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By: NARA NARA Date: 1992

SS362/A16

1st copy
U.S.S. GUAVINA (SS362).
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31 July 1944.

Serial 017
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From: The Commanding Officer; U.S.S. GUAVINA (SS362)
To : The Commander-in-Chief, U.S. FLEET.
Via : The Commander Task Force SEVENTY TWO.

Subject: U.S.S. GUAVINA Report of War Patrol Number TWO.

Enclosure: (A) Subject Report.
(B) Track Chart.

1. Enclosure (A), covering the second War Patrol of this vessel conducted in the PALAU - YAP area during the period from June 20, 1944 to July 31, 1944 is forwarded herewith.

Carl Tiedeman
CARL TIEDEMAN.

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A. PROLOGUE.

The CUAVINA finished her first War Patrol on May 28, 1944 when she arrived at Majuro Atoll, Marshall Islands. Refit was conducted alongside the SPERRY under ComSubRon. 101. On May 29, 1944 the ship was docked in ARD 13. This was primarily a practice docking to give experience to the ARD 13. No extensive docking repairs were required by CUAVINA and she was undocked same day. The rudder bearing was given an extensive greasing which has eliminated the noisy performance of the rudder during silent running which was reported in the first patrol report. During refit, #1 main engine was overhauled and main bearings in all main engines were inspected and renewed as necessary. The rest of the refit consisted of normal tender refit work. On 14, 16 and 17 June 1944 Sea trials and training runs were conducted. Six Zed, five radar, one radar tracking and three Battle Surface runs were made. No torpedoes were fired.

B. PREVIEW TO NARRATIVE.

June 27 to July 8 on patrol in the areas to the West and North of PALAU.

On July 3, 1944, spotted convoy of one merchantman with four escorts enroute PALAU. Before dawn on July 4, 1944 sank the merchantman with three (3) hits out of spread of four (4) steam torpedoes fired. The A.K. was similar to ADEN MARU class (GROSS TONS 5824 T). Received 18 close, accurate, but to shallow depth charges. Received no damage.

No other enemy ship contacts.

July 9 to July 21, 1944. Had additional duties as "Life Guard" ship in area "YAP ULIT" I, with instructions to guard two appropriate aircraft frequencies from 1030(I) to 1200(I) daily and remain on surface if possible during air strikes.

July 14 rescued four(4) "Aviators" from Liberator which crashed July 13. No more survivors from this crash.

July 19-20, rescued eight (8) "Aviators" from liberators which crashed July 19. No more survivors from this crash.

Aviators were returned to Army Thirteenth Air Force Headquarters at SEADLER, MANUS ISLAND. A separate report, giving details of rescue, has been forwarded to ComSubPac.

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B. NARRATIVE.

June 20, 1944 Enroute Patrol Station.

1300(L) Underway in accordance with ComSubPac. Operation Order 209-44 dated 19 June 1944, from alongside SPERRY and in company with P.C. 583 proceeded out of harbor.

1400(L) Departed Majuro and proceeding to Patrol Area via prescribed routing.

June 21, 1944 Enroute Area.

0715(L) At eastern end of "Western Safety" lane to Majuro. Detached mv escort (P.C. 583) and proceeded thru "Safety Lane" enroute area. Conducting training dives and drills enroute.

1112(L) In lat. 06-25(N) Long. 166-46(E) sighted (Ship Contact #1) Submarine. Closed distance and exchanged calls with CATO, who was enroute Majuro.

June 22, 1944 Enroute Area.

June 23, 1944 Enroute Area.

June 24, 1944 Enroute Area.

0837(K) In lat 04-52(N) Long 151-46(E), S.D. Radar Contact (Aircraft Contact #1) at 10 miles; weather rainy, did not sight, dived.

0913(K) Surfaced. All Clear.

June 25, 1944 Enroute Area.

1035(K) In lat 05-27(N) Long 145-45(E), sighted (Aircraft Contact #2) at range of 20 miles. It was a PRY and about 1 degree off horizon and never picked up on S.D. Radar. He circled around to the north and then went off to the southeast never coming in closer than 20 miles. Continued on surface to area.

June 26, 1944 Enroute Area.

0855(I) In lat 06-12(N) Long 140-19(E), S.D. Radar Contact (Aircraft Contact #3). This developed into three (3) prominent "Pips" between 24 and 32 miles. Closed into range of 16 miles then opened out again. Planes never sighted. Judging from size of "Pip" believe it was a flight of our planes enroute to bomb YAP or vicinity. Continued on surface to area.

