

SS394/A16-3

Serial (027)

DECLASSIFIED

DECLASSIFIED

From: The Commanding Officer, U.S.S. RAZORBACK (SS394)
To: The Commander-in-Chief, United States Fleet
Via: (1) The Commander Submarine Division
(2) The Commander Submarine Squadron
(3) The Commander Submarine Force, Pacific Fleet
(4) The Commander-in-Chief, United States Pacific Fleet

Subject: U.S.S. RAZORBACK (SS394) - Report of War Patrol
Number FIVE.

Enclosure: (A) Subject Report.
(B) Track Chart (in two parts), for ComSubPac only.

1. Enclosure (A), covering the FIFTH War Patrol of this vessel, conducted in the OKHOTSK SEA and east of the NORTHERN KURILE ISLANDS during the period from 22 July to 2 September 1945, is forwarded herewith.

2. On 30 August, this vessel reported to the U.S.S. RUNNER (SS476), (Commander Raymond H. Bass, USN), as a unit of BENNY'S PEACEMAKERS. This task group entered TOKYO BAY on 31 August for participation in the formal surrender of JAPAN.

C. DONALD BROWN

DECLASSIFIED-INT. COMS, STAFF/INT. SEC. AC

BY OP-09896 DATE 6/1/72

DECLASSIFIED

FILED

142351

(A) PROLOGUE

On 27 June 1945, arrived MIDWAY for our first refit by Submarine Division 242 and the USS AEGIR (AS23), our regularly assigned organization and tender.

The officers and crew enjoyed good food and an excellent rest during this refit. Everybody seemed to be in better physical shape than usual due to a well-planned athletic program for the crew, plus more than average interest of all officers to have a game or a swim daily.

On 9 July, held mid-refit conference and preliminary machinery tests; 12 July, all hands returned to an exceptionally clean ship and performed final machinery tests; 13 July, carried out sound tests, underway tests, deep dive, battle surface rehearsal, and three training dives; 14 and 15 July, post repairs; 16 through 19 July, received four days' training by Comdr. J. W. DAVIS, USN, (ComSubDiv-242), whose assistance in smoothing out a brand-new fire control party was highly instructive and thoroughly appreciated.

The following alterations were completed:

- (1) Installed twin 20mm in place of single unit on after cigarette deck.
- (2) Installed SD-5 in place of SD-4.
- (3) Installed DCDI.
- (4) Installed ice cream freezer.
- (5) Provided adapter for use of DU-1 direction finder with RAL-7 receiver.

During the refit period the following change in officers was made:

- Detached - Lt-Comdr. R. E. ROBB, USN (PCO)
 Lieut. R. L. SMITH, (DE), USNR
 Lieut. R. S. THOMPSON, (DE), USNR
 Lt(jg) L. T. ADAMS, (DE), USNR
- Reported - Lieut. N. E. AUBREY, Jr., USN
 Lieut. E. T. WITHERBY, Jr., (DE), USNR
 Ensign R. E. BERRY, (D), USNR
 Boatswain H. F. FORT, USN, who accepted his appointment from COM(T) on board and was retained.

DECLASSIFIED

On 18 July, the RAZORBACK had the pleasure of retrieving VALANT, CGM, who had been washed overboard from the USS ENTELEDOR (SS340) in the outer channel. This rescue was possible only through the willingness of Lt(jg) W. H. PATTILLO, USNR, and LANGFORD, D.D., MOMM3c, USNR, to risk being left in a state 3, cross-channel sea near a dangerous reef when they went into the water to get the man. The details of PATTILLO's and LANGFORD's actions are the subject of a separate report.

(B) NARRATIVE

Officers

Previous War Patrols

Lt-Comdr. C. D. BROWN, USN	4
Lieut. N. E. AUBREY, Jr., USN	4
Lieut. E. T. WITHERBY, Jr., (DE) USNR	0
Lieut. L. B. CRANN, (DE) USNR	4
Lt(jg) W. C. ANDERSON, (E)I-T, USNR	4
Lt(jg) W. H. PATTILLO, (D)L, USNR	3
Ensign D. O. KJERULF, (D), USNR	1
Ensign F. E. FARRIS, USN	2
Ensign J. E. BONDS, USN	1
Ensign R. E. BERRY, (D) USNR	0
Boatswain H. F. FORT, USN	4 (enlisted)

Chief Petty Officers

A. W. POCZABUT, CTM, USN	10
P. PIAZZA, CMOMM, USN	9
R. A. RIVES, CEM, USN	3
T. A. WALKER, Jr., CMOMM, USN	4

22 July (Times following are "Y".)

1400 Underway from MIDWAY for patrol area in accordance with ComTaskFor-17 Operation Order No. 163-45, dated 19 July 1945.

1623 Made trim dive; surfaced at 1636.

2340 Exchanged recognition signals and calls with eastbound USS PARCHE (SS384).

23 July Skipped this date.

24 July (Times following are "M".)

0300 Crossed 180th Meridian.

0814 Sighted U.S. patrol plane, distance 7 miles.

1200 Position: Lat. 29-31 N, Long. 178-02 E.

1530 Made trim dive; surfaced at 1547.

1600 Held battle problem.

25 July

0225 Exchanged recognition signals and calls with eastbound USS CERO (SS225).

1100 Made section dive; surfaced at 1132.

1200 Position: Lat. 31-12 N, Long. 172-47 E.

1300 Held battle problem.

1725 SD contact at 58 miles!

1740 Lost contact at 61 miles. I think we are going to like our SD-5.

2112 Had unidentified SJ interference bearing 040°T, which faded out fifteen minutes later. This was assumed to be the USS TREPANG (SS412), reported in this vicinity by ComTaskGroup 17.5.

26 July (Times following are "L".)

1200 Position: Lat. 34-32 N, Long. 168-37 E.

1240 Made section dive; surfaced at 1316.

1320 Held battle problem.

27 July

1200 Position: Lat. 38-45 N, Long. 165-53 E.

1410 Held battle problem.

1800 Made section dive; surfaced at 1818.

2300 Visibility suddenly decreased to 500 yards.

28 July

Visibility varies from 300 to 10,000 yards.

1200 Position: Lat. 43-06 N, Long. 162-42 E.

1300 Held Battle problem.

29 July

1030 Made section dive; surfaced at 1102. We have an air leak to locate this afternoon.

1200 Position: Lat. 45-27 N, Long. 156-54 E.

1430 Made section dive; located air leak in whistle stops; surfaced at 1538.

1830 Made section dive; surfaced at 1844.

30 July

0215 SJ contact on SHIMUSHIRO TO, bearing 315°T, distant 50 miles.

(Times following are "K".)

0730 Entered patrol area.

- 0817 While transiting KITA URUPPU SUIDO, the fog in which we have been proceeding for several days lifted. Visibility was phenomenal. Sighted three small power boats standing out from SHIMUSHIRO TO. (SC #1)
- 0820 Went to battle stations and four engines. Our exhaust on one engine only, is a thick, high white plume in this cool area; the exhaust from four engines was a dead giveaway, even though the fog bank was our background.
- 0821 Targets reversed course and headed for the beach.
- 0825 Visibility suddenly reduced to 200 yards. Feeling these fellows had seen us and that our speed advantage was not great enough to beat them to port, at
- 0840 Secured from battle stations, slowed down, and continued transit. At no time could we contact these boats on SJ.
- 1019- Several momentary SJ contacts, between 4000 and 6000
1100 yards, which tracked at 30 knots or better when we could get more than one observation.
- 1200 Position: Lat. 46-59 N, Long. 150-55 E.
- In view of past patrols we were amazed to be able to transit KITA URUPPU SUIDO with no land-based or other APR contacts. The gear was thoroughly checked subsequently and found in perfect condition.
- 1730 Dived to routine radar; surfaced at 1826.
- 2232 SJ radar interference bearing 170°T. PRF and pulse width checked and found friendly. Lost contact at 2300, bearing 150°T.

