

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF SHIPS NAMED POLLACK

The nuclear-powered submarine POLLACK (SS(N) 603) is the second ship of the fleet named for a gadoid food-fish resembling the true Cod, but with the lower jaw projecting and without the barbel.

The first POLLACK (SS 180) was built by the Portsmouth Navy Yard, New Hampshire. Her keel was laid 1 October 1935 and she was launched 15 September 1936, under the sponsorship of Miss Anne Carter Lauman, daughter of Captain P. G. Lauman (CC), USN, Production Officer at the Portsmouth Navy Yard. The fleet submarine was placed in commission on 15 January 1937, Lieutenant Clarence E. Aldrich, USN, in command.

POLLACK had an overall length of 300 feet 7 inches; extreme beam, 25 feet 1 inch; standard displacement of 1,330 tons; mean draft of 13 feet 10 inches; submerged displacement of 1,997 tons; designed speed of 19.25 on the surface, 8.75 knots submerged; and a designed depth of 250 feet. Her designed complement was 5 officers and 45 men. She was armed with six 21-inch torpedo tubes, one 3-inch 50 caliber gun, two .50 caliber guns, and four .30 caliber guns. She carried sixteen torpedoes.

POLLACK stood out of the Portsmouth Navy Yard on 7 June 1937 for a shakedown training cruise which took her to Guantanamo Bay, the Netherlands West Indies; the Virgin Islands, Puerto Rico, the Bahama Islands, ports of Texas, and the Panama Canal. She returned from this cruise to Portsmouth on 4 September 1937 and was underway on 29 November for the west coast of the United States. She reached her new base at San Diego, California, on 19 December 1937 and spent the next eleven months in a rigorous schedule of maneuvers along the western seaboard with Submarine Division Thirteen, Scouting Force. POLLACK shifted to base at Pearl Harbor on 28 October 1939. Except for periods of overhaul in the Mare Island Navy Yard, she remained in Hawaiian waters until the outbreak of World War II. She was enroute from Mare Island to Hawaii when the Japanese made their infamous attack; she entered Pearl Harbor on 9 December 1941.

POLLACK, GUDGEON and PLUNGER were the first American submarines to invade the Empire waters of Japan and were also the First Pacific Fleet Submarines to make the hazardous 3,400-mile voyage from Oahu to Japan. POLLACK cleared Pearl Harbor on 13 December 1941 and was off the coast of Honshu, Japan, a few hours before midnight of 31 December when she sighted the light of a ship and commenced a surface approach. Unable to cross the enemy's track when she found herself between the moon and the target, she dived to make the first night-periscope attack of the Pacific Fleet Submarine Force. The dim view afforded by the periscope

did not allow for ranging and course estimation and two torpedoes missed their mark, causing Lieutenant Commander S. P. Mosely to take a "dim view" of night-periscope attacks. However, improvements developed from the need found in pioneer tactics such as this resulted in "light treated" optical systems in periscopes in the summer of 1942 and two years later a true night periscope of even greater efficiency became available.

POLLACK stalked a merchant ship in broad daylight off Tokyo Bay on 3 January 1942 but that freighter escaped while two aircraft circled over the sea to keep her down. She damaged the 2,700 ton cargo ship HEIJO MARU on 5 January and made her first kill two days later when she sent the 2,250-ton cargo ship UNKAI MARU NO. 1 to the bottom (34°-27' N; 138°-59' E.). This enemy was the first officially confirmed victim of the Pacific Fleet Submarine Force. On 9 January 1942 the 5,387-ton freighter TEIAN MARU was sunk (35°-00' N; 140°-36' E.) by a night-surface attack which required great competence and daring under any circumstance, and a doubled measure of skill for pioneer POLLACK who was not equipped with radar. Her last torpedo was expended in an unsuccessful attack on a destroyer in the early morning darkness of 10 January and she terminated her first war patrol at Pearl Harbor on 21 January 1942.

POLLACK was underway from Pearl Harbor on 18 February 1942 and set course to intercept enemy cargo ships carrying war material to Nagasaki by way of the Formosa Channel. She let go her first salvo in this traffic lane the night of 11 March, and when the enemy zigged away from two torpedo wakes, she let go a single torpedo which passed under the freighter without effect. A third try with a single torpedo resulted in a tremendous explosion which sank the 1154-ton cargo ship FUKSHU MARU (30°-53' N; 126°-20' E.).

POLLACK sank two sampans with gunfire about three hours after midnight of 11 March 1942. She then turned her attention to a cargo ship who escaped the erratic run of two torpedoes, then deftly maneuvered clear of two others when their wakes were spotted on the moonlit surface. Without time to reload bow tubes or swing for a stern shot, POLLACK manned her 3-inch deck gun whose first shot found its mark on the enemy's bridge. The automatic firing device jammed after this first shot and only twelve more salvos could be fired by hand before the freighter's superior speed put her safely out of range of that fighting submarine. POLLACK continued to patrol the traffic lanes between Korea and ports of Honshu until 13 March 1942 when she was directed to attempt the interception of enemy aircraft carriers reported bound from Yokosuka for Starling Bay, Celebes. She found no trace of the enemy force by 22 March when the search was called off and returned to Pearl Harbor on 8 April 1942.

POLLACK departed Pearl Harbor on 2 May and was in waters of the Japanese home islands on 12 May when she battle-surfaced to riddle a 600-ton patrol vessel with 3-inch and .50 caliber hits. This target settled by the stern and burned furiously at every point above the waterline. On 14 May 1942 POLLACK received word of an enemy carrier heading for Kure and sped across the south bound traffic lanes from

SHIPS NAMED POLLACK

Tokyo in an attempt to intercept. As she continued in the carrier's track on 19 May, she took time out to sink four sampans, including one with a regular cargo vessel bridge. A high-speed ship crossed ahead in the inky darkness which marked the first morning hours of 21 May, and POLLACK closed the track at full speed. Four torpedoes missed their mark as an enemy destroyer opened out to the right of the aircraft carrier which turned away from the deadly salvo. There was no chance of POLLACK being able to attain the speed necessary for a second try. She destroyed a trawler on 31 May and after an uneventful search for the defeated enemy units retiring from the historic Battle of Midway, returned from her third war patrol to Pearl Harbor on 16 June 1942.

