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AS ORIGINAL 17 SEP 1951 *CPM*

A16-3/A12
Serial (043)

U. S. S. PHELPS

DD. 360
1140

DECLASSIFIED-A-L

May 25, 1943.

From: Commanding Officer.
To : Commander-in-Chief, United States Fleet.
Subject: Action Report.
Reference: (a) PACFLT Conf. Ltr. 36CL-42 of Nov. 8, 1942.
ENCLOSURE: (A) Subject Action Report with enclosures thereto: (A) Submarine Action Report, (B) Aircraft Action Report.

1. Enclosure (A) is forwarded herewith.
2. To expedite this report and for information, copies of subject report are being forwarded direct to addressees listed below.

J. E. EDWARDS.

Copy to:

- CINCPAC (complete)
- COMNOCPAC (complete)
- COMAMPHERFORPAC (complete)
- COMDESPAC (complete plus Records of Fathometer, SMSD, Range Recorder Strip and Data Compiled From Confirmation Runs).

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ANTI-SUBMARINE ACTION BY SURFACE SHIP

U.S.S. PHELPS Date May 13 1943 Time 1st Contact 1510

Lat. 52°-51.3 N Long. 173°-12.0 W Course 090° S Speed 10

INSTRUCTIONS

- (a) ATTACK FIRST - THEN COLLECT DATA FOR THIS REPORT!
- (b) DO NOT "GUN DECK" THIS REPORT - IF DATA CANNOT BE ESTIMATED WITH REASONABLE ACCURACY ENTER A DASH IN SPACE FOR WHICH NO DATA IS AVAILABLE.
- (c) DRAW A CIRCLE AROUND THE APPROPRIATE ENTRY IN THIS REPORT WHEREVER SUITABLE.
- (d) SHIPS EQUIPPED WITH DRT SUBMIT PENCIL TRACING OF SHIP'S TRACK FROM TIME OF CONTACT TO TERMINATION OF OPERATION.
- (e) IF MORE THAN ONE ATTACK WAS MADE ON SAME SUBMARINE, SUBMIT A SEPARATE FORM FOR EACH ATTACK, OMITTING PARAGRAPH 1 FOR ALL ATTACKS SUBSEQUENT TO THE FIRST.

1. CIRCUMSTANCES AT TIME OF CONTACT

EMPLOYMENT OF SHIP	WEATHER AND LIGHT		SEA	WIND
<input type="checkbox"/> PATROL	<input checked="" type="checkbox"/> DAYLIGHT	SUNNY	<input checked="" type="checkbox"/> SMOOTH	FORCE <u> </u>
<input type="checkbox"/> ESCORT OF CONVOY	NIGHT	CLEAR	WHITECAPS	DIRECTION <u> </u>
<input type="checkbox"/> INNER A/S SCREEN	TWILIGHT	OVERCAST	MODERATE	<u> </u>
<input type="checkbox"/> INTERMEDIATE A/S SCREEN	EVENING	RAIN	HEAVY	<u> </u>
<input type="checkbox"/> OUTER A/S SCREEN	MORNING	<input checked="" type="checkbox"/> FOG		
<input type="checkbox"/> INDEPENDENT (on bombardment mission)	DUSK/DOWNLIGHT			

IF IN COMPANY OTHER SHIPS, POSITION RELATIVE THERETO, 5 miles southwest of U.S.S. J. FRANKLIN KEEL and her screening vessels.

ESTIMATED SOUND RANGE OF THE DAY 2200 yards.
SOUND GEAR IN USE WHEN CONTACT MADE - ASDIC Echo-ranging Yes - echo-ran

2. NATURE OF CONTACT

SIGHT	<input checked="" type="checkbox"/> SOUND	TORPEDO SIGHTED	SHIP TORPEDOED
<input type="checkbox"/> PERISCOPE	PROPELLERS HEARD	REL. BEARING <u> </u>	REL. BEARING <u> </u>
<input type="checkbox"/> CONNING TOWER	ECHO RANGE <u>1600 yds</u>	TRACK ANGLE <u> </u>	DIST. <u> </u>
<input type="checkbox"/> HULL			

WAS SUB FIRST REPORTED BY: (a) Attacking ship; (b) Other ships; (c) Aircraft?