31 July

- 0610 While proceeding in reduced visibility, fog lifted. Sighted large, unescorted ship bearing 330°T, range 17,000 yards; closed on four engines. (SC #2)
- 0620 Identified ship as standard liberty type with proper RUSSIAN markings on side.
- 0705 Visibility again 2000 yards.
- 1000 Visibility lifted, OOD sighted possible impulse bubble on port bow and turned toward at flank.

- 1200 Position: Lat. 46-45 N, Long. 145-44 E.
- 1203 High periscope watch sighted large ship bearing 173°T, range 15,000 yards, angle on the bow 80° port. Paralleled his course and went to four engines to get ahead. (SC #3)
- 1238 Sighted another ship bearing 065°T, range 15,000 yards, angle on the bow 15° starboard. (SC #4)
- 1241 Dived, went to battle stations and started approach. Lost sight of SC #3.
- 1320 Ship identified as RUSSIAN tanker with all markings correct. Shot him with pictures since we couldn't use torpedoes.
- 1345 Sighted ship bearing 122°T, range 15,000 yards; identified as medium AK (RUSSIAN) with all proper markings. (SC #5)
- 1355 Sighted RUSSIAN ship similar to contact #5 with all proper markings, bearing 098°T, range 8000 yards. (SC #6)
- 1623 Surfaced.
- 1652 Sighted ship bearing 212°T, distant 20,000 yards, small angle on the bow. (SC #7)
- 1702 Submerged and started approach.
- 1750 With track 90° P, torpedo run 1000 yards, gyro angles 20° R, started shooting 15 feet of film at a small RUSSIAN AK with all proper markings.
- 2007 Surfaced.

We have determined that ships in this area with proper RUSSIAN markings are following their allotted routes. It was not necessary to hold battle problems today as all hands were thoroughly drilled for submerged approach.

The bathythermograph cards have been particularly interesting and the latest dope published by Mr. BUMPUS concerning temperature waves at constant depth was put to good use by the diving officer.

1 August

- 0454 Sighted KUNASHIRI JIMA at 65 miles.

- 1053 High periscope watch had possible contact on object over horizon bearing 159°T.
- 1100 Lost contact, headed toward on four engines.
- 1145 Visibility lifted; could see land on bearing of contact at 60-odd miles and nothing else in sight. Secured chase.
- 1200 Position: Lat. 46-04 N, Long. 146-12 E.
- 1243 Puff of smoke sighted on horizon bearing 275°T; turned toward on four engines.
- 1250 Smoker proved to be a large whale; secured chase.
- Received message indicating USS SENNET (SS408) transmitted very near to our 0300 position this morning. We had no indication of her presence.

Patrolling this area is not at all as I had expected from information at hand. The weather has been unusual the last two days with a 0 to 1 sea and, except for short periods, unlimited visibility. Had hoped to be able to patrol inshore on the surface in the daytime, but the above condition definitely prevents such procedure.

2 August

- 0410 Submerged off POKONOTSU BANA, ETOROFU JIMA to check NAIBO WAN (Supposedly the best anchorage on the island).
- 1125 With visibility fair, made careful SJ radar sweep of NAIBO WAN; no targets.
- 1200 Position: Lat. 44-44 N, Long. 147-01 E.
- 1228 OOD sighted masts bearing 201°T, range 7000 yards; turned toward. (SC #8)
- 1252 Sighted armed trawler leading four large sea-trucks close inshore past KABARI MISAKI into NAIBO WAN. Guess the Japs haven't abandoned ETOROFU after all. Headed toward targets at standard speed. (SC #9)
- 1304 Battle surfaced and entered anchorage on three engines.
- 1313 Commenced firing 40mm at one of two largest sea-trucks. Soon after we opened fire, the armed trawler jettisoned his depth charges and deserted his brood.

- 1314 First five-inch hit on nearest large sea-truck. We are experiencing sporadic return fire from automatic weapons.
- 1322 First target settled to gunwhales; shifted to other target. The trawler escort and two leading targets were by this time showing neat pairs of heels well inside the anchorage.
- 1323 Second target sustained two five-inch hits plus 40mm hits and was left with gunwhales awash.
- During this action, passed two JAP soldiers in the water who had apparently jumped ship early in the game. Received the usual answer to our hail — praying attitude and attempted deep bows, even while waterborne.
- 1326 Sighted numerous (counted total later was 14) small-craft of various descriptions off KUNNEUYENSHIRA BANA, probably same ships that had been sighted by OOD at 1228; headed toward at full on three. (S# #8)
- 1347 More small calibre automatic weapon fire heard and splashes observed close aboard. Commenced firing at nearest ship; an armed lugger. Soon after we headed for these targets, those closest to us headed for the beach and anchored close inshore; the rest hightailed it for TAMNEMOYE WAN.
- 1410 Secured from battle stations. There were eight anchored targets — one group of three, another of five which we worked on alternately with all guns. A careful check on the second part of today's gun action revealed one with decks awash, one burning briskly, and one down by the stern in the first group; one with decks awash, one on fire from stem to stern, another slightly damaged in the second group. Several fires were started on the beach from ricochets.

Having expended over half our five-inch ammunition, being unable to close further without serious risk to topside personnel from the fire being returned by automatic weapons, and having been on the surface for an hour within 130 miles of a major airfield, I felt it wise to break off the engagement. The return fire was much more accurate than the range warranted. Splashes were observed all around the ship on numerous occasions; two men received slight arm wounds from bullets which disintegrated against the hull. We strongly suspect that machine guns were moved ashore from the sea-trucks near the beach and operated from the rocky cover and good gun platform afforded there. The targets

anchored close inshore blended beautifully with the beach. Without telescopic sights the 40mm personnel were able to see targets with great difficulty.

My face is a bit red regarding five-inch ammunition. Had counted heavily on being able to close any battle surface targets, without difficulty, to good 40mm and 20mm range. We sacrificed two torpedoes for as much more of this type ammunition as we could carry; we could use more five-inch now. I'd give a lot for a gun scuttle too. Certainly didn't expect every inter-island sea-truck to be armed.

We are now heading for east coast of KARAFUTO to patrol submerged (if visibility is good), or surfaced off LA PEROUSE if it's foggy.

3 August

- 0800 Hazy, but OOD sighted large loaded freighter bearing 220°T, distant 15,000 yards; heading into LA PEROUSE. Closed sufficiently to see RUSSIAN marking on side. (SC #10)
- 0822 Dived to retire from vicinity of RUSSIAN freighter.
- 0928 All clear on periscope; surfaced and immediately sighted another RUSSIAN ship bearing 120°T, range 12,000 yards; dived. She passed close aboard toward LA PEROUSE. (SC #11)
- 1200 Position: Lat. 45-40 N, Long. 143-54 E.
- The only good our allies are performing in this area is affording us an opportunity to routine our radar.
- 1235 Surfaced.
- Have decided to return to the coast of ETOROFU. Our wooden convoy should have had time to lick its wounds and proceed up the coast. Am hoping we can use some torpedoes on it.