1105(I) In lat 06-13(N) Long 139-49(E), S.D. Radar Contact (Aircraft Contact #4) at 35 miles. Planes never sighted.

2340(I) Entered Area 10 FOX. Proceeding across area to assigned station to rotate as STUTZ in Speedway.

June 27, 1944 In Patrol Area 10 FOX.

0521(I) Made Trim Dive.

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B. NARRATIVE (Con't).

June 27, 1944 In Patrol Area 10 FOX (Continued).

0540(I) Surfaced.

0545(I) Sunrise.

0600(I) Aircraft Contact #5. Plane not sighted, Dived.

0645(I) Surfaced.

0650(I) Aircraft Contact #6. Plane sighted(RUFF).

0651(I) Aircraft Contact #7. Plane not sighted, dived.

0840(I) Aircraft Contact #8. This plane was a "RUFF".

Throughout the day this plane or his relief appeared to be station patrolling in the area in which we were submerged. I believe that he never sighted us, but nevertheless his persistence in the area kept us submerged.

1630(I) This was the last time the "RUFF" was sighted through the periscope.

1816(I) Sunset.

1841(I) Surfaced. Continued on to our proper area for rotating in the "Speedway". Fortunately there was no one scheduled to be in the two areas I had to pass through in order to get to my own area.

2140(I) Aircraft Contact #9. This plane was never sighted.

Its range decreased to about 20 miles at minimum and then faded out again at about 30 miles. Believe it to be a big plane either entering or leaving PALAU. Interference on S.D. screen made me believe he carried RADAR.

June 28, 1944 In Patrol Area 10 GEORGE.

0526(I) Dived.

0557(I) Sunrise.

1100(I) Entered Area 10 BAKER (Correct station for rotation in Speedway).

1252(I) Surfaced to try surface patrolling.

1320(I) Aircraft Contact #10. Upon surfacing noticed strong radar interference. This contact was picked up 22 miles and moved into 16 miles. Did not sight plane.

1322(I) Dived.

1525(I) Surfaced. The sky was 25% cloudy but visibility was unlimited with very clear atmosphere. Sea glassy calm.

1630(I) Sighted a "RUFF", (Aircraft Contact #11), at 15 miles range. Angle elevation 3 degrees.

1632(I) He did not appear to have sighted us. Dived to avoid detection. S.D. Radar did not show "Pip".

1818(I) Sunset.

1845(I) Surfaced.

June 29, 1944 In Patrol Area 10 GEORGE.

0445(I) Dived. Plan to run in submerged today to have look at islands and see if there is any traffic at TOACTEL MLUNCHU passage.

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P. NARRATIVE (Con't).

1310(I) Sighted a "SALIV", (Aircraft Contact #12), at 5 miles range. Appeared to be "zooming" over island and "pulling out" of dives. Was definately not "bombing".

1825(I) Sunset.

1843(I) Surfaced.

June 30, 1944 In Patrol Area 10 GEORGE.

0440(I) Dived. Patrolling off TOACTL MLINQUI Passage.

0554(I) Sunrise.

1210(I) Sighted a "MAVIS" (Aircraft Contact #13), at 15 miles.

1310(I) A large gust of smoke was sighted in the direction of the northern part of the island. Part of this appeared to be smoke similiar to that I had seen when "Life Guarding" at Wake Island on First Patrol. Part of the smoke could have been a ship inside the reef. Its persistence was not long and bearing did not change so finally concluded it could have been some of our planes on bombing PALAU and subsequent activity of enemy planes indicated they were probably up and out doing their best. Rain and clouds over the island during the day some what obscured my view but towards the later afternoon atmosphere became clear so that the islands could be seen plainly.

1335(I) Sighted unknown type (Aircraft Contact #14), at 20 miles.

1357(I) Sighted a "BETTY" (Aircraft Contact #15), at 12 miles.

1550(I) Sighted a "BETTY" (Aircraft Contact #16), at 10 miles.

1824(I) Sunset.

1843(I) Surfaced. Bright moonlight, 25% clouds.

2100(I) Entered area 10 CHARLIE (Shifting area for normal rotation).

2107(I) Dived. Lookout claimed sighted plane heading in low directly for us. Horizon cloudy. No indication on S.D. Radar.

2217(I) Surfaced. All clear. Subsequently a large bird seemed to be flying around us during evening and would make frequent "SORTIES" over and around us. Believe this is what lookout saw. The dive had been good "night training" though.

July 1, 1944

0512(I) Dived.

0550(I) Sunrise.

0718(I) Surfaced to surface patrol.

