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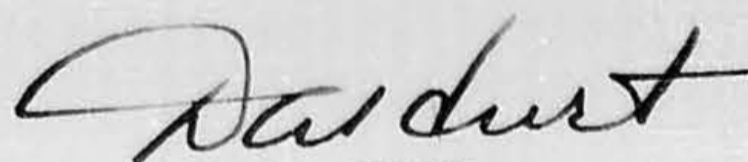
IN REPLY REFER TO:

SS176/38  
Serial ( 3 )UNITED STATES ASIATIC FLEET  
SUBMARINE DIVISION 203  
U. S. S. PERCH (SS176)ADDRESS: ASIATIC STATION  
VIA: SAN FRANCISCO, CALIF.**DECLASSIFIED**  
CONFIDENTIAL

U.S.S. Perch - Report of First War Patrol.

Period from December 11, 1941 to January 17, 1942.

- Area: (1) North 43 miles of following area:  
From intersection latitude  $16^{\circ}$ ---' N with West Luzon Coast (Longitude  $119^{\circ}$ -45' E) along a line  $225^{\circ}$  true for 30 miles, thence 83 miles along line  $165^{\circ}$  true, thence back to Luzon Coast on line bearing  $075^{\circ}$  true.
- (2) Southwest coast of Formosa to Pescadores Channel.
- (3) Sixty square miles with center  $21.36$  N,  $115-16$  E, sides  $033^{\circ}$  true and  $123^{\circ}$  true (Off Hong Kong).
- (4) Enroute Darwin via Linapacan Straits, Makassar Strait and Balikpapan.

  
D.A. HURT.



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UNITED STATES ASIATIC FLEET  
SUBMARINE DIVISION ~~FOURTEEN~~ 203  
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ADDRESS: ASIATIC STATION  
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PERCH WAR PATROL--I

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A--Narrative.

At about twenty-three hundred on December 10, 1941, reported to Commander Submarines, U.S. Asiatic Fleet on board U.S.S. Canopus at Pier one, Manila Harbor. Received orders to report to North 43 miles of following area:

From intersection latitude  $16^{\circ}-00'N$ . with West Luzon Coast (Longitude  $119^{\circ}-45'E$ ) along a line  $255^{\circ}$  true for 30 miles, thence 83 miles along line  $165^{\circ}$  true, thence back to Luzon Coast on line bearing  $075^{\circ}$  true.

December 11, 1941.

At 0012 returned aboard Perch and headed out of Manila Bay, making 16 knots on three main engines-No.2 main engine out of commission. At 0155 entered mine field. At 0223 passed through outer buoys. At 0300 set course  $313^{\circ}$ . At 0500 with Sueste Point bearing  $082^{\circ}$  true, distant 10.1 miles changed course to  $344^{\circ}$  true. At 0514 with Capones Island Light (not burning) bearing  $005^{\circ}$  true, distant 7.8 miles submerged to 95 feet. At 0650 came to periscope depth and maintained periscope watch during remainder of day. Nothing sighted during the day except at 1348 sighted one of our patrol planes bearing  $200^{\circ}$  true, range about 10,000 yards flying on a southeasterly course. During forenoon sea was quite glassy with long easy swells. During late afternoon sea became fairly choppy. At 1804 surfaced. Ahead on one engine, charging batteries on the other two. After surfacing unable to hear anything on ship's radio on any of the four frequencies listed in Cincaf's 101247 until 1913. At 1935 entered southern edge of our assigned area. Sighted two lights on hills to eastward. At 2130 sighted Hermana Mayor Light, burning, bearing north.

December 12, 1941.

The run during the night was up and down the area on  $344^{\circ}$  true and reverse, arranged so that we would arrive off Port Masinloc at daylight. At 0505 submerged to 95 feet. After daylight came to periscope depth and maintained periscope watch during remainder of day. At 0840 changed course to  $105^{\circ}$  true heading in towards Masinloc and continued in to 2.4 miles off shoal water at which time (1138) were able to see the church and buildings of the town of Masinloc. No shipping sighted. At 1138 changed course to  $190^{\circ}$  true, heading down to investigate in the vicinity of Iba. At 1545 passed Palauig Light abeam to port 4.2 miles. Nothing sighted in Iba vicinity. At 1816 surfaced. Cruised on one main engine, charged batteries on other two. Unable to pick



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PERCH WAR PATROL--I (CONTINUED)

A--Narrative. (Continued).

up NPO on any frequency. Determined fault to be in our receiver. Started repairs. Opened out to seaward in area during night.

December 13, 1941.

During the morning watch, having completed repairs to radio receiver received parts of two messages from NPO. At 0506 dived to 95 feet. At 0628 came to periscope depth. At 1350 lost power on No. 2 periscope. Discovered full ground in lower limit switch. Went to 95 feet. At 1515 repairs completed to periscope. At 1520 came to periscope depth. At 1814 surfaced. Cruised on one main engine, charged batteries on other two. Repairs to No. 2 main engine still not completed. Almost impossible to work on it during dives, due to exhaustion of men. Best machinist's mates work at night and are making progress, but it is slow work. Picked up NPO immediately after surfacing. Sighted two or three lights on shore. Ran to westward across southern end of area and then to northward.

December 14, 1941.

Ran during the night so as to arrive vicinity of Port Masinloc by sunrise. At 0508 dived to 95 feet. At 0630 came to periscope depth and maintained periscope watch during remainder of day. Nothing sighted at Port Masinloc. Headed up off Hermana Mayor. At 1102 Hermana Mayor Light bore north, 10.5 miles. During the afternoon sighted smoke from two fires on shore east of Hermana Mayor, which looked like brush fires. At 1811 surfaced ahead on one main engine, charging batteries on other two.

December 15, 16, 17, 1941.

Nothing of interest to report. Dived each day at beginning of morning twilight and surfaced after dark. Maintained periscope watch during daylight hours.

December 18, 1941.

At 1920 decoded Comsubsaf 181033 shifting Perch area to southwest coast of Formosa to Pescadores channel. At 1923 put second engine on line, 650 KW each, started for new station. (At 1949 NPO receipted for my acknowledgement of Comsubsaf 181033.)



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PERCH WAR PATROL--I (CONTINUED)

A--Narrative (Continued).

At 2130 passed out of Perch area at longitude 119-25 and set course north. At 2205 put third engine on line carrying 650 KW. each. Moderate head sea. Speed by pit log 14.6 knots. Later in evening seas became heavier and speed dropped to 13.8 knots by pit log.

December 19, 1941.

At 0521 dived to 95 feet. At 0630 came to periscope depth and maintained periscope watch during remainder of day. At 1808 surfaced. Ahead on two engines at 650 KW. each, third engine on battery charge. Obtained star fix. Received Comsubsaf 191036 directing Sturgeon depart area Saturday night. I expect to arrive in my new area about 2300 (Zone -8) Saturday night.

December 20, 1941.

At 0250 repairs to No. 2 main engine completed. Ran it for short periods for test. Engine seems to be all right, but will require easy working in with careful watching. At 0420 sighted steady white light bearing 070° true on horizon. Believed to be small fishing craft. Bearing drew to right. Seas quite heavy. Decided to hold course and keep heading for new area. At 0528 dived to 95 feet. At 0630 came to periscope depth, and maintained periscope watch until 1143 at which time seas had become so heavy that it was impossible to maintain periscope depth at less than standard speed and even then waves were so high that range of visibility was greatly reduced. Went to 90 feet. At 1400 and 1600 came to periscope depth, nothing in sight. At 1803 surfaced. At 1805 sighted flashing light bearing 005° true. At 1807 sighted flashing light bearing 156° true. At 1818 sighted light bearing 035° true. Instead of flashing these lights turned out to be steady white lights. Thinking possibly that these lights were some sort of trap, dived at 1821 and changed course to 330° true. Sound could not hear anything. At 1932 surfaced. The light which had been ahead (bearing 005° true) was now on the starboard beam. Apparently it was a small boat of some sort. No outline of hull could be made out with glasses or periscope and the range was estimated at 4000 yards. Came back to course north. Knowing that we were approaching our area and not having a fix for over twenty four hours, decided to run on one engine and take soundings cautiously every hour to try to establish our position.



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PERCH WAR PATROL--I (CONTINUED)

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A--Narrative (Continued).

December 21, 1941.

At 0100 on crossing the 1000 fathom curve, assumed we were on the Southern edge of our area. At 0200 crossed the 500 fathom curve and changed course to 320° true to parallel the coast. At 0300 had crossed the 100 fathom curve and determined our position as 22-39 N, 119-31 E. Reversed course to 140° true. At 0449 sighted unlighted steamer bearing 110° true. Dived for sound approach. I was below at the time. The officer-of-the-deck had determined that the ship was on opposite parallel course. The QB operator had picked up the propellers almost simultaneously with the sighting of the ship by the officer-of-the-deck. Made setup on T.D.C. Estimated range by O.O.D. was 3500 yards. Sound bearings drew slowly to the left getting weaker continuously and faded out on 293° relative (Perch course 140°), at 0513. Just prior to sighting this ship a light had been picked up on the port beam. The OOD had looked at this light, instructed the port lookout to keep his glasses on it, and had then started to search forward towards the bow when he picked the ship up. I believe that angle on the bow instead of being 30° port was greater than 90° port, that the ship had crossed our bow out of visibility, and was heading towards the Formosa Coast, with the range increasing from the time of sighting. Perch's estimated position at time of sighting Latitude 22-21.5 N, Longitude 119-40 E. At 0600 decided to cruise to eastward during the day to establish position by landfall. Seas quite heavy making control of the ship at periscope depth difficult, so ran at 90 feet coming to periscope depth every forty-five minutes. At 1310 while at periscope depth sighted enemy plane bearing 095° true, distance about 2000 yards, altitude about 500 feet and on a westerly course. Went to 90 feet. At 1753 changed course to 140° true. At 1756 surfaced. Still had not made a landfall on Formosa. It was overcast and raining nearly every time we looked during the afternoon watch, and was raining lightly when we surfaced. During the evening watch sighted five white lights between Perch and the shore. They were believed to be small fishing boats, as Perch was close enough to some of them to have seen their hulls had they been ships.

December 22, 1941.

On reversals of course during the night again sighted these lights at various times. Shortly after three o'clock in the morning sighted the port side light of one of them at about 3500



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A--Narrative (Continued)

yards and determined it was a small boat. Ran through one heavy rain squall during the mid watch with wind of about 25 knots and quite heavy seas. At 0531 dived to 95 feet. Seas quite heavy - decided to remain at 95 feet until 1000. At 0850 sound reported possible propeller noises bearing 117° true. Came to periscope depth but could not see anything on the surface. At 1305 obtained fairly good fix on Shoryukyu To (Island), bearing from Island 203° true, 8.5 miles. We were very close to the line we thought we were on but about 5 miles to the southward. At 1503 sighted small fishing boat bearing 176° true, distance about 3 miles. At 1600 sighted Shoryukyu To light bearing 045° true, 6.5 miles. At 1725 sound reported propeller noise on port bow. Came to periscope depth and sighted a small steamer of not over 1000 tons. Swung to the left but track angle was large and ship so small that I didn't deem it advisable to fire. Perch's position at time of sighting ship bearing 254° true, 6.8 miles from Shoryukyu To light. Steamer's course was approximately 160° true. At 1746 came back to course 330° true. At 1809 surfaced. Shoryukyu To light was burning - flashes every two seconds but probably with reduced visibility. Decided to cruise up towards Pescadores Channel during the night and run back and forth across the channel tomorrow. At 1818 sighted beams of seven large searchlights pointed skyward on shore bearing between 020° true and 027° true, which put them to the southeastward of Takao. At 2300 changed course to 270° true. N.P.O. came in very well on surfacing tonight but faded out at about 2330. Last night faded out at about 2200. Night of the 20th faded out at about 0430 in the morning. Weather moderated after sunset. Seas much flatter and wind decreased.

