
2 2/28/45	Long. 127-10 E					
7 0800(I)	Lat. 26-53 N	152	500	12	TN-2	
3 1/45	Long. 127-15 E					
8 2022(I)	Lat. 26-53 N	98	750	80	TN-2	
3 1/45	Long. 127-15 E					
9 2035(I)	Lat. 26-50 N	144	500	8	TN-2	
3 1/45	Long. 127-20 E					
10 2200(I)	Lat. 26-54.5 N	98	750	80	TN-2	
3 1/45	Long. 127-22 E					
11 0519(I)	Lat. 26-51.3 N	98	750	80	TN-2	
3 2/45	Long. 127-20 E					
12 0609(I)	Lat. 26-51 N	97	700	70	TN-2	
3 2/45	Long. 127-20.7 E					

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Date	Time	Pos. of ship	Freq. MC	FRF CPS	P.M. USEC	Tuning Unit	Remarks
13	0643(I)	Lat. 26-51 N Long. 127-20 E	150	500	7	TN-2	Irregular rotation of antenna. Signal very weak. (SB)
14	1125(I)	Lat. 26-56 N Long. 127-23 E	149	500	10-11	TN-2	Stayed on us for 4 1/2 minutes, fairly strong then shut off. (SB)
15	1210(I)	Lat. 26-56 N Long. 127-15 E	98	750	70	TN-2	Stayed on us for about 15 seconds and then disappeared. (SB)
16	1908(I)	Lat. 22-55 N Long. 127-55 E	130	300	1/2 to 1	TN-2	Stayed steady on for 3 minutes. Very weak (doubtful) (U)
17	0747(I)	Lat. 27-10.2 N Long. 127-27.2 E	148	675	3 - 11	TN-2	Very small indication. Did not stay on us steady. Irregular rotation of antenna (SB)
18	1000(I)	Lat. 27-11.6 N Long. 127-20.5 E	98	700	50	TN-2	Antenna makes one revolution every 2 minutes and 20 seconds. (SE)
19	2236(I)	Lat. 26-28 N Long. 125-23 E	98	High	wide	TN-2	Very faint. Unable to properly analyze. Unable to determine antenna rotation. Probably on KUMI SHIM. (SB)
20	0645(I)	Lat. 26-49 N Long. 126-11 E	150	500	10-12	TN-2	Very accurately analyzed. Varied from weak pip to strong one. On us for about 15 minutes. Lookout sighted plane direction of KUMI SHIM. Varying strength pip from medium to saturation all the time. (SB)
21	2005(I)	Lat. 26-42 N Long. 126-28.5 E	148	500	12	TN-2	Saturation pip, varying antenna rotation (SB).
22	1145(I)	Lat. 27-43 N Long. 127-01 E	255	1500	1/2 to 1	TN-2	Noted while trailing a Jap cruiser and DD. Very weak, fading at times. Doubtful as similar to our own SJ (U)
23	1935(I)	Lat. 27-21 N Long. 127-01 E	105	400	25	TN-2	Not with us long enough to get information on antenna rotation. (SB)
24	2015(I)	Lat. 27-21.3 Long. 127-55.6 E	253	1200	7.5	TN-2	Irregular rotation of antenna but steadied on us once for few seconds. (U)
25	2230(I)	Lat. 27-11 N Long. 126-38.4 E	81	500 to 1000	35	TN-1	Probably landbased. Irregular antenna rotation. (SB)

C-O-N-P-I-D-E-N-T-I-I-L

Date Time	Pos. of ship	Freq. MC.	PRF CPS	P.M. USEC	Tuning Unit	Remarks
26 0520(I)	Lat. 27-09 N Long. 128-28 E	105	250	50	TN-2	Small indication appearing momentarily at no definite intervals. (SB)
27 3/14/45	Lat. 27-17 N Long. 128-14 E	105	300	24	TN-2	Probably same as No. 26 - Not with us long enough to get much information about antenna. (SB)
28 2340(I)	Lat. 27-16.4 N Long. 127-32 E	80	700 to 1200	20	TN-1	Sweeping irregularly. Stayed on us for ten seconds once (SB).
29 0625(I)	Lat. 27-11.5 N Long. 126-50 E	105	500	13	TN-2	Apparently store based.
30 0504(I)	Lat. 28-26.5 N Long. 128-18 E	105	500	15	TN-2	Irregular rotating antenna. (SB)
31 1930(I)	Lat. 27-27.5 N Long. 128-15.4 E	105	400	20	TN-2	Very weak, apparently irregularly rotating antenna. (SB)
32 2150(I)	Lat. 27-17 N Long. 127-54.7 E	105	225	40	TN-2	Very weak signal. Apparently irregularly rotating antenna. (SB)
33 2012(I)	Lat. 22-10 N Long. 127-02 E	152	---	10	TN-2	Very strong. Fast rotating antenna swept past us every 5 seconds. 10 miles from IHHH JLL. (SB)
34 0447(I)	Lat. 28-32 N Long. 126-33 E	152	500	15	TN-2	Very weak signal. Unable to get pulse rate frequency. (SB)
35 2012 to 0700	Lat. 26-52 N Long. 128-33 E	152	500	15	TN-2	Very irregular rotation of antenna. (SB)
36 2400(I)	Lat. 25-15 N Long. 127-35 E	115	Low	9	TN-2	Same as No. 34. Incision with us all night. (SB)
37 0043(I)	Lat. 25-15 N Long. 125-35 E	259	1100	5	TN-2	Very weak. Unable to get accurate pulse rate frequency. Information doubtful (U).
38 0407(I)	Lat. 24-30 N Long. 122-34 E	81	500 to 750	60	TN-1 and TN-2	Very weak signal. Apparently irregularly rotating antenna. Information doubtful (U).
39 3/20/45	Lat. 24-30 N Long. 122-34 E	81	500 to 750	60	TN-1 and TN-2	Antenna apparently rotating irregularly at first when signal weak. When within 15 miles of land no apparent rotation (SB)
SJ INTERFERENCE						Noted interference on SJ receiver. Very weak and irregular while tracking enemy DD.

5

FIRST ENDORSEMENT:
FB5-82/A16-3
Serial (017)

SUBMARINE DIVISION EIGHTY TWO

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

From: The Commander Submarine Division EIGHTY-TWO
To : The Commander-in-Chief, United States Fleet.
(1) The Commander Submarine Squadron TWENTY.
(2) The Commander Submarine Force, Pacific Fleet.
(3) The Commander-in-Chief, U. S. Pacific Fleet.
Subject: U.S.S. SPRINGER (SS414) — Report of War Patrol
Number ONE.

1. The first war patrol the USS SPRINGER was spent in the OKINAWA GUNTO area. This war patrol was of fifty (50) days duration of which twenty-six (26) days were spent in the operating area.

2. Despite thorough area coverage only two contacts worthy of torpedo fire were made. The first against a KOTORI Class cruiser and destroyer could not be closed to an attack position because of an unfavorable course change. SPRINGER surfaced, after this frustrated attack, but was forced to dive twice by planes, probably from the cruiser, so that successful pursuit was denied. The other contact was attacked.

3. SUMMARY OF ATTACKS

Attack No. 1 is covered in a supplement to this report.

Attack No. 2 Three ships were contacted by radar at 2355 yards on 17 March. Tracking was begun on one ship which gave evidence of having radar similar to our SJ. As tracking progressed the other two larger ships were seen to have changed course to westward. Contact was lost on these two ships and could not be regained, despite a search in this direction. Contact was re-established with the ship first tracked, and position was attained for a night surface radar attack. Four torpedoes (MK 14-3A and MK 23) were fired at what appeared to be a DD or CM (EU). Range at firing was 3000 yards; torpedo depth set at 6 feet; track angle 90° (S) and torpedoes were fired along the rough of the sea. Two hits were observed from the bridge.

Attack No. 3 followed attack No. 1 by forty-three minutes and was delivered against the same target. As the result of the first attack the target practically stopped but did not sink. Inasmuch as the target was calling a shore station with searchlight and firing his guns at random, SPRINGER dove to deliver the coup de grace at close range using the ST periscope and radar. One MK 14-3A torpedo was fired at range 900 yards with depth set at 6 feet. Sound reported the torpedo ran out to and then under the target.

FB5-32/A16-3

SUBMARINE DIVISION EIGHTY TWO

Serial (017)

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

Subject: U.S.S. SPRINGER (SS414) -- Report of War Patrol
Number ONE.

Attack No. 4 followed in seven minutes and was delivered from the after nest using three MK 18-2 torpedoes. Range at firing was 700 yards; depth set zero feet; track angle 100 (S); and torpedoes were fired across the sea. One hit was made. The target sank about seven minutes later.

4. During this patrol no difficulties were experienced with Japanese radar-equipped planes even though the SPRINGER was reasonably close to air bases most of the time. It is also to be noted that radar operators on the former enemy DD or CM were not proficient.

5. The SPRINGER returned from patrol clean and in good material condition. The refit will be accomplished by Submarine Squadron TWENTY, the PROTEUS, and Submarine Division EIGHTY-TWO.

6. The commanding officer, officers and men of the SPRINGER are congratulated upon the completion of this fine patrol in which they started another fine submarine on her career by eliminating one more enemy destroyer.

Lowell T. Stone
LOWELL T. STONE.

SUBMARINE SQUADRON TWENTY

FC5-20/A16-3/A9

Serial: 054

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

CONFIDENTIAL

SECOND ENDORSEMENT to
CO SPRINGER Rep. of 1st
War Patrol dated 25 Mar.
1945.

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

Subject: U.S.S. SPRINGER (SS414) - Report of War Patrol
Number ONE.

1. Forwarded, concurring in the remarks of Commander
Submarine Division EIGHTY-TWO.

2. The Commander Submarine Squadron TWENTY takes
pleasure in congratulating the Commanding Officer, officers and
crew of the new submarine SPRINGER on their aggressively prosecuted
patrol.

3. It is recommended that the SPRINGER be credited
with the following damage to the enemy:

SUNK

1 DD or CM(EU)(Attacks Nos. 2,3,4) 1,500 tons


L. S. PARKS.

12-10(A)/A16-3(18)

SUBMARINE FORCE, PACIFIC FLEET

nr

Serial 0749

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

CONFIDENTIAL

THIRD ENDORSEMENT to
SPRINGER Report of
First War Patrol.

9 APR 1945

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

COMSUBSPAC PATROL REPORT NO. 703
U.S.S. SPRINGER - FIRST WAR PATROL.

From: The Commander Submarine Force, Pacific Fleet.
To : The Commander-in-Chief, United States Fleet.
Via : The Commander-in-Chief, U.S. Pacific Fleet.
Subject: U.S.S. SPRINGER (SS414) - Report of First War Patrol
(4 February to 25 March 1945).

1. The first war patrol of the SPRINGER, under the command of Commander R. Kefauver, U.S. Navy, was conducted in the Okinawa Gunto area.

2. The SPRINGER on her first war patrol had few opportunities to attack the enemy despite thorough area coverage. A series of persistent attacks on what was estimated to be a destroyer or mine-layer sent her to the bottom.

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

4. The Commander Submarine Force, Pacific Fleet, congratulates the commanding officer, officers and crew of the SPRINGER for this aggressive, successful war patrol. The SPRINGER is credited with having inflicted the following damage upon the enemy during this patrol:

S U N K

1 - UN (Combatant Type) - 1,500 tons (Attacks Nos. 2 & 4)

DISTRIBUTION:
(Complete Reports)

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

U.S.S. SPRINGER (SS414)

SS414/A16-3
Serial: 021

DECLASSIFIED-ART. 0445, OPNAVINST 5510.1C
BY 090924 DATE 01/19/72

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

From: The Commanding Officer.
To : The Commander-in-Chief, U.S. Fleet.
Via : (1) The Commander Submarine Division ONE SIXTY-ONE.
(2) The Commander Submarine Squadron TWENTY.
(3) The Commander Submarines, Pacific Fleet.
(4) The Commander-in-Chief, Pacific Fleet.