4 August

- 0540 to 0620 APR contact, 75 mc., 500 PRF, 65 usec., strength 1/7th.
- 0838 While we were making a radar sweep of the north ETOROFU coast, SJ radar started acting up; submerged.
- 1134 SJ back in commission; surfaced and continued radar sweep.

████████████████████L

Visibility varies from nil to 1000 yards. The lookouts have been reporting packing cases frequently on all bearings as we skirted PORONOTSU BANA. It looks as though our sea-trucks in NAIBO WAN have been discharging their cargo continuously since we left them.

- 1200 Position: Lat. 44-52 N, Long. 147-03 E.
- 1227 Fog lifted, land visible through 180°; submerged.
- 1648 Sighted possible trawler inside MOEKESHI WAN. It appeared to have a 90° P angle on the bow, hugging inner shore-line. Battle stations torpedo; turned to head him off at KABARI MISAKI. Although we patrolled back and forth across the mouth of this bay well over an hour, no further evidence of this ship was seen.
- 2018 JK contact on screws bearing 300°T, proved to be #1 air conditioning unit which has imitated screw beats before.
- 2052 Surfaced and headed seaward. Will try patrolling KUNASHIRI SUIDO tomorrow, then shift to other (and I hope) greener fields.

5 August

- 0200 Sighted powerful searchlight on HITOKAPPU YAMA. It was trained slowly from 330°T to 180°T at about 5° depression, then turned out.
- 0345 Submerged.
- 0800 - SJ radar out of commission.
- 0910
- 0937 With very poor visibility, surfaced and headed out of KUNASHIRI SUIDO.
- 1200 Position: Lat. 44-38 N, Long. 146-50 E.
- 1208 Visibility lifted to unlimited. We'd have done better to stay on the station originally selected, but it certainly looked like an all-day fog when we left.
- 2116 Received ComSubsPac message assigning us as relief to USS KINGFISH (SS234) on lifeguard station.
- 2350 It required 90 minutes to convert #4 main ballast tank.

6 August

0158 Acknowledged lifeguard assignment and reported patrol results to ComSubsPac! (RAZORBACK ONE)

1200 Position: Lat. 47-44 N, Long. 145-30 E.

1300 Submerged to routine SD and SJ radars.

1341 Surfaced.

Sighted numerous seals throughout the day. The Japs have them trained to look like suitcases, lifejackets, periscopes and many other items.

7 August

1145 SJ lobing motor is an open circuit.

1200 Position: Lat. 49-38 N, Long. 152-25 E.

1545 SJ lobing motor replaced with spare; operation satisfactory.

1632 Made trim dive; surfaced at 1705.

2054 SJ radar contact bearing 090°T, distant 3250 yards - intermittent; evaded.

2130 Personnel in forward torpedo room and forward battery reported object striking port forward section of hull.

8 August

In the absence of further instructions, am not sure whether we should relieve the KINGFISH on her present station or patrol where we can reach any station in the least amount of time. Have decided to do the latter. ONEKOTAN KAIKYO appears to be the most central position for likely assignments.

0153 Received ComSubsPacAdComd message stating there would be anti-shipping strikes today. Since no specific station was assigned, headed for "Able" which has been assigned for all previous strikes covered by our predecessors.

0707 Lookout sighted unidentified single-engine fighter-type aircraft bearing 090°T, range four miles; dived.

DECLASSIFIED

[REDACTED]

0806 Surfaced.

0825 Received ComSubsPacAdComd message with full information including assignment of "Able" as our station, so we are where we ought to be and somewhat relieved.

1032 SD contact on two aircraft, range 17 miles. They did not close.

1055 SD contact on two aircraft, range 20 miles; they closed to 12 miles, then opened until lost.

1125 SD contact on one aircraft, range 17 miles; it did not close.

1200 Position: Lat. 50-28 N, Long. 157-20 E.

1210 SD contact on one aircraft, range 12 miles; it did not close.

1240 Sighted fishing buoy with staff and pennant bearing 285°T, distant 1000 yards.

1305 Sighted twin-engine aircraft similar to LORNA bearing 045°T, distant 4 miles; dived.

1338 Surfaced.

1600 It looks as though all missions for today have been successful. Submerged to routine radar.

2147 Surfaced.

9 August

0215 Ran into a dense cloud of volcanic ash. Visibility reduced to zero, odor of sulphur gases noted in the boat.

0321 Received ComSubsPacAdComd message stating no strikes for today.

0335 Submerged to patrol off southern tip of PARAMUSHIRO.

1200 Position: Lat. 49-53 N, Long. 155-24 E.

1507 Steady, heavy interference on JK bearing 300°T. Believe this was disturbance from active volcano on same bearing. It persisted for two hours.

2030 Surfaced.

"RUSSIA DECLARES WAR ON JAPAN", came through the boat like wildfire from crew members gathered around the RBO. We no longer wonder at the high concentration of RUSSIAN ships we encountered on 31 July and 3 August. This news coupled with the announcement of the atomic bomb is indeed encouraging.

2155 Received ComSubsPacAdComd message stating no strikes for tomorrow.

Our submarine patrol zone for the next few days is a mighty small "piece of pie" on the chart. Hope sincerely that ComNorPac has favorable weather for strikes during the coming week.

10 August

0830 Submerged.

1200 Position: Lat. 50-32 N, Long. 157-13 E.

2005 Surfaced.

2200 Phosphorescence in this location is exceeded only by that we encountered in the KII SUIDO last patrol. Here a halo surrounds the ship on all bearings for a distance of 100 yards in addition to the extremely bright wake.

11 August

0530 Submerged.

1200 Position: Lat. 50-10 N, Long. 156-18 E.

1303 OOD sighted two buoys with staff and pennants on the starboard beam, distant 1000 yards; went deep.

1306 At 70 feet heard rattling and tapping on conning tower similar to light metal weights being dragged over it; noise stopped as we went to 100 feet.

1300 At periscope depth counted five similar buoys in vicinity astern. We undoubtedly had a tilt with a Jap drift net.

2000 Surfaced with about 100 square feet of net (and two good-sized but unedible fish) draped over periscope shears.

2137 Received ComSubsPac permanent change to Polar Circuit voice frequency for lifeguard.

2351 Received ComSubsPacAdComd message of strike for tomorrow plus information on surface operations in this vicinity.

12 August

- 0415 Passed close aboard Jap drift net about 100 yards long. The marker buoys for this net were about 800 yards from the net.
- 0700 Submerged.
- 1000 Surfaced on lifeguard station.
- 1200 Position: Lat. 49-45 N, Long. 155-18 E.
- 1337 Received ComSubsPacAdComd message cancelling today's strike. Commenced clearing area to NE in accordance with instructions concerning surface ship strike in this vicinity tonight.
- 1400 Held Divine Services in crew's mess.
- 2050 OOD sighted two lights fairly close aboard bobbing up and down on the water; dived. (The water was highly phosphorescent.)
- 2112 Surfaced.
- 2152 Received ComSubsPacAdComd message saying strike scheduled for today will be accomplished tomorrow.
- 2236 Heading toward lifeguard station on three engines .