December 23, 1941.

At 0300 changed course to 090° true. At 0405 sighted steady white light three points forward of port beam on horizon. At 0425 sighted steady white light one point forward of port beam on horizon. Both of these lights drew to the left and are believed to have been trawlers. At 0733 sighted masts of a ship bearing 209° true, estimated range 18000-20000 yards. Perch course 090° true. Estimated angle on the bow 50° port. Attempted to close for 27 minutes on course 140° true (120° port track). At 0800 when merchantman bore 160° true (20° relative), sighted masts, bridge, and top of stacks of a destroyer of the Minekaze class bearing 150° true at a range of 7500-8000 yards, on same course as merchantman, which had been determined as 080° true. Could



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PERCH WAR PATROL--I (CONTINUED)

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A--Narrative (Continued)

not close either ship to firing range. On a search around the horizon at 0806 sighted masts and stack of a steamer bearing 330° true, angle on the bow about 90° starboard, range about 15,000 yards. At 0807 sighted scouting observation seaplane, very much like our cruiser planes bearing 070° true, heading about 280°, range 5000-6000 yards, and flying at an altitude of about 500 feet. Went to 95 feet. Sea choppy, visibility excellent. At 0810 changed course to 270° true. First merchant ship was similar to Kosi Maru #140 "Japanese Merchant Ships". Could not tell type of second ship. Perch position at time of sighting first ship Latitude 22-35 N, Longitude 119-53 E. Both merchantmen believed enroute Indo China to Takao-Toko area. At 1308 in Latitude 22-35 N, Longitude 119-45 E while on course 270° true sighted same type destroyer as that sighted at 0800, bearing 133° true, range 12000 yards on course North. Determined could not close him, but changed course to 010° to observe him more closely. At 1436 sighted fishing trawler bearing 291° true, distance about 3000 yards on a southwesterly course. At 1807 surfaced. Course 180° true. At 1817 sighted steady white light broad on port bow and one three points abaft port beam on horizon. Believed to be trawlers. Later disappeared on port quarter. No. 1 main engine out of commission for repairs. Inspected crank bearings on it yesterday and found them in bad condition with considerable bearing metal flaked off. Renewed the first six bearings inspected last night. Considered that the engine should not be run until all bearings are inspected for fear of scoring a crank pin. At 2012 received Comsubsaf 230943 assigning Perch new area sixty miles square with center 21-36 N, 115-16 E, sides 033° true, and 123° true. Headed for new area immediately. Set course 263° true. At 2126 put #3 main engine on propulsion at 650 KW. At 2210 after completing battery charge, put No. 4 main engine on propulsion, now carrying 650 KW each on Nos. 3 and 4, and 600 KW on No. 2 (just completely overhauled and with ground journal). This gave us 245 rpm, 15.5 knots. N.P.O. faded out at about 2215 tonight.

December 24, 1941.

At 0441 sighted steady white light on horizon three points forward of port beam, drawing aft. At 0500 above light faded out abaft port beam. Maintained periscope watch during daylight, nothing sighted. Completed inspection and renewal all crank bearings on No. 1 main engine during the dive. At 1806 surfaced. Ahead standard on Nos. 2 and 3 main engines. At 1821 heard pounding noise in No. 3 main



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PERCH WAR PATROL--I (CONTINUED)

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A--Narrative (Continued)

engine. Stopped it. Inspection revealed wiped crank bearings on Nos. 2 and 10 units, with undoubted scoring of journal. At 2300 entered new area. At 2339 sighted 16 white lights between 2 and 3 points on starboard bow. At 2355 sighted 15 white lights between 1 and 2 points on port bow. As these lights passed abeam on either side, they appeared to be fishing boats or junks, moving very slowly.

December 25, 1941.

At 0100 slowed to 600 KW on one engine and changed course to 005° true, having reached the center of our area. At 0215 sighted glow of light bearing 010° true beyond horizon. It was group flashing, 3 flashes every 20 seconds, which answered to characteristics of Chilang Lt. Bearing of this light coupled with soundings showed us north of the center of our area. Decided to run so that I would dive in northern part of my area at dawn. Maintained periscope watch during daylight. Sea was quite smooth and visibility excellent. Nothing sighted all day. During dive started inspection crank bearings on No. 4 main engine. On nearly every bearing the satco metal had begun to flake off - on some of them seriously. Renewed all but four of them during the dive today. At 1809 surfaced. Ahead No. 2 main engine, using No. 1 for battery charge. At 1835 sighted group of white lights on fishing boats or junks on port beam. At 1944 sighted unlighted steamer one point on port bow. Battle Stations. At 1948 took No. 1 main engine off battery charge, put it on propulsion. At 1954 ahead standard - 14 knots. At 2010, when range had closed to 2000 yards stopped and fired four torpedoes. Three of the torpedoes ran straight and normal, those from tubes 1, 2, and 4. The torpedo fired from No. 3 tube broached at launching then took its depth and started circling to the right. When just forward of Perch's beam and on about opposite course it broached again, and as it again started to dive it exploded throwing up a considerable geyser of water and giving off a big flash. The other three torpedoes missed. Submerged and reloaded. During this approach I conned the ship from the bridge and estimated the ranges and target course. My executive officer was on the periscope sending bearings to T.D.C. He had been able to pick up the target by periscope about 10 minutes before firing. Firing data listed under part "G" this report. At 2030 while submerged sighted steamer through periscope bearing 348° true, estimated range 8,000-10,000 yards, on estimated course 080° true. At 2033 changed course to 100° true. Steamer drew to the eastward rapidly and I saw that I



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PERCH WAR PATROL--I (CONTINUED)

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A--Narrative. (Continued).

could not close him. It was a clear night with stars out and moon shining. At 2048 surfaced, changed course to 180° true.

December 26, 1941.

At 0901 while on course north in Latitude 21-16 N, Longitude 115-26.5 E sighted smoke and masts of a ship bearing 256° true, estimated range 17000 yards. Changed course to 256° true. O.O. D. had apparently made a mistake in true bearing. I finally picked up target bearing 230° true and changed course to 160° true at 0915. Ran in at high speed and at 09-48-30 fired torpedo from No. 1 tube and at 09-48-40 fired torpedo from No. 2 tube. Both torpedoes missed. Firing data listed under part "G" this report. The ship held its course until well after torpedoes had crossed track, then started zig zagging. The ship was of a type similar to the Shinwa Maru #40 "Japanese Merchant Ships". Both this ship and the one sighted last night were about 20 miles south of the center of Perch area. At 0959 changed course to north. At 1358 sighted sailing junk bearing 010° true, distance about 4 miles on easterly course. At 1414 sighted cruiser type observation plane on port bow on opposite course. Immediately went to 100 feet. At 1535 came to periscope depth, nothing in sight. At 1826 surfaced. Moon and stars out, excellent visibility. At 2100 changed course to 180° true. During the day completed renewal crank bearings on No. 4 main engine.

December 27, 1941.

At 0100 changed course to north. At 0541 dived to 95 feet. At 0630 came to periscope depth, maintaining periscope watch. At 0643 sighted sailing junk bearing south about 5000 yards, on northerly course. Sea fairly flat with quite a few white caps. At 0831 Pedro Blanco rock bore 320° true, 12.5 miles. At 0833 sighted masts of ship bearing 050° true, estimated angle on bow 50° port, estimated range 20,000 yards, on westerly course. Perch course north. At 0834 ahead standard speed, 5 knots. At 0847 sighted two DD in line, one CL, and one large loaded tanker about 3 points on port bow. At 0853 bearings were as follows:- the 2 DD in line 342½° true, CL 328° true, tanker 321° true. Range 9500 yards, angle on bow closest DD 85° starboard, course about 080° true. They were making at least 18 knots. Saw I could not close them to firing range, so continued approach on first ship sighted. At 0904 went ahead standard speed for 15



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PERCH WAR PATROL--I (CONTINUED)

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A--Narrative. (Continued).

minutes without taking a look, during which time determined by mooring board that 320° true was the best course to steer to intercept him. At 0921 determined range as 3400 yards, angle on the bow 25° port. Target had changed course to the left and was now on course 246° true. Saw that I would be able to get in to good firing range. At 0925 observation showed that target had again changed course to left to 231° true and that angle on bow was less than 10° port. I changed course to 310° true. Range at this time was about 2200 yards. It was realized that target was making slow speed and that I would be able to cross his track and fire stern tubes. At 0930 changed course to 300° true. At 0931-30 fired torpedo from #5 tube, and at 0931-40 fired torpedo from #6 tube. At 0931-55, 25 seconds after firing first torpedo heard an explosion. Soon after this sound reported propellers of target slowing down and stopped. At 0945 started changing course to the left. Ran up periscope and saw the ship I had fired at lying to. I determined to go back to close him. Sighted what I at first thought was one of the DDs coming back towards the merchantman and steadied up on 180° at 0945. At this time I determined the man of war was not a DD but the C.L. At 1000 started turning to the left to 060° to close him. Between 1000 and 1013 sighted the two DDs returning towards target and cruiser and I changed course to the right and steadied on 110° true at 1013. The DDs came on and passed to the northward of me at about 6000 yards range and between me and the other ships. I changed course to 090° true, still trying to close the cruiser, who was circling in the vicinity of the merchantman. At about 1040 the two DDs, in column, turned south and at 1042 sighted cruiser plane bearing 235° true, heading towards me at a range of about 4000 yards. Pulled down periscope and ordered 110 feet. At 10-46-20 explosion occurred. I ordered depth charge stations and decided to put the ship on the bottom. At 1049 two explosions occurred, not very close. My depth at time 130 feet. At 1056 settled on bottom in 170 feet of water. Stopped all machinery in ship except sound motor generator. At 1102 explosion occurred which we estimated to be about 1000 yards away. During this time we were unable to hear any echo ranging "pings" or propeller noises. At 1535 sound reported propeller noises bearing 180°, 045°, and 335° relative. Propellers heard on 180°, and 045° were not heard again. Propellers heard on 335° drew to the left to 325° and faded out. At 1725 commenced pumping up. Ahead on course 125° true. At 1745 periscope depth, nothing in sight. At 1821 surfaced. Ahead on one main engine. Changed course to 180°



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PERCH WAR PATROL--I (CONTINUED)

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A--Narrative. (Continued).

true to run south and get in battery charge. At 1845 saw a flashing red light dead astern followed by a searchlight being turned on us. Dived to 100 feet and changed course to 120° true. At 1856 sound picked up propellers bearing 251° relative. Propellers sounded like a DD and she was drawing ahead on port side. Started changing course to the right. At 1901 steadied on 170° true. Bearings of propellers still drawing ahead and at 1904 started changing course to the right again. At 1915 steadied on course 235° true. Sound lost propeller noises. At 1934 changed course to 180° true. At 1945 sound heard disturbances bearing 205° relative. Nothing developed from it. During this time there was no evidence of echo ranging. At 2145 surfaced. Ahead on one main engine. Wind and sea picked up considerably.

December 28, 1941.