Subject: U.S.S. SPRINGER (SS414) - Report of War Patrol
Number 2.

Enclosure: (A) Subject report.
(B) Track Charts (ComSubPac only)
(C) Special report (ComSubPac only)
(D) Photographs of target in attacks 1, 2, and 3, and GAJA
SHIMA, (ComSubPac only).

1. Enclosure (A) covering the second war patrol of this vessel conducted in the YELLOW SEA during the period 20 April to 5 May as a member of the coordinated attack group 17.24 consisting of the SPRINGER, RATON, and TREPANG is forwarded herewith. The period 5 May to May was spent in lifeguard league.

2. Enclosures (B), (C) and (D) forwarded to ComSubPac only.

R. Kefauver
R. KEFAUVER

FILED
123836

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

April 20

1500(K) Departed GUAM with TREPANG and RATON and escorted by PC 548.
2000 Detached escort.

April 21.

0800(K) Made trim dive.
0830(K) Surfaced.
1000(K) Exchanged calls with FLOUNDER.
1100(K) Made training dive.
1130(K) Surfaced.
1200(K) Posit: Lat. 15-53 N Long. 140-59 E.
1430(K) Made training dive.
1500(K) Surfaced.

April 22.

0900(K) Changed clocks to ITM time. All times henceforth will be
(I) unless otherwise specified.
1200 Posit: Lat. 16-35 N. Long. 137-26 E.
1400 Made trim dive.
1430 Surfaced.
1600 Dove.
1620 Surfaced.

April 23.

1200 Posit: Lat. 22-42 N. Long. 137-08 E.

April 24.

1100 Trim dive.
1130 Surfaced.
1200 Posit: 27-19 N. Long. 137-16 E.
1300 Training dive and battle surface.

April 25.

0845 SD contact closed from 11 to 7 miles. Dove.
1000 Surfaced.
1145 Plane closed to 6 miles. Dove.
1200 Posit: Lat. 29-21.5 N. Long. 134-49 E.
1300 Surfaced.

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

(A) PROLOGUE.

SPRINGER arrived GUAM from first war patrol on 25 March 1945 and was assigned to CSS-20, U.S.S. PROTEUS, and CSD-82 for refit.

The refit was more than satisfactory. The SPRINGER crew and officers returned from rest camp to a boat which was scrupulously clean and shipshape. To the U.S.S. PROTEUS and RELIEF CREW SUBDIV-82 we extend a hearty and grateful well done.

Commencing April 13, SPRINGER received normal training period under Commander L. T. STONE, U.S. Navy.

Three officers, Lieut. J. B. GRANT, Lieut. (jg) C. J. GIBSON and Ensign R. L. MYERS were detached, Lieut. (jg) GIBSON, twenty-four hours prior to sailing due to acute appendicitis. Replacements were Lieut. J. J. EARLEY, Ensign E. J. GAINES and Ensign J. C. MEYERS.

Readiness for sea 20 April 1945 as Task Unit 17.24 in Coordinated Attack Group 17.24 with U.S.S. TREPANG and U.S.S. RATON.

(B) NARRATIVE.

The following officers and chief petty officers on board with war patrols as indicated.

<u>NAME</u>		<u>File Number</u>	<u>Duties</u>	<u>War Patrols</u>
Comdr. R. KEFAUVER,	USN	75785	Commanding	11
Lieut. I. D. PUTNAM	USNR	95980	Exec	2
Lieut. E. MIKICH	USN	82055	1st Lieut.	5
Lieut. D. G. BAILEY	USN	165494	Eng. & Elect.	1
Lieut. J. J. EARLEY	USNR	148918	Gun & Torp	4
Lt. (jg) L. E. CHAFFIN	USNR	147341	Communications	1
Ens. E. J. GAINES	USNR	357415	Ass't. Comm.	0
Ens. J. C. MEYERS	USNR	369730	Ass't. Gun & Torp.	0
Ch. Elec. W. C. LANGE	USN	364518	Ass't. Eng & Elec.	10
HARTMAN, E. L.	CTM	336 17 21		6
NORTH, F. A. E.	CQM	380 95 30		7
BJORUM, E. H.	CMoMM	328 51 84		7
PECHAR, R. E.	CMoMM	381 14 50		8
HANEY, B. F.	CMoMM	243 50 04		1
KINDERMAN, R. C.	CMoMM(AA)	385 81 20		11
BLANTON, R. F.	CRM	295 31 42		12

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

April 26.

0200 SJ contact closed from $5\frac{1}{2}$ miles to 3,000 yards. Dove.
0300 Surfaced.
0800 SD contact 4 miles. Dove.
0900 Surfaced.
1200 Posit: Lat. 29-30.5 N. Long. 130-27 E.

April 27.

0900 Dove.
1000 Sighted U.S.S. SPOT and 2 PEM.
1130 Surfaced.
1200 Posit: Lat. 31-10 N. Long. 129-06 E.

April 28.

Decided to take a look at TOMEI Harbor on FUKUE SHIMA on the chance that something may come out. Notified TREPANG and RATON of my intentions.

0135 With 3 saturated pips on us at 76, 97, and 152 mcs., dove and started in to KURO SHIMA. I intend to be due south of this small island at dawn so as to cover both southern approaches.

0430 First accurate fix placed us 1.3 miles east of intended posit but in center of SE channel.

0515 Sighted one big DD and a large ship similar to LST type, page 141 of ONI222-J, range 7500 yards. This ship seemed much larger than the pictured 1500 tons and he was making 16 knots. We could not get closer than 6500 yards with a 115° port angle on the bow as he hugged the coast line of FUKUE SHIMA very closely. Three channels and we picked the wrong one!

0625 Heard 14 explosions which might be TREPANG or RATON getting into them. Hope so.

0757 Sound picked up pinging 250° T which is the bearing our two targets should have been on.

0816 Posit: 32-32N. 128-49 E. Sighted DD at range 8250 bearing 250° T with zero angle on the bow. Lovely position.

0823 With range 4500 decided to ease off the track. We just got started when target turned toward and gave us a 10° angle on the bow. Decided that down the throat was only solution so headed towards again.

0826 With 1700 yard range raised scope to fire but found he had very kindly changed course to give us a 65° starboard angle. Made quick change in set up and at

0827-30 Fired three torpedoes with 50° right gyro.

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

0828-12 First torpedo hit. Target was either blown around or turned toward listing heavily to port so we went deep rigging for our first shellacking.

0829 No screws, no depth charges. Only crackling and popping noises so came back up for a look.

0830 Observed target dead in water with his after 1/3 bent and at 90° angle to keel. He was not sinking so decided to give him some help. (Photographer took movies and several still shots).

0854-30 In position to fire with range 880 yards bearing steady, course steady, gyro angle $4\frac{1}{2}$. Fired #5 tube. Torpedo was observed to run 5 - 10 yards ahead. Two lifeboats and one life raft now in water.

0855 Sighted JAKE hovering over target.

0855-30 Fired #6 tube with same result as #5 range 785. This fish passed directly beneath loaded life raft causing much excitement and confusion among said occupants, but no damage to either target or raft. Decided to turn and open out for a stern shot. All hands seem to agree that it's time to abandon ship and noted two of the officers come out forward hatch all dressed up with swords, sashes and all. One had a sash which trailed from the main deck clear to the waters edge. Quite a touching scene and as everyone seemed ready to meet their master, at

0902-20 Fired #8 tube at stack. Range 950.

0903 Observed hit under #1 turret which eliminated the bow and the two loaded life boats which were still alongside. JAKE was an interested and ineffective witness probably muttering their well known "What a deplorable situation".

0904-30 Target observed to upend and vanish with 180 dive angle. Posit: 32-34.5 N. 128-52 E. Definite information as to what type this target was is requested from Fleet Intelligence Center.

1200 Posit: 32-27.5 N. Long. 128-40 E.

1245 Sound picked up screws at 295 T. Observed two trawlers and two planes evidently searching. Went deep to avoid. In view of low can and fact that we have been down since 0135 decided to let these pass unmolested.

2000 Surfaced.

April 29.

0635 SD and SJ contact closed to '3 miles. Dove.

1200 Posit: 32-39 N. Long. 125-14 E.

1240 Surfaced in nice thick fog.

1530 Sighted two floating mines; posit: 33-02 N. 124-51 E.

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

April 30.

1015 Radar contact bearing 078° T range 15,000 yards. Commenced tracking what appeared to be one large ship with two escorts. Sent contact report to TREPANG and RATON. Could only get TREPANG. PICUDA answered also but she was too far away for any immediate action. Continued tracking these targets on surface aided by dense fog. Sent contact report to TREPANG on every leg of zig plan.

1025 Posit: 34-28 N. 124-18 E.

1200 TREPANG reported contact and that she'd be on port flank.

1205 Commenced approach telling TREPANG we were attacking.

1220 With range 4750, convoy zigged toward putting escort 1,500 yards ahead bearing 040 relative, angle on bow 90 starboard.

1239 Had now determined convoy to be one large freighter with DD escort and DE escort.

1240 We were standing by to fire when fog lifted as a curtain leaving us very naked in full view of DE bearing 130 relative, angle on the bow 110. DE turned toward firing all his guns. Changed set up to fire down the throat at him and dove with escort angle on the bow zero, relative bearing 178. Dove.

1241 Fired 8, 9, and 10 tubes. These torpedoes were fired solely in an effort to disrupt his intentions and confuse the impending depth charging.

1241-30 Made ready #7 tube. Went deep, 200 feet, rigging for silent running.

1242-30 Fired #7 tube.

1243 Received first of 27 rather close depth charges.

1245 Last depth charge.

1245 Heard what sounded like torpedo hit. Possibly TREPANG.

1341 All quiet so came up for look. Once more fog had set in and all clear on ST.

1351 Surfaced.

1355 Received message that TREPANG had got one hit.

1425 Target was now dead in the water with escorts circling her carefully. Decided to await dark as this fog was definitely unreliable.

1643 Fog lifted and visibility was now 8 - 10 miles.

1720 Observed DD chasing TREPANG.

1950 Received message that TREPANG was going in to attack. Escorts had now shoved off about 8 miles evidently looking for us.

2300 TREPANG sunk target.

2355 Sent our 1st to CSP giving results to date.

2315 Headed north for aircraft contact.

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

May 1.

0030 Radar contact 210°T, 13,000 yards. Commenced tracking. Evidently two spit kits out on A/S sweep or two escorts encountered with target searching area. Sent message to TREPANG. Unable to raise RATON all day.
0215 Second pair picked up 300°T, 6,140 yards. Bent on four mains and hauled out.
0600 Dove.
1200 Posit: 35-44 N. 124-05 E.
1930 Surfaced.
2100 SJ contact 36,000 yards. Closed to 1800 yards to find 2 small fishing boats. Hauled out to northward.

May 2.

1200 Posit: 35-15 N. 123-41 E.
2000 SJ contact, 3 ships 270°T, range 36,000. Commenced tracking and sent contact report.
2116 Received word that RATON was busy pursuing another contact. TREPANG was too far away to be able to assist.
2243 Manned night battle stations. There is one large ship with two smaller ones, both on his starboard bow.
2251 Range 4,000 yards. Determined target to be either DD or DE with two small ships conducting A/S sweep.
2254-20 Range 3310, fired tubes 6, 5, 4, and 3 depth set 6'.
2256-53 Heard 1st explosion (rather light).
2257-02 Observed and heard 2nd and 3rd heavy explosions.
2300 Ship was shaken thoroughly by tremendous explosion. Target disappeared from screen. Posit: 33-58 N. 122-58 E.
2315 Started in on two remaining pips. Closed to 3600 yards and saw that targets were small patrol craft. Cleared out to northward as they are now thoroughly alerted and I think it a good idea to avoid detection

May 3.

