

Authority: 1.1.1.1
By: DOB NARA Date 3/94

U.S.S. ALBACORE (SS218)

SS218/Alt-3

Serial (013)

Care of Fleet Post Office,
San Francisco, California,
16 July 1944.

~~C-DECLASSIFIED~~

From: The Commanding Officer.
To: The Commander-in-Chief, UNITED STATES Fleet.
Via: (Official Channels).
Subject: U.S.S. ALBACORE, Report of War Patrol Number NINE.
Enclosure: (A) Subject Report.
(B) Track Charts.

1. Enclosure (A), covering the NINTH War Patrol of this vessel, conducted west of the Hawaiian Islands and in the North Pacific during the period 29 May 1944 to 18 July 1944, is forwarded herewith.

J. E. BLANCHARD.

Authority NN-314-100
By DOB NARA, Date 3/74

CONFIDENTIAL U.S.S. INDEPEND - Report of NORTH War Patrol

(A) PROLOGUE:

Arrived Pearl Harbor, T.H., 23 February 1944, from NORTH War Patrol, voyage repairs 22 to 25 February. Enroute Navy Yard, Mare Island, Calif. for overhaul 25 February 1944 to 10 March. During overhaul received the following major alterations and equipments: "Trigger type" bridge, bridge and conning tower ballistic protection, two 4" - 5" gun foundations, 4" deck gun 1st, removal of conning tower door, I.F.F. equipment, SJ-a radar, SB-4 radar, 12-1 Search equipment, TBA Modulator, D.R.T., 12-3 Mod., 5 I.D.C. (Densitized) stand on, 710 steel vent risers 24 1/2" main ballast tanks, 14 main ballast tank converted to fuel ballast, steel conning tower hatch, high angle attack penicote and hole to conning tower, laminated jars and rearrangement of cells of main storage battery, 110 hydraulic pump, cold air pump, 24 fully equipped for 18 torpedoes, chevron slot structures on 12-1 radar, main engine detached coolant pumps, improved by electric exhaust valves all main engines, hydraulic operated inboard exhaust valves for auxiliary engine, deck mounting of main control console, removal of deck span equipment, installation Chrome liners with aluminum pistons all main engines, battery supply for 10 motor generators, electric solenoid operated shuttles for bow and stern planes, solenoid for system gas auxiliary dry cell indicator for bow and stern planes, latest officer's room arrangement, speed control (normal-medium-slow) for diving planes, six extra bunkers for crew, midship hoses to 33 sanitary tank, belt drive for main shaft counters, latest modification of propellers (feathered).

Work completed Navy Yard overhaul. 5 to 5 May readiness for sea. Enroute Pearl Harbor 5 to 10 May in company with USS INDEPEND, conducting training exercises. 15 to 29 May voyage repairs and training at Pearl Harbor; training included Convoy Exercises.

Each boat crew arrived from training enroute Pearl Harbor in company with USS INDEPEND. More than a week of intensive training of sound operators, radar operators, tracking and control party gave gratifying results. Each would not have been the case had INDEPEND made the trip unaccompanied. It is strongly recommended that assignments be returned to Pearl Harbor in pairs even though it may be necessary to hold over a boat a few days until either is ready.

The Convoy Exercises continue to be the most realistic and most desirable training offered.

Authority NAD 92306
By DOB NARA, Date 3/94

COMBINE TIME ... - Report of SEVENTH Air Patrol.

(2) ...

May 29, 1944

1410 Y In accordance with ComTaskFor SEVENTH Operation Order 134-44 departed Pearl Harbor for Ninth War Patrol, escorted by PC-569.

2040 W ... escort.

May 29 to June 2

Enroute Midway conducting training exercises, drills, and dives.

2013 Y June 2 arrived Midway. Commenced repairs to #3 main on the housing; stern prop clutch solenoid; and #2 lighting motor generator, all of which suffered casualties enroute.

June 3 to 7

1810 Y June 3, Midway ... completed repairs, departed Midway for Patrol Area. Conducting training exercises, drills, and dives.

1830 Y ... great circle sailing for point designated as Operation Order.

June 3

0810 L Interference on 50 radar.

0812 L Sight of two ... similar to 10N bearing $320^{\circ}(T)$, elevation 2° . Evidently a patrol from CAS. (aircraft contact #1) Dove. Lat. $26^{\circ}-47' N$. Long. $160^{\circ}-38' E$.

0845 L Surfaced.

June 9

1035 K ... Lat. $26^{\circ}-27' N$. Long. $153^{\circ}-03' E$. sighted that appeared to be smoke on horizon bearing $320^{\circ}(T)$. Increased speed to full and changed course to investigate.

CONFIDENTIAL U.S.S. ALBACORE - Report of NINTH War Patrol

1111 K Sighted single engine float plane similar to RUF2 (Aircraft Contact #2) bearing 200°(T), range 7 miles, elevation 1°, believed to be a patrol from MARCUS, Dova. Lat. 25°-30' N; Long. 153°-05' E.

1142 K Surfaced on all engines continuing to investigate possible smoke on horizon.

1229 K Smoke proved to be a cloud.

1403 K Broke off search. Slowed and returned to course line.

June 10

1601 K In Lat. 23°-48' N. Long. 146°-33' E. sighted "mast" on horizon bearing 205°(T). Commenced tracking. Interference on SS and SJ and tripping of BK indicated friendly vessel. Closed to investigate.

2105 K Exchanged messages with SS314 (SS314) and continued on our way.

June 11

0623 K In Lat. 23°-54' N. Long. 143°-10' E. sighted several masts bearing 236°(T), distant 15 miles. Commenced tracking. Targets evidently convoy headed for Io Shima at estimated speed of 10 knots.

0720 K While making land around with only 26 more degrees to go sighted aircraft, distant 6 miles, elevation 2°, similar to SAMI heading for convoy and coming from direction of Io Shima. (Aircraft Contact #3). Dove to escape detection. Lat. 22°-56' N. Long. 143°-08' E.

0825 K Plane out of sight. Surfaced. Lost contact with convoy. Commenced search to west and north at maximum speed to regain contact ahead until

0912 K When sighted aircraft, type unknown, bearing 180°(T), distant 12 miles, elevation 2°. (Aircraft Contact #4) patrolling in our direction. Dove in Lat. 23°-09' N. Long. 142°-36' E. to avoid detection.

0956 K Plane out of sight bearing 240°(T). Surfaced on course 320°(T) at maximum speed attempting to regain contact.

1004 K Sent ALBACORE first (102327) to ComSubPac blind. Unable to raise HF. M.

CONFIDENTIAL U.S.S. ALMACQUE - Report of NINTH War Patrol

- 1040 K Believing convoy to be to southward changed course to 300°(T).
- 1052 K Sighted two aircraft (Aircraft Contact #5) similar to ZIMES bearing 295°(T), range 6 miles, elevation 10°, on course 160°(T) crossing from starboard to port. Dove to avoid detection. Lat. 23°-17' N. Long. 142°-45' E.
- 1054 K Changed course to 340°(T).
- 1135 K Surfaced on all engines
- 1155 K SD Radar Contact 14 miles (Aircraft Contact #6).
- 1156 K Sighted EMITY bearing 050°(T), elevation 3°, tracked aircraft with SJ-radar. Lat. 23°-22' N. Long. 142°-42' E.
- 1300 K Having lost track of aircraft, all radar contact with aircraft, commenced rotating search for convoy at maximum speed.
- 1415 K Completed rotating search. Covered all convoy courses between 295°(T) and 305°(T) and all speeds between 7 and 15 knots. Set course 335°(T) to intersect area and port circle of range line.
- 2020 K SD Radar Contact second (111208) to ConSubpac. Unable to raise H.I. Saw blind.

12 June (all 1200 items)

- 0728 Passed wreckage (primarily lumber) close aboard to starboard. Lat. 23°-24' N. Long. 140°-10' E.
- 0900 Set base course 194°(T) to star rhumb line for assigned Area of P.L.M.
- 1000 Barometer has dropped steadily since midnight. Sea beginning to make up.
- 1713 In Lat. 20°-31' N. Long. 139°-42' E. port lookout thought he saw mast bearing 100°(T). Went ahead full on all engines to investigate.
- 1740 Search proved fruitless. Set course to intersect course line and slowed.
- 2000 Barometer has dropped 16 points since midn. ht. Sea very rough, no indications of hurricane.

Authority: INVESTIGATION
By DOB NARA, Date 3/9/41

CONFIDENTIAL U.S.S. ALBACORE - Report of NINTH War Patrol

13 June (all times Item)

0630 Changed course to 168°(T) to prevent heavy pounding.

1000 Sea and wind decreasing. Changed course to 200°(T) to get back on course line. Lat. 16°-50' N. Long. 139°-40' E.

14 June (all times Item)

0816 Increased speed to full and set course to 183°(T) to intercept damaged enemy convoy reported to be between Guam and Yap. We are behind schedule due to late departure from Midway; search for convoy on 11 June; and slow speed of advance for past 24 hours due to heavy head seas. Lat. 14°-20' N. Long. 138°-37' E.

1330 Changed course to 151°(T).

1440 Sighted and changed course to 327°(T) to head for station assigned by ComSubpac. Lat. 12°-39' N. Long. 136°-52' E.

2120 Changed course to 261°(T) to head for new station assigned by ComSubpac. Lat. 13°-52' N. Long. 137°-44' E.

15 June (all times Item)

0930 On station Lat. 14°-00' N. Long. 137°-00' E. Commenced patrolling 50 miles either side of station on line 330°(T)-170°(T). Exercising at section dives, drills, and battle stations.

16 June (all times Item)

1624 Patrolling as before. Sighted aircraft (Contact 87) similar to 214 bearing 161°(T), distant 8 miles, elevation 5°, heading toward us from low cloud bank. Dove Lat. 14°-10' N. Long. 137°-07' E.

1705 Surfaced.

2254 Contact at 15,000 yds. on SJ Radar bearing 234°(T). Ahead full all engines to investigate.

2319 Radar contact proved to be rain squall. Slowed and resumed patrol.

By 008 NARA Date 3/94

CONFIDENTIAL U.S.S. ALBACORE - Report of NINTH War Patrol

17 June (all times Item)

0842 Patrolling as before. Sighted aircraft (Contact #3) similar to BETTY, bearing 140° (T), distant 12 miles, elevation 4° , on course 270° (T). Dove to avoid detection. Lat. $14^{\circ}-30'$ N. Long. $137^{\circ}-08'$ E.

0912 Surfaced.

1312 Sighted aircraft (Contact #9) similar to BETTY bearing 130° (T), distant 15 miles, elevation 2° on easterly course. Dove. Lat. $14^{\circ}-18'$ N. Long. $137^{\circ}-36'$ E. BETTY changed course to north at 1330 and was lost to sight at 1340 bearing 000° (T).

1332 Surfaced.

13 June (all times Item)

0348 Patrolling as before. SS contact bearing 263° (T), range 25,700 yards. Commenced tracking. Lat. $15^{\circ}-28.5'$ N. Long. $136^{\circ}-49'$ E.

0352 Lost target at 27,000 yards. Believed to be low flight patrol plane, due to rapid increase in range and rapid bearing changes. (Aircraft Contact #10).

0300 Received orders from ComSubPac to shift patrol station south 100 miles. Proceeding to new station.

1200 On new station. Lat. $12^{\circ}-30'$ N. Long. $137^{\circ}-00'$ E. patrolling thirty miles, either side of station, on line $000^{\circ} - 180^{\circ}$ (T).

12 June (all times Item)

0430 Patrolling as before. SS contact at 5 and 11 miles. Dove. Lat. $12^{\circ}-10'$ N. Long. $137^{\circ}-20'$ E. (Aircraft Contact #11).

0703 Surfaced.

0716 Sighted aircraft (Contact #12) similar to BETTY bearing 010° (T), range 5 miles, elevation 1° . Dove. Lat. $12^{\circ}-20'$ N. Long. $137^{\circ}-00'$ E.

