

DECLASSIFIED

Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

DD468/A16-3
Serial 003

U.S.S. TAYLOR

% Fleet Post Office,
San Francisco, Calif.,
29 February 1944.

S-E-C-R-E-T

Reg. No. 700
R.S. No. 3-1396

From: The Commanding Officer.
 To: The Commander-in-Chief, U.S. Pacific Fleet.
 Via: (1) The Commander Task Unit 55.1.2.
 (2) The Commander Task Group 55.1.
 (3) The Commander FIFTH Fleet.

Subject: Anti-Submarine Action Report for Morning and Afternoon
of 29 February 1944.

Reference: (a) PacFlt Conf. Ltr. 2CL-44.
 (b) U.S. Navy Regulations, Article 712, 874(b), and 948. 3 1396

Enclosure: (A) Narrative. - p. 2
 (B) Action Report Form - ANTI-SUBMARINE ACTION BY SURFACE SHIP. - p. 7
 (C) Pencil Tracing of Ship's Track. - p. 15
 (D) Sound Range Recorder Tracings. - Not filmed

NOT
PHOTOSTATED

1. In compliance with the references, enclosures (A), (B), (C), and (D) are submitted herewith.

N.J. Frank Jr.
N. J. FRANK, JR.

Advance Copy:
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Serial 003

29 February 1944.

S-E-C-R-E-TN-A-R-R-A-T-I-V-E1. General Narrative:

TAYLOR, in company with the NICHOLAS and LAVALLETTE was escorting the CORAL SEA and CORREGIDOR from the MARSHALL ISLANDS to PEARL HARBOR. At about 1130 zone plus 10½ time, 29 February, when at about Latitude 13° 32' 30"N, Longitude 174° 50' 30"W, NICHOLAS obtained contact with her sound gear, with what was presumed to be a submarine. This contact was shortly thereafter picked up by the TAYLOR, who developed it, making five runs, dropping charges four times. After approximately two hours of searching the area, TAYLOR was relieved on station by LAVALLETTE, and rejoined the formation. Estimate of the contact as being a submarine: Positive.

3 1396

2. Preliminaries:

TAYLOR was proceeding with Task Unit 55.1.2 from ENIWETOK ATOLL to PEARL HARBOR in accordance with CTF 51 secret dispatch 250810 of February. Task Unit 55.1.2 was composed of the CORAL SEA and CORREGIDOR, screened by NICHOLAS, LAVALLETTE, and TAYLOR. The carriers were in line, distance 1,000 yards. NICHOLAS occupied station 4000, LAVALLETTE was in station 4300, and TAYLOR in station 4060. The formation was steaming on base course 068°T at 17 knots. An anti-submarine patrol of three TBF's from the CORREGIDOR had just been landed. At 1130, 29 February the Task Unit was at about Latitude 13° 32' 30"N, Longitude 174° 50' 30"W.

The wind was from NE, force 2; sea was 2, sky partly cloudy, strato cirrus, average amount 4. The visibility was about 30,000 yards.

3. Chronological Log of the Action:

During this period all times are given as Zone Plus Ten and One Half.

<u>TIME</u>	<u>EVENT</u>
1142	- NICHOLAS reported submarine contact by TBS bearing 080°T from her and announced intention to investigate.
1144	- Emergency ships left 60° to course 008°T on signal from C.T.U.
1145	- Went to General Quarters. TAYLOR proceeded to readjust station about this time; NICHOLAS announced she had lost contact.
1147	- Emergency ships left to course 328°T. Changed speed to 15 knots.
1150	- TAYLOR obtained firm sound contact bearing 020°T, distance 400 yards.
1151	- Lost contact on port side. Changed course to the left to attempt to regain contact.
1152	- Regained contact bearing 270°T, distance 250 yards. Commenced maneuvering to attack. Target inside turning circle on port hand closing.
1152-30	- Lost contact. Informed NICHOLAS of probable location of contact.
1153	- Fired three depth charges on port side - medium settings, #1 charges, urgent attack. Increased speed to 20 knots.
1155	- Commenced turning left to attempt to regain contact. Slowed to 15 knots.
1158	- Regained contact bearing 013°T, distance 200 yards. Commenced maneuvering to make urgent attack.
	- Carrier group estimated to be still in effective torpedo range.
1200	- Commenced dropping eleven charge pattern. Increased speed to 20 knots.

ENCLOSURE (A)(1)