0205 Received word that RATON sunk 6,000 ton AOG.
0600 Dove.
1200 Posit: 35-03 N. 124-00 E.
1900 Surfaced.
2100 Radar contact at 60,000 yards. Began to close.
2145 With contact 119 T. 20,460 yards, commenced tracking. TREPANG has a contact and RATON is well to north. Inasmuch as we have reported that we cannot join TREPANG did not send any contact report.

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

2235 Night battle stations. Determined target to be DD again out on A/S sweep. Target was pinging and zigging at 10½ knots, base course 250 T.
2245-40 Fired 6, 5, 4, and 3 tubes.
2247-40 Observed and felt three hits. This was followed shortly by a huge underwater detonation.
2309 Observed huge flash on horizon to westward. This was followed by sound of underwater detonation wave. This was end of successful attack which TREPANG started several minutes ago.
2328 Target had capsized but was still on PPI so closed to 1200 yards.
2328-30 Fired #1 and 2 tubes at target dead in water ¼ R and L set on torpedoes. Missed.
2340 Circled target range 1900 when suddenly target disappeared.
Posit: 34-38 N. 124-15 E.

May 4.

0130 Closed large oil slick with lots of debris looking for survivors. Picked up papers but no prisoners. Cleared area to north.

I think that this was one of two, two stack destroyers reported by aircraft earlier in the afternoon for the following reasons. His position at contact was a logical possibility based on his earlier position. TREPANG sank one of two patrols operating together to the westward of us at 2309, 3 May. Next day aircraft reported one destroyer and one patrol type operating together. Of the original five these were the remaining two available for patrol.

0330 Sent second to ComSubPac regarding Rustlers results to date.
0515 Dove.
1200 Posit: 34-36 N. 124-44 E.
1930 Surfaced.
2030 Received orders to depart area and join Lifeguard League and effect rendezvous with SCABBARDFISH to effect transfer of papers.

May 5.

0940 SD contact 10 miles.
0941 Sighted 2 Unknown type aircraft turning toward and coming in.
0942 Dove.
1055 Surfaced.
1200 Posit: 32-27 N. 127-52.5 E.
1300 Plane closed to 4 miles. Dove.
2000 Surfaced.
2245 Sent third to ComSubPac, info SCABBARDFISH reporting time and place of rendezvous.

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

May 6.

0230 Dove when plane contact closed to 3 miles.
1200 Posit: 30-20.5 N. 128-50 E.
2000 Surfaced.

May 7.

0635 Plane contact closed to 4 miles. No IFF. Dove.
0742 Surfaced.
1000 Sighted 2 B-29's and exchanged calls and information that we were friendly.
1100 Sighted SCABBARD FISH.
1150 Completed transfer of ECM.
1200 Posit: 29-44 N. 133-07 E.
1205 Commenced patrolling north on one engine awaiting orders for lifeguard.
1300 Sent fourth requesting instructions and reporting completion of rendezvous and transfer previously ordered.
1607 SD contact closed from 16 to 5 with no IFF. Dove.
1715 Surfaced.
2000 Received orders to provide lifeguard services tomorrow.

May 8.

0400 On lifeguard station.
0630 SD contact closed to 5 miles. No IFF. Dove.
0700 Surfaced.
0830 SD contact closed to 4 miles. No IFF. Dove.
0845 Surfaced.
0930 Left station to search for liferaft sighted three days ago.
1200 Posit: 30-27.5 N. 133-33 E.

May 9.

1200 Posit: 29-44 N. 133-07 E.
1600 Received orders to go north for lifeguard services.

May 10.

0545 Dove on station.
0915 Came to SD depth. Contact at 4, 8, 12 and 16 miles. Called plane on VHF and established identity.
0930 Surfaced.
1200 Posit: 32-40 N. 134-05 E.
1205 Received word from Dumbo that "school was out" so we headed south.
1900 Received orders for lifeguard tomorrow.

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

May 11.

0145 Plane contact 5,000 yards. Dove.
0400 Surfaced.
0700 Dove on station.
1200 Posit: 31-13 N. 131-58 E.
1440 Surfaced.
1445 Contact Dumbo by VHF and lifeguard frequency but could not see him. Heavy rain squalls and clouds limited visibility. Circled on station.
1700 Still no sight contact with Dumbo. Departed station to eastward.
2200 Received orders for lifeguard station during carrier strike.

May 12.

0530 Dove.
1200 Posit: 31-13 N. 132-31 E.
1900 Surfaced.

May 13.

0150 SJ plane contact 8500 yards. Maneuvered with full rudder. Plane left.
0600 On station and in contact with 2 plane escorts.
1200 Posit: 31-01 N. 131-43 E.

May 14.

0600 On station.
0650 Dove for enemy fighter ZEKE coming in fast and low on starboard beam.
0700 Surfaced.
0715 Observed dogfight between one Jap and four of our planes. Jap hit the water in flame.
0800 Closed slick and picked up dead Jap pilot and papers. Only a few papers on his person. Threw him back in.
1200 Posit: 31-25 N. 132-05 E.
1800 Strike completed. Headed east.
2200 Received orders to proceed GUAM for refit.

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

May 15.

1030 Received message from 17.7 asking for S.O.A. and E.T.A.
1200 Posit: 28-32 N. 135-00.
1957 Sent our sixth giving desired information.

May 16.

1130 Sighted JAILAO.
1200 Posit: 22-34 N. 137-39 E.
2000 Received message to slow down as there was an escort shortage.

May 17.

1200 Posit: 16-55 N. 140-10 E.
1205 Sighted PEM (12 miles).
2330 Received rendezvous message.

May 18.

1145 Sighted FLYING FISH.
1210 Met escort DOHERTY.
1510 Entered GUAM.
2215 Set clocks to King time.

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

(C) WEATHER.

The weather was agreeable and as can be expected for this time of year. The only rough weather encountered was when we started home.

(D) TIDAL INFORMATION.

Encountered as per charts and publications with about a set of a knot, 010 - 020 encountered west of KYUSHU.

(E) NAVIGATIONAL AIDS.

None encountered.

(F) SHIP CONTACTS.

No.	Time Date	Lat. Long.	Type	Initial Range	Est. Course and Speed	How Contact
1	28 April 0515(I)	32-34.5 N. 128-52 E.	AP	7500	225 16 knots	Periscope
2	28 April 0515(I)	32-34.5 N. 128-52 E.	DD	7500	225 16 knots	Periscope
3	28 April 0800(I)	32-32 N. 128-49 E.	DD	8250	040 14 knots	Sound
4	28 April 1245(I)	32-27.5 N. 128-39 E.	2 Trawlers	---	092 6 knots	Sound
5	30 April 1015(I)	34-34.5 N. 124-52 E.	1 AK or AP	15,000	250 10 knots	Radar
6	30 April 1015(I)	34-34.5 N. 124-52 E.	DD	15,000	250 10 knots	Radar
7	30 April 1015(I)	34-34.5 N. 124-52 E.	DE	15,000	250 10 knots	Radar
8	1 May 0030(I)	34-22 N. 124-09 E.	2 Trawlers	13,000	270 9 knots	Radar
9	1 May 0215(I)	34-22 N. 123-41 E.	2 Trawlers	6,140	040 10 knots	Radar
10	1 May 2100(I)	35-28 N. 123-55 E.	2 fishing boats	36,000	Lying to	Radar
11	2 May 2030(I)	33-58 N. 122-58 E.	2 PC 1 DD or DE	36,000	192 12 knots	Radar
12	3 May 2145(I)	34-38 N. 124-15 E.	1 DD or DE	60,000	270 10.5 knots	Radar

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

(G) AIRCRAFT.

Two aircraft encountered on morning of 5 May when leaving the YELLOW SEA are suspected of being friendly. They were not following the newly established procedure of remaining outside 8 miles until exchange of recognition. This procedure should be enforced especially in areas 9 and 12.

(I) MINES.

In direct contrast to usual YELLOW SEA patrols we sighted only six mines this patrol.

(J) A/S MEASURES AND EVASION TACTICS.

Nothing new in the way of Jap A/S was encountered. They are evidently concerned about our activity on the traffic route to SHANGHAI. We should be on the alert for more efficient and better equipped patrols in this area. The DD's and DE's at present patrolling this area are using long legged zig zags and are very vulnerable to tracking and attack from the quarter. Torpedoes on surface on a dark night offer more chance of success, I think, than other methods of attack.

(K) MAJOR DEFECTS.

1. On 16 May the Auxiliary Engine which was carrying a zero float on the battery showed signs of losing the load and the engine was secured to remedy this condition. At this time all temperature and pressures were normal. Suspecting Governor trouble, the spare Woodward governor was installed, and the engine started. Immediately on rolling over, very loud knocks could be heard and the engine was stopped. Investigation revealed that #7 lower connecting rod bearing wiped and crankshaft broken cleanly at about the middle of the journal. No explanation has been found for this failure.

The engine underwent a major overhaul during the last refit. Total engine hours were 1143.8. Hours since last overhaul 383.7

2. Port stern tube glands leak excessively. Cause is undetermined but stern tubes should be repacked in refit period.

3. D.R.A.I. - Speed input motor noisy, apparently due to dirty slip rings. Motor was inspected and mechanical operation was found to be all right. Complete overhaul has been requested.

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

U.S.S. SPRINGER Torpedo Attack No. 1 Patrol No. 2
Time 0627(I) Date 28 April 1945 Lat. 32-34.5N Long. 126-52E.

Target Data - Damage Inflicted

Identification: Estimated certain (Photographs)
Description: DD (Toritsuiki Class)
Ship Sunk: One
Damage determined by: Periscope observation of two hits and
Commanding Officer watched target upend
and sink.

Draft: 15' Course 040 Speed 14 Range 1500

Own Ship Data

Speed 4.0 Course 250 Depth 59' Angle 1°D

Fire Control and Torpedo Data.

Type attack:	Day	ST	periscope
Tubes Fired:	1	2	3
Track Angle:	65S	65S	65S
Gyro Angle	52°R	58°R	55°R
Depth set:	6	6	6
Power:	High	High	High
Hit or Miss:	Hit	Miss	Miss
Erratic (Yes or no)	No	No	No
Mark Torpedo:	14-3A	23-0	14-3A
Serial #:	39301	63185	25817
Mark Explorer:	6-5	6-5	6-5
Serial #:	26517	26538	26536
Actuation set:	Contact	Contact	Contact
Mark Warhead:	16-1	16-1	16-1
Serial #:	20849	11829	13059
Actuation actual:	Contact	---	---
Explosive:	TPX	TPX	TPX
Firing Interval:	---	8	8
Type spread:	2° divergent		
Sea Conditions:	2	2	2
Overhaul Activity:	USS PROTEUS	USS PROTEUS	USS PROTEUS

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

U.S.S. SPRINGER Torpedo Attack No. 2 Patrol No. 2
Time 0845(I) Date 28 April 1945 Lat. 32-34.5 N Long. 128-52 E.

Target Data - Damage Inflicted

Identification: Estimated Certain (Photographs)
Description: DD (Same as attack #1)
Ship sunk: One.
Damage Determined by: Observed to sink.