B. NARRATIVE. (Con't).

0907(I) Sighted a "MAVIS" (Aircraft Contact #17), at 15 miles. Believe he was enroute from PLAU to possibly the Phillipines. Dived.
1233(I) Surfaced to continue Surface Patrol.
1829(I) Sunset.

July 2, 1944 In Patrol Area 10 CHARLIE.
0517(I) Dived.
0556(I) Sunrise.
0715(I) Surfaced to Surface Patrol.
1835(I) Sunset.

July 3, 1944 In Patrol Area 10 CHARLIE.
0515(I) Dived.
0559(I) Sunrise.
0716(I) Surfaced to Surface Patrol.
1215(I) Aircraft Contact #18 with S.D. at 16 miles. Did not sight plane. Dived.
1318(I) Heard "Fings".
1323(I) Sighted smoke on horizon, Ship Contact #2.
1324(I) Sighted mast of merchant ship. Maneuvered for an attack position. At first observation, angle on bow was 60° port, range 20,000 yards on a course 060°(T) which developed to be his extreme left hand zig. The formation turned out to be a merchant man with four escorts, (two CHIDORI and two AM-13 class), two escorts were screening on either bow well ahead and two escorts were patrolling one on each quarter well out and astern with a float type zero hovering over formation.
1516(I) With running at fast speeds on normal approach courses for about 1 hour and 42 minutes I was unable to get into attack position, the closest range being 5000 yards on the port quarter of the port stern escort. The base course proved to be 100°(T), speed 9½ knots. Decided to trail behind submerged until sunset in preparation for a night "end around."
1833(I) Sunset, Surfaced. Smoke of convoy plainly in sight. His base course was heading him for PALAU with about 140 miles to run at 9½ knots. Began "end around" port side of convoy, with moon 90% full and sea glassy calm.
1910(I) Cleared "Contact Message" to ComSubPac. on sub frequency. It was not quite dark so purposely held off sending "Contact" on "Area" frequency first. Within 5 minutes of my transmission, a rebroadcast was "on the air" from M.P.M., so did not transmit on "Area Frequency".

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2228(I) Sighted two "Spitkits" sharp on port bow so maneuvered to avoid possible detection. They might have been pickets or just fishing but did not stop to investigate as there was "bigger game" in sight.

July 4, 1944 In Area 10 BAKER.

0015(I) Began receiving interference similar to our S.J. Radar.

0040(I) In convoy estimated 0200 Position. Sighted Submarine, (Ship Contact #3), about 2000 yards.

Believed this to be FINBACK, put him astern and headed further east along convoy's track.

0240(I) In position ahead of convoy as checked by the "escorts pingine".

0245(I) Sighted snake of convoy with Radar range 24,000. The moon was behind convoy with about one (1) hour before setting.

0254(I) Confident I had convoy course and speed and not wanting to be sighted in the moonlight night dived ahead of convoy.

03-48-30 to

03-48-54(I) Fired four bow (Mk.XIV) torpedoes. At the merchantman who was still "Boxed in" by his four escorts.

03-49-54(I) Heard first torpedo explode and heavy screws stopped. This was followed by two more torpedo hits and a tremendous explosion almost simultaneous with third torpedo hit. The after starboard escort was giving me a zero angle on bow and was too close for me to shoot at him so went deep into wake of my target.

0354(I) First of 18 close, accurate but too shallow depth charges. During depth charging the target could be heard breaking up as if he were right alongside. There was no doubt in my mind that the target had received 3 hits and sunk.

0400(I) Last of the 18 charges. I had gone to 300 feet and went ahead 90 RPM and began clearing area to the westward of TAIAN. The four escorts "milled around", in vicinity of attack, pingine vigorously but never making contact with me.

0442(I) Sound heard one distant explosion.

0545(I) Sunrise.

0600(I) With pingine well astern began coming to periscope depth.

0638(I) Sighted a "MAVIS", (Aircraft Contact #19), at 15 miles in direction of attack.

0639(I) Sighted a "BUFT", (Aircraft Contact #20), Close aboard.

0640(I) First of 8 aerial bombs. Not too close. Started deep.

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0643(I) Last of 8 bombs. None close. Pinging from direction of PALAU gradually "died out" through out morning as I continued westward. Continued normal submerged periscope patrol remainder of the day. Throughout forenoon we could hear the distant pinging of the escorts who were apparently looking for us.

1830(I) Sunset.

1851(I) Surfaced. All clear.