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S-E-C-R-E-T

N-A-R-R-A-T-I-V-E

3. Chronological Log of the Action:

<u>TIME</u>	<u>EVENT</u>
1203	- Regained contact bearing 150°T, distance 600 yards.
1203-30	- Lost contact. Steadied on course 160°T. Slowed to 15 knots.
1204	- Passed through area where previous depth charges were dropped.
1206	- Regained contact bearing 040°T, distance 300 yards. Changed course left to 030°T. This contact was lost in what sounded like possibly the TAYLOR's own wake, made earlier. Commenced turning left to attempt to regain contact. Came to course 260°T.
1210	- Observed Anti-Submarine plane searching the area. Established communication with plane via VHF.
1216	- Regained contact bearing 320°T, distant 250 yards, moving down starboard side. Changed course to 000°T.
1217	- Fired three depth charges, using starboard K guns, medium setting. Better this than nothing.
1217	- Regained contact bearing 160°T, distance 250 yards.
1219	- Commenced turning right to make attack.
1224	- Steadied on course 231°T.
1226	- Passed contact, along port side. Believed to be the second depth wake. Captain did not fire on this because sound bearing was on depth charge area. Recorder traces will tell the story.
1227	- Commenced turning right slowly to regain contact.
1229	- Increased speed to 25 knots. Sound reported torpedo on starboard beam. Several lookouts thought they saw wake. Right full rudder, emergency flank speed.
1231	- Slowed to 15 knots when no torpedo wake sighted by Captain.
1232	- Steadied on course 110°T to open on contact.
1240	- Changed course to 300°T to return to vicinity of contact.
1248	- NICHOLAS ordered to rejoin formation. TAYLOR ordered by O.T.C. to remain in area and continue the search until 1400. TAYLOR assumed control of search planes.
1250	- Changed course to 270°T, resuming search.
1257	- Changed course to 180°T. Dropped dye marker over spot of previous contact. Plan was to outline corners of area with sea markers for planes and self.
1258	- Changed course left to 110°T.
1303	- Regained contact, possibly a wake echo bearing 070°, no distance obtainable. Came to bearing.
1304	- Contact improved, believed to be submarine. Bearing 065°, distance 500 yards. Commenced turning right to attack.
1305-30	- Fired eleven charge pattern.
1306	- Steadied on course 110°T.
1308	- Commenced turning right to attempt to regain contact. NICHOLAS ordered by O.T.C. to assist TAYLOR if desired.
1309	- Regained contact bearing 250°T, distance 900 yards. Echo sounded like ship's own wake.
1316	- Commenced turning left to proceed back to previous contact markers.

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ENCLOSURE (A)(2)

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S-E-C-R-E-TN-A-R-R-A-T-I-V-E3. Chronological Log of the Action:

<u>TIME</u>	<u>EVENT</u>
1318	- Regained contact bearing 223°T, distance 950 yards. This appeared to be located between the ship and the contact markers. Informed NICHOLAS she was headed for the contact.
1319	- Contact appeared to pass down port side of ship. Lost contact, turned left to course 200°T. Told NICHOLAS to attack gave last location of contact with respect to green sea marker.
1325	- Commenced turning right to search over the spot where contact was lost and to clear own wake from area for possible attack by NICHOLAS.
1330	- Steadied on course 090°T. - LAVALLETTE ordered to relieve TAYLOR on search station because of TAYLOR's shortage of depth charges.
1333	- Turned control of search plane to LAVALLETTE.
1336	- Proceeded to rejoin formation. Expended 28 depth charges.

4. Special Comments and Lessons Learned.

All contacts were obtained at very short ranges. It is believed that this was due to a very sharp temperature gradient. The sea was almost a flat calm, so that there was no mixing of the surface layer of water such as would obtain if a 10-12 knot wind kept the water in motion. Ten contacts were obtained under 950 yards; seven of these were under 600 yards. Contact could not be held at long ranges. The NICHOLAS and LAVALLETTE apparently experienced similar results, judging by TBS transmissions.

All echoes obtained were good echoes except when obviously in own wake or depth charge disturbance. It is the unanimous opinion of all sound operators, the Commanding Officer and other officers on the bridge that the echoes were definite submarine echoes.

Good recorder traces were obtained on several runs. The short range at which contacts could be held, and the necessity of making several urgent attacks due to proximity of two carriers, prevented proper evaluation of target maneuvers. The Commanding Officer believes this latter factor unduly influenced his decisions on the first two attacks. These attacks were carried out with a minimum of data, the ship's course being directed as far as possible so as to lead the leading cut on by 10° (or what was believed to be the leading cut on).

In retrospect the Commanding Officer feels that he should have dropped a full pattern at 1226, when sound obtained a good contact at about 700 yards going close down port side. The contact was inside our turning circle; and the bearing checked with that of a previously depth charged area plainly visible on the port bow. If the Commanding Officer had seen the traces on the recorder he would have fired a full pattern. Instead, it was decided to open the contact to a greater distance, track and evaluate it (carriers were beyond torpedo range by then). Contact was lost and not immediately regained. Inspection of the traces by competent personnel will determine their submarine or non-submarine character.

ENCLOSURE (A)(3)

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S-E-C-R-E-TN A R R A T I V ESpecial Comments and Lessons Learned:

The ship's organization did not function properly in that:

- (a) No. 1 standby sound operator did not man JU circuit to C.I.C. to give instantaneous ranges and bearings to C.I.C.
- (b) No. 2 standby sound operator did not record time, range, left cut on, center bearing, right cut on.
- (c) Recorder Officer was inexperienced, having had only three sessions on attack teacher at Pearl. Regular recorder operator was on sick list. Other experienced recorder operator was stationed in C.I.C. as assistant evaluator. The Commanding Officer should have adjusted officer personnel so that competent recorder operator was immediately stationed.
- (d) C.I.C. did not receive adequate information from sound stack due to (a) above. The 21 MC was used to pass information from chart house to C.I.C. The outlet in the chart house is in a very unhandy, inconvenient location. (Located by plan of A.I.M., San Francisco, during recent overhaul of this vessel). In C.I.C. there was a great deal of resonance interference between 21MC, TBS and 234 mg. VHF (plane control).
- (e) C.I.C. did not properly set track scale of DRT to 500 yards/inch. Error was not discovered until track chart was checked immediately after action was over. DRT scale was on 2,000 yards/inch. (A.I.M. Office, San Francisco failed to have Mare Island install recommended 200 yard/inch scale on DRT although extended availability was granted before Mare Island completed modifications to DRT). The above was a personnel failure.
- (f) The sound recorder was relocated during last overhaul in accordance with A.I.M., San Francisco plan. Ship personnel protested against this undesirable relocation. Present location is unhandy to sound stack. Commanding Officer cannot look in and see traces if he so desires. On 11 February 1944 this vessel had about two hours of runs on U.S.S. S-28. Location of sound stack, recorder, and 21 MC outlet were discussed then with representative of A.S.W. Training Unit, Pearl. He agreed that it was a poor location; that communications solely by 21 MC (which picks up sound stack reverberations and thus blanks off messages) was poor. Satisfactory tests had later been conducted with telephones on JU circuit. Commanding Officer on bridge can hear stack operator plainly and would hear recorder operator direct if recorder was replaced in its former location near chart house door to bridge.
- (g) C.I.C. did not maintain an adequate summary plot. (Although all courses C.I.C. gave to Conn to regain contact were good). The track chart shows this.

The Commanding Officer should have had the second full charge pattern set on deep setting. This fourth and last attack was considered by him to be the most promising and it is regretted that the depth setting was not ordered changed.

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ENCLOSURE (A)(4)

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D-E-C-R-E-T

N-A-R-R-A-T-I-V-E

5. Conclusions:

- (a) The contact was a submarine.
- (b) That it was improbable that damage was done (no surface indications except one very large bubble or boil on second full pattern attack).
- (c) That sound conditions were much poorer than expected.
- (d) That a destroyer should have been left in the area until about 2400 that night for hold down tactics with orders to rejoin the formation the next day.
- (e) That two hours training on a submarine target is far too little to allow a new commanding officer to work with his sound attack team (after taking command every opportunity was taken for attack teacher training at Treasure Island and Pearl Harbor. A total of about 30 hours attack teacher drill was thus held).
- (f) That sound team and C.I.C. have to be drilled together on sound attack teacher and plotting table.

6. Recommendations:

- (a) Immediate relocation of recorder in chart house to make it more accessible. Same for 21 MC outlet.
- (b) More intensive self-training of sound attack team and C.I.C.
- (c) Scheduling of more sound training with target submarines for vessels completing long periods away from fleet. This is especially urgent when there has been a large officer and enlisted personnel turnover.

ENCLOSURE (A)(5)

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By: NDC NARA Date: Dec 31, 2012

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First run
Time - 1152

ANTI-SUBMARINE ACTION BY SURFACE SHIP

U.S.S. TAYLOR (DD468) Date 29 Feb 1944 Time 1st Contact 1152
Lat. 13° 32' 30"N Long. 174° 50' 30"W Course 240° Speed 15 kts

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 FIRST 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.

3 1396

I. CIRCUMSTANCES AT TIME OF CONTACT

EMPLOYMENT OF SHIP	WEATHER AND LIGHT		SEA	WIND
PATROL	DAYLIGHT	SUNNY	SMOOTH	FORCE <u>2</u>
ESCORT OF CONVOY	NIGHT	CLEAR	WHITCAPS	DIRECTION <u>065°</u> T
INNER A/S SCREEN	TWILIGHT	OVERCAST	MODERATE	Rel
INTERMEDIATE A/S SCREEN	EVENING	RAIN	HEAVY	
OUTER A/S SCREEN	MORNING	FOG		
INDEPENDENT		MOONLIGHT		

IF IN COMPANY OTHER SHIPS, POSITION RELATIVE THERETO
Originally in station 4060, screening two carriers. Two other destroyers in screen.
Left station to conduct attack.

ESTIMATED SOUND RANGE OF THE DAY 2,500 yards. **Echo Ranging.**
SOUND GEAR IN USE WHEN CONTACT MADE - Listening/Echo-ranging

2. NATURE OF CONTACT

SIGHT	SOUND	TORPEDO SIGHTED	SHIP TORPEDOED
PERISCOPE	PROPELLERS HEARD	REL. BEARING _____	REL. BEARING _____
CONNING TOWER	ECHO RANGE <u>2</u>	TRACK ANGLE _____	DIST. _____
HULL			

WAS SUB FIRST REPORTED BY: (a) Attacking ship; (b) ~~Other ships~~; (c) Aircraft?
DID RADAR INDICATE CONTACT? **No.**

REMARKS:
1150 TAYLOR obtained firm sound contact bearing 020°T, distance 400 yards.
1151 Lost contact on port side. Changed course to the left to attempt to regain contact.
1152 Regained contact bearing 270°T, distance 250 yards. Commenced maneuvering to attack. Target inside turning circle on port hand closing.
1152-30 Lost contact. Informed NICHOLAS of probable location of control.
1153 Fired three depth charges, on port side, medium settings, #1 charges. Urgent attack.