At 0005 casualty occurred to #1 main engine. Started investigation. At 0136 changed course to 090° true. At 0143 sound reported propellers 25° on port bow. It was very black in that direction and at 0146 submerged to 100 feet. Sound could not hear propellers after we submerged. The reason for this submergence was the feeling that the destroyers were still searching for us. At 0234 surfaced. Ahead on one main engine. At 0444 changed course to 180° true. Determined casualty to No. 1 main engine was in the blower. This made two main engines out of commission and not capable of being repaired at sea. Decided to report it to Comsubsaf. Tried to get message off without success. At 0544 submerged to 95 feet. At 0800 came up to periscope depth. Heavy seas running. Went back to 95 feet. Came to periscope depth at 1125, 1320, 1556, and 1656. At 1821 surfaced. Ahead on one main engine. Changed course to north. Seas heavy and a wind of about 25 knots from the northeast. At 1846 changed course to 010° true to allow for probable set due to wind and sea. At 1834 sent my 281015 to Comsubsaf reporting activities and the two engines out of commission. No trouble getting the message through on 8470 KCS. At 2320 while working on lower limit switch of No. 2 periscope, the electricians mate in raising it in the darkened conning tower ran it all the way to the top. The upper limit switch failed to stop it and both cables broke allowing the periscope to fall from full hoist to the bottom buffer. After inspection we decided we could raise it with torpedo straps and chain falls, and should investigate it before reporting.



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PERCH WAR PATROL--I (CONTINUED).

DECLASSIFIED

A--Narrative. (Continued).

December 29, 1941.

At 0200 decoded Comsubsaf 281635 ordering Perch south through Linapacan and Makassar Straits, fueling Balikpapan if practicable, and to report to Comtaskfor five for instructions on crossing the equator, and to report estimated arrival Linapacan. At 0205 set course 160° true heading for Scarborough Shoal. Put both main engines on the line at 650 KW each. Heavy sea from northeast. Ran at 95 feet during the day-impossible to maintain periscope depth with #1 periscope. At 1905 called NPO to report my estimated arrival Linapacan to Comsubsaf as 1000 gct January 2nd (my 291050). At 2147 got receipt on baker schedule. When we called NPO he didn't answer on 8470 KCS but came in on bakers and said "go ahead", later (2147) receipting for it on bakers. No star sights. Overcast, cloudy, with moon behind the clouds giving fairly good visibility till the moon set.

December 30, 1941.

Ran at 95 feet during the day. At 1930 decoded Comsubsaf 300243 ordering Perch pass eastward Scarborough Shoal. Had obtained good star fix. At 1932 changed course to 140° true.

December 31, 1941.

Worked on No. 2 periscope. Optics appeared to be ruined. Removed range finder attachment. Unable to work tilting prism. Can see through the periscope but it is elevated above horizon and cannot operate tilting prism. Periscope was raised by chain falls and torpedo straps until the old cables could be put on with a loss of about 10 feet of cable. Decided to lower No. 2 on chain falls until it was housed in its shears, and to remove the searchlight and its stand to reduce wake when using No. 1 periscope for piloting after passing through Linapacan.

January 1, 1942.

At 0015 NPO receipted for my 311410 to Comsubsaf reporting condition of No. 2 periscope and stating that it would require replacement or shift between Nos. 1 and 2.

January 2, 1942.

At 0231 sighted land bearing 100° true. Moonlight, excellent



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PERCH WAR PATROL--I (CONTINUED)

A--Narrative. (Continued).

visibility. Were able to obtain good fixes piloting through the Strait. At 0527 changed course to 160° true, having passed through Linapacan. At 2025 sighted Langoy Island Light, bearing 185° true. At 2212 passed Langoy Island Light abeam to starboard, 4.2.miles.

January 3, 1942.

At 1023 while on course south at 90 feet sound picked up pinging bearing 20° relative. Battle stations, rigged for depth charge attack. From this time until 1102 the pinging continued. Propellers were heard many times. Tried to shake him off by working to westward, but was unable to do it. Went to 220 feet. Every now and then both propeller noise and pinging would stop, at which time I would stop. When he would speed up and come in on a fairly constant bearing I would run fast, change course and stop. Finally I worked through south around to east and at 1102 heard the last ping or propeller noise. At least twice during this period he passed very close to us. Deciding that the destroyer would continue to search along the Langoy Island - Pearl Bank line I set course 090° true and held this course until just before surfacing. At 1701 changed course to south. At 2116 changed course to 225° true, deciding it best to pass to westward of Pearl Bank.

January 4, 1942.

At 1435 while at 120 feet sound reported disturbances bearing 135° true. It developed to be two ships with high speed propellers fairly close together. At 1503 propeller noises faded out bearing 101° true. At 1846 casualty to No. 2 main engine. At 2351 passed Talantam Shoal.

January 5, 1942.

0118 sighted Bongao Island bearing 155° true. At 0210 sighted hill on Sibutu Island bearing 155° true. At 2030 January 6, 1942 originated my 061230 to Comtaskfor five reporting that I would cross equator midnight tonight and requested instructions. Evening of January 7th originated my 071245 to Comtaskfor five telling him that I had received no answer to my 061230 and stating that I was 40 miles from Balikpapan light ship.



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PERCH WAR PATROL--I (CONTINUED)

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A--Narrative. (Continued).

At 0010 January 8th decoded Comsubsaf 071133 directing Perch report completion fueling by Dutch shore radio station. Then go to Darwin. At 0145 January 8th contacted Balikpapan light ship. He told me to remain near him till sunrise. At 0550 Pilot Captain Saicl Ali came on board. At 0714 Pilot Captain A. Vermeer came on board and Pilot Saicl left ship. At 0724, January 8th moored starboard side to N.W. side of pier three, Balikpapan. Did not start fueling till 0912. The oil lines to the dock were full of bunker oil and that had to be backed out. At 1400 delivered my 080540 to Dutch Shore radio station, telling Comsubsaf fueling completed 7 hours gct. and reporting no call keys after today. At 1557 completed fueling. At 1610 underway. At 1804 dived. At 1854 surfaced.

At 0235 January 9th sighted Celebes Island, bearing 225° true, 25 miles. In the evening received Comsubsaf 091005 regarding listening in on aircraft frequency and establishing Item schedules, Prep, King Dog, and Victor Hypo Negat, etc.

At 1802, January 10th while on course 180° true sighted small steamer bearing 225° true, range 10,000 yards. Saw that I could not close him to torpedo range, and he looked very small, so continued on course. Perch Latitude 5-47 S, Longitude 118-55 E. Steamer was on northerly course.

January 11, 1942.

During dive took periscope observations every half hour and listened on vertical antenna every hour. Nothing heard on vertical either today or yesterday.

At 0120 January 12, 1942 while on course 092° true, and in Latitude 7-58-S, Longitude 122-21 E sighted three ships in formation between Perch and land, bearing 112° true. At 0127 changed course to 162° true. These ships appeared to be destroyers. The OOD thought once he could make out four stacks on one of them but I could not. At 0130 submerged on course 162° true. It was getting to the point where I was in danger of being seen. Couldn't see the ships at all with periscope and sound bearings were unreliable. Did not fire. At 0235 surfaced. At 0258 got a receipt for my 111823 to Comsubsaf giving position, course, and speed of these ships, and stating they were believed to be destroyers.



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PERCH WAR PATROL--I (CONTINUED)

A--Narrative (Continued).

At 0419 January 12, while on course 092° true in Latitude 7-56 S, Longitude 122-57.5 E sighted ship bearing about 094° true. At 0420 stopped and watched him. He kept coming on with the bearing changing very slowly to the right. My second officer picked him up with the periscope. At 0434 dived on course 090° true. At 0441 changed course to 150° true. At 0446 changed course to 160° true. At 04-47-45 fired torpedo from No. 1 tube and at 04-48-00 fired torpedo from No. 2 tube. Both torpedoes missed. Estimated target course 267° true, estimated speed 14 knots.

At 2235 January 12th, decoded Subsaf Staff Radio Darwin 120245 telling Perch to avoid own surface forces by passing south of Timor and asking if I had two Admiralty Charts.

At 0041 January 13th got a receipt on 8470 KCS. for my 121510 stating do not have Admiralty charts listed Radio Darwin's 120245, and stating Perch would enter Ombai passage 22 hours get. 12th.

At 2340 January 13th decoded Comsubsaf 131503 ordering Perch to report expected daylight position and to watch for our destroyer enroute Darwin to Koepang, Timor.

At 0035 January 14th obtained receipt on 8010 KCS. from PKD for my 131530 to Comsubsaf giving my daylight position as Latitude 9-54 S, Longitude 123-24 E.

At 2000 January 14th, passed through Roti Strait. Set course 090° true.

At 1927 January 15th obtained receipt for my 151100 to Radio Darwin (Comsubsaf Staff) giving my 11 hours get position and course and requested instructions.

At 0025 January 16th decoded Radio Darwin's 151533 telling me to adjust course and speed to arrive Latitude 12-10, Longitude 130-22-30 at 19 hours get January 16th.

At 0116 January 16th obtained receipt from Radio Darwin for my 151710 to CSD 21 stating Perch would run on surface three hours daylight sixteenth in order to reach designated point unless otherwise directed.



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PERCH WAR PATROL--I (CONTINUED).

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A--Narrative (Continued).

At 1123 January 16th, while on the surface in Latitude 11-43 S, Longitude 128-34 E. sighted a plane dead ahead at a range of about 10,000 yards flying low towards us. Dived immediately to 90 feet.

At 0210 January 17th sighted masthead light of patrol ship. At 0246 Lieutenant Commander M.C. Mumma, U.S. Navy, came on board to act as pilot to Darwin.

At 0544 moored to U.S.S. Otus.

All times in this report are zone minus eight unless otherwise specified.

*D.A. Hurt*  
D.A. HURT.



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PERCH WAR PATROL-I

B-WEATHER

- 10-19 December, 1941. Weather good. Little breeze with flat sea and long low swells during day. Choppy sea at night.
- 20-21 December, 1941. Seas were sufficiently heavy that standard speed was required to maintain periscope depth control. Skys overcast. During afternoon of December 21, it was raining during several periscope observations.
- 22 December, 1941. During midwatch seas became very heavy, wind increased to 25 knots, visibility decreased to 1000 yards and less. Sky was overcast with very heavy seas during day.
- 23 December, 1941. Calm sea with excellent visibility.
- 24 December, 1941. Rain squalls during 08-12 watch. Overcast remainder of day.
- 25-26 December, 1941. Calm sea with excellent visibility.
- 27 December, 1941. Sea was fairly flat with numerous white caps. Excellent visibility.
- 28 December, 1941. Heavy seas during night with 25 knot wind.
- 29-31 December, 1941. Heavy seas from northeast. Sky overcast.
- 1-3 January, 1942. Slight choppy swells, long swells from northeast. Sky clear.
- 3-17 January, 1942. Clear skies with calm seas.



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C--TIDAL INFORMATION (If abnormal)

NONE.



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PERCH WAR PATROL

D--NAVIGATIONAL AIDS.

During night of December 11, 1941, HERMANA MAYOR LIGHT was lighted during the entire night. This night was the only night that this light was observed to be burning.

During the period 18-22 December, 1941, our position was determined entirely by soundings. At 1305 December 22, 1941, fix was obtained on SHORYUKYU TO Light which was the first fix since the star fix obtained at 1809 on the 19th and indicated that the positions as obtained by soundings during this period to be quite good. On the night of December 22, 1941, SHORYUKYU TO Light was observed to be burning flashing white every two seconds, but probably with reduced visibility.