LOOKOUT (S) OR SPECIAL EQUIPMENT DETECTOR OPERATOR (S):

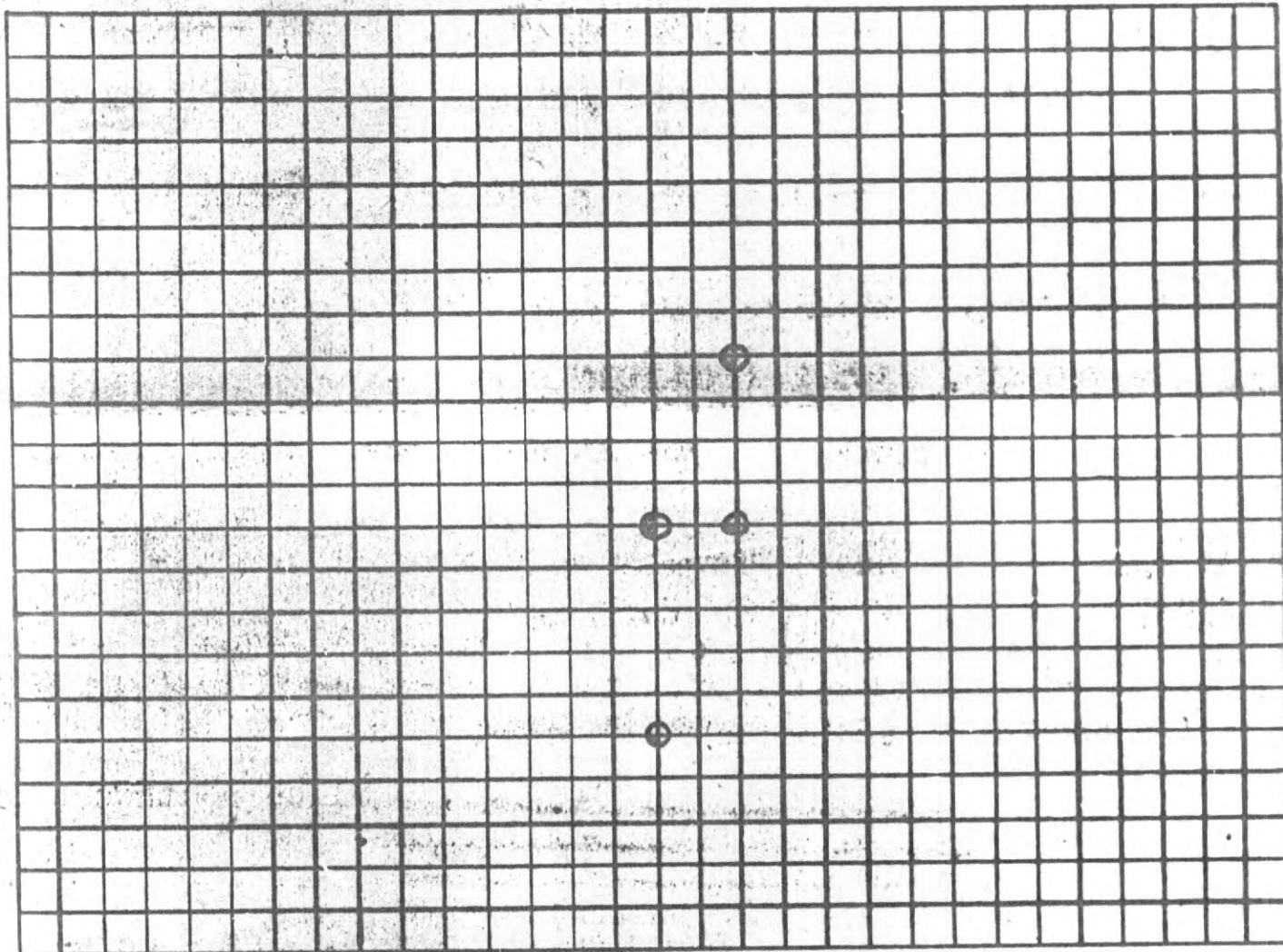
TADLOCK, W.J. SCM2c 360 28 84
(Name) (Rate) (Service No.)

made initial contact by sound
(sound), (radar),

3. BARRAGE PLAN

Note: Diagram is in 25-yard squares.

INSTRUCTIONS: (a) Indicate position of dropping each charge placing 1st charge in position indicated on diagram; (b) Indicate any duds; (c) Sketch in estimated track of submarine relative to barrage. Show evasive tactics if possible; (d) Attach chemical recorder trace or time range plot if available.



CHARGE NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
TIME OF DROP FROM 1st CHGE	09	09	09	09											
DEPTH SETTING	50	100	100	100											
WEIGHT	600	500	500	500											

OWN COURSE, 1st CHARGE 090° SPEED 15 kts. SUB. COURSE 0 SPEED 0
 ESTIMATED SUB DEPTH (Shallow, medium, deep) Shallow Was marker buoy dropped? 1
 EVIDENCE OF DAMAGE TO SUB. (Note: Do not confuse the brown residue resulting from depth charge explosion with oil on water.)
Small oil diesel fumes, oil slick over wide area persisting for several days.