Authority NN 514 00

By DOB NARA, Date 3/74

CONFIDENTIAL U.S.S. ALBACORE - Report of Ninth War Patrol

- 0750 While submerged sighted aircraft carrier, a cruiser and the tops of several unidentified ships. Bearing of carrier $288^{\circ}(T)$, range about 13,000 yards, angle on the bow $70^{\circ}P$. Sounded battle stations, increased speed and started swinging to port. Ship had reached a course of $272^{\circ}(T)$, when at
- 0755.30 Sighted second aircraft carrier, another cruiser and several destroyers. Bearing of carrier $329^{\circ}(T)$, angle on the bow $10^{\circ}S$, selected this carrier as target and came right for a $70^{\circ}S$ track. Could not get range at this time due (1) to heavy haze.
- 0801 Obtained set up. Range 9000 yds., angle on the bow $15^{\circ}S$, distance to track 2300 yards.
- 0802 Destroyer between ALB. COR. and target, bearing $314^{\circ}(R)$ with a $10^{\circ}S$ angle. Changed course to north to allow destroyer to pass ahead.
- 0806.15 Range 5300 yds., 1950 yds., from track, swung right to $050^{\circ}(T)$ for a $90^{\circ}S$ track. Plot had a speed of 27 knots which was set on the TDC. Shortly after this time (exact time not recorded) a quick look around showed a cruiser on our port quarter crossing the stern well clear, two destroyers on the target's starboard quarter, the cruiser and the carrier sighted at 0750; 5000 yards to 8000 yards on our starboard quarter, and numerous planes in the air.
- 0806.45 Set up checked with previous data.
- 0808 (approx.) Orders were given to "up scope", "stand-by #1". Immediately it was noticed that the TDC was not indicating a correct solution. Hoisting of the periscope was stopped, and a quick effort made to determine the reason for no correct solution light. The relative bearing was changing rapidly. It was too late to use the Mk. 8 firing bearing, even if we had resorted to swinging, so rather than miss out entirely on getting off a shot, at
- 0809.38 Final bearing was set on TDC and commence firing ordered. Fired six from the bow tubes. Lat. $12^{\circ}-22' N.$ Long. $137^{\circ}-04' E.$

Authority NN 572 306

By 008 NARA, Date 3/94

CONFIDENTIAL U.S.S. ALBACORE - Report of Ninth War Patrol

- 0811 Went to deep submergence with three destroyers heading our way, and many planes overhead.
- 0811.27 Heard and felt explosion, definitely not a depth charge. Time of run correct for a hit with No. 6 torpedo.
- 0813 String of six depth charges, the fourth and fifth of which shook the boat badly and knocked cork from the conning tower bulkheads.
- 0816 Seven more depth charges, two of which were close.
- 0826 A string of six charges straddling but overhead.
- 0837 Another string of six charges overhead appeared to be staggered in depth.
- 0855 A distant and persistent explosion of great force was felt and heard. Duration six seconds including water noises.
- 0900 A distant underwater explosion of great force but short duration was felt and heard.
- 0904 Felt and heard an explosion similar to that at 0855 started up to periscope depth to investigate.
- 0905 - 1200 During this period made several attempts to come to periscope depth, but upon passing 200 ft. the searching vessels would make contact and close although no temperature gradient was present. A total of 46 depth charges were dropped during this period, none of which were close. All seemed to be dropped at random with little or poor contact. Made reloads forward.
- 1201 At periscope depth.
- 1207 Sighted last of DD bearing 109°(T). Changed course to 109(T).
- 1211 Lost visual contact with DD.
- 1312 Surfaced, Lat. 12°-17' N. Long. 137°-06' E. at standard speed on course 140°(T) and 8go.
- 1307 SA contact 13 miles (Aircraft Contact #14) Lat. 12°-01' N. Long. 137°-19' E.

CONFIDENTIAL - U.S.S. AEB-CORE - Report of Ninth War Patrol

1510 Submerged with SD contact closing to 9 miles.

1543 Surfaced at standard speed on course 315°(T) and pcc.

1600 On station patrolling twenty miles north and south.

23 June (all times Item)

Patrolling on station.

0625 Sighted plane bearing 140°(T), range 9 miles, Submerged. (Aircraft Contact #15)

0654 Surfaced.

0715 Commenced passing through oil slick of about 10 square miles in area. Lat. 12°-20' N. Long. 127°-01' W. This position is 4 miles from position of yesterday's attack on carrier. Stopped and flooded down to get samples of oil.

~~0754~~ Fuel sampling interrupted by aircraft Contact #16. Dove.

0804 Surfaced.

0854 Submerged for aircraft Contact #17.

0905 Aircraft lost to periscope sight bearing 075°(T)

0933 Surfaced.

0937 SD contact 19 miles. Aircraft Contact #18. Sighted BERTY.

0943 Submerged.

1010 Surfaced.

1025 Sighted BERTY (Contact #19) bearing 135°(T) distant 15-20 miles, elevation 1°. Lat. 12°-33' N. Long. 136°-00' W.

1331 Submerged for aircraft Contact #20.

1406 Surfaced.

Authority NN 014000
By 008 NARA, Date 3/94

CONFIDENTIAL U.S.S. ALBACORE - Report of Ninth War Patrol

- 1526 Submerged for aircraft contact #21.
- 1555 Surfaced.
- 1820 Passed through oil slick previously sighted in morning.
- 2107 Submerged with aircraft contacts at 10 and 15 miles on SD and SJ radars. (Contact #22).
- 2130 Surfaced.
- 2316 Aircraft Contact #23. SD contact at 25 miles which was lost five minutes later.
- 24 June (all times Itam)
Patrolling on station.
- 0126 Received orders to search for aviators down at $13^{\circ}-00' N. - 130^{\circ}45' E.$
- 0315 Received orders from ConSub to shift station to starboard. Change course to 272(T) to head for $Lat. 13^{\circ}-00' N. Long. 131^{\circ}-00' E.$
- 1021 Submerged for aircraft contact #24.
- 1114 Surfaced.
- 1330 Auxiliary engine out of commission due to broken flexible coupling between generator and engine.
- 25 June (all times Itam)
- 0916 While enroute new patrol station received orders from ConSub to assume lifeguard duties vicinity of IMA and ULR'I. Changed course to 117(T) to head for new station.
- 1025 Investigating floating wooden buckets and drums. Recovered one wooden bucket with Jap characters written thereon. $Lat. 12^{\circ}-50' N. Long. 131^{\circ}-30' E.$
- 1110 Resumed base course.

Authority ANN 214 310
By 008 NARA, Date 3/74

CONFIDENTIAL - U.S.S. ALBACORE - Report of Ninth War Patrol.

23 June (all times Item)

Enroute YAP area, for lifeguard duties.

0654 Submerged for aircraft contact #25.

0679 Surfaced.

0859 Submerged for aircraft contact #26.

1021 Surfaced.

1150 Submerged for aircraft contact #27.

1231 Surfaced.

24 June (all times Item)

0605 On station for lifeguard duties midway between YAP and ULIT I.

0827 Submerged for aircraft contact #28.

0847 Surfaced. Aircraft similar to MITCHELL.

0914 Submerged for aircraft of contact #28. Received one depth bomb while passing 100 ft. not close, no damage.

0950 Surfaced.

1010 Contact on SD radar at 21 miles, moved to 20 miles and was lost at 20 miles. Contact #29.

1030 Contact on SD radar similar to above. Contact #30.

1050 SS contact 35 miles closed to 33 miles and then opened to 50 miles and was lost. Contact #31. These believed to be U.S. Army bombers, over YAP.

1410 YAP in sight bearing 305°(T) distant 23 miles.

1430 Set course to head for 10° south and west of YAP to intercept possible shipping from PALAU during night.

Authority NN 572006
By DOB NARA, Date 3/94

CONFIDENTIAL U.S.S. ALBACORE - Report of Ninth War Patrol

1604 SD contact 22 miles. Dove as it was closing rapidly to 15 miles. Contact #32.
1640 Surfaced. Patrolling south and west of YAP.
2200 Headed east to be on station for tomorrow's raid by Army.

25 June (all times item)

0604 Sighted BETTY patrolling at 10 miles, bearing 350°(T). (Contact #33) heading away.
0617 Headed north to get on line midway between YAP and ULITHI.
0807 Sighted BETTY at 13 miles bearing 347°(T), (Contact #34), range opening.
0845 Changed course to close YAP and be in position for strike at 1030.
0936 YAP bearing 275°(T), 27 miles.
1016 SD contact 27 miles (Aircraft contact #35). This contact on the SD screen at ranges varying from 30 to 17 miles until
1037 when flight of 21 LIBERATORS sighted headed for YAP. Went ahead full on all engines, closing YAP.
1101 Observed large fires on YAP.
1120 Received word on voice circuit that plane was coming down 95 miles bearing 290°(T) from SOROL. This message distinctly heard by Communication Officer.
1123 Changed course to 153°(T) to head for downed plane, and increased speed to maximum.
1135 Received word on 8455 CW that plane was down. This position plotted in 2 miles off TONIL HARBOR entrance. Continued to position of first plane reported as chances of rescue were thought to be better.
1418 Arrived at reported position of downed plane and commenced search.
1850 Received word on 8455 CW that plane was down one mile south of YAP.

CONFIDENTIAL U.S.S. ALBACORE - Report of Ninth War Patrol

- 1915 On 8455 CW asked if there was a plane down in area we were searching. No answer received.
- 2207 Discontinued search and set course for south end of YAP.

26 June (all times item)

Enroute new search area.

- 0430 Two miles south of YAP, searching area.
- 0530 SD contact 8 miles (Aircraft Contact #36). Dove. Conducted search submerged along southeast coast of YAP.
- 0622 Sighted ZENE thru periscopes (Aircraft Contact #37).
- 0630 Sighted BETTY thru periscopes (Aircraft Contact #38). This plane or similar one's searched in our vicinity until 1015.
- 1030 Attempted to surface several times during the next hour but was held down by SD and sight contacts (Aircraft Contact #39) varying in range from 1 to 12 miles.
- 1108 Heard explosions and shortly thereafter sighted fires on YAP.
- 1143 Surfaced.
- 1205 In view of the fact we had been submerged during day's strike called the Army Bombing Base and asked if they had any area for us to search. No answer received.
- 1350 SD contact 9 miles (Aircraft Contact #40). Dove. Identified plane by periscopes as BETTY.
- 1423 Surfaced.
- 1525 Set course to head for and search area southwest of YAP.
- 1840 SD contact 11 miles (Aircraft Contact #41). Dove. Range opening.
- 1930 Commenced search of area.

CONFIDENTIAL U.S.S. ALBACORE - Report of Ninth War Patrol.27 June (all times item).

Searching area.

- 0530 Sighted BETTY over YAP, (Aircraft Contact #42) range 8 miles. Dove.
- 0559 Surfaced and set course for position for day's strike.
- 0706 SD contact 6 miles (Aircraft Contact #43). Dove. Identified plane as BETTY thru periscope.
- 0742 Surfaced.
- 0807 SD contact 15 miles (Aircraft Contact #44) range opening.
- 0815 Sighted ZELE bearing 270°(T), range 12 miles (Aircraft Contact #45) Lost from sight shortly thereafter.
- 1025 Sighted formation of 5 LIBERATORS bearing 150°(T), range 15 miles (Aircraft Contact #46).
- 1032 Dove, when planes sighted at 1025 headed for us at a range of 5 miles.
- 1044 Sighted flight of LIBERATORS thru periscope, range 15 miles. (Aircraft Contact #47).
- 1046 Surfaced, making full speed, closing YAP.
- 1047 - 1100 Observed air battle between 19 LIBERATORS and Jap fighters.
- 1101 SD contact range 5 miles. (Aircraft contact #48).
- 1103 Dove. Contact closed to 1 mile as SD mast went under. Plane not seen.
- 1113 LIBERATORS disappeared heading southward.
- 1126 Surfaced and headed south.
- 1204 Asked Army Flight Commander if he had area for us to search. No answer received.

Authority NN 972306

By DOB NARA, Date 3/78

CONFIDENTIAL U.S.S. ALBACORE - Report of Ninth War Patrol.

- 1403 Set course for area southwest of YAP to continue search for plane lost on the 25th of June.
- 1526 SD contact 11 miles, closing. (Aircraft Contact #49). Dove.
- 1658 Surfaced.
- 1745 SD contact 11 miles, closing (Aircraft Contact #50). Dove.
- 1830 Surfaced.
- 2000 Commenced search of area.