POLLACK underwent four months of overhaul in the Pearl Harbor Navy Yard, then put to sea for her fourth war patrol on 10 October 1942. Before she reached her assigned area she was ordered back to Midway, arriving 23 October 1942. She fueled to capacity and stood out of the Midway channel that same day to patrol the approaches to Truk in an attempt to intercept crippled enemy ships believed enroute to that enemy stronghold from sea battles in the Solomon Islands. When sufficient time had elapsed for the crippled enemy ships to reach their bases, she was assigned to patrol in the northern sector of the Truk area. There were no contacts with enemy shipping during the entire patrol and POLLACK returned to Pearl Harbor on 29 November 1942.

POLLACK's fifth war patrol was again spent in waters of the Japanese Empire. After clearing Pearl Harbor on 31 December 1943, she ran into mountainous seas while guarding the Tsugaru Strait, and continued to be plagued by winds of gale force, snow and hail storms as she patrolled along the coast and southeast of Shiraya Saki. Her only target of opportunity was a fast freighter, intercepted on the night of 21 January 1943. As she moved in for the kill in bright moonlight, three shells whistled overhead from the enemy's stern gun. That target put on more speed but POLLACK managed to close the range to 2400 yards and fired four torpedoes for undetermined results before she was outdistanced. She terminated her fifth war patrol at Pearl Harbor, 10 February 1943.

POLLACK spent her sixth war patrol in an area normally low on enemy contacts, the shipping lanes between the Gilbert and Marshall Islands. She put to sea from Pearl Harbor on 6 March 1943 and intercepted a freighter in the sealane between Jaluit and Makin Atolls on the afternoon of 20 March 1943. Forced to break off the attack when spotted by two patrol vessels, she evaded their depth charges and continued chase until after daybreak the next morning when she gained ahead to sight the freighter coming out of the rain with one escort on the port quarter. She sent three torpedoes streaking for the target which took a hit and became enveloped in a smokey haze with a list to port. As this spectacle was observed through the periscope, POLLACK was rocked by the tremendous explosion of an aerial bomb and a wall of water rose to block the target from view. The first string of depth charges exploded well astern as she went deep but a second depth charge attack sent paint chips flying. Two enemy escorts milled over the surface for another attack before they were left astern.

POLLACK let go of three torpedoes at a freighter attempting to enter Jaluit Lagoon on 4 April 1943 and was again forced down by aerial bombs. By 9 April her patrol began to assume the aspect of an illegal blockade of Jaluit Lagoon. One heavy laden vessel had been prevented from entry and others which had been observed in the lagoon since the end of the preceding month, were apparently afraid to leave. Agressive patrol found the area outside the lagoon to be devoid of other enemy shipping and this exasperating situation was aptly reflected by entry in POLLACK's war diary: "We were very much tempted to send them a message daring them to come out." She terminated her sixth war patrol at Midway on 18 April 1943.

Underway for her seventh war patrol, POLLACK cleared Midway on 10 May 1943 to reconnoiter Ailuk Atoll and Wotje Island, then patrolled to the south and west towards Schischmarev Strait. On 18 May she found the 2,110-ton ex-gunboat TERUSHIMA MARU standing out of the channel north of Inijun Island. Two torpedo hits blasted that enemy from the surface of the ocean as POLLACK hunted deep water to evade the last of seven depth charges dropped by the prowling escorts. She cleared that area and was off Jaluit Atoll the next afternoon to intercept the 5,350-ton converted light cruiser BANGKOK MARU standing out from the southeast pass. A deadly salvo of three torpedoes sent chunks of that enemy's stern more than three hundred feet into the air and she settled beneath the waves in latitude 5°-37' North, longitude 169°-27' East. POLLACK dodged twenty-one exploding depth charges before she gave the hunters above the slip to resume patrol of the shipping lanes between Jaluit and Kwajalein Atolls. When she used her transmitter on 13 June to acknowledge cancellation of change in orders, POLLACK apparently had her position fixed by the search equipment of Japanese patrol bombers. From that day on she became the object of an intensive search from the air which greatly hampered her opportunities of attack. She escaped these killers and terminated her seventh war patrol at Pearl Harbor on 25 June 1943.

POLLACK spent her eighth war patrol off the east coast of Kyushu, Japan. She left Pearl Harbor astern on 20 July 1943 and moved in on a three-ship convoy in Empire waters on the afternoon of 6 August. Two torpedoes missed their mark and she was held down by two destroyers while the convoy grasped for distance. This game of hide-and-seek terminated two hours later when she had maneuvered clear for an "end-around" on the surface. She gained ahead for a second try and was rewarded by the sight of a hit which threw a geyser of water as high as the enemy's bridge, followed a few minutes later by two flashes and explosions (27°-54' N; 140°-51' E.). She was unable to gain position for another attack and patrolled to the northwest and northeast of Tori Shima until 21 August when she set course for Bungo Suido.

In the early morning darkness of 27 August 1943, POLLACK picked out one of five merchant ships off the coast of Kyushu and pressed home an attack which sank the 3,520-ton passenger-cargo ship TAIFUKU MARU (32°-27' N; 132°-24' E.). A destroyer sped back down the torpedo track and was discouraged by two torpedoes from POLLACK just moments before she

SHIPS NAMED POLLACK

went into a deep and silent run which took her from the scene of a fierce counter-attack. Her last torpedoes were expended on 3 September 1943 when she slipped past a destroyer and let go with four torpedoes which sank the 3,521-ton cargo ship TAGORNOURA MARU (34°-10' N; 140°-12' E.). Her men counted the explosion of seventeen depth charges in the distant sea while POLLACK outwitted the escort and made her way clear. She returned to Pearl Harbor on 16 September 1943. The next four months were taken up by overhaul in the Pearl Harbor Navy Yard.