2210(I) S.J. Radar began receiving strong interference which resembled our own S.J. type. As we were still in the area (10 BAKER) assigned to FINPACK. I believed it a strong possibility that we could be near him. It was a rainy squally night and the interference appeared to come from the direction of a particularly large rain squall. Certain it must be one of our subs and not wishing to encounter him in a rain squall, I did not attempt to investigate. Continued on to my own area.

July 5, 1944 In patrol area 10 BAKER.

0531(I) Dived.

0600(I) Sunrise.

0650(I) Began hearing distant "pinging". Change of true bearing indicated it to be to eastward of us in direction of PALAU and appeared to be searching. Guess we made them mad yesterday and they are determined to "hunt out" the American submarines.

0715(I) No more "pinging".

1330(I) Began hearing very characteristic propeller noises which could have been fish as nothing was visible through periscope. However there is a strong possibility it could have been another submarine. Continued in direction away from "screws" which soon faded out. One thing is certain there is a definite increase of anti-submarine activity in the area.

1838(I) Sunset.

1850(I) Surfaced.

2250(I) Began sending our second message to ComSubPac. telling results on convoy.

July 6, 1944 In patrol Area 10 CHARLIE.

0530(I) Dived.

0559(I) Sunrise.

0645(I) Surfaced to Surface Patrol.

1833(I) Sunset.

2100(I) Entered patrol area 10 DOG.

July 7, 1944 In Patrol Area 10 DOG.

0512(I) Dived.

0548(I) Sunrise.

0628(I) Surfaced for Surface Patrol.

1826(I) Sunset.

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July 8, 1944 In Patrol Area 10 DOC.
Received message from ComSubPac. to move into area
10 EASY after dark today to take over life guard
duty at YAP-ULITHI.
0507(I) Dived.
0544(I) Sunrise.
0617(I) Surfaced for Surface Patrol.
1818(I) Sunset.

July 9, 1944 In Patrol Area 10 EASY.
0510(I) Dived.
0534(I) Sunrise.
0627(I) Surfaced to Surface Patrol and acted as "Life Guard"
Ship.
1023(I) Aircraft Contact #21 with S.D. at 40 miles. This
proved to be our Liberators (later sighted on bridge)
coming in from the south for the bombing of YAP-ULITHI. Re-
mained on surface.
1124(I) Last "Pip" disappeared from S.D. Radar. Planes
apparently have returned south to bases.
1810(I) Sunset.

July 10, 1944 In Patrol Area 10 EASY.
0458(I) Dived.
0530(I) Sunrise.
1015(I) Surfaced for "Life Guard" duty off YAP.
1023(I) Aircraft contact #22 with S.D. at 58 miles. These
were our "Liberators" (later sighted from bridge)
coming in from south to bomb YAP. Remained on surface.
1115(I) Last "Pip" disappeared at 58 miles from S.D. Radar
screen. Raid over for day. Continued surface patrol.
1808(I) Sunset.

July 11, 1944 In Patrol Area 10 EASY.
0450(I) Dived.
0531(I) Sunrise.
1012(I) Surfaced.
1026(I) Aircraft Contact #23 with S.D. at 32 miles. Our
"Liberators" over YAP.
1139(I) Last "Pip" disappeared. Raid over for the day
continued on surface patrol closing in toward YAP.
1140(I) Island of YAP in sight.
1403(I) Aircraft Contact #24 with S.D. Radar at 22 miles.
1408(I) Range closed to 15 miles and plane still not sighted
although visibility was excellent. Dived to avoid
being sighted.
1811(I) Sunset.
1848(I) Surfaced.

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B. NARRATIVE (Continued).

July 12, 1944 In Patrol Area 10 EASY.

0450(I) Dived.

0531(I) Sunrise.

1015(I) Surfaced.

1018(I) Aircraft Contact #25 with S.D. Radar at 38 miles. Our "Liberators" coming in over YAP for bombing.

1152(I) Last "Pip" disappeared. Raid over, bombers heading southeast to base.

1806(I) Sunset.

July 13, 1944 In Patrol Area 10 EASY.

0453(I) Dived.

0535(I) Sunrise.

1016(I) Surfaced.

1020(I) Aircraft Contact #26, with S.D. at 35 miles.

1111(I) Aircraft Contact #27, with S.D. at 16 miles. This Contact showed up at that range and had not been "tracked in" with the other "Pips". It was a smaller "Pip" indicating a small plane. The sky was cloudy and the plane was not sighted. It came in rapidly to 14 miles and believing it could be a Jap fighter did not care to let it get closer.

1112(I) Dived.

1157(I) Surfaced.