23 June (all times item)

Searching area.

Several times during mid-watch sighted lights on YAP airfield.

- 0435 SD contact 21 miles (Aircraft Contact #51). Contact lost 3 minutes later.
- 0514 Sighted plane (possibly BETTY) range 8 miles, closing. (Aircraft Contact #52). Dove.
- 0536 Surfaced.
- 0540 SD contact 9 miles, closing (Aircraft Contact #53). Dove.
- 0504 Surfaced, set course for position for day's strike.
- 0810 Sighted ~~plane~~ bearing 000°(T), range 6 miles, closing. (Aircraft Contact #54). Dove, and was strafed as bridge went under. No damage.
- 0843 Surfaced.
- 1013 SD contact 19 miles, opening (Aircraft Contact #55).
- 1032 Sighted the first of 40 LIBERATORS headed for YAP (Aircraft Contact #56).

Authority NAD923065
By 008 NARA, Date 3/94

CONFIDENTIAL U.S.S. ALBACORE -- Report of Ninth War Patrol.

- 1049 - 1107 Observed bombing of YAP (Huge fires in YAP TOWN, and at airfield), moderate anti-aircraft fire over YAP, and air battle between LIBERATORS and Jap fighters. Fighters broke off engagement. Counted 40 LIBERATORS heading south.
- 1108 SD contact 7 miles, closing (Aircraft Contact #57). ZMK sighted at 6 miles.
- 1109 Dove. SD range 1/2 mile as mast went under.
- 1134 Surfaced, heading south at full speed to clear YAP.
- 1330 Set course for area southwest of YAP to continue search for plane downed on the 25th.
- 1900 Commenced search of area.

29 June (All times item)

Starving area.

- 0513 Set course for position for day's strike.
- 1025 In position. First of many SD contacts 12 to 35 miles. (Aircraft Contact #58). Began closing YAP. Observed bombing of YAP, anti-aircraft fire, and air battle between Army bombers and Jap fighters. Numerous contacts on SD.
- 1056 SD contact 4 miles, closing (Aircraft contact #59). Dove. Strafed by ZMK as diving alarm was sounded, and again just before bridge went under. Several holes in deck and superstructure, hits on the bridge and one 20mm hole in breech cover of 4" gun. No casualties to personnel.
- 1123 Surfaced at full speed. Numerous SD contacts, 11 to 25 miles. (Aircraft Contact #60).
- 1129 SD contact 3 miles, closing. (Aircraft Contact #61). Dove. Strafed twice after passing 40 feet. No damage.
- 1210 Surfaced at full speed.
- 1215 SD contact 2 miles, closing. (Aircraft Contact #62).

Authority

NND 923065

By

008

NARA, Date

3/91

CONFIDENTIAL U.S.S. ALBACORE - Report of Ninth War Patrol.

- 1331 Surfaced at full speed, clearing YAP.
- 1342 Asked Army Bomber Command if they had mission for us.
- 1355 Set course to investigate conditions around ULITHI.
- 1445 Received work from Army Bomber Command that there were no missions for two days.
- 2235 With Pig Island bearing 085°(T), distance 5 miles, changed course to round southern tip of ULITHI group.
- 30 June (all times item)
- 0008 Decided to bombard phosphate works on FAIS Island at dawn. Set course 078°(T).
- 0414 Sighted FAIS Island dead ahead distance 11 miles.
- 0425 Went to battle stations for gun attack.
- 0505 On course 040°(T), commenced firing deck gun at phosphate works on FAIS Island, initial range 3000 yards, target bearing 060°(Rel). Shortly thereafter opened fire with 20MM and 50 Cal. Fire was not returned.
- 0512 Checked fire.
- 0516 Changed course to 200°(T) for port run, and to close target.
- 0520 Resumed fire, range 2200 yards, closing.
- 0524 Ceased firing. Cleared FAIS on course 300°(T).
- 0650 Lost sight of FAIS, reduced speed and commenced surface patrol north and west of FAIS.
- 1225 FAIS bearing 198°(T), distance 17 miles, submerged and began closing island.
- 1730 Went to battle stations for gun attack.

Authority NN 572000

By DOB NARA, Date 3/74

CONFIDENTIAL U.S.S. LIBCORE - Report of Ninth War Patrol.

1744 Battle surfaced on course 040°(T) at full speed and commenced firing 4", 20MM and 50 Cal. at phosphate works, range 2000, closing.

1752 Ceased firing, cleared FIS on course 270°(T), proceeding Speedway area in accordance with orders from ComSubPac.

1 July (all times Item)

0915 SD contact 18 miles, opening. (Aircraft Contact #63).

1430 Entered assigned area patrolling on the surface north of PALAU.

2 July (all times Item)

Patrolling area.

0626 Sighted BETTY range 10 miles, closing. (Aircraft Contact #64). Dove.

0715 Surfaced, continued patrol.

1255 Sunk belly tank of plane with small arms fire. Lat. 09°-39'N. Long. 134°-12'E.

1800 Set course 140°(T) to intercept traffic between YAP and PALAU.

2255 Requested permission to pick up fuel and ammunition and continue patrol one additional week.

3 July (all times Item)

0518 Received orders to proceed Seeadler for fuel and ammunition and return to patrol area.

0635 Sighted BETTY range 7 miles, closing. (Aircraft Contact #55). Dove.

0700 Surfaced.

0734 Sighted unidentified plane range 12 miles, opening. (Aircraft Contact #66).

Authority NN 514306
By DOB NARA, Date 3/74

CONFIDENTIAL U.S.S. ALBACORE - Report of Ninth War Patrol.

- 0753 Sighted mast on the horizon bearing 045°(T), commenced tracking. Lat. 08°-22'N. Long. 136°-30'E.
- 0757 Sighted Mavis over the target, range 15 miles, closing. (Aircraft Contact #67). Dove.
- 0819 Surfaced.
- 0823 Picked up target bearing 042°(T), angle on the bow zero, dove and commenced approach.
- 0900 Target identified as wooden inter-island steamer, approximately 900 tons. Decided on gun attack.
- 1010 Battic surfaced, and commenced firing 4" deck gun. (See Gun Attack #3).
- 1035 Ceased firing, clearing the area temporarily at full speed. Target at this time was burning furiously throwing a huge column of black smoke and flame in the air.
- 1119 Submerged and closed target, hoping rescue vessels would appear on the scene.
- 1320 Sighted SALLY circling burning ship. (Aircraft Contact #68).
- 1336 SALLY disappeared heading for PALAU.
- 1412 Sighted several survivors in the water.
- 1545 Surfaced.
- 1605 Picked up five wounded survivors who were clinging to wreckage. They were stripped of all clothing and clothing disposed of. Personal effects retained. Prisoners, under guard, were then sent below for medical treatment after which they were confined to the now empty 4" magazine.
- 1610 While searching for other survivors, No. 3 main engine put out of commission due to casualty to blower. (See Major Defects).
- 1630 Sighted SALLY, range 12 miles, closing (Aircraft Contact #69). Dove.

Authority: NND 92306
By: DOB NARA, Date 3/94

CONFIDENTIAL U.S.S. ALBACORE - Report of Ninth War Patrol.

- 1756 SALLY cleared area. Surfaced to pick up more survivors. Two Japs swimming in water evaded capture.
- 1812 Approached half-submerged life boat. When close aboard saw two women clinging to side of boat and a child, 4 to 5 yrs. old, lying on the forward thwart.
- 1820 Four man rubber life boat with food, fruit juices, water and Bowie-knife put over along side the damaged life boat.
- 1831 Sighted SALLY at 12 miles, closing. (Aircraft Contact #70). Dove.
- 1901 Surfaced.
- 1912 SD contact 8 miles. Dove when closed to 5 miles. (Aircraft contact #71).
- 1956 Surfaced and abandoned rescue of remaining eight survivors. Proceeding Seeadler.
- 2400 Departed Speedway.

4 July - 7 July

Enroute area to Seeadler.

0400I/5

Passed to temporary operational control of CTF-72.

1000I/6

Set clocks ahead one hour to plus ten (King) Zone time.

Enroute Seeadler had aircraft contacts #72 to #84 incl. (See Section G).

8 July (all times King)

Enroute area to Seeadler.

0520

Made rendezvous with HMAS BARCOO.

0952

Moored starboard side to U.S.S. BREW in port rest of U.S.S. BURYALL.

1100

Five prisoners and captured documents turned over to the custody of Provost Marshal, First Cavalry Headquarters, Los Negros, Admiralty Islands.

Authority NNJ 12 000

By DOB NARA, Date 3/9/41

CONFIDENTIAL U.S.S. ALBACORE - Report of Ninth War Patrol.

During the afternoon the officers and crew of the ALBACORE were guests of ComSubRon EIGHTEEN and Staff at the dedication ceremonies of "EURYALE FIELD". This kindness and many others extended during our short stay were greatly appreciated by all hands.

9 July (all times KING)

Moored in port rest of U.S.S. EURYALE.

Having fueled and received full allowance of ammunition and completed minor voyage repairs, got underway enroute Seeadler for Majuro (Escorted by SC 892) in accordance with despatch orders of CTF-17 and CTF-72.

1945 Released escort.

10 July - 16 July

Enroute Seeadler to Majuro had aircraft contacts #85 to #88 incl. (See section G).

- 0710K/13 Sighted periscope thought to be between ALBACORE and horizon. Took evasive action to north and east working back to course line.
- 0931K/13 Sent contact report to ComSubPac.
- 1000K/13 Sighted PIPEFISH bearing 150°(T), range 10 miles.
- 1150L/13 Joined company with PIPEFISH and proceeded.
- 1400L/15 Sighted nests bearing 150°(T), closing.
- 1420L/15 Exchanged calls with PC 583, escort.
- 1443L/15 Received harbor chart and instructions from escort. Proceeding to Majuro.

Authority NN 572 306

By DOB NARA, Date 3/74

CONFIDENTIAL U.S.S. ALB. CORE - Report of Ninth War Patrol.

(C) WEATHER.

No unexpected or unusual conditions encountered.

(D) TIDAL INFORMATION

No unexpected or unusual conditions encountered.

(E) NAVIG TROPICAL AIDS

A prominent marker or tower is plainly visible from south end east of YAP, and located on southeastern hill (266 ft) of GOGIL-TONIL in Lat. 9-31-42 Long. 138-11-28.

Buoy off FAIS Island is in position.

No lighted aids to navigation encountered on YAP or FAIS islands.

(F) SHIP CONTACTS

No.:	Time	Lat.	Type(s)	Initial	Course	How
:	Date	Long.	:	Range	Speed	Contracted
1	:1601(K)	:23-48N	: SS	: 12 mi.:	11	: P
	:10 June	:146-33E:	:	:	:	: SD
2	:0623(K)	:22-54N	: 8 Marus	: 13 mi.:	340	: P
	:11 June	:148-16E:	: Unidentified:	: 10	:	: SD
3	:0750(I)	:12-20.5	: 2 CV's	: 7-8 mi.:	140	: P
	:	:137-03E:	: 2 CA's	:	27	: Sub
	:	:	: 6 DD's	:	:	:
4	:0753(I)	:08-12N	: SMC	: 12 mi.:	225	: P
	:3 July	:146-33E:	:	:	7.5	: SD
5	:0710(K)	:05-20N	: SS	: 15 mi.:	083	: P
	:13 July:	:157-42L:	:	:	10	: SD

No.:	Remarks
1	: U.S.S. SHARK (314)
2	: Convoy headed for Ito Shima. Forced down by aircraft while making end ground. Contact lost and never regained due to persistent aircraft coverage.
3	: Attacked one CV. Fired six torpedoes forward. One timed hit.
4	: Sunk by gunfire.
5	: U.S.S. PIPFISH (S5388).