8

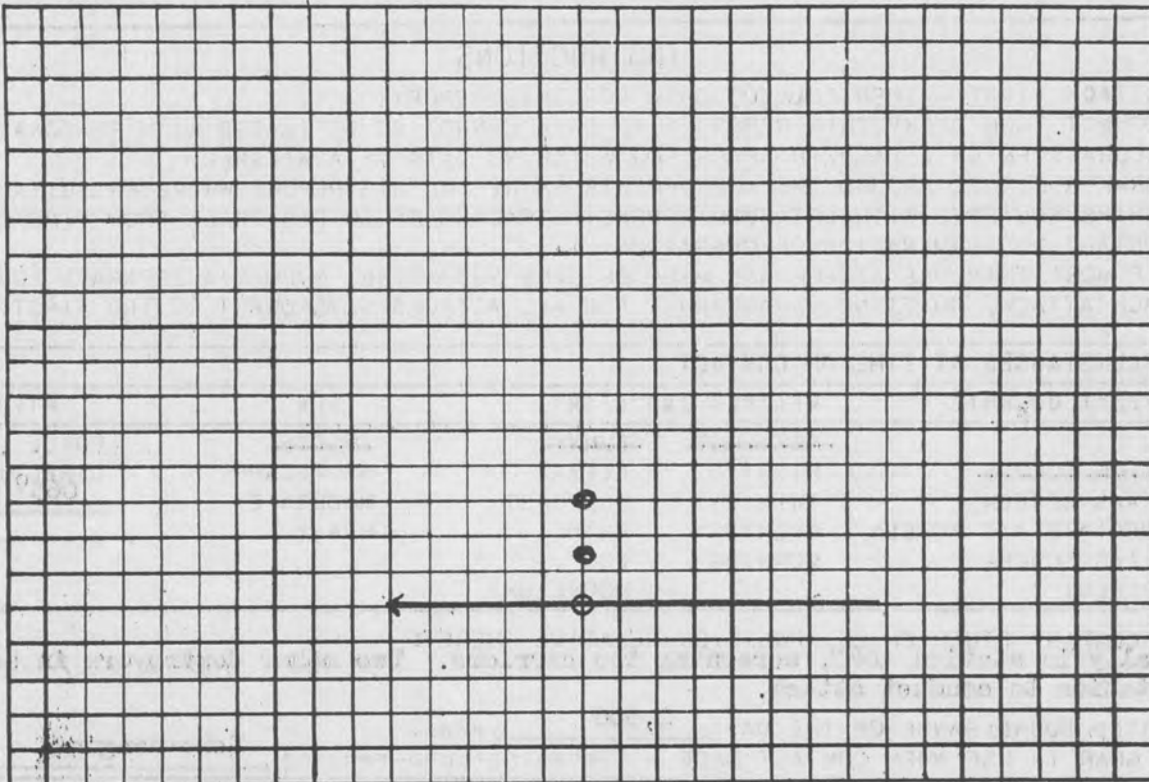
ENCLOSURE B(1)

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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	16
TIME OF DROP FROM 1st CHGE		5 sec	10 sec													
DEPTH SETTING	300	250	300													
WEIGHT	300	300	300													

OWN COURSE, 1st CHARGE 240° SPEED 15 kts. SUB. COURSE 150 SPEED _____ kts
 ESTIMATED SUB DEPTH (Shallow, medium, deep) Med. Was marker buoy dropped? _____
 EVIDENCE OF DAMAGE TO SUB. (Note: Do not confuse the brown residue resulting from depth charge explosion with oil on water.)

No evidence of damage.

4. TIME BETWEEN FIRST CONTACT AND THIS ATTACK 20 minutes after NICHOLAS' contact.

(a) IF NO FURTHER ATTACKS MADE, TIME BETWEEN LAST ATTACK AND ABANDONMENT OF SEARCH _____ REASON SEARCH ABANDONED _____
 (b) No. CHARGES REMAINING _____

5. GENERAL REMARKS (USE ADDITIONAL SHEET IF NECESSARY):

See Narrative.

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

Second run
Time - 1200

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ANTI-SUBMARINE ACTION BY SURFACE SHIP

U.S.S. TAYLOR (DD468) Date 29 Feb 1944 Time 1st Contact 1152
Lat. 13° 32' 30"W Long. 174° 50' 30"W Course 020° Speed 15 kts

INSTRUCTIONS

3 1396

- (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 FIRST 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 I FOR ALL ATTACKS SUBSEQUENT TO THE FIRST.

I. CIRCUMSTANCES AT TIME OF CONTACT

EMPLOYMENT OF SHIP	WEATHER AND LIGHT		SEA	WIND
PATROL	<u>DAYLIGHT</u>	<u>SUNNY</u>	<u>SMOOTH</u>	FORCE <u>2</u>
ESCORT OF CONVOY	NIGHT	CLEAR	WHITECAPS	DIRECTION <u>085</u> ON
INNER A/S SCREEN	TWILIGHT	OVERCAST	MODERATE	_____ T
INTERMEDIATE A/S SCREEN	EVENING	RAIN	HEAVY	_____ Rel
OUTER A/S SCREEN	MORNING	FOG		
INDEPENDENT		MOONLIGHT		

IF IN COMPANY OTHER SHIPS, POSITION RELATIVE THERETO

ESTIMATED SOUND RANGE OF THE DAY 2,500 yards.
SOUND GEAR IN USE WHEN CONTACT MADE - Listening/Echo-ranging Echo-Ranging.