Draft 15 Course 090 Speed 0 Range 880

Own Ship Data

Speed 2.1 Course 150 Depth 59' Angle 0°

Fire Control and Torpedo Data

Type Attack:	Day ST periscope	
Tubes Fired:	5	6
Track Angle:	80S	80S
Gyro angle:	0.5° R	1.5° R
Depth set:	6	6
Power:	High	High
Hit or Miss:	Miss	Miss
Erratic:	No	No
Mark Torpedo:	14-3A	23-0
Serial #:	40037	49294
Mark Exploder:	6-5	6-5
Serial #:	26880	26894
Actuation set:	Contact	Contact
Mark Warhead:	16-1	16-1
Serial #:	15074	16768
Explosive:	TPX	TPX
Firing Interval:	---	60 sec.
Type spread:	---	---
Sea conditions:	2	2
Overhaul Activity:	USS PROTEUS	USS PROTEUS

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

U.S.S. SPRINGER Torpedo Attack No. 3 Patrol No. 2
Time 0902(I) Date 28 April 1945 Lat. 32-34.5 N Long. 128-52 E

Target Data - Damage Inflicted

Identification: Estimated Certain (Photographs)
Description: DD (Teretsuki Class)
Ship Sunk: One
Damage determined by: Observed

Draft 15 Course 090 Speed 0 Range 950

Own Ship Data

Speed 2.1 Course 330 Depth 59' Angle 0

Fire Control and Torpedo Data

Type attack:	Day ST periscope	<u>Additional data on attacks 1, 2, & 3</u>
Tubes Fired:	8	
Track angle:	80° S	
Depth set:	6	Depth of water: 75-80 ft.
Gyro angle:	1° R	Sub speed: 2.1
Power:	High	Depth of sub: 59'
Hit or Miss:	Hit	Relative bearing: 350
Erratic:	No	Type: DD
Mark Torpedo:	14-3A	Estimated tonnage: 2300
Serial #:	40336	Speed of target: 15
Mark Exploder:	6-5	Type Sound gear making contact: JK
Serial #:	26196	Other types in use at time: JK & JP
Actuation set:	Contact	What did sound pick up: Pinging
Actuation actual:	Contact	What frequency: 18 kc.
Mark Warhead:	16-1	
Serial #:	14402	
Explosive:	TPX	
Firing Interval:	---	
Type spread:	---	
Sea conditions:	2	
Overhaul activity:	USS PROTEUS	

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

U.S.S. SPRINGER Torpedo Attack No. 4 Patrol No. 2
Time 1241(I) Date 30 April 1945 Lat. 34-34.5 N Long. 124-52 E.

Target Data - Damage Inflicted

Identification: Estimated Certain.
Description: DE
Ship Sunk: None
Damage Determined by: -----

Draft: 6 - 8' Course 110 Speed 10 Range 1,000

Own Ship Data

Speed 6 knots Course _____ Depth 80' Angle 5° down

Fire Control and Torpedo Data

Type Attack:	3 torpedoes hoping	to divert	imminent attack.
Tubes Fired:	8	9	10
Track Angle:	0	0	0
Gyro angle:	0°	1°30' R	3°40' R
Depth set:	6'	6'	6'
Power:	High	High	High
Hit or Miss:	Miss	Miss	Miss
Erratic:	No	No	No
Mark Torpedo:	14-3A	14-3A	14-3A
Serial #:	40679	40646	26579
Mark Explorer:	6-5	6-5	6-5
Serial #:	25979	32884	42574
Actuation set:	Contact	Contact	Contact
Mark Warhead:	16-1	16-1	16-1
Serial #:	9781	19471	14133
Explosive:	TPX	TPX	TPX
Firing Interval:	8 sec	8 sec	8 sec
Type spread:	"Diversion"		
Sea Conditions:	5	5	5
Overhaul Activity:	USS PROTEUS	USS PROTEUS	USS PROTEUS

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

U.S.S. SPRINGER Torpedo Attack No. 6 Patrol No. 2
Time 2254(I) Date 2 May 1945 Lat 33-58 N Long. 122-58 E

Target Data - Damage Inflicted

Identification: Estimated Uncertain
Description: DD or DE
Ship Sunk: DD or DE
Damage determined by: Observed two definite, possibly three hits.
Closed spot and target had disappeared from Radar.

Draft: 8 - 10' Course 192 Speed 12 Range 3,000

Own Ship Data

Speed 15 Course 251 Depth Surface Angle 0

Fire Control and Torpedo Data

Type Attack:	Night radar surface			
Tubes fired:	6	5	4	3
Track angle:	100P	100P	100P	100P
Gyro angle:	6°30'L	5°20'L	5°30'L	5°40'L
Depth set:	6	6	6	6
Power:	High	High	High	High
Hit or Miss:	Hit(?)	Hit	Hit	Miss
Erratic:	No	No	No	No
Mark Torpedo:	23-0	14-3A	23-0	14-3A
Serial #:	63255	26004	63233	25843
Mark Explosive:	6-5	6-5	6-5	6-5
Serial #:	26867	26901	26821	17294
Actuation set:	Contact	Contact	Contact	Contact
Mark Warhead:	16-1	16-1	16-1	16-1
Serial #:	15070	3581	14182	34181
Explosive:	TPX	TPX	TPX	TPX
Firing Interval:	8 sec.	8 sec.	8 sec.	8 sec.
Type spread:	1/2° Divergent			
Sea Conditions:	1	1	1	1
Overhaul Activity:	PROTEUS	PROTEUS	PROTEUS	PROTEUS

Remarks:

This ship was in company with what appeared to be two smaller vessels conducting an A/S sweep of the area.

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

U.S.S. SPRINGER Torpedo Attack No. 7 Patrol No. 2
Time 2245(I) Date 3 May 1945 Lat. 34-38 N Long. 124-15 E.

Target Data - Damage Inflicted

Identification: Estimated Uncertain
Description: DD
Ship sunk: One
Damage determined by: Observed hits and watch target disappear.

Draft: 10-12 Course 290 Speed 10.5 Range 2720

Own Ship Data

Speed 15 Course 210 Depth Surface Angle 0

Fire Control and Torpedo Data

Type attack:	Night surface radar			
Tubes fired:	6	5	4	3
Track angle:	100	100	100	100
Gyro angle:	17° 30'R	18° 30'R	20° 00'R	21° 20'R
Depth set:	6	6	6	6
Power:	High	High	High	High
Hit or Miss:	Hit	Hit	Hit	Miss
Erratic:	No	No	No	No
Mark Torpedo:	23-0	14-34	23-0	14-34
Serial #:	63161	25800	63168	25310
Mark Exploder:	6-5	6-5	6-5	6-5
Serial #:	33036	25577	25580	27066
Actuation set:	Contact	Contact	Contact	Contact
Mark Warhead:	16-1	16-1	16-1	16-1
Serial #:	12711	9817	15502	3538
Explosive:	TPX	TFX	TPX	TPX
Firing Interval:	—	6 sec.	6 sec.	6 sec.
Type spread:	1° Divergent			
Sea Conditions:	2	2	2	2
Overhaul Activity:	PROTEUS	PROTEUS	PROTEUS	PROTEUS
Remarks:	This destroyer was searching with echo ranging			

in the vicinity of attack by SPRINGER and TREPANG on thirty April and could very possibly have been one of two destroyers sighted by aircraft earlier in the day.

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

U.S.S. SPRINGER Torpedo Attack No. 8 Patrol No. 2
Time 2328(I) Date 3 May 1945 Lat. 34-38 N Long. 124-15 E

Target Data - Damage Inflicted

Identification: Estimated Uncertain
Description: DD
Ship sunk: One
Damage Determined by: Observed hits and watch target disappear.

Draft: 8'-10 Course Unknown Speed 0 Range 1240

Own Ship Data

Speed 5 Course 000 Depth Surface Angle 0

Fire Control and Torpedo Data

Type attack:	Night surface radar	
Tubes Fired:	1	2
Track angle:	---	---
Gyro angle:	0	0
Depth set:	6	6
Power:	High	High
Hit or Miss:	Miss	Miss
Erratic:	Yes	Yes
Mark Torpedo:	14-3A	23-0
Serial #:	39912	65744
Mark Exploder:	6-5	6-5
Serial #:	26813	25861
Actuation set:	Contact	Contact
Mark Warhead:	16-1	16-1
Serial #:	11667	11923
Explosive:	TPX	TPX
Firing Interval:	---	6 sec.
Type spread:		
Sea Conditions:	2	2
Overhaul Activity:	PROTEUS	PROTEUS
Remarks:	Same destroyer as in attack #7.	

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

(L) RADIO DEFECTS AND DAMAGE.

Bridge IMC switch froze in the talk position, effectively cutting off all other IMC - 7MC communications. Since this feature is considered a fifth wheel on the bridge, the press to talk leads were removed in the amplifier rack, to be repaired in refit.

No radio defects were noticed.

(M) RADAR DEFECTS AND DAMAGE.

Routine amount of trouble was experienced with SJ. All troubles were tubes and all tube troubles concerned rectifier tubes. High voltage tubes failed twice. PPI 705A rectifier went out. Voltage regulators in both regulated rectifiers deteriorated gradually, causing double pulsing of both ST and SJ. Replaced tubes. SJ showed low sensitivity at beginning of sweep. Replaced TR tube and crystal.

Another tube that gave trouble was the 723A/B local oscillator for the SJ. When the original was replaced by Western Electric tubes, Contract NXS-551, order number 564314-RH-2002, in a routine check, the A-scope completely lost its sweep, and the PPI showed a half length sweep, even with the high voltage off. In all, it was found that two of the three spares aboard (all of that lot number) were shorted. It was a tense moment when the third one was tried.

Switch, piece number D-3, refused to make contact one evening before surfacing. It was hurriedly shorted out, and later investigation showed the interior to be well corroded and the insulation crumbled. This switch was replaced at the last refit, and lasted just 5 weeks.

Tube V(4)6L6G in the PPI shorted, causing F4 to blow, and resistors R24 and R25 to burn out. This had happened once before when terminals 30 and 31 came loose and shorted out. No apparent cause could be found this time, however. Symptoms were absence of sweep on PPI.

Incidentally, the communications department boasts the only battle damage on board, having sustained a direct hit on the SJ reflector from a machine gun bullet on the attack of April 30. The department steadfastly maintains that the DE knew it was shooting at the most important part of the boat but is finding trouble gathering adherents to this theory outside the Communication Gang.

Extraordinary ranges were obtained with the SJ in the YELLOW SEA Area, due, it is believed to a temperature inversion. On the night of 1 May, 2035(I), posit: 36-07 N, 124-05 E, SJ made contact on two fishing vessels, estimated tonnage 40 tons each at 38,000 yards, true bearing 147 T. Weather conditions: wind 330, force 1 knots, barometer 3005, air temperature 48, sea temperature (main engine injection) 53, sea dead calm, low haze, but no high clouds.

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

On the following night at 1850(I), position: 35-11 N, 123-33 E., SJ made contact on destroyer, range (est) 60,000 yards, true bearing 250 T, relative bearing 070. Tracking was commenced at 35,000 yards, using lobe switching, signal E3 to E4 (T.D.C. had to use one-tenth ranges and speeds - see remarks section). Wind 1 knot, from 270, barometer 29.96, air temperature 57, water temperature (main engine injection) 57. Perfectly clear, sea state 1.

Other range obtained were more or less normal including:

Land	95,000 yards
Submarine	15,000 yards
Medium AK	22,000 yards
DD	20,000 yards

SD-5: The SD was used more this run than ever before, principally during the lifeguard period. It is a sturdy piece of gear, much like the horse and buggy, and gave about as much trouble. One 2 x 2 in the receiver unit shorted out, blowing fuse F903. The transmitter tubes (8014A) were replaced after 550 hours, when returned echoes were noticed as much weaker.

Maximum ranges obtained 45 miles on B-29's, 35 miles on F6F's, and zero on a ZEKE that rode the beam in the morning of 14 May, about 50 feet off the water.

Routine tube changes also included TR tube (1960), and several of the I.F. tubes (6AC7's) to obtain maximum echoes.

APR-SPA: V201(2x2) High voltage rectifier shorted, burning out R201, and killing the SPA entirely. Replaced both, and saw unit back to normal.

BN-ABK: No defects or damage noted.

(N) SONAR GEAR AND SOUND CONDITIONS.

No sound conditions were noted out of the ordinary. All cases of echo ranging picked up were on 17 kc., including the destroyer of 29 April, and that of 2 May.

(O) DENSITY LAYERS.

Density layers were found as follows:

Date	Time	Position	Change	Depth
28 April	0630Z	32-20 N. 128-30 E.	-6°	140-280
29 April	0400Z	32-57 N. 125-01 E.	-8°	0-90
30 April	0500Z	29-30 N. 124-16 E.	-8°	60-120

Bathymograph cards forwarded per current instructions.

