

This will be a 99 percent reprint of Ed Goessel's history of the BLUEGILL

The submarine, USS BLUEGILL started its existence at the Electric Boat company of Groton, Connecticut. She was born on December 17th, going through the slow process of growing into maturity. She was launched on April 8th, 1943, at the EB yards with the usual ceremonies and good wishes from Navy and civilian officials. From thenceforth on, her new crew started reporting aboard until nearly a full complement was reached. During the ensuing weeks, the crew became acquainted with their new home, making it a point to learn the nomenclature of the boat and just what makes her tick in general. Next came the process of preliminary trial runs and dives in order to detect any possible defects. A few days of this, and finally on November 11th, 1943, she was officially commissioned the USS BLUEGILL and turned over to the U.S. Navy. Trials then commenced in earnest, being conducted mainly in the Block Island, New London, Connecticut, and Newport, RI, areas. These consisted of many varied. dives, the firing of dummy torpedoes, approach runs, and general shake down cruises. During this period, a couple of trips into dry dock were necessary for new paint jobs and a rub down in general. For days and weeks on end, work progressed in order to make her ready for her long sea voyage ahead. She was slowly and surely developing into an undersea raider who would, in a few months, attempt to prove her worth

When finally ready for sea, her armament consisted of six torpedo tubes forward and four tubes aft. A 4 inch 50 deck gun was situated just forward of the conning tower topside. A 20mm gun occupied both the forward and after cigarette decks. The magazine held several 50 and 30 caliber machine guns beside a number of rifles and pistols. The BLUEGILL consisted of a forward and after torpedo room, the forward battery or wardroom, the control room, radio shack, pump room, and conning tower, the after battery with a galley, crews mess, and crews quarters, the forward and after engine rooms, and the maneuvering room. Part of the crew also bunked in the forward and after torpedo rooms.

The boat was three hundred and eleven feet long with hatches leading from the forward torpedo room, the conning tower, the cruise mess, the after engine room, and the after torpedo room, besides a torpedo loading hatch both in the forward and after torpedo rooms. The 2 periscopes and the necessary radar were situated on or about the conning tower and bridge. The BLUEGILL was operated by a crew of approximately 80 officers and enlisted man. Probably 70 percent of the crew were green and had very little or no submarine duty to speak of. But, naturally, this situation didn't exist for long.

So, on one day on the pretext of a degaussing run, she finally left New London, Connecticut, beginning with the new year on January 3rd, out of New London. A wicked storm was encountered which all but incapacitated the majority of the crew for the next two or three days. After riding out the storm, Key West, Florida, was her first stop, arriving there on January 10th. Several days in dry dock were followed by more trial runs until we departed for the Panama canal zone on January 25th. We arrived at Colon, CZ on February 2nd. Negotiated the very interesting passage through the canal the same day, and arrived at Balboa, Canal Zone that evening. We laid-to until February 5th when we commenced further trial operations in the Saboga islands.. These consisted mainly of torpedo and gun practice and approaches. Two weeks later on February 18th, we left the Saboga area and arrived back in Balboa on the 19th. A little rest and a little beer, and we were off again, departing from Balboa on February 22nd for the South Sea Islands and eventually our war patrol area. Crossed the equator for the first time just before arriving at San Salvador, Galapagos Islands, on February 25th. While there, the customary Shellback equator crossing initiations were held. We left San Salvador the same day. The following days enroute were comprised of many trim dives, battle stations practices, mock approaches, etc. and proved to be very monotonous but also very necessary. Finally arrived at Milne Bay, New Guinea on March 22nd. After several days of rest, our final trial runs began, lasting until April 1st when the BLUEGILL departed for her first war patrol. This is when her fighting days officially began. Thus we have the prelude history of the USS BLUEGILL

prior to her war patrols and incursions on enemy shipping. From here on in she's out to "kill the bastards!!"

FIRST WAR PATROL

The first successful war patrol of the USS BLUEGILL. Commencing from Milne Bay, New Guinea, after many hectic weeks of trial runs; everyone was most anxious for a taste of real action. All hands were in high spirits and ready for the worst. Except for a lull of about three weeks in between, the patrol started out and ended with a bang. The BLUEGILL paid for herself with her first sinking; after that she was out of the red. All in all it was a good patrol, with our share of downed Jap ships, depth charges and bombs, and close shaves. The crew learned the hard way but were cockier than ever upon returning to port. The patrol lasted 69 days at sea and ended when we pulled into Brisbane, Australia, with everyone, including the crew, in one piece. The Austrian "beer", women and song looked pretty good.

April 1, 1944.

1300 After many days of trial runs, we finally got underway from Milne Bay, New Guinea, on our first war patrol in accordance with ComTaskFor 72. "Lookout Japs", we're on our way now.

1515 Fired ten rounds of 4 inch 50's, 2 magazines of 20 mm, and 2 belts of 30 caliber ammunition at target towed by HMAS ML 801.

April 2

0600 practiced end rounds on our escort USS BEALE throughout the day and night. Figure it would be best to get in as much of this as possible. It'll be the real thing before long.

April 3

0710 Parted company with our escort USS BEALE. 0735 Moored for fueling at fuel pier, at Langemak, Finchhaven, New Guinea. This was a chance for us to set foot on land for a few minutes.

1100 Underway from Langemak escorted by the USS SC 981 with our belly full of fuel.

1230 Sighted and spoke to the submarine, USS SILVERSIDES.

2000 Parted company with our escort, USS SC 981. We're on our own from here on out.

April 4

0825 aircraft contact #1. Picked up by radar at 18 miles and closed to 16. Lost at 23. Remained on the surface.

1445 aircraft contact #2. Picked up by radar at 16 miles and closed to 11. Lost at 21. Remained on the surface. There wasn't much chance of being sighted at this distance. A submarine has to be very careful and alert. It is a lone wolf on patrol, asking no quarter and giving none, every ship and plane is against her. Her task is to be seen by nobody, neither friend or foe.

1850 Sighted the Kanit Islands. Passed between Kanit and Hermit Islands.

2250 Sighted and spoke to the submarine, USS TUNNY inbound

April 5

1220 Sighted evidence of a ship having been sunk. The water was very dirty with a possible oil slick, water-soaked kapok and wooden debris spread over mile square area. Lt. F.T. Cooper (executive officer) dived over board with a line around his waist and retrieved a life ring. However, no name was visible on the ring. Marine growth indicated it had been in the water for several days.

1300 aircraft contact #3 picked by radar at 25 miles and closed to 23. Remained on top.

April 6

0510 crossed the equator.

April 8

0550 Sighted Helen Island. This was an excellent piece of navigation by Lieutenant Cooper.

0630 submerged until 1956. Made reconnaissance of Helen Island. Closed to within 1200 yards of barrier reef at point closest to the island. Took periscopes pictures. Observed no signs of activity either on the Island or in the lagoon. Had good observation of both.

April 9

1720 entered our area. Everyone on the alert and anxious.

2300 Sighted Morotai Island at a distance of 30 miles. Bright moonlight night.

April 10

0630 conducting a submerged patrol within the western approach to Morotai Strait.

0932 aircraft contact #4. Picked up by periscope at 8 miles. No bombs were dropped. Little excitement anyway.

1008 ship contact #1. Picked by periscope at 10 miles. Contact consisted of three merchant ships skirting the beach at Tg Djodjefa, northwestern corner of Morotai Strait. Can see masts, smoke, and tops of their stacks. Unable to close. Damn! The hulls were not sighted but considered them to be old type merchant ships; coal burners; single tall stack amidships; two tall masts; all three the same type; would estimate each at about 3500 tons. Targets doing ten knots.

2020 surfaced. Ship contact #2. Radar contact accompanied by strong radar interference at a range of 6800 yards. Closing rapidly. It was possibly the submarine, USS PADDLE. However, we avoided contact.

April 11

0620 submerged patrol near Tg Sopi, Morotai, skirting down the western side, one and one half to three miles off shore.

2028 surfaced patrol along axis Tg Sopi - Talaud - Davao, Philippine Islands.

April 12

0545 submerged patrol Tg Sopi skirting down the eastern side, one half to two and one half miles off shore.

2035 surfaced patrol in the same area as submerged patrol for the day. Everything normal, nothing doing today.

April 13

0619 submerged patrol East-West off Tg Sopi.

2018 surfaced patrol in the same area as when submerged.

April 14

0758 submerged patrol East-West of Tj Sopi.

2020 surfaced patrol normal to axis Tg Sopi - Palau.

2200 proceed to newly signed area. Maybe our luck will change now. The patrol is still young however.

April 15

1340 entered new area. Surfaced patrol with the high periscope and high lookout manned during the daylight.

1425 aircraft contact #5. Dived. No sense in taking a chance with these Devils. Especially so early in the game.

1725 aircraft contact #6. Dived.

2339 Sighted Palu Anna Island.

April 16

0320 Sighted Merin Island.

1907 Sighted Palu Anna Island. We're still riding the surface.

April 17

1845 commenced patrolling in the southeast quadrant of our area.

April 18

1100 Sighted Merin Island. Still patrolling the Southeastern quadrant of the area.

April 19

0704 Sighted Pulu Anna Island.

April 20

1030 aircraft contact number 7. Dived.

2220 radar and visual contact at 17,400 yards. of Sonsorol Islands.

April 21

1030 aircraft contact #8. Looked doubtful, but took a chance and remained on the surface.

1152 aircraft contact #9. Dived.

1354 aircraft contact #10. Dived.

2350 sighted Sonsorol Islands once again.

April 22

0347 Sighted Palu Anna Island.

1015 aircraft contact #11. Dived.

1305 aircraft contact #12. Dived.

1429 aircraft contact #13. Doubtful. Decided to dive and play safe on this one.

1615 aircraft contact #14. Dived. They're sure keeping us on our toes today.

April 23rd

0220 Sighted Sonsorol Islands. Had no aircraft contacts at all today.

April 24

1008 aircraft contact #15. Dived.

1350 aircraft contact #16. Dived.

1830 aircraft contact #17. Dived. The lookouts are really getting a workout these days with no few bruised shins.

2330 ships contact #3. Radar interference was experienced but no pip appeared on the screen. It possibly was the submarine, USS BLACKFISH.

April 25th

0951 aircraft contact #18. Dived.

2325 Sighted Sonsorol Islands.

April 26

1030 aircraft contact #19. Dived

1732 aircraft contact #20. Dived. Still no targets.

Gad, something had better pop pretty soon. This isn't doing the crews morale any good.

April 27

0420 set course at 4 engine speed to intercept 2 20 knot targets reported by the USS BLACKFISH heading in the direction of Sonsorol Islands.

0630 passed Sonsorol abeam to port at a distance of six miles.

0707 ship contact #4. Sighted tops of ships coming out of a rain squall at about 26,000 yards distant. Turned away but was forced to dive to avoid being sighted.

0710 dived and commenced submerged approach. Finally it looks as though business is picking up. Ran at full speed, except for observations, for 50 minutes. Unable to close as yet.

0800 observed that target had stopped, laying to, off the southern tip of Sonsorol. We slowed to 3 knots to conserve battery and headed down her true bearing.

0830 visibility improved somewhat. The target is identified as a MUTSUKI class destroyer circling in a large circle at slow speed off the southern tip of Sonsorol. Where is the other target that was reported?

0905 the destroyer is now behind the Island. BLUEGILL closing to southern tip of Sonsorol at a speed of 6 knots.

0944 aircraft contact #21. This one was only a half mile distant. Went down to 100 feet and slowed to 3 knots.

1000 came to periscope depth. JP sound contacted the targets screws at a range of 9800 yards. Target circling off the southern tip of Sonsorol.

1010 can see the destroyer using yardarm blinkers.

1014 ship contact #5. Sighted a cruiser of the YUBARI type steaming out from behind the island at high speed. Here's big meat. Commenced approach on the cruiser at a range of 11,000 yards. But at same time the cruiser commenced radical maneuvers.

She'd head first in one direction then in another, speed up and slow down, staying on one course just long enough for the BLUEGILL to alter her approach course. So, we headed down her true bearing toward the southern tip of Sonsorol, approaching her general vicinity at a speed of 4 knots. The destroyer is now laying to.

1022 depth charge #1. Presumably from aircraft. It wasn't too close however. Down periscope.

1033 depth charge #2. Presumably from aircraft again. Still not too close. Down periscope.

1037 lost sight of the cruiser behind the Island. The visibility is very hazy. The destroyer is now underway crossing our bow. Commenced approach on the destroyer.

1050 destroyer apparently has sighted us. She turned toward us and increased her speed. JPs sound, turn count, registered her screw beats at 270 rpm. Range 3000 yards. Made ready 4 of the bow tubes at depth settings of six and eight feet.

1054 destroyer swinging on by at a range of 1000 yards. Sighted the cruiser again headed this way from behind the island with a large stern wake and "bones in her teeth". Right full rudder. All ahead full speed. Make ready all bow tubes. Things are really happening fast now.

1057 obtain quick set on the cruiser. Her range is now 2600 yards. Difficult to obtain range and angle on bow due to the land background. Took two more observations in the next minute and a half. Rudder amidships. All ahead two thirds. The periscope is vibrating badly.

1058 fired six torpedoes at a range of 1900 yards. Speed used was 20 knots. Considered it very fortunate to be able to get the shots off at all.

1100 boom! It's a hit! A good solid hit was observed about the vicinity of number one fire room on the cruiser. Periscope saw it hit and an instant later heard the explosion. Cruiser heeling to water line to starboard and almost completely engulfed in smoke. A few seconds later another explosion was heard. Opinion being that torpedoes No. 5 and 6 hit. Left full rudder. All ahead full. Bring stern tubes to bear in the direction of the destroyer. He's hunting our trail.

1103 cruiser is dead in the water with a definite starboard list and smoking heavily. BLUEGILL slowed to two thirds speed with rudder amidships. The de-

stroyer is heading this way at a high speed and meaning business. Commenced tracking.

1103 4 explosions designated depth charges No. 3,4,5 and 6, not too close though. These were not from the destroyer. Possibly from an aircraft or from another destroyer but none in sight unless obscured by the island background. Or it also could be explosions in the cruiser or of the other four torpedoes exploding against Sonsorol Island.

1107 destroyer swung hard right at a range of 2300 yards.

1108 Fired 4 torpedoes from the stern tubes. The destroyer swung hard left at the instant the second torpedo was fired. Although altered TDC angle on bow to 30 port for third shot and to 15 port for fourth shot, but missed. Heard depth charges No. 7, 8, 9 and 10 during the process of firing torpedoes. Presumably from aircraft. Not too close. Divergent spread of torpedoes used when 150% coverage reduced with reduction of angle on bow. Opinion being that the target maneuvered to avoid, having sighted the wakes. All fish missed ahead of targets.

1109 started deep. All ahead standard. Left full rudder to get off torpedo tracks. Boats rigged for silent running and depth charge attack.

1110 depth charges 11, 12, and 13.

1111 depth charges 14 and 15.

1112 depth charges 16, 17 and 18.

1114 slowed to 60 rpm and 3 knots. Settled down to evasion tactics at 312 feet.

1118 depth charges 19 and 20. Still not too close. The BLUEGILL is no longer Virgin.

1133 depth charge 21. Closer!

1139 depth charge 22. Still closer.

1155 depth charge 23. Further.

1254 depth charge 24. Relatively distance. Don't believe he had us at any time, at least not thus far.

1323 commenced return to periscope depth. Bango! Depth charge 25. Quite far away however.

1325 at 150 feet. Depth charge 26. Coming closer once again. Checked our ascent for a few minutes. No sense in getting too hasty.

1351 up periscope. Nothing in sight. Secured from silent running and depth charge attack. Reversed course to North and headed back to see if the cruiser was still around.

1458 sighted the destroyer ahead at a distance of seven miles.

1528 sighted a second destroyer ahead.

1547 destroyers are now in sight.

1558 four destroyer in sight patrolling in an organized search. No cruiser is visible. Where did all the destroyer come from?

1623 depth charge 27. Not very close.

1633 reversed our course. No cruiser in sight. Figured discretion better part of valor against 4 destroyer on the hunt. Best to make ourselves scarce around these parts. Besides, the battery gravity is getting pretty low.

1703 aircraft contact #22. Picked by the periscope at a distance of five miles. Appeared to be flying low, close to the surface of the water. Went to 90 feet and then returned to periscope depth.

1945 ships sighted signaling with flashing light in the vicinity of Sonsorol.

2103 surfaced. Transmitted contact report to CTF 72. Charged batteries and headed back toward Sonsorol Island. The crews moral is now much improved.

April 28

0650 submerged reconnaissance of Sonsorol Island. Still no cruiser in sight. No military activity whatsoever. On West side of the island there is a very ruggedly constructed pier extending from the beach out over the reefs. At the foot of the pier are many sturdy looking buildings. A tall lookout tower is located in the center of the island; estimated height being about 150 feet. What appeared to be a fuel tank was located among the buildings at the foot of the pier. Reconnaissance of May 5, 1944, showed no fuel tank in evidence. Evidently no radar installations on the island. On Fana Island, the northward island of the two, there is nothing. Took periscope pictures.

1246 surfaced eight miles northward of the islands. Opened from the island and headed westward.

1344 ship contact #7. Attack No. 3. Dived and commenced approach. Proved to be a convoy, sighted at a distance of 14,000 yards. The convoy consisted of one new type landing or cargo barge escorted by one MATSUKI class destroyer. They popped out of a rain squall and consequently forced us to dive immediately. Selected the destroyer as our target since the barge was of too shallow draft.

Moreover, with the destroyer destroyed, the barge could be sunk with surface gunfire. Visibility is very bad, the convoy apparently is deliberately following within the rain squall.

1355 targets completely lost in the rain squall. Ascent to radar depth but had no contact with it either. Went back to periscope depth.

1407 targets now in sight. Making deliberate approach.

1420 range 5000 yards. Swung boat for stern shot.

1424 zigging away. Damn it!

1428 Fired 4 stern shots. They checked as a perfect set up. Long torpedo run was bad. Watched torpedoes run apparently directly under the target although the target might have maneuvered to avoid the fish. After the torpedoes had apparently passed under, destroyer swung hard left, increasing its speed.

1431 the destroyer and barge both heading toward us; the barge only a thousand yards away. Started deep at Standard speed. Rig boat for silent running and depth charge attack. Slowed to 60 rpm and settled down to evasive tactics. What a disappointment.

1435 depth charges 1 and 2.

1437 depth charge 3.

1438 depth charge 4

1344 depth charge 5. He's feeling us out all right.

1445 depth charge 6.

1451 depth charge 7.

1453 depth charge 8.

1454 depth charge 9.

1504 depth charge 10. The depth charges seemed much bigger than the previous ones. Either bigger or closer.

1530 commenced return to periscope depth.

1608 up periscope. Nothing in sight. Secured from depth charge and silent running attack.

1737 surfaced. Didn't figure there was much sense in giving chase. Resumed surfaced patrol along the area at 2 engine speed.

1745 Sighted Sonsorol Islands.

2116 noticed a strong odor of bunker fuel oil in the air and a heavy slick was sighted in the water.

April 29

1535 Sighted Sonsorol Island. Sighted 2 oil drums and one large crate in the water during the day.

2210 closed and patrolled across Sonsorol Palau lane within radar range of the island.

April 30

1552 Sighted Sonsorol Island. Proceeded at 3 engine speed to our newly assigned station.

May 1

0413 on station. Patrolling across the Palau Davao lane at one engine speed.

1550 ship contact #8. Attack No. 4. The high lookout sighted smoke over the horizon at a distance of 30,000 yards. Contact verified by high periscope. Headed down true bearing at 4 engine speed.

1628 high periscope sighted masts and stacks of 3 merchant ships. Commenced end around.

1715 convoy lost in a rain squall. Headed toward the rain squall at 4 engine speed. Increased our speed to flank, but too much smoke was in evidence so we slowed to full and ran smokeless

1740 radar contact. Three pips on the screen at a distance of 20,600 yards. Commenced radar tracking. Still cannot see the target because of poor visibility. Both the target group and the BLUEGILL in a heavy rain squall.

1745 convoy is faintly visible with binoculars from the bridge. Closed track on the target at 4 engine speed. Radar still tracking.

1748 target group visible through the high periscope. Submerged to radar depth. Continued radar tracking. Selected the largest ship for our target; a goal poster. Range 11,000 yards. Two SC escorts now in sight. Leading ship is a small MFM 2000 ton, tall stack, coal burner, "smoking Joe". Second ship in the haphazard column is an old type MFM 4500 ton, tall stack coal burner. The third ship in the haphazard column is our victim; a MKFKKM, 9000 ton, stubby stack, diesel. All ships were in ballast. " Oh Boy, what a day for a ball game "

1734 down to periscope depth. A deliberate periscope approach commenced.

1757 set torpedo depths at 8 feet. The target length is 450 feet

1814 Made ready bow tubes. Range of target 5600 yards.

1822 target zigged to the right. Held fire until she steadied.