13 August

- 0350 Arrived lifeguard station.
- 0512 Received ComSubsPacAdComd message delaying strike six hours.
- 0535 Submerged.
- 1001 Surfaced on lifeguard station; SD contact 10 miles closing - dived.
- 1008 Surfaced.
- 1018 SD contact, two aircraft, range 11 miles and closing.
- 1022 Dived with planes at 4 miles and coming in fast. If these are friends, they aren't encouraging cooperation. Attempt to contact them on VHF was negative; no IFF response.

1056 Surfaced.
1200 Position: Lat. 49-51 N, Long. 155-42 E.
1300 Submerged.
2003 Surfaced.

14 August

0110 Received ComSubsPacAdComd message giving station for Liberator strike and Mitchell anti-shipping sweep for today.
0700 Submerged.
1100 Surfaced on lifeguard station.
1200 Position: Lat. 50-29 N, Long. 157-25 E.
2157 Received ComSubsPacAdComd message giving station for tomorrow's Navy plane mission.

15 August

0730 On station for lifeguard.
0900 SD contact, two aircraft, 17 miles; did not close.
0939 Received ComSubsPacAdComd message adding Liberator strike to today's activities.
1107 Received ComSubsPac message ordering cessation of offensive patrol and continuance of lifeguard duties.
1200 Position: Lat. 50-27 N, Long. 157-14 E.

16 August

0328 Received ComSubsPac all sub message on present station assignments.
1200 Position: Lat. 50-08 N, Long. 157-30 E.
1240 Received all subs message from ComSubsPac to acknowledge cease firing instructions and report enemy actions observed.

1307 Held battle problem.
1400 Made trim dive; surfaced at 1432.
1732 Cleared message acknowledging ComSubsPac's "cease fire" orders. (RAZORBACK TWO).

17 August

1200 Position: Lat. 48-42 N, Long. 154-52 E.
1407 - SJ contacts on targets, groups of 2 and 3, ranges from
1500 3000-6000 yards. All targets tracked from 0 to 4 knots, indicating a Jap fishing fleet. The visibility was 500 yards maximum so did not investigate further.
1730 TDC out of commission; dived to remove SJ wave guide which must be accomplished to get into TDC.
2004 Surfaced. TDC course input is 180° out of phase. Once matched, it stays synchronized if left energized. Will wait for a clear day before we attempt permanent repairs.

18 August

1200 Position: Lat. 48-37 N, Long. 154-21 E.
1401 Dived; surfaced at 1545.

19 August

0454 OOD sighted ship he believed a PC or similar craft bearing 353°T; dived to avoid detection.
0526 Surfaced as target disappeared. Could not identify except for large port angle on the bow, out of range of ST. Closed and identified as fishing lugger as visibility lifted; there were three of them.
0620 Sighted three small luggers bearing 100°T, distance 6000 yards. Closed to 3500 yards. They must have the word on "cease fire" or they'd not be this far out, but they didn't trust us and burned up about a week's fuel ration heading away from us.
0930 Sighted two more small boats putting to sea from PARAMUSHIRO TO. Did not investigate.
1100 Dived; surfaced at 1123.

1200 Position: Lat. 49-36 N, Long. 155-47 E.

After several false starts, the fog lifted for the first time in days.

1330 Submerged to make permanent repairs to TDC.

1400 Held Divine Services in crew's mess.

2107 TDC repaired; surfaced.

20 August

0945 Received ComSubsPac message checking on Jap report of a SHIMUSU ISLAND landing.

1200 Position: Lat. 48-24 N, Long. 154-28 E.

1409 Cleared answer to ComSubsPac's query on SHIMUSHU landing. (HAZORBACK THREE).

1444 Submerged; surfaced at 1612.

21 August

0847 SJ training out of commission; submerged to make repairs.

1023 SJ in commission; surfaced.

1200 Position: Lat. 50-27 N, Long. 157-19 E.

22 August

0830 Training dive; surfaced at 0853.

1100 Training dive; surfaced at 1123.

1200 Position: Lat. 48-10 N, Long. 154-13 E.

1300 Submerged to routine radar; surfaced at 1437.

2100 Received ComSubs Pac orders to leave station in time to rendezvous with eleven other submarines for participation in the formal Japanese surrender, an enviable privilege to say the least.

2338 Cleared message to ComSubsPac acknowledging our orders. (HAZORBACK FOUR).

23 August (Times following are "I".)

0930 Departed patrol area heading south for rendezvous.
 1000 Submerged; surfaced at 1200.
 1200 Position: Lat. 47-55 N, Long. 154-01 E.
 1300 Submerged; surfaced at 1501.
 1630 Submerged; surfaced at 1830.
 1844 Exchanged recognitions and calls with USS SEGUNDO (SS398).

24 August

0600 Submerged; surfaced at 1200.
 1200 Position: Lat. 45-53 N, Long. 151-33 E.

25 August

0407 OOD sighted floating mine 500 yards abeam to starboard.
 0930 Submerged.
 1200 Position: Lat. 43-00 N, Long. 148-27 E.
 1847 Surfaced.

26 August

0830 Submerged.
 1200 Position: Lat. 41-05 N, Long. 146-27 E.
 1400 Held Divine Services in crew's mess.
 1637 Surfaced.
 1735 Received ComSubsPac message delaying prospective rendezvous of BENNY'S PEACEMAKERS for 48 hours.
 1747 Received ComSubsPac message with amplifying orders for submarines designated to take part in the formal Jap surrender.
 2055 SJ radar contact bearing 063°T, range 19,500 yards.

2117 Lost radar contact at 30,000 yards. Ship tracked on base course 045°T, speed 13 knots. In view of repeated reference to cease fire orders by ComSubsPac on receipt of recent contact reports, took no action.

27 August

1130 Submerged.

1200 Position: Lat. 42-40 N, Long. 148-23 E.

1832 Surfaced.

28 August

0600 Submerged.

1200 Position: Lat. 41-50 N, Long. 147-33 E.

1205 Surfaced.

1717 OOD sighted mine abeam to starboard, distant 500 yards.

29 August

0250 Exchanged recognition signals and calls with U.S.S. MUSKALLUNGE (SS262).

1155 Submerged.

1200 Position: Lat. 39-10 N, Long. 144-35 E.

1605 Surfaced.

1723 Sighted aircraft belly-tank.

1843 OOD sighted mine close aboard to port.

1940 Exchanged recognition signals and calls with U.S.S. RUNNER (SS476).

2030 Dived for TDM contact indicating torpedo passing astern from 050° relative. This trace was quite convincing and the experienced sound man on the gear thought it was the "real McCoy". He was able to hear the contact several sweeps before it showed on the chemical recorder.

2125 Surfaced.

2200 Cleared report of TDM contact to ComSubsPac. (RAZORBACK FIVE).

DECLASSIFIED

30 August

- 0110 Exchanged recognition signals and calls with USS MUSKALLUNGE (SS262).
- 0522 Sighted aircraft belly-tank.
- 0930 Completed rendezvous with USS MADDOX (DD731).
- 1126 USS RUNNER (SS476) came alongside to pass over PEACEMAKER'S Operation Order 1-45.
- 1200 Position: Lat. 37-44 N, Long. 143-25 E.
- 1228 Underway enroute TOKYO BAY, escorted by USS MADDOX (DD731), as a unit of BENNY'S PEACEMAKERS; namely, USS RUNNER (SS476) (Commander R.H.BASS, USN, Group Commander); USS ARCHERFISH (SS311); USS MUSKALLUNGE (SS262); USS CAVALLA (SS244); USS GATO (SS212); USS TIGHONE (SS419); USS SEA CAT (SS399); USS HILDO (SS255), in accordance with C.O. USS RUNNER Operation Order 1-45.