(P) HEALTH AND HABITABILITY.

Except for numerous minor colds due to the change in climate, the health of the crew was excellent.

The food was very well prepared and above the usual high standard.

(Q) PERSONNEL.

Number of men detached after last patrol	<u>4</u>
Number of men on board during patrol	<u>79</u>
Number of men qualified at start of patrol	<u>52</u>
Number of men qualified at end of patrol	<u>74</u>
Number of unqualified men making 1st run	<u>5</u>
Number of men rated during patrol	<u>4</u>
Number of men recommended for advancement	<u>3</u>

(R) MILES STEAMED - FUEL USED.

GUAM to Area	<u>1971</u>	mi.	<u>20,248</u>	gals.
In area	<u>1208</u>	mi.	<u>8,080</u>	gals.
Area to new area	<u>388</u>	mi.	<u>5,290</u>	gals.
In new area	<u>1594</u>	mi.	<u>16,520</u>	gals.
Area to GUAM	<u>1100</u>	mi.	<u>21,480</u>	gals.

(S) DURATION.

Days enroute area	<u>8</u>
Days in area	<u>7</u>
Days to new area	<u>2</u>
Days in new area	<u>8</u>
Days enroute base	<u>4</u>
Days submerged	<u>9</u>
Duration of patrol	<u>29</u>

(T) FACTORS OF ENDURANCE REMAINING.

Torpedoes	<u>2</u>
Fuel	<u>46,450</u> gals.
Provisions	<u>30</u> days
Personnel	<u>20</u> days
Limiting factor this patrol	<u>Torpedoes</u>

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

(U) COMMUNICATIONS AND RADAR COUNTERMEASURES.

Communications:-

1. No intercepts of enemy signals were made on radio, other than an excited Japanese voice on 40 mc. immediately after the attack on the night of May 3.

2. Heavy jamming noted on 8470 at 0600Z, 7 May, consisting of random CW. This was only occasion Nips gave trouble on ship-to-shore frequencies.

Very deliberate random keying of MCW was encountered on 4475 during the strike of May 11. Very effective, it cut out all voice communication with our dumbos. Steady Jap CW at other times.

Jap CW transmissions were found at all times on all Wopac frequencies but none troublesome enough to prevent communications.

3. No deceptive tactics noted or employed. In one instance it was necessary to disregard an incorrectly authenticated call up in order to accept a message from a boat entering our area. This is a dangerous situation and is needless.
4. No photographs of interest were taken.

Radar:-

1. Intercept of radar signals are given in the APR log. It is noted that not one of the ship contacts showed any radar that we could identify as such. No aircraft radar were definitely received either.
2. No jamming was noted.
3. No deceptive tactics employed or encountered.
4. A roll of 35 mm. was taken of possible radar installations on GAJA SHIMA. Visual inspection showed what appeared to be three ladder type antennae.

(V) REMARKS.

Reception of the Fox schedule this patrol was definitely improved over the previous run (in the Okinawa area). It was found that 9050 and 9090 were about equally reliable frequencies, being best during the period 0600 to 0200Z. Analysis of the reception log shows that 9050 and 9090 were used during the period 0800 to 0200 almost exclusively, and 13655 from 0200 to 0800. No other frequencies were used or were necessary. All SubPac serials were copied.

Our transmissions went off with little delay, too, with average transmission time of nineteen minutes. 8470 was used exclusively for ship-to-shore contact when outside the entry lane to GUAM.

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

The following is a tabulation of messages sent:

<u>Ref.No.</u>	<u>Time First Call</u>	<u>Time Receipt</u>	<u>Station sent to</u>	<u>Frequency</u>
221225	1315Z	1325Z	NPN	4155
281132	1920Z	1931Z	NPN	8420
301455	1453Z	1515Z	NPN	8420
031832	1850Z	1928Z	NPN	8420
051302	1347Z	1356Z	NPN	8420
070515	0550Z	0610Z	NPN	8420
141307	1501Z	1522Z	NPN	8420

Once again, a plea is made for a resonant type echo box for the ST similar to the ones supplied for the SD-5 and SJ-1. Much time is lost in tuning during periscope exposure when there have been no previous targets to peak the gear up on.

During operations in the YELLOW SEA, on two occasions enemy vessels were picked up by radar at ranges beyond 30,000 yards. In tracking at such ranges it was found that satisfactory results could be obtained by using one-tenth scale on the TDC. This method eliminated the mental gymnastics necessary when the halving or quartering method is used.

It is suggested that when message is sent to boat ordering them to depart the area for refit the administrative command assigned for the refit be given. This would greatly facilitate necessary paper work and eliminate last minute flail upon arrival.

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

Time	Date	Lat.	Long.	Freq. MC	PRF CPS	Pulse Width	Remarks
2040	4/26	29-13	130-04	76	1500	40-45	Small pip-loud audible sig
0655	4/27	30-37	129-09	76	450	15	Small pip-loud audible sig
2000	4/27	31-24	129-03	97	1000	30	Signal sweeping.
2000	4/27	31-24	129-03	152	750	10	Weak signal.
2000	4/27	31-24	129-03	158	750	5	Signal sweeping.
2020	4/28	32-26	128-07	96	850	18-19	Saturated pip.
2025	4/28	32-26	128-07	148	600	10	
2026	4/28	32-26	128-07	154	1250	13	
2030	4/28	32-26	128-07	77	1000	50	Saturated pip.
2100	4/28	32-36	128-07	168	500	5 each	Two pips on screen at once with scale on 25, one pip covered 0-2, other 3-6.
2225	4/28	32-36	128-07	160	750	50	Sweeping.
0310	4/29	32-26	126-07	155	455	25	Steady pip
1250	4/29	32-26	126-07	76	500	25	Steady pip.
1445	4/29	32-26	126-07	160	500	10	Sweeping.
0600	4/30	34-25	124-33	162	650	6	Small pip.
1400	4/30	34-30	124-16	76	600	30	Saturated pip, steady.
1400	4/30	34-30	124-16	68	1250	18	Saturated pip, steady.
2000	5/1	36-06	125-05	70	1300	30	Saturated pip, sweeping, pip of short duration character questionable
2018	5/1	36-06	125-05	121	550	2 1/2	
1655	5/1	34-49	123-41	160	500	8	Weak pip, sweeping
1955	5/1	34-21	123-31	160	500	15	Med. pip, sweeping
2147	5/2	34-06	123-20	132	---	17)	2 pips appeared 12 seconds apart-sweeping too fast to record the PRF
2147	5/2	34-06	123-20	132	---	5)	
2005	5/4	34-09	124-35	162	550	12 1/2	Plane contact made on SD at same time.
2320	5/4	34-09	124-35	76	500	40	Saturated pip-steady.
1131	5/5	32-31	128-55	97	800	35	Weak pip-sweeping.
1900	5/5	32-29	128-01	155	500	12	Sweeping then steadied
1900	5/5	32-29	128-01	73	600	35	Saturated pip - steady.
0200	5/6	31-50	128-44	152	1250	6	Irregular pip-sweeping
2140	5/6	29-38	129-11	160	500	6	Sweeping.
2335	5/6	29-13	129-35	81	500	50	Steady pip.
0045	5/7	29-15	129-57	212	1250	18	Steady for 30 seconds then disappeared
0113	5/7	29-17	131-00	81	750	30	Saturated pip-steady
1624	5/8	29-39	133-37	78	1000	10	Weak pip-steady
0200	5/10	30-30	133-30	97	500	14	Weak pip-steady
0445	5/10	30-30	133-30	150	1250	6	Weak pip
2100	5/10	31-35	133-29	102	600	10	Weak pip
2200	5/10	31-35	133-29	97	750	15	Weak pip-sweeping
0400	5/11	31-19	132-29	150	1150	12	Sweeping

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

<u>Time</u>	<u>Date</u>	<u>Lat.</u>	<u>Long.</u>	<u>Freq.</u> <u>MC</u>	<u>PRF</u> <u>CPS</u>	<u>Pulse</u> <u>Width</u>	<u>Remarks</u>
0630	5/11	31-19	132-29	158	500	5	Sweeping
0110	5/12	36-59	122-01	155	1100	6	Sweeping
0507	5/12	31-58	131-51	140	500	17½	Sweeping
0820	5/13	31-06	131-42	160	500	12	Two pips-sweeping
1000	5/13	31-06	131-42	78	600	40	Sweeping
0340	5/14	30-52	131-41	140	550	20	Sweeping
0600	5/14	30-52	131-41	210	1250	15	Steady
0600	5/14	30-52	131-41	98	750	18	Sweeping
0855	5/14	31-15	131-46	151	500	7½	Steady

SUBMARINE DIVISION ONE SIXTY ONE

FB5-161/A16-3

Care of Fleet Post Office,
San Francisco, California.

Serial: 015

20 May 1945.

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

FIRST ENDORSEMENT to

C.O. USS SPRINGER SS414/A16-3,

Serial 021 of 18 May 1945.

From: The Commander Submarine Division ONE SIXTY ONE.
To : The Commander in Chief, United States Fleet.
Via : (1) The Commander Submarine Squadron TWENTY.
(2) The Commander Submarine Force, Pacific Fleet.
(3) The Commander in Chief, U.S. Pacific Fleet.

Subject: U.S.S. SPRINGER (SS414) - Report of Second War Patrol,
comments on.

1. The second war patrol of the U.S.S. SPRINGER was conducted in the YELLOW SEA. The SPRINGER was a unit of a coordinated attack group consisting of the SPRINGER, RATON and TREPANG. Commander R. KEFAUVER, U.S.N., Commanding Officer of the SPRINGER was in command of the coordinated attack group. The patrol was of twenty-nine (29) days duration with seven (7) days being spent in the originally assigned area during which time all but two torpedoes were expended. The SPRINGER was then assigned life guard duties for seven (7) days.

2. During the seven days in the area, nine contacts with groups of enemy ships were made. Four of these contacts were trawlers or fishing boats, too small for torpedo targets. An AP with an escorting DD was sighted while submerged on the first day in the area but could not be closed. The remaining four contacts were all developed into torpedo attacks.

Attack 1, 2, and 3.

On the morning of 28 April while submerged, pinging was detected. Nineteen minutes later a single TERETSUKI class destroyer was sighted apparently on an A/S sweep. As the approach developed, it appeared that a down the throat shot would have to be accepted. However, target zigged just before firing. A quick set-up was obtained and three steam torpedoes were fired at 1500 yard range, set at 6 foot depth, with 65° starboard track. Gyro angles were large, 52 to 58° right. The first torpedo hit aft. The DD lay dead in the water with the after third of the ship bent upwards nearly 90 degrees. The crew started to abandon ship which did not appear to be sinking.

Twenty-seven minutes later the SPRINGER having maneuvered into 800 yard range fired two steam torpedoes from the stern tubes on an 80° track with 180 gyro angles, depth, 6 feet. Both missed slightly ahead. Six minutes later another steam torpedo was fired from the stern tubes. This torpedo hit under No. 1 turret eliminating two loaded lifeboats alongside. Target sank vertically a minute and a half later. During the last two attacks a JAKE plane was observed flying around the target but apparently had no bombs as it made no attacks. Four hours later a "Hunter-Killer" group composed of two trawlers and two planes searched the area, but SPRINGER avoided detection.

SUB ARINE DIVISION ONE SIXTY C

FB5-161/A16-3

Care of Fleet Post Office,
San Francisco, California.

Serial: 015

20 May 1945.

G-C-N-F-I-D-E-N-T-I-A-LSubject: U.S.S. SPRINGER (SS414) - Report of Second War Patrol,
comments on.Attack No. 4.