At 0215 on December 25, 1941, sighted glow of CHILANG Light Group flashing--three flashes every 20 seconds. This was the only night this light was observed to be burning.

At 2025 on January 2, 1942, sighted LANGOY ISLAND Light, flashing white once every 3 seconds.

The above navigational lights were the only lights observed to be burning at night during the entire patrol.



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PERCH WAR PATROL - I

E--DESCRIPTION OF ENEMY WAR SHIPS, OR MERCHANT SHIPS OR OTHER CRAFT SIGHTED, INCLUDING POSITON, COURSE AND SPEED, AND TIME OF SIGHTING.

0449-December 21, 1941 while on course 140° true in Latitude 22-21.5 N, and Longitude 119-40 E sighted an unidentified steamer bearing 110° true, estimated range 3500 yards, course 320° true, angle on bow estimated 30° port. No attack.

1725-December 22, 1941 while on course 330° true with PERCH bearing 254° true, 6.8 miles from SHORYUKYU TO Light sighted a small steamer of not over 1000 tons on course 160° true. Swung to left but track angle so large and steamer so small that did not fire.

0733-December 23, 1941 while on course 090° true in Latitude 22-35 N and Longitude 119-35 E sighted masts of a ship bearing 209° true, estimated range 18000-20000 yards, estimated angle on the bow 50° port. Type identified as KOSI MARU #140 "Japanese Merchant Ships". Approach made, but no attack. At 0800 sighted Japanese DD bearing 150° true at a range of 7500-8000 yards course 080° true. Type of destroyer was determined to be that of the MINEKAZE class. Could not close him. At 0806 sighted masts and stack of a steamer bearing 330° true, angle on bow about 90° starboard, range about 15000 yards. Could not close to firing range.

1308-December 23, 1941 while on course 270° true in Latitude 22-35 N and Longitude 119-45 E sighted same type destroyer as that sighted at 0800 bearing 133° true, range 12000 yards on course North. Determined could not close him, but changed course to 110° true to observe him more closely.

1944-December 25, 1941 while on course scuth at Latitude 21-18.6 N, Longitude 115-16.5 E sighted unlighted steamer about one point on port bow, course 300° true, speed 15. Made approach on surface. At 2010 when range had closed to estimated 2000 yards fired four torpedoes. No hits. At 2038 while sweeping the horizon prior to surfacing sighted steamer through periscope bearing 348° true estimated range 8000-10000 yards, estimated course 080° true. Could not close him.



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PERCH WAR PATROL-I

E--DESCRIPTION OF ENEMY WAR SHIPS, OR MERCHANT SHIPS OR OTHER CRAFT SIGHTED, INCLUDING POSITION, COURSE AND SPEED, AND TIME OF SIGHTING

0901-December 26, 1941 while on course north in Latitude 21-16 N, Longitude 115-26.5 E sighted smoke and masts of a ship bearing 256° true estimated range 17000 yards. Made approach, fired two torpedoes, with no hits. Type identified as the SHINWA MARU type #40 "Japanese Merchant Ships".

1358-December 26, 1941 sighted sailing junk bearing 010° true distance about four miles on easterly course.

0833-December 27, 1941, while on course north in Latitude 22-13.6 N, Longitude 115-13 E sighted masts of ship bearing 050° true, estimated angle on bow 50° port on westerly course, estimated range 20,000 yards, speed 10 knots. Type similar to SAIAN MARU #56 of "Japanese Merchant Ships." Made approach fired two torpedoes with one hit. At 0847 while making approach on above target sighted 2 DD, 1 CL, and 1 tanker about three points on the port bow. At 0853 bearings were as follows:-the two DD in line 342<sup>1</sup>/<sub>2</sub>° true, CL 328° true, tanker 321° true. Range 9500 yards, angle on bow closest DD 85° starboard, course about 080° true, speed at least 18 knots. No approach made. DD's were of the KATORI class, CL was of the KIBIKI class, and the tanker was similar to the NISSYO MARU type #12 of "Japanese Merchant Ships."

1802-January 10, 1942 while on course 180° true in Latitude 5-47 S and Longitude 118-55 E sighted small steamer bearing 225° true, range 10000 yards, northerly course. No approach made. Steamer could not be identified but was quite small.

0120-January 12, 1942 while on course 092° true and in Latitude 7-58 S, Longitude 122-21 E sighted three ships in formation, between PERCH and land bearing 112° true. Submerged for sound approach, but sound was unable to pick them up sufficiently well to merit firing torpedoes.

0419-January 12, 1942, while on course 092° true in Latitude 7-56 S and Longitude 122-57.5 E sighted ship bearing about 094° true on course 267° true, speed 14. Made submerged approach, fired two torpedoes, both missed. Type of ship similar to SEN YO MARU #70 of "Japanese Merchant Ships".



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PERCH WAR PATROL-I

F--DESCRIPTION OF ALL AIRCRAFT SIGHTED.

1348-December 11, 1941 sighted own PBY bearing 200° true, distance about five miles flying on a southeasterly course.

1310-December 21, 1941 sighted scouting observation plane bearing 095° true, distance about 2000 yards, altitude about 500 feet, heading on a westerly course.

0807-December 23, 1941, sighted scouting observation plane very much like cruiser planes, bearing 070° true, heading 280° true, range 5000-6000 yards. Altitude 500 feet.

1414-December 26, 1941 sighted cruiser observation plane on port bow on opposite course.

1042-December 27, 1941 sighted cruiser plane bearing 235° true on starboard quarter heading towards PERCH.

1123-January 16, 1942, while on the surface in Latitude 11-43 S, and Longitude 128-34 E sighted a plane dead ahead at a range of about 10,000 yards flying low towards us. Time was not taken to try to identify this plane.



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PERCH WAR PATROL - I

G--POSITION OF ANY ATTACKS MADE, INCLUDING NUMBER OF TORPEDOES FIRED, METHOD OF FIRING, POINT OF AIM, TRACK ANGLE, ENEMY COURSE AND SPEED AT TIME OF FIRING, SPREAD USED IF ANY, HITS, RESULTS.

FIRST ATTACK--Latitude 21-18.6 N, Longitude 115-16.5 E.  
FOUR torpedoes fired--NO HITS NIGHT SURFACE  
Longitudinal spread  
Points of aim--300' fwd MOT  
                  100' fwd MOT  
                  100' aft MOT  
                  300' aft MOT  
Track angle--144° starboard      Range 2000 yards  
Enemy course---300° true          Generated range 2200 yards  
Enemy speed---15 Knots           Gyro angle 028  
Spread used 200 feet              Periscope angle 13  
Depth setting---25 feet.  
Time of firing was as follows: 20-10-20, 20-10-25,  
20-10-30, and 20-11-15; own ships course was  
respectively as follows: 235, 235, 234½ and 235½.  
DATE---December 25, 1941.

SECOND ATTACK--Latitude 21-16 N, Longitude 115-26.5 E.  
TWO torpedoes fired--NO HITS DAYLIGHT SUBMERGED  
Longitudinal spread  
Points of aim---(1) fwd king posts  
                  (2) aft king posts  
TRACK ANGLE---108° port  
Enemy course---080°  
Enemy speed---12 knots (believed to have been greater).  
Spread used---200 feet  
Depth setting 25 feet  
Time of firing was as follows: 09-48-30 and 09-48-40  
Own course 150° true. Range 2000 yards. Gyro angle 002  
Periscope angle 017. Generated range 2200 yards.  
DATE---December 26, 1941  
(For speed to cause miss would have to be plus or  
minus 3 knots).



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PERCH WAR PATROL-I

G--POSITION OF ANY ATTACKS MADE, INCLUDING NUMBER OF TORPEDOES FIRED,  
METHOD OF FIRING, POINT OF AIM, TRACK ANGLE, ENEMY COURSE AND SPEED  
AT TIME OF FIRING, SPREAD USED IF ANY, HITS, RESULTS.

THIRD ATTACK--Latitude 22-13.6 N, Longitude 115-13.0 E  
DAYLIGHT-SUBMERGED

TWO torpedoes fired--ONE HIT  
Longitudinal spread---70 yards  
Points of aim---(1) Fwd booms  
(2) Aft booms

Track angle---71° starboard

Enemy speed---10 knots

Enemy course---231° true

Depth setting---20 feet

Time of firing was as follows: 09-31-30 and 09-31-40  
(Do not understand why second torpedo missed)

DATE---December 27, 1941.

Range 500 yards

Gyro angle 182°

Periscope angle 174

TORPEDO RUN 550 yards

FOURTH ATTACK--Latitude 7-56 S, Longitude 122-57.5 E

TWO torpedoes fired--NO HITS

Longitudinal spread

Points of aim---(1) smoke stack  
(2) stern of ship

Track angle (1) 110°  
(2) 120°

Enemy course 267° true

Enemy speed---14 knots

Spread used---150 feet

Depth setting---20 feet

Time of firing was as follows: 04-47-45 and 04-48-00

Own ships course 160° true

DATE---January 12, 1942.

NIGHT SUBMERGED

(#1 PERISCOPE-CONTROLROOM.)

Periscope angle 010,020.

Gyro angle 036½, 047.

Torpedo run 600 yards



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PERCH WAR PATROL - I

H-ENEMY ANTI SUBMARINE MEASURES AND ACTION TAKEN  
TO AVOID.

On December 27, 1941, at which time the Perch was depth charged there was no indication that these attacking destroyers had echo ranging equipment or during the entire day no pinging was heard, however, until we were forced down it appeared that the DD's were sweeping the area at about 15 knots, which indicates that they are capable of listening at high speeds. On this Occasion the Perch rested on the bottom in 170 feet of water and stopped all machinery except the sound motor generator.

At 1845 on December 27, 1941, while on course 180° true, Perch was picked up by a search light, submerged to 100 feet and changed course to left to 120° true. At 1856 sound picked up propellers bearing 251° relative. Propellers sounded like a DD AND SHE WAS DRAWING AHEAD ON PORT SIDE. Started changing course to right. At 1901 steadied on 170° true. Bearings of propellers still drawing ahead and at 1904 started changing course to the right again. At 1915 steadied on course 235° true: Propeller noises faded out. No pinging was heard.

On January 3, 1942 at 1023 while on course 180° true sound picked up pinging bearing 20° relative. Battle stations, rigged for depth charge attack. From this time until 1102 the pinging continued. Propellers were heard many times. Tried to shake him off by working to westward, but was unable to do it. Went to 220 feet. Every now and then both propeller noise and pinging would stop, at which time I would stop. When he would speed up and come in on a fairly constant bearing I would run at high speed, change course and stop. Finally I worked through south around to east and at 1102 heard the last ping or propeller noise. At least twice during this period he passed very close to us.



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PERCH WAR PATROL - I

I--MAJOR DEFECTS AND CASUALTIES.

At 1350 December 13, 1941 lost power on #2 periscope. Discovered full ground in lower limit switch. At 1515 completed temporary repairs.

At 0812 December 16, 1941 the coupling set screw on stern planes came loose. Shifted to hand power on stern planes. 0821 coupling repaired and shifted back to power operation of stern planes.

At 0250 December 20, 1941 completed thousand hour overhaul on #2 main engine. This overhaul was started prior to the commencement of the patrol.

On December 22, 1941 upon diving commenced renewing all crank pin bearings on #1 main engine as the bearing metal was flaking badly. The engine was always ready to run on surfacing at night. On December 24th completed renewal of all conn rod bearings on this engine.