Authority 7/15/41
 By 008 NARA, Date 3/9/41

CONFIDENTIAL

(G) AIRCRAFT CONTACTS

Contact Number	1	2	3	4	5
S (1) Date:	8 June	9 June	11 June	11 June	11 June
U (2) Time (Zone):	0610(-10)	1111(-10)	0730(-10)	0912(-10)	1052(-10)
B (3) Position: Lat.:	26-47N	25-30N	22-56N	23-09N	23-17N
M (4) Position: Long.:	160-35E	153-03E	143-06E	142-56E	142-45E
W (5) Speed:	13	11.5	17.5	17.5	17.5
R (6) Course:	257	340	340	320	200
F (7) Trim:	Surf.	Surf.	Surf.	Surf.	Surf.
V (8) Minutes since Last	:	:	:	:	:
E SD Radar Contact	2	1	1	1	1

(1) Number:	One	One	One	One	One
(2) Type:	IDA	RUF	SALLY	Unk	ZEXE
(3) Probable Mission:	Pat.	Pat.	Esc.	Esc.	Esc.
(4) How Contacted:	Sight	Sight	Sight	Sight	Sight
(5) Initial Range:	7 mi.	7 mi.	8 mi.	12 mi.	6 mi.
(6) Elevation angle	3°	1°	2°	2°	10°
(7) Range and Relative	:	:	:	:	:
Bearing of plane	:	:	:	:	:
When it detected S/N:	ND	ND	ND	ND	ND

(1) Sea: State (Beaufort)	2	1	2	2	2
(2) Sea: Direction (Rel)	193	133	140	160	280
(3) Visibility (Miles)	30	30	30	30	30
(4) Clouds: Height in ft.:	4000	2000	3000	-	2000
(5) Clouds: Percent	:	:	:	:	:
Overcast	50	10	20	0	40
(6) Moon: Bearing Rel.	:	:	:	:	:
(7) Moon: Angle	:	:	:	:	:
(8) Moon: Percent	:	:	:	:	:
S. Illum.	:	:	:	:	:

Authority NND923065
 By DOB NARA, Date 3/94

CONFIDENTIAL

(G) AIRCRAFT CONTACTS

	6	7	8	9	10	11	12
S (1):	11 June:	16 June:	17 June:	17 June:	18 June:	19 June:	19 June:
D (2):	1135(-10):	1624(-9):	0842(-9):	1521(-9):	1321(-9):	0430(-9):	0716(-9):
D (3):	23-22N :	14-16N :	12-30N :	12-16N :	13-28.5 :	12-10N :	12-20N :
D (4):	142-42N :	137-07E :	137-08E :	137-05E :	136-29E :	137-00E :	137-00E :
A (5):	17.5 :	11.5 :	15 :	11.5 :	13 :	8 :	12 :
R (6):	340 :	161 :	170 :	350 :	180 :	000 :	000 :
I (7):	Surf.:	Surf.:	Surf.:	Surf.:	Surf.:	Surf.:	Surf.:
H (8):	0 :	1 :	1 :	1 :	0 :	0 :	1 :

(1):	One	One	One	One	One	Two	One
R (4):	Betty	Mary	Betty	Betty	Unk	Unk	Betty
I (5):	Pat.	Pat.	Esc.	Esc.	Pat.	Pat.	Esc.
R (6):	SD	Sight	Sight	Sight	SJ	SD	Sight
C (7):	14 mi.	6 mi.	12 mi.	15 mi.	15 mi.	5&11 mi.	8 mi.
A (8):	3°	1°	4°	5°	Unk	Unk	1°
(9):	ND	ND?	ND	ND	ND	ND	ND

C (1):	2	3	2	2	2	2	2
C (2):	120	071	006	186	050	140	110
N (3):	30	30	30	30	5	5	5
D (4):		4000	3500	5000	3000	2000	2000
I (5):	0	30	90	30	50	90	90
I (6):							
C (7):							
H (8):					0	0	

Enclosure (A)

Authority 711
 By 008 NARA, Date 3/94

CONFIDENTIAL

(G) AIRCRAFT CONTACTS

	13	14	15	16	17	18	19
S (1):	19 June	19 June	20 June	20 June	20 June	20 June	20 June
U (2):	0800(-9)	1507(-9)	0625(-9)	0754(-9)	0354(-9)	0937(49)	1028(-9)
B (3):	12-22N	12-01N	12-17N	12-20N	12-24N	12-28N	12-33N
M (4):	137-05E	137-19E	137-05E	137-01E	137-00E	136-56E	136-50E
A (5):	5	12	10	2	11	11	12
R (6):	000	315	315	000	315	315	315
I (7):	Plr.	Surf.	Surf.	Surf. L.T.	Surf. L.T.	Surf.	Surf.
N							
E (8):	60	0	1	1	1	0	1
A							
I (1):	Several	Several	One	One	One	One	One
R (2):	Several	Unk.	Betty	Betty	Betty	Betty	Betty
I (3):	Esc.	Esc.	H	H	H	H	H
R (4):	Sight	SD	Sight	Sight	Sight	SD	Sight
G (5):	4 mi.	15 mi.	9 mi.	0 mi.	8-10 mi.	19 mi.	15-20 mi.
R (6):	2°-5°		2°	3°	2°	6°	1°
A							
P (7):	ND	ND	ND	ND	ND	ND	ND
C (1):	2	1	1	1	1	2	2
C (2):		140	190	150	190	190	190
N (3):	5	5	10	20	30	30	30
D (4):	3000	3000	4000	5000	5000	5000	5000
I							
T (5):	90	90	90	90	90	90	90
I (6):							
O (7):							
H							
S (8):							

Authority NND923065
 By DOB NARA, Date 3/94

~~CONFIDENTIAL~~

(C) AIRCRAFT CONTACTS

	20	21	22	23	24	25	26
S (1):	20 June:	20 June:	20 June:	21 June:	23 June:	25 June:	23 June:
U (2):	1331(-9):	1526(-9):	2105(-9):	2325(-9):	1020(-9):	0634(-9):	0958(-9):
E (3):	12-29N :	12-00N :	12-03N :	12-10N :	12-41N :	11-03N :	10-45N :
R (4):	136-40E :	136-30E :	137-51E :	136-50E :	136-13E :	134-52E :	135-25E :
A (5):	12 :	12 :	9 :	8 :	12 :	12 :	12 :
R (6):	180 :	180 :	090 :	270 :	272 :	117 :	118 :
I (7):	Surf.:	Surf.:	Surf.:	Surf.:	Surf.:	Surf.:	Surf.:
M (8):	1 :	1 :	0 :	0 :	0 :	1 :	0 :

A (1):	One :	Two :	One :	Unk :	Unk :	One :	One :
A (2):	Unk :	Zeko :	Unk :	Unk :	Unk :	B-2 :	Unk :
I (3):	M :	E :	Unk :	Unk :	Unk :	Pat. :	Unk :
R (4):	Sight :	Sight :	SJ :	SD :	SD :	Sight :	SD :
C (5):	0210 mi.:	9 mi.:	104 mi.:	25 mi.:	104 mi.:	8 mi.:	19 mi.:
R (6):	3° :					3° :	
T (7):	ND :	ND :	ND :	ND :	ND :	ND :	ND :

C (1):	2 :	3 :	2 :	2 :	3 :	2 :	2 :
S (2):	320 :	310 :	340 :	290 :	180 :	000 :	000 :
E (3):	50 :	50 :	5 :	5 :	30 :	10 :	25 :
B (4):	6500 :	6500 :	6500 :	6500 :	10000 :	5000 :	5000 :
T (5):	80 :	80 :	70 :	60 :	20 :	70 :	50 :
I (6):							
O (7):							
S (8):							

Authority 1418-112
 By DOB NARA, Date 3/94

CONFIDENTIAL

(C) AIRCRAFT CONTACTS

	27	28	29	30	31	30	31
S (1):	23 June	24 June	24 June	24 June	24 June	24 June	25 June
L (2):	1150(-9)	0827(-9)	1010(-9)	1022(-9)	1030(-9)	1604(-9)	0642(-9)
R (3):	10-33N	09-50N	09-40N	09-30N	09-36N	08-58.5N	08-08.5N
M (4):	135-35E	138-44E	138-58E	138-59E	138-59E	138-18E	138-58E
A (5):	12	12	16	16	16	13	12.5
R (6):	090	084	120	120	120	090	090
I (7):	Surf. L.T.	Surf.	Surf.	Surf.	Surf.	Surf.	Surf. L.T.
M (8):							
D (9):		0	0	0	0	0	
A (1):	One	One	Unk	Unk	Several	Two	One
R (2):	B-24	B-25	Unk	Unk	B-24	Unk	BUFFY
I (3):	Pat.	Pat.	Unk	Unk	Bombing	Pat.	Pat.
R (4):	Sight	SD	SD	SD	SD	SD	Sight
C (5):	9 mi.	6 mi.	21 mi.	21 mi.	35-50 mi.	15-22 mi.	10 mi.
R (6):	3°						6°
A (7):		6 mi.					
T (8):	ND	170°	ND	ND	ND	ND	ND
C (1):	3	3	2	2	2	2	2
O (2):	320	356	360	330	330	000	330
N (3):	30	15	30	30	30	25	30
D (4):	3000	3000	3000	3000	3000	1000	3500
I (5):							
I (6):	63	3	7	7	7	9	10
O (7):							
S (8):							

Authority NND 723065

By 1008 NARA, Date 3/94

CONFIDENTIAL

(G) AIRCRAFT CONTACTS

	34	35	36	37	38	39	40
S (1):	25 June:	25 June:	26 June:	26 June:	26 June:	26 June:	26 June:
U (2):	0507(-9):	1016(-9):	0930(-9):	0622(-9):	0630(-9):	1130(-9):	1350(-9):
D (3):	09-30N :	09-23N :	09-24N :	09-24N :	09-24N :	09-21N :	09-06N :
M (4):	138-51E :	138-40E :	138-03E :	138-03.5 :	138-04E :	138-10E :	138-15E :
A (5):	12 :	12 :	7 :	3 :	3 :	3 :	9 :
R (6):	225 :	225 :	300 :	070 :	070 :	180 :	270 :
I (7):	Surf. :	Surf. :	Surf. :	Per. :	Per. :	Per. :	Surf. :
E (8):	:	0 :	0 :	52 :	60 :	:	0 :
(1):	One :	21 :	One :	One :	One :	Several :	One :
(2):	Betty :	B-24 :	Unk :	:	Betty :	Several :	Betty :
I (3):	Pat. :	Bombing :	Pat :	H :	H :	H & Pat :	Pat. :
R (4):	Sight :	SD :	SD :	Sight :	Sight :	Sight :	SD :
C (5):	13 mi. :	27 mi. :	8 mi. :	8 mi. :	6 mi. :	1 to 12 :	9 mi. :
R (6):	:	:	:	10° :	8° :	Various :	:
(7):	:	ND?	ND?	ND :	ND :	ND :	:
(1):	2 :	2 :	2 :	2 :	2 :	2 :	2 :
(3):	170 :	170 :	130 :	000 :	000 :	235 :	160 :
(7):	36 :	30 :	10 :	15 :	15 :	25 :	25 :
(4):	2500 :	2000 :	5000 :	5000 :	5000 :	5000 :	5000 :
(5):	:	:	:	:	:	:	:
(6):	3 :	6 :	3 :	5 :	5 :	5 :	9 :
(7):	:	:	:	:	:	:	:
(8):	:	:	:	:	:	:	:

By DOB NARA, Date 3/74

CONFIDENTIAL

(G) AIRCRAFT CONTACTS

	41	42	43	44	45	46	47
S. (1):	26 June:	27 June:	27 June:	27 June:	27 June:	27 June:	27 June:
U (2):	1825(-9):	0530(-9):	0706(-9):	0807(-9):	0915(-9):	1025(-9):	1044(-9):
(3):	09-08-N:	09-18N:	09-11N:	09-04N:	09-04N:	09-08N:	09-08N:
M (4):	137-56N:	132-42E:	138-45E:	137-40E:	137-49E:	138-19E:	138-16E:
(5):	7:	12:	12:	14.8:	14.5:	14.4:	15:
R (6):	396:	160:	120:	140:	140:	045:	045:
T (7):	Surf.:	Surf.:	Surf.:	Surf.:	Surf.:	Surf.:	Surf.:
(8):	0:	0:	0:	0:	0:	0:	0:

(1):	One	One	One	One	One	Five	several:
(2):	Unk	Betty		Unk	Zeko	several:	Bombers:
(3):	Unk	Fat.	Fat.	Unk	Fat.	Bombing:	Bombing:
(4):	SD	Sight	SD	SD	Sight	Sight	Sight
(5):	11 mi.:	8 mi.:	6 mi.:	15 mi.:	12 mi.:	12 mi.:	15 mi.:
(6):		12°	5°		6°	7°	10°
(7):							
(8):	ND	ND	ND	ND	ND		ND