1825 Fired 4 torpedoes from the bow tubes. Range 2475 yards. Speed used was 10 1/2 knots. Checking perfectly on TDC.

1826 saw and heard to solid bits. On forward and one aft. The target presented a slight list to starboard and was engulfed in smoke.

1829 sound reported high speed screws, similar to those of a torpedo, heading this way. Periscope observed the leading merchant on that bearing puffing smoke and building speed. It could very well be a "Q" Ship. Take her down to three hundred feet, and fast! Steering left full rudder to present bow to torpedo. All ahead standard. Rig for silent running and depth charge attack. Commenced evasion. Explosions as of internal explosions in the target. Definitely not depth charges. They'll undoubtedly come soon enough. Last sweep around before going deep showed in addition to the "Q" ship and the target, the other merchant ship high tailing it over the hill, and the 2 sub chasers headed in this general direction at high speed. Let's get out of here! On our way down, we hung up on a heavy density layer at 200 feet. Standard speed wouldn't drive her through. It was necessary to flood in 14,000 lbs., in order to get to 300 feet. Slowed to 60 rpm and 3 knots.

1834. depth charge #1. Here they come again.

1835 depth charge #2.

1836 depth charges 3, 4, 5, 6, 7 and 8.

1838 depth charges 9, 10 and 11.

1842 heard explosions as of internal explosions in the target. They were not depth charges.

1845 depth charges 12 and 13.

1847 depth charges 14 and 15.

1848 depth charge 16.

1849 depth charge 17.

1850 depth charge 18. None too close. Shook boat slightly.

1851 commenced our return to periscope depth for a look around.

2018 reached periscope depth. Sighted the target blazing gloriously. Flames must be visible for 50 miles or better. No other ships in sight, but the visibility not any too good because of near darkness. The flaming ship was a beautiful but awesome sight. The sight which probably comes as the greatest thrill in the life of a submariner. Secured from silent running and depth charge attack.

2030 surfaced at 4 engine speed. Transmitted our contact report via radio. Nothing else in sight except the target burning furiously. Bright moonlight night.

Closed target and circled at 4000 yards. Nothing around except target and 4 abandoned life boats. Considered giving chase but the convoy had a 4 hour start, and besides, it's customary for Japs to make radical changes of course at end of twilight. Also, our fuel situation is critical. Patrolled at one engine speed in the vicinity of the burning ship. Comes dawn, and she's still afloat!

May 2

0600 battle stations surface. Closing in on target as dawn approaches. Gun attack #1. Although the ship appears to be abandoned, it's still very possible there may be survivors aboard who could do no little damage with a deck gun. Best not to get too close.

0637 commenced firing the 4 inch gun. The average firing range being from 1500 to 2000 yards.

0740 ship sunk. One hundred rounds of 4 inch ammunition expended. At least 90 percent of these proved to be hits. Good shooting! Observed 2 tremendous holes in the bottom of the target from the torpedo hits yesterday. One aft and one forward. Took pictures. The ship was identified as a ASOSAN MARU AK at 10,953 tons in ballast. She was gutted by the fire raging inside fore and aft; hull plating showed red hot just before dawn. It maintained buoyancy by the unpunctured amidships section, and fireroom spaces. This proved the worthwhileness of water tight compartments even after 2 devastating torpedo hits. Each gaping hole was big enough to drive a semi through. It was quite a thrill to see her go under. Just like the movies.

0815 closed on life boat with the intentions of retrieving gear, particularly looking for identification data.

0825 aircraft contact #23. Dived. Picked up by radar at 11 miles moving in. To hell with the life boats. Was alongside, and although abandoned and fully equipped, could observe no name plate or anything that looked as though it might have the name of the ship on it. Had breakfast. Everyone is feeling good and should have good appetite after that ordeal.

1815 surfaced. Patrolling at auxiliary engine speed, proceeding to newly assigned station.

1200 Sighted 2 oil drums and a large crate during the remainder of the day.

May 3

0732 sighted a life boat awash. Closed. Proved to be empty except for several fish swimming inside the boat and the oar locks still in place.

0800 on station. We increased to 1 engine speed in order to extend our coverage.

1858 ship contact #9. Closed at 4 engine speed.

1939 contact identified as the submarine USS BILLFISH. Spoke to her.

2400 left our station on auxiliary engine speed. Enroute to Seeadler, Manus Island in the Admiralties, for fuel, via the Sonsorol Islands.

May 4

1121 aircraft contact #24. Three miles distant. Dived, but quick. Much too close for comfort.

May 5

0235 radar contact on Sonsorol Islands at a distance of 17,000 yards. Patrolled within radar range of the islands.

0645 submerged reconnaissance encircling Sonsorol Islands. Closed the reef to within 1000 yards. Had a good look all around. No military activity visible anywhere. People could be seen swimming on the beaches. The fuel tank previously suspected by reconnaissance on April 28, was definitely not in evidence. Otherwise the information obtained on April 28 remained unchanged. Took periscope pictures.

1957 surfaced. Patrol at one engine speed enroute to Seeadler.

2002 ship contact #10. Radar interference. Could it be a US sub?

May 6

2000 slowed to 1 engine speed. Juggling the engine combinations for speed and fuel consumption. 2 engine speed used during daylight hours.

May 7

Normal and uneventful day.

May 8

0817 aircraft contact #25. Dived. Looks like we're back in the old grind once again, of dodging airplanes.

1140 aircraft contact #26. Dived

1200 aircraft contact #27. Dived. Must be the same fellow.

1443 Sighted 4 oil drums and other debris.

May 9

1237 aircraft contact #28. Dived.

1245 several distant explosions strong enough to shake the boats were heard. Could be a few haphazard bombs. That guy must know we're around somewhere and wants to keep us down for awhile.

2334 crossed the equator heading south.

May 10

0630 rendezvoused with the submarine USS CERO and the cruiser USS LONG BEACH our escort.

1230 Moored in Seeadler Harbor, Manus Island, Admiralties. Received 9 torpedoes and 50 rounds of 4 inch ammunition from the USS CERO. Received fuel from the USS MINK. Received miscellaneous provisions from both the US Navy and US Army shore establishments. The smell of land seemed good again.

Maybe 11

1200. Received fresh water from the USS LEOPARD.

1710 underway in company with the USS CERO and the USS LONG BEACH.

2130 parted company with our escort, the USS LONG BEACH. And once again the Bluegill. Her long thin nose seaward in search of trouble.

May 12

0120 ship contact #11. Proved to be the USS HUTCHINS.

0536 crossed the equator heading north.

2330 parted company from the USS CERO.

May 13

Proceeding enroute to the area.

May 14

0937 aircraft contact #29. Dived.

May 15

Still proceeding to our area. No aircraft contacts today.

May 16

1950 entered our area from the equator to the east coast of Halmahera, and Morotai.

May 17

0604 submerged patrolled Tg Lelai, Halmahera, skirting the inside gulf.

0745 aircraft contact #30. Picked up by periscope.

1845 sighted a small wooden fisherman towing a row boat astern; inbound.

2025 surfaced patrol across the mouth of Morotai Gulf. A few white lights were observed on both Morotai and Halmahera

May 18

0613 Submerged patrol Tg Lelai, Halmahera skirting the inside gulf.

0755 Sighted a small fisherman or patrol boat; out-bound.

1125 sighted 4 small landing barges in a column hugging the coast, heading in the direction of Kaoe Bay, Halmahera. Apparently loaded with stores.

2019 surfaced patrol across the mouth of Morotai Gulf. Lights were visible ashore.

May 19

0621 submerged patrol Tg Lelai, Halmahera, skirting the inside Gulf.

0632 ship contact #12. JP sound gear reported screws. Not visible by periscope as yet. Still too dark. Battle stations submerged! Commenced our approach.

0645 ship shapes are now visible through the periscope. A few minutes later, with improving visibility, identified as one MUTSUKI destroyer and an SC boat standing out to sea against the land background. Very unfavorable firing position. Withheld our attack. Bigger and better things to come? We hope. Secured from battle stations. Hated to let the bastards get away so easily, but was impossible to maneuver into a favorable firing position without being detected.

1010 ship contact #13. One 600 ton oiler in ballast accompanied by a nondescript boat maybe intended to be an escort, standing out to sea, hugging the coast. Both would make good gun targets but not worth a torpedo., completed approach; took periscope shots with the camera. Business seems to be looking up today.

1115 Sighted two small landing barges in a column hugging the coast headed in the direction of Kaoe Bay, Halmahera. They too were apparently load with stores.

1320 Sighted a small wooden fisherman towing a rowboat outbound.

1700 Sighted an apparently converted small escort vessel; standing out to sea. nondescript but flying a Man-O-War flag. Depth charges could plainly be seen visible on her stern.

2025 surfaced patrol. Rounded Morotai to the northward proceeding to our new area to the west and north coasts of Morotai.

May 20

0627 submerged patrol from Tg Bisoa to Tg Djodjefa, Halmahera skirting the western approach to Morotai Strait.

1646 ship contact #14. Attack #5. Ship was sighted through the periscope as it rounded Tg Bisoa obviously intending to hug the coast and enter Morotai Strait. Distance 12,000 yards. Escorts were visible shortly thereafter taking stations on the port quarter of the target. BLUEGILL is in an excellent position. Battle stations submerged!. Commenced approach. Observed that the target is apparently holding steady on her course.

1717 range 4350 yards decided the target was not going to swing any further right and squeeze the coast too close, so, went down to 80 feet, left full rudder, all ahead standard, make ready the stern tubes. We crossed her brow with our sound tracking. Gained an excellent attack position between the target and the coast line with both escorts out on a limb on port quarter of the target. The target screens the BLUEGILL from escort; the coast makes high noise level background most unfavorable for the escort sound conditions. Altogether, sitting pretty - that is, if we don't run aground. Up to periscope depth. Incidentally, no pinging heard as yet; these fellows must be listeners. The ship is tentatively identified as similar to that of a MIYAURA MARU.

1720 up periscope. Using number two; the attack scope now altogether fogged. Making 40 turns. Nice set up! Range now 1700 yards can't miss. Firing all torpedoes to hit. Can almost make out features of the crew on board the target. Here's hoping we kill everyone of the bastards!

1724 Fired 4 torpedoes with a 750 yard torpedo run using a target speed of 9 knots. Things are tense now with all hands waiting anxiously and quietly for the expected explosions. Boom, boom, boom. There they are! Saw and heard the first three torpedoes it. The first one hit right under the stack amidships, line perfectly on the vertical crosswire. Wow! What explosions and flames. It indicated gasoline or ammunition or other high explosives. The ship simply evaporated. Small pieces of their ship might probably be found high and dry on land back of Tg Djodjefa. Tried to save the last torpedo from being fired, it went out just as " Stop shooting " was ordered. Don't think there was any ship left for it to hit.

1725 she's sunk! The escorts are maintaining a perfect formation on the port quarter of where target was. But have seen all we wanted to see; ship sank. Hope the escort skippers do the honorable thing and commit hari-kari. In the meantime, we'd better get down further where its comparatively safe. We hope. 1726 take 'er down to 300 feet and right full rudder. Rig for silent running an depth charge attack. Commenced pulling out while the escorts are trying to make contact. These fellows are definitely listeners. 1730 to 1801 received a total of 11 depth charges. They were dropped singly and deliberately. Some were not too far away; particularly at first. Evidence by the fact that several storage clamps securing fuel hose in the superstructure were carried away with the result of banging of the hose against the plating. Loudness of the banging was magnified by the silence we were maintaining in the boat. Took offending hoses inside the boat upon surfacing. Still don't believe the escorts ever did have good contact. 1848 commenced return to periscope depth. 1938 reached periscope depth. Up Periscope. No shipping in sight. 1942 Sighted one of the escort crossing our stern at a distance of six thousand yards. Searching for us in a westerly direction. The BLUEGILL maintained a northerly course. 2014 lost sight of the escort in the fading light against the island background. 2050 secured from depth charge attack and started some of our more silent auxiliary. In general we remain at silent running, however, until surfacing. 2109 surfaced at 4 engine speed heading in a northerly direction. Blinking lights and searchlights were observed. Undoubtedly from the escort. Guess they're still on the prowl for us. 2255 radar interference experienced. Suspicious. Could be the submarine USS CERO however. Radar interference around Morotai is too frequent. Getting very suspicious. Wonder if the Japs have anything that would cause it.

May 21

0718 ship contact #15. Sound device detected echo ranging. Battle stations! Commenced approach hoping to sight a convoy. 0747 Sighted an escort vessel on a westerly course. Was not a CHIDORI but similar thereto, although a

little smaller perhaps. No other shipping in sight. Maybe she'll bring suitable targets back. Broke off approach and watched her disappear over the horizon.

1545 ship contact #16. Sound gear detected echo ranging. Battle stations. Commenced approach. Here come our targets all right.

1630 but no, shouldn't jump to conclusions. Sighted a lone escort vessel on an easterly course. Not a CHIDORI, but similar thereto and smaller. Believe it to be the contact of this morning, retracing her track. Broke off our approach, secured from battle stations, and watched her over the horizon.

2027 surfaced patrol on a northerly course. Nothing in sight.

May 22

0400 sighted a possible reflection of a burning ship bearing 350 true. Headed toward that bearing.

0650 ship contact number 17. Sighted smoke over the horizon at dawn accompanied by radar interference in the same direction. Commenced an end around at full power in order to get in position for a possible attack. The convoy is evidently riding the rain squalls. Two people can play at that game. Closed to radar range of 20,000 yards, continuing our end around, radar tracking with course changes to keep within rain squalls.

0900 ran out of rain squalls and observed target group would soon do likewise. Opened out on the reverse of her true bearing to continue the end around by periscope. It was necessary to gain 20 degrees more bearing to be on a track.

0920 aircraft contact #31. Dived. Continuing approach submerged; considered BLUEGILL in a fair position. This contact was air coverage circling over the convoy. The plane was faintly visible through the clearing rain squall. The tops of the ships are becoming faintly visible through the rain squall too. Don't believe we were detected. These boys are getting smart however.

1034 went down to 90 feet as the escort vessel passed close aboard down our starboard side. The escort shifted to hand keying on short scale with her echo range device indicating that she was suspicious, but no depth charges were dropped.

1040 up to periscope depth. Sighted escort astern of us, opening the range. Approach is progressing nicely

to this point. Range of the escort is now 7,000 yards. 9 ships in the convoy including at least three tankers, two transports, plus 3 roving escorts, and three airplanes overhead. The visibility was excellent but the sea had calmed. The inquisitive escort must have informed the convoy of her suspicions 1405 Sighted two PC escort vessels trailing the convoy, pinging and searching. We stayed at periscope depth expecting to watch them out of sight. But to the contrary. The range closed to less than 1500 yards. Too close

1445 three depth charges received close aboard. Closest of any dropped thus far this patrol. Dropped from one of the PC escorts. Damn it! Any ideas of surfacing frustrated for another couple of hours. Took her down deep. Rig the boat for silent running and depth charge attack. Evaded at 300 feet. No more depth charges were dropped. Believe he dropped those on suspicion only. These escorts with this convoy are terribly touchy.

1550 commenced our return to periscope depth.

1613 reached periscope depth. Pinging is still audible but no escort or other shipping in sight with 5 feet of periscope out. Visibility was very good. Secured from silent running and depth charge attack.

1657 surfaced and commenced chase at full power. It shouldn't take too long to catch them at this speed. Hate to see a fat chance like this get away.

1723 aircraft contact #32, dived--and quick. The plane was directly on top of us. Came in out of the sun. Could hear the plane roar in passing over the conning tower just as the hatch was closed. Hold on boys, this is it! Took two aerial depth bombs close aboard. Ear splitting blasts! First one exploded while we were passing 40 feet down express, forcing the bow down at an appalling and dangerous rate of speed. The second one exploded seconds later while passing two hundred feet as the boat still sailed downward. The boat was very severely shaken. Lost our depth control completely, which looked definitely as though our number was up. The bow and stern planes were jammed on hard dive. Took a precarious 25 to 30 degree down angle. Almost drastic. We finally regained depth control at 250 feet This was done by backing emergency and blowing bow boyancy tank. The bow and stern planes were backed off hard dive by hand. Then, just as quickly, came the

other climax. Because of the lack of power on the bow and stern planes together with the boat being light forward, she began to shoot appeared at another dangerous angle. Seemed as if we were going to pop right out of the water and once again make ourselves a target for the Jap plane. But at about 100 ft we once again managed to gain control of the boat, this time for good. Guess the aircraft didn't think we were friendly after all. It is truly a miracle that he didn't get us. Caused minor damage throughout the boat. One water pet cock in the forward torpedo room was sheared completely off; also a fan was sheared from the bulkhead in the same room. Many lights were knocked out, together with other miscellaneous damage in several compartments; the forward torpedo room seemed to have received the worst of the blow. Our radar was completely knocked out of commission and number one main motor became very noisy. All hands were okay but plenty shaken up. Think it convinced everyone that the Jap was no pushover. Never have felt so frustrated and helpless; but lucky. The Jap Pilot undoubtedly marked a Yankee sub to his credit. Would like to have seen the bloated expression on his face. We're plenty mad now. Hope the CERO gives 'em hell.

2052 surfaced patrol across the northerly portion of the area. We considered that giving chase would be fruitless. Inspected topside for damage. Secured gear loosened by the bomb blasts.

May 23

1200 made a careful survey of topside during daylight. Completed the job of securing damage.

1535 aircraft contact #33. Dived. Received one aerial bomb relatively distant. Planes are getting the touch too.

1955 surfaced patrolling on a southeasterly course for Morotai.

2330 passed an oil drum. A strong smell of wood smoke was very noticeable in the air.

May 24

0613 submerged patrol of Tg Sopi, Morotai.

0823 aircraft contact #34.

1200 several small fishing boats and sail boats sighted during the day.

2030 surfaced patrol across the northwestern approaches to Morotai Strait an Davao-Talau-Halmahera lanes.

May 25
 0530 submerged patrol in the western approach to Morotai Strait off the southwest coast of Rao Island. Two to three knot currents.
 0931 aircraft contact #35. 2 aircraft this time. Evidently patrol planes.
 2035 surfaced patrol across the northwestern approaches to Morotai Strait.

May 26
 0327 radar contact of Morotai Island at 70,000 yards. She's really perkin'. That's a long way off.
 0610 submerged patrol skirting the western approach to Morotai Strait.
 1200 Sighted a few native sailboats during the day.
 2040 surfaced patrol across the northwestern approaches to Morotai Strait.
 2058 ship contact #18. Either a small patrol boat or a fisherman. It later showed one light.. It best to avoid in order not to give away our presence and position.

May 27
 0614 submerged patrol of Halmahera.
 1002 Sighted one small landing barge standing out of Morotai Strait.
 1200 Sighted a few native sailboats and two outrigger paddle canoes during the day.
 2045 surfaced patrol across approaches to Morotai Strait.
 2139 ship contact #19. Strong radar interference encountered upon surfacing. 54 minutes later pip showed up, range 8500 yards. The target was plainly visible in the bright moonlight. Appeared to be a US submarine. Avoided.

May 28
 0606 submerged patrol off Halmahera.
 1650 aircraft contact #36.
 2040 surfaced patrol on a northeasterly course for the northeast corner of our area. Proceeding inbound. Patrol of area now terminated. Crew is getting anxious to set foot on land again for a little relaxation and beer after many long months at sea.

May 29
 0700 departed from our area.
 0911 aircraft contact #37. Dived.

May 30
 1125 aircraft contact #38. Dived.

1320 aircraft contact #39. Dived. They're still keeping us on our toes. Desire no more of that treatment dished out by them a few days ago.

May 31

0455 crossed the equator.

June 1

0600 rendezvoused with the USS PC 1124 our escort.

1105 Moored alongside the submarine tender USS EURYALE, in Seeadler Harbor, Manus Island, Admiralties. The patrol considered completed on this date although we took departure in the afternoon to arrive in Brisbane, Australia, on June 7, for a complete overhauling of the BLUEGILL and a two week leave for the officers and crew.

Sunk this patrol

1 YUBARI class cruiser --2,890 tons

1 Freighter, ASOSAN MARU class. -- 8,812 tons

1 Freighter, MIYAURA MARU class --1,856 tons

Total depth charges, 69

Aerial bombs, 3

THE SECOND WAR PATROL

The second successful war patrol of the USS BLUEGILL. We started, more or less reluctantly, from Brisbane, Australia after a nice rest leave plus a few days of trial runs. Out to get 'em again; luck was still with us as we add further to our tonnage, and consequently, to our depth charge total (the receiving end, that is). It proved to be another good patrol with the BLUEGILL rapidly building her reputation as an undersea raider. After 60 day at sea, mostly in enemy controlled waters, we pulled into Fremantle, West Australia, ready for another leave, this time in Perth. Once again we had successfully evaded the Japs and left a goodly number of them with their honorable ancestors.