2. NATURE OF CONTACT

SIGHT	SOUND	TORPEDO SIGHTED	SHIP TORPEDOED
PERISCOPE	PROPELLERS HEARD <u>X</u>	REL. BEARING _____	REL. BEARING _____
CONNING TOWER	ECHO RANGE _____	TRACK ANGLE _____	DIST. _____
HULL			

WAS SUB FIRST REPORTED BY: (a) Attacking ship; (b) Other ships; (c) Aircraft?
DID RADAR INDICATE CONTACT? No.

REMARKS:

- 1155 - Commenced turning left to attempt to regain contact. Slowed to 15 knots.**
- 1158 - Regained contact bearing 013°T, distance 200 yards. Maneuvering to make urgent attack. Carrier group estimated to be still in effective torpedo range.**
- 1200 - Commenced dropping eleven charge pattern. Increased speed to 20 knots. Commenced turning left to regain contact.**

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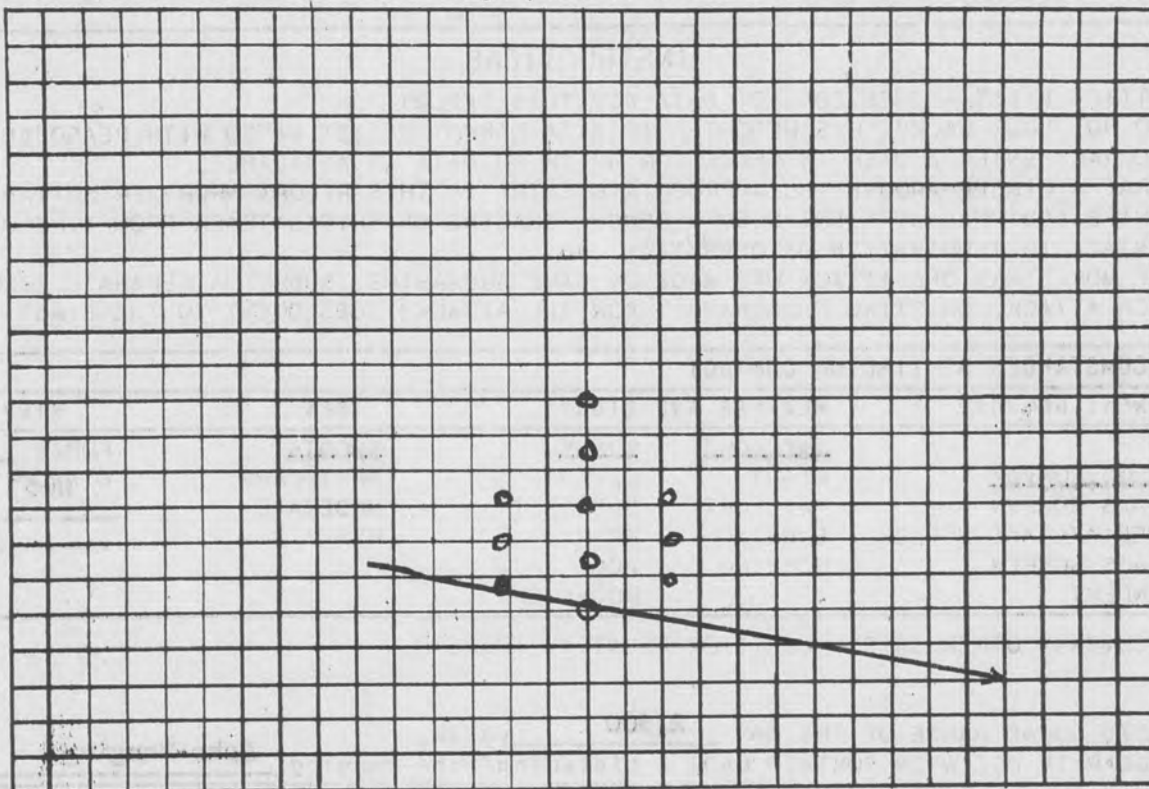
ENCLOSURE B (2)

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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	16
TIME OF DROP FROM 1st CHGE				5	5	5	10	10	10	15	20					
				sec	sec	sec	sec	sec	sec	sec	sec					
DEPTH SETTING	250	200	250	200	250	300	300	250	250	300	300					
WEIGHT	600	600	600	600	600	300	300	300	300	300	300					

OWN COURSE, 1st CHARGE 020 SPEED 15 kts. SUB.COURSE 120 SPEED kts
 ESTIMATED SUB DEPTH (Shallow, medium, deep) Was marker buoy dropped?
 EVIDENCE OF DAMAGE TO SUB. (Note: Do not confuse the brown residue resulting from depth charge explosion with oil on water.)

4. TIME BETWEEN FIRST CONTACT AND THIS ATTACK 8 Minutes.
 (a) IF NO FURTHER ATTACKS MADE, TIME BETWEEN LAST ATTACK AND ABANDONMENT OF SEARCH REASON SEARCH ABANDONED
 (b) No. CHARGES REMAINING

5. GENERAL REMARKS (USE ADDITIONAL SHEET IF NECESSARY):
See Narrative.

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(S)

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Third Run
Time - 1217

ANTI-SUBMARINE ACTION BY SURFACE SHIP

U.S.S. TAYLOR (DD468) Date 29 Feb 1944 Time 1st Contact 1152
Lat. 13° 32' 30"W Long. 174° 50' 30"W Course 325° Speed 15 kts