POLLACK got underway from Pearl Harbor on 28 February 1944 and battled heavy seas as she entered the assigned area of her ninth war patrol off Nanpo Shoto on the 18th of March. Two days later she made a night surface attack and watched two torpedo hits blow the 1327-ton freighter NAKUYU MARU to pieces (30°-53' N; 140°-42' E.). Yellow flames lit up the sky as the target disappeared from sight. The flaming oil continued to burn on the surface for sometime afterward, clearly illuminating a submarine chaser which raced frantically about and dropped an aimless pattern of depth charges. POLLACK quietly withdrew and knifed through heavy seas in chase of a convoy. She slowly gained and pressed home the first attack an hour after midnight of 24 March 1944. Two explosions were immediately followed by a great column of red and orange flame where the target had been. POLLACK then swung and fired four deadly salvos which exploded in a freighter and left it aflame. She next turned her attention on a second cargo ship and heard two resounding explosions in that target as she withdrew from the scene near the dawn. The victim of her first attack was a 300-ton submarine chaser but the other targets were never identified.

Towards the evening of 3 April 1944 POLLACK found herself in an unusual situation. Commander Lewellen stated in his report: "With ships all around us the only problem was to pick out one at which to shoot. I felt, and probably acted very much like a small child in a candy store trying to get the most for his two pennies." She sent the last of her torpedoes streaking for one of some twenty cargo ships and was rewarded by the sound of two tremendous explosions, followed by muffled ones as the 2,814-ton passenger-cargo ship TOSEI MARU slipped beneath the sea in latitude 30°-00' North, longitude 139°-44' East. With all torpedoes gone, she spent the next three and a half hours dodging more than fifty depth charges and aerial bombs. She cheated the milling escorts of their prey and returned to Midway on 11 April 1944.

POLLACK's tenth war patrol was conducted off the Nanpo Shoto. She cleared Midway on 6 May 1944 and was sixteen days out to sea when she moved in on about ten merchantmen with several escorts. She scored torpedo hits which sank the 1,270-ton Japanese destroyer ASANAGI (28°-20' N; 138°-57' E.) and was held down by a fierce counter-attack while the remaining ships of the convoy made good their escape. She returned to Pearl Harbor on 7 June 1944.

SHIPS NAMED POLLACK

POLLACK cleared Pearl Harbor for her eleventh war patrol on 15 July 1944. She touched at Majuro, Marshall Islands, and then steamed on lifeguard station in support of the air strikes made on Woleai Island the 1st of August. She was off Yap Island 4-5 August for similar duty, then patrolled in the Yap-Palau area, taking time out to shell the phosphate plant on Fais Island on 27 and 30 August. She terminated her eleventh war patrol at Brisbane, Australia, on 12 September 1944.

POLLACK underwent a refit period at Brisbane, then got underway on 6 October for exercises with HMAS GEELONG until the 10th. She then steamed by way of Mios Woendi, Pado Islands, to Pearl Harbor where she arrived on 18 November for training operations off Oahu with units of the Pacific Fleet destroyer force. She was underway from that port on 25 January 1945, enroute with PERMIT (SS 178) to the east coast of the United States. She transited the Panama Canal on 13 February and reached the Submarine Base, New London, Connecticut, on 24 February 1945. The remainder of her career was spent as a training ship for men of the Submarine School at that base. She entered the Portsmouth Navy Yard on 14 June for inactivation and was decommissioned there on 21 September 1945. Her name was stricken from the Navy List on 29 October 1946 and she was sold for scrapping on 2 February 1947.

POLLACK earned ten battle stars for operations listed below:

- 1 Star/FIRST WAR PATROL-PACIFIC: 13 Dec 1941-31 Jan 1942
- 1 Star/SECOND WAR PATROL-PACIFIC: 18 Feb 1942 - 8 Apr 1942
- 1 Star/BATTLE OF MIDWAY: 3-6 Jun 1942
- 1 Star/FIFTH WAR PATROL-PACIFIC: 31 Dec 1942-10 Feb 1943
- 1 Star/SIXTH WAR PATROL-PACIFIC: 6 Mar 1943-18 Apr 1943
- 1 Star/SEVENTH WAR PATROL-PACIFIC: 10 May 1943-25 Jun 1943
- 1 Star/EIGHTH WAR PATROL-PACIFIC: 20 Jul 1943-16 Sep 1943
- 1 Star/NINTH WAR PATROL-PACIFIC: 28 Feb 1944-11 Apr 1944
- 1 Star/TENTH WAR PATROL-PACIFIC: 6 May 1944-7 Jun 1944
- 1 Star/MARIANAS OPERATION:
Capture and Occupation of Saipan: 15 Jul-12 Aug 1944

SHIPS NAMED POLLACK

LIST OF COMMANDING OFFICERS

Lieutenant Commander Clarence E. Aldrich, USN:	15 Jan 1937-13 Jun 1939
Lieutenant Commander Stanley P. Moseley, USN:	13 Jun 1939-18 Jun 1942
Lieutenant Commander Robie E. Palmer, USN:	18 Jun 1942-23 Apr 1943
Lieutenant Commander Bafford E. Lewellen, USN:	23 Apr 1943-13 Jun 1944
Lieutenant Commander Everett H. Steinmetz, USN:	13 Jun 1944-20 Nov 1944
Lieutenant Commander William M. Wilcox, USNR:	20 Nov 1944-21 Sep 1945

The second POLLACK (SS(N) 603) is under construction by the New York Shipbuilding Corporation, Camden, New Jersey. The keel of the nuclear-powered submarine was laid 14 March 1960 and she is scheduled to be launched in 1961.

