

UNITED STATES ASIATIC FLEET

SUBMARINE DIVISION 202

SS197/A16-3

Serial 304

DECLASSIFIED
SECRET

U. S. S. SEAWOLF (SS197)

April 7, 1942.

From: Commanding Officer.
To: Commander Submarines, U.S. Asiatic Fleet.

Subject: U.S.S. SEAWOLF - Report of Fourth War Patrol.

Enclosures: (A) War Patrol Report (Parts A-J) *CNO? Chief of Naval Operations? Why would the CNO be concerned with a radio log?*
(B) Radio Log. → *Missing CNO ←*
(C) Track Charts.
(D) Tide and Current Charts LOMBOK STRAIT.

1. Enclosures (A) to (C) inclusive are forwarded herewith. There was contact with enemy on February 19, February 29, March 31, and April 1.

Warder
E. B. WARDER

Radioman J. M. Eckberg served on the Seawolf in December, 1941. In his book They Called Her Tokyo Rose, Rex Gunn states, "Early on the morning of December 11, 1941, one of those taunts via shortwave from Radio Tokyo was picked up by a U.S. submariner and he recorded it in the ship's log. He wrote: 'Where is the United States fleet?, jeered Tokyo Rose.... I'll tell you where it is, boys. It's lying at the bottom of Pearl Harbor.' As far as anyone has been able to learn from a review of wartime U.S. Navy logs, it was the first time that the name 'Tokyo Rose' had been recorded."

These are the Seawolf's logs. The name Tokyo Rose nowhere appears. BUT note large arrow above -- the radio log is missing.

DECLASSIFIED BY 916 DATE 8-24-00

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41195 FILMED

NARRATIVE

The Seawolf was at this time in the Philippines, where Dec 8 would be Pearl Harbor day. I assume the log represented the U.S. date, so this is the day after Pearl. If any reader knows differently,

December 8, 1941

1700 Under way with convoy as directed.

PLEASE CONTACT ME!

2012 Entered mine field. Practice of Army searchlights illuminating buoys, sky and vessels, should be stopped. This procedure blinded bridge personnel and could have revealed presence of darkened ships to vessels which might have been off entrance, or to planes in air. Starlit sky, 5% clouds, sea calm, landmarks and buoys readily visible, no lights necessary.

2120 Cleared mine field and proceeded towards patrol area via Verde Island Pass eastern of sorvoy.

Verde Island in Philippines, between Luzon and Mindoro

2130 Moonrise, Half-moon waning.

2200 Received signals from convoy commander to commence zig-zagging (Plan No. 1). Observed all navigational lights on route to be lighted (entirely unnecessary) bright night, visibility 15,000 yards. Zig-zag delayed convoy considerably.

[Sorry about the terrible readability. The original is worse. I enhanced this!]

December 9, 1941

Notified SCULPIN on mid-watch to drop astern of me 5 miles and to dive about 0450, submerged speed 2.5, to rejoin at end of evening twilight. Notified convoy commander of my action which was in accordance with verbal instructions ComSubs (Convoy commander had previously placed SCULPIN ahead of me).

Baltasar I. southwst of Verde
0455 Submerged to 63 feet with VERDE ISLAND South 2 miles and laid course for BALTASAR ISLAND light, maintaining sound and periscope patrol, coming to 55 feet for radio skeds (Nothing but static on loop). Sea moderate, few white-caps. No oil or air leaks apparent. Wind freshened during morning watch and calmed during forenoon.

1031 Sighted small inter-island steamer on starboard beam, 5 miles, opposite course.

1247 Went to 120 feet account sea condition and remained there except for radio skeds. During first dog watch heard SCULPIN propellers twice, once at 120 rpm and once at 102 rpm, relative bearing 185°. Could not hear her when she ran slow. No estimate of range. Should have been about 5 miles.

1727 Sunset.

1808 Surfaced in almost complete darkness and encountered rain squalls - sky overcast, sea choppy, DUMALI Pt. bearing 162° (lighted). (Specific gravity 1105). Proceeded immediately on 2 main engines at 80% power (16 kts), commenced battery and air charge. BALTASAR ISLAND light not burning.

1937 Gave SCULPIN position, course and speed.

2028 Took other main engine off charge and put on screws at 80% power (17.5).

2210 Observed moonrise.

2245 Secured battery charge and floated battery on auxiliary engine. Decided to continue at high speed in order to pass C-39 area during darkness. Visibility occasionally as good as 15000 yards but could not see SCULPIN.