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 FIRST 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
PATROL	<u>DAYLIGHT</u>	<u>SUNNY</u>	<u>SMOOTH</u>	FORCE <u>2</u>
ESCORT OF CONVOY	NIGHT	CLEAR	WHITECAPS	DIRECTION <u>065°</u> T
INNER A/S SCREEN	TWILIGHT	OVERCAST	MODERATE	Rel
INTERMEDIATE A/S SCREEN	EVENING	RAIN	HEAVY	
OUTER A/S SCREEN	MORNING	FOG		
INDEPENDENT		MOONLIGHT		

IF IN COMPANY OTHER SHIPS, POSITION RELATIVE THERETO

ESTIMATED SOUND RANGE OF THE DAY 2,500 yards.
SOUND GEAR IN USE WHEN CONTACT MADE - Listening/Echo-ranging Echo-Ranging

2. NATURE OF CONTACT

SIGHT	SOUND	TORPEDO SIGHTED	SHIP TORPEDOED
PERISCOPE	PROPELLERS HEARD	REL. BEARING _____	REL. BEARING _____
CONNING TOWER	ECHO RANGE <u>X</u>	TRACK ANGLE _____	DIST. _____
HULL			

WAS SUB FIRST REPORTED BY: (a) Attacking ship; (b) Other ships; (c) Aircraft?
DID RADAR INDICATE CONTACT? No

REMARKS:

- 1216 - Regained contact bearing 320°T, distance 250 yards, moving down starboard side. Changed course to 000°T.
- 1217 - Fired three depth charges, using starboard K guns, medium setting.

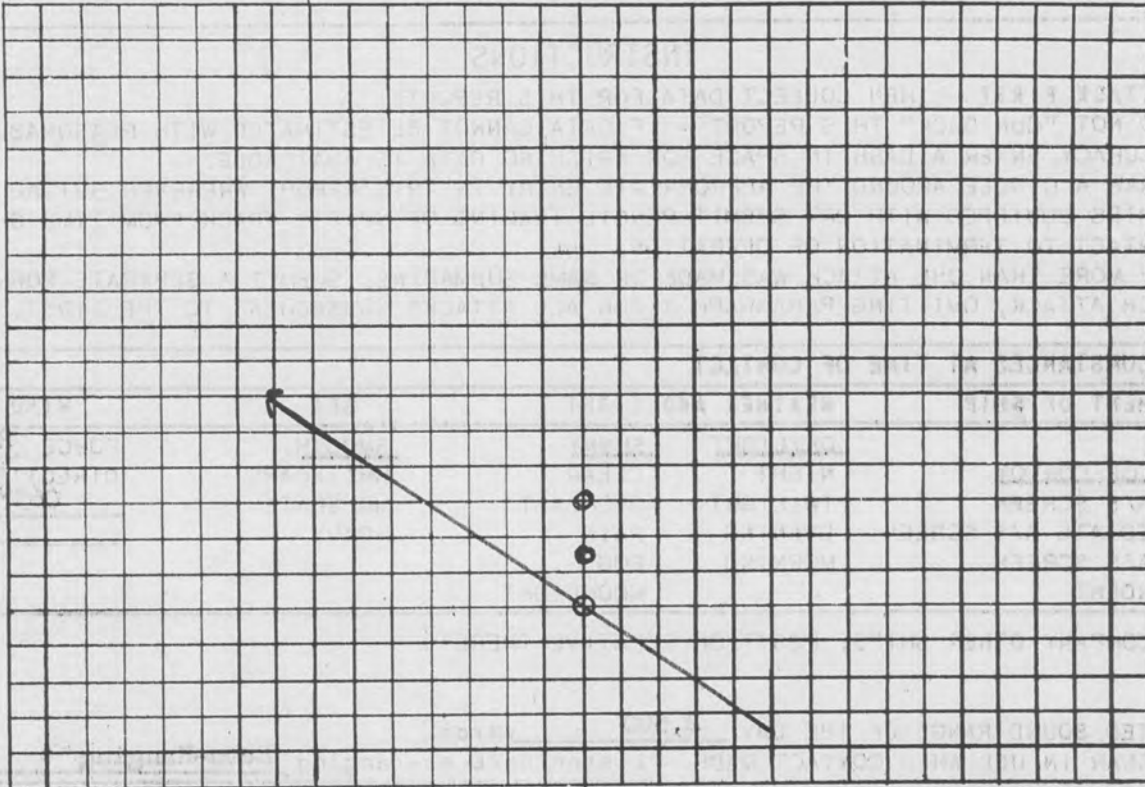
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CONFIDENTIAL

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	16
TIME OF DROP FROM 1st CHGE		5 sec	10 sec													
DEPTH SETTING	300	250	300													
WEIGHT	300	300	300													

OWN COURSE, 1st CHARGE 325°T SPEED 15 kts. SUB.COURSE 270°T SPEED - kts
 ESTIMATED SUB DEPTH (Shallow, medium, deep) _____ Was marker buoy dropped? _____
 EVIDENCE OF DAMAGE TO SUB. (Note: Do not confuse the brown residue resulting from depth charge explosion with oil on water.) _____

4. TIME BETWEEN FIRST CONTACT AND THIS ATTACK 25 min.
 (a) IF NO FURTHER ATTACKS MADE, TIME BETWEEN LAST ATTACK AND ABANDONMENT OF SEARCH _____ REASON SEARCH ABANDONED _____
 (b) No. CHARGES REMAINING 28

5. GENERAL REMARKS (USE ADDITIONAL SHEET IF NECESSARY):

13

(2) 8 BRIGLINES

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CONFIDENTIAL

Fourth Run
Time - 1305

ANTI-SUBMARINE ACTION BY SURFACE SHIP

U.S.S. TAYLOR (DD468) Date 29 Feb 1944 Time 1st Contact 1152
Lat. 13° 32' 30"W Long. 174° 50' 30"W Course 110° Speed 15 kts

INSTRUCTIONS

- (a) **ATTACK FIRST - THEN COLLECT DATA FOR THIS REPORT!**
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- (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 FIRST 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 I FOR ALL ATTACKS SUBSEQUENT TO THE FIRST.