On the morning of 30 April, in a dense fog, radar contact was made on a three ship convoy which later turned out to be an AP or AK escorted by a DE and a DD. After tracking for two hours SPRINGER started attack. The TREPANG meanwhile had taken position on opposite flank. Just before reaching firing position, the fog suddenly lifted exposing the SPRINGER to full view of the DE escort which immediately turned towards her firing all guns. SPRINGER put her stern to the DE and dived, firing three steam torpedoes "down the throat" at a 1000 yard range. This was purely a defensive measure with "hopes", but all torpedoes missed. Two minutes later twenty-seven (27) rather close depth charges were dropped, but no damage was sustained by the SPRINGER. During this period TREPANG attacked and got one hit in the AP or AK. Two hours later SPRINGER surfaced in the unreliable fog and together with the TREPANG played hide and seek with the escorts, waiting for an opportunity to polish off the main target. Late that night the TREPANG made another successful attack on the target while the escorts were apparently looking for the SPRINGER.

Attack No. 5.

On the night of 2 May radar contact was made on three ships at 36,000 yards. A night surface radar approach was made. At 4,000 yard range the ships were identified as a DD or DE with two smaller patrol boats on an A/S sweep. At 3,000 yards range four steam torpedoes, set at 6 foot depth, 5° left gyro, were fired from the bow tubes on a 100° port track at the DE or DD. Two hits were heard and observed and a possible third hit was heard. Three minutes later target disappeared from radar screen. SPRINGER closed the point where target had been. Only the two small patrol boats remained and being too small for torpedo attack SPRINGER retired.

Attacks 6 and 7.

On the night of 3 May radar contact was made at 10 miles on a single destroyer on an A/S sweep. A night surface radar approach was made at a range of 2,700 yards, four steam torpedoes, with 20° right gyro, depth set at 6 feet, were fired from the bow tubes on a 100° track. First three torpedoes were heard and observed to hit. Target capsized but did not sink. Forty-three minutes later two more steam torpedoes were fired from the bow tubes at 1,200 yards range. Both missed. While SPRINGER was maneuvering for another shot, target suddenly disappeared. Upon closing the point of disappearance, a large oil slick with plenty of debris was found. Some papers were recovered from the water, but no survivors were seen.

3. All torpedo attacks were well planned and executed in a determined, resolute manner, resulting in inflicting maximum damage to the enemy encountered.

SUBMARINE DIVISION ONE SIXTY ONE

FB5-161/116-3

Care of Fleet Post Office,
San Francisco, California.

Serial: 015

20 May 1945.

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

Subject: U.S.S. SPRINGER (SS414) - Report of Second War Patrol,
comments on.

4. While on life guard duty, no opportunity was presented to effect any rescues. SPRINGER had the pleasure of witnessing four of our own planes knock down a Jap plane. Upon closing the point of attack, the dead Jap pilot was picked up. Search of his clothing revealed several papers which were taken, after which he was replaced "over the side."

5. Exceptional radar ranges were obtained in this area probably due to atmospheric conditions.

6. The SPRINGER was very clean and shipshape upon her return from patrol. Her material condition is very good. She will be given a normal refit by the U.S.S. PROTEUS.

7. The health of the officers and crew is excellent. The morale of all hands in this fighting ship is of the highest state.

8. It is noted that 22 men were qualified during this patrol, 74 men out of a crew of 79 being qualified upon her return. This is considered exceptional.

9. The Administrative Division Commander extends his heartiest congratulations to the Commanding Officer, his officers and crew on the completion of this excellent, well conducted and aggressive patrol, which, although of short duration, was highly productive and very damaging to the enemy's ever shrinking navy, particularly to his anti-submarine force.

10. It is recommended that the SPRINGER be credited with inflicting the following damage to the enemy:

SUNK

1 DD (TERETSUKI CLASS) (EC)	2300 tons	Attacks 1, 2, 3
1 DE or DD (EU)	1000 tons	Attack 5
1 DD (EU)	1700 tons	Attack 6, 7

Total Sunk 5000 tons

E. C. Hawk
E. C. HAWK.

SUBMARINE SQUADRON TWENTY

FC5-20/116-3

Serial: 0113

Care of Fleet Post Office,
San Francisco, California.
23 May 1945.

CONFIDENTIAL

SECOND ENDORSEMENT to
CO SPRINGER Report of 2nd
War Patrol (Serial 021)

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

Subject: U.S.S. SPRINGER (SS414) - Report of War Patrol Number
TWO.

1. Forwarded, concurring in the remarks and recommendations
of damage assessment by Commander Submarine Division ONE HUNDRED
SIXTY ONE.

2. The Commander Submarine Squadron TWENTY congratulates
the Commanding Officer, officers and men of the U.S.S. SPRINGER
upon this aggressive patrol, noteworthy for its destruction of three
important enemy combatant ships.

L. S. PARKS.

6 01634

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

1d

Serial 01286

Care of Fleet Post Office,
San Francisco, California,

30 May 1945.

CONFIDENTIAL

THIRD ENDORSEMENT to
SPRINGER Report of
Second War Patrol.

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

COMSUBSPAC PATROL REPORT NO. 769
U.S.S. SPRINGER - SECOND WAR PATROL.

From: The Commander Submarine Force, Pacific Fleet.
To : The Commander in Chief, United States Fleet.
Via : The Commander in Chief, U.S. Pacific Fleet.

Subject: U.S.S. SPRINGER (SS414) - Report of Second War Patrol
(20 April to 18 May 1945).

1. The second war patrol of the SPRINGER under the command of Commander R. Kefauver, U.S. Navy, was conducted in the Yellow Sea areas. The SPRINGER along with the U.S.S. TREPANG and the U.S.S. RATON formed a coordinated attack group, with the commanding officer of the SPRINGER as group commander. Lifeguard services were rendered in addition to offensive patrol.

2. This very aggressive and well conducted patrol produced eight contacts worthy of torpedo fire. In eight well executed attacks the SPRINGER sank two destroyers and one destroyer escort. The coordination of this group was excellent.

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

4. The Commander Submarine Force, Pacific Fleet, congratulates the commanding officer, officers, and crew of the SPRINGER for the completion of this highly aggressive, determined patrol. The SPRINGER is credited with having inflicted the following damage upon the enemy during this patrol:

S U N K

1 - DD (TERETSUKI Class) (EC)	-	2,300 tons (Attacks Nos. 1, 2, & 3)
1 - DD (EU)	-	800 tons (Attack No. 6)
1 - DD (EU)	-	1,200 tons (Attacks No. 7 & 8)
TOTAL SUNK	-	4,300 tons

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

Distribution and authentication
on following page.

MERRILL COMSTOCK.

FF12-10(A)/416-3(18) SUBMARINE FORCE, PACIFIC FLEET

1d

Serial 01286

Care of Fleet Post Office,
San Francisco, California,
30 May 1945.

CONFIDENTIAL

THIRD ENDORSEMENT to
SPRINGER Report of
Second War Patrol.

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

COMSUBSPAC PATROL REPORT NO. 769
U.S.S. SPRINGER - SECOND WAR PATROL.

Subject: U.S.S. SPRINGER (SS414) - Report of Second War Patrol
(20 April to 18 May 1945).

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

U.S.S. SPRINGER (SS414)

SS414/A16-3

Serial: 023

27 July 1945

DECLASSIFIED-ART. 0445, OPNAVINST 5510.10

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

BY *CP 093/K* DATE *6/19/72*

From: The Commanding Officer.
To : The Commander-in-Chief, U.S. Fleet.
Via : (1) The Commander Submarine Division 341.
(2) The Commander Submarine Squadron THIRTY-FOUR.
(3) The Commander Submarines, Pacific Fleet.
(4) The Commander-in-Chief, Pacific Fleet.

Subject: U.S.S. SPRINGER (SS414) - Report of War Patrol
Number 3.

Enclosure: (A) Subject report.
(B) Track Chart (ComSubPac only).

1. Enclosure (A) covering the third war patrol of this vessel conducted off HONSHU in the LIFEGUARD LEAGUE during the period 16 June to 27 July 1945 is forwarded herewith.

2. Enclosure (B) to ComSubPac only.

J. F. Bauer
J. F. BAUER

FILED
136602

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

(A) PROLOGUE.

Arrived GUAM from second war patrol on 18 May 1945, and commenced refit by Comsubron-20, PROTEUS, and Submarine Division 161 relief crew. No major items were accomplished. Completed refit on 3 June 1945. Lieutenant Commander John F. Bauer relieved Commander Russell Kefauver as commanding officer. Commenced training on 6 June, completed 14 June. Sound tested but not depermed. Loaded 15 June. Readiness for sea 16 June.

(B) NARRATIVE.

List of officers and chiefs on board with war patrols as indicated including third war patrol:

<u>NAME</u>	<u>File Number</u>	<u>Duties</u>	<u>War Patrols</u>
Lt. Comdr. J.F. BAUER	USN 81230	Commanding	9
Lieut. I.D. PUTNAM	USNR 95980	Exec and Nav	4
Lieut. E. MIKICH	USN 82055	1st Lieut.	7
Lieut. D.G. BAILEY	USN 165494	Eng & Elect	3
Lieut. J.J. BARLEY	USNR 148918	Gun & Torp	6
Lt.(jg) C.J. GIBSON	USNR 194615	Asst 1st Lieut	2
Lt.(jg) L.E. CHAFFIN	USNR 147341	Comm & Radar	3
Ens. E.J. GAINES	USNR 357415	Asst Comm & Comsy	2
Ens. J.C. MEYERS	USNR 369730	Asst Gun & Torp	2
Ch.Elec.W.C. LANGE	USN 364518	Asst Eng & Elect	12
NORTH, F.A.E.	CQM 380 95 30	USN	9
BJORUM, E. H.	CMoMM 328 51 84	USN	9
PECHAR, R. E.	CMoMM 381 14 50	USN	10
HANEY, B. F.	CMoMM 243 50 04	USN	3
KINDERMANN, R.C.	CMoMM(AA) 385 81 20	USN	13
SOALS, W.W.	CEM(AA) 321 28 85	USN	8
BLANTON, R.F.	CRM 295 31 42	USN	14
READ, N.D.	CCS 368 31 15	USN	4

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

16 June

0630(K) Underway from PROTEUS for third war patrol, with orders to proceed via SAIPAN for torpedoes, then to vicinity of TOKYO BAY for offensive patrol and lifeguard duty.
0710 In company with our escort OSMUS (DE701).
1130 Released escort at entrance to TANAPAG HARBOR, SAIPAN.
1500 Moored to ORION.

17 June.

1400(K) Departed SAIPAN in company with escort LCI 322. The genuine hospitality offered us will not be forgot too soon.
1900 Released escort. Made trim dive.
1930 Surfaced.
2330 Exchanged calls by SJ with JACK.

18 June.

0500(K) Exchanged calls by SJ with PETO.
1200 Lat. 18-30 N. Long. 142-57 E.
1800 Trim dive.
1840 Surfaced.

19 June.

0900 Set clocks back to Item time, which is the time used hereafter.
1200 Lat. 22-42 N. Long. 139-50 E.
1500 Made trim dive.
1530 Surfaced.

20 June.

1200 Lat. 27-23 N. Long. 140-00 E.
2200 Received CSP serial two assigning position for lifeguard for 21 June.

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

21 June.

0400 Received orders for 22 June.
1200 Lat. 30-09 N. Long. 136-02 E.
1615 Orders cancelled.
2315 Plane contact closed to 9 miles. Submerged. We have been assigned station in center of a nightly A/S sweep area.
2345 Surfaced.

22 June.

0030 Plane closed to 6 miles. Dove.
0200 Surfaced.
0635 On station with B-29 cover.
1200 Lat. 31-45 N. Long. 137-02 E.
1410 Air cover departed.

23 June.

0120 Our night search plane closed to 6 miles again. Submerged.
0140 Surfaced.
1200 Lat. 31-30 N. Long. 136-53 E.
1325 Exploded mine by 40 mm. at 31-42 N. 136-52 E.

24 June.

1200 Lat. 32-10 N. Long. 137-02 E.

25 June.

1000 Sighted and exchanged calls with B-24. No information except fighter mission cancelled.
1200 Lat. 32-32 N. Long. 137-27 E.