July 6, 1944

1600 underway from Seeadler Harbor, Admiralties on our second war patrol after departing from Brisbane, Australia on June 28. We were accompanied by our escort, the SC 750. Prior to the first patrol the BLUEGILL was burning with desire to join the ranks

of the Dragon Slayers, and now that she had a taste of blood, the desire was even more present.

1930 parted company with our escort. All set to give 'em hell again. We're on our own now.

July 7

2305 cross the equator heading in a northerly direction on the way to our area.

July 8

Proceeding unmolested to our area. Anxious to throw our new supply of tin fish at them once again.

July 9

0918 aircraft contact #1. Dived. Just like old times again.

1508 aircraft contact number 2. Dived. Neither contact was too close to us, but figured it would be better to be safe than sorry.

July 10

1540 entered our area conducting a surface patrol with high lookout and high periscope manned. Un-eventful day.

July 11

0942 aircraft contact #3. Dived.

1145 aircraft contact #4. Dived.

1404 aircraft contact #5. Dived.

1420 Sighted and closed a Jap rubber or canvas boat, inflated similar to the US type rubber boat. It was red with white stripes. Abandoned after taking pictures.

1445 aircraft contact #6. Dived.

1548 aircraft contact #7. Dived. These devils are keeping us busy today.

July 12

1227 aircraft contact #8. Dived.

1458 aircraft contact #9. Dived.

1545 aircraft contact number 10. Already submerged.

1630 ship contact #1. Tops of 2 masts (on ship) Sighted through the periscope. No smoke visible. No stack. Commenced heading in her direction; after determining direction of advance. Periscope observation sighted her tops for the second and last time. Went to high speed for the next hour and a half with the exception of slowing for a few observations. But the visual contact of high noise level reported on JP sound gear was not regained.

1707 aircraft contact #11. Proved to be a Jap Betty searching close to the water on the general bearing of the target.

1800 preparing to surface and chase when we were interrupted by aircraft contact #12. Again it was the Jap Betty searching close to the water at a distance of about four miles.

1907 surfaced. Gave chase and commenced to search at full power (20 knots). But the contact could not be regained. This contact was so vague that we're almost convinced that there were no ships there, but only an hallucination. Those tops of masts were definitely sighted though. And there was nothing ethereal about the Betty's.

July 13

0923 aircraft contact #13. Dived.

1554 aircraft contact #14. Dived.

July 14

Spent a normal day of surface patrolling in our area. No airplane contacts today.

July 15

1000 aircraft contact number 15. Dived

July 16

0830 aircraft contact number 16. Dived.

July 17

Normal day; no activity.

July 18

1210 aircraft contact #17. Dived.

2100 entered our newly assigned area southeast from Calian Point.

July 19

0618 submerged patrol inside Cape San Agustin, Davao Gulf, Mindanao, Philippine Islands.

2112 surfaced patrol around the southern approaches to Davao Gulf.

July 20

0608 submerged patrol inside Cape San Agustin

1012 ship contact #2. Attack #1. JP sound gear detected a high noise level. Commenced our approach after going to battle stations submerged. High periscope observation sighted masts. It proved to be a light cruiser of the NATORI class. O boy, looks like we might be able to knock off another one of those devils. Both the port and starboard angles on the bow were seen during the approach. Make ready all torpedo tubes forward and aft. Ought to get this fel-

low.----Damnation! The target made a radical zig to port. She's got "bones in her teeth" boys, and tracking at 26 knots. Really moving. As it stands now it'll be a long 4300 yard torpedo run. Brother, that's a long way off and she's not coming any closer either. Start shooting anyway. Maybe she'll run into one of the fish.

1042 fired six steam torpedoes. The tracks were plainly visible plus a light blue smoke. The NATORI maneuvered to avoid and missed all six fish. There's no doubt but what she saw them coming. The target stopped and then started thither and yon, and then with a great puff of smoke, over the hill she went around Cape San Agustin to eastward. We observed her tactics for a half hour hoping she would get anti-submarine minded and close so we could get another plug at her, but no such thing. Such rotten luck.

1050 depth charges #1 and 2. Not close. They probably were aerial bombs, but could have easily been from the cruiser too, although the periscope did not observe the cruiser dropping any at the time. Lowered periscope. No surface escorts were in evidence.

1105 aircraft contact #18. Lowered periscope. A Jap Mavis airplane searching close to the water.

1108 aircraft contact #19. Lowered periscope. A Japs Pete plane searching close to the water. They were definitely two different types of planes that were observed. Their hunting for us all right.

1645 solar eclipse of approximately 70%.

1653 aircraft contact #20. Could have been the Pete air coverage returning from the cruiser.

2100 surfaced patrol of the southern and eastern approaches to Davao Gulf.

July 21

0645 submerged patrol off Pujada and Mayo bays on the east coast of Mindanao. Had a good look into both bays. No military activity was in evidence. Sighted one small dugout canoe in the forenoon and one small patrol craft or fisherman in the evening twilight.

2106 surfaced patrol southward along the coast of Lamigan Point to San Agustin and into southern approaches to Davao Gulf.

July 22

0630 submerged patrol northward of Calian Point, Davao Gulf.

1156 ship contact #3. Attack No. 2. This proved to be the BLUEGILL'S folly. The periscope sighted a small 1000 ton MFM innocent looking steamer standing up the coast. It was traveling at a speed of about 7 knots. No zigging. No escort in sight. Looks like easy pickings for us. Made ready torpedo tubes forward. Set depth of torpedoes at 4 feet.

1218 Fired 3 steam torpedoes. The tracks were visible plus a white blue smoke. 1400 yard torpedo run. Oh beautiful! The target did not maneuver to avoid, but, the torpedoes did not hit the target. Torpedoes must have run under target. Don't think she saw the wakes but were startled by the explosions of the torpedoes against the beach. She then turned toward us. Won't waste any more shots on her. But look--there's a wire tending the submerged tow astern. Man, are we a bunch of suckers! It's a "Q" ship. Take 'er deep--in a hurry too. Rig for silent running and depth charge attack. Boy, were we taken on that one. Commenced evasive tactics.

1226 depth charge #1.

1228 depth charge #2.

1229 depth charge #3.

1230 depth charge #4.

1230.30 depth charge #5.

1231.50 depth charge #6

1232.30 depth charge #7

1233.30 depth charge #8

1234 depth charge #9 All of these babies were quite close. They came fast and furious and shook the boat considerably, but luckily no serious damage was done. Gave us a few tense moments anyway.

1257 sound lost the contact except for a high noise level.

1315 commenced return to periscope depth.

1330 up periscope. The target is in sight a distance of about 8000 yards. Searching on northerly courses. The BLUEGILL is on Southeasterly courses. These "Q" ships pack a lot of punch and aren't to be taken lightly. We continued retirement at periscope depth until the target was out of sight. This fellow is definitely a listener as no echo ranging was heard. Secured from silent running and depth charge attack. Closed the coast again to be in position for intercepting coastal shipping.

1657 Oh, oh,-- Sighted our friend again a-smoking and a-puffin' on a southeasterly course standing back down the coast. His boss sent him back evidently. No other shipping was in sight. The BLUEGILL reversed her course in order to open the coast.

1716 depth charge #10. Watched her drop it in the exact navigational position of attack. It was supposedly a warning for us to get away and not shoot anymore torpedoes. We must have come uncomfortably close to them this noon.

1734 depth charge #11. Yes, we can see that you're still around. She steamed right on down the coast, changing her course neither to the right or to the left until she again came about and headed home to Davao. Honorable face was saved.

2118 surfaced patrol along the southern and eastern approaches to Davao Gulf. Planned to submerged off Cape San Agustin tomorrow, but changed plans and made a surfaced patrol with the high lookout and the high periscope manned, along the eastern edge of the area across Palau routes.

July 23

2145 ship contact #4. Sighted a lighted ship. Commenced our approach. Its speed was 14 knots, and no zigging. No other ships were in her company. We closed until we got close enough to positively identify her as a 2 stack hospital ship correctly illuminated, apparently on a course for Palau out of Davao. We let her go by.

July 24

Continued our surface patrol in the area. No contacts today.

July 25

0555 submerged patrol inside Cape San Agustin, Davao Gulf.

0954 aircraft contact #21. Possible radar installations observed on Cape San Agustin.

1205 aircraft contact #22.

1300 aircraft contact #23. Both appeared to the searchers on short patrol.

1330 ship contact #5. The periscope sighted a small 1200 ton MFM coastal freighter with 3 escorts in her company from Cape San Agustin to head north. Commenced our approach. She tracked at 7 knots. No zigging. The target was bouncing around like a cork. As the range was reduced it became evident that this was another trap -- part of a hunter-killer

group. A deep draft ship wouldn't bounce that much in the existing sea condition. We decided that we wouldn't play sucker twice. Open the target track to westward. Continued our tracking but held fire. Finally abandoned her altogether.

2106 surfaced patrol along the southern approaches to Davao Gulf.

2315 entered our newly assigned area.

July 26

0614 submerged patrol skirting the south and west coasts of Balut Island. Had a great look between Sanrangani and Balut Islands. No shipping or other activity was in evidence. Only sighted a small native dugout canoe with one occupant during the afternoon.

2109 conducted surfaced patrol to the principle intersection of the traffic routes near Marore Island.

July 27

0600 submerged patrol on the east side of the entrance to. Sanrangani Bay. Proceeded inside of the Bay far enough to obtain a good look at Glan. No shipping or other activity was in evidence.

0910 sighted a small patrol boat or fisherman standing down the coast.

1155 aircraft contact #24.

1818 sighted a small craft standing up the coast. It was very smart in appearance, similar to those canopy 80 foot steam launches used by customs officials in foreign ports.

2105 surfaced patrol southward to Marore Island.

July 28

0609 conducted a submerged patrol inside and across to the westside of the entrance to Sanrangani Bay. Proceeded inside Bay far enough to get a good look around Tampuan Point. no shipping or other activity was in evidence here either. A small native sailboat was sighted late in the evening.

2105 surfaced patrol in the Western approaches to Sarangani Strait.

July 29

0615 submerged patrol on the east coast of Sanrangani Island and made transit of Sanrangani Strait heading west.

0925 ship contact #6. Sighted the mast and tops of stacks of a ship in Sanrangani Strait, standing northerly. It was on the other side of the island from us; consequently we were unable to close. The absence

of smoke and the appearance of the mast and stack tops gave us the impression that he was a Man-o-War, possibly a destroyer. Slim pickings these days. Most of the targets are too small. And those that are of size, are either out of range or in such a position that we are helpless to do a thing about it.

2103 Surfaced patrol rounding Balut and Sanrangani Islands and standing up the coast of Mindanao patrolling off shore about 14,000 yards.

July 30

0640 submerged patrol off Banos point south of Davao Gulf on the east coast of Mindanao. Sighted a small fishing Sampan in the forenoon.

1130 aircraft contact #25.

2152 surfaced patrol skirting the Mindanao coast and Sarangani islands. At 14,000 yards and north to Sarangani Bay. Prior to surfacing we contacted 2 patrol boats. Remain submerged until they were clear.

July 31

0600 sighted a native sailing banca. Avoided it in order not to give away our possession and whereabouts.

0612 conducted a submerged patrol eastside and across to westside of the entrance to Sanrangani Bay.

0821 ship contact #77 a small 800 ton MFM freighter standing out of the bay on the west entrance. Too small --not worth a torpedo. Unable to close.

2100 surfaced patrol skirting the Mindanao coast and Luayon Point, south of Davao.

August 1

0611 submerged patrol off Luayon Gulf.

0911 aircraft contact #26.

1116 aircraft contact #27.

1130 sighted a self propelled landing barge similar to our LCT perhaps smaller, standing by, headed South, down the coast. It was loaded with men in white uniforms. Obviously Navy. It was painted with a good coat of gray war color.

1645 aircraft contact #28.

2055 surfaced patrol skirting the Mindanao coast and the Sarangani Isles at 14,000 yards and north to Sanrangani Bay. Things have been pretty dull these past few days. Gives the crew a good chance for plenty of sleep, reading, or poker games. Most everyone is still talking about their first week in Australia and anxiously looking forward to their next one. But,

no matter how slow things are now, the compressed, clicking, mysterious, beehive world of the submariners still goes on. Everyone has a certain job to do and they must definitely know that job, and also something about everyone else's. If just one person slipped up it might cause the whole sub disaster.

August 2

0625 submerged patrol the eastside and across to the west entrance of Sanrangani Bay.

0700 ship contact No.8. This proved to be the second worthwhile torpedo target of the patrol so far. The NATORI cruiser was first. Echo ranging was detected by the supersonic sound gear. We commenced our approach by sound bearings; the target was not yet visible in the morning light. The BLUE-GILL's position was less than 1000 yards from the shear beach at the inside entrance to Sanrangani Bay.

0716 sound now detected propeller beats.

0718 a CHIDORI type escort and the target are faintly visible through the periscope on the bearing of the echo ranging and propeller beats. The escort was ahead and to starboard of the target. The target proved to be a 3500 ton MFM passenger freighter.

0720 target seems to have steadied on her course. Right full rudder to open target, track, and head astern of the CHIDORI for a stern shot starboard track on the target. The proximity of the shore and absence of shelving beach upon which to run aground prohibited us opening for a stern shot, port track, which would have been a better shot, due to the apparent absence of an escort on that side. The sea was glassy and calm.

0722 make ready stern tubes. Set 4 torpedoes with a depth settings of eight feet. Another escort was sighted, an SC taking station on the starboard quarter of the target.

0736 the target has zigged to the right. Range 1800 yards. Looks like a nice short torpedo run. But, sound reports that the CHIDORI has shifted to short scale hand keying. Sounds bad for us. Both the CHIDORI's and the targets screws have speeded up. Can't shoot now as our data is not accurate enough. Left full rudder. Up periscope. Range of CHIDORI is now 1500 yards. Swinging left. Her topside was crowded with a crew in whites manning rail passing honors. Maybe we really haven't been

detected as yet; they're just forming up. SC range is 2000 yards. Down periscope. Still no good.

0737 depth charges 1,2,3,4,5 and 6. Close aboard. Must have Fired in automatic.

0737.10 Wham! Depth charge #7.

0737.20. Charge 8. Still very close. Probably dropped at the same time as the first ones, just different patterns in depth. Rudder amidships. Up periscope. Standby tubes aft. Final bearing. Nope, the target has zigged radically to the right and speeded up. Do not shoot! Go deep. Take 'er down fast! Rig for depth charge attack and silent running. Secure the torpedo tubes aft. Our hats are off to you and a well done, Mr. Jap, you sun-of-a-bitch. Let 'em role. These boys know what they're doing.

0740 received depth charges 9 and 10. Not too bad - try again.

0741 they did. Depth charges 11,12,13 and 14. Close all right but no cigar yet. Evaded at 312 feet. Sound conditions are excellent. Our opinion being that they detected us at periscope depth by the CHIDORI'S echo-ranging at about 2000 yards. Positive the periscope was not sighted in spite of the calm sea or they would have made a better run on us at first, although we're not kicking, it was good enough, that's for bloody well sure. She appeared to lead our position as though we were going in for a bow shot. The depth charges exploded close aboard, astern of us.

0816 three sets of echo-ranging were detected. Prior to this time, CHIDORI only, echo-ranged. The SC was apparently listening with her screws turning over slowly. The third set of echo-ranging on the port quarter from the SC escort was never sighted.

0830 commenced our return to periscope depth. The echo-ranging was drawing away.

0901 reached periscope depth. Up periscope. Secure from depth charge attack and silent running. The target group was working down the coast of Mindanao. Hope the CERO has better luck with them. Set course to clear her area so maybe she'll get a crack at them. Hope we run into some better luck pretty soon.

1300 entered our newly assigned area.

2056 conducted a surfaced patrol on westerly course paralleling the coast of Mindanao 14,000 yards off shore.

2200 ship contact #9 an armada of 10 landing barges similar to our LCT. Speed 6 knots. They were sighted visually from the bridge in the bright moonlight. At first we thought we had a large convoy. Our chops were practically dripping after that rebuttal of this morning. We're really hungry now. Closed on the surface but the first radar contact was at 5000 yards. Truly small stuff. Decided against gun fire. Retired for the evening.

August 3

0640 submerged patrol off Maculi and Magualing Points south coast of Mindanao, between Lebak and Sanrangani Bay.

0849 ship contact #10. Smoke sighted. High periscope observation revealed the tops and stack of a ship. Commenced our approach. Opened track for a stern shot. But then, we observed that the target was too small for torpedoes. Withheld our fire. Astern of her were too small targets towing a Jap PT boat. He proved to be a small 800 ton MFM coastal steamer and astern of her two targets were towing another one similar. Around this group were 4 PT boats moving under their own power. Each one had two 20mm guns mounted forward and two more mounted aft. The steamers and targets were sailing on a steady course. They were doing a speed of about 5 knots. All too shallow for torpedoes. Decided against fire. Gad, something worthwhile has to come along pretty soon.

2103 surfaced patrol at 14,000 yards off the coast covering the approaches to Port Lebak. Sighted a native sailboat at midnight next to the coast.

August 4

0627 submerged patrol off Tuan Point, 10 miles south of Lebak. Sighted another native sailboat during the afternoon.

1638 Two distant explosions were heard. What were they, torpedoes or depth charges?

2100 conducted a surfaced patrol 14,000 yards off the coast covering the approaches to Port Lebak.

August 5

0604 submerged patrol off Tuan Point.

1257 aircraft contact #29. Proved to be a formation of 25 Jap Zeeks.

2102 surfaced patrol. The bow planes suddenly failed to rig in. This was a very serious and dangerous casualty.

August 6

0615 submerged patrol off Tuan Point. A native canoe was sighted in the evening with two men paddling.

2105 surfaced patrol. Bow planes still out of commission.

August 7

0630 submerged patrol off Maculi Point, southwest of Mindanao, midway between Sanrangani Bay and Lebak.

1038 sighted a small five hundred ton MFM steamer on a westerly course. Made approaches but withheld our fire. Too small for torpedoes once again.

1312 ship contact #11. Attack No. 3. Sighted smoke through the periscope. Commenced our approach and headed toward.

1315 aircraft contact #30. Sighted 3 Jap Kate's in formation on the general bearing of the target. Looks like the real McCoy for a change. About time too. The sea was flat with a slightly ruffled surface; no white caps. Sky was partly cloudy. The visibility was very good. Take 'er down to one hundred feet. Don't want to take any chances on being thwarted on this fellow. Two subsequent observations 14 minutes apart showed that the target was drawing to the right, so --

1338 once again we went down to 100 feet. Right full rudder. All ahead standard speed.

1347 observation. Closing the track all right. First range is 18,000 yards. Back down to one hundred feet again. All ahead standard. Echo-ranging was detected. It really must be a suitable torpedo target all right. Make ready 4 torpedoes with a depth settings of eight feet. Length of target is 400 feet. He's an MFM freighter or passenger freighter.

1356 up to periscope depth for another observation, back down to 90 feet. All ahead standard. Still doing all right. A lone Kate sighted relatively high on the starboard bow of the target headed down in this direction. Hope they didn't detect us. A small MFM steamer with tall masts was observed close aboard the port side of the target, beach side. They are hugging the coast. This second steamer is undoubtedly an anti-submarine vessel. The echo-ranging is coming in stronger but from a bearing to starboard of the target. At least they don't have us at the present time.

1408 observation. Target range now 9600 yards. Down to 90 feet. All ahead standard. The target speed is 12 knots. Right full rudder. Two CHIDORI type escorts seen on the starboard quarter of the target; only one was echo-ranging; they must be listing; the lone Kate was still there. We are now crossing the bows of the CHIDORIS.

1416 up for another observation. Back down to 90 feet. Looks good yet!

1424.10 look out for the escorts! To hell with the escort! Either we do or we don't. Complete set-up followed by a final bearing and then shoot.

1424.20 shoot! Fired 4 bow torpedoes with a 1400 yard run. The tracks were visible but no smoke was observed. Good! Apparently we're not detected as yet. The target and escorts are maintaining their course and speed. The escorts are still on long scale pinging which means there searching. The escorts are very close aboard the subs port quarter. Very close that is!

1425.20 it's a hit! A good solid hit in the engine spaces; saw it hit and then heard the explosions. Noticed much smoke and flame billowing forth. The target took a definite list to starboard, but ---

1425.24 the escorts are on short scale pinging now. There heading in toward us. Take 'er deep fast! All ahead standard and left full rudder. Heard a second explosion. Our opinion being that torpedoes 1 and 2 hit. One last look at the target; she's heaving badly to starboard, and settling over all. She was going down by the bow with her entire hull smoking heavily. Looks like she's done for. Waited to watch her sink but the escorts decided against this for us. Rig boat for silent running and depth charge attack.

1426.45 torpedo heard exploding against the beach.

1426.55 heard the fourth torpedo exploding against the beach.

1427 depth charge #1. Quite close. Hit as the sub was heading down express. These were tense moments once again. Probably could be likened to a bride on her wedding night -- knew what to expect but didn't know how it would feel! That's about the same situation we were in.