C (1):	2	3	2	2	2	2	2
O (2):	170	290	350	350	330	45	45
H (3):	10	10	30	30	30	30	30
D (4):	3000	1000	6000	6000	6000	5000	5000
I (5):	6	9	9	6	6	6	6
(6):							
(7):							
(8):							

Authority VN 27A 100
 By DOB NARA, Date 3/78

CONFIDENTIAL

(G) AIRCRAFT CONTACTS

	48	49	50	51	52	53	54
S (1):	27 June	27 June	27 June	28 June	28 June	28 June	28 June
U (2):	1101(-9)	1626(-9)	1745(-9)	0435(-9)	0541(-9)	0540(-9)	0810(-9)
B (3):	09-05N	08-44N	08-56N	09-13.5	09-04N	09-10N	08-56N
M (4):	138-18E	138-18E	138-00E	137-51E	137-51E	137-54E	138-12E
A (5):	13	12.7	13.0	9	13	13	12
R (6):	130	320	280	160	160	261	090
I (7):	Surf.	Surf.	Surf.	Surf.	Surf.	Surf.	Surf.
E (8):	0	0	0	0	1	0	50"

A (1):	One	One	Two	One	One	One	One
I (2):	Unk	Unk	Betty	Unk	Unk	Unk	Zoko
R (3):	Unk	Unk	Unk	Unk	Unk	Unk	Rat.
C (4):	SD	SD	SD&Sight	SD	Sight	SD	Sight
R (5):	5 mi.	11 mi.	5&11 mi.	21 mi.	10 mi.	9 mi.	3 mi.
A (6):					2°		1°
I (7):		ND		ND	ND	ND	

C (1):	2	2	2	2	2	2	1
Q (2):	320	150	190	160	160	160	350
N (3):	30	30	30	4	5	10	30
D (4):	5000	5000	5000	1500	2500	2500	2500
I (5):	6	5	5	4	7	7	3
I (6):							
O (7):							
N (8):							

CONFIDENTIAL

(G) AIRCRAFT CONTACTS

	55	56	57	58	59	60	61
S (1):	29 June:	28 June:	28 June:	29 June:	29 June:	29 June:	29 June:
U (2):	1013(-9):	1032(-9):	1128(-9):	1024(-9):	1035(-9):	1123(-9):	1129(-9):
D (3):	09-04N :	09-10N :	09-12N :	08-59N :	09-00N :	09-01N :	09-05 N:
E (4):	139-27E :	131-24E :	138-19E:	138-2815:	138-27E :	138-27.5:	138-28E :
A (5):	12 :	12 :	16 :	15 :	15 :	15 :	15 :
R (6):	335 :	335 :	220 :	325 :	335 :	335 :	115 :
I (7):	Surf.:	Surf.:	Surf.:	Surf.:	Surf.:	Surf.:	Surf.:
H	:	:	:	:	:	:	:
E (8):	0 :	0 :	0 :	0 :	0 :	0 :	0 :

(1):	One :	40 :	One :	Several:	One :	Several:	One :
(2):	Unk :	B-24 :	fighter:	Several:	fighter:	Unk :	fighter:
(3):	Unk :	Bombing:	H :	Unk :	H :	H :	H :
(4):	SD :	Sight :	Sight :	SD :	SD :	SD :	SD :
(5):	19 mi.:	11 mi.:	6 mi.:	12&35 mi:	4 mi.:	11&35 mi:	3 mi.:
(6):	:	4° :	1° :	:	:	:	:
A	:	:	:	:	:	:	:
F	:	:	:	:	:	:	:
T (7):	ND :	:	:	:	:	:	:

C (1):	3 :	3 :	2 :	2 :	2 :	3 :	2 :
O (2):	95 :	95 :	220 :	150 :	150 :	150 :	310 :
N (3):	30 :	30 :	30 :	30 :	30 :	30 :	30 :
D (4):	2500 :	2500 :	2500 :	4000 :	4000 :	4000 :	4000 :
I	:	:	:	:	:	:	:
T (5):	3 :	5 :	5 :	9 :	7 :	7 :	7 :
I (6):	:	:	:	:	:	:	:
O (7):	:	:	:	:	:	:	:
H	:	:	:	:	:	:	:
S (8):	:	:	:	:	:	:	:

Authority UNCLASSIFIED
 By DOB NARA Date 3/94

CONFIDENTIAL

(G) AIRCRAFT CONTACTS

	62	63	64	65	66	67	68
S (1):	29 June	1 July	2 July	3 July	3 July	3 July	3 July
U (2):	1215(-9)	0915(-9)	0626(-9)	0635(-9)	0734(-9)	0735(-9)	1320(-9)
E (3):	09-05N	10-12N	08-10N	08-10N	08-08N	08-08N	08-10N
M (4):	138-35E	137-47E	136-02E	136-02.5	136-03E	136-05E	136-01E
A (5):	15	12	12	12	15	15	3.5
R (6):	115	270	270	110	110	225	286
I (7):	Surf.	Surf.	Surf.	Surf.	Surf.	Surf.	Surf.
N (8):	0	0	1/2				

A (1):	One	One	One	One	One	One	One
I (2):	Unk	Unk	Betty	Sally	Sally	Sally	Sally
R (3):	Unk	Unk	H	H	H	H	Pat.
C (4):	SD	SD	Sight	Sight	Sight	Sight	Per.
R (5):	7 mi.	18 mi.	10 mi.	12 mi.	12 mi.	5 mi.	8 mi.
A (6):			2°		1/2°	4°	3°
F (7):		ND					ND

C (1):	3	2	2		1	1	1
O (2):	510	180	180	340	340	205	175
N (3):	30	30	20	25	30	30	30
D (4):	4000	5000	3000	6500	6000	5000	6000
I (5):	7	6	9	9	6	6	4
T (6):							
O (7):							
N (8):							

Authority T/N 012 010
 By 008 NARA, Date 3/74

CONFIDENTIAL

(G) AIRCRAFT CONTACTS

	69	70	71	72	73	74	75
S (1):	3 July	3 July	3 July	4 July	4 July	4 July	5 July
U (2):	1630(-9)	1831(-9)	1912(-9)	0604(-9)	1108(-9)	1152(-9)	0410(-9)
B (3):	08-17 N	08-14N	08-13N	07-35N	07-11N	07-10N	06-10N
M (4):	136-19E	136-17E	136-16E	137-54E	139-06E	139-10E	141-54E
A (5):	2	2	4	12	15	15	12
R (6):	Swinging	Swinging	Swinging	110	110	110	109
I (7):	Surf.	Surf.	Surf.	Surf.	Surf.	Surf.	Surf.
E (8):			0				
(1):	One	One	One	Two	One	One	One
A (2):	Sally	Sally	Unk	B-24	Med. Bomb	Med. Bomb	Unk
I (3):	Pat.	Pat.	Unk	Pat.	Pat.	Pat.	Unk
R (4):	Sight	Sight	SD	Sight	Sight	Sight	SD
C (5):	12 mi.	12 mi.	8 mi.	10 mi.	10 mi.	10 mi.	7 mi.
A (6):	1°	4°		2°	2°	2°	
(7):							
C (1):	1	1	1	2	2	2	2
O (2):	000	000	000	340	340	315	000
N (3):	30	30	30	20	30	30	15
D (4):	5000	5000	5000	2000	2500	2500	1000
I (5):							
I (6):							
O (7):							
S (8):							

Authority NNJ 12 000
 By 008 NARA, Date 3/94

CONFIDENTIAL

(C) AIRCRAFT CONTACTS

	76	77	78	79	80	81	82
S (1):	5 July	5 July	5 July	6 July	6 July	6 July	7 July
U (2):	0535(-9)	0720(-9)	1730(-9)	0832(-9)	1221(-9)	1733(-9)	0548(-9)
D (3):	06-00N	05-50N	05-16N	04-32N	04-24N	04-27N	02-33N
M (4):	142-39E	142-53E	144-12E	146-37E	147-03E	148-04E	148-15E
A (5):	12	12	12	12	12	12	12
R (6):	109	109	109	108	108	108	180
I (7):	Surf.	Surf.	Surf.	Surf.	Surf.	Surf.	Surf.
N (8):							

A (1):	One	One	One	One	One	One	One
I (2):	Unk	Betty	Betty	Unk	Med. Bomb	Unk	Unk
R (3):	Unk	Pat.	Pat.	Pat.	Pat.	Unk	Pat.
C (4):	SD	Sight	Sight	Sight	Sight	SD	Sight
R (5):	8 mi.	7 mi.	7 mi.	3 mi.	10 mi.	9 mi.	6 mi.
A (6):		4°	5°	1°	2°		2½°
E (7):							

C (1):	2	2	1	1	1	2	1
O (2):	000	350	000	345	345	345	270
N (3):	15	25	25	30	30	30	20
D (4):	1000	1500	2000	5000	6000	3000	3000
I (5):	10	10	8	3	7	8	8
O (6):							
N (7):							
S (8):							

Authority 1712/1712
 By DOB NARA, Date 3/94

CONFIDENTIAL

(G) AIRCRAFT CONTACTS

	85	86	85	86	87	88
S (1):	7 July	7 July	10 July	10 July	11 July	12 July
U (2):	0805(-9)	1327(-9)	0755(-10)	1325(-10)	1208(-10)	1039(-10)
B (3):	01-59N	01-19N	00-27S	01-00N	04-55N	04-50N
M (4):	148-15E	148-15E	148-15E	148-15E	149-03E	152-55E
E (5):	12	12	12	12	12	12
R (6):	179	179	000	000	090	085
I (7):	Surf.	Surf.	Surf.	Surf.	Surf.	Surf.
E (8):						
(1):	One	One	Two	One	One	One
(2):	PBY	PBY	PBY	PBY	Marvis	Unk
(3):	Pat.	Pat.	Pat.	Pat.	Pat.	Pat.
(4):	Sight	Sight	Sight	Sight	Sight	Sight
(5):	12 mi.	12 mi.	12 mi.	8 mi.	20 mi.	8 mi.
(6):	2°	2°	1°	1°	1°	2°
(7):						
(8):						
(1):	1	1	1	1	2	2
(2):	370	270	070	080	305	005
(3):	25	25	25	30	30	30
(4):	3000	3000	4000	3500	4000	4000
(5):	9	10	8	7	6	4
(6):						
(7):						
(8):						

Authority NND 923065
By DOB NARA, Date 3/94

CONFIDENTIAL

(15) ALBACORE Torpedo Attack Report

U.S.S. ALBACORE Torpedo Attack #1 Patrol #9.

Time 0810 I - Date: 19 June 1944 Lat: 12-22 N. Long: 137-04E.

Target Data and Damage Inflicted

Description: Jap carrier task force consisting of two carriers (one SHOKAKU class, other unidentified), two cruisers (one ALBACORE class, other unidentified), and at least six destroyers. Contact made by periscope while submerged. Visibility fair. Low clouds, hazy horizon. Classification of identification: 1 SHOKAKU carrier and 1 ALBACORE cruiser - EC. 2 HATSUHARU destroyers - EC. 1 carrier, 1 cruiser, and 4 destroyers un.

Ship(s) sunk: None.

Ship(s) damaged: One SHOKAKU class carrier. Tonnage 29,800. (Taken from ONI report serial No. 186-45 of 1 October 1943).

Damage Determined by: One timed torpedo hit. Three heavy explosions of low duration one hour later. Task force minus one carrier and three destroyers (one of these still with ALBACORE when attacked by ALBACORE three hours later. Oil slick covering 10 square miles in vicinity of attack 22 hours later.

Target Draft: 21' Course: 142° Range: 1400 yards.

Own Ship's Data

Speed: 3 - 6 knots. Course: 052 - 055 Depth: 64' Angle: 1° down.

Fire Control and Torpedo Data

Type Attack: Submerged periscope attack, using TDC, plot and sound. Attack lasted 14 minutes, three complete "set ups" being obtained. TDC failed to show correct-solution light (See section Y). While trying to locate the trouble, target set by the 3rd firing bearing. Thinking possibly the correct solution light was burned out, or proper contact not being made, and rather than miss a shot entirely, the TDC solution was accepted as correct and firing commenced. Continuous bearings from the periscope were set in the TDC. Past analysis showed the generated gyro angle was lagging the correct gyro angle approximately 15°.