31 August

- 0600 USS WHEN (DD568) relieved USS MADDOX (DD731) as escort; USS PILOTFISH (SS386) and USS HILKE (SS256) joined formation.
- 0900 Entered outer TOKYO BAY. It's cool, rainy, and a thoroughly depressing day for such a grand entry.
- 1115 Moored port side to the USS MUSKALLUNGE (SS262) alongside submarines nested to starboard of USS PROTEUS (AS19), TOKYO KIAMIN, JAPAN.
- 1418 Underway to shift berths.
- 1806 Nested alongside USS PROTEUS as described at 1115, off YOKOSUKA NAVY YARD, in YOKOSUKA KO, JAPAN.

1 September:

Received 40,000 gallons of diesel fuel from USS PROTEUS.

2 September

Officers and crew listened to broadcast of peace ceremonies which took place on the USS MISSOURI this morning. Thus endeth World War II and the 5th War Patrol of this vessel.

(C) WEATHER

Except for several very clear days during the first week in the area, the weather was cold and foggy as expected. The sea was state 0 to 1.

(D) TIDAL INFORMATION

The currents encountered conformed very closely to the predictions of Pilot Charts and Sailing Directions.

(E) NAVIGATIONAL AIDS

LORAN station LLO was continually helpful throughout this fog-bound patrol.

The plexiglass compass rose described in a recent patrol report of the USS BARB, greatly facilitated SJ peak navigation.

No other navigational aids were used.

(F) SHIP CONTACTS

No.	Time Date	Lat -N Long -E	Type	Initial Range	Est. Course Speed	How Contacted	Remarks
1.	7/30/45 0817(K)	46-45 151-38	3 small luggers. (Jap)	17,000	050°T Unknown	Sight	Closed until we were sighted; targets headed toward beach and visibility closed.
2.	7/31/45 0610(K)	46-43 146-41	Standard U.S. Liberty Ship, Page 28 ONI 208 -R(Revised) 7000 tons (Russian)	17,000	220°T 10 knots	Sight & Radar	Avoided.
3.	7/31/45 1208(K)	46-46 145-44	Same type as No. 2. (Russian)	17,000	220°T 8 knots	Sight	Avoided

No.	Time Date	Lat -N Long -E	Type	Initial Range	Est. Course Speed	How Contacted	Remarks
4.	7/31/45 1238(K)	46-50.5 145-51	Tanker (Russian) Similar to DONBASS, Page 83 ONI 208-R Exposure #1 Movie.	16,000	220°T 7 knots	Sight	Avoided.
5.	7/31/45 1345(K)	46-51 145-57	AK (Russian) Medium, about 3500 tons, rak- ed bow, counter stern, MFM	17,000	210°T 9 knots	Sight	Avoided.
6.	7/31/45 1355(K)	46-51 145-57	Same.	7,000	355°T 7 knots	Sight	Avoided.
7.	7/31/45 1652(K)	46-47 145-47	AK (Russian) Similar to BURYAT, Page 10, ONI 208-R (Revised) 2500 tons. Exposure No. 2.	17,000	035°T 10 knots	Sight	Avoided
8.	8/2/45 1345(K)	44-37.2 146-55	14 wooden vessels.	7,000	035°T 10 knots	Periscope & sight.	Gun Attack No. 1(b).
9.	8/2/45 1300(K)	44-41 147-04	1 trawler escorting 4 sea- trucks.	10,000	065°T 10 knots	Periscope	Gun Attack No. 1(a)
10.	8/3/45 0800(K)	45-44 143-52	Liberty ship, Russian.	16,000	285°T 8 knots	Sight	Avoided
11.	8/3/45 0930(K)	45-44 143-56.5	Liberty ship, Russian	12,000	254°T 8 knots	Sight & Radar	Avoided

NOTE: Several groups of fishing boats were sighted to the east-ward of the northern KURILES after the order to "cease fire" had been given.

(G) AIRCRAFT CONTACTS

No radar-equipped aircraft were evident during this patrol. Enemy aircraft encountered were, one fighter and a possible LORNA sighted east of the Northern KURILES. We were forced to dive a number of times by the close approach of SD contacts during scheduled strikes. These latter may very well have been friendly planes.

AD ATTACK DATA

U.S.S. RAZORBACK

GUN ATTACK NO. 1(a)

PATROL NUMBER FIVE

TIME: 1300(K). DATE: 2 August 1945. LAT: 44-41.0 N. LONG: 147-04.0 E

Target Data — Damage Inflicted

DESTROYED: 1 MIS (Sea-Truck) (EC), 350 tons.
1 MIS (Sea-Truck) (EC), 350 tons.

All targets identified by personnel topside and by periscope spotter in conning tower.

DAMAGE DETERMINED BY: One target was set on fire and stopped by a dozen 40mm hits, then sunk to gunwhales by two five-inch hits. Other target sunk to gunwhales by two five-inch hits.

Details of Action

One 5"/25, one 40mm, one twin 20mm, and four 50 cal. machine guns were employed. Two five-inch hits on each target efficiently opened the floods and vents on these two large sea trucks. Twelve 40mm hits set a good fire on one sea-truck before it was extinguished by the results of the five-inch. The twin 20mm mount was very effective for reducing return fire from both targets. Average range was 2500 yards with accuracy materially increased at 2000 yards. Return fire dictated a greater range than desired. Effectiveness of 50 cal. was not observed. Fire control consisted of using initial SJ radar range and spotting from the bridge as targets were soon stopped and we were at slow speed broadside to.

Ammunition expended:	5"/25	-	15 rounds
	40mm	-	80 rounds
	20mm	-	240 rounds
	50 cal.	-	400 rounds

(H) ATTACK DATA (CONT.)

U.S.S. RAZORBACK GUN ATTACK NO. 1(b) PATROL NUMBER FIVE

TIME: 1345(K) DATE: 2 August 1945 LAT: 44-37.2 N LONG: 146-55 E

Target Data — Damage Inflicted

DESTROYED: 1 MIS (Sea-truck) (EC), 250 tons
 1 MIS (Sea-truck) (EC), 250 tons
 1 MIS (Sea-truck) (EC), 250 tons
 1 MIS (Sea-truck) (EC), 250 tons

DAMAGED: 1 MIS (Sea-truck) (EC), 250 tons
 * 1 MIS (Armed Lugger) (EU), 150 tons

* This lugger was a wooden, power-driven craft, with a long, cigar-shaped hull and a deck house and stack aft. It also had some kind of armament on a raised bow platform.

All targets identified by personnel topside and by periscope spotter in conning tower.