1427.30 heard a series of explosions in the direction of the target as of the target breaking up; of internal explosions in the target.

1431.30 depth charges 2,3,4,5 and 6. Close! Too close!

1431.50 they really dropped those close together.

1433 depth charges 7 and 8. Still close. All hands were experiencing some wild and anxious moments right now. We're now evading at 300 feet.

1434.20. Charges 9,10,11,12,13,14 and 15. Boy, those were still plenty close. They must have us all right. No serious damage noticed however except for shaking the boat and the crew severely. Much insulating cork and loose gear were showered upon us following each blast. These charges came undoubtedly from one or both CHIDORIS

1434.30 One apparently listens while the other pings. They seem to have contact on us. Sound reports a third set of screws. Must be from the MFM from the port bow of where the target used to be.

1450 depth charge 16.

1451 depth charge 17 and 18. Not quite so close, maybe we've shaken them. Hope so as they appear to know what the score is.

1453 depth charge 19.

1454 depth charge 20.

1522 depth charge 21. Here we go again. Guess they're not intending to give up yet.

1524 depth charge 22. Coming closer again.

1526 to 1528 depth charges 23,24,25,26,27,28, 29,30,31 and 32. Hold on to your hats boys! Not bad for the opposition but not as close as the first 15. Heavens, these fellows actually seem angry at someone. Guess we'd better drop down another 25 feet. -- now evading at 330 feet.

1535 depth charge 33.

1539 depth charges 34 and 35. Getting further away now.

1540 depth charge 36.

1634 sound reports that the screws have faded out. The echo-ranging is becoming weaker too. But, we're still able to hear a faint pinging. Secure from silent running and depth charge attack. Headed back toward the scene of action. Commenced return to periscope depth.

1708 reached periscope depth. Up periscope. No shipping in sight. Can still hear a faint echo-ranging.

1836 echo-ranging is becoming louder.

1853 aircraft contact #31. A Jap Pete on the hunt. The opposition seems quite persistent this time. The

tops of the echo-ranging escort are in sight. No other shipping, though her friend the listener is probably around if they are that serious. Feel confident that our target sank. Broke off our return to scene of action. Set a course to open the coast for surfacing.

2124 surfaced. Delayed a few minutes until our radar became operative. The bow planes were rigged in by hand as the power rigging is still out of commission. Patrolled the coast around the scene of action to Sanrangani Bay, 14,000 yards off shore. Bright moonlight night.

August 8

0507 had visual contact on a ship silhouetted against Sanrangani Bay. Commenced approach. Radar is tracking and closing to 9000 yards. She looked like a destroyer in the moonlight but as dawn commenced she developed into an escort vessel somewhat similar to a CHIDORI. Couldn't get ahead of her before daylight so broke off our approach.

0655 submerged patrol along the coast just westward to the entrance to Sanrangani Bay.

0714 Sighted what was thought to be a submarine in the poor visibility of the morning twilight. Commenced approach. The contact developed into a naval minesweeper, small MFM. Withheld our fire. Too small for torpedoes. She too was heading north along the coast at 10 or 11 knots.

1116 Sighted smoke. Commenced approach. Heard echo-ranging. Why, it's our friend the escort vessel of this morning returning from wherever she had been. Continued our approach nevertheless. Hoping to get the drop on her. Failed to reach a favorable firing position however. Consider it imperative to be in a perfect position with a perfect TDC set-up before shooting the shallow draft quick turning escorts.

1245 Sighted smoke again. Commenced approach. Heard echo-ranging. It's another escort vessels, sister ship to the first. He's coming from the same direction as the other one. Going to do our best to get this one, by Gad. Pulled standard speed at 80 feet for 7 minutes on a normal course to obtain a short torpedo run. Up periscope. Range now 2000 yards. She's zigged to the right and speeded to 19 knots. Take 'er down to 80 feet. All ahead standard. We'll still get her. The target has shifted to short scale echo-ranging. All ahead one-third. Up to 64 feet. Sound bearing again indicates the target is heading this way. Situa-

tion isn't so good now. As a matter of fact - very bad. Never hit her now anyway. Plane 'er down deep. Rig for depth charge attack and silent running. The target passed over the after torpedo room and kept right on going. She currently had a suspicious contact, but possibly checked as off as a whale. Came up to periscope depth again and observed her on her way. Well, next time. Can't get 'em all I guess. 1444 Sighted the mine sweeper of this morning re-tracing her tracks too. Closed her to look her over good. Definitely not a torpedo target. This certainly has been a busy little corner here today. What's up? 2045 surfaced patrol along the coast from Sarangani Bay to Lebak 10,000 yards off shore. Bright moonlight. Bow planes still not in power.

August 9

0635 submerged patrol off Maculi point. Scene of our fracas of the 7th. Made a close inspection of the coast line during the day. No wreckage in evidence. 1248 sighted a small craft; a large motor-fisherman. Avoided. Would have made a nice gun target though. 1748 passed through an oil slick. 1913 passed through several pieces of floating debris large and small. 1925 sighted a small fishing boat. 2045 surfaced patrol southeasterly around Sarangani isles at 14,000 yards off shore, proceeding into our newly assigned area. The bow planes are now in power.

August 10

0215 indication of radar on the radar detector. Nothing sighted. Did not dive. 0630 entered our view patrol area. Proceeding for a submerged patrol just north of Calian., Davao Gulf, Philippine Islands. 0637 visual and radar contact range 9800 yards on undoubtedly the submarine USS BREAM. 0648 conducting a submerged patrol of Calian Point. 0925 sighted a small 400 ton MFM freighter hugging the coast. Commenced an approach but withheld our fire. It proved to be too small for torpedoes. 1033 heard an explosion strong enough to make the ship shake slightly. 1445 Sighted a trawler rounding Calian point on a northerly course headed for Davao. Commenced an approach but cut it short, as it too was definitely too small for torpedoes.

1640 sighted a fishing sampan going somewhere. Avoided.

2047 surfaced patrol across the mouth of Davao Gulf. Search lights were observed in the direction of Davao.

August 11

0150 aircraft contact #32. A plane was observed crossing our stern very close aboard. He probably wasn't more than 300 yards away, and flying low. We dived fast. This fellow is too close for comfort. It's the first time that the BLUEGILL ever encountered night flyers. Don't like it a bit.

0605 submerged patrol inside Cape San Agustin, Davao Gulf.

0822 aircraft contact #33.

1000 aircraft contact #34.

1138 heard four distant explosions, strong enough to shake the boat. It was the impression of torpedo explosions. Maybe they were from the BREAM across the Gulf.

1247 two more distant explosions were heard. Sounded like depth charges this time.

1253 two more distant explosions. Strong enough to shake the boat again.

1330 five more distant explosions. Strong enough to shake the boat. Must be depth charges all right.

2052 surfaced patrol across the mouth of Davao Gulf. Again searchlights were observed in the direction of Davao.

August 12

0240 aircraft contact #45. Sighted a bright flare falling towards the horizon and immediately sighted an aircraft. Dived. Simultaneously we had the same indication on the radar as of previous nights.

0600 submerged patrol inside Cape San Agustin.

1745 Sighted an SC patrol boat rounding Cape San Agustin, inbound from the area.

2050 surfaced patrol across the mouth of Davao Gulf.

August 13

0135 aircraft contact #36. Dived.

0300 aircraft contact #37. Dived. These night patrol planes are getting bothersome.

0601 submerged patrol inside Cape San Agustin.

0901 a small landing barge standing down the coast to round the Cape; out-bound.

0925 ship contact #12. Attack No. 4. Sighted a cargo-transport with 5 escorts attending, rounding Cape San Agustin; in-bound. Oh boy! This is what we've been waiting for. Commenced our approach heading northerly on her probable track. Planning a stern shot with Mark 18s. Two escorts were similar to, but not CHIDORIS, two were SCs and the remaining one was a 500 ton MFM "Q" ship. It must be a suitable target with that much escort. The sea is slight with occasional white caps.

0955 the target is changing her course to the right and heading this way as we contemplated. We are not far from her probable track. Range 5000 yards. Sound has picked up the contact. Escorts so far are listeners, no pinging.

1007 the target seems to have steadied. Her range is now 4200 yards. Make ready 4 torpedoes. Using target length of 350 feet.

1014 range now 3200 yards. Speed of target 7 1/2 knots. Left full rudder. The escorts are gaining station mostly outboard of the target, one of the two similar CHIDORISs, coming on the port bow of the target, the other is close aboard the target's port quarter with little open water between her and the target; "Q" ship is lagging the target's starboard quarter putting us almost dead ahead but not close. It looks good so far.

1018 right full rudder. Target speed 7 1/2 knots. Many men are visible cluttering up the target's topside; apparently troops.

1024 final bearing. Okay shoot;! Fired 4 torpedoes from the stern tubes. Sub is steady.

1026 it's a hit! Rights smack in the quarter. Her stern lifted completely out of the water; target took a heavy list and flames enveloped her flaring from aft to forward. No chance to lower life boats here. Wonder if the Saki is as good in Hell as it is in Davao. Must have really knocked off a lot of the sneaky little bastards. They won't do anymore fighting on this earth.

1026 another hit! Holy smoke, we got an escort! Look out now for the other escorts and the fur to fly. Never mind, they don't even know what's happened yet. Man, are they surprised. And did she ever explode! The escort went up in a column of smoke and flame two-hundred feet high. It was the similar CHIDORI. The two SCs must have been severely shaken as they were just on this side of her. Our opinion being that torpedo #9 hit the target, #8

missed, #7 hit the escort, and #10 ran erratic. But, can't kick on that average at all.

1028 right full rudder, all ahead two-thirds. Don't want to take any chance of running aground. The leading escort is headed this way speeding and echo-ranging, for the first time. We have seen enough to convince us that the target is definitely finished anyway. Take 'er down to 300 feet.

1029 depth charges 1 and 2. Close, but don't feel that the escort has a good contact on us as yet.

1030 heard a series of loud explosions, definitely ship breaking up noises, from the direction of the target. The target was last observed going down fast; what was left of her, submerged almost to the gunwales, listing to starboard, down by the bow, and engulfed in smoke and flames.

1033 depth charge #4. Wham! Hold your ears boys. Closest of any. Shook the boat very severely no serious damage done.

1038 depth charge #5. Further away and the last one to be dropped. But maybe they were withholding their charges to prevent killing the survivors in the water, if any, but still they don't have a good contact on us. BLUEGILL is evading at 300 feet. They are echo-ranging for awhile and then they stop and listen.

1212 screws are no longer audible. The echo-ranging is estimated to be greater than 8000 yards away. Commenced returning to periscope depth.

1216 reached periscope depth. Up periscope. No shipping in sight. The echo-ranging is now audible to the south of Cape San Agustin. We are to the westward. Secure from silent running and depth charge attack. Reversed our course to head back to the scene of action.

1400 Sighted the sister ship of the escort we sank standing this way, apparently extending her area coverage to the westward. We slowed to 40 turns and watched her go by, closest range being 3000 yards. Evidence echo-ranging, stopping and listing.

1600 back to the scene of action. No activity in evidence, no wreckage seen along the beach. Continued our progress the coast and survey.

1820 aircraft contact number 38.

2055 surfaced, patrolling to the southward. We're clearing our area to terminate the patrol. Proceeding to Darwin, Australia.

August 14

0100 transmitted the results of the patrol.
 0105 departed from our area. Everyone in gay spirits.
 0210 aircraft contact #39. Dived.
 1440 aircraft contact #40. Dived.
 1847 aircraft contact #41. Dived. Guess they're just testing us to see whether we're on our toes or not.
 2245 crossed the equator heading south.

August 15

0935 ship contact #14. Gun attack No. 1. Sighted a sailing ship. Made an end around to get on her tracks.

1015 commenced a submerged approach to gain station for battle surface.

1300 looked over her closely at a range of about 3000 yards. Identified her as a sailing coaster. Ketch rigged, 90 feet was the estimated length, in excellent condition. 8 to 12 men in her crew, possibly auxiliary powered.

1345 Made battle surface. Range 3000 yards. Closing to 800 yards.

1355 ship sunk. 23 rounds of 4 inch expended with 17 hits. 180 rounds of 20mm expended with mostly all hits. Put stern to target and open the range on 4 engines.

1423 aircraft contact #42. Dived. We're less than 20 miles from land.

August 16

Patrolled on East and West courses across the Seadler lane in Banda Sea during daylight.

August 17

0320 radar contact at 5000 yards with strong interference. Probably the submarine USS JACK.

1102 aircraft contact #43. Dived.

1400 Sighted the submarine USS STINGRAY. Closed and spoke to her.

August 18

0642 Sighted our escort the HMAS ML807; and joined company with her.

0945 Moored alongside the USS COUCAL, sub rescue ship, at Darwin, Australia. Time enough for a little relaxation and beer for all hands before taking off on the last lap.

August 19 departed for Fremantle, Australia and two weeks rest leave in Perth, Australia.

SUNK THIS PATROL

1 AK	4000 TONS
1 AK	4000 TONS
1 TB (CHIDORI TYPE)	500 TONS
1 Misc. (Sailing Coaster)	100 TONS

Total 8600 Tons

TOTAL DEPTH CHARGES 68

THIRD WAR PATROL

The third successful war patrol of the USS BLUEGILL. Most successful indeed! It was undoubtedly the most unforgettable patrol we made. More seemed to happen on this one than any of the others. It added to our already glowing laurels but nearly proved to be our downfall. We started from Fremantle, Australia, after another rest leave, with sunken Jap ships as our main object. This patrol was unquestionably our best and also are most dangerous, proven by the fact that we almost wound up at the bottom of Makassar Straits. Once again, however we outlasted the yellow Devils and after 71 days at sea we pulled into Fremantle, Australia, intent on downing schooners (of beer that is) for the next couple of weeks.

September 18, 1944.

1343 underway from Fremantle, Western Australia, on our third war patrol. Proceeding to Exmouth Gulf, Western Australia, in company with the submarine USS COD and USS ANGLER conducting training exercises enroute.

September 19

1700 proceeding normally to Exmouth Gulf, West Australia. Sighted and spoke to the HMS STOIC on a southerly course.

September 20

Proceeding to Exmouth Gulf, West Australia.

September 21

Moored to the port side of the USS ANGLER along side a fuel barge in Exmouth Gulf, West Australia.

1824 underway from alongside the USS ANGLER. Proceeding to the Sulu Sea., Philippine Islands, independently.

September 22 and 23.

Still enroute to Sulu sea.

September 24

1436 aircraft contact #1. Visual at six miles. Dived.

September 25

0100 commenced transit of Lombok Strait (East of Bali). It was ten mile wide Strait, 30 miles long.

0155 ship contact #1. Radar contacted it at 10,000 yards. Later Sighted visually. Closed to 5400 yards. Its speed 6 knots. Was either a patrol craft or a fisherman. Avoided.

0305 completed transit of Lombok Strait. Three or four sailboats in sight throughout the forenoon in the vicinity of Sekala Island, Java Sea.

1532 aircraft contact #2. Radar contacted it at seven miles. Closing. Not Sighted visually because of the overcast sky. Dived. One small and distant aerial bomb or depth charge heard and felt.

1612 while preparing to surface, a second small and distant aerial bomb or depth charge heard and felt also.

1623 at radar depth of 50 feet, radar had a contact at six miles. He was a persistent cuss. Remained submerged.

1725 all clear on radar. Surfaced.

1754 aircraft contact #3. Visual at eight miles in the evening twilight. Dived.

1825 all clear on radar. Surfaced.

1935 aircraft contact #4. A strong radar indication rapidly increasing in intensity. Sighted visually, but having learned the hard way, a sure enough airplane. Dived.

1955 all clear on radar. Surfaced. Patrolling Makassar Strait enroute to Sulu Sea.

September 26

0635 Cape William, Celebes, was passed to starboard. Four or five native sailboats were sighted throughout the day. Investigated one which turned out to be a floating Island complete with trees, jungle, and native birds. Stowed rice and cigarettes back down below.

2124 crossed the equator heading north.

September 27

0520 submerged patrol around the one hundred fathom curve at Mangkalihat., Borneo. One native sailboat in sight throughout the day. A previously reported lookout station atop the light house was very much in evidence. No radar indication.

1509 ship contact #2. Bearing 180 true. Distance 14,000 yards. Commenced approach. Final bearing 1000 yard torpedo run-stern tube shot. Wait!--don't shoot!! Too small. The tall 70 foot masts (upper 15 feet painted white) and fine angle on bow observation had us fooled into thinking she was big enough for a torpedo. A broadside view proved her to be a 500 ton wooden vessel similar to a Sea Truck. She was in ballast; probably a patrol craft--no echoring. Was suspicious of her anyway; no escorts. 2000 surfaced patrol in the Celebes Sea enroute to the Sulu Sea.

2108 ship contact #3. Exchanged recognition signals and spoke to the submarine USS HOE on the radar. Sighted and avoided one sailboat during the night.

September 28

0801 aircraft contact #5. Visual at 6 miles. Dived.

0918 aircraft contact #6. Visual at 10 miles. Dived.

1232 aircraft contact #7. Visual at 4 miles. Dived.

1402 aircraft contact #8. Visual at 7 miles. Dived. The Deils are really flying about today.

September 29

0100 commenced transit of Sibutu Passage (west of Tawitawi, Philippine Island's).

0345 completed transit of Sibutu passage. No contacts experienced.

0600 passed between Doc An Island and Pearl Bank in the Sulu Sea, P. I.

1120 ship contact #4. Sighted, closed and spoke to the submarine USS HOE by radar, flashing light, and semaphore.

1200 Sighted One small native boat in the afternoon.

1802 the USS HOE surfaced bearing 300 true. The BLUEGILL had no aircraft contacts today.

September 30

0020 entered into our assigned war patrol..

0445 conducting a submerged patrol in the 100 fathom curve around Bisoa Point (southwest tip of Panay, P. I.).

1900 converted No. 4 fuel oil tank to a main ballast tank.

1905 surfaced patrol in the Sulu Sea proceeding northerly off the west coast of Pana, P. I.

October 1

0422 submerged patrol off Pucio point (northwest Panay).

1655 sighted a gaff headed schooner rounding Pucio point on westerly course.

1855 surfaced patrol proceeding northerly in Tablas Strait between Mindoro and Tablas. Where's this dark of the moon so ideal for patrolling these areas? Looks like we're out of phase.

October 2

0430 submerged patrol in the 100 fathom curve of Dumaki Point (east entrance to Verde Island Passage).

1200 only contacts thus far: two native sailboats.

1605 aircraft contact #9. Sighted through the periscope at 3 miles. Already submerged.

1852 surfaced patrol through Tablas Strait and into Sibuyan Sea across traffic lanes passing between Marinduque and Dos Hermanos.

October 3

0303 sighted a sailboat in the bright moonlight in the Sibuyan Sea. Avoided.

0420 submerged patrol. Bondoc. (Luzon), Sibuyan Sea.

0750 ship contact No. 5. 3 Sea Trucks, on southeasterly courses along Bondoc Point.

1020 ship contact No. 6 One large fishing boat, motorized (about the same as a Sea Truck) on Southeasterly courses along Bondoc Point.

1200 5 native sailboats in sight throughout the afternoon.

1845 surfaced patrol in Sibuyan Sea along and across the Iloilo traffic lane.

October 4

0422 submerged patrol near Bondoc Point in the Sibuyan Sea. Two sailboats were in sight throughout the forenoon. One small motor fisherman stood by on Southeasterly courses along Bondoc Point.

1845 surfaced patrol skirting west coast of Bondoc Peninsula at 14,000 yards.

October 5

0430 submerged patrol of Bondoc Point, Sibuyan Sea. One sailboat in sight throughout the forenoon. One small motor fisherman and one boat similar to a 60 foot motor launch decked over, stood by on Southeasterly courses along Bondoc.

1847 surfaced patrol skirting the south coast of Bondoc Point, southwest coast of Burias Island at 14,000 yards.

October 6

0425 submerged patrol of Bondoc Point, Sibuyan Sea. One small power boat stood by on northwesterly courses along Bondoc.

1020 aircraft contact No. 10 picked by the periscope at one quarter of a mile. Already submerged. The visibility was practically zero in a heavy rain squall. The plane is apparently lost; flying four hundred feet off the water paralleling the coast line wending his way homeward.

1625 ship contact No. 7. Distance 15,000 yards. Standing on a Southeasterly course along Bondoc Point. Commenced our approach. Looked her over good and close aboard. She was an MFM inter-Island steamer estimated at 1500 tons. It was the largest ship contact yet made this patrol. Proceeded to make ready for a battle surface attack. About time we're getting a little excitement around here.