I. CIRCUMSTANCES AT TIME OF CONTACT

EMPLOYMENT OF SHIP	WEATHER AND LIGHT		SEA	WIND
PATROL	DAYLIGHT	SUNNY	SMOOTH	FORCE <u>2</u>
ESCORT OF CONVOY	NIGHT	CLEAR	WHITECAPS	DIRECTION <u>065°</u> T
INNER A/S SCREEN	TWILIGHT	OVERCAST	MODERATE	Rel
INTERMEDIATE A/S SCREEN	EVENING	RAIN	HEAVY	
OUTER A/S SCREEN	MORNING	FOG		
INDEPENDENT		MOONLIGHT		

IF IN COMPANY OTHER SHIPS, POSITION RELATIVE THERETO

ESTIMATED SOUND RANGE OF THE DAY 2,500 yards.
SOUND GEAR IN USE WHEN CONTACT MADE - Listening/Echo-ranging Echo Ranging

2. NATURE OF CONTACT

SIGHT	SOUND	TORPEDO SIGHTED	SHIP TORPEDOED
PERISCOPE	PROPELLERS HEARD	REL. BEARING _____	REL. BEARING _____
CONNING TOWER	ECHO RANGE <u>X</u>	TRACK ANGLE _____	DIST. _____
HULL			

WAS SUB FIRST REPORTED BY: (a) Attacking ship; (b) Other ships; (c) Aircraft?
DID RADAR INDICATE CONTACT? No.

REMARKS:

- 1303 - Regained contact, possibly wake bearing 070°T, no distance obtainable. Came to bearing.
- 1304 - Contact improved, believed to be submarine. Bearing 065°T, distance 500 yards. Commenced turning right to attack.
- 1305-20 - Fired eleven charge pattern.

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ENCLOSURE B(4)

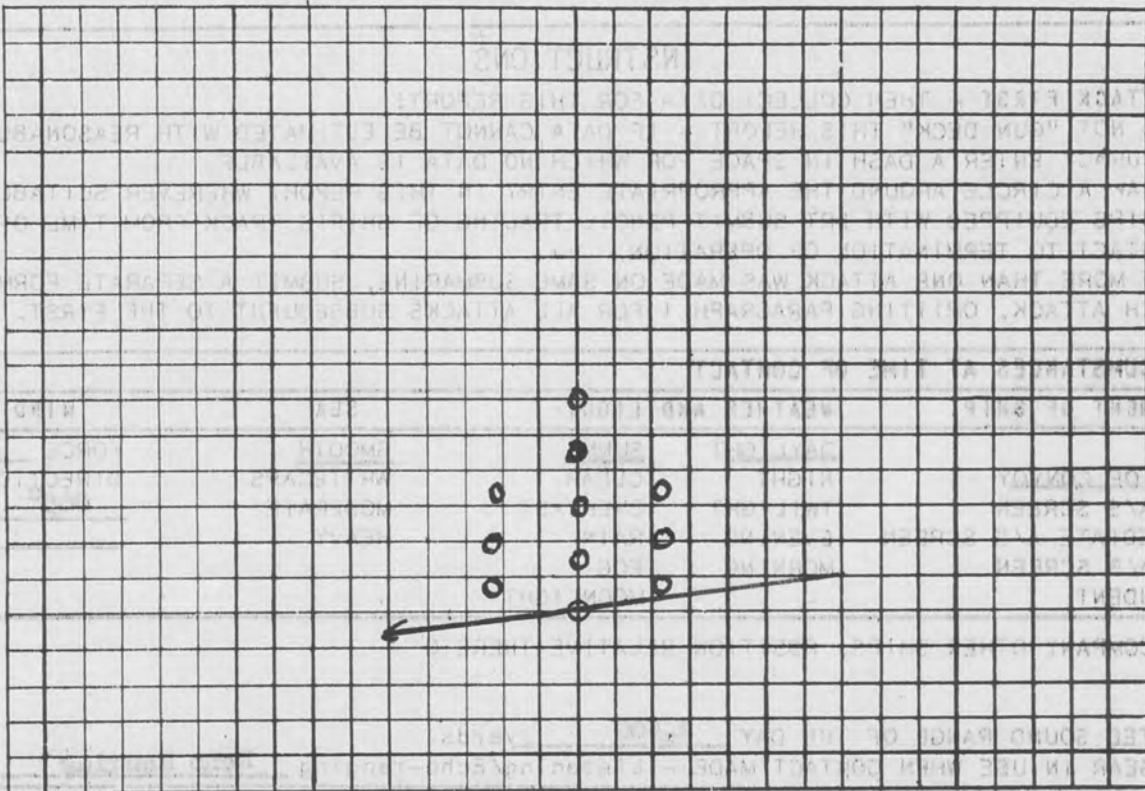
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3. BARRAGE PLAN