F 12-10/A16-3(15)/(16)

Serial 0747

Care of Fleet Post Office,
San Francisco, California,
20 April 1944.CONFIDENTIALTHIRD ENDORSEMENT to
POLLACK Report of
Ninth War Patrol.NOTE: THIS REPORT WILL BE
DESTROYED PRIOR TO
ENTERING PATROL AREA.COMSUBSPAC PATROL REPORT NO. 405
U.S.S. POLLACK - NINTH WAR PATROL.

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

Subject: U.S.S. POLLACK (SS180) - Report of Ninth War Patrol.
(28 February to 11 April 1944).

1. The ninth war patrol of the POLLACK was conducted in the Nanpo Shoto Area.

2. This patrol was characterized by three well planned attacks on large convoys and a fourth successful attack against an escorted freighter or tanker. Particularly outstanding were the attacks made on the convoy in the early morning of 25 March when the POLLACK succeeded in sinking a destroyer and two freighters and possibly sinking a third freighter. All attacks were well planned and aggressively conducted.

3. The Commanding Officer's remarks regarding the true bearings on the TDC for radar approaches will be forwarded to the Training Command for study.

4. This patrol is designated as successful for Combat Insignia Award.

5. The Commander Submarine Force, Pacific Fleet, congratulates the Commanding Officer, officers, and crew for this very aggressive and successful war patrol. It is gratifying to see that one of our oldest Fleet type submarines still produces good results. The POLLACK is credited with having inflicted the following damage upon the enemy:

S U N K

1 - Freighter (class unknown)	-	5,000 tons (Attack No. 1)
1 - Destroyer (MUTSUKI class)	-	1,445 tons (Attack No. 2)
1 - Freighter (class unknown)	-	7,500 tons (Attack No. 3)
1 - Freighter (class unknown)	-	<u>7,500</u> tons (Attack No. 3)

TOTAL	-	21,445 tons
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FF12-10/A16-3(15)/(16)

Care of Fleet Post Office,
San Francisco, California,
20 April 1944.

Serial 0747

CONFIDENTIAL

THIRD ENDORSEMENT to
POLLACK Report of
Ninth War Patrol.

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

COMSUBSPAC PATROL REPORT NO. 405
U.S.S. POLLACK - NINTH WAR PATROL.

Subject: U.S.S. POLLACK (SS180) - Report of Ninth War Patrol:
(28 February to 11 April 1944).

D A M A G E D

1 - Freighter (class unknown) - 4,000 tons (Attack No. 2)
1 - Freighter (class unknown) - 7,000 tons (Attack No. 4)

TOTAL - 11,000 tons

GRAND TOTAL - 32,445 tons

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G. A. LOCKWOOD, Jr.

L. Hynes
L. HYNES, II,
Flag Secretary.

AL6-3

COMMANDER SUBMARINE FORCE, PACIFIC FLEET,
SUBORDINATE COMMAND, NAVY NO. 1504.

(cek)

Serial: 084

Care of Fleet Post Office,
San Francisco, California,
14 April 1944.

C-O-N-F-I-D-E-N-T-I-A-L

SECOND ENDORSEMENT to
CO, U.S.S. POLLACK
Report of Ninth War
Patrol.

From: The Commander Submarine Force, Pacific Fleet,
Subordinate Command, Navy No. 1504.
To : The Commander-in-Chief, United States Fleet.
Via : (1) The Commander Submarine Force, Pacific Fleet.
(2) The Commander-in-Chief, U. S. Pacific Fleet.
Subject: U. S. S. POLLACK (SS180) - Report of Ninth War Patrol.

1. Forwarded, concurring in the remarks of Commander Submarine Division SIXTY-ONE. The Commanding Officer, officers and crew are congratulated on this excellent patrol.


C. D. EDMUNDS.

33-51/A16-3

Serial 064

Care of Fleet Post Office,
San Francisco, California,
13 April 1944.CONFIDENTIALFIRST ENDORSEMENT to
U.S.S. POLLACK Report
of Ninth War Patrol.

From: The Commander Submarine Division SIXTY-ONE.
To : The Commander-in-Chief, United States Fleet.
Via : (1) The Commander Submarine Force, Pacific Fleet,
Subordinate Command, Navy No. 1504.
(2) The Commander Submarine Force, Pacific Fleet.
(3) The Commander-in-Chief, U.S. Pacific Fleet.

Subject: U. S. S. POLLACK (SS 130) - Report of Ninth War
Patrol.

1. The POLLACK's ninth war patrol was of forty days duration of which seventeen days were spent in the assigned area, the northern half of the SOUTHERN ISLANDS. Patrol was terminated by the expenditure of all torpedoes.

2. The patrol was characterized by very heavy seas and few, but valuable, contacts. Of five contacts worthy of torpedo fire, one could not be closed to firing range, and four were developed with skill and daring into very successful attacks.

3. Attack Number One was a night surface attack on a medium sized AO, or AK with a single small escort. Two torpedoes were fired on a 70° port track, range 2100 yards. One hit was observed and target was seen to disintegrate in a mass of flame and disappeared from sight and radar in slightly more than a minute.

Attack Number Two was a night surface attack against a DD screening a convoy of some twelve or more ships with other escorts. Four torpedoes were fired at the destroyer on a 90° starboard track, range 2050 yards. One hit was observed which resulted in an explosion accompanied by a great shower of sparks and the destroyer disappeared from sight and radar almost immediately. Three minutes after firing, two more explosions were heard and a large column of flame was observed on the bearing of the target but in the main body of the convoy beyond. POLLACK resumed tracking after a short retirement, regained position on the convoy and about two hours later delivered

Attack Number Three a night surface attack against two large AK's. Four bow shots at leading AK resulted in two hits

105-61/116-3

Serial 064

Care of Fleet Post Office,
San Francisco, California,
13 April 1944.