1208(I) Received message over "Life Guard" frequency that plane was down, bearing 285° distance 70 to 80 miles from point Carnation (SOROL ISLAND). Proceeded at full speed toward this point. Several repeat messages en-route verified the location.

1337(I) Aircraft Contact #28, S.D. Radar at 14 miles.

1338(I) Sighted airplane which was a JAP FIGHTER. He was dead ahead (In other words in the direction of our "downed aviators"). He appeared to be returning toward YAP, and at 12 miles turned toward us and began closing range rapidly.

1338(I) Dived.

1416(I) Surfaced. Continued at full speed to point of "downed aviators".

1716(I) At the "Given Position". NO AVIATORS. Began a systematic scouting of area, using high periscope for extra lookout. (See track chart for coverage.)

1806(I) Sunset.

2000(I) Fired one GREEN VERY'S ROCKET and continued to fire a green rocket every two hours through out the night.

July 14, 1944 In Patrol Area 10 EASY, searching for "downed Aviators".

0430(I) Received message from ComSubPac. that position of "Downed Aviators" was given as Lat. 8-40(N) Long. 138-56(E). This position is 18 miles bearing 312 from position I originally received and was included in area we were searching.

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B. NARRATIVE (Continued.)

0531(I) Sunrise.

0630(I) In position sent out by ComSubPac. NO AVIATORS.
Continued systematic search of area.

0911(I) Aircraft Contact #29, sighted two Liberators at
18 miles angle elevation 1 degree. They closed in
on us to about 4 miles, then went out. They are searching
area for the "Downed Aviators".

1005(I) Aircraft Contact #30, sighted a "RAFT" at 18 miles.
He did not sight us.

1054(I) Aircraft Contact #31, S.D. Radar at 45 miles. These
are our liberators on daily bombing mission of YAP.

1214(I) Last "Tip" disappeared from Radar Screen, Liberators
headed south for base. During day investigated every
piece of floating object sighted during systematic search of
area. The day was clear and water very calm so that sighting
objects in the water at 4 and 5 miles was not difficult. It
seems incredible the number of logs and oil drums floating
about. At one time recovered a "life ring" which had apparant-
ly been floating for days and it had no markings. At another
time sighted and hauled aboard a small native dugout canoe
with no evidence of life.

1314(I) Sighted "another floating" object. As we closed
this another black shiny object appeared. Closed
this and took on board the tire and attached landing gear for
a large plane. We were in area where plane crashed. Other
yellow objects began to show up around us. Then on the horizon
a possible raft, yes it was a raft. Men were waving their
arms.

1420(I) In Lat. 8-43(N) Long. 138-39(E), took on board three
men from rubber boat. Flooded down so we could
"easy" them aboard as they were injured. This group informed
me there was one more survivor from the B-24, and that he had
drifted westward. He was about 5 miles west of first group.
This was the Co-Pilot and he was not injured. He scrambled
aboard with ease. My Pharmacist's Mate supervised getting
the injured below and began treatment. The Co-Pilot assured
me these were the only survivors.

I continued to scour the area and take on board all
the floating gear in the area as I wanted to leave no "marker
buoys". This proved to be all the "emergency equipment"
such as "jungle kit", sun distiller, medical kit, empty oxygen
bottles and identification kit. There was also a floating
rubber covered gasoline tank. It was full of gasoline. We
chopped holes in this and let it sink. By sunset we had
removed all the floating evidence from the water.

By this time my Pharmacist's Mate reported he had
the situation well in hand, he had dressed all the wounds,
administered a little brandy and had in general gotten the
four pretty well settled down. He stated the injuries were
minor and that he could handle the job.

B. NARRATIVE (Con't).

1808(I) Sunset.
2110(I) Able to clear my number three message to ComSubPac. giving the information that we had rescued the only four survivors.

July 15, 1944 In Patrol Area 10 EASY.
0400(I) Received message from ComSubPac. of "Well Done" and also telling us to remain in area 10 EASY as "Life Guard Ship" until further orders.
0500(I) Dived.
0532(I) Sunrise.
1003(I) Surfaced.
1036(I) Aircraft Contact #32, S.D. Radar at 32 miles. Cloudy and Rainy so did not sight. "Pips" looked like four separate formations, so believed them to be our Liberators on daily bombing mission of YAP.
1149(I) Last "Pip" disappeared from radar screen.
1806(I) Sunset.