26 June.

0030 On station for mining mission.
0600 On station for bombing mission. Submerged.
0930 Surfaced with two B-29 escorts overhead.
1005 Received report of downed B-29. Headed for spot halfway between TREFANG.

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

1020 B-29 cover reported contact with schooner and spit-kit
12 miles north almost on our track.
1030 Observed 2 PRIVATEERS and our cover making bombing and
strafing runs. Targets burning and planes said our help
not needed. Also received word that TREPANG plane cover
had investigated B-29 wreckage and sighted no rafts.
This was ALBATROSS 11.
1100 Received word of downed B-29 south of us so headed for him.
TREPANG reports sighting periscope twenty miles to north
of us and also one destroyer.
1200 Lat. 33-45 N. Long. 136-49 E. Plane has survivors in
sight. Dropped floats.
1205 Sighted liferaft and wreckage.
1225 Rescued eight men from B-29 ALBATROSS 17 in good condition.
1230 Plane cover departed. Downed pilot reported two additional
crew members jumped. Continued to search area until dark.
Results negative.
1500 Sighted and exploded mine. Lat. 33-44 N. Long. 136-44 E.
by 20mm fire.
1600 Received CSP 260417 directing transfer of survivors to
TIGRONE.
2050 Dove for plane at 8 miles.
2145 Surfaced.
2245 Dove for plane at 3 miles.

27 June.

0015 Surfaced.
0030 Received rendezvous message from TIGRONE.
0440 At point. No signs of ZOOHLE FERRY.
0700 Sighted TREPANG. Commenced coordinated search.
0900 TIGRONE says he is within thirty miles of a doubtful D.R.
which is thirty miles west of us. Visibility about three
miles, sea 4-5.
1135 TIGRONE reported interference so headed down bearing.
1200 Lat. 33-23 N. Long. 137-22 E.
1205 Sighted TIGRONE.
1220 Received message from BOKHITE SIM that there were 8 good-
years about fifty miles northeast of us.

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

1330 Completed transfer of airmen following TREPANG. Commenced
race with TREPANG who had five mile head start.
1800 TREPANG picked up first group as she won by 20,000 yards.
1825 Eased in astern of TREPANG picking group she said we could
have, and headed for raft containing Lt. Colonel Howard
F. HUGOS, USA who was riding ALBATROSS 11 as command pilot
for the group. TREPANG rescued seven.
1830 Sighted mine and exploded it with 40mm fire at Lat. 33-50 N.
Long. 136-35 E.
1835 Continued to search area 12 miles from beach until too
dark to warrant further search. Air cover departed.
2035 Received orders to proceed west.

28 June.

1200 Lat. 32-20 N. Long. 135-24 E.
2330 Dove for plane at 3 miles. No IFF.
2350 Surfaced.

29 June.

0045 On station for bomber strike.
0300 Cover departed. No planes down.
1200 Lat. 32-19 N. Long. 133-52 E.
1405 Submerged to routine torpedoes.
2015 Surfaced.
2300 On lifeguard station.

30 June.

1200 Lat. 31-42 N. Long. 134-08 E.
1430 Sighted and exchanged calls with SILVERSIDES.

1 July.

1200 Lat. 32-47 N. Long. 133-58 E.
1600 #1 scope out of commission (see para. K.)

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

2 July.

0600 Received message to meet DEVILFISH and transfer HUGOS.
1200 Lat. 32-18 N. Long. 134-03 E.
1600 Sighted DEVILFISH.
1640 Transferred HUGOS. Asked DEVILFISH to report our #1 scope out of commission.

3 July.

1200 Lat. 32-50 N. Long. 134-15 E.
1400 Recovered KAPOK lifejacket from D630, #11.
2030 On station for bomber mission.

4 July.

0345 Cover departed. Saw reflections of fires and smoke over 100 miles from scene.
0820 Decided to celebrate today by exploding mines.
0825 Exploded mine by rifle fire. Lat. 32-55 N. Long. 133-50 E.
0950 Exploded mine by 20mm fire. Lat. 32-45 N. Long. 133-49 E.
1200 Lat. 32-28 N. Long. 133-57 E.
1400 Sighted and hit an old rusty mine with only one horn left. It smoked for us awhile then sank. Lat. 32-49 N. Long. 134-14 E.
1437 Exploded mine with rifle fire. Lat. 32-58 N. Long. 134-23 E.
1800 Received message to look for survivor in lifejacket at 33-20 N. 136-03 E.

5 July.

0200 On station, commenced search.
1050 Plane reported. No results and said he was going home.
1200 Lat. 33-52 N. Long. 137-00 E.
1900 Considered further search useless. Seas were glassy and lookouts were reporting logs over five miles distant. Departed for lifeguard station.

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

6 July.

0840 Exploded mine by 20mm fire. Lat. 33-39 N. 137-20 E.
1200 Lat. 33-50 N. Long. 137-46 E.
1550 On station.

7 July.

0325 Strike completed.
0500 Sighted single engine fighter coming in low and fast.
Dove.
0530 Surfaced.
1010 Circling on station for fighter strike.
1200 Lat. 34-35 N. Long. 137-58 E.
1217 Strike completed. No business.
2330 Dove for doubtful plane contact.
2350 Surfaced.

8 July.

1140 Submerged for a few odd jobs.
1200 Lat. 33-52 N. Long. 138-48 E.
1630 Surfaced.

9 July.

1005 Sighted JAKE shadowing us near our station. Dove when he tried to sneak in.
1130 Surfaced on station. Sighted B-29's and fighters but no cover.
1200 Lat. 34-15 N. Long. 136-55 E.
1205 B-17 cover and three fighters arrived.
1215 Sighted our JAKE again circling about 12 miles distant. Vectored our fighters on him who made one pass, got several hits. They reported that they chased him inland.
1230 One of our fighter pilots said he was going to bail.
1240 Observed smoking plane jettison his bombs. Fire went out on the dive.
1242 Pilot said he was OK and would not jump.

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

1317 Took pictures of B-17 flying over close aboard and waved
goodbye.
1720 Took pictures and sank what might have been a Jap sono
buoy. A swell trap for a lifeguard submarine. SJ was
busily reporting contacts at 3000 yards that always go
with these setups. Lat. 34-06 N. Long. 137-34 E.
1845 Sighted BETTY possibly investigating scene. Submerged.
1915 Surfaced.
2245 Circling on station for night bomber mission.

10 July.

0400 Cover departed.
1100 Sighted half of a good Jap.
1200 Lat. 33-51 N. Long. 136-43 E.
2030 Received CSP 100402 of unreliable sighting of flares.
Decided to search two spots tomorrow.

11 July.

1200 Lat. 33-07 N. Long. 137-36 E.

12 July.

1115 Dove when plane closed to 4 miles. No IFF. Not seen.
1200 Lat. 34-08 N. Long. 137-53 E.
1833 Surfaced. Sighted another buoy of the same type as our
supposed sono buoy without tear drop float. Sank same
by rifle fire. Lat. 33-52 N. Long. 136-22 E.
2340 On station for bomber mission.

13 July.

0045 Cover arrived.
0310 Cover departed. Seas very rough.
1005 Fighter strike cancelled.
1130 Submerged to ride out weather.
1200 Lat. 33-23 N. Long. 136-03 E.
1045 Surfaced.

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

14 July.

1125 Received word from my cover flying over that fighter strike was scheduled. Proceeding at flank speed.
1200 Lat. 33-40 N. Long. 138-46 E.
1340 Playmate told us strike was cancelled.

15 July.

1145 Circling on station.
1200 Lat. 34-30 N. Long. 137-35 E.
1345 Air cover departed.

16 July.

1200 Lat. 34-23 N. Long. 137-28 E.
1215 Cover arrived for fighter strike.
1350 Sank mine by 20mm and rifle fire. Went down smoking.
1400 Cover departed. Headed for night station.
2330 On station with B-29 cover.

17 July.

1200 Lat. 34-45 N. Long. 138-45 E.
1715 Trim dive.
1815 Surfaced.
2030 Received Serial 96. Orders to relieve STEELHEAD off KII SUIDO.

18 July.

0400 Acknowledged serial 96.
0619 Submerged to conduct quarterly six hour battery discharge, routine fish and repair sound motor generator.
1200 Lat. 33-10 N. Long. 137-15 E.
1520 Surfaced.
2340 Exchanged calls with SCABBARD FISH by SJ.

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

19 July.

0925 Sighted DAVE about 8 miles flying low. Dove.
1110 Surfaced.
1200 Lat. 33-08 N. Long. 135-55 E.
1210 Sighted two PRIVATEERS. Nothing in area for us.
1320 Exploded mine. Lat. 33-14 N. Long. 135-49 E.
1805 Sighted DAVE at 3 miles banking for run. He dropped a couple to let us know he saw us.
1845 He was still circling at 3 miles.
1930 Surfaced. All clear.
2245 On station for bomber mission.

20 July.

0015 Cover arrived.
0405 Cover departed.
0450 Dove for morning search plane.
0603 Surfaced.
1200 Lat. 33-07 N. Long. 134-14 E.

21 July.

1200 Lat. 33-06 N. Long. 135-21 E.
2330 Exchanged calls by SJ with SILVERSIDES.

22 July.

0030 Received serial 23. Orders to depart station sunset tomorrow.
1200 Lat. 33-14 N. Long. 135-08 E.
1415 Sighted and recovered empty Jap liferaft.
1445 Received aircraft contact report of five ships in TANABE BAY.
1700 Closed harbor to have a look. Nothing sighted except small sailboat hugging the three fathom curve.

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

23 July.

0745 Exchanged calls by visual and VHF with SILVERSIDES.
1200 Lat. 33-06 N. Long. 136-13 E.
1320 Sent our fifth acknowledging serial 23.
1700 Departed station for GUAM.
2330 Sent our sixth to CTG 17.7.

24 July.

0050 Exchanged calls with STERLET by SJ.
0530 Received CTG 17.10's rendezvous message.
0735 Sighted and exchanged calls with ATULE.
1200 Lat. 28-57 N. Long. 139-20 E.
1515 Sighted tops of friendly Task Force.

25 July.

1140 Sighted and exchanged calls with TENCH, BILLFISH, and LIONFISH.
1200 Lat. 22-13 N. Long. 139-44 E.

26 July.

0715 Sighted and exchanged calls with GATO.
0915 Sighted and exchanged calls with PERCH.
1200 Posit: Lat. 17-27 N. Long. 143-45 E.
2300 Sighted and exchanged calls with PARCO.

27 July.

0120 Sighted and exchanged calls with INDIANAPOLIS.
0437 Contacted escort.
0701 Arrived GUAM. Set clocks to King time.

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

(C) WEATHER.

The weather was generally good with only a couple days with moderately heavy swells and varying visibility.

(D) TIDAL INFORMATION.

Most of the time was spent in the KUROSHIO with strong easterly currents encountered conforming with the charts.

(E) NAVIGATIONAL AIDS.

Only two of the several lighthouses sighted turned on light for our benefit. HINO MISAKI and IRO SAKI burned with normal characteristics.

(F) SHIP CONTACTS.

None.

(G) AIRCRAFT.

Only four Jap aircraft were sighted during the entire patrol that were definitely identified. One of these was attacked by our fighter cover.

(H) ATTACK DATA.

None.

(I) MINES.

Eleven mines were destroyed. Nine by explosion and two by sinking. Three additional were sighted while we were on special missions and ignored. One type "B" buoy was sunk by gunfire.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS.

No picket or patrol craft were sighted during patrol. Our aircraft have done an excellent job. One plane dropped two bombs after we leveled off at two hundred feet just to let us know he saw us.

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

(K) MAJOR DEFECTS AND DAMAGE.