CONFIDENTIAL

Subject: U. S. S. POLLACK (SS 130) - Report of Ninth War
Patrol.

and set target on fire. Two stern shots at second AK both hit. POLLACK evaded on surface an approaching escort and both targets disappeared from radar screen within five minutes.

Attack Number Four found the POLLACK on submerged day patrol, with heavy seas running, in the midst of a convoy of some twenty ships with two MITSUKI type DD's, and other escorts. With only four torpedoes remaining, POLLACK selected an unidentified passenger freighter of about 7000 tons and fired four torpedoes from a range of 1500 yards. One hit was heard through hull and a second by sound. This was followed by characteristic, unmistakable, breaking-up noises. Following four loud but muffled explosions from the direction of the target, the breaking-up noises ceased and it is considered that the target sank.

4. Torpedo performance was excellent and it is particularly noticed that at least ten sure torpedo hits were obtained using depth settings of six feet in relatively heavy seas. The Commanding Officer's recommendation in regard to taking true bearings from radar and introducing them directly into T.D.C. and plot for radar approaches appears to have considerable merit and is worthy of complete investigation.

5. The death of E. E. COHEN, torpedoman's mate third class, as a result of a head injury suffered when struck by a torpedo skid is deeply regretted.

6. Health and morale of officers and men upon return from patrol were excellent. The material condition of the POLLACK is good and refit will be accomplished in the normal period.

7. The Commanding Officer, officers and crew are congratulated on this outstanding patrol during which the following damage was inflicted upon the enemy:

SUNK

1	-	AO (or converted AK)	5000 tons
1	-	DD (MINERAZE or MITSUKI class)	1215 tons
1	-	Large AK (unidentified)	7500 tons
1	-	Large AK (unidentified)	7500 tons
1	-	Passenger freighter, (unidentified)	7000 tons

SUBMARINE DIVISION SIXTY-ONE

30.

FD5-61/116-3

Serial 064

Care of Fleet Post Office,
San Francisco, California,
13 April 1944.

CONFIDENTIAL

Subject: U. S. S. POLLACK (SS 180) - Report of Ninth War
Patrol.

D.L.H.GED

1 - Ship (unidentified)



W. L. HOFFMANS.

Copy to:

CO USS POLLACK.

dsw

SS180/A16-3

U.S.S. POLLACK(SS180)
c/o Fleet Post Office;
San Francisco, Calif.,
11 April 1944.

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Via : Official Channels.

Subject: U.S.S. POLLACK(SS180) - Report of War Patrol
Number NINE.

Enclosure: (A) Subject Report.

1. Enclosure (A), covering the NINTH war patrol of this vessel conducted in the Nanpo Shoto area during the period 28 February 1944 to 11 April 1944, is forwarded herewith.


B.E. LEVELLEN.

CONFIDENTIAL:-

U.S.S. POLLACK(SS180) - Report of Ninth War Patrol.

(A) PROLOGUE:-

Arrived Submarine Base, Pearl Harbor, on 16 September 1943 from Eighth War Patrol. After a ten day refit by the Submarine Base, commenced local operations for the Commander Destroyers, Pacific Fleet, furnishing sound services. From 19 November 1943 to 8 February 1944, overhauled at Navy Yard, Pearl Harbor. The following major alterations were completed:- lengthened conning tower, installed Mark 3 TDC in conning tower, relocated SJ and SF Radar antennas abaft periscope shears, installed new SJ-1a Radar transmitter and PPI, installed TBL-4 transmitter, installed centrifugal trim pump, converted #7 main ballast tank to fuel ballast tank, and removed degaussing. From 17 to 24 February conducted training exercises, which were considerably interrupted by the necessity for correcting material deficiencies that developed as an aftermath of the Navy Yard overhaul. Fired six practice torpedoes and twelve rounds from the four inch gun, which was installed during this period to replace the three inch previously mounted. Sound tested and decommed. Departure delayed one day due to leaky fuel ballast tank vent blanks, and for installation of mechanical plane angle indicators.

(B) NARRATIVE:-28 Feb

1300(IK) Departed Submarine Base, Pearl, for Midway.

2 Mar
1818(K) Encountered heavy head seas which necessitated slowing.
Flooded out master gyro compass.

3 Mar
1022(Y) Sighted two SBDs which passed within two and one half miles of POLLACK without giving any indication of having sighted her (Plane contact #1). The light colored camouflage must be quite effective in these heavy seas.
1300(Y) Arrived Midway and topped off fuel, lub and provisions. Departure delayed by necessity for repairs to gyro and elimination of leaks in main induction and air line to #2 impulse bottle.

CONFIDENTIAL:-

Subject: U.S.S. POLLACK(SS180) - Report of Ninth War Patrol.

5 March

1128(Y) Underway for patrol area.

8 March

Encountered very heavy head seas which continued during a large portion of the time enroute to station. Spent considerable time submerged as it was frequently possible to make more speed submerged, than on the surface.

10 Mar.

1756(M) SD Radar contact at one mile (Plane contact #2). Submerged to 130 feet. Plane was not sighted and this may have been a false contact.

11 Mar.

Heavy seas continuing.

1012(M) Submerged to water batteries.

1250(M) Chlorine gas in both batteries due to use of salted battery water. Surfaced and commenced removing electrolyte from tops of all cells. Experienced much difficulty and delay in this procedure due to repeated failure of the acid pumps.

12 Mar.

1526(M) Forward battery back in commission.

13 Mar.

1025(M) Both batteries in commission after satisfactory equalizing charge.

1355(M)

Chlorine gas reported in the after battery.