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	16
TIME OF DROP FROM 1st CHGE				5	5	5	10	10	10	15	20					
				sec	sec	sec	sec	sec	sec	sec	sec					
DEPTH SETTING	250	200	250	200	250	300	300	250	250	300	300					
WEIGHT	600	600	600	600	600	300	300	300	300	300	300					

OWN COURSE, 1st CHARGE 110°T SPEED 15 kts. SUB. COURSE _____ SPEED _____ kts
 ESTIMATED SUB DEPTH (Shallow, medium, deep) Med. Was marker buoy dropped? _____
 EVIDENCE OF DAMAGE TO SUB. (Note: Do not confuse the brown residue resulting from depth charge explosion with oil on water.)

4. TIME BETWEEN FIRST CONTACT AND THIS ATTACK 72 minutes
 (a) IF NO FURTHER ATTACKS MADE, TIME BETWEEN LAST ATTACK AND ABANDONMENT OF SEARCH _____ REASON SEARCH ABANDONED _____
 (b) No. CHARGES REMAINING 17

5. GENERAL REMARKS (USE ADDITIONAL SHEET IF NECESSARY):

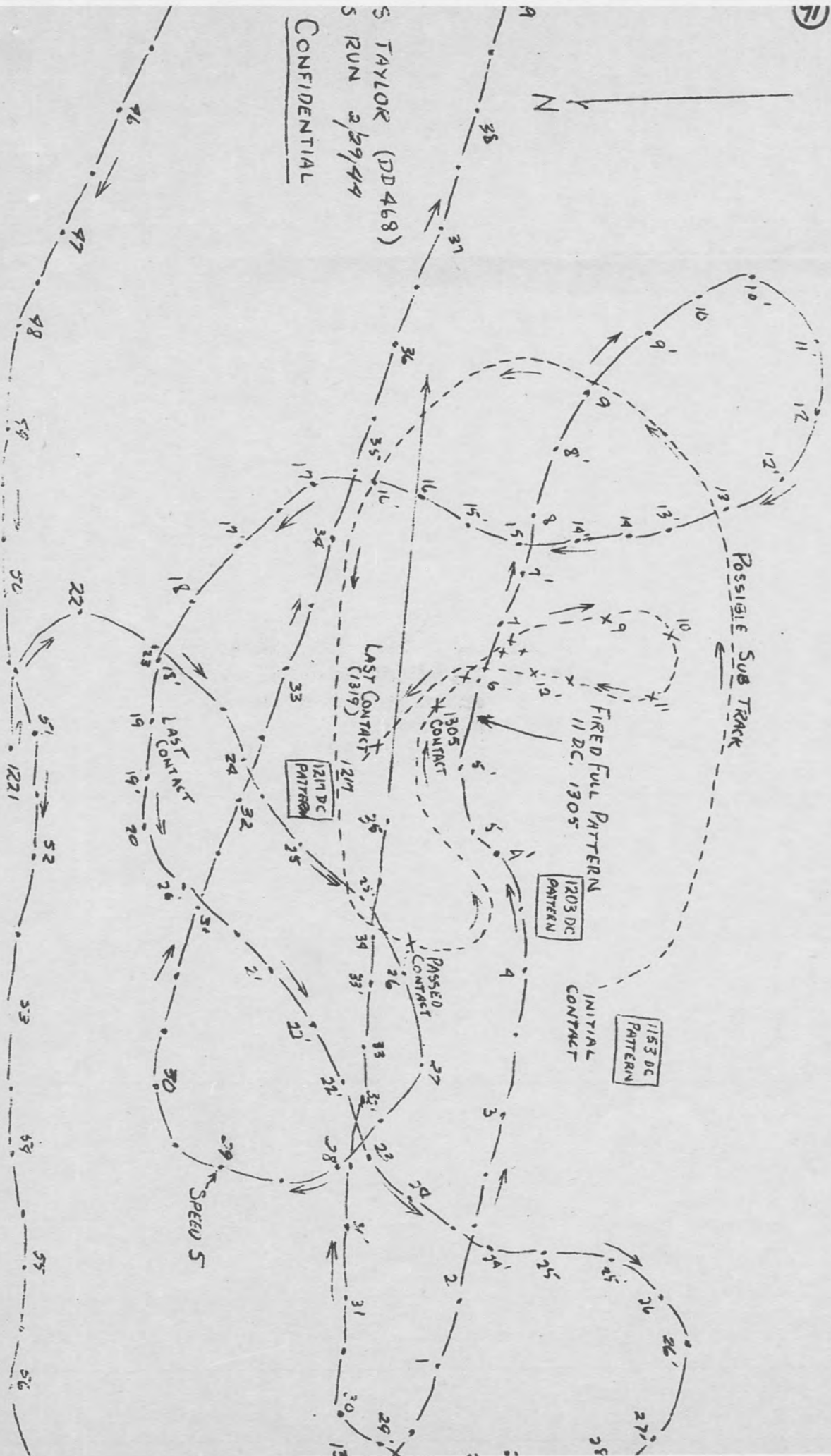
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