At 1821 December 24, 1941 scored journal #3 main engine #2 crankpin. Depth of scoring about 3/8" off diameter. Commenced renewing inboard bank with new conn rod bearings and outboard bank with the best used bearings salvaged from other engines. #3 main engine work completed and the engine was ready to operate on 14 units for emergency work on surfacing the evening of December 29, 1941.

On December 25, 1941 commenced renewing crank bearings on #4 main engine. Had intended renewing those on #3 first, but the journal scored before this was possible. Completed renewal of bearings on #4 main engine on December 27th.

At 0005 December 28, 1941 stopped #1 main engine because of peculiar noise. After end of inboard rotor of blower found wiped on after end plate. Impossible to jack engine over. Extent of damage not yet determined.

At 2320 December 28, 1941 raised #2 periscope for test of upper limit switch. The limit switch failed to operate and the periscope hoisting cables parted when the periscope reached its upper position. Periscope then dropped to buffer on keel. The



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PERCH WAR PATROL - I

I--MAJOR DEFECTS AND CASUALTIES.

periscope was raised by the use of chain falls and it was found that the optics and range finder attachments were damaged. Total extent of damage could not be determined, but will require replacement by tender. No leaks could be found in periscope well.

On December 30, 1941 commenced renewal of main and connrod bearings #1 auxiliary Engine which had run 2750 hours without overhaul. Bearings were worn but no metal had flaked out. #4 main bearing on this engine was an original installation. Work was completed and the engine was ready to run on January 2, 1942.

At 1846 January 4, 1942 upon starting #2 main engine the fresh water pressure could not be built up. Trouble was eventually found in the head to liner gasket of #13 unit. Renewed gasket. At 0340 engine was again running.

On January 10, 1942 while running #2 engine, fresh water pressure fell off and engine could not be run at more than 500 KW and still maintain fresh water pressure. During dive insufficient seating surface for head to liner gasket between cylinder space and water port was found on #13 on January 14, 1942.

On January 13, 1942 starboard propeller shaft commenced making a sort of rasping noise as if something was wrong around the strut bearing. Reduced RPM on starboard shaft and increased RPM on port shaft. On January 15, 1942 commenced operating both shafts again at same speed. The rasping noise was no longer heard.

At 0853 January 16, 1942 seized piston #8 unit on #2 main engine. Piston seized at top of stroke and broke across wrist pin bosses. Bottom of line completely broken off below water jacket space. No damage to conn rod or bearings. Replacements made with new liner and new piston during subsequent dive. Engine ready to run on surfacing that night but at low loads (400 KW) until new rings and piston became worn to liner.



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PERCH WAR PATROL-I

J--GENERAL REMARKS

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Diving Officers

During the first two days of the patrol the Chiefs of Sections were given thorough instructions as diving officers, and performed in that capacity during the remainder of the patrol. Their performance in this capacity was creditable, and they became quite proficient in diving and trimming the boat. This left the officer of the watch free to stand periscope watch, instead of requiring two officers to be on watch while running at periscope depth. On sighting any shipping, day or night, the general alarm was sounded for "battle stations" and the regular diving officer took over the station. It is believed that any intelligent submarine Chief Petty Officer of the Torpedo, Machinist, or Electrician rating can be trained into a competent diving officer.

Torpedo Readiness

Impulse tank pressures were kept built up at all times. Torpedo tubes were not flooded at night. Immediately upon sighting shipping at night, the general alarm was sounded and without further word two torpedo tubes forward were made ready. If additional tubes were desired made ready word was passed over the battle phones. If tubes were made ready and not fired, they were subsequently examined one at a time for flooded after bodies and gyro pots. With the tubes not flooded, but with impulse pressures built up, the two tubes could be gotten ready by the time the Captain could estimate the situation and position the ship for a shot.

Communications

Perch experienced very little difficulty getting messages through. While in the Formosa and Hong Kong areas NPO faded late at night on various nights until it became impossible to copy them, yet for a few hours after surfacing the signals came in well. The operators on NPO were considered more proficient by Perch radiomen than those on PKD or VHN. Decoding required approximately six officer hours per day. No aircraft contacts were heard on the vertical antenna.

Exhaust valves

Engine exhaust valves gave considerable trouble. With bad weather about three days in a row and no opportunity to grind them in from topside, the drain pump had to be used on the engine room bilges about twice an hour. When conditions were such that it was felt safe to send a man on deck to grind them in, the bilges would not have to be pumped more than once a day, and on some days not at all.