1752 Made battle surface at a range of 1200 yards. First 4 inch shot hit amidships in the engine spaces. 20 mm and 30 caliber sprayed her topside, particularly what looked like a gun on the forecastle head. Target with full left rudder headed for the beach but apparently they abandoned the ship almost immediately thereafter. Darkness is closing in on us fast. We resorted to using open sites. The effectiveness of the 4 inch gun fell off rapidly even after close range due to the blinding effect of flashless powder and 20 mm tracers. After expending 64 rounds of 4 inch (60% hits) set super-quick, 1400 rounds of 20mm and 1500 rounds of 30 caliber, the target began to sink. But slowly. And a fire started by the 20 mm was beginning to rage in the superstructure.

1805 cease fire.

1820 the target isn't sinking any faster, so we fired one torpedo from No. 4 tube while we were surfaced. Had a torpedo run of 1000 yards. The sea was very smooth. Wham! The target disintegrated! The net result of the gunfire was mainly that we saved two torpedoes. Would have fired three on a submerged attack. The action took place less than one mile from the beach. We retired at 4 engine speed. Patrolled across the Iloilo

traffic lane and the eastern approaches to Verde Island passage enroute to Point Malabrigo, passing between Marinduque and Dos Hermanos. Well, that's another one of 'em out of the way.

October 7

0415 submerged patrol off Malabrigo Point. Six to ten native sailboats were in sight throughout most of the day.

1340 ship contact No. 8. Sighted 10 Sea Trucks standing by in a convoy on easterly course of Malabrigo. Had a strong temptation to surface and shoot but by now there was an ammunition shortage, together with the time of the day, and the proximity of the beach and the nearby airfield. Decided discretion was the better part of valor this time.

1905 surfaced patrol on southerly courses through Tablas Strait.

2225 radar and visual contact on two masted sailboat. Avoided.

October 9

0430 submerged patrol of Lusaran Point, Guimaras Island, covering the southwestern approaches to Iloilo, Panay, P. I. 7 small native sailboats were in sight throughout the forenoon. Sighted black smoke in the direction of and near Iloilo. Possibly a ship but no hull or stack were sighted with 12 feet of periscope out of the water.

1252 ship contact No. 9. Sound detected screws making 90 rpm bearing 070 true, estimated at a range of 4000 yards. Not Sighted as yet. A probable submarine contact., soundmen including one very experienced operator, an officer, and the commanding officer are convinced the contact was submarine screws. Contact held until 1315. It was possibly an enemy submarine headed into Iloilo submerged.

1323 Sighted what developed into eight or ten apparently black buoys. Closer inspection revealed one of them to be more like a ten foot high 8 inch pipe with a flange on top. All very suspicious, particularly since the depth of the water there is 600 fathoms or so. They were possibly sonar buoys of some sort. Avoided them. Had several good looks into Lamigan Bay with the high periscope. No shipping was in evidence.

1846 surfaced patrol on southerly course enroute to newly assigned area.

2230 entered our new area.

October 8

0447 submerged patrol of Pucio Point (northwestern Panay, P. I.)

1843 surfaced patrol on southerly courses along the west coast of Panay, P. I. and in the Western approaches of Iloilo. Not even a sailboat sighted all day.

October 10

0208 ship contact #10. Radar interference experienced. Sighted, closed, and spoke to the submarine USS ANGLER by keying our radar.

0440 submerged patrol of Madalag Point, Zamboanga Peninsula.

1845 surfaced patrol skirting Zamboanga Peninsula at 14,000 yards. Not even a sailboat sighted today.

October 11

0432 submerged patrol of Sanrangani., Zamboanga Peninsula.

1845 surfaced patrol skirting Zamboanga Peninsula at 14,000 yards. Another uneventful day.

October 12

0414 submerged patrol of Tumaog Point.

0819 ship contact No. 11. Sighted three heavily loaded bonafied Sea trucks complete with trees and brush camouflage at a distance of 14,000 yards on Southwesterly courses. Looked them over close aboard. Prepared to make battle surface.

0947 make battle surface on the starboard quarter of the target group at range of 1800 yards. The target group immediately dispersed in a very efficient and military manner. Appearances indicated that they were running for the beach so we altered our course to port to cut them off. Contrarily, however, they were dispersing in a probable prearranged maneuver to put up a fight. The leader of the column stopped and swung left. No. 2--swung left, opened the track about 300 yards, and stopped. No. 3 swung right, opened the track about 300 yards and stopped. Numbers 2 and 3 returned fire with apparently 50 caliber machine guns (samples of the projections are on board). Our 4 inch gun quickly silenced, with the help of the forward 20 mm, No. 2 Sea truck. But meanwhile No. 3 had found our range and was hitting us with no opposition. Our after 20mm was jammed with the first cartridge, a blind loaded clearing projectile was stuck in the barrel. Our 30 caliber had not yet opened fire. The 4 inch gunners continued their

fire. Our forward 20mm was shifting ammunition drums; the after 20mm was still jammed and the 30 caliber were just opening fire. These Japs really knew what they were doing, emphasized by the amount of lead flying our way. GOLD, F. H., SM2c, was wounded on top of the scalp by an enemy 50 caliber bullet which pierced his helmet. (his helmet saved his life by deflecting the bullet). GOESSEL, E.F., RM3c, was creased on the elbow by an enemy 50 caliber projector. CERRETO, T.H., Cox., received light shrapnel burns on the left shoulder. With 50 caliber bullets traveling around the periscope shears, bridge, and the 20mm platform, our situation was getting precarious.

0952 clear the bridge!--cleared the topside and dived. The whole three of them not worth one US sailor being wounded. In clearing topside, HARMON, H.W., TM2c, was wounded extensively but not too seriously with shrapnel in the left shoulder and arms as he descended through the hatch. (later, in Perth, Australia, an operation was necessary to remove pieces of shrapnel). RUDICK, W., F2c, received a split lip when he was kicked in the teeth in the scramble for the hatch. Altogether, it was an ignominious retreat, but seemed to be the only sensible one. We could have blasted all three of them out of the water in short order, but we probably would have lost several good American lives doing it. All hands from the Skipper down are madder'n hell. Actual result: two 500 ton Sea Trucks damaged, No. 2 with three hits of 4 inch and numerous hits of 20 mm; No. 3 with two hits of 4 inch. The total ammunition expended: seven rounds of 4 inch and 60 rounds of 20mm. Hope we killed some of the bastards! In the "red", 5 men wounded, none beyond the capacity of the ships pharmacist's mate to handle at the present time. Damned lucky! The 3 Sea Trucks were observed through the periscope to form a column and move on, albeit slower than before and one with a decided list. No. 2 in the new column was possibly in tow by No. 1. What a fiasco! Will do it differently next time. After the results of October 6th the BLUEGILL was overly cocky. This action today, the absence of torpedo targets and the quantity of small shipping contacted this patrol and the last, emphasize the need for some weapon with which targets too

small for torpedoes, may be attacked and sunk from the submerged position.

1742 surfaced patrol on westerly courses.

2230 commenced retiring search at three engines speed for a convoy reported by the submarine USS DARTER as standing on Southeasterly courses through North Balabac Strait at 1500 today.

October 14

2400 hydrogen explosion in the after-torpedo room in #9 tube. The torpedo was withdrawn and attempts made to pull the battery and salvage the fish, but a fire broke out and got ahead of the personnel working on the torpedo. Heavy smoke and fumes made habitability in the after torpedo room and maneuvering room dangerous. Opened the after torpedo room hatch, closed engine induction and pulled a suction with four engines through the hatch and the maneuvering room while the flaming fish was loaded back into the tube

0341 we jettisoned the faulty torpedo by firing from No. 9 tube.

1405 aircraft contact #13. Radar picked it at 7 miles, closing, not sighted visually. Dived.

1945 ship contact No. 12. Exchanged recognition signals with the USS ANGLER.

2120 commenced transit of Mindoro Strait.

2140 entered our newly assigned area..

October 15

2400 overhauled and passed the USS ANGLER abeam to port.

0218 completed transit of Mindoro Strait.

0615 Sighted Lubang Island at a distance of 29 miles. Surfaced patrol across the southwestern approaches of Manila, P.I.

0852 aircraft contact No. 14. 4 plane formation sighted visually at a distance of 12 miles. Dived.

0939 aircraft contact No. 15. Picked up by radar at 10 miles, closing.. Sighted visually. Dived.

1702 aircraft contact No. 16 picked by radar at 18 miles. Closed to 16 miles, opened to 29 miles and then lost. Not sighted visually so we remained on the surface this time.

October 16

0612 aircraft contact No. 17. Plane sighted visually (circling over Cabra Island as though to land) at a

distance of twenty miles. Lost sight of the plane after 8 minutes when he probably landed. Remained on the surface.

0632 aircraft contact No. 18. Picked by radar at 12 miles, closed to five miles. Not sighted visually. Dived.

0937 aircraft contact No. 19. Radar and visual at a distance of nine miles. Dived.

1049 aircraft contact No. 20. Picked up by radar at 6 miles. Not sighted visually. Dived.

1143 aircraft contact No. 21. Sighted visually at a distance of 12 miles. Lunch time anyway. Dived.

1244 aircraft contact No. 22. Sighted visually at 4 miles. Dived.

1431 aircraft contact No. 23. Picked up by radar at eight miles, closing. Not sighted visually. Dived. Beginning to believe there is a continuous anti-submarine aircraft patrol established here. Will remain submerged with high periscope observation for awhile. This elevator patrol is hard on the air supply.

1620 aircraft contact No. 24. Preparing to surface. Sighted through the periscope at a distance of twenty miles. Remained submerged.

1852 surfaced patrol across the southwestern approaches to Manila, P.I. along a line from Lubang Island. Sighted a searchlight display in the direction of Manila and another in the direction of Lubang Island in the evening.

October 17

0620 aircraft contact No. 25. Plane sighted visually circling over Cabra Island as though to land, at a distance of 20 miles. Remained on the surface.

0647 aircraft contact No. 26 plane sighted visually circling over Cabra Island landing or taking off. Remained on the surface. Lost sight of the plane.

0705 aircraft contact No. 27. Plane sighted visually. Remained on the surface keeping the plane in sight. He apparently was commencing an anti-submarines patrol. He closed in leisurely while executing a definite search plan.

0723 dived. The radar range had closed to 7 miles and his next leg on the search plan would head him this way.

0808 aircraft contact No. 28. Preparing to surface. Plane sighted through the periscope at a distance of 4 miles. Remained submerged with high periscope observation.

1236 surfaced.

1315 aircraft contact No. 29. Picked up by radar at 9 miles closing. Not sighted visually. Dived.

1640 surfaced.

1650 aircraft contact No. 30 and 31. Plane sighted visually over Cabra Island 16 miles flying from west to east across and in front of Lubang Island. Remained on the surface. They're really keeping us humping this day.

1700 ship contact No. 13. High periscope sighted 2 DE type patrol vessels searching. Distance approximately 12 miles. Kept them in sight through the periscope until dark. Observed searchlights again in the direction of Manila in the evening.

October 18

0345 ship contact No. 14. Attacks No. 2,3,4 and 5. Radar contacted at a range of 25,000 yards. On what developed into a convoy of about 10 large ships plus at least three DE destroyers and one XAM coastal mine sweep (converted trawler similar to XAM). We headed down their true bearing and commenced tracking. The target group appeared to be milling about as though forming up. Finally judged their speed to be 8 1/2 knots.

0437 started in for a night surface attack, hoping to complete before dawn, but no such luck. The zig put us dead ahead of the convoy with the escorts only 3,000 yards away. From then we led the parade feeling like a band leader, tracking and planning a dawn submerged attack. Stayed on the surface waiting for the next zig until it got almost too light. All the ships of the convoy were plainly visible against the dawn background in the East.

0440 commenced transmitting contact report to the USS ANGLER plus all submarines and completed the transmission at 0508. No receipts. When "Frank" (ANGLER) was called first, a "Maxine" answered up with "Frank has submerged, have you anything for me?" Suspicious of a Jap on that one! Broadcast an encoded contact report to all hands. Later we found out that Maxine was the submarine USS RATON

0504 submerged to radar depth, getting too light, sunrise at 0552. Range to convoy is now 6,000 yards. To the escorts 3,000 yards. Continued tracking. Hoped to end up in the middle of the convoy. But, convoy zigged left. The BLUEGILL was on their starboard flank.

0522 a red light was just turned on, on the mast of one of the ships. Yardarm blinkers on a DE escort. Went down to periscope depth.

0531 the convoy zigged to the right. Will get in an attack after all. Escorts are bothering us a little. Seem to be doing a pretty good job of guarding that convoy.

0536 set depth on the torpedoes at 6 feet forward, 4 feet aft. The electric's are ready for the escorts.

0540 commenced tracking MFM small transport - undoubtedly a large "Q" ship. She was equipped with echo-ranging. She had flags hoisted to the forward yardarm. She was possibly the convoy commander. She approached us pinging, speeding and then slowing down and listening. Make ready bow tubes! May have to plug this fellow.

0555 forward room, match pointers! Open outer doors. Will shoot 4 fish. A bad set-up with her variable course and speed, but she's forcing our hand. Range now only 750 yards. Don't shoot! She's transmitting a series of "N"s by sound, speeding up, turning away; close outer doors. Vent off the tubes. Suppose that meant "all clear, no submarine around", for the convoy kept on coming and zigged still further toward us. This is shaping up all right.

0600 selected 2 near trailing sister-ships, large XAM passenger freighter, as our targets for bow tube, divided fire. No stern tube targets were available at this time.

0601 left-hand ship. Range 4,500 yards. Angle on the bow is 35 starboard. Left full rudder, down to 90 feet, all ahead full speed.

0607 NAN, the small transport "Q"-ship, started transmitting Ns again.

0611 bearing on the target is 332 relative. Range now 2,200 yards. Angle on the bow is 60 starboard. Coming in nicely. Open outer doors forward. Will shoot 3 fish at one target then shift and shoot 3 at the other target. Observed the XAM mine sweeper headed this way from astern of the target. She was apparently bringing up the rear of the convoy. All other escorts had gone by, although they were still in sight.

0612 range 1,600 yards.

0614 stand by! Shoot! Fired 3 torpedoes at the near sister ship. 1600 yard torpedo run. Depth setting 6 feet. Checked the target bearing between each shot.

0615 bearing 22 relative. Range 2,500 yards. Shoot! Fired 3 torpedoes at the sister ship to the first. 2,800 yard torpedo run. Checked bearings between each shot. In addition to this selected target, there were several ships of the convoy in line of fire beyond the target.

0615 Wham! A timed hit in the first target. Saw it hit a quarter length inside her stern and then heard the explosion. Observed huge masses of smoke billowing forth and noticed the target take a heavy list to starboard. It first hit evidently in the forward part of the vessel. Beautiful sound!

0617.20 the XAM mine sweeper was heard to speed up and observed heading this way. The torpedo tracks must have given him a beautiful fix on us. Take 'er down deep. All ahead standard. Right full rudder, Rig for silent running and depth charge attack.

0617.24 Bang! Torpedo explosion. Up periscope. Too late, we're dipped. It was probably a hit in the second target.

0618 series of loud explosions - not torpedo or depth charges - as of a ship breaking up - it was heard throughout the boat and on the sound equipment in the direction of the first target. In the middle of this --- the direction of the first target

0618 probable torpedo explosions in the direction of the second target, but the run is too long. Must have hit another ship in the convoy.

0619 depth charge #1. Missed us! Here they come.

0620.15 depth charge #2

0620.35 depth charge #3. Let 'em role you Devils, let 'em roll. And brother they did!

0622 depth charges 4,5,6,7,8 and 9.

0623 depth charge #10.

0624.24 depth charge #11. Getting closer.

0624.43 depth charge 12. Still closer.

0625.06 depth charge 13 and 14. Further.

0625.42 depth charges 15 and 16. Closer again he's shaking the boat a bit and giving all hands a bad time, but otherwise, everything is under control.

0627 depth charge 17. Wham! That really was a close one, a parting wallop. Settled down to evasion tactics at 325 feet on northwesterly course at 90 rpm.

0707 started to periscope depth. The escorts are still around but think we shook 'em.

0725 checked our ascent and tracked a closing escort - loud screws. Up periscope. Nothing close. Smoke of the convoy was in sight. The tops of the escorts could be seen milling around near the scene of the attack in the direction of the echo-ranging. Secure from silent running and depth charge attack. Secure from battle stations. Headed toward the echo-ranging and scene of attack at two-thirds speed. Intended to survey the situation holding the smoke of the convoy in sight and then surface and make an end-around.

0756 could make out two damaged ships in the direction of the echo-ranging and also the milling of escorts. Decided to close and polish of the cripples.

0905 altered our course more to the right. The targets were drifting with the freshening wind. There appeared to be only one escort around near the near target; and two escorts were around the far target. Selected the near target; to sink first. Made out the near cripple to be one of the to MKFM sister ships fired at. The other far cripple was a stranger, a large MKFK and AP/AK. Surmise; the first target of this morning's attack sank with two hits; the second target is our near cripple, winged with one hit; the stranger, the far cripple, was winged with one torpedo of this morning's second salvo.

0953 aircraft contact No. 32. Periscope picked up at 4 miles. It was a float plane circling on an anti-submarine search. Again altered our course to the right. The wind was drifting the targets.

1020 battle stations submerged. Bearing 354 relative. Range 3,800 yards on the near cripple, our selected target. The far cripple bears 209 true.

10205 observed to escorts patrolling in the vicinity of our selected target. One was DE, the other, the XAM mine sweeper. The DE was patrolling between us and the target of a line normal to our course. The XAM had apparently come over from the other cripple where two or three other escorts were observed. Perhaps the plane has spotted us.

1040 two more DEs heading over this way from the other cripple. Don't think we've been spotted however. No speeding or short scale pinging, nor any other indications. Just looks like we picked the wrong target or anyway, the wrong time.

1051 set up on NAN. bearing 45 relative. Range 6,200 yards. Make ready the bow tubes. Set tor-

pedo depth at 6 feet. Will shoot four NAN and then immediately two at the cripple.

1057 range is now 2,600 yards. Checking in nicely both on plot and TDC. Speed of the target is 10 knots. Open the outer doors. But, sound reports the targets screws are slowing down and another set of high speed screws in the same direction as NAN. Up periscope. A DE is coming up fast on the targets port quarter to pass between us and the target. Set up on the target. TDC reports the target has definitely slowed down. Sound now reports that the target has stopped. Plot reports the target is about 500 yards from our near cripple. Observed flag hoist on the target executed. NAN is still holding her course, however, the DE shifted to short scale pinging. We've been definitely detected. Hold your hats boys, here we go again! Set torpedo depth at 4 feet. Open the outer doors.

1100 NAN is still holding her course. The DE is coming with a "bone in her teeth".

1101 range 1,000 yards. Delayed shot in order to better determine her speed. This is a very good range.

1104 we're going to have to shoot. Use 1 1/2 knots speed on the target.

1104.15 the DE bears 10 relative. Final bearing six relative. Stand by! Shoot! Fired 4 torpedoes at NAN. Check bearing between each shot. 1,000 yard torpedo run.

1105.40 bearing 354 relative. Range 2,200 yards. Stand by! Shoot! Fired 2 torpedoes at the cripple, speed zero. 2,200 yard torpedo run.

1105.47 it's a hit in NAN. And still another hit! But the DE is still coming in. Missed her. Damn it. Saw 2 hits in quick succession in NAN and then heard the explosions. One torpedo directly amidships and the other just abaft amidships. Still looking or a hit in the DE.

1106 take 'er deep. All ahead standard. Right full rudder. Rig boat for depth charge attack and silent running. The DE has a slight port angle on the bow and she's close. Could even see men on deck pointing at our periscope.

1107.10 heard a timed torpedo hit in the direction of the cripple.

1107.30 heard a second torpedo hit in the direction of the cripple. Ca-rash! Received depth charges 1, 2,

and 3 in direction of the Bluegill. There's now no doubt about that. Too close for comfort.

1108 man oh man! All hell is breaking loose. Received in close order depth charges 4,5,6,7,8,9 and 10. Left full rudder. Depth charges 11,12,14,14,15,16,17,18,19,20,21,22 and 23. Too close. Much too close! These have been the closest depth charges from surface craft received by the BLUEGILL to date. (Not quite as close as the two aerial bombs received on the first patrol). They caused considerable minor damage throughout the boat, and momentary concern of everyone. The sharp, cracking explosions of each one was very hard on the ears. Gear and cork insulation were flying all over the place. They were really coming fast and furious.

1110 depth charges 24 and 25. Still awful close. They're shaking the boat up considerably.

1110.20 depth charge 26. Still close. Commenced hearing breaking noises - not sure for awhile if wasn't the BLUEGILL. She's sure taking a beating. Order course changed. Evading at 300 feet at 90 rpm.

1117 depth charges 27 and 28. Maybe they lost contact. These weren't quite as close.

1121 the breaking up noises are now terrific. Increasing in both quantity and intensity all around us. Our course changes have put us practically under a sinking ship. The noise is strongest on the starboard quarter and from the conning tower it seems to be just outside and on the deck. The loudest we've ever heard. Fully expected that the ship was breaking right on deck. The depth gauges showed that we were not being set deeper, however, and the main deck was clear of all shipping when we surfaced.