1400(M)

Gas discovered to be a CO2 fire extinguisher which had discharged itself. All hands are now thoroughly gas conscious.

15 Mar.

1500(L) Heavy seas still continuing. Submerged to water batteries and routine torpedoes.

C O N F I D E N T I A L :-

Subject: U.S.S. POLLACK(SSL80)-Report of Ninth War Patrol.

1700(L) BOWEN, E.E., TM3c, USNR, suffered a severe head injury when torpedo skid in the after torpedo room slipped athwartships and crushed his head between two torpedoes. Man did not lose consciousness, but he was immediately put to bed. He was treated for shock, and his pulse and respiration soon returned to normal.

16 Mar.

0300(L) BOWEN, E.E., TM3c, USNR, died as a result of the head injury previously incurred. He had been observed to be sleeping a half hour earlier; and though he was breathing heavily at the time, there was no indication that he was about to expire.

0545(L) Stopped, held services, and committed the remains of BOWEN to the sea.

18 Mar.

2000(K) Entered area feeling as if we had already completed an arduous patrol. An analysis of the previous contacts in this area disclosed that a large majority of them had been made by submarines enroute to and from station. I therefore decided that the best course of action would be to patrol the area on easterly and westerly courses across the traffic lanes. My previous experience in this area also indicated that best results would be obtained by remaining submerged during the day. Once a submarine is spotted in this locality, traffic is very quickly and easily routed around. Since the SALMON had just reported air coverage fairly heavy in the area, it seemed best to endeavor to remain undetected for the present, at least. Before commencing east and west patrol, however, decided to head for Safu Gan to check SJ Radar and the Pit Log. The latter had required some repair and considerable adjustment, and we were none too sure of its accuracy at this point.

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18 Mar.

0100(K) Auxiliary generator out of commission due to blower failure. Blower and casing are beyond repair, and there are bits of metal in the generator windings.

20 Mar.

0500(K) SJ Radar contact bearing 043 degrees T., range 11,600 yards (Ship contact #1). Commenced tracking and determined ship to be on a steady course of 347 degrees T., speed 8 knots, with one small escort astern.

0230(K) Fired tubes #5 and 6 on a 70 degree port track with a torpedo run of 2100 yards.

0231(K) One minute and twenty seconds after firing, saw and heard one explosion. A great billow of yellow flame rose 500 feet in the air and pieces of ship flew in all directions. The target disappeared from sight and from the Radar in- slightly over one minute, although oil continued to burn on the water for three or four minutes thereafter. Evaded on the surface while the PC type escort could be seen in the light of the burning oil running around frantically dropping depth charges. The target was estimated to have been a medium sized AO, or AK fitted for carrying oil, of about 5,000 tons.

0245(K) Lost contact on escort.

0320(K) SJ Radar contact bearing 237 degrees T., range 15,000 yards (Ship contact #2). Tracked this target on various courses, speed 10 to 12 knots.

0400(K) Target finally settled down on a westerly course. A last quarter moon had now risen and we were up moon from the target. It was impossible to make either an attack or an end around on this target before dawn; so secured tracking and set course to the southward.

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- 0545(K) Submerged.
 1915(K) Surfaced.
 2033(K) Made SJ Radar contact on Safu Gun bearing 208 degrees T., range 27,000 yards. Proceeded to check Pit Log which was found to be somewhat erratic. It appeared to do fairly well if manually deflected each time speed was changed; so it was decided to create a new battle station, and we now have an official "Pit Log jigglar".
 2310(K) Set course to eastward.
- 21 Mar.
 0045(K) SJ Radar contact bearing 210 degrees T, range 19,000 yards. Range closed very rapidly to 13,000 yards and disappeared. Believe it to have been a plane(Plane contact #3).
- 23 Mar.
 0030(K) Auxiliary engine back in commission for limited use after having completed makeshift repairs. Regular blower removed and portable blower rigged to provide air circulation through generator.
- 1050(K) While patrolling on the surface, sighted yellow flare bearing 080 degrees T, distance 2500 yards.
 1054(K) U.S.S. WHALE surfaced on our beam, leaving me feeling very small and very foolish, but at the same time extremely thankful it was a friend instead of a Jap. Exchanged calls with WHALE and received message asking if they could help us. Judged this to be a bit of sarcasm, but chose not to consider it as such and generously invited them to join our party on the morrow. They accepted; so gave up present search and set course to the westward in company with the WHALE. Decided to be in position with WHALE on bearing 240 degrees T, distant 10 miles, by dawn of next day, and to remain submerged during the day. Directed WHALE to use aircraft contact code with indefinite call on 450 kcs for reporting contacts. Stayed in Radar contact with WHALE during night.

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24 Mar.

- 0450(K) Navigational position uncertain, so compared notes with WHALE by blinker tube. Adjusted position and at 0612(K) Submerged.
- 1620(K) Sighted smoke through periscopes bearing 078 degrees T, distance 16,000 yards. Commenced approach and finally made out two large AKs of the MKPKM variety and a DD, all with large starboard angles on the bow (Ship contact #3), closest range 12,000 yards.
- 1805(K) Convoy out of sight. Surfaced and sighted convoy bearing 150 degrees T., distance 25,000 yards. Gave chase and commenced tracking. Heavy seas and necessity for charging batteries made progress rather slow.
- 1900(K) Interference on SJ Radar from the northeastward indicated WHALE had surfaced at scheduled time but to the eastward of her presumed relative position. Sent contact report.
- 1949(K) Received request for report of contact report and complied. Gained slowly on convoy, but found tracking at long ranges to be almost impossible. Rolling and pitching caused by the heavy seas resulted in considerable fading on the Radar due to the fact that the antenna would be pointed down in the water one minute and up in the sky the next. Also, the ship yawed badly, and this made it very difficult to get accurate bearings. As the range closed, it became apparent that there were many more ships in the convoy than we had originally sighted. This further complicated the tracking by making target discrimination extremely difficult even at ranges of ten to twelve thousand yards. As many as eighteen ships were counted on the Radar at one time, and there were probably more which could not be separated from the general mass of pips. The multiplicity of targets together with the fading and the yawing of the ship made it almost impossible to stay on any one target in the main body of the convoy. Tracking at closer range was impossible because of two escorts which

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were patrolling the starboard flank at ranges of 3,000 and 6,000 yards respectively from the main body of the convoy. I had selected this flank so as to be able to attack with the wind and sea more or less behind us, and also because it appeared that the WALE would be coming up on the other side. From the size of the pip on the Radar, it appeared that the escort further out was probably a destroyer; so I decided to eliminate him first.