Authority NNDTA306

By DOB NARA, Date 3/74

CONFIDENTIAL

GUN ATTACK REPORT

(H) ATTACK DATA

U.S.S. ALBACORE

GUN ATTACK NO. 1

PATROL No. 9.

Time: 0505 I Date: 30 June 1944 Lat. 09-47N Long. 140-31.5 E.

Target Data - Damage Inflicted

Sunk:

Damaged: Phosphate Works on FAIS Island.

Damage determined by: Observed numerous small fires of short duration started. Fair amount of smoke in target area. Large sections of roof seen flying in the air after explosion of H.C. shells.

Details of Action

At 0505 on course 040°(T) range 3000 yds. bearing 060° relative opened fire with 4" deck gun on Phosphate Works. As range closed opened fire with 20MM and 50 cal. At 0512 checked fire and at 0516 changed course to 200°(T) for port run. At 0520 with range 2200 yards and closing, again opened fire with deck gun, 20MM and 50 cal. Ceased fire at 0524 and retired having expended 54 rounds of 4" common and H.C.P.D., 360 rounds of 20MM, and 500 rounds of 50 cal. Fire not returned.

Fire control consisted of 3J ranges on bluff beneath target being sent to range spotter in periscope shears. Spotter applied necessary correction and sent to gun by telephone. Deflection spots were made by the Battery Officer at the gun.

Percentage of hits from 4" estimated at 80. It is difficult to understand why any shells missed such a large target at the range used.

Authority ND 572306
By DOB NARA, Date 3/94

CONFIDENTIAL

GUN ATTACK REPORT

(H) ATTACK DATA

U.S.S. ALBACORE

GUN ATTACK NO. 2

PATROL NO. 9

Time: 1744 I

Date: 30 June 1944

Lat. 09°-47'N.

Long. 140°-31.5'E.

Target Data - Damage Inflicted

Sunk:

Damaged: Phosphate Works on FAIS Island.

Damage Determined By: Observed many hits. Numerous fires started. Roofs blown off several structures.

Details of Action

At 1744 made Battle Surface on course 040°(T) range 2000 yards and opened fire on Phosphate works with 4" deck gun, 20MM, and 50 cal. Changed course to close range to 1200 yds. At 1752 ceased fire and retired having expended 24 rounds of 4", 240 rounds of 20MM, and 250 rounds of 50 cal. No fire returned.

Fire control at these short ranges was practically unnecessary. An initial SJ range was given to the spotter who made small adjustments as required. The fire was accurate and deliberate. Hits with K.C.P.D. projectiles blew the roofs off of buildings sending tin flying in all directions.

Percentage of hits from 4" estimated at 90.

Authority: LVS 21A
By: 1008 NARA, Date: 3/9/41

CONFIDENTIAL

(H) ATTACH DATA

GUN ATTACK REPORT

U.S.S. ALBACORE

Gun Attack #1

Patrol #9

Time: 1010 I Date: 3 July 1941 Lat: 08-10 N Long: 136-18 E.

Target Data - Damage Inflicted

Sunk: One SHC, 989 tons, JALIBI MARU. Identity established by 3 survivors taken aboard as prisoners of war.

Damaged or Probably Sunk: None.

Damage Determined by: Saw ship burn to waterline - Completely destroyed.

Details of Action

At 1010 target on course 235°(T), speed 7 1/2 knots, enroute YAP to LNU. Battle surfaced on converging course target bearing 040° relative, range 6300 yards. Fired three rounds from 4" deck gun. Target attempted to evade on northerly course. Fourth round was H.C.F.D. and exploded in rigging, covering target with shower of steel. Checked fire. Closed range to 2500 yds. and fired four common 4" projectiles. All were seen to pass thru the target without exploding. Continued firing common and H.C.F.D. closing range to 1200 yds. at which range opened up with 3" and 30 cal. Numerous hits caused entire vessel to burst into flame, in less than one minute.

The 4" common projectiles which hit the target were either duds or their effect was negligible. The H.C.F.D. projectiles had a devastating effect upon target.

Fire control consisted of using SJ radar ranges set on gun with deflection spotter at the gun. Range spotter stationed on high lookout platform with telephone connection with sight setter.

Rounds fired:

4"	-	20 rounds
30 cal.	-	120 rounds
30 cal.	-	500 rounds.

Authority VN 21A 100
 By 008 NARA, Date 3/94

CONFIDENTIAL

(II) TRACK DATA

Tubes Fired	#1	#2	#3	#4	#5	#6
Track Angle	107	115	122	137	134	142
Yro. Angle	015	022	030	035	042	050
Depth Set	14'	14'	14'	14'	14'	14'
Power	High	High	High	High	High	High
Hit or Miss	Miss	Miss	Miss	Miss	Miss	Hit
Erratic	No	No	No	No	No	No
Mark Torpedo	23	25	25	23	14-5A	14-5A
Serial No.	49184	49237	53830	49239	26475	40847
Mark Explosive	6-4	6-4	6-4	6-4	6-4	6-4
Serial No.	1184	2021	3275	1934	10368	12716
Actuation Set	Contact	Contact	Contact	Contact	Contact	Contact
Actuation Actual	- - -	- - -	- - -	- - -	- - -	- - -
Track Angle	16-1	16-1	15-1	13-1	16-1	16-1
Serial No.	10112	13342	5956	10258	1178	5377
Explosive	TPX	TPX	TPX	TPX	TPX	TPX

Firing Interval Seven seconds.

Type Torpedo Divergent 3° from aft forward.

Sea Conditions Sea from 150°(T) Beaufort 2.

Overhaul Activity Submarine base, Pearl Harbor, T.H.

Authority IVN 71A 120
By DDB NARA, Date 3/94

CONFIDENTIAL

(I) MINES.

Neither mines nor minelaying activities encountered.

(J) ANTI-SUBMARINE MEASURES AND EVASIVE TACTICS.

Following our torpedo attack on 19 June depth charges dropped during the first forty minutes were in patterns of six or seven at almost exactly 10 minutes intervals and apparently staggered in depth. Two of these patterns shook the boat considerably. During the next three hours 48 charges were dropped at random, or with poor or no contact. Attacking DD's used listening only.

At approximately one hour after firing torpedoes three distant explosions of fairly long duration and at 15 minute intervals were heard and felt. These explosions pushed large quantities of water through the superstructure causing prolonged swooshing noises. Whether this was a new type of anti-submarine measure or explosions on the target is not known. The force was greater than any explosion ever felt by old timers on the ALBACORE.

Evasive tactics may be summed up in few words: Deep and silent; fish tending to keep attackers astern. Listening conditions appeared to improve at shallow depths though no temperature gradient was noted. After quiet periods, three attempts to reach periscope depth were frustrated by charges dropped in our vicinity.

Authority NA-14-100
By DOB NARA, Date 3/9/41

CONFIDENTIAL

(K) Major Defects and Damage.

1. While underway from Pearl Harbor to Midway, #2 Lighting Motor Generator began to overheat to such an extent that only two hours continuous operation was possible. At Midway all bearings were secured. No further difficulties experienced.
2. 1645 May 29 enroute Pearl Harbor to Midway, stern plane clutch coil burned out causing a small electrical fire which was quickly brought under control. Clutch was lashed in place with wire to line. Sheath knife was kept readily available. Midway had no spares. Coil from U.S. SARGO was installed. No further difficulty experienced.
3. 0200 June 2 discovered 11" crack in #3 main engine housing, aft and outboard extending on 45° angle around the end of the engine to the bedplate. At Midway, end of crack was drilled and bolted, crack welded, and engine considered to be in condition for normal operation.
4. 0130 June 5 enroute area using #3 main engine under light load, crack opened up and lengthened. Engine placed in "limited use" status.
5. During ALBACORE's attack on June 19th on a SEONAKU type carrier the forward angle solver of the T.D.C. failed to give a correct solution light. A quick check showed that the generator gyro angle was approximately correct and it was decided to fire without a correct solution light.
However as the target came onto the firing bearing the angle solver was too sluggish to keep up with the rapidly changing bearing. Also the target passed about two hundred yards closer to the ALBACORE than was indicated on the T.D.C. with the result that the T.D.C. bearing had to be changed several degrees on the last periscope observation before firing. These two factors caused the angle solver to lag enough to make the first five torpedoes pass astern of the target.
As the target crossed the bow of the ALBACORE the bearing began to change less rapidly. Also the generated bearings of the T.D.C. was checking closely with the periscope bearings with the result that the angle solver was able to generate more nearly a correct solution. The sixth torpedo is believed to have been a hit.
Examination with the cover removed revealed that the forward angle solver was generating continuously but seemingly under heavy load. The G-31 (P20F-A) Servo Motor was turning slowly but with variable speed (Time Motor Energized) and seemed unable to catch up with the position keeper solution. Readings with a voltmeter showed full voltage was being delivered to the motor. It was removed and examined. The brushes were badly chipped and pitted. Over one half of the armature coils were shorted out due to carbon dust between the segments of the commutator.

CONFIDENTIAL

(K) Major Defects and Damage.

The Sine follow up head was next removed. A badly bent shaft was discovered at the gearing. Extremity of the roller contact shaft. It was undoubtedly caused at the time of installation due to forcing. This head is awkward and difficult to install due to cramped space. The shaft was straightened, TDC adjusted, and secured.

Conclusions

The bent shaft caused a heavy load on the servo motor as it is geared to this motor. This caused sparking and carbonization of the commutator until the motor became so weak, due to shorting of coils that it would no longer carry the load synchronously, but would lag the correct solution. The amount of error at anytime could be from zero to an indeterminate amount of lag.

There is no test run on the TDC that would reveal this trouble until total failure, as all angle solver tests are run with the time motor de-energized. The angle solver would come to a correct solution in spite of lag.

Two days previous to breakdown the angle solver had put out a continuous correct solution with a slower problem generating in the position keeper.

The obvious conclusion at the time of breakdown was that the micro switches which control the correct solution lights were out of adjustment. This is not an uncommon occurrence. Their adjustment is very fine. This occurrence would have no effect on the actual correct solution.

6. 1330 June 21 auxiliary engine after routine check ran normally for 5 minutes at which time it stopped of its own accord. Investigation showed engine to be approximately 180° out of time. Generator was then pulled out to inspect for sheared bolts in coupling. Coupling itself proved to be broken. No spare aboard. Engine out of commission for duration of patrol. No spares were available at Secadler.

7. 2200 June 21 high pressure air compressor #2 burned out crank bearing of 1st and 3rd stages due to lubrication failure caused by backing out of oil channel plug due to vibration. Bearing replaced from spares. No further difficulty experienced.

8. 0800 June 24 discovered salt water leak in drain pump oil cooler. Unable repair leak due to inaccessibility. Coil removed. Pump available for limited operation.

Authority NND92306

By DOB NARA, Date 3/97

CONFIDENTIAL

(K) Major Defects and Damage.

9. 2300 June 26 main hydraulic plane automatic by-pass valve gave erratic operation. Believed due to lack of spring tension. Installed washer behind spring to increase tension. No further difficulties experienced.

10. 1608 July 3 main engine #3 after a five minute run was stopped because of excessive noise in blower. Superficial examination showed damage to blower and housing beyond repair capabilities of ship's force. It is believed casualty was caused by misalignment to engine. Engine out of commission for duration of patrol. Repair forces at Seadler estimated at least 72 hours if damage was slight.

CONFIDENTIAL

(L) RADIO

For lifeguard duty during Army air strikes on YAP 8455 kc. CW and 4475 kc. voice were used.

Voice: Initially the reception was poor due to number of stations or circuit with slightly different frequencies; RAL unable to pick up modulation under these conditions because the receiver is so superregenerative that the carrier wave blocked out the voice. In last days of duty as lifeguard, reception much improved as planes frequency adjustment were apparently refined. VHF, which planes have, would be most desirable.

ALBACORE did not know while on station that her voice tests were heard, presumably satisfactorily, as was learned later from Army at Secadler.