DAMAGE DETERMINED BY: Observation of hits by 5"/25 cal. and 40mm. The first target was an armed lugger which was left settling by the stern. The second target of this group was a sea-truck, left with a gaping hole amidships and a list that left most of the deck awash. The third target, also a sea-truck, was left burning briskly aft and large billows of white smoke from amidships. It was also settling. The fourth sea-truck target was observed to sink until only the superstructure remained above water. The fifth sea-truck target was left afire from bow to stern. The sixth target was observed to be damaged by a 5"/25 hit and several 40mm hits.

Details of Action

The same guns as for 1(a) were used, except the 50 cal. machine guns were secured half-way through the action to cut down on personnel topside. The percentage of hits for all guns was low due

(H) ATTACK DATA (CONT.)U.S.S. RAZORBACKGUN ATTACK NO. 1(b)PATROL NUMBER FIVE
-----Details of Action (Cont.)

to high range and blending of targets with land background. The 40mm crew was definitely handicapped without telescopic sights. Once on the target, they scored about ten per cent hits. The five-inch again proved the destructor with the 40mm supplying the fires. The 20mm was accurate, but damage wrought was not observed. Not being able to determine the location of the enemy machine gunners, we had trouble keeping their heads down. 40mm fire was opened at 3500 yards on the armed lugger (listed above as damaged) due to her offensive attitude. Several hits at 3000 yards discouraged her and she joined the sea-trucks headed beachward. A range of 1800 to 2000 yards was used on targets anchored near the beach. Initial SJ ranges were used and shots spotted on from the bridge as the targets were stopped and our speed low.

Ammunition expended:	5"/25	- 48 rounds
	40mm	- 212 rounds
	20mm	- 1020 rounds
	50 cal.	- 527 rounds

Erratic performances encountered:

- (a) The 5"/25 had to be fired by hand due to failure of the hydraulic foot firing mechanism. This undoubtedly reduced the effectiveness of the gun.
- (b) One 20mm misfire stuck in the barrel necessitating survey of that part.
- (c) Lack of handlebars on the 50 cal., plus inadequately braced stanchions made these guns useless for any range over 100 yards.
- (d) A telescopic sight would materially improve an already impressive 40mm gun.

(I) MINES

No minelaying operations were observed.

No mines were sighted in the OKHOTSK SEA. Enroute to TOKYO from area the following mines were sighted:

<u>Time</u>	<u>Date</u>	<u>Lat.</u>	<u>Long.</u>	<u>Type</u>	<u>Remarks</u>
0407	8/25	43-45 N	149-14 E	MK-VI	None
1717	8/28	41-25 N	147-18 E	MK-VI	None
1843	8/29	39-13 N	144-36 E	MK-VI	None

(J) ANTISUBMARINE MEASURES AND EVASION TACTICS

The first group of sea-trucks attacked on 2 August was escorted by a metal, armed trawler, equipped with two or three depth charges. This escort apparently was not interested in a surface engagement, jettisoned her depth charges shortly after our first salvo, and retreated on into the harbor she was entering. All sea-trucks were equipped with machine guns with which they effectively increased the range at which we chose to shoot at them.

Numerous drift nets were sighted while lifeguarding east of P. R. MUSHIRU. Although these could hardly be called antisubmarine measures, they made night or low-visibility inshore cruising inadvisable.

On the night of 29 August we had a very convincing TDM trace pass from 050° to 180° relative in a period of 3m and 20s. The gear was manned by an experienced sonar operator who felt certain that the noise accompanying the trace was due to a torpedo.

(K) MAJOR DEFECTS AND DAMAGE

None.

(L) RADIO

With the exception of the period from 1800-0200-Z, radio reception was fair to good in this area. During this period, reception on all frequencies was poor and faded badly. 16730 KCS was a good frequency from 0300-0500-Z, 9050 and 9090 were good from 0500-1800-Z, and 13655 was generally fair from 0200-0400-Z. Both 9050 and 9090 KCS frequently had an NPM background signal, but this interference caused little trouble. No serials were missed on this patrol.

No major defects in radio equipment were encountered.

(M) RADAR

I. SJ-1 and ST Radars:

1. Since our present SJ radar was installed, we have determined by tube failure that the probable life of a 6A07 in the IF strip of the range indicating unit is about 55 hours. This is entirely unsatisfactory, particularly when a ship patrols on the surface day and night. In other sockets this tube generally lasts about 400 hours. Possibly the IF strip overloads its tubes.

2. Trouble with wiring and lobing motor in the antenna lead has been with us for five patrols. This came to a climax on this run when it was necessary to replace a burned out lobing motor at sea. After opening the antenna lead and exposing personnel and equipment to a possible salt-water bath, we found the wires in the lead so brittle due to strain hardening, that they broke in six places during replacement of the motor. This one-hour job was extended over two hours. Since soldering was not attempted, our results were poor. Excessive vibration of the antenna has not been observed but it is suggested that braided wire be installed in lieu of the solid wire now used for the lobing motor leads.

3. The clutch for power transmission from the training motor to the antenna training assembly put the radar out of commission for several hours. Two separate casualties occurred. (1) The shifting lever failed, necessitating a welding job. This failure was not considered a design fault. The zeal of our operators to stop the antenna when a pip was observed was undoubtedly responsible. (2) The bronze pins on the shifting lever (which engage or disengage the clutch spindle) were worn until they could not perform the service for which they were designed. The substitution of rollers for pins is suggested.

(M) RADAR (CONT.)

To prevent similar casualties it is recommended that items 1 and 2 be added to the refit book for SJ radar, providing for disassembly of the clutch and checking it for wear.

II. SD Radar:

1. The SD antenna fouled in a fishing net while we were submerged. Upon surfacing the starboard whip was bent. This was replaced from spares.

III. IFF, APR, and SPA:

1. No casualties encountered.

(N) SONAR GEAR AND SOUND CONDITIONS

Sound conditions were very poor in this area as a result of sharp gradients which existed near the surface. Sound contact was not made by the JK on a Russian merchant ship until the range was less than 2000 yards. Although the range closed to 1800 yards, JP never obtained contact. On 2 August, on the 100-fathom curve off NAIBO WAN, the JP made contact on a large lugger at 7000 yards. We were fairly close to land, the reverberations from which may account for this improved performance.

Casualties to the WCA and JP on this patrol were restricted to routine tube failures. The flyback switch on the TDM failed seven times and the vibration of the sound head at two-engine speed caused false target indications to appear at 270°, 000° and 090° relative. We considered these to be minor defects, however, in comparison to those encountered last run.

(O) DENSITY LAYERS

Density layers in the area of the OKHOTSK SEA and KURILE ISLANDS were generally as predicted in current Hydrographic Office Publications. Bathythermograph cards in this area were unusual indeed. The excellent work of our oceanographers, plus their bathythermograph, has reduced what might well be a diving officer's nightmare to a comparatively simple procedure. The frequent radical changes of temperature when proceeding at one-third speed at periscope depth were particularly interesting.

DECLASSIFIED

(0) DENSITY LAYERS (CONT.)