July 16, 1944 In Patrol Area 10 EASY.
0458(I) Dived.
0528(I) Sunrise.
1002(I) Surfaced.
1023(I) Aircraft Contact #33, S.D. Radar at 55 miles. Later sighted formation of 20 Liberators going over YAP. Observed some Jap "zero" opposition, but none of our planes downed. Radar range at time of seeing this was about 40 miles. All planes clearly visible.
1132(I) Last "Pip" disappeared from screen.
1809(I) Sunset.

July 17, 1944 In Patrol Area 10 EASY.
0500(I) Dived.
0531(I) Sunrise.
1002(I) Surfaced. A rainy squally morning, looks like no Liberator strike on YAP today.
1805(I) Sunset.
2200(I) Received message from ComSubPac. which contained information that Commander Thirteenth Airforce Headquarters "deeply appreciated rescue of Combat Crew."

July 18, 1944 In Patrol Area 10 EASY.
0505(I) Dived.
0530(I) Sunrise.
0956(I) Surfaced.
1010(I) Aircraft Contact #34, S.D. Radar at 55 miles. Later sighted formation of 19 Liberators heading toward YAP.
1147(I) Last "Pip" disappeared from Radar Screen, planes heading south again.
1805(I) Sunset.

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B. NARRATIVE (Cont).

July 19, 1944 In Patrol Area 10 EASY.

0455(I) Dived.

0530(I) Sunrise.

0950(I) Surfaced.

1023(I) Aircraft Contact #35, S.D. Radar at 55 miles. These are our Liberators coming in over YAP.

1156(I) Observed a tremendous water spout and smoke in direction of returning planes from bombing mission, well over horizon. Believing it to be one of our planes crashed began heading for it. Later observed a Liberator circling the position where we had seen smoke.

1220(I) Received message that one of our planes was down, and that 9 parachutes were observed to open of men who bailed out. Position given was within 15 miles of where we were heading. We closed the area and began a systematic search for the downed aviators. As it later developed the PILOT was the only one who was able to get near one of the many rubber life rafts which were found in the area. This day was choppy and windy so that it was extremely difficult to "SPOT" the men floating in the water in their life jackets as just there heads would be out of water. However the seas were becoming more calm so that our "SPOTTING" became better and better.

1449(I) First survivor (PILOT) aboard. He had a rubber raft.

1510(I) Second survivor (BOEMADIER) aboard.

1515(I) Third survivor (GUNNER) aboard.

1809(I) Sunset.

1823(I) Fourth survivor (GUNNER) aboard.

1827(I) Fifth survivor (ENGINEER) aboard.

1950(I) Sixth survivor (NAVIGATOR) aboard. It was now pitch dark and we could hear him shouting. Trained search light in direction of noise and found him about 100 yards off the port beam. He stated he was very tired and could not swim further. If I maneuvered I might loose him in the seas. The Torpedo Officer, Lieutenant J. F. Neenan, USN(A strong swimmer) volunteered to go out after him, so with a line around himself, Lieut. Neenan swam out to the man and brought him back to the ship. The man was so weak he had to be hauled on board.

2000(I) Received message from ComSubPac. to discontinue Life Guard duty and began normal Rotation in Speedway.

2100(I) Sent message to ComSubPac. we were rescuing aviators and would continue job until further orders.

During night continued a slow cruising throughout area, using megaphone to call out to see if we could get and response.

July 20, 1944 In Patrol Area 10 EASY, Looking for downed aviators.

0500(I) Received message from ComSubPac. to continue search one or more daylight periods as I saw necessary.

0530(I) Seventh Survivor (Asst. RADIO OPERATOR) aboard. As we were passing this man abeam he used his packet of "Green Sea Dye" which gave a good marker that the lookout spotted.

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We was well out from the ship and if the man had not used the dye we surely would have passed beyond him that sweep.

1052(I) Aircraft Contact #36, sighted 2 Liberators at 9 miles, looks like they are searching too.

1715(I) Eighth survivor (RADIO OPERATOR) aboard.

1735(I) Took on board a floating opened parachute. This was near to the 8th survivor. This parachute had a small Pilot chute and the 8th survivor assures us that when he bailed out his pilot chute pulled off his main chute during descent. However no man around in water.

1809(I) Sunset.

2000(I) Sent message to ComSubPac. that one of men from the rescue on 14 July, was developing complications in a leg wound which needed Surgeons care and we could handle danger for 6 days.

July 21, 1944 In Patrol Area 10 EASV, Looking for downed aviators. There were two more (Total 10) in the plane crew.

0400(I) Received message from ComSubPac. to spend one more daylight period in search, then proceed to STEADLER.

0535(I) Sunrise.