Continuous Wave: Once ALBACORE identity was established with Army and a common channel for authentication found, communications were generally satisfactory. Worked mainly with base, whose signal faded daily at 0700-0800 Zebra. Believe Japs tried deception on 26 June at 0820 with strong signal after base faded one hour earlier; asked for V's and wouldn't authenticate. Interference noted from 0755 on 28 June; loud continuous note blocking frequencies around 8455. Planes do not carry CSP 1270 on strike although base does have it.

IFF not used by planes north of equator.

8470 kc. Interference as CW keying resembling poorly made V's and numbers; activity increased when U.S. ship calls up. May be tuned out 40-50% except when adjacent frequencies are active entirely blocking reception from shore station.

Deception by Jap stations using U.S. radio procedure and signals were heard strength 5 (particularly on 17 and 19 June) answering calls from U.S. ships as NPM during this period, the signal strength of real NPM was 0 to 1.

Jap particularly active with interference and deception during MARIANAS campaign.

9090 kc.: Interference on 1100 schedule by modulating station, generally weak, but made copying inaccurate on 30 June.

Radio - Indications of Enemy Radar.

Authority
By 008 NARA, Date 3/94

CONFIDENTIAL

(L) RADIO

Prior to approach on inter-island steamer (2212 to 2218 Z, 2 July) in area where numerous enemy planes were operating, RAL-5 and RAL-7 picked up interference above 5 megacycles with pulse rate of 336 cycles per minute, completely blocking reception. Was external; stopped when antenna removed.

Radio: NPH HAIKU 17370 KC:

When power output was increased, received strength 4 with maximum amplification; clear readability, no atmospheric static.

(M) RADAR

SD-4 Radar:

Operation of the SD radar during this patrol was excellent. Despite being in use 930 hours, most of which was for 24 hours a day, the radar was out of commission for a period of less than three hours. Ranges on plane formations out to 50 miles were obtained and ranges of 14 to 15 miles could be expected for any plane high enough to be picked up.

Operational difficulties were few. False pips were observed at ranges of 2 to 3 miles from 30 May for about a week. It was found that the pips disappeared if the set was kept warmed up when submerged and allowed to warm up before use for a period of 15 or 20 minutes. On 4 July two 9001 R.F. tubes and two 6SK7's were changed in the receiver to reduce the increasing noise level and increase sensitivity. The SD was out of operation for about two hours on this occasion.

Interference encountered was bothersome at times, but originated almost entirely from sources on the boat. Electrical appliances, particularly fans, caused frequent interference of the same general appearance as lightning or of the appearance of vertical lines of noise moving across the face of the scope erratically.

Single railings moving across the scope face, as from another SD radar, appeared on 5 June (Position 25°-35' N. 168°-52' E.) and on 10 June shortly before sighting the SHARK. Small pips traveling across the scope about one half inch above the rails appeared on two occasions shortly before plane contacts were made and made at necessary to dive. The times were 0610 on 8 June (Position 26°-47' N., 160°-25' E.) and at 2328 on 20 June (Position 12°-10' N., 156°-50' E.).

Biggest fault of the SD was its inability to detect low flying planes until their ranges had closed to nearly five miles. On one occasion a plane was not detected until the range was three miles - long after it had been sighted by the lookouts. The undetected planes came in with elevations as high as eight degrees off the horizon.

SJ-a Radar:

The SJ's operation during the patrol was very good. Although it was in use for 1210 hours only about 18 hours were lost through breakdown. A list of operational difficulties and corrections follow this report. Ranges were obtained on land over 30,000 yards, on a ship out to 26,000 yards and on a plane out to 32,000 yards. Land of any considerable height

By OOB NARA, Date 3/74

(H) - [unclear]

(2000 - 3000 feet) could be expected to come in at 50,000 yards and a fair sized ship (LD or larger) would come in at 18,000 yards. The SJ was not reliable for detection of any but low flying planes.

Interference encountered on the SJ was rare. Railings moving across the scope as from another ten centimeter radar were observed on 19 June, shortly before sighting the SHARK, and on 20 June at 2105 (position 12°-03' N, 137°-51' E.) shortly before a plane forced the boat to dive. The true bearing of this latter interference was 315. The SJ used a 708AY magnetron. The plane was probably a friendly one.

IFF - [unclear] [unclear]

Very little use of the IFF gear was made during the patrol, about 300 hours being the total. Positive IFF responses were obtained only on 10 June when the SHARK was sighted. It was learned that the Army bombs raiding Ika were under orders to fly only south of the equator, which would account for the lack of responses although the IFF was used on most of the radar contacts while on last ward duty.

Conclusions:

Operation of the radar and IFF equipment may be considered to have been quite satisfactory during the entire patrol. The major suggestion for improvement is that the SD could be much more effective if the beam would sweep lower down to the water.

The technicians are mainly responsible for the fine performance of the equipment and are to be commended for their trouble shooting and preventive maintenance.

Date	Symptoms	Cause	Remedy	Remarks
30 May	No step or precision sweep.	Open coax cable transmitter to range unit	Cable repaired.	
30 May	Poor voltage regulation	Motor generator voltage drops off after set is run an hour or so.	Couldn't be regulated on board used for most motor generator: of patrol. seemed to be overloaded	
1 June	Shaky or jittery sweeps	Poor regulation of Reg. Rect. unit	Replaced 6L6's and 6SA7's.	
3 June	Reg. Rect. voltage off.	Bad rectifier tubes	Replaced 5U6's	
12 June	705-A in PPI tracing to ground.	Poor design of socket and element	One wrong receptacle taken off socket and filled off, the chassis is.	
16 June	No PPI sweep erratic "trans. pulse"	C20 faulty	C20 replaced.	
20 June	Sweeps moved to left side of scope.	Incorrect voltage tags on deflection plates.	V4 (6A57) in indicator replaced.	
23 June	Jumpy sweeps and false crystal element.	Poor coupling between .0. unit	.0. unit replaced	SJ out of commission 15 minutes.
27 June	No PPI sweep or inoperative sweep.	Bad internal connections in .0. unit	Bad 5U6-UF(75) replaced	
28 June	No PPI sweep or intermittent drift lines.	Grid leak or tube fault	Grid leak replaced	

Date	Symptoms	Cause	Remedy	Remarks
29 June	Low H.V. current, no echoes, weak power, output transmitter pulse poor, waveforms at J7A poor, weak ring of saturable reactor, no glow of VR tubes in transmitter.	Bias generator circuit out.	C22A replaced	SJ out of commission 14 hours.
29 June	Sec. sect. "A" voltage dropped.	Bad pulse se-	V510 (6.C7)	
30 June	Wacky step in "frec" sweep.	lector tube.	replaced	
4 July	"Gain" and "Exp." sweep low in intensity.	Weak tubes in	replaced V8 (6.A77)	
5 July	Low traces - finally disappearing.	replaced indicator and V2 (CSW7)		
		I ₁ tubes bad	Replaced 6.C7's	SJ out of commission 1 hour.
			in I ₁ strip and video tube VC (6.A57)	
5 July	Jittery transmitter pulse.	Driver tube bad.	5D2I replaced	
10 July	50 H.A. of H.V. current - VR tubes out.	Bias generator circuit out	L1 replaced	SJ out of commission 2 1/2 hours.
10 July	Oil in transmitter case	Modulation network leaking.	(IC) replaced	

Authority IVIX 110
 By 008 NARA, Date 3/94

CONFIDENTIAL U.S.S. ALBACORE - Report of Ninth War Patrol.

(N) SOUND GEAR AND SOUND CONDITIONS.

The operation of the sound gear was satisfactory except for the JK-QC gear. At about 0809I 19 June, Lat. 12°-21'N Long. 137°-03'E, QB listening ranges were obtained at approximately 7000 yds. on SHOKAKU class carrier and ATAGO class cruiser making 27 knots. Listening ranges on escorting destroyers approximately 3,500 yards. No echo ranging attempted. The QC-JK gear was not used because of noisy operation in train caused by shaft binding. Training motor-generator for both QC-JK and QB equipments are excessively noisy. The operation of the JP equipment was particularly good, bearings being obtained on ships beyond periscope sight. Surface noise level was fairly low.

From 0821I to 1010I 3 July, Lat. 08-10N Long. 136-18'E, QB listening ranges of approximately 5,000 yards were obtained on a 900 ton diesel powered craft, speed 7 knots. At this time low sensitivity of JK head was noticed, and use of this gear was discontinued. Ground reading on JK head - 200,000 ohms. The JP gear obtained listening ranges of about 8000 yards at this time.

(O) DENSITY LAYERS.

Thirty six BT Cards were taken and are being forwarded directly to the Vice Chief of Naval Operations. The following density layers were encountered:

Card No.	G.C.T. & Date	Position	Character of density layer
9-1	1732 -	28°-36'N	Water of mixed density, averagedly described as isothermal to 60 ft.
9-2	6/1/44	172°-06'W	end from 60 to 310 ft. isoballast.
9-3	1900 -	27°-50'N	Isothermal to 100 ft. Sharp negative gradient of four degrees at 100 ft.
9-4	6/5/44	172°-05'E	From 100 ft to 200 ft. a gradient negative gradient of five degrees.
9-5	1909	29°-47'N	Isoballast down to 100 ft. Fairly sharp negative gradient of 8° from 100 to 120 ft.
9-6	6/8/44	154°-16'E	10° gradual negative gradient from surface to 100 ft. Isoballast 100 to 150 ft.
9-7	0214	25°-32'N	Isothermal down to 50 ft. Gradual negative gradient of six degrees from 50 to 115 ft.

DECLASSIFIED

Authority

NND 923065

By

DOB

NARA, Date

3/9/81

CONFIDENTIAL U.S.S. ALBACORE - Report of Ninth War Patrol

Card: O.C.T. :	No. & Date :	Position:	Character of density layer
9-9 :	2054	23-17'N	Isothermal to 70 ft. Water of
	6/11/44	142°-45'E	variable density, roughly isoballast
			70-150 ft.
9-23 :	2024	12°-57'N	Isothermal to 180 Ft. Isoballast
		131°-51'E	180-330 ft.

(P) HEALTH, FOOD, AND HABITABILITY.

Conditions of health were best in several patrols. There were two cases of Cat Fever, one of Cellulitis right leg, and one of Hives. All gave prompt response to treatment. Of the five wounded prisoners taken on 3 July, two were in a serious condition. All responded well to constant and adequate treatment administered by the Pharmacists' Mate. Due precautions were taken against contagious diseases.

Meals, as in the past, were well planned and excellently prepared.

Habitability was generally good but could be improved by increasing supply of air to forward battery.

(Q) PERSONNEL.

- (a) Number of men on board during patrol - 74
(This includes one received at Seeadler)
- (b) Number of men qualified at start of patrol - 43
- (c) Number of men qualified at end of patrol - 53
- (d) Number of men making first patrol - 17
(This includes one received at Seeadler)
- (e) Number of men advanced in rating during patrol - 10

The State of training, and the performance of duty in particular under combat conditions of officers and men has been most satisfactory.

Unqualified officers and men are given a set of "Questions for S/M Qualification" at start of patrol. Though the number of men qualified this patrol has perhaps been below standard, the interest shown has been gratifying.

Of the men making their first patrol (d) above) all except two, who are classified at the present time as doubtfuls, are considered very good S/M material.

A systematic system of training for next higher rating is carried out by the ship's Educational Officer.

CONFIDENTIAL

(R) MILES STEAMED - FUEL USED

Pearl Harbor to Midway	1275.1 mi.	18,770 gals.
Midway to Area	3446.6 mi.	46,443 gals.
In Area	4641.7 mi.	46,120 gals.
Area to Seeadler	1207.0 mi.	12,507 gals.
Seeadler to Majuro	1915.0 mi.	21,280 gals.
Totals	<u>12485.4 mi.</u>	<u>145,117 gals.</u>

(S) DURATION

Days enroute Pearl Harbor to Midway	-	4
Days at Midway	-	1
Days enroute Midway to Area	-	12
Days in Area	-	20
Days enroute Seeadler from Area	-	4
Days at Seeadler	-	1
Days enroute Majuro from Seeadler	-	7
Total		<u>49</u>

Days submerged: None.

(T) FACTORS OF ENDURANCE REMAINING.