LAT 18-00 N

1809 FIX  
19 SURFACE

CAPE BOVEADOR

0521 SUBMERGED  
19

LONG. 120-00

PIEDRA  
POINT  
LIGHT

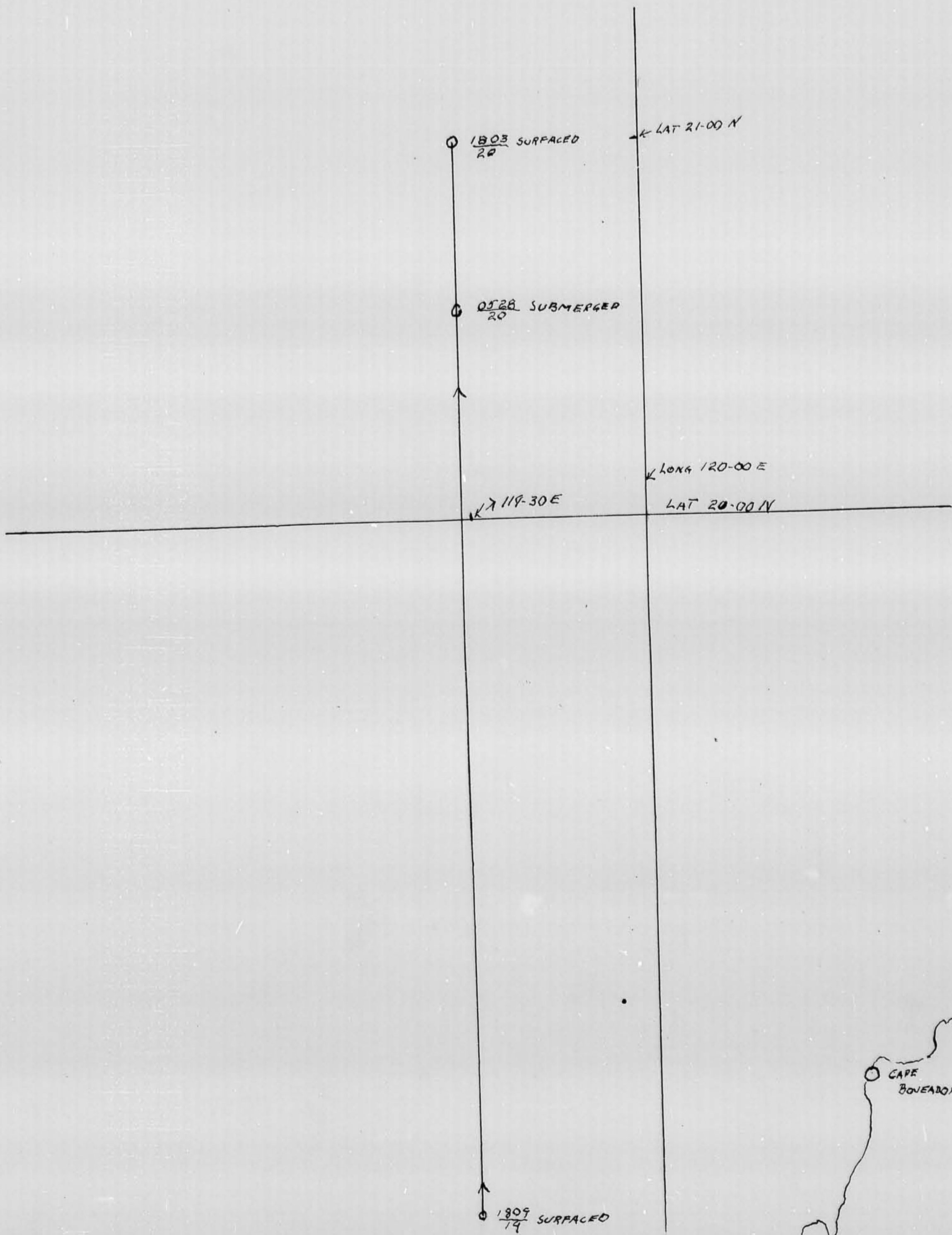
LAT 16-00 N

U.S.S. PERCH

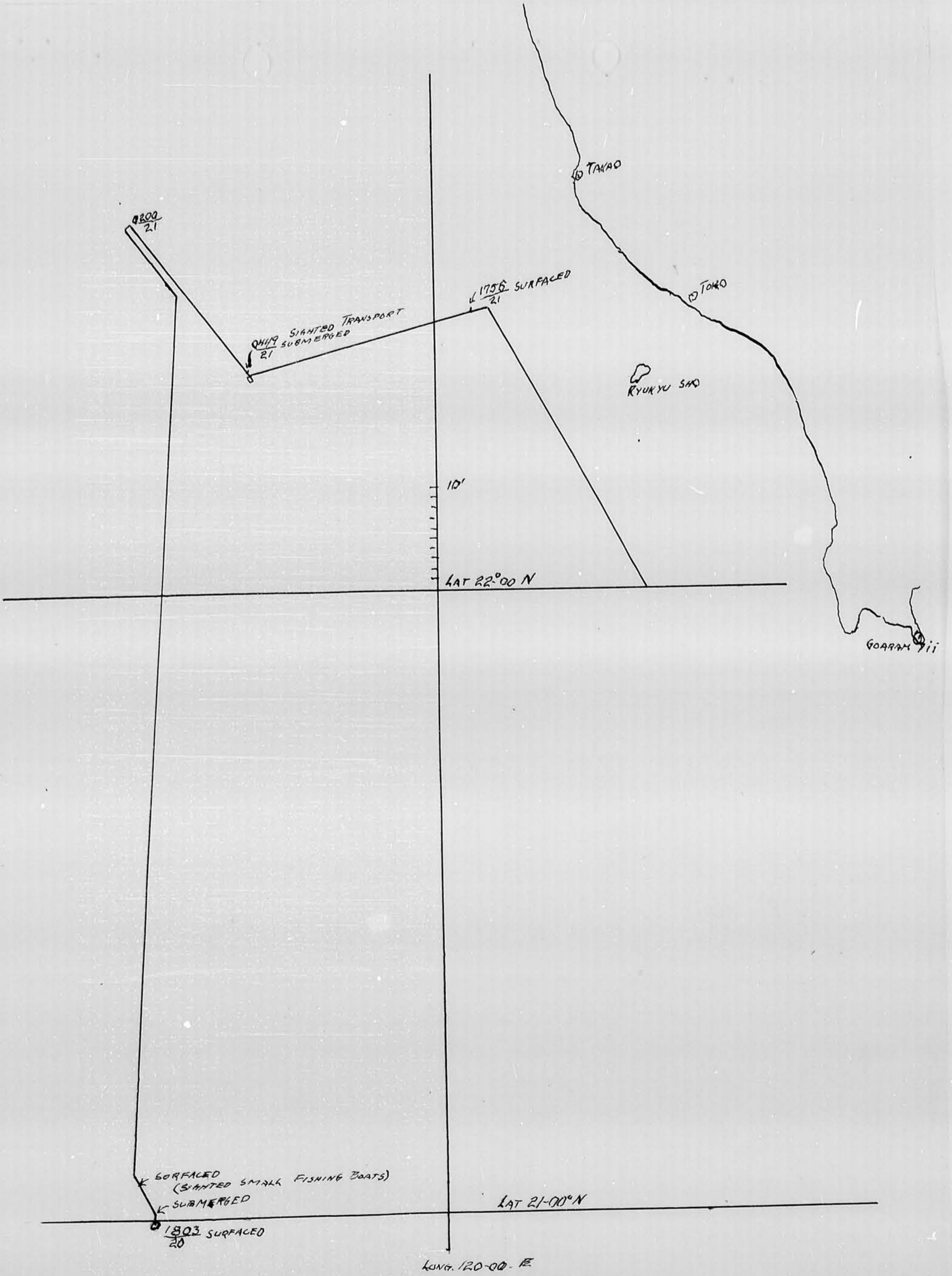
2158  
18 DEC

LONG 119-24.5 E

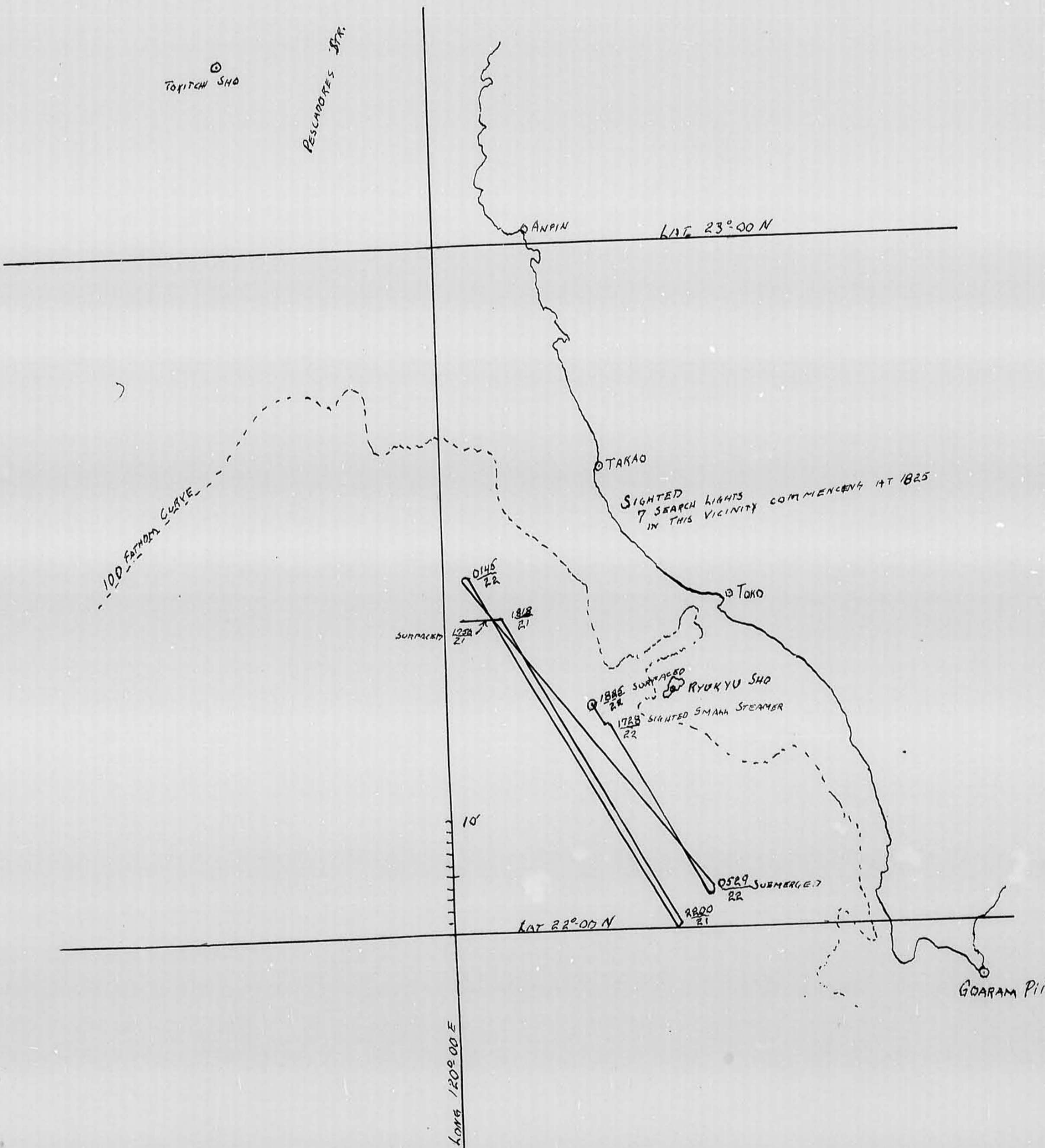




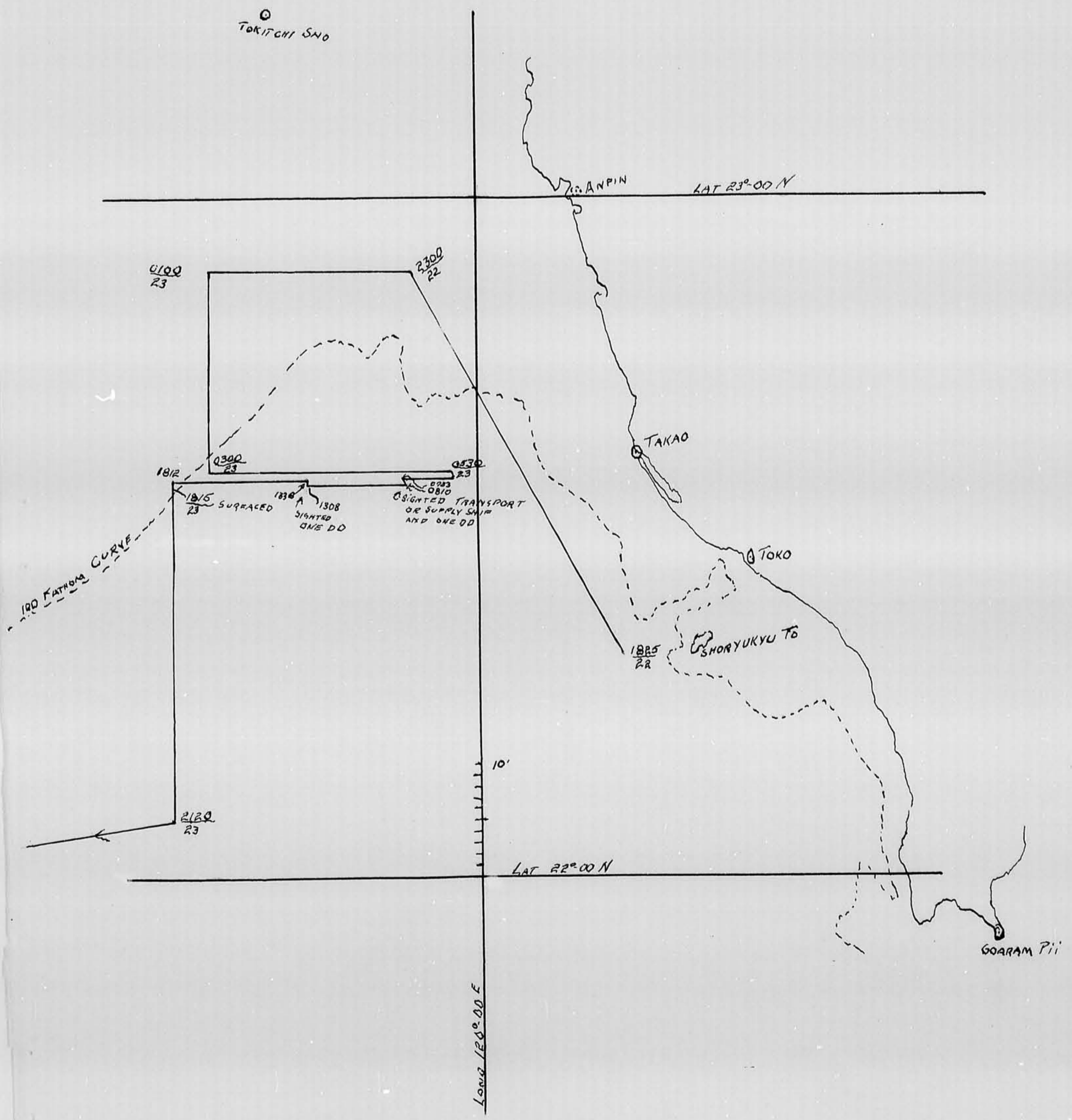






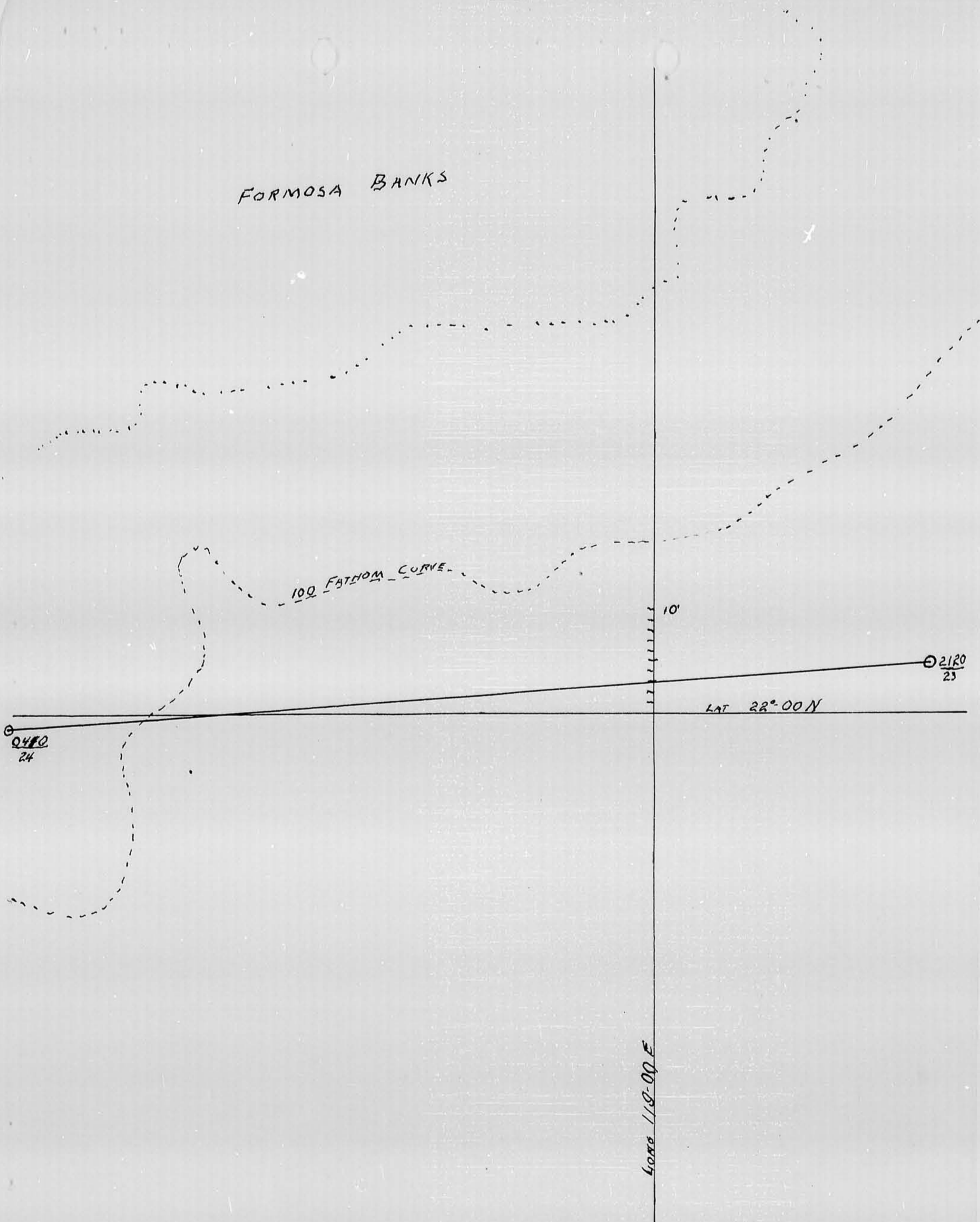






