U.S.S. KINGFISH(SS234)
Report of Ninth War Patrol.

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

25 October
0540 (K) Submerged 15 miles East of HAHA SHIMA. C/C to 270 T.
1000 (K) C/C to 090 T.
1630 (K) Changed clocks to (I) time.
1813 (I) Surfaced. Came to 145 T to clear islands.
2300 (I) Converted # 4 F.B.T., to a Main Ballast Tank.

26 October 1944
0446 (I) Submerged heading for KITA IWO JIMA.
0824 (I) Sighted puff of smoke bearing 035 T., turned towards, running at 2/3 speed, taking frequent looks at 55 feet.
1020 (I) Smoke was never sighted again. Came to 270 T.
1815 (I) Surfaced. Commenced patrolling across route between HAHA SHIMA and KITA IWO JIMA.
2133 (I) Made SJ Radar contacts, (Contact # 4 & 5), range 12,000 yards, 225 T. Commenced tracking targets from ahead to put them in the moon slick. They appeared to be two very small patrol vessels or possibly trawlers heading towards HAHA JIMA on course 030 T., at about 8 knots.
2148 (I) Made SJ Radar contacts. (Contact # 6 & 7) (Attack #2), range 20,000 yards, 305 T. Shifted tracking to new target and found him to be zig-zagging on base course 215 T, heading for IWO JIMA. Changed course to close and to get him in front of the moon.
2226 (I) Range 9500 yards. Estimated target to be a heavily loaded, engine aft, medium tanker, escorted by a PC boat which was keeping station, about 2000 yards ahead of tanker. Target tracked at 6 knots along base course 215 T.
2245 (I) Went to four engines to run ahead of target group.

27 October
0022 (I) Submerged to Radar depth on track of target group; range to escort 8000 yards. At 0038 the moon set, so continued approach at Radar depth. The target steadied on his base course as soon as the moon was down. With the moon set, remained at Radar depth until 3500 yards from the escort, at which time went to periscope depth, and found that the visibility was not as good as expected.
0109 (I) Neither target or escort could be seen in the periscope, but as the set up checked well, fired #1, 2 and 3 on continuous sound bearings; gyro angles were being matched by hand since gyros failed to follow automatically.
0110 (I) Heard two timed hits, each followed by an explosion as loud as the explosion of the torpedoes.

27 October 0110 (I)	The attack was later plotted and showed that the first torpedo hit amidships, and that the third hit just inside the bow. All the noises of a burning and breaking up ship were heard on the sound gears and through the hull.
0112 (I)	Swung left and went deep.
0118 (I)	First depth charge of a total of six. None particularly close. Escort commenced pinging for the first time on the first torpedoexplosion.
0120	Still hearing sputtering and breaking up noises from target direction.
0207	All clear, coming to periscope depth.
0234	Surfaced. Only one pip on SJ Radar, range 16,000 yards, opening, in direction of last sound contact. Prior to attack both target and escort were easily picked up out to 20,000 yards on SJ.
0250	Range to escort opened to 21,000 yards and was not seen again on SJ. Cleared area to the South East.
0440	Submerged. Reloaded. Ran test on forward gyro regulator and found it to be operating correctly. Only solution that could be advanced was that the gyro pots of one of the torpedoes fired was stiff and had tripped the overload relays in the regulator. Daily tests of this piece of equipment are being carefully made.
0910 (I)	Heard three heavy, but distant explosions.
1525 (I)	Sighted masts bearing 240 T (Contacts # 8,9 & 10) (Attack #3); changed course to close. Lat: 25-09 N Long : 141-37 E.
1537 (I)	Target turned out to be a small freighter, escorted by what appeared to be a brand new patrol vessel very similar in lines to the SHIMUSHU class mine layer and a second escort similar to an SC boat. Came to a normal approach course and tracked the target zig-zagging on base course 030 T., making six knots through the water. The larger escort was dead ahead of the target about 2000 yards and the smaller about 3000 yards on the targets starboard quarter. Both escorts were pinging.
1610 (I)	With range to target 3700 yards, came to 330 T., for a 90 degree starboard track. Escort leading target started to draw across the bow and all looked like a fine set up no matter which way the target zigged to his next leg. The next observation revealed the leading escort with a zero angle on the bow. On subsequent looks, this escort never actually steadied heading directly for us but kept swingin back and forth putting us on his starboard bow and then his port.

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27 October
1623 (I) Commenced firing tubes #3,4 and 6. While setting the firing bearings, target was seen to belch much black smoke and as soon as torpedoes were away JP and QB reported target speeding up. So came right and went deep. No hits heard - No end of torpedo run explosions were heard.
1630 (I) First depth charge.
1643 (I) Twelfth depth charge. All in our general vicinity, but over head. No damage done. Cleared the area to the East. Reloaded forward and continued watering batteries which was in progress at time of sighting the target.
1945 (I) Surfaced, proceeding to Eastern side of area. In looking back at this attack, it seems improbable that the periscope was sighted. A fresh wind was blowing up a good many rolling swells from the North East. No shift in the escorts rate of pinging was noticed. No air coverage was seen, although a contact report from our planes received later stated that this convoy had air coverage. Decided against chasing this target as we were late starting and would have to beat into a rough sea with little chance of guessing to what course he might change.

28 October
0456 (I) Submerged.
1018 (I) Surfaced. SD aircraft contact #1, 30 miles. Considered contact to be our own squadron of Liberators which were scheduled to be about CHICHI JIMA. Turned on IFF but had no response so turned off both BN and BK. Heard own planes testing with each other by voice. Contact faded out on SD 32 miles, having closed to 22miles at one time.
1104 (I) Had heard no further transmission from planes. Submerged and changed course to 270 T.
1821 (I) Surfaced.
2000 (I) Changed course to 280 T., proceeding to new area.

29 October
0957 (I) SD aircraft #2, 15 miles. Plane also sighted by high periscope watch. Dived to 100 feet.
1106 (I) Surfaced. All clear.

30 October
0532 (I) Submerged.
1830 (I) Surfaced.

31 October
0400 (I) Entered new area.
0537 (I) Submerged.