Torpedoes	Fuel	Provisions	Personnel Factors.
18	70,000 gals.	30 days	20 days.

Limiting factor this patrol -

Patrol terminated by despatch order from ComSubPac.

(U) REMARKS

Report on Mk. 18 Torpedoes:

ALBACORE carried Mk. 18 torpedoes aft. None were fired and therefore no report on performance can be made.

Torpedoes, when received aboard, were in excellent shape, except that one torpedo had three plates and ventilation plugs had been set up so tightly that the gaskets had been cut. However the latter may have been necessary to insure watertightness.

During the patrol no unusual difficulties were experienced. One stop valve spindle was broken and after we had installed our one spare we began to wish that the allowance list had called for more than just one. Several burners wires and indicator bulbs were burned out in the hydrogen eliminator circuit, probably because we carried no AC ammeter and therefore had to use resistance readings as an indication of the current flow in the circuit.

CONFIDENTIAL

(U) REMARKS

Torpedoes were charged once a week, one torpedo in the tubes being charged at the same time as one in the racks. The tubes were required for charging and no difficulties in shifting torpedoes arose using this method. In general these torpedoes were much less troublesome than had been anticipated.

Gun firing - a tonic for Morale.

After deciding the ship sighted on 3 July was too small for torpedo fire, stations for battle surface was sounded. As the gun's crew assembled in the conning tower, the mental alertness shown in sparkling eyes and clear headed expressions, the evident grim determination mingled with smiles of satisfaction left a picture not soon to be forgotten - a picture that told the commanding officer the fighting spirit was there and there to stay until our job is well done.

Authority NN 218

By DOB NARA, Date 3/9/44

SUBMARINE DIVISION ONE HUNDRED FORTY ONE

Care of Fleet Post Office,
San Francisco, California,
18 July 1944.

FB5-141/16-3

Serial: 023

CONFIDENTIAL

FIRST ENDORSEMENT to
U.S.S. ALBACORE report of
Ninth War Patrol.

From: The Commander Submarine Division One Hundred Forty One.
To: The Commander-in-Chief, UNITED STATES FLEET.
Via: (1) The Commander Submarine Squadron FOURTEEN.
(2) The Commander Submarine Force, PACIFIC FLEET.
(3) The Commander-in-Chief, U.S. PACIFIC FLEET.
Subject: U.S.S. ALBACORE (SS218), Report of War Patrol number NINE.

1. Forwarded.

2. The Ninth war patrol of the ALBACORE was conducted in area west of the MARIANAS and in the PALAU area. The patrol extended over a period of 47 days, of which 20 days were spent in the area. One week was spent on life-guard duties off YAP and on two occasions ALBACORE was strafed by enemy planes. No aviation personnel were rescued. Eighty-eight aircraft contacts (including friendly planes) were made during the patrol.

3. On June 11, ALBACORE sighted a convoy, but before attack position could be gained she was driven down by enemy aircraft. Upon surfacing, a retiring search was made covering all probable courses and speeds, but contact was never regained.

4. Attack number one, during the morning of 19 June, was conducted at periscope depth on an aircraft carrier which was part of a JAPANESE task force consisting of the following ships: two carriers, two cruisers, and at least six destroyers. Attack lasted for fourteen minutes, in which time three complete set-ups were obtained. Excellent attack position at 1600 yards and 900 track was obtained. Just prior to last check on firing bearing, the T.D.C. failed to show correct solution light. While trying to locate the trouble, target got by the Mk. 8 firing bearing. Target speed was estimated at 27 knots, which did not allow enough time to swing ship or set gyro angle on the torpedoes. This was a very tragic situation to be in and split second decision was necessary. Thinking possibly the correct solution light was burned out, and rather than miss a shot entirely, the Commanding Officer accepted the T.D.C. solution and commenced firing. Continuous bearings from the periscope were set in the T.D.C. Past analysis showed the generated gyro angle was lagging the correct gyro angle by 15°. However, as the target crossed the bow the bearing began to change less rapidly and after the last periscope bearing was introduced into the T.D.C., the angle solver was able to generate more nearly a correct solution. The first five torpedoes passed astern of the target, but it is believed that the sixth torpedo hit. Damage determined by one timed torpedo hit; three heavy explosions one hour later; task force minus one carrier.

By 008 NARA Date 3/94

SUBMARINE DIVISION ONE HUNDRED FORTY ONE

FB5-141/A16-3

Serial: 023

Care of Fleet Post Office,
San Francisco, California,
18 July 1944.

CONFIDENTIAL

FIRST ENDORSEMENT to
U.S.S. ALBACORE report of
Ninth War Patrol.

Subject: U.S.S. ALBACORE (SS218), Report of War Patrol number NINE.

and three destroyers when attacked by JAVILLA three hours later; oil slick covering ten mile area in vicinity of attack 22 hours later. After this attack ALBACORE was severely depth charged.

On 30 June, the ALBACORE made two excellent gun attacks at short range on the phosphate works on FAIS ISLAND. The fire was accurate and deliberate. Many hits were obtained, blowing the roofs off buildings and starting numerous fires.

On 3 July, the ALBACORE destroyed the 989-ton TAIHEI MARU by gunfire. Identity of the ship was established by the five survivors taken aboard as prisoners of war.

5. The ALBACORE arrived in very good material condition with the exception of two major defects. Number three main engine has a cracked housing (previously repaired) and the blower on this engine has seized. Investigation is being made to determine the cause of these casualties and whether or not they are interrelated. These defects will be corrected during the current port by BUSHNELL.

6. The Commanding Officer, officers and crew are congratulated on an aggressive patrol. It is recommended that ALBACORE be credited for inflicting the following damage on the enemy:

S U B M A R I N E

1 - S.S. (TAIHEI MARU) - 989 tons

D-A-I-E-A-O-T-D

1 - Carrier (SHOKAKU Class)

G. B. PETERSON

Authenticity 1944
By DOB NARA Date 3/74

SUBMARINE SQUADRON FOURTEEN

PC5-14/A16-3

Care of Fleet Post Office,
San Francisco, California,
19 July 1944.

Serial 076.

CONFIDENTIAL

SECOND IN COMMAND to
U.S.S. ALBACORE report of
Witch War Patrol.

From: The Commander Submarine Squadron Fourteen.
To: The Commander-in-Chief, United States Fleet.
Via: (1) The Commander Submarine Force, Pacific Fleet.
(2) The Commander-in-Chief, U.S. Pacific Fleet.
Subject: U.S.S. ALBACORE (SS216), Report of War Patrol
under #141.

1. Forwarded, concurring in the remarks of Commander Submarine Division One Hundred FORTY-ONE.
2. The Commanding Officer, officers and crew of ALBACORE are commended on the damage done the enemy.

J. S. LOUGHRAN.

Copy to:

Comsubdiv 141.
CO ALBACORE.

F4253

FF12-10/A16-3(15)/(16) SUBMARINE FORCE, PACIFIC FLEET

mr

Serial 01552

Care of Fleet Post Office,
San Francisco, California,
29 July 1944.

CONFIDENTIAL

THIRD ENDORSEMENT to
ALBACORE Report of
Ninth War Patrol.

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

COMSUBSPAC PATROL REPORT NO. 483
U.S.S. ALBACORE - NINTH WAR PATROL.

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

Subject: U.S.S. ALBACORE (SS218) - Report of Ninth War Patrol.
(29 May to 16 July 1944).

1. The ninth war patrol of the ALBACORE was spent in areas west of the Marianas and also in the Palau Area.

2. The first part of the patrol, spent on offensive missions west of the Marianas, resulted in but one contact, a convoy, which could not be closed due to enemy anti-submarine activity. The next part of the patrol was spent north of Palau at a possible interception point of a large Japanese task force believed headed for Saipan. This task force was contacted in the early morning of 19 June. The ALBACORE obtained excellent attack position on a large SHOKAKU class carrier, but an unfortunate torpedo data computer casualty caused misses of all but one of the six torpedoes fired. This attack was well planned and aggressively conducted. The next part of the patrol was spent performing lifeguard duties in the vicinity of Yap and Ulithi Islands. During this lifeguard duty, the ALBACORE was bombed and strafed several times by enemy planes.

3. The ALBACORE conducted a well planned bombardment of the phosphate works on Fais Island. Later, a small inter-island steamer was shelled and sunk. Five prisoners and captured documents were taken from this vessel.

4. This patrol is designated as "Successful" for Combat Insignia Award.

5. The Commander Submarine Force, Pacific Fleet, congratulates the Commanding Officer, officers, and men for this aggressive and successful war patrol. The ALBACORE is credited with inflicting the following damage upon the enemy:

S U N K

1 - Small Craft (TAMBEI MARU) (EC) - 1,000 tons (C6h Attack)

END

ORIGINAL
PHOTO LAB
OP 18
SERIES TO 1-23

FF12-10/A16-3(15)/(16)

SUBMARINE FORCE, PACIFIC FLEET

Serial 01552

Care of Fleet Post Office,
San Francisco, California,
29 July 1944:

CONFIDENTIAL

THIRD ENDORSEMENT to
ALBACORE Report of
Ninth War Patrol.

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

CONSUSPAC PATROL REPORT NO. 483
U.S.S. ALBACORE - NINTH WAR PATROL.

Subject: U.S.S. ALBACORE (SS218) - Report of Ninth War Patrol.
(29 May to 16 July 1944).

D A M A G E D

1 - Carrier (SHOKAKU class) (EC) - 29,800 tons (Attack No. 1)

GRAND TOTAL 30,800 tons

DISTRIBUTION:

C. A. LOCKWOOD, Jr.

(Complete Reports)

- Cominch (7)
- CNO (5)
- Cincpac (6)
- Intel. Cen. Pac. Ocean Areas (1)
- Comservpac (1)
- Cinclant (1)
- Comsubslant (8)
- S/M School, NL (2)
- Comsopac (2)
- Comsowespac (1)
- CTF 72 (2)
- Comnorpac (1)
- Comsubspac (40)
- SUB.D, MI (2)
- ComsubspacSubordcom (3)
- All Squadron and Div. Commanders, Subspac (2)
- Comsubstrainpac (2)
- All Submarines, Subspac (1)
- Comsubowespac (2)

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

100-60

By 008 NARA, Date 3/7

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

nr

Serial 01790

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

CONFIDENTIAL

From: The Commander Submarine Force, Pacific Fleet.
To: The Commander in Chief, United States Fleet.
Via: The Commander in Chief, U. S. Pacific Fleet.
Subject: U. S. S. ALBACORE (SS218) - Report of Ninth War Patrol
(29 May to 16 July 1944).

Reference: (a) ComSubPac Third Endorsement (Confidential Serial 01552 of
29 July 1944) to Commanding Officer's Report of Ninth War
Patrol, Confidential Serial (013), File SS218/A16-3, of
16 July 1944).

1. In reference (a) the ALBACORE was credited with damage to one
SHOKAKU Class CV in Torpedo Attack No. 1. Based upon information obtained from
prisoner of war sources, it is now confirmed that this attack resulted in a
sinking. Accordingly, all copies of reference (a) will be corrected to read:

"The ALBACORE is credited with having inflicted the following damage upon
the enemy during her ninth war patrol:

S U N K

1 - Small Craft (TAIMEI MARU) (EC)	-	1,000 tons (Gun Attack No. 3)
1 - Carrier (SEOKAKU Class) (EC)	-	29,800 tons (Attack No. 1)
TOTAL SUNK		30,800 tons"

DISTRIBUTION:

MERRILL CONSTOCK

Cominch	(7)
CFO	(5)
Cincpac	(6)
JICPOA	(1)
Comsorpac	(1)
Cinclant	(1)
Comsubslant	(8)
S/M School, HL	(2)
Comsopac	(2)
Comsowspac	(1)
ComSubs7thFlt (Fwd Echelon)	(2)
ComSubs7thFlt (Rear Echelon)	(2)
Comnorpac	(1)
Comsubspac	(3)
ComsubspacAdComd	(40)
SUBAD, MI	(2)
ComsubspacSubercom	(3)
All Squadron and Div. Commanders, Subspac	(2)
Comsubtrainpac	(3)
All Submarines, Pacific	(1)

E. L. Hines, 2nd
E. L. HINES, 2nd,
Flag Secretary.