4. TIME BETWEEN FIRST CONTACT AND THIS ATTACK 3 min. & 15 secs.
 (a) IF NO FURTHER ATTACKS MADE, TIME BETWEEN LAST ATTACK AND ABANDONMENT OF SEARCH 0 REASON SEARCH ABANDONED Second attack made.
 (b) No. CHARGES REMAINING 42

ANTI-SUBMARINE ACTION BY SURFACE SHIP

S.S. PHELPS

Date: May 13, 1943: Time 1st contact 15

Lat. 52°-51.3 N : Long. 173°-12.0 E : Course 090°t: Speed

This is second attack made on same submarine. Therefore, paragraph 1 is omitted.

NATURE OF CONTACT: Sound. Echo Range 1700 yards.

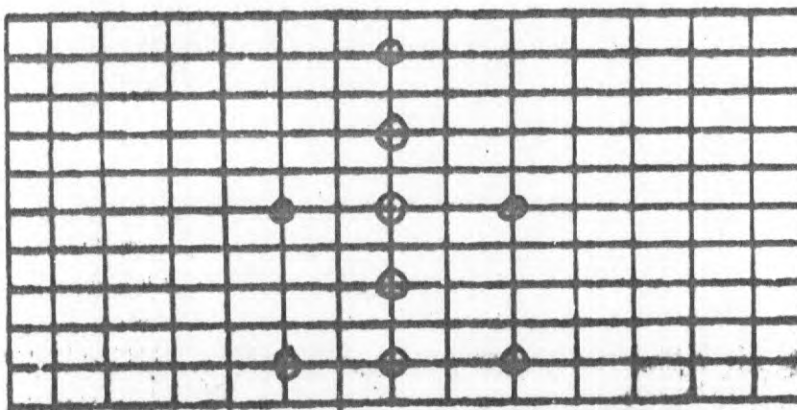
SPECIAL EQUIPMENT DETECTOR OPERATOR:

TADLOCK, W.J., SQM2c, 360 28 84, made initial contact by sound.

BARRAGE PLAN

Note: Diagram is in 25-yard squares.

INSTRUCTIONS: (a) indicate position of dropping each charge placing X in position indicated on diagram; (b) indicate any fuds; (c) sketch estimated track of submarine relative to barrage. Show evasive tactics possible; (d) attach chemical recorder trace or time range plot if available.



CHARGE NO.	: 1	: 2	: 3	: 4	: 5	: 6	: 7	: 8	:
Time of drop from 1st chge	: 0	: 0	: 0	: 04	: 08	: 08	: 12	: 16	:
Depth setting	: 200	: 100	: 100	: 250	: 200	: 100	: 250	: 200	:
Height	: 600	: 300	: 300	:	:	:	:	:	:

own course, 1st charge 100° t, speed 15 kts. Sub. Course: -- Speed estimated sub depth, medium. Was marker buoy dropped? yes. Evidence of damage to sub. (Note: do not confuse the brown residue from depth charge explosion with oil on water.) Oil slick remained from previous attack became heavier.

TIME BETWEEN FIRST CONTACT AND THIS ATTACK: 4 minutes.

~~DECLASSIFIED~~ A-1

ANTI-SUBMARINE ACTION BY SURFACE SHIP

U.S.S. PHELPS

May 13, 1943.

GENERAL REMARKS

The QC echo sounded on every run exactly like the echoes heard from friendly submarines during A/S practice. All officers and operators agreed on that point.

Records were kept of the SMSD, QC range recorder, and NM-2 fathometer indicator on the two attack runs as well as on a third run during which no charges were dropped.

The following day two confirmation runs were made from different directions. The data recorded and submitted shows that the object on the bottom is long and narrow.

Although the submarine appeared to be using zero speed during our approach, there was a sudden shift in bearing rate and a sudden change in relative speed perceptible during the last minute, as though the submarine might be attempting a last minute running escape having giving up hope of a "sitting" escape. The conning officer believed the submarine was running in tight circles at the close of the run.

The following excerpts from reports received from other ships are quoted:

From the U.S.S. ELLIOTT:

"Obtained good clean contact in M8898. Gave good trace on recorder. Plotting showed stationary. Ran over spot and got full scale deflection SMSD. Consider if your contact in that spot you get him".

From the U.S.S. PRUITT:

"Relative to 'PHELPS Pinnaele' one metal drum brought to surface slight diesel oil slick. SMSD and fathometer confirm your hits".