1123 depth charge 29. Further.

1132 depth charges 30 and 31.

1132.34 depth charges 32,33,34,35 and 36.

1133 depth charges 37 and 38. Still getting further. Guess this running under a sinking ship works as far as the shaking of the escorts are concerned. Frightening though. The loud breaking up noises on deck have stopped now except for an occasional cracking.

1215 started up to periscope depth.

1227 reached periscope depth. Up periscope. Nothing close. Secured from silent running and depth charge attack. Secured from battle stations. Headed toward the echo-ranging and the scene of the attack

two-thirds speed. Will polish off the remaining cripple. Whew, some days one has to work to make a living. Guess this is one of those days. Let them come, the more the merrier.

1425 Sighted 2 DE escorts near our remaining cripple bearing 250 true.

1335 apparently running into a search group again. Another DE at a range of 2,000 yards. Closing. Played hide and seek at periscope depth for the ensuing ten minutes. Her search curve was still closing.

1345 plane down to 220 feet. This is the best evasive. According to the BT card. Rig for silent running and depth charge attack. Evaded on southerly courses. Three different escorts made the search group as detected by sound. One sounded like the XAM and the other to like DEs. Later this was confirmed by observations.

1456 up to periscope depth. Up scope. Nothing close aboard. Secured from silent running and depth charge attack. Could hear echo-ranging in the direction of the cripple. Observed the search group still searching enroute home to Manila

1525 our cripple and one DE escort are now bearing 250 true. This was the only shipping in sight. The wind and the sea is picking up from the Northwest causing considerable drift to the cripple. Looks like a typhoon working up. We have passed through the scene of the last action and if those two ships are still afloat they surely would have been sighted by now.

1837 surfaced. Radar range to the cripple is 11,000 yards, to the escort 7,000 yards experiencing high winds and seas from a Northeast typhoon. The sky is overcast. Visibility is very poor.

1844 take stations for night surface torpedo attack. Made ready bow tubes. Stand by! Shoot! Fired 2 torpedoes. 1,200 yard torpedo run. No hits. Decided it would take two to sink her and we would still have three left aft plus two broken down electric's it was hoped would eventually be fixed.

1953 Heard two end of run explosions. It is probable that the misses were caused by the rough seas and the rolling and swinging of the boat. The only other possibility is that the fish ran erratic.

2023 Fired the remaining 3 torpedoes from the bow tubes. 800 yard torpedo run. Poor track accepted in dodging the escort who was a nuisance, no worse. Fired on radar bearings. The targets could not be

seen from the bridge even at that close range. Observed and heard two torpedo hits in the target. Almost instantly thereafter the target pip disappeared from the radar screen at a range of 400 yards. The target was never once seen from the bridge. The pip on the escort was still in evidence though. Then she decided that was enough submarine hunting for her. She turned and ran away. Lost honorable face no doubt.

2045 lost contact with the escort.

2055 ship contact No. 15. Radar interference only. Proceeding toward our new patrol station (Lubang Islands to Cape Calavite). Exchanging station with the USS ANGLER. Very rough sea. Took a couple of waves down the hatch (not the kind with skirts either).

2306 commenced sending contact report and the day's activity to CTF-71 and completed transmission at 2355. Delay was due to the crowded circuits and much difficulty with the radio as a result of the antennae trunk being flooded by depth charges, and the rolling and pitching and wetting from the typhoon.

October 19

0643 aircraft contact No. 33. Picked up visually at 6 miles, circling over Lubang Island. Dived. Remained on the surface as long as possible trying to close Verde Island Passage to insure coverage. The typhoon is moderating although still rough and windy. Submerged patrol with high periscope observations. Overhauling and repairing one sick fish aft - the one with the hydrogen explosion on October 17th.

1840 surfaced patrol across the southwestern approaches to Manila.

1940 ship contact No. 16. Radar interference only. Not visible. Exchanged recognition signals and spoke to the submarine USS RATON.

2340 ship contact No. 17. Radar interference and contact sighted visually. Exchange recognition signals and spoke to the submarine USS ANGLER.

October 20

0510 submerged patrol of Delmonte Point, Cape Calavite.

0620 aircraft contact No. 34, 6 miles distant. Already submerged.

0800 ship contact No. 18. Sighted a tanker beached on Delemonte Point at Cape Calavite. Looked her over good. Took pictures. She apparently had been

hit on the port side with 2 torpedoes as what looked like holes from torpedo explosions on the deck are located on forward and one aft of amidships bridge structure. The ship is high and dry on a Southeasterly heading. No sign of activity of any kind. Decided against shooting a fish at her as she looked to be too hard aground. It would be better to wait until attempts at salvage, if any, were underway so some of the Navy yard workers could be included in the explosions

1225 ship contact No. 19. Periscope sighted smoke on the horizon well up the coast and around the point from our patrol line. They are heading this way.

1402 battle stations submerged. Contact proved to be 2 medium tankers in ballast with one SC escort rounding the point. Planned a stern tube shot from a position between the target and the beach but navigational fix showed that the targets were hugging the coast too closely to permit this. Maneuvered position for a starboard track shot between the target and the escort. The escort went by without detecting us. Everything is checking in perfectly. Target speed 10 knots.

1441 stand by! Fire! Fired 4 torpedoes (better to sink one than wound two with the beach so close) from the stern tubes. 1,200 yard torpedo run. But, !*#* observed a large impulse bubble through the periscope and the target turned radically away. Torpedoes missed completely. Damn it! If hadn't seen it, wouldn't have believed it. An impulse bubble ruined all the effectiveness of the fish. Would have been better off if these had all been steam fish. The morale of everyone instantaneously dropped to a low ebb. We really feel low. Later discussion and the fact that only 3 torpedoes were heard to explode against the beach points to the possibility of a hydrogen explosion when the fish left the tube causing the bubble instead of impulse air. Watched the escort for a few minutes. She had stopped but knew not which way to turn. She finally headed our way coached on by the target undoubtedly.

1446 take 'er down to 300 feet. Rig for silent running and depth charge attack.

1447 to 1459 received 8 depth charges, the first two were dropped together and the others singly. Aided an abetted by our would-be victim, the first four were fairly close. Close enough to shake the boat consid-

erably. The others were more distant. Don't believe the escorts ever had a positive contact on us.

1550 up to periscope depth. The escort is still searching in the vicinity of the attack. The two tankers were observed to have reversed their course, high tailing it back toward Manila. Observed the escort gave up her search and headed in the direction of her two charges.

1628 lost sight of the convoy rounding the Southeastern point of Golo Island.

1930 surfaced and transmitted contact report on radio. Raised the USS COD and the USS ANGLER. Headed up toward Cabra Island to be in position to intercept the convoy if he should round Cabra.

2130 a searchlight display in the direction of Manila.

2259 ship contact No. 20. Radar interference and contact. Exchanged signals with the USS ANGLER. Resumed surface patrol across the South Western approaches to Calavite to Cabra Island.

October 21

0515 submerged patrol in position, commanding a good reconnaissance of the passes between Golo Island and Lubang Island and between Golo Island and Cape Calavite. High periscope observations.

0709 ship contact No. 21. Periscope sighted masts and sound heard screws. The contact developed into 8 Sea Trucks proceeding northerly into the pass between Golo Island and Cape Calavite probably bound for Manila.

0940 ship contact No. 22. Periscope sighted 4 small landing barges, distance 4 miles, standing northwesterly along the coast of Lubang Island probably out of the pass between Golo Island and Lubang Island.

1014 sighted a small native sailboat at a distance of 6,000 yards.

1115 lost sight of the Sea trucks.

1843 surfaced patrol proceeding to Mios Woendi, Shouten Islands (Dutch New Guinea) in accordance with directions from CTF-71. No torpedoes although work is progressing on repairing of the last remaining torpedo aboard.

1957 commenced transit of Mindoro Strait.

October 22

0145 completed transit of Mindoro Strait.

0200 departed from our assigned area.

0530 Sighted two 2-masted sailboats at a distance of 10,000 yards in the morning twilight on a course

crossing from Panay toward Mindoro and Tablas Strait.

0555 aircraft contact No. 35. Picked by radar at 11 miles closing to five miles, not sighted visually. Dived.

0955 aircraft contact No. 36. Picked up by radar at 18 miles; closed and opened to 21 miles; lost contact. Remained on surface.

1615 ship contact No. 23. High periscope sighted what was probably a friendly submarine over the horizon at a distance of 22,000 yards. Headed toward.

1619 sub apparently dove.

1620 aircraft contact No. 37. Picked up by radar at nine miles closing. Not sighted visually. Dived. Probably the reason the other sub dove.

October 23

0653 aircraft contact No. 38. Radar and Visual at 23 miles, lost at 28 miles. Remained on the surface.

0715 aircraft contact No. 39. Picked by lookout at 25 miles. Two unidentified. Watched until they were out of sight. Remained on the surface.

0843 aircraft contact No. 40. Radar at 23 miles. Closed to 21 miles and lost. Remained on the surface.

0950 exercise 20 mm and 30 caliber at target practice on a small floating Island complete with feathered natives.

1202 aircraft contact No. 41. Picked visually at 8 miles. Dived.

1536 aircraft contact No. 42. Visual at 7 miles. Dived.

1920 passed between Doc Can Island and Pearl Bank on southerly course.

2255 commenced transit of Sibutu passage (west of Tawi Tawi, P. I.).

2256 aircraft contact No. 43. Not sighted visually. Cleared the bridge in preparation but did not dive as the range increased. Anxious to get through Sibutu passage as soon as possible.

October 24

0022 completed transit of Sibutu Passage.

0718 aircraft contact No. 44. Picked up by radar 9 miles closing. Not sighted. Dived.

0810 aircraft contact No. 45. Radar at 12 miles. Picked up while we were preparing to surface. Remained submerged. Not sighted.

0832 surfaced and sighted a white float buoy at a distance of 1 mile.

0834 aircraft contact No. 46. Radar contact at 9 miles, closing. Not sighted. Dived. IFF indicated that it was a friendly plane.

1046 aircraft contact No. 47. Picked up by radar at 21 miles. Lost at 25. Not sighted. Remained on the surface.

1111 aircraft contact No. 48. Picked up by radar at 21 to 24 miles. Proved to be a flight of planes. Not sighted. Remained on the surface.

1212 aircraft contact No. 49. Radar picked up the contact at 12 miles closing to 9 and lost at 18. Remained on the surface. These boys are really keeping us awake today.

1226 exercise 20 mm and 30 caliber and one rifle and sank a floating mine complete with horns.

1348 aircraft contact No. 50. Picked up by lookouts at five miles. Dived.

October 25

0200 aircraft contact No. 51. Picked up by radar at 14 miles and closed to 8 and then moved out again. Remained on the surface.

0415 transited Siao Passage between Siao and Taho Landing Islands of the Sangi group.

0700 aircraft contact No. 52. Radar contact at 29 miles, closing to 25 and lost. Remained surfaced.

0755 aircraft contact No. 53. Picked up visually at 11 miles; IFF indicated that she was friendly. Dived anyway. Not listing plane contacts as such from here and to Mios Woendi. Plane contacts today and tomorrow all probably are friendly and too numerous to keep track of. They bothered the BLUEGILL by coming to close, on several instances less than five miles, forcing us to dive. Finally we decided to brave it out and trust them or we'd never arrive.

1115 observed a flight consisting of about 25 planes heading toward Biak, probably returning from a bombing mission from the Philippines.

1147 Radar contact at 6 miles. Closed to 3 miles and then we dived. Too close.

1256 after surfacing, we had 4 to 6 planes in sight all around the horizon obviously patrolling. Remained on the surface until he headed in at five miles. Pulled a flare and dived. Too close. Even with IFF indication friendly, no sense in taking a chance.

1647 exchanged recognition signals with a PBY who circled us at about 500 yards. Waved a salutation and they waved back, thank God. Don't suppose

they realize what an uneasy day they've been giving us. Upon surfacing from our last dive there were six to eight of these fellows in sight all around the horizon. After two and a half hours this one apparently sighted us and headed in. Although the IFF showed friendly, cleared the bridge of all personnel except the signalman, OOD, and the CO. When aircraft is close enough for positive friendly identification it's too late for the submarine if he turns out to be an enemy. Strongly recommend that aviators be told to keep clear of known friendly subs, and they should be properly briefed to know from our position that we are friendly.

October 26

0418 radar contact at 18 miles closing to two miles. Too close. IFF indicating friendly. For the next hour, 20 to 30 plane contacts both visually and from radar.

October 27

0458 crossed the equator.

1135 spoke to the submarine USS RAY out-bound from Mios Woendi.

1229 Moored port side to the Australian tanker SS KURUMBA, at Mios Woendi, Schouten Islands, Dutch New Guinea.

October 28

0730 shifted berths and moored starboard side to the submarine tender USS ORION. Undergoing voyage repairs by the USS ORION and subDiv 162 relief crew. Crew and officers enjoyed a ball game on the beach and also a beer party.

October 29 and 30.

Still undergoing repairs, refueling, taking on of provisions, etc.. Everyone is enjoying a much needed rest.

October 31

1600 underway from alongside the USS ORION proceeding from Mios Woendi to the Sulu Sea war patrol area.

2245 crossed the equator.

November 1

Proceeding normally to the Sulu Sea area.

November 2

1200 this afternoon and evening were spent in witnessing a beautiful and awe expiring display of US air strength. From fifty to a hundred planes were sighted. Various types such as PBY, B-24, and P-38. Remained on the surface throughout but they still came too close.

November 3

0400 transited Siao Passage between Siao and Tahoelandang Islands.

November 4

0250 commenced transit of Sibutu passage and completed the transit at 0410. Commenced surfaced patrol in our assigned war patrol area having entered it in Sibutu Passage. Covering the northern approaches to Sibutu Passage and Alice Channel.

0540 aircraft contact No. 54. Picked up visually at 15 miles. Remained on the surface and watched the plane out of sight after having closed to 10 miles.

0650 aircraft contact No. 55. Visual at 18 miles. Remained on the surface and watched plane out of sight.

1542 aircraft contact No. 56. Visual at 16 miles and lost at 20. Remained surfaced.

1855 ship contact No. 24. Exchanged recognition signals and spoke to the submarine USS NAUTILUS. Investigation showed that the SJ radar mast was damaged probably by hitting a log while making a trim dive today. Estimate its effectiveness was reduced to one third of its normal range.

2230 surface patrolling in the Sulu Sea on northerly courses enroute to Puerto Princessa, Palawan, P. I.

November 5

0205 ship contact No. 25. Exchanged signals and spoke to the submarine USS REDFIN.

0943 aircraft contact No. 57. Picked up by radar at 8 miles, moving in through four and a half miles. Dived. These aren't friendly planes out here, that's for sure.

1111 aircraft contact No. 58. visual at 7 miles. Dived.

1415 aircraft contact No. 59. Visual at 15 miles. Dived. All planes today appeared to be small fighters either land or carrier based.

November 6

0115 patrolling off Puerto Princessa, Palawan, P. I. Between 9,000 and 17,000 yards from land. A bright moonlight night.

0504 submerged patrol along the entrance to Puerto Princessa.

1503 ship contact No. 26. Two sea trucks stood out of Puerto Princessa.

1842 surfaced patrol off Puerto Princessa.

November 7

0505 submerged patrol off Puerto Princessa.

1838 surfaced patrol off Puerto Princessa. An uneventful day. A rare thing lately.

November 8

0506 submerged patrol across the entrance of Puerto Princessa.

0945 aircraft contact No. 60. Periscope sighted planes at a distance of two miles. Went down to 150 feet to avoid detection

1837 surfaced patrol off Puerto Princessa.

2100 ship contact No. 27. Simultaneously picked by the lookouts, radar, and sound. Proved to be one Sea Truck at a distance of 2,800 yards. Avoided.

November 9

0432 aircraft contact No. 61. Visual at 4 miles. Sighted the exhaust flame and a dimmed white light. Dived. Submerged patrol across the entrance to Puerto Princessa.

1655 ship contact No. 28. One small Sea Truck stood into Puerto Princessa from the Northeast. It rounded close aboard to Bancaobancaon Point in entering the harbor. Crowded with men in whites.

1842 surfaced patrol off Puerto Princessa.

November 10

0506 conducting a submerged patrol across the entrance to Puerto Princessa.

0555 aircraft contact No. 62. Periscope sighted a plane bearing 300 true at a distance of one and a half miles. Went to 150 feet to avoid being detected.

0640 observed a sailboat inside the harbor. Sailboats were unique in their absence from this port.

1603 aircraft contact No. 63. Periscope sighted a plane at a distance of 6 miles. The plane landed in the harbor.

1705 ship contact No. 29. One Sea Truck stood out of Puerto Princessa heading towards Cuyo West Pass.

1835 surfaced patrol of Puerto Princessa.

2345 aircraft contact No. 64. Picked up visually at 1,800 yards. Dived. And fast. He flew low out of Puerto Princessa. Passed directly overhead. It's a miracle he didn't spot us.

November 11

HAPPY BIRTHDAY. BLUEGILL'S FIRST ANNIVERSARY.

0505 conducting a submerged patrol across the entrance to Puerto Princessa.

1758 aircraft contact No. 65. Periscope sighted five single engine fighters with fixed landing gear first in formation and then sham dog fighting over Puerto Princessa at a distance of 4 miles.

1331 aircraft contact No. 66. Periscope sighted a plane at a distance of 6 miles.

1847 surfaced patrol off Puerto Princessa.

November 12

0504 submerged patrol across the entrance to Puerto Princessa.

0721 aircraft contact No. 67. Periscope sighted a plane at a distance of one mile. Went down to 150 feet to avoid detection.

1855 surfaced patrol on Southeasterly courses across the eastern approaches to Balabac Strait while enroute to patrol across the northern approaches to Jolo.

November 13

0846 aircraft contact No. 68. Picked up by radar at 26 miles and closed to five miles and then lost at 22. Sighted and identified as a Liberator bomber. Tried to establish communication with him. Remained on the surface.

0920 aircraft contact No. 69. Visual at 15 miles. Friend or foe? Looked like a PBY, remained on the surface and lost the plane at 0945.

1040 aircraft contact No. 70 picked visually at 15 miles. Similar to our last contact. Remained on the surface.

1605 aircraft contact No. 71. Visual and radar at 11 miles. Observed the plane turn and head this way. Dived. Went down to 150 feet.

1618 to 1620 heard two aerial depth charges explode well distance but quite louder and unmistakable. Must have spotted us all right.

November 14.

Surfaced patrol on a northerly course enroute to patrol across the Iloilo and Sebu traffic lane to eastward of Tubbataha Reefs.

0646 aircraft contact No. 72. Visual at three miles. Dived.

0805 ship contact No. 30. High periscope sighted the submarine USS REDFIN at a distance of 14 miles.

1042 aircraft contact No. 73. Visual and radar at 8 miles. Dived.

1520 aircraft contact No. 74. Picked up by radar at 7 miles. Dived.

2130 commenced a mysterious series of events with SN-2 contact interpreted as similar to the signal emanating from ABK simultaneously, SJ contact dead ahead at 1,000 yards. Reversed course and slowed. At the time we were proceeding at 4 engine speed to take position for submerged patrol off Siaton Point, Negroes, P.I. Turned on the SJ radar and also AK and keyed BN to IFF to receive what was interpreted as the emergency code return from within a two mile range.

2140 reversed course to search for a possible downed plane or something close aboard.

2150 aircraft contact No. 75. Radar contact at 8 miles, closing. Dived.

2220 surfaced and resumed our search. Still receiving emergency indications. Range closed to 2 miles. At this time it was determined that this emergency indication was there intermittently whether we keyed our BN or not. It indicated the presence of another BN, possibly a search plane. Gave up our plans for a submerged patrol in favor of the search for a possibly downed aviator.

2240 Fired one green rocket.

2335 sighted a green flare or rocket. Ran down that true bearing without results. Just prior to sighting this green flare the emergency indication ceased and was never received again.

2338 Fired another green rocket. Continued our search throughout the remainder of the night in the vicinity of the original contact.

November 15

0119 aircraft contact No. 76. Radar at 14 miles closing. Dived.

0300 aircraft contact No. 77. Picked by radar at 7 miles closing to five and half miles. Dived.

0500 aircraft contact No. 78 radar at 26 miles. Remained surfaced. Came the dawn, we executed a careful search plan with no results.

1214 aircraft contact No. 79. Radar at 28 miles, closed, opened, and then lost at 30 miles. Remained on the surface.

1432 aircraft contact No. 80. Visual and radar at 22 miles. Lost at 32 miles. Remained surfaced.

2225 passed between Doc Can Island and Pearl Bank on a southerly course.

November 16

0118 commenced transit of Sibutu Passage and completed transit at 0215. Patrolling in the Celebes Sea across the southern approaches to Sibutu Passage and Alice Channel.

0737 aircraft contact No. 81. Picked up by radar at 20 miles, closing. Two planes were sighted. Dived when they appeared to be heading in. Later we contacted them again when attempting to surface. Remained submerged.