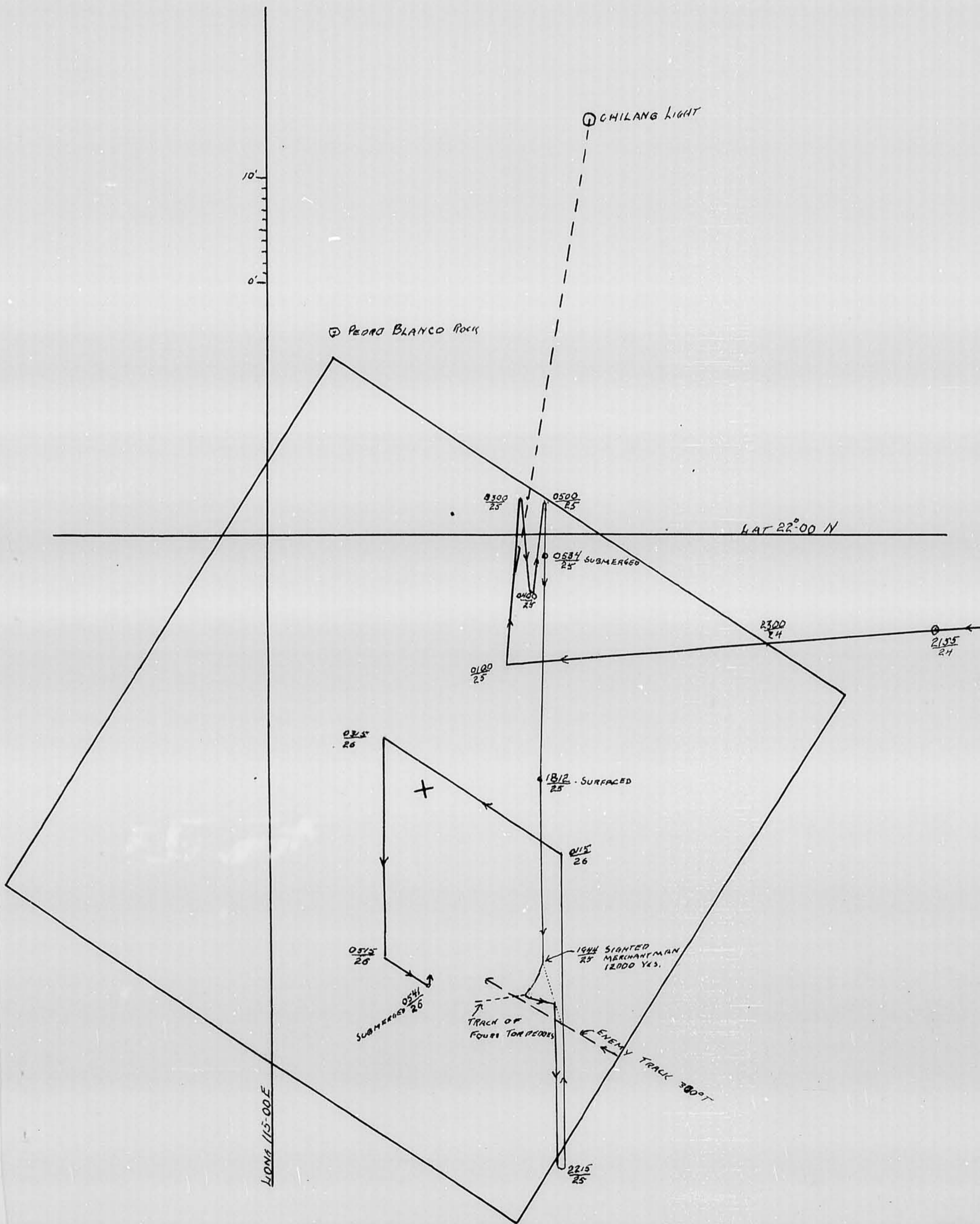


FORMOSA BANKS











TAILONG HEAD (R. BN)  
HONG KONG

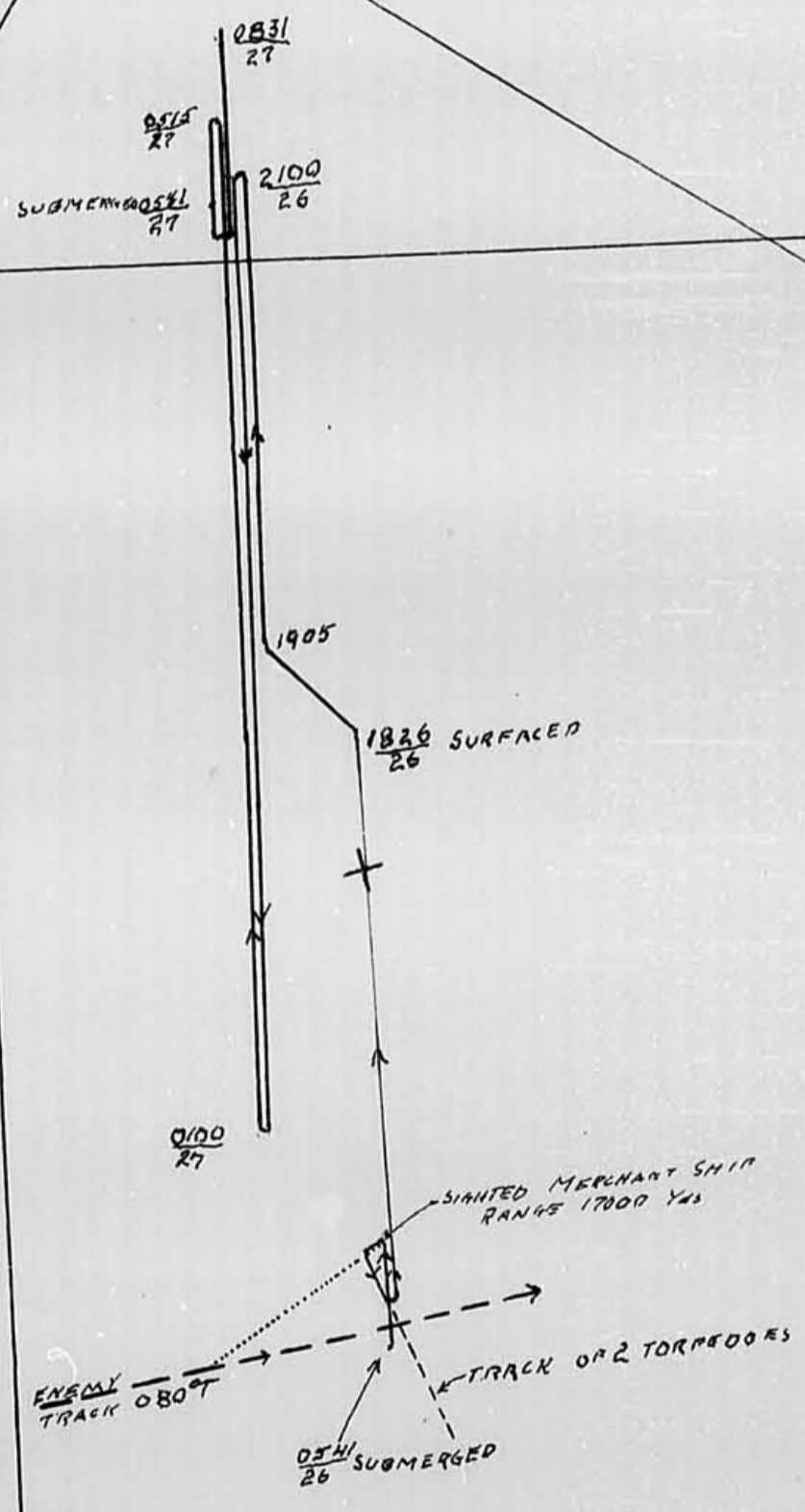
CHILANA  
LIGHT

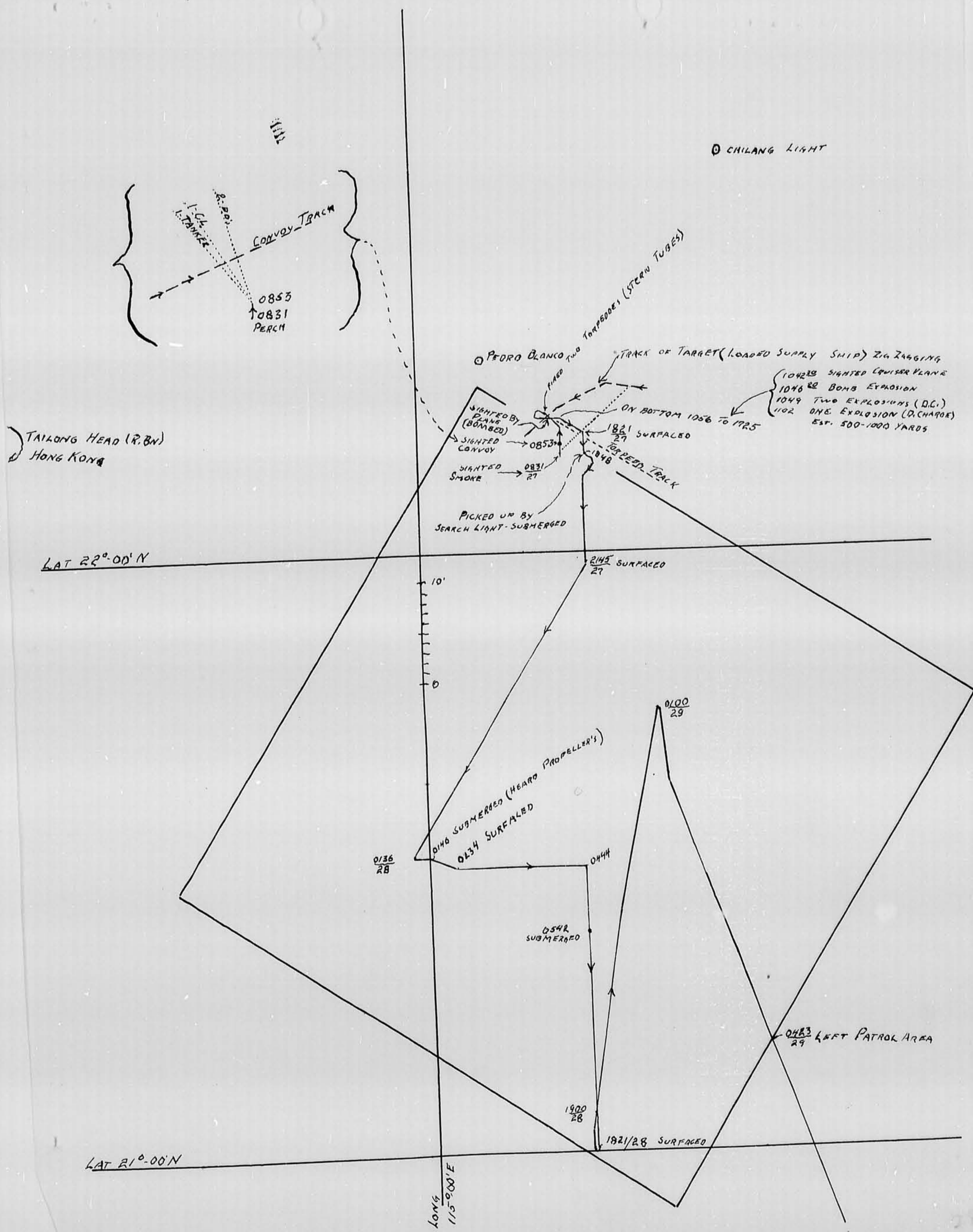
PEORO BLANCO

LAT 22° 00' N

LAT 21° 00' N

LONG 115° 00' E





CHILANG LIGHT

TAILONG HEAD (R. BN)  
HONG KONG

PEDRO BRANCO TWO TORPEDOES (STERN TUBES)