0640(I) Recovered an Aviators Life Jacket. All the men we brought on board were still wearing theirs when rescued. We were in the immediate vicinity of where we had rescued the 8th survivor and the parachute the night before. This jacket had black burn smudges on it, neither CO2 charges had been opened although one CO2 holder appeared to be partially torn loose as if some one had attempted to pull the cord but had pulled sideways instead. The gunners had been fighting fire in the turret before bailing out. One gunner was still missing. On the other hand the pilot informed me all planes were supposed to carry one extra jacket so that there is a 50-50 chance this was the extra life jacket.

1037(I) Aircraft Contact #37, S.D. Radar at 55 miles. Our Liberators going in for bombing mission of YAP.

Continued search throughout day for missing Co-Pilot and Gunner. The sea was very calm and visibility was excellent so that if the men had been there we would have seen them. During the entire rescue period we found much evidence of the plane crash which we removed. We took on board a total of seven (7) rubber life rafts. The one the pilot had was partially inflated and fairly servicable. One near the plane slick was fully inflated but bottom split. One more, no were near any survivors, was partially inflated. Having not sea anchor it had been blown by the wind away from wreck. Four (4) were not inflated, either "blown out" or broken and just awash, not near any survivors.

1810(I) Sunset.

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B. NARRATIVE (Con't).

1930(I) DARK - No more survivors - I was sure I had completely covered the area and if they had been afloat I would have found them. Discontinued search - Set course for SEEDLER.

2000(I) Sent message to ComSubPac. that I was leaving area enroute SEEDLER.

2335(I) Left area 10 EASY.

July 22, 1944. Enroute SEEDLER.

0503(I) Dived.

0526(I) Surfaced.

0528(I) Sunrise.

0903(I) Aircraft Contact #38, S.D. Radar at 35 miles. Liberators passing north to bomb VAP.

1500(I) Sent message to ComSubPac. stating I had received instructions for communications with CTF 72.

1759(I) Sunset.

July 23, 1944 Enroute SEEDLER.

0100(I) Set clocks to Zone -10(K) time.

0552(K) Dived.

0612(K) Sunrise.

0621(K) Surfaced.

0700(K) Received message from ComSubPac. giving Task Unit designation (T.U. 72.1.4) under CTF 72.

0939(K) Aircraft Contact #39, S.D. Radar at 22 miles. Formation of Liberators flying north.

1210(K) Aircraft Contact #40, S.D. Radar at 24 miles. Formation of Liberators flying south.

2100(K) Sent message to CTF 72 regarding reporting for duty, Army Aviators on board and material condition.

July 24, 1944 Enroute SEEDLER.

0530(K) Dived.

0545(K) Surfaced.

0605(K) Sunrise.

Received message from CTF 72 indicating he had received our "reporting message".

0916(K) Aircraft Contact #41, Sighted P.E.V. at 10 miles, was on a scouting mission to northward.

0949(K) Dived. Had converted Fuel Ballast Tanks to Ballast tanks and desired to wash out tanks.

1026(K) Surfaced.

1203(K) Aircraft Contact #42, sighted P.E.V. at 12 miles on return south from search mission.

1818(K) Sunset.

July 25, 1944 Enroute SEEDLER.

0608(K) Sighted escort vessel (VMS 49). Exchanged calls, proceeding in company to SEEDLER.

0612(K) Sunrise.

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B. NARRATIVE (Con't)

- 1135(K) Entering Seeadler, MANUS, Harbor.
- 1305(K) Moored alongside the EURYALE.
- 1310(K) Colonel A. H. LUTHEMAN, A.U.S. came aboard with ComSubRon 18, to receive the "Army Aviators" on board, and delivered a "Commendation" from Commander Thirteenth Air Force, A.U.S. to the C.O., officers, and crew of CHAVINA relative to rescue.
- 1315(K) Fueling ship, making preparations to get underway for Brisbane. Received 20,986 gal. diesel oil.
- 1600(K) Underway from alongside EURYALE, clearing harbor, in company with Y.M.S. 49, enroute Brisbane, Australia, via VITIAZ STRAITS, for refit.
- 1817(K) Sunset.
- 1820(K) Detached Y.M.S. 49, proceeding independently.
- July 26, 1944 Enroute Brisbane, Australia.
 - 0617(K) Sunrise.
 - 0849(K) Exchanged calls with H.M.A.S. TOWNSVILLE (J-205) who is acting as my escort through VITIAZ STRAITS.
 - Numerous friendly ship and plane contacts throughout the day.
 - 1702(K) Made a Trim dive.
 - 1717(K) Surfaced.
 - 1757(K) Took departure from escort having completed transit of VITIAZ STRAITS.
 - 1800(K) Proceeding independently to Brisbane, Australia, via routing north of TROPRIAND ISLANDS, WOODLARK ISLANDS AND EAST OF ROSSEL ISLAND.
- July 27, 1944 Enroute Brisbane, Australia, via prescribed routing. Had numerous friendly plane contacts throughout day. Also encountered some friendly shipping enroute.
- July 28, 1944 Enroute Brisbane, Australia.
- July 29, 1944 Enroute Brisbane, Australia.
- July 30, 1944 Enroute Brisbane, Australia.
- July 31, 1944 Enroute Brisbane, Australia.
 - 0529(K) Sighted Pilot vessel.
 - 0545(K) Exchanged signals with port war signal station.
 - 0645(K) Pilot came on board.
 - 1025(K) Arrived New Farm Wharf, Brisbane, Australia.