0956 aircraft contact No. 82. Radar at 8 miles. Dived.

1125 aircraft contact No. 83. Radar at 30 miles. More contacts later. Indications proved that they were probably friendly.

1158 visual contacts. 29 or more planes which were apparently US returning from a major engagement.

1207 aircraft contact No. 84. While the formations of aircraft were still in sight, one single plane was observed heading in fast and close. Dived.

1403 aircraft contact No. 85. Radar at 27 miles closing to 22 and lost. Remained on the surface.

1437 aircraft contact No. 86. Radar at 20 miles opening. Remained on the surface.

1444 aircraft contact No. 87. Radar at 18, 20, and 26 miles. Remained on the surface. These babies have sure been giving us a bad time during the past few days.

November 17

Conducting a surface patrol on Southeasterly courses through the Celebes Sea along the possible Tarakan, Borneo traffic lane.

0437 submerged patrol off Mangkalihat Point, Borneo. Indications pointed to the fact that enemy radar was present.

1522 ship contact No. 31. Frustrated would be attacked No. 7. (which nearly proved to be the BLUEGILL'S downfall). Supersonic sound gear detected two sets of echo-ranging. Subsequent periscope observation sighted masts on the same bearing. It proved to be a convoy skirting close aboard the coast on Southeasterly courses. Developed into one small MFM transport with at least two CHIDORI type escorts and possibly three, plus air coverage, (aircraft contact No. 88.), of at least two planes that

were observed flying together over the convoy. Visibility is very good, except against the land background. Flat calm, crystal clear sea. Commenced our approach.

1537 down to one-hundred feet. All ahead standard. Closing the coast on a normal course. This fellow is really hugging the coastline. Will have to cross the one hundred fathom curve to get her.

1548 up to periscope depth for an observation. The target is showing a 35 port angle on the bow. She'll have to swing left or hit the coast.

1557 the target has zigged to the left and steadied, at a range now of 5,600 yards. Observed that the target had as camouflage the silhouette of a small ship painted on her port side. Left full rudder to a normal course for a straight stern tube shot. Submarine is now inside the 100 fathom curve headed for the beach. Looks good! Make ready electric torpedoes aft. The escorts are both on the port side of the target. But, two minutes later we observed an escort crossing the bow of the target to take station ahead and on the inboard bow of the target. Looks bad now! Will be right under her feet just prior to firing.

1601 the target angle on bow is still 0. Range 4,600 yards. Keep coming left.

1602 make ready tubes except for the outer doors. She may zig again.

1603 heard very light explosions. Could be sonobombs, flares, dropped by one of the aircraft, or what? Opinion being that the BLUEGILL was detected by aircraft at this point and our position was indicated by dropping of flares or floats of some description.

1605 up periscope. Damn it! We've been spotted all right. The target has swung hard left, increasing. Can't shoot now. Closest escort range is 1,000 yards. The port escort is coming with a starboard angle on the bow, taking station in line of bearing with the near escort. Gyros are bad for a down the throat shot at the near escort. Secure the tubes. Take 'er down deep-fast! Rig boat for silent running and depth charge attack. Still don't believe the escorts had a direct contact on us though. There was no indication that they had, as for example; shifting to short scale pinging, the sudden increase in propeller rpm. But the aircraft surely had us spotted. For the second time this patrol, the BLUEGILL received a very severe

depth charging, and comparatively, the other one was a dummy run. As a matter of fact, this was the worst beating received thus far on any patrol. This was definitely the works!

1607 now at 312 feet. Evading at 90 rpm.

1610 depth charges 1,2 and 3 my!! These were hits! Block busters! The noise and concussions were indescribably terrific. It felt like the inside of our heads were splitting wide open. Many of the crew were knocked flat. Samples of the depth charges were retrieved upon surfacing and are retained on board for examination. This is not a fictitious statement although it sounds impossible to still be able to tell about it.

1611.15 depth charge 4. Brother, he's right on us.

1611.30 depth charges 5,6,7 and 8. These knocked out our emergency lights temporarily. Resorted to using flashlights.

1612 depth charges 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21,22, 23, 24, 25, 26, 27 and 28. In the midst of these we maneuvered with full left rudder and used standard speed until the noise of the charges died away. Didn't do any good though. The force of the explosions knocked us down to nearly 400 feet with an increasing down angle. The bow planes, stern planes, and rudder were buffeted around considerably. Stopped to avoid going any deeper while we regained control of the angle on the boat. The clutches to the bow and stern planes were held in locally by hand in the forward and after torpedo rooms. These charges were head-splitting. It's for sure the boat can't take many more of these. Will be done for. Hell must have sprung a leak.

1613 depth charges 29,30,31,32. These were dropped with a definite pattern in depth. Single explosions and not a ripple effect like the previous. Still right on us. By this time the deck in the control room and conning tower were slippery with sweat. These are the nerve centers of the boat and where most of the evasive tactics are centered from. The air conditioning was naturally off and consequently the temperature and humidity were high.

1614 depth charge 33.

1615 depth charges 34 and 35. This is getting unbearable. Don't think there's a man aboard who isn't downright scared. Still there are no signs of anyone cracking or going hysterical. All hands seem cool and collected which means a lot at a time like this. The

charges aren't subsiding a bit. They were exploding all around us. Hope the little yellow slobs are enjoying themselves. It's a cinch we aren't.

1619 depth charge 39. Still awfully close. Everyone is taking a considerable shaking up. Looks like we have about as much chance as a snowball in hell.

1625 JP sound equipment is reported out of commission. Quick survey of the boat indicated that there is considerable minor damage, but, by some miracle she's still tight, (though not as tight as she was, that's for sure), and she's still moving. Everything seems to be under control. The forward torpedo room crew is getting tight from alcohol fumes as the result of ruptured storage tanks. The boat is heavy and hard to hold at 340 feet at 90 rpm. Subsequent inspection revealed that the amidships sanitary tank was flooded with both the sea and stop valves backed open.

1627 depth charge 40. She's feeling us out now. But still has our range and depth pretty good.

1639 depth charges 41,42 and 43. O God! This hurts. Why don't they go away and leave us alone? We ain't done them no harm. Though there was no doubt that we'd pull through OK, but what was doubtful in our minds, was whether there would be anyone left to tell about it.

1640 depth charges 44 and 45.

1641 depth charge 46. Some of our boys are holding their ears constantly.

1641.15 depth charge 47. All 47 of these depth charges were very, very close. The last two were the least close of the lot and the first indication that the escorts were losing us. All these charges were definitely BIG. They sounded differently than those of other depth charge attack. 46 and 47 being a little further away, were first heard as a deep rumble, increasing to the climax boom. The characteristics noted on the far depth charges of other attacks were first a detonator click, then water rushing through the superstructure, and then the bang. Aw well, these were just closer. The minor damage was ever-present and quite numerous. Of immediate importance; the gyro spindles were bent on bow tubes 1, 2, 3 and 4 No. 5 and 6 spindles had been withdrawn. The bow planes would not Rig in in power. Neither bow nor stern planes would tilt in power. There were numerous electrical grounds throughout the boat. And here's something of interest. The for-

ward torpedo room saw flame of exploding depth charges through the torpedo loading hatch when it lifted off its seat during many of the explosions. OK, OK, we know, but, one CTM, and 1 TM1c, one RM3c, one FC3C, and two TM2c, all considered cool headed and reliable men, say they saw it and that there wasn't any doubt about it. Well, anyway, not only on that hatch but on all the topside access hatches, the operating gear was found to have backed off from one quarter to one half turn. Urgently desire lower hatches be installed throughout the boat during our next refit.

1700 started up to periscope depth. The trim pump is quite noisy. Looks as if our friends have given us up for sunk. And man, if they only knew just how close they came. For awhile it looked like when the Japs sighted the sub, our next words would be "glub, glub"!

1730 reached periscope depth. Up periscope. Nothing close. Could see the tops of one ping-pong escort. After the first flurry of depth charges had subsided, sound reported three sets of echo-ranging. Where did this third escort come from? Only two were sighted, now there was this one holding us down and still two others going out, apparently continuing on with our target. Secure from battle stations. Will chase the convoy after dark.

1804 surfaced and commenced chase but broke off when it was realized the extent of the damage suffered, and survey of the chart showed they would be at anchor in about an hour and a half, 35 miles away. Continued patrolling on the surface enroute to patrol across Laut Island, Makassar City traffic lane. Started immediately repairing damages. Picked up the pieces of depth charge from topside and examined. The largest piece was about two feet square. How much closer could they have gotten?

2245 crossed the equator heading south.

November 18

0925 aircraft contact No. 89. Picked up by radar at 8 miles. Dived.

1112 ship contact No. 32. High periscope sighted one Sea Truck at a distance of 15 miles; speed about 7 knots. Restrained the impulse to shoot 'er up in order not to expose our presence in this vicinity. Subsequently and throughout the remainder of the day we passed through countless sailboats (counted 13 with

still more coming over the horizon) ranging from small native out-riggers too large two-masted schooners with topsails and flying jibs. After several attempts at end-arounds only to encounter more sailboats, we finally gave up and decided to plow through them. May have been sighted by one of the big ones but sort of doubt it. Passed close aboard a small sailing outrigger and closed another well built 26 foot sailboat in excellent state of repair. Both had definitely native crews. Waved and they waved back. The large schooners, we don't trust however, and we're not so sure the natives would have such a well conditioned boat if they were not in Japanese employ. No time to spare or we would have boarded. They are a definite hazard to navigation. This vicinity is littered with debris, logs, stumps, floating islands, coconuts, and oil drums.

1200 by this time as a result of continuous and untiring efforts of all hands, the important damage of yesterday's depth charging has been repaired. All tubes are ready to shoot after having removed, straightened, and replaced the damaged gyro spindles. The bow and stern planes are now operative in power. Most of the numerous electrical grounds have been cleared.

1700 patrolling across Laut Island-Makassar City traffic lane while retiring to eastward for a submerged patrol off the approaches to Makassar City tomorrow.

November 19

Sailboats and debris were encountered throughout the night. Avoided.

0603 aircraft contact No. 90. Visual and radar at 9 miles closing to 6 miles. Dived. There's a possibility we were sighted. Upon attempting to surface an hour later he was still there. Remained submerged until 0845.

1011 aircraft contact No. 91. Picked up by radar at 8 miles. Dived.

1123 submerged 7 miles off Lanyukang Island and Langkai Island of the Spermonde Archipelago. Closed submerged and took up patrol three miles off these islands across the approaches to Makassar City. 5 to 10 sailboats were in sight throughout the afternoon. Attempted to avoid them while on the surface but it was next to impossible and still get to

where we wanted to go. The closest one closed to about 9,000 yards.

1852 surfaced patrol enroute to Lombok Strait.

November 20

0754 aircraft contact No. 92. Radar at 12 miles closing to seven and a half miles. Dived.

1200 sailboats were conspicuous by their absence today until 1700 when two were sighted over the horizon. Avoided.

2140 sighted a bright white flashing light at a distance of 10,000 yards. Suspicious but did not investigate in order not to disclose our presence to any possible patrol boats. Definitely not a torpedo target.

2315 commenced transit of Lombok Strait (East of Bali).

November 21

0103 ship contact No. 33. Radar at 2,400 yards. Probably the submarine USS CAVALLA.

0117 completed transit of Lombok Strait.

November 22 to 24

Proceeding enroute to Fremantle, West Australia, after the termination of our third war patrol.

November 25

Arrived in Fremantle, West Australia at 0943. Heavy seas and strong winds were encountered all the way south of the Malay Barrier to Fremantle. Ah man, now for some beer. This will be a much needed rest leave. Probably the things a sub sailor wants most when on leave is a girl, a drink, a favorite dish, to walk down the streets and look at the stores, green grass and trees. Two months at sea seem like two years.

RESULTS OF THIS PATROL

SUNK

1 - SMC	1,500 TONS
1 - AK (ARABIA MARU-EC)	9,500 TONS
1 - AP (SMALL - EU)	4,000 TONS
1 - AK (LARGE - EU)	7,500 TONS

TOTAL 22,500 TONS

DAMAGED

1 - AK (similar to ARABIA MARU)	9,500 TONS
2 - SMC (SEA TRUCKS)	1,000 TONS
TOTAL	10,500 TONS

Later it was learned that actually our results were better still.

Also sunk 1 - AK (similar to ARABIA MARU - EU)

9,500 TONS (listed as damaged)

1 DD (destroyer) 1,500 TONS Evidently hit in one of the attacks on the convoy off Manila Bay. Accounted for one or two of the unidentified explosions that were heard. He must have gone down fast. Later still it was learned that he was the escort that was guarding the loan cripple we polished off by firing 3 torpedoes during our night surface attack. She must have gotten in the way of one of the fish and sank a few minutes later. Come to think of it, she did disappear from the radar screen after about 20 minutes of contact.

The AB. (small EU) sunk was definitely confirmed to be a "Q" ship as we anticipated, this classifying her as a man-o-war.

The total depth charges we took this patrol were 98.

There is no report on the fourth war patrol. Ed Goessel stayed in on this run so he did not feel it was proper for him to write a report when he did not partake in it. It was an unsuccessful patrol so there isn't much to report about things that happened other than aircraft contacts, etc. I know we blew a number of mines up but any details of this run will have to wait until sometime later.

FIFTH WAR PATROL

The FIFTH successful war patrol of the USS BLUEGILL. Once again starting out from Fremantle, West Australia, was to take a crack at what was left of the Jap fleet. This proved to be the last time we were to see Australia as the front lines were now in the Philippines and Okinawa. After sending a couple more boatloads to the bottom and evading the seemingly never ending depth charges, we wormed our way into Sibutu Bay, Philippine Island's, for our rest leave and a refit. This patrol lasted 41 days, a virtual treat after the previous long patrols.

March 12

0940 underway from Fremantle, West Australia, on our FIFTH war patrol.

2335 proceeding to Exmouth Gulf, West Australia, independently.

March 13
1435 sighted and spoke to the HMAS K.-15 South-bound.
2300 contacted and spoke to the submarine USS GUITARRO South-bound.

March 14
Proceeding to Exmouth Gulf as before.
0205 sighted and spoke to the submarine USS CROAKER.

March 15
0721 arrived at Exmouth Gulf. Moored port side to the USS COUCAL.
1830 underway from the USS COUCAL. Proceeding to Lombok Strait from Exmouth Gulf enroute to the Java Sea.

March 16
0137 contacted and spoke to the USS CROAKER. Proceeding in company with her and conducting training exercises enroute.

March 17
Proceeding as before enroute to the Java sea with the USS CROAKER.

March 18
0520 Sighted and spoke to the submarine USS PERCH North-bound.
1220 alongside the submarine USS BREAM South-bound. Transferred our out-going mail.
1555 alongside the USS CROAKER North bound. Delivered a scheme for a coordinated patrol of the Java Sea to her. Stood by her while closing Lombok Strait so that she might use us as a target on which to tune her radar.
2258 commenced transit of Lombok Strait.

March 19
0020 radar contact on what was hoped to be a patrol vessel. Tracked for an hour and 40 minutes, submerged on a track ahead of the target and at 0227 having heard no propeller she passed overhead. Concluded that the target was a large sailboat.
0245 surfaced. Continued transit of Lombok Strait and lost radar contact.
0315 completed transit of Lombok Straits.
0455 contacted another sailboat. Closed to visual identification against the dawn background.
0537 submerged patrol off a small anchorage on the Northwest coast of Lombok Strait.

0615 ship contact No. 1, torpedo attack No. 1. Periscope sighted one auxiliary sailing vessel acting as a tug to a small Maru and really is small. It was the hull of a 300 to 500 ton Sea Truck but with no engines and apparently never had any engines. This was the BLUEGILL's first enemy contact in over four months so decided to attack with torpedoes when a favorable overlap occurred. Gun shooting was forbidden at this time in this locality inasmuch as the anchorage was well within the 120 mile circle from Lombok Strait. 4 or 5 sailboats were constantly in sight throughout the day.

1550 torpedo attack No. 1. Auxiliary sailing tug standing by to take the Sea Trucks hull in tow. Fired 3 torpedoes singly from the bow tubes. The targets were answered. Depth setting 2 feet. Range 2,600 yards. Missed! Secured shooting. We're thoroughly discussed with ourselves for having been taken in. Resisted an impulse to get them with a gun; houses and buildings on the beach here are obviously suitable gun targets too. This anchorage looks like a regular Jap watering hole.

1610 commenced opening the coast.
1650 commenced hearing first of nine depth charges in the direction of the scene of the torpedo attack. Nothing close. Maybe aircraft were summoned.
1921 surfaced. Proceeding across the approaches to Lombok Strait and to the south of Kangean Islands to patrol the Surabaya traffic lanes between Sapoedi Strait and Great Masalimbo Island.
2355 commenced broken field running to avoid numerous sailboats.

March 20
Patrolling the Java sea independently.
0440 patrolling across the Surabaya traffic lane, in 40 to 30 fathoms of water. Wouldn't want to be caught in a tight spot in this shallow stuff.
0730 overtook and pulled alongside a 14 ton sailboat which contained eight Malayan men, all exceedingly well fed and healthy looking. The boat was either anchored or lying to. Their boat was in excellent condition. It was empty of cargo, they having delivered a cargo of salt at Masalimbo Island. A thorough search for a radio and weapons revealed nothing. Upon our approach they quickly hoisted a flag which indicated they were in the employ of the Jap Army Garrison at Surabaya. Suppose they first

thought we were Jap. Didn't appear to be so happy to see us in spite of our donation of rice and cigarettes. Their papers were in exceedingly good order and showed continuous operation as a cargo carrier since June 21, 1941 which of course was prior to the Jap invasion. Their papers were confiscated which perturbed them no end.

0812 pulled alongside of another native sailboat anchored or lining to, not a half mile from the first. This one was much smaller but contained 19 Malayas including two women and five very small children. It was jam-packed. They were all hungry and half starved showing definite indication of malnutrition. Obviously they were not in the employ of the Japs. They were delighted to see us and upon showing them the American flag their faces lit up in large smiles and they salamed and bowed all over themselves. We gave them rice and cigarettes which were received with much demonstration of appreciation.

March 21

Patrolling in the Java Sea. Depth of the water here is from 25 to 15 fathoms.

0035 contacted a sailboat. Avoided. During the daylight we proceeded westward in the Java sea passing to the northward of Annie Florence Reef.

1200 in the evening we closed the 10 fathom curve of Borneo and patrolling between Mandjermasin and Tg Pooting.

March 22

Normal patrol in the Java sea.

March 23

0658 ship contact No. 2. Sighted smoke by high periscope at a distance of 16 miles. Track for four hours. Identified as a probable Sea Truck. The contact was lost after going into the five fathom curve.

1850 proceeding northerly at 4 engine speed, squeezing the coast hoping for a contact.

March 24

In transit of Karimata Strait.

0122 commenced threading our way through the islands or rocks to westward of Karimata Island. Ship contact No. 3 radar contact at 8,300 yards. On a possible small patrol vessel. Tracks on a southerly course. The targets speed is 7 knots. Could hear her screws. Could see her reasonably well in the bright moonlight. Avoided as she headed in the wrong direction for us to trail and attack outside.

0414 transit of Karimata Strait completed. Entered the South China Sea.

2107 commenced a thorough radar search and sweep of Pontianak Road. We have a landang party which is ready to demolish any ship found at anchor.

2135 crossed the equator.

March 25

Conducting a careful radar sweep of Pontianak Road, Borneo.

0412 sighted 4 objects grouped together. Identified as sailboats.

1529 aircraft contact No.1 Dived.

March 26

Patrolling in the South China Sea to make a landfall on Pulo Condore Group off Indo China coast.

March 27

Patrolling Northeasterly of the Indo China coast.

2015 radar contact on Cape Padaran at 93,000 yards. Closed to 14,000 yards and commenced high speed 4 engine sweep of the Indo China coast 12,000 yards off shore. Made a careful radar sweep of Phanrang Bay and the entrance to Camrann Bay. Hoped to overtake a convoy reported by aircraft.

March 28

0207 aircraft contact No. 2. Dived. Entered our assigned area.

0550 contacted the first of hundreds of sailboats encountered daily in this area along the Indo China coast. Avoided. Came the dawn, still riding about 10 miles off shore for the previously selected place to dive.

0839 conducted a close inshore patrol one half to one mile off Hon Doi.

0930 sound heard a definite single ping.

1018 sound detected echo-ranging.

1020 ship contact No. 4. Torpedo attack No. 2. Identifies as a large transport at a distance of 14,000 yards. Escorts were observed to seaward. Battle stations submerged. Commenced approach. Maneuvering to hold a position close aboard Hon Doi, while awaiting the arrival of the target.

1038 depth charges 1,2,3,4,5,6,7,8,9,10,11,12 and 13. Quite a salvo and at quite a distance. Shook the boat slightly. Charged off as random nuisance charges but later information indicates it was probably the submarine USS BLACKFIN being worked over about 6 miles to the south.