HULL: No. 1 Periscope (ST). During refit after 1st patrol, April 1945, SubDiv 82 and PROTEUS pulled cylinders and pistons through misunderstanding of request. PROTEUS not having piston "O" rings similar to installation on SPRINGER, replaced later type of piston and ring with obsolete types. This was not known until it was too late to change back. During second patrol it functioned normally. On July 1st, during morning routine exercise of periscopes in hoist and train, it refused to raise. Port piston was functioning normally, but starboard was frozen. After repeated efforts scope finally raised. On attempting to lower, the starboard piston was found frozen. After determining it wouldn't lower, disconnected starboard piston from yoke and lowered scope with port piston and block and tackle.

Repeated attempts to pull out piston with a chain fall proved fruitless. Yoke retaining ring is stripped and probably bent. Piston rods seem to be bent and bearing races and rings in yoke may be warped.

Replacement of cylinders and pistons, lapped to each other, using type in #2 periscope is requested. Ship has pistons and rings.

ENGINEERING: Auxiliary Engine Exhaust Gasket. The Auxiliary Engine continues to burn out the #4 Main Engine and Aux. Engine combined outboard exhaust valve gasket. The gasket is always burned in the top, outboard corner.

Removal of the immersion box inspection plate while the engine was running revealed the following:

1. A sufficient amount of cooling water from the horizontal spray ring flows over the valve disk in the open position, but little or none comes from the vertical spray ring which cools to valve seat.
2. When the engine circulating water temperature requires cracking the overboard by-pass valve, the flow of cooling water from the spray rings practically ceases.

It is believed that a slight increase in the diameter of the circulating water piping leading to the immersion box, and the blanking off of the Aux. Engine discharge to the compensating system would provide a suitable remedy, and this will be suggested during the next refit.

The gasket was replaced by our spare at sea.

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

(L) RADIO DEFECTS AND DAMAGE.

None noted. The "old faithfuls" TBL, RAK and RAL gave their usual consistent performance. The only possible weakness is the inclusion of the RAK in the radio allowance. Now that low frequency skeds are a thing of the past for submarines, the useful days of the RAK are at an end. Now that submarines must guard two high frequencies in addition to the skeds (4475 and 3310), two NPM frequencies can no longer be fed into a mixer switch, and quick fades in the signal or jamming on one frequency may cause important messages to be lost or unnecessary time in waiting for a repeat. The Pearl Harbor local frequency and the distress frequency can be covered by the RAL. It is suggested that the RAK be replaced by an RAL or RBS.

(M) RAPIR.

SJ-1: Performance: Overall performance for the run was creditable, with a total of 5 hours lost time in making repairs. Of this, only 1 hour and 40 minutes was lost in "emergency" repairs.

Principal use of the gear was in navigation, with constant ranges of 90,000 - 100,000 yards obtained on land.

SJ also shone as an aircraft detector with ranges on aircraft up to 40,000 yards reported. It was extremely useful in vectoring our dance boys during the night missions.

Friendly submarines were contacted at a range averaging 11,000 yards.

The customary minor, but troublesome, derangement of the various radars were encountered. Following is a list of troubles and remedy taken:

SJ-1 Radar: Low ringtime and crystal current, low I F gain, and false echoes at 1500 and 80,000 yards caused by C-22(A & B) in transmitter unit broken down. Defective crystal (IN21). Vertical jitter on "A" scope caused by loose terminal post at terminal 21 in range indicator. Bad focus on tube. Dynamic focus and focus video stage had no effect, caused by defective C-R tube. No power to entire assembly, voltage only to terminals 23 and 24 caused by failure of main switch in main control unit. This trouble occurred twice during the run, necessitating a final cure by wiring around the switch and using the fuse in the main power leads as a switch. It is suggested that the additional load of the ST radar through this switch may be enough to overload it. A higher capacity switch for D3 is recommended.

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

No intensity control on C.R. tube in range indicator caused by defective C.R. tube. Double pulsing in the SJ and unstable tuning caused by bad 5U4G in the "B" regulated rectifier. The same trouble also appeared in the "A" rectifier.

ST Radar: Not used on patrol. See Section "K".

SD-5 Radar: SD was used continuously on this patrol, being keyed at intervals from 40 seconds to 3 minutes depending upon the tactical situation.

First contact was by SD on the DAVE which dropped two on us making us realize that we loved this much-maligned radar very dearly.

Ranges on B-29's varied from 10 to 40 miles with recognition out to 80 miles.

Ranges on land reached 40 miles, and in some cases exceeded the SJ's.

No serious derangement of the gear was noted. Transmitter tubes were changed after 607 hours of service. Several I F tubes were replaced.

APR Intercept Receiver: (See countermasures section for performance). SPA scope would not focus (intermittent) caused by increase in R118 in resistance from 0.56 megohms to 10 megohms. Replaced.

(N) SOULR GEAR AND SOUND CONDITIONS.

Nothing unusual was encountered on sound conditions.

Material troubles were minor. QB gear twice refused to echo range. The first time it was traced to a broken primary lead on the power transformer, the second to a faulty keying relay.

QC-JK training went out entirely, with the main power fuses being blown when the training motor generator was started. Trouble was traced to a low rated fusing, and an improperly adjusted overload relay dash pot.

(O) DENSITY LAYERS.

None located. All bathythermograph cards were forwarded in compliance with current instructions.

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

(P) HEALTH AND HABITABILITY.

Food was average, well planned and well prepared.
Health of all hands was excellent which is to be expected during a surface patrol.

(Q) PERSONNEL.

(a)	Number of men detached after last patrol	<u>12</u>
(b)	Number of men on board during patrol	<u>78</u>
(c)	Number of men qualified at start of patrol	<u>70</u>
(d)	Number of men qualified at end of patrol	<u>75</u>
(e)	Number of unqualified men on first patrol	<u>5</u>

(R) MILES STEAMED; FUEL USED.

	<u>Miles</u>	<u>Gallons</u>
Saipan to area	1,258	13,870
In area	5,553	36,380
Area to Guam	1,650	20,430

(S) DURATION.

Days enroute area	5
Days in area	33
Days enroute base	4
Days submerged	0
Duration	42

(T) FACTORS OF ENDURANCE REMAINING.

Torpedoes	Fuel	Provisions	Personnel Factor
All	47,360 gals.	20 Days	20 Days

Limiting factor this patrol:- Orders

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

(U) COMMUNICATIONS, RADAR AND SONAR COUNTER MEASURES.

Reception of Fox schedule was good and only one serial, not pertaining to us, was missed by us and other boats.

A reception log was kept during the entire run and best reception frequencies and times are listed as follows:

<u>GCT</u> <u>HOURS</u>	<u>Fox</u> <u>FREQUENCIES</u>
00-02	9090 and 16730
02-08	16730 and 13655
08-16	9090 and 13655
16-18	9090 and 9050
18-22	9090 and 13655
22-24	13655 and 9090

The relay or tape on 9090 and 9050 seemed to jam quite regularly during the early morning hours. Reception on this run was very satisfactory from an operator's viewpoint.

Comparatively few radar equipped planes were encountered while innumerable land based radars were encountered within sight of any land. It was a rare occasion when the scope was clear. Log of APR intercepts follows:

<u>Date</u> <u>Time</u>	<u>Posit</u>	<u>Freq.</u>	<u>CPS</u>	<u>Pulse Width</u>	<u>Remarks</u>
6/22 1125	137E 32N	70	500	45	All sweeping unless otherwise noted
1135	137E 32N	80	750	80-100	
1240	137E 32N	85	750	50	
6/23 0638	137E 32N	62	1200	25	
1527	137E 32N	195	1500	50	
1620	137E 32N	103	1200	10	
6/25 1600	137-19E 32-56N	108	750	45	
1700	137-19E 32-56N	152	650	10	
1945	136-35E 33-36N	98	500	45	
2155	136-35E 33-36N	100	500	14	
6/27 0810	135-56E 32-52N	123	250	10	
1755	135-56E 32-52N	110	625	30	Steady

SUBMARINE DIVISION THREE FORTY ONE,

FB5-341/A16-3
Serial (013)

Care of Fleet Post Office;
San Francisco, California,
27 July 1945.

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

FIRST ENDORSEMENT to
USS SPRINGER (SS414)
report of 3rd War Patrol.

From: The Commander Submarine Division 341.
To : The Commander-in-Chief, U.S. Fleet.
Via : (1) The Commander Submarine Squadron 34.
(2) The Commander Submarine Force, Pacific Fleet.
(3) The Commander-in-Chief, U.S. PACIFIC FLEET.
Subject: U.S.S. SPRINGER (SS414) - Report of War Patrol
Number Three.

1. The third war patrol of the U.S.S. SPRINGER under the command of Lieutenant Commander J.F. BAUER, U.S.N., was conducted off the east coast of Honshu in the Lifeguard League during the period 16 June to 27 July, 1945, a total of 42 days, 33 of which were on station. Although much of the time was spent within sight of enemy shores no "all day" dives were made.

2. Numerous air contacts were made but only four were definitely identified as Japanese. No contacts were made with enemy ships.

3. On 26 June, one hour and twenty-five minutes after receiving word of a downed plane, the SPRINGER rescued eight aviators who were crew members of a B-29. On 27 June Lt. Col. Howard Hugos, U.S.A., command pilot of a group of B-29's, was rescued.

4. On 9 July in Lat. 34-06 N., Long. 137-34 E, the SPRINGER sighted and took pictures of what appeared to be a type of sono buoy. On 11 July approximately fifty miles east-only of the above position, a second buoy, similar to the first one, was sighted. Both buoys were sunk by rifle fire.

5. The SPRINGER returned in good material condition. Refit will be accomplished in the normal time.

6. The Administrative Division Commander congratulates the Commanding Officer, officers and crew of the SPRINGER upon the completion of that vessel's third war patrol during which nine aviation personnel were rescued.

J. W. BLANCHARD.

Ph

COMMANDER SUBMARINE SQUADRON THIRTY-FOUR

FC5-34/A16-3

Serial (034)

Fleet Post Office,
San Francisco, Calif.,
30 July 1945.

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

SECOND ENDORSEMENT to.
CO USS SPRINGER ltr SS414/
A16-3 Serial Q23 dated
27 July 1945.

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

Subject: U.S.S. SPRINGER (SS 414) - Report of War Patrol
Number THREE.

1. Forwarded concurring in the remarks of the Commander Submarine
Division THREE HUNDRED FORTY-ONE.

2. The Commander Submarine Squadron THIRTY-FOUR congratulates the
Commanding Officer, Officers and crew for this excellent performance of life-
guard duties off the shores of the Japanese Empire and for the successful
rescue of nine Army aviators.

E. W. Grenfell
E. W. GRENFELL

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

SUBMARINE FORCE, PACIFIC FLEET

mr

Serial 02010

Care of Fleet Post Office,
San Francisco, California,
10 August 1945

CONFIDENTIAL

THIRD ENDORSEMENT to
SPRINGER Report of
Third War Patrol.

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

COMSUBSPAC PATROL REPORT NO. 848
U.S.S. SPRINGER - THIRD WAR PATROL.

From: The Commander Submarine Force, Pacific Fleet.
To : The Commander in Chief, United States Fleet.
Via : The Commander in Chief, U.S. Pacific Fleet.
Subject: U.S.S. SPRINGER (SS414) - Report of Third War Patrol
(16 June to 27 July 1945).

1. The third war patrol of the SPRINGER, under the command of Lieutenant Commander J. F. Bauer, U.S. Navy, was devoted to lifeguard duties south of Honshu.

2. As a result of widespread, alert area coverage of enemy waters south of Shikoku and Honshu, the SPRINGER was afforded two opportunities to rescue downed E-29 aviation personnel. Both rescues were made in an efficient manner, eight aviators being rescued on the first occasion and one the next day.

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

4. The Commander Submarine Force, Pacific Fleet, congratulates the commanding officer, officers, and crew of the SPRINGER for this successful performance of lifeguard duty which resulted in the saving of so many lives of aviation personnel.

DISTRIBUTION:

(Complete Reports)

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Deputy.

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