2345(K) Went to battle stations. Tracked target on courses 140 degrees, 180 degrees, and 220 degrees at speed 9 1/2 knots

25 Mar.

- 0024(K) While closing in for attack, heard half a dozen distant explosions which were assumed to be the WALE attacking. Not knowing what effect this might have on our target, turned away to check the set up before completing the attack. He appeared to zig a bit and then closed in to about 3,000 yards from the convoy, where he steadied down again.
- 0042(K) Started in a second time.
- 0053(K) At a range of 2500 yards it appeared from the bridge that the target had zigged toward, so turned away to open track and fire stern tubes if necessary.
- 0058(K) Target was seen to be back on his original course, so came left with full rudder for a 90 degree starboard track with the bow tubes.
- 0100(K) Fired four torpedoes with a run of 2000 yards. Came left with full rudder and emergency speed to retire and fire stern tubes if necessary.
- 0101(K) Stern tubes not necessary. One minute and twenty-eight seconds after firing, heard and saw one explosion, which must have set off his depth charges, as a great shower of red and orange sparks flew into the air. Target disappeared from sight and Radar almost immediately. Felt very thankful that we no longer had to contend with this baby, as escape on the surface would have been a bit uncertain. Firing with the sea is very advantageous, but it makes retirement very difficult. A low overcast made

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- the night very dark and it is doubtful if he could have kept us in sight very long; but we couldn't make more than 13 1/2 knots into the sea, and it would have been impossible to dive without first making a radical change of course.
- 0103(K) Heard two explosions and saw a great column of yellow flame leap up on the bearing where the DD had been, but at a greater range. Two of our torpedoes which missed the DD must have run on and struck another ship in the main body of the convoy. This was easily possible as the ocean was full of ships in that direction; but it was nothing but pure luck. Continued to retire as the other escort, which had been out on the flank gave chase, though it was too dark for him to see us.
- 0118(K) All clear. Resumed tracking convoy, which stayed well bunched together. Particularly noted that no ships fell behind, indicating that the second ship hit may also have sunk. Commenced reload, which proved to be a rather slow business because of the heavy rolling and pitching.
- 0250(K) Went to battle stations for second attack. Selected for this attack two large freighters which were in staggered column on the starboard flank of the convoy with a single escort on the starboard quarter of the second ship.
- 0257(K) Came to course 030 degrees T. to head for leading ship.
- 0305(K) Targets zigged toward leaving us only 2000 yards from the track of the leading ship and almost ahead of the escort. Came right to 200 degrees T. to parallel them.
- 0309(K) Came right through 250 degrees T. to course 090 degrees T. for a 70 degrees starboard track, thus obtaining a favorable track without further decreasing the distance to the track.
- 0314(K) Fired four bow tubes at leading freighter at torpedo run of 2550 yards. Commenced swinging right with full rudder and emergency speed.
- 0315(K) One minute and fifty seconds after firing first torpedo, heard one explosion followed eight seconds later by a second. Target commenced to burn, apparently from some internal fire.

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- 0316(K) Steadied on course 270 degrees T, and fired two stern tubes at second ship in column which was slightly closer and which had by this time drawn up and overlapped the first target on the starboard quarter.
- 0317(K) One minute and twenty-five seconds after firing heard one torpedo hit followed seven seconds later by another. The escort by this time had drawn up fairly close on our starboard quarter, so came left to course 220 degrees to put him astern.
- 0328(K) Range 4200 yards to the escort, which appeared to have given up the chase and stopped or reversed course. Both targets had by this time disappeared from the Radar. Inasmuch as they had previously appeared as very large pips, it is believed they both sank. Commenced reload, which again proved to be slow work. Discovered the flask pressure of one torpedo to be down to 2000# and that it was impossible to set depth on a second.
- 0443(K) Reload completed. Decided, however, to make no more attacks this night for the following reasons: unsatisfactory condition of torpedoes, desirability of making a trim dive after having fired ten torpedoes and having used a considerable quantity of fuel, proximity of dawn which would leave insufficient time for an attack if a trim dive were made, and uncertainty as to our geographical position. The heavy seas made a daylight submerged approach out of the question even if a favorable position for one could have been gained in the time remaining before daylight. Retired to the northward toward own area.
- 0535(K) Transmitted contact report on area frequency.
- 0600(K) Submerged.
- 26 Mar.
- 1027(K) While submerged sighted mast bearing 276 degrees T, distance 8-9,000 yards(Ship contact #4). Commenced approach.
- 1111(K) Contact developed into five fishing trawlers, closest range 7,000 yards.
- 28-30 Mar. For three days encountered heavy seas, which shifted gradually from southwest to northwest. During this period it was possible to do little more than ride out the storm.

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31 Mar.

0809(K) While patrolling submerged, sighted large fishing sampan bearing 351 degrees T., distance 6000 yards(Ship Contact #5). Determined sampan to be on southerly course and avoided.