1042 five or more escorts made out to be advancing to seaward from and in line of bearing with the target. Covering quite an extended front.

1043 right full rudder. Down to 80 feet. All ahead two thirds. Decided to parallel the coastline, head into current and allow it to send us down just below Hon Doi close to the rock. It was a chance that the target would attempt to pass between Hon Doi and the peninsula.

1050 target swinging left, seems to be snuggling close to the coastline of the Bay. Both sound gears report many light explosions; possibly strafing machine gun fire on the water, or sono bombs, or something. No air coverage in sight at the present time or has been observed throughout this whole encounter, but it seems inconceivable that the Japs would send out this convoy, so close to air bases, without air coverage.

1052 took a look at the five escorts. Couldn't make out the target very well.

1058 took another look. Still couldn't find the target. The escorts were still coming in line of bearing although they were swinging, as though searching along the line of bearing. Later information shows that they were perhaps developing a contact on the submarine USS BLUEBACK who was estimated two to three thousand yards to the south of us at this time and had just fired some fish.

1059 target coming out of the bay now, and she sure is snuggled up to that coastline.

1100 look at the escorts. Sound reports pinging very loud and also screws.

1101 sound reports the escort has shifted to short-scale and is coming in. Up periscope. No, don't worry about her. Observed this escort rear back on her haunches and fire two or three or four shots out of her single gun forward.

1102 depth charges 14, 15 and 16. Plenty close. Experienced a shower of cork and loose stuff which was shaken down from the overhead. The boat was jarred considerably. Up periscope. The escort who had just dropped the charges was swinging hard right, she looked BIG. A great vast array of depth charges and equipment were clearly discernible aft. Could even make out the features of men on her fantail. A quick look showed that they appeared to be maneuvering for encirclement although they were all still to the southward of us.

1103 left full rudder. The navigator says we're too close to Hon Doi, so right full rudder.

1104 loud screws. Sound says we're surrounded. To hell with them! Make ready tubes 8, 9 and 10.

1105. Up periscope. The target is swinging left.

1107 depth charge 17. Shook the boat up considerably. More loose stuff showed down. This one was definitely aimed at us all right.

1108 up periscope. Still can't get in range. Were surrounded by the escorts.

1109.15 up periscope. Aw! The target is getting clear now; seems to be settled down. Range 2,600 yards. Poor range. It's a transport all right, an MFM. A long island amidships with 3 decks above the main deck. She's sure loaded as she's riding deep in the water.

1109.50 up periscope. Stand by aft. Shoot! Fired 8. The escorts are still all around us. Down scope.

1110.30 up periscope. Fire 9! Down scope!

1110.45 Up periscope. Fire 10! Down scope. The escorts are much too close. Torpedo run of 2,500 yards. The firing position was only 450 yards off Hon Doi.

1111 sound reports on set of screws close and closing, all around the dial. Better go down deep. Rig for depth charge and silent running. Plane 'er down to 150 feet. Not very much water here. Right full rudder. Observed a salvo of charges let go and in the air from those side throwers. Meanwhile the noise of her screws through the hull sounded like a railroad train going by.

1111.30 depth charge 18. Close!

1112.30 torpedo explosions. Heard, not seen. It was No. 8 torpedo.

1112.45 torpedo explosion from No. 9 torpedo.

1113 Wham! Wham! A great array of depth charges. 35 in all. And plenty close. Must have been more than one escort. The boat was shaken quite severely. This was the largest single salvo we've ever encountered. The concussions opened up sea valves fore and aft. Hydraulic oil spewed all over the after torpedo room from the steering system. Much minor electrical damage occurred - the usual stuff - nothing too serious. Much too close for comfort however.

1115 to 1120 five more depth charges. Close, but not as bad as the previous salvo. Wham! Here they come again. Another large salvo. 25 this time. They

are really organizing and teaming up. Ease down to 175 feet. Enough of this. Make ready No. 7 tube.

1134 another salvo of depth charges. Received 12 of them this time and getting a little farther away, but still shook the boat.

1136 bango! A salvo of 20 this time. Getting further away now. Received three more singles before coming to periscope depth.

1242 reached periscope depth. Up periscope. Nothing close. Pinging could be heard. Sighted two escorts against the background of Hon Gom Peninsula at a range of about 8,000 yards.

1255 secure from silent running and depth charge attack. Left full rudder. Head for the two escorts. They must be guarding or standing by something, or picking up survivors.

1312 received seven heavy depth charges which were quite far away

1340 this proved to be the last of them. We took one hundred and twelve depth charges in all. No little amount indeed. But the BLUEGILL's luck still held good and she pulled through this attack with a minimum of damages. Better not get too cocky however.

1513 in closing the two escorts, the target was sighted and later it developed that she was hard aground on Hon Doi, down by the stern. We were unable to reach a favorable firing position on the two escorts who appeared very alert. After dark they apparently left the scene and headed north.

2010 surfaced.

2050 contacted and spoke to the submarine USS BERGALL.

2235 contacted and spoke to the submarine USS BLUEBACK. Held quite a confab. Learned that the BLACKFIN had been eight miles to the south and had been severely damaged by depth charges. As far as we knew she was still afloat. We hope so because only too often we have received the sad report "lost or missing in action" on many of our own subs. We of the sub force knew that when a sub was lost in action, it left to the rest of us a legacy of consistent aggressiveness, success, and daring. It seemed to give the force added courage and initiative to live up to their wonderful records and avenge the disaster. This was especially true in the case of the USS TANG. She had the greatest record of destruction and damage ever credited to one submarine, and it indeed

was a sad day when she went down. As everyone knew, victory was never in doubt, but its cost was.

March 29

Investigated the ship which was beached on Hon Doi with two torpedo hits from yesterday's action. He was hard aground by the bow. But, she looked pretty whole and salvageable.

0245 take stations for night surface torpedo attack. Bright moon. Many sailboats all around. Made our approach to the northwest in 10 to 15 fathoms of water but decided against firing from that position. Reversed our course and made an approach from the south. Closed to a 1,400 yard torpedo run. Made ready tubes 6, 5, and 4 just in case we miss with the first one or it exploded on the rocks. This called for precision at one third speed in order to hit the ship no further forward than amidships to keep the fish off the rocks.

0430 fire six! Six seconds later, fire five! Hot, straight and normal; stop shooting; followed the torpedo wakes to the target. They both hit abaft the stack about 50 feet apart. The explosions were tremendous, throwing up debris and flame two hundred to three hundred feet in the air. Followed by a huge oil fire breaking out. All back full! Backed clear of our firing position. The place was lit up for miles around. Sailboats could be seen scurrying around. The strong smell of burning fuel oil and smoke was predominantly in the air. We opened out to watch the show and clear the vicinity. A most awe-inspiring sight.

0455 received word of a downed aviator near the coast just north of Camrann Bay and about 24 miles south of here. All ahead flank on 4 main engines.

0526 aircraft contact No. 3. Dived. A float plane passed along the port side at a distance of only one half mile. He probably was attracted by the huge fire. Apparently didn't see us - must have been blind. Think he must have mistaken a couple of sailboats for us because he was coming in fast and blazing away with his machine guns.

0546 surfaced. Proceeding to search for the downed aviator.

0555 aircraft contact No. 4. Dived. Picked by radar at five miles closing. Saw him severely strike a sailboat near the fire. Probably thought it was us again. Hard to tell the difference in the dark. Of course, these bespeckled Japs can't see anyway.

0615 surfaced.

0651 investigated a Jap life boat, obviously from our target. It had drifted South since yesterday. It was full of Jap army equipment. We are running about five miles off the coast. Sailboats are all around us.

0725 aircraft contact No. 5. A large flying boat headed in low from the land. Probably a Mavis. Dived. Things seem to be getting hotter for us.

0918 surfaced. Resumed our search for the aviator.

0945 Hon Doi lighthouse is now abeam to starboard.

1147 investigated another Jap life boat full of army equipment. Closed to go alongside and salvage the equipment.

1152 aircraft contact No. 6. A small high-winged single float plane came in fast from the beach. Dived.

1158 three depth bombs received from the aircraft. Not too close. Have covered 225 square miles of search for the aviator. Sorry we couldn't find him. Staying down for awhile.

1735 surfaced patrol.

2355 contacted and spoke to the USS BLUEBACK.

March 30

Patrolling off Cape Varella, French Indo China.

0327 ship contact No. 5. Radar at 23,000 yards. On a lighted hospital ship. Speed ten knots. Large, 2 stacks and a large lighted Red Cross on the after stack over a brilliantly illuminated horizontal green band extending only about one fourth the length of the ship. Let her go by!

0545 submerged patrol off Paulo Gambir one half to one mile off shore.

1948 surfaced patrol in the same area but farther out to sea.

2040 Sighted and spoke to the submarine USS HAMMERHEAD.

2115 spoke to the USS BLUEBACK.

2145 spoke to the USS BERGALL.

March 31

Surface patrol off Cape Varella, French Indo China.

0005 contacted and spoke to the USS BERGALL.

0025 contacted and spoke to the submarine USS BASHAW.

0529 submerged patrol off Cape Varella. Drifted down to Hon Doi to examine and take some pictures of our baby.

1200 our ship is way down by the stern. From forward of the stack the hull appears intact. Must be burned out though. Natives are swarming over it salvaging what they can. A native village and anchorage is nearby.

1968 surfaced patrol off Cape Varella.

2230 aircraft contact No. 7. Two aircraft exhausts could be seen. Dived.

2325 surfaced patrol continuing in the same area.

April 1

1342 aircraft contact No. 8. Dived.

1427 surface patrol resumed.

1535 ship contact No. 6. Sighted smoke at a distance of 17 miles. Closed until the tops of a large two stack Transport were in sight. Transmitted a contact report to the wolf-pack and commenced tracking and taking a position ahead at flank speed. The targets speed is 16 knots. It appeared to be zigging but no escorts were cited as yet. Smell a rat somewhere!

2015 the target has shown lights of a properly marked hospital ship. Damn! Let her go by after she costs us to expend a lot of fuel.

2100 aircraft contact No. 9. Picked up by radar at 8 miles.

2105 visual contact on aircraft at 8 miles. Bright moonlight. Proved to be two of them. Remained on the surface.

2305 spoke to the USS BLUEBACK.

April 2

0640 submerged patrol off Poulo Gambir one half to one mile off shore.

2051 surface patrol off the same area as our submerged patrol only farther out to sea.

April 3

1410 Sighted the USS BLUEBACK. Closed and went alongside and spoke to her. We are now commander of the wolf-pack. The BLUEGILL and BASHAW will constitute the wolf-pack with the CROAKER joining up later.

April 4

0635 submerged patrol off Cape Varella one half to one mile off shore.

2049 surfaced patrol.

2142 the USS CROAKER joined the pack.

April 5.

0022 a landing party consisting of two Australian soldiers left the boat. We then withdrew.

0645 submerged patrol off Hon Doi one half to one mile off shore; our baby is still there. An oil slick has formed four miles astern of her. The natives are still pillaging.

2045 surfaced patrol 10,000 yards off shore.

April 6

0215 headed in to retrieve the landing party. The usual trouble was encountered to avoid the sailboats.

0405 retrieve the landing party; their mission unsuccessfully accomplished. They attempted to blow up a railroad bridge but were detected. However, they did manage to successfully make their escape. Withdrew and resumed our surfaced patrol.

0530 submerged patrol.

2043 surfaced patrol 10,000 yards off shore.

April 7

Patrolling the coast line close to the beach of French Indo China. An uneventful day. Gives us a good chance to enjoy our almost daily movies in peace.

April 8

Surface patrol off Xuan Bay and to the northward, French Indo China.

2145 contacted the USS BASHAW. Received mail and exchanged movies.

April 9

1130 aircraft contact No. 10 remained on the surface.

2245 ship contact No. 7. Sighted lights on the horizon. Closed and identified her as another properly marked hospital ship. Let her go by.

April 10

Continuing our patrol along the French Indo China coastline.

April 11

Surface Patrolling off the coast between Poulo Gambir and Presque Ile de Phuoc Mai.

0615 submerged patrol.

1115 surfaced patrol.

1125 aircraft contact No. 11 dived. Identified through the periscope as an American B-24.

1128 surfaced and continued our Patrolling.

April 12

Surface Patrolling toward Cape Varella.

1418 aircraft contact No. 12. Proved to be a friendly B 24.

1545 aircraft contact No. 14. This one was unquestionable, but nevertheless we stayed on the surface as

the range was great enough to make it impossible for him to spot us.

2046 surfaced patrol 10,000 yards off shore.

April 13

0635 submerged patrol off Hon Doi one half to one mile off shore.

0915 aircraft contact No. 14 friendly B 24.

1200 our baby is still there. Made plans to board her.

2159 surfaced patrol. Held down until now by the numerous sailboats.

2249 ship contact No. 8. Radar contact on an object that looked like a real ship, well out beyond the usual sailboats lanes. Take stations for night surface torpedo attack. Could hold the contact out to 14,000 yards

April 15

Still tracking our contact. Her speed is 5 knots. No echo-ranging heard.

0225 conducted a submerged radar to periscope depth approach. No screws could be heard. Finally we were able to identify the target as a large sailboat.

0336 surfaced. Followed the target.

0340 contacted and spoke to the submarine USS GUAVINA

0605 battle stations surface. Fired several rounds of 4 inch, 40mm, 20mm, 50 caliber and 30 caliber ammunition all around the sailboat, but she did not douse her sail. She appeared to be maneuvering to avoid us. It proved to be a large three masted Indo Chinese junk type in beautiful condition. Closed her very cautiously. Finally at 300 yards we discovered a few heads peeking up out of her holds. The heads were not Jap. Fired more shots across her bow. Waved at them and finally a few bodies appeared on deck. Tried to motion to them to douse their sail and heave to. All hands then appeared on deck and kawkawed and sallamed to fair thee well. Maneuvered the boat and made three passes at trying to get alongside, narrowly averted a collision each time, until they finally got the idea of what we were trying to do. They were one frightened group of Indo-Chinese natives. But harmless.

0710 boarded the sailboat. We counted 19 man in their crew. No large cargo. A thorough search found nothing but a few barrels of water and a half barrel of rice. She carried no papers of any kind. They were doing their best to understand us. The boarding took

place 28 miles from Camrann Bay. We gave them some bread, rice, and cigarettes and showed them the American flag whereupon they all started bowing again. Finally left them on their way.

1255 aircraft contact No. 15. Friendly B24. Exchanged salutation.

2108 maneuvered to approach our baby on Hon Doi and unload a boarding party.

2218 the boarding party consisted of the two Australian soldiers.

2219. Party left sub.

April 15

0035 the boarding party returned aboard. They brought back Jap papers, charts, etc., including one box of Kayser silk hose made in the USA and one Colt 30 caliber machine gun made in the USA. The bridge had been all burned out. The officers quarters and state rooms were partially burned out, and most of the living spaces in the island were flooded as she was well down by the stern. Fuel oil was all over the decks from almost a full tank forward. The boarding party set incendiaries to start fires and charges to blow holes to finish off the ship. We're waiting for the fireworks to begin.

0341 first explosion heard. Observed a small fire break out in the living spaces and around the bridge which spread by leaps and bounds.

0350 second explosion. Fire was spreading fast with oil catching on fire. She's really blaze now. Considered the ship finally destroyed.

0630 submerged patrol off Hon Doi to observe our baby again. She had settled down over all, four to five feet. Her bridge and amidships structure had collapsed from the heat. She was still smoldering in the late afternoon.

1345 aircraft contact No. 16, friendly B 24.

2044 departed from our area.

April 16.

Surfaced Patrolling along the coast northward from Cape Varella. Taking our departure from the area.

0000 turned the pack over to the USS CROAKER.

0022 set a course for Subic Bay, Philippine Island's.

1020 aircraft contact No. 17. Friendly B 24.

April 17

Still proceeding to Subic Bay.

0903 aircraft contact No. 18 friendly PBM Mariner.

April 18

0630 Made rendezvous with our DE escort the USS ACREE. Proceeding into Subic Bay.

1115 Moored alongside the submarine tender USS ANTHEDON in Subic Bay. All set for another two weeks leave. This one should prove to be a little different than the others which were all held in Australia.

SUNK THIS PATROL

1 AO HOKKI Maru 5,600 tons

1 unknown type destroyer 1,500 tons

Total depth charges 114

The unknown type destroyer was sunk during our first torpedo attack on the transport, although not known at the time. Our reconnaissance planes had reported seeing one of the destroyers in tow immediately after our attack, and later on was reported by intelligence to have sunk.

SIXTH WAR PATROL

The six successful war patrol of the USS material. The home stretch! R last patrol before heading home perkin' this one originated from Subic Bay common Philippine Island's and ending at Pearl Harbor after 40 days at sea. The BLUEGILL wound up her adventures in an unusual matter which caused much talk amongst Navy circles. So common the good old girl had taken us to hell and back and return us home safe and sound. There's no doubt that he did more than her share.

May 11, 1945

After a two week leave spent in the Philippine Island's filling up on beer, gathering souvenirs, etc., we left Subic Bay on our sixth war patrol enroute to areas near Formosa and HongKong. Everyone is in good spirits as this is to be our last war patrol prior to going back to the states for a general overhaul. Journey to our area was fairly uneventful with the exception of a few aircraft contacts and the sinking of several lines.

May 15.

Arrived in our area between HongKong and Formosa. Our main purpose this patrol is to be on life-guard duty. That is, to be on the lookout for downed aviators after the American raids. Contacted and spoke to American planes most every day. Invariably after the days raids were over, about sun-down or

slightly before, a Jap patrol plane would come out after us. He knew we were here all right but was afraid to venture out while the American planes were about. We are Patrolling quite close to land, on the surface, throughout the day in range of any radar. They definitely know we're here all right. Usually dove once a day to check the boats trim or whenever we were forced down by an enemy plane. Otherwise we stayed on the surface. We were bothered a little bit by floating mines. The closest one's passing us about 40 or 50 yards abeam. Sank most of them with small arms gun fire. No shipping in sight so far. Don't think the Japs have much of a fleet left.

May 28 and 29

The capture of Pratus Island. There will be an addition of all crew that landed on the Island.

After several days of Patrolling in the HongKong area, Pratus island was sighted. It is located approximately one hundred and fifty miles from Hong-Kong, actually being quite small, probably not more than a mile or so in length at the most. It was finally decided to bombard the island in an effort to render useless the Jap weather station known to be operating there. The bombardment was carried out on the afternoon of May 28 using the 4 inch gun and the 40 mm only. At midnight a reconnaissance party consisting of the two Australian soldiers, Capt. Cecil Anderson and Lt. Clifford Owens, were sent ashore to later radio back to the boat regarding the status of the island, concerning her personnel. At 0815 the next morning, ten men from the crew joined them. They were Royal "Pappy" Bales, John "Doc" Carey, Homer Dowdell, Lt. Donald Duncan, Lt. George "Igloo" Folta, William MacNeil, Ennis McLaren, Raymon "Basil" Phipps, Lt. William Schweer and Lt. Frank Stockton. They found a makeshift village consisting of a pump-house, a radio shack, and a meteorological laboratory as its principal buildings. Fresh fruits and vegetables indicated that the island had evidently just been evacuated. Probably taken off by a submarine or possibly a plane. The island also contain a wrecked Jap plane line in the lagoon. The buildings were all constructed of concrete, and evidently fairly sturdy. Two wooden guns and two stuffed soldiers were guarding the clearing. At 1022 the Stars and stripes were raised on the flagpole and a sign was planted on the island stating that it now

belonged to the US and would be known as BLUEGILL ISLAND from here on in. The buildings were then blown up and the fuel depot set on fire. Delayed charges were placed in the ammunition dump. After seizing valuable informational documents the landing party returned to the boat. Thus old glory had been placed farther west than by any of the other island invaders.

The remainder of the patrol consisted of carrying on rescue operations, but, no business.

June 6

Started home! Next stop Saipan. Guess we won't have the opportunity to kill any more of the dirty bastards.

June 12

Arrived in Saipan. Mail, ice cream, beer, etc., but no women.

June 13

Left Saipan. enroute to Pearl Harbor.

June 14

Contacted a Jap patrol plane. Dived. Received a total of 5 aerial bombs but not too close, but felt. Guess this was a parting attempt to get us, but they failed as they did the many times before. This proved to be our last bit of action.

June 18

Crossed the international date line.

June 21

Arrived at Pearl Harbor with our battle flag flying.
Spent three days resting at the Royal Hawaiian Hotel.

June 25

Left Pearl Harbor on our last lap home. O happy
day! It won't be long now!

July 2

Arrived at San Francisco, California, docking at
Hunters Point and later shifting to the 16th Street
Bethlehem Steel yards for a general overhaul.

Since the war was over in August, we later
were sent to Vallejo, California, for decommissioning.
The BLUEGILL was decommissioned March 7,
1946 with eight of the original crew members still
being on board.