Local Date-Time	Depth to Negative Gradient (feet)	Depth of dive (feet)	Extent of Neg. Gradient. (feet)	Conditions down to Gradient	Lat -N	Long -E
<u>JULY</u>						
30/1241	40	320	16° at 380	Isothermal	46-46	145-48
31/1240	30	60	5° at 60	Isothermal	46-47	145-47
<u>AUGUST</u>						
1/1814	Surface	100	5° at 60	---	46-21	146-36
2/0410	45	95	13° at 90	Isothermal	45-01	147-01
3/0822	40	100	20° at 90	Isothermal	45-46	143-55
5/0400	Surface	105	13° at 45	---	44-32	146-59
6/1300	40	95	13° at 90	Isothermal	46-44	145-18
7/1632	20	140	13° at 140	Isothermal	49-10	151-06
7/1232	80	180	14° at 180	Isothermal	49-57	154-07
9/0707	60	100	9° at 100	Isothermal	50-17	156-53
10/0535	80	80	6° at 80	Isothermal	49-51	155-37
12/0530	50	105	13° at 95	Isothermal	49-59	156-06
12/2050	60	95	7° at 90	Isothermal	50-21	157-03
14/0535	Surface	60	9° at 45	---	49-43	155-18
15/1102	45	95	9° at 90	Isothermal	50-28	157-12
16/1400	40	105	8° at 100	1° positive grad at 20.	49-56	157-09
17/1730	No Data	80	No Data	No Data	48-20	155-22
18/1400	40	80	10° at 80	Isothermal	48-27	154-11
20/1444	Surface	90	7° at 80	---	48-26	154-26
21/0847	50	90	9° at 80	Isothermal	50-17	157-10
23/1100	No Data	60	No Data	No Data	48-00	154-09
24/0600	No Data	80	No Data	No Data	46-03	151-46
25/1130	---	60	No Gradient	Isothermal	43-06	148-35
26/0830	40	80	7° at 75	Isothermal	41-11	146-34
27/1130	No Data	180	No Data	No Data	43-03	148-49
28/0600	25	60	12° at 60	Isothermal	41-38	147-19

NOTE: All depths shown are bathythermograph depths - not keel depths.

No data on negative gradients or temperature ranges are shown for dives on 17, 23, 24 and 27 August due to sticking action of pressure input resulting in inaccurate cards.

(P) HEALTH, FOOD AND HABITABILITY

The general health of the officers and men was excellent. There were three admissions to the sick list:

- (1) LAWSON, Louis "C", 841 04 08, EM3c(T), USNR - wound, lacerated right wrist, dorsal aspect.
- (2) OUDERKIRK, John Francis, 815 51 66, RM2c(T), USNR - wound, lacerated right forearm, dorsal aspect with severe contusion.
- (3) SCHARF, Fred Lee, 619 21 50, Slc, USNR - Severe contusion right wrist.

The food was good, and the meals were very well prepared.

With the exception of a very damp after torpedo room, living conditions were good for such cold, damp weather.

(Q) PERSONNEL

The performance of officers and men during this patrol was uniformly high as usual. Their devotion to duty was clearly indicated by continued alert watch standing after the order to "cease fire" was received.

The three new officers and six enlisted men who reported aboard from Squadron Twenty-Four readily adapted themselves to their new duties and were easily assimilated. High interest toward qualification in submarines has been demonstrated by all unqualified personnel.

- | | |
|---|----|
| (a) Number of men detached after previous patrol - - - - - | 9 |
| (b) Number of men on board during patrol - - - - - | 78 |
| (c) Number of men qualified at start of patrol - - - - - | 61 |
| (d) Number of men qualified at end of patrol - - - - - | 68 |
| (e) Number of unqualified men making their first patrol - - - | 6 |

(R) MILES STEAMED -- FUEL USED

	<u>Miles</u>	<u>Fuel Used</u>
Midway to Area	1966	23,000 gals.
In Area	4282	42,500 gals.
Area to TOKYO BAY	1224	16,000 gals.
	<u>7,472</u>	<u>81,500 gals.</u>

DECLASSIFIED

(S) DURATION

Days enroute	Area	- - - - -	7
Days in Area		- - - - -	25
Days enroute	TOKYO	- - - - -	8
Days submerge	in Area	- - - - -	7
Days submerged	out of Area	- - - - -	6

(T) FACTORS OF ENDURANCE REMAINING

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provisions</u>	<u>Personnel Factor</u>
20	26,500 gals.	3 weeks	Unknown

Limiting Factor this patrol:- ComSubsPac Secret Despatch 220849.

(U) COMMUNICATIONS, RADAR, AND SONAR COUNTERMEASURES

Radar Countermeasures

- (1) Intercept of enemy signals consisted of one APR contact. Data thereon are tabulated below:

Date	- - - - -	4 August
Time	- - - - -	0540(-10)
Position	- - - - -	Lat. 45-12 N, Long. 147-21 E
Duration	- - - - -	40 minutes
Frequency	- - - - -	75 MC
PRF	- - - - -	500 pps
Pulse Width	- - - - -	65 usec
Antenna	- - - - -	rotating

- (2) Jamming, own and enemy.

No jamming was attempted by this ship.

On two occasions, interference was encountered on the SD which seriously reduced the radar's readability. The origin of the interference did not appear to be an enemy jammer. We believe sky-waves from an enemy radar were responsible. At the time of the interference we were receiving no signals on the APR.

DECLASSIFIED

Radar Countermeasures (Cont.)

- (3) Deception, own and enemy.
None was attempted or encountered.
- (4) Scope of photographs of targets of interest or unusual phenomena, as practicable.
None were taken.

Communications Countermeasures

No communications countermeasures were encountered on this patrol, nor did we attempt countermeasures of our own.

Sonar Countermeasures

No enemy sonar activity was observed on this patrol. We attempted no sonar countermeasures.

DECLASSIFIED

(V) REMARKS

(A)

In closing what appears to be the last offensive submarine patrols for many years, it would be an unforgiveable mistake not to express the sincere appreciation of the officers and men of the RAZORBACK for the fine design and workmanship which people back home put into this ship.

Since reporting to ComSubsPac in July 1944, this submarine has steamed about 60,000 miles, during which surprisingly few difficulties have been experienced.

As Jap antisubmarine tactics improved, people responsible always seemed to come through with the answer to offset these advances.

Anytime there is an attempt at praise, we often overlook assignment of credit where it is due. With no intention of making that mistake, we nevertheless want to be specific enough to say "Well done" to the personnel of the Portsmouth Navy Yard who designed and built this boat; those responsible for design, manufacture, and procurement of her appurtenances; and those whose research improved our tactics and equipment so as to keep us well ahead of the enemy. The RAZORBACK is a beautiful piece of fighting machinery.

(B)

My hat is definitely off to the reserve officers and men who so ably fought this war. At no time, since I have been in the Pacific, have I seen any friction between reserves and regulars. In fact, they have both rather lost their identity in the closeknit organization, cooperation, and fellowship that is necessary in this branch of the Service. At present writing, sixty per cent of the officers and men assigned to the RAZORBACK are reserves. I could not ask for a better or more loyal wardroom and crew.

Serial: 0132

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

FIRST ENDORSEMENT to
CO, USS RAZORBACK
(SS394) Conf. Ltr.
SS394/A16-3 Serial
027.

From: The Commander Submarine Division ONE HUNDRED TWO.
To : The Commander-in-Chief, United States Fleet.
Via : (1) The Commander Submarine Squadron TEN.
(2) The Commander Submarine Force, Pacific Fleet.
(3) The Commander-in-Chief, U.S. Pacific Fleet.
Subject: U.S.S. RAZORBACK (SS394) - Report of War Patrol Number Five.