1 Apr.

0546(K) Submerged and closed Tori Shima for reconnaissance.
 1030(K) Sighted a group of six wooden buildings on a terrace on the northwest slope. These buildings appeared to be fairly new and looked as if they might have been small barracks or storchauses. The only suitable landing beaches appeared to be on the northwestern shoreline, although rather rocky beaches exist on the south coast and at the southeastern corner of the Island. The cove on the north side is partially filled with lava and definitely is not suitable for a landing. No regular boat landing could be seen.
 1312(K) Sighted two engine bomber fairly close on a southerly course(Plane contact #4). Went to 130 feet and changed course to 170 degrees T. to head away from the Island.
 1345(K) Returned to periscope depth and continued circling the Island.
 1513(K) Completed circle of Island, having taken fifty-five photographs.

3 Apr.

1034(K) Indication on the SD Radar at six miles and closing(Plane contact #5). Submerged to 130 feet. Plane not sighted.
 1110(K) Came up to periscope depth.
 1134(K) Sighted two engine bomber bearing 232 degrees T, distance five miles, on southeasterly course(Plane contact #6).
 1213(K) Sighted two engine bomber bearing 037 degrees T., distance two miles, on an easterly course(Plane contact #7).Possibly the same plane.
 1352(K) Surfaced.
 1402(K) SD Radar contact at eight miles and closing(Plane contact #8). Submerged to 130 feet. Plane not sighted.
 1430(K) Periscope depth.

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- 1500(K) Sighted smoke bearing 336 degrees T. (Ship contact #6).
Commenced approach.
- 1510(K) Tops of at least three ships in sight. Went to battle stations.
- 1517(K) Made out at least four AKs with what looked like a DD. The seas were quite heavy and depth control was extremely difficult. Very little could be seen even at a depth of 56 feet and we were in constant danger of breaching at that depth.
- 1535(K) The range had closed to 5,000 yards and it was now possible to see so many ships that it was neither necessary nor possible to make an approach. On course 320 degrees T., there were ships from broad on the port bow to broad on the starboard bow with both port and starboard angles on the bow. To say that the picture as seen in brief glimpses between swells was confusing would be putting it mildly. Two destroyers of the FUBUKI class were about 4,000 yards apart on either bow of the convey and it was apparent that we would pass between them unless they made a very radical zig.
- 1550(K) With ships all around us the only problem was to pick out one at which to shoot. I felt, and probably acted, very much like a small child in a candy store trying to get the most for his two pennies. I felt very futile indeed in that press of ships with my four remaining torpedoes.
- 1553(K) Finally selected a large AK of about 7,000 tons at an estimated range of 1500 yards, with a second AK overlapping at a range of 1000 yards, and commenced firing. Lost depth control very shortly after firing, and since I couldn't see, decided the only alternative was to go deep to avoid being run down.
- 1554(K) At one minute and seventeen seconds after firing, heard one torpedo explosion. Sound reported hearing a second explosion seven seconds later, but this was not heard through the hull. It is believed that hits made with shallow depth settings are not always as clearly heard as those which explode further beneath the surface. Following the hits, the peculiar crackling noises of a sinking ship were heard

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through the hull. It was the first time the Commanding Officer had heard these noises; but they are so distinctive to be unmistakable.

- 1556(K) First depth charges, not too close.
- 1600(K) Sound reported four loud but muffled explosions from the direction of the target and immediately thereafter the crackling noises ceased, indicating that our target had sunk. Sound conditions were excellent as attested to by a zero temperature gradient on the Bathythermograph, and the clarity with which screws could be heard all around us. Several strings of depth charges were dropped, but only one was at all close. It is doubtful that the A/S vessels ever picked us up, due to the fact that there were so many ships present that their own screw noises blanketed ours. Both destroyers were heard to be pinging as we passed them before the attack, but only one ship was heard to be pinging after we went to deep submergence. The pings were heard at regular four second intervals with occasional shifts to hand keying and irregular intervals. It did not appear that the pinging vessel ever picked us up on echoreanging. After the initial reversal of course, steered courses between north and east so as to under run as much of the convoy as possible. Finally got all A/S vessels abaft the beam and ste died on course north.
- 1735(K) Screws faded out, distant pinging and depth charges still heard. Started up for a look.
- 1755(K) In endeavoring to get a good look around, almost breached and had to use standard speed to keep from doing so. This kicked up quite a wake, and we promptly received seven aerial depth bombs for our indiscretion, none too close. Went to 130 feet, came right to course east and maintained two thirds speed so as to get as far away as possible from the point where the planes had spotted us, before any A/S vessels could arrive and pick us up. The Jap aviators continued to drop an occasional bomb just to let us know that there would be no use in trying to surface before sunset. In fact, with the prospect of a bright moonlight night ahead it looked as if we might be in for a little trouble.

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- 1921(K) Heard the last of fifty five depth charges and bombs expended on us this date. No damage sustained.
- 1930(K) Sound picked up light screws bearing 044 degrees T.
- 1937(K) Second set of light screws bearing 075 degrees T. Came right to bring these bearings abaft the beam.
- 2150(K) Finally managed to shake patrols and surfaced in bright moonlight; all clear.
- 2110(K) Transmitted contact report on area frequency. Cleared message to NPM and then rebroadcast contact report.
- 2310(K) Secured transmitting and set course for point of departure from area.

4 Apr.

- 0547(K) Dived and decided to spend the day submerged. Heard several distant bombs or depth charges during the day. Wondered if some other submarine ran into the hornet's nest we had stirred up.
- 1938(K) Surfaced and set course for Midway.

5 Apr.

- 1250(K) While cruising on the surface, periscope watch sighted patrol boat bearing 110 degrees T., distance 20,000 yards. Avoided on the surface without being sighted.

11 Apr

- 0550(I) Sighted two escort planes.
- 0623(I) Sighted periscope bearing 130 d.T., distant 2500 yards.
- 0949(I) Arrived Midway.