C. WEATHER.

The weather in general was excellent. The sea varied from glassy calm to a medium chop, winds light to brisk, frequent rain squalls of short duration sky partly cloudy to overcast.

D. TIDAL INFORMATION.

Tides and currents conformed with current charts and publications.

E. NAVIGATIONAL INFORMATION.

None encountered.

N. SOUND GEAR AND CONDITIONS.

Sound conditions ranged from fair to good. Pinging of escorts was heard at approximately twenty miles. Screws of escorts could be heard at 9,000 yards. No ping ranges were taken.

O. DENSITY LAYERS.

On July 4th a layer was noted at Lat. 7-47 N. Long. 133-18 E. There was a slight negative gradient from the surface down to 240 feet. At 240' the negative gradient increased sharply. To avoid detection this layer was used. Running below it at standard speed the submarine was never detected by the four searching escorts. On all other occasions in the PALAU area an isothermal layer was noted between the surface and 100 feet.

P. HEALTH, FOOD, AND HABITABILITY.

The first two patrols of the GU VINA have been in areas with relatively good weather and a major portion of the patrolling time was spent on the surface so that the crew has been able to be in the sunlight a great deal. This, together with a well organized Commissary Department, that is able to prepare well balanced meals, in adequate quantity, has kept the crew in good health. The air conditioning continues to function properly and the habitability is entirely satisfactory.

Q. PERSONNEL.

During the torpedo attack on July 4 and the subsequent rescue of twelve (12) "Army Aviators", on July 14, 19 and 20, the courage and enthusiasm of the officers and crew was of the highest order.

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By: NARA NARA Date: 1992

SUBMARINE DIVISION ONE EIGHTY TWO

FB5-182/A16-3

Serial 0103

Care of Fleet Post Office,
San Francisco, California,
31 July 1944

CONFIDENTIAL

FIRST ENDORSEMENT to
CO GUAVINA ltr. SS362
A16, Ser. 017 of
July 31, 1944.

From: The Commander Submarine Division 182.
To: The Commander-in-Chief, U.S. Fleet.
Via: The Commander Task Force SEVENTY-TWO.

Subject: U.S.S. GUAVINA (SS362) Second War Patrol - Comments
on.

1. During the second patrol of the GUAVINA, twelve days were spent in the PALAU area during which an enemy merchantman protected by four escorts was successfully attacked, three hits being obtained out of a four torpedo salvo. This proved to be the only contact of the patrol. Thirteen days were spent on lifeguard duty off YAP during which period twelve U.S. Army aviators were rescued.

2. The one attack occurred in the early morning of 4 July 1944. This was conducted by periscope in bright moonlight following a well executed end-around run. Torpedo run was 2030 yards, 62° starboard track, small gyro angles, spread used insured 200% coverage of target length. Slowing down of target from first torpedo hits probably accounts for fourth torpedo hitting. This attack resulted in a counter attack by escorts in which 18 depth charges were dropped and light aerial bombs by plane after GUAVINA had returned to periscope depth. Eight bombs were dropped but no damage was sustained.

3. The rescue of the twelve Army aviators off YAP is most gratifying and reflects much credit of the good judgement of the Commanding Officer, U.S.S. GUAVINA. The patrol was terminated early due to injuries sustained by one of the survivors which required surgical attention. The pharmacist's mate is congratulated on a job well done.

4. A total of 42 plane contacts were made, of which 19 were identified as friendly.

5. The excellent results of the SD radar are heartening. This radar has been fitted with an amplifier unit which is apparently the answer to a longfelt need.

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