10423 SIGHTED LEISER PLANE  
1046 BOMB EXPLOSION  
1049 TWO EXPLOSIONS (D.C.)  
1102 ONE EXPLOSION (D.CHARGE)  
EST. 500-1000 YARDS

SIGHTED BY PLANE (BOMBED)  
SIGHTED CONVOY  
SIGHTED SMOKE

PICKED UP BY SEARCH LIGHT - SUBMERGED

TRACK OF TARGET (LOADED SUPPLY SHIP) ZIG ZAGGING

ON BOTTOM 1056 TO 1725

1821 SURFACED

1848 TORPEDO TRACK

1945 SURFACED

10'  
0

0100/29

0146 SUBMERGED (HEARD PROPELLER'S)

0234 SURFACED

0136/28

0444

0542 SUBMERGED

1900/28

1821/28 SURFACED

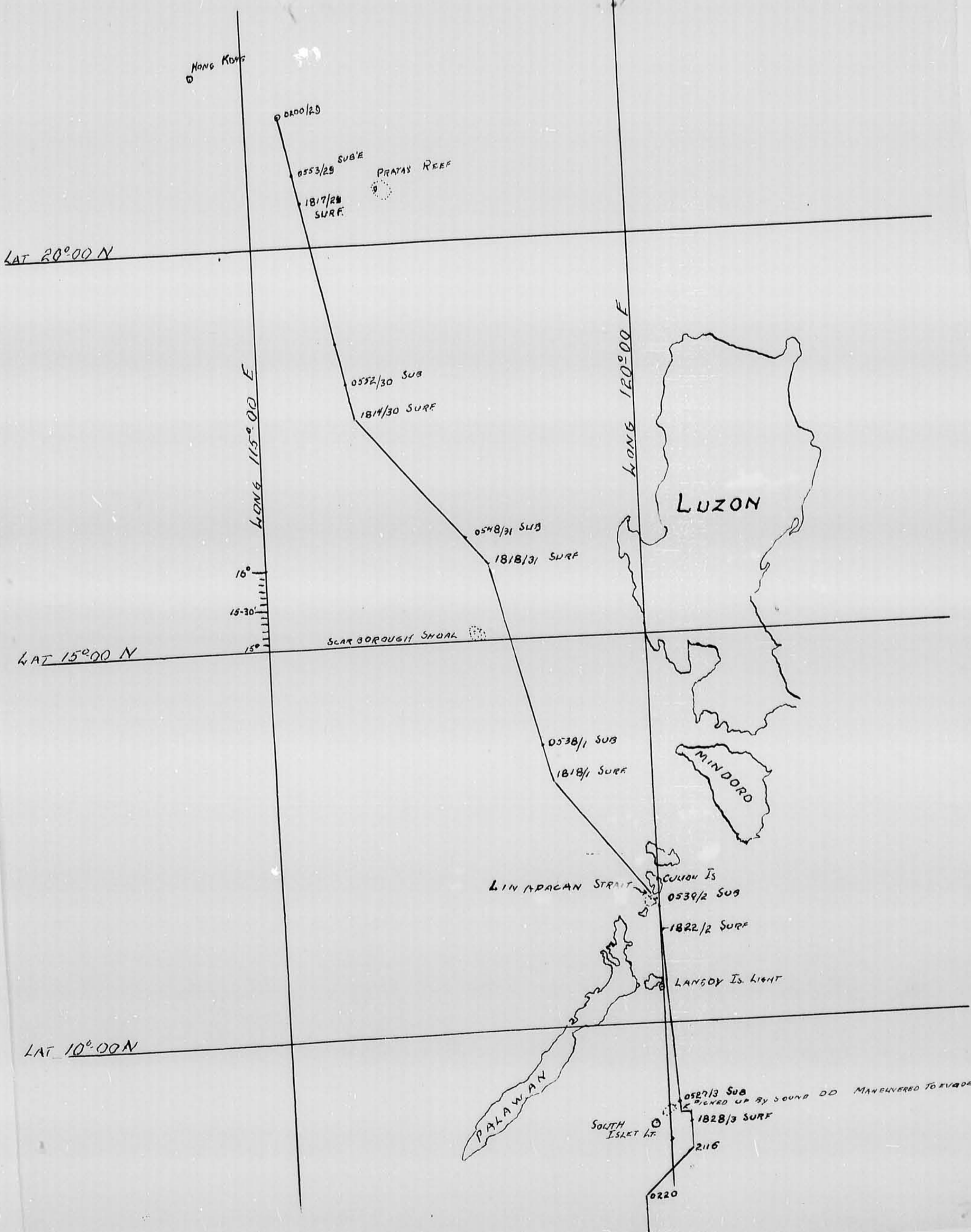
0423 LEFT PATROL AREA

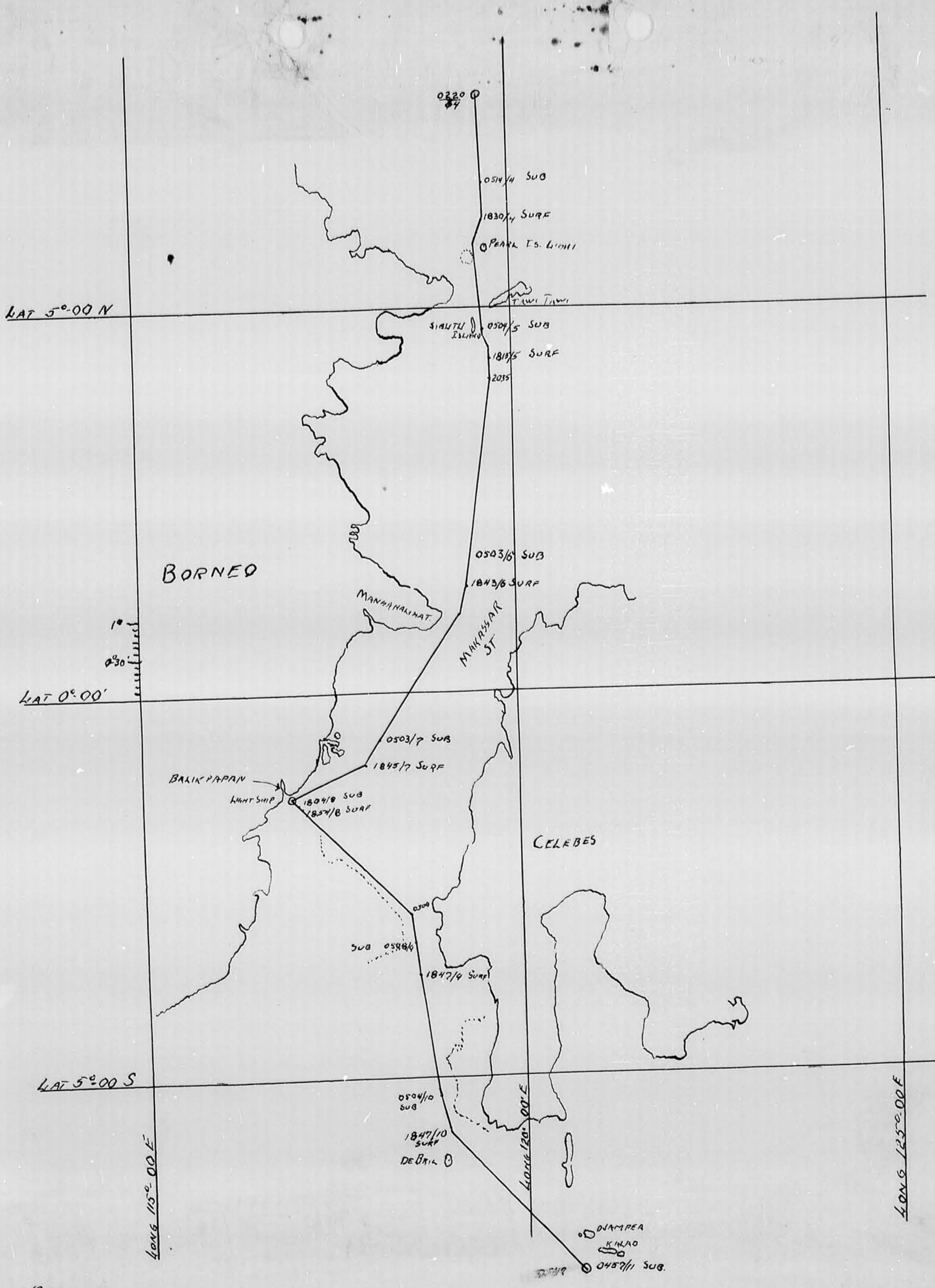
LAT 21° 00' N

LONG 115° 00' E

LAT 22° 00' N



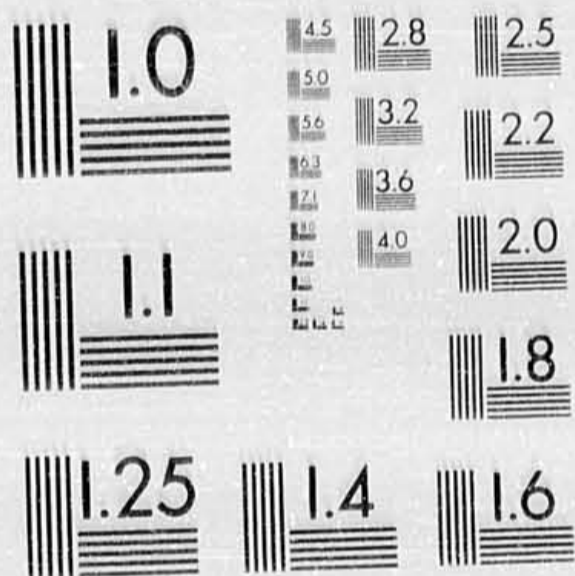






# START OF REEL

JOB NO. H-108  
AR-63-80



OPERATOR M. Monroe

DATE May 16, 1980

**THIS MICROFILM IS  
THE PROPERTY OF  
THE UNITED STATES  
GOVERNMENT**



**MICROFILMED BY  
NPPSO—NAVAL DISTRICT WASHINGTON  
MICROFILM SECTION**



PERCH (SS-176 AND SS-313)

WORLD WAR II

PATROL FILE  
ACTION REPORTS

ALL MATERIAL ON THIS REEL IS DECLASSIFIED

CONSULT NATIONAL ARCHIVES FOR DECK LOGS  
OF THESE TWO SUBMARINES

J.A. KOONTZ