December 10, 1941

At 0122 it became apparent that SAN BERNARDINO could be cleared by daylight if ship made 19 knots in order to keep up with the strong ebb which began successively later at stations enroute, we went to 100% power (19 kts). Visibility became less and weather freshened as Straits were approached. CALANTAS Rock Light burning. SAN BERNARDINO extinguished. ^{only} Could have got along with no lights. (DUMALI Pt., CALANTAS ROCK, SAN MIGUEL lights found lighted during night).

0454 Dived with SAN BERNARDINO bearing west 2 miles and proceeded towards operating area, keeping in water of depth greater than 25 fathoms, still experiencing strong ebb. Ran sound and periscope patrol, observation for position and shipping every 15 minutes; heavy sea, 5 foot swells, white-caps.

See TRAP, chapter 9, note 8 for Eckberg's clear recollections of these sounds. See log page 3.

1108 Sound reported that he thought he heard soundings being taken at irregular intervals by several vessels on starboard bow (bearing about 062°T from lat 13-01 Long 124-34). Nothing was in sight and no propellers could be heard.

1126 Sound reported that he believed 2 ships were talking by sound on bearing 075°T but that transmission was too faint and rapid for reception. Still nothing in sight and no propellers audible. Was unable to hear anything subsequent to these reports.

A. NARRATIVE (Continued)

December 10, 1941 (continued)

- Did not attempt to further develop into scanty contact because of flood current making into STRAITS and because I judged my mission to call for early arrival in patrol area. My experience has been that the majority of these types of sound contacts are false alarms. Furthermore it was reasonable to assume that CINC would exercise air reconnaissance for enemy submarines off STRAITS.
- 1136 Arrived in longitude $124^{\circ}35'$ and set course north.
- 1220 White caps having disappeared, went to 120 ft., except for radio skeds. Observed temperature gradient to be 1° per 100 ft. for upper 100 ft. During preceding night lubricating oil coolers had shown evidence of leaking (loss of oil to salt water side) on main engines 2 and 4. Disassembled these engines during dive and conducted investigation and repairs.
- 1734 Sunset.
- 1755 Surfaced in rain squall and proceeded at 100% power on No. 1 main engine (decks awash) speed 9. Commenced battery charge on No. 3 and both auxiliaries. Specific gravity 1.180.
- 2031 Took No. 3 main engine off charge and put it in on propulsion at 80% power, speed 12 knots.
- 2230 Completed charge.
- 2237 Completed repairs No. 2 main engine (replaced cooler with spare) and put it in on propulsion at 80% power, speed 13.2.
- 2245 Sunrise.
- 2213 Received COMSUSC 101359 directing SEAWOLF to shift to BASUYAN CHANNEL. On deciphering this message blew tanks down to normal draft and at 2302 put No. 1 auxiliary engine on propulsion and increased load on all engines to 90%, speed 17.

December 11, 1941

Dec 11 is the day in question. No mention of Tokyo Rose in log.

- 0502 Dived to 120 feet and ran at this depth except for radio skeds. (Long swell, no white caps).
- 0630 Sound reported high speed screws bearing south but faint. (This ship in $15^{\circ}59'N$, $124^{\circ}32'E$). Came to 63 feet but could find no shipping. No more propeller noises. Returned to 120 feet and maintained sound patrol. (both heads manned). Temperature gradient this locality, 1° per 100 ft.
- 0823 Sound reported ping-pong close aboard around $160^{\circ}T$ through 50° arc. Came to 63 ft. No shipping, no propellers. (This is same operator as yesterday morning and I'm about convinced that yesterday's alarms were the result of men working in torpedo room and this morning's alarms the result of men working in engine rooms and after torpedo room.)
- Resumed sound patrol at 120 feet (except for radio skeds) at 1014, because of large swells making depth control difficult and absence of white caps.
- 1230 Arrived Lat $16^{\circ}15'N$ and c/c to $317^{\circ}T$.
- 1600 Resumed periscope patrol.
- 1801 Surfaced and proceeded at 80% power on Nos. 1 and 2 main engines, charging on No. 3 main and both auxiliaries. Spec. grav. 1.195. Sea rough - only making good 12 knots with all tanks blown. 2014 took No. 3 main off charge and put on propulsion at 80% power.
- 2254 Secured No. 3 main engine as sea was too rough to permit the speed. Sea increased in violence during night and blew down all tanks at frequent intervals, sea condition 6, and wind from NE, force 5.

December 12, 1941

- 0457 Made quick dive and went to 120 ft, where stayed except for hourly observations at 63 feet. Ship not controllable at 55 feet. (Vertical antenna depth) Force of sea appreciable at 120 feet.
- 0903 Sighted land on northern LUZON bearing 292° .
- 1104 Changed course to $350^{\circ}T$ and at
- 1211 Changed course to $335^{\circ}T$.