1. The Fifth War Patrol of the RAZORBACK was conducted in the KUREI ISLAND - SEA OF OKHOTSK area during the period 22 July 1945 to 2 September 1945, under the command of Lieutenant Commander C. D. BROWN, USN.

2. The patrol was of forty-three days duration, of which nine were spent in offensive patrol on station and eight were devoted to lifeguard duty. No opportunity to pick up aviators was afforded. The patrol was terminated due to the cessation of hostilities. The RAZORBACK spent three days in Tokyo Bay as part of the Navy contingent arriving for the surrender ceremonies.

3. Although area coverage was carried out diligently, no targets worthy of torpedo fire were encountered. On 2 August, RAZORBACK while submerged, sighted a convoy of four sea-trucks escorted by one armed trawler heading into the anchorage of MAIBO WAN. RAZORBACK battle-surfaced, proceeded into the anchorage and in an aggressive gun action destroyed two large sea-trucks. During this action sporadic small arm and automatic weapon fire was encountered, two sea-trucks and the armed trawler, which had jettisoned her depth charges, escaped by running well inside the anchorage. Three minutes later, fourteen small craft of various description were sighted off KUNNEUYENSHIRA BANA and taken under fire. In a twenty minute gun attack, the RAZORBACK succeeded in destroying four sea-trucks and damaged an armed trawler and one other sea-truck. Most of the small craft countered RAZORBACK's attack by shifting their position close inshore, mounting their automatic weapons in advantageous emplacements along the rocky shoreline and directing accurate fire against the RAZORBACK.

4. The RAZORBACK returned from patrol exceptionally clean and in very good material condition.

5. The Commanding Officer, officers and crew are heartily congratulated on the completion of this aggressive and productive patrol.

J. C. DEMPSEY.

SUBMARINE SQUADRON TEN
Fleet Post Office
San Francisco, California

11/rhb

FC5-10/A16-3

21 September 1945.

Serial: (0315)

DECLASSIFIED

SECOND ENDORSEMENT to
U.S.S. RAZORBACK (SS394)-
Report of War Patrol
Number Five.

From: The Commander Submarine Squadron TEN.
To : The Commander-in-Chief, UNITED STATES FLEET.
Via : (1) The Commander Submarine Force, PACIFIC
FLEET, Administration.
(2) The Commander-in-Chief, U.S. PACIFIC FLEET.
Subject: U.S.S. RAZORBACK (SS394) - Report of War
Patrol Number Five.

1. Forwarded, concurring in the remarks of
the Commander Submarine Division ONE HUNDRED TWO.

2. The Squadron Commander congratulates the
Commanding Officer, officers and crew of the U.S.S.
RAZORBACK upon the completion of that vessel's Fifth War
Patrol.

3. It is recommended that the U.S.S. RAZORBACK
be credited with the following:

SUNK

2 Mis	(Sea Truck)	(EC)	600 tons
4 Mis	(Sea Truck)	(EC)	800 tons
Total			1400 tons

1 Mis	(Sea Truck)	200 tons
1 Mis	(Armed Tractor)	150 tons
Total damaged		350 tons

Total sunk and damaged 1750 tons

G. E. Peterson
G. E. PETERSON.

COMMANDER SUBMARINE FORCE
UNITED STATES PACIFIC FLEET

FF12-10(A)/A16-3(18)

10 01447

Serial 02371

DECLASSIFIED

Care of Fleet Post Office,
San Francisco, California
25 September, 1945.

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

THIRD ENDORSEMENT to
RAZORBACK Report of
Fifth War Patrol.

COMSUBSPAC PATROL REPORT NO. 917
U. S. S. RAZORBACK - FIFTH 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. RAZORBACK (SS394) - Report of Fifth War Patrol
(22 July to 2 September 1945).

1. The fifth war patrol of the U.S.S. RAZORBACK, Lieutenant Commander C. Donald Brown, U.S. Navy, commanding, was conducted in the Sea of Okhotsk and east of the northern Kuril Islands.

2. There were eleven ship contacts prior to the cessation of hostilities but eight of these proved to be properly marked Russians. Of the three enemy contacts, all of them groups of small craft, one could not be closed, the remaining two were aggressively attacked with deck armament. RAZORBACK was also assigned life-guard duties but fortunately there was no occasion for her services. Except for counter action during gun attacks, enemy anti-submarine action was non-existent although there is good reason to suspect a torpedo was fired at RAZORBACK by an unconvinced Japanese many days after the capitulation. RAZORBACK was repeatedly forced to dive by the approach of unidentified aircraft. Two were definitely enemy, many of the others were probably friendly. Only three drifting mines were sighted.

3. The award of the Submarine Combat Insignia for this patrol is authorized.

4. RAZORBACK had the privilege of being present at the formal surrender of the Japanese Empire in Tokyo Bay.

5. The Force Commander whole heartedly endorses the remarks (Section V) of the Commanding Officer. It is well known that these are no new principles in warfare. But in the war just completed we have been given a convincing demonstration of the truth best stated by Admiral Nelson: common effort and danger shared ~~does~~ indeed create "a band of brothers".

EXTRA - ORIGINAL
SORG. MICRO
PHOTO-LAB OP-16
RETURN TO F-4253

SUBMARINE FORCE PACIFIC FLEET

FF12-10(A)/A16-3(18)

wr

Serial 02371

DECLASSIFIEDCare of Fleet Post Office,
San Francisco, California,
25 September, 1945.THIRD ENDORSEMENT to
RAZORBACK Report of
Fifth War Patrol.NOTE: THIS REPORT WILL BE
DESTROYED PRIOR TO
ENTERING PATROL AREA.COMSUBSPAC PATROL REPORT NO. 917
U.S.S. RAZORBACK - FIFTH WAR PATROL.Subject: U.S.S. RAZORBACK (SS394) - Report of Fifth War
Patrol (22 July to 2 September 1945).

6. The Commander Submarine Force, Pacific Fleet, takes pleasure in congratulating the commanding officer, officers, and men of RAZORBACK on the completion of a successful patrol during which the following damage was inflicted on the enemy:

S U N K

6 - MIS (Sea Trucks) (EC) - 1,700 tons (Gun Attack No. 1A&B)
TOTAL SUNK - 1,700 tons

D A M A G E D

1 - MIS (Sea Truck) (EC) - 250 tons (Gun Attack No. 1A&B)
1 - MIS (Armed Luggage) (EU) - 150 tons (Gun Attack No. 1A&B)
TOTAL DAMAGED - 400 tons

TOTAL SUNK AND DAMAGED - 2,100 tons

G. C. CRAWFORD,
Chief of Staff.DISTRIBUTION:

(Complete Reports)

Cominch	(7)	ComsubspacSubordcom	(3)
CNO	(5)	All Squadron and Div.	
Cincpac	(6)	Commanders, Pacific	(2)
JICPOA	(1)	ComSubOpTraGr (airmail)	(5)
Comservpac	(1)	Substrainpac	(2)
Cinclant	(1)	All Submarines, Pacific	(1)
Comsubslant	(8)		
S/M School, NL	(2)		
CO, S/M Base, PH	(1)		
Comsopac	(2)		
Comsowospac	(1)		
ComSubs7thFlt (Fwd Echelon)	(2)		
ComSubs7thFlt (Rear Echelon)	(2)		
ComNorPac	(1)		
Comsubspac	(3)		
ComsubspacandComd	(40)		
SUBLAD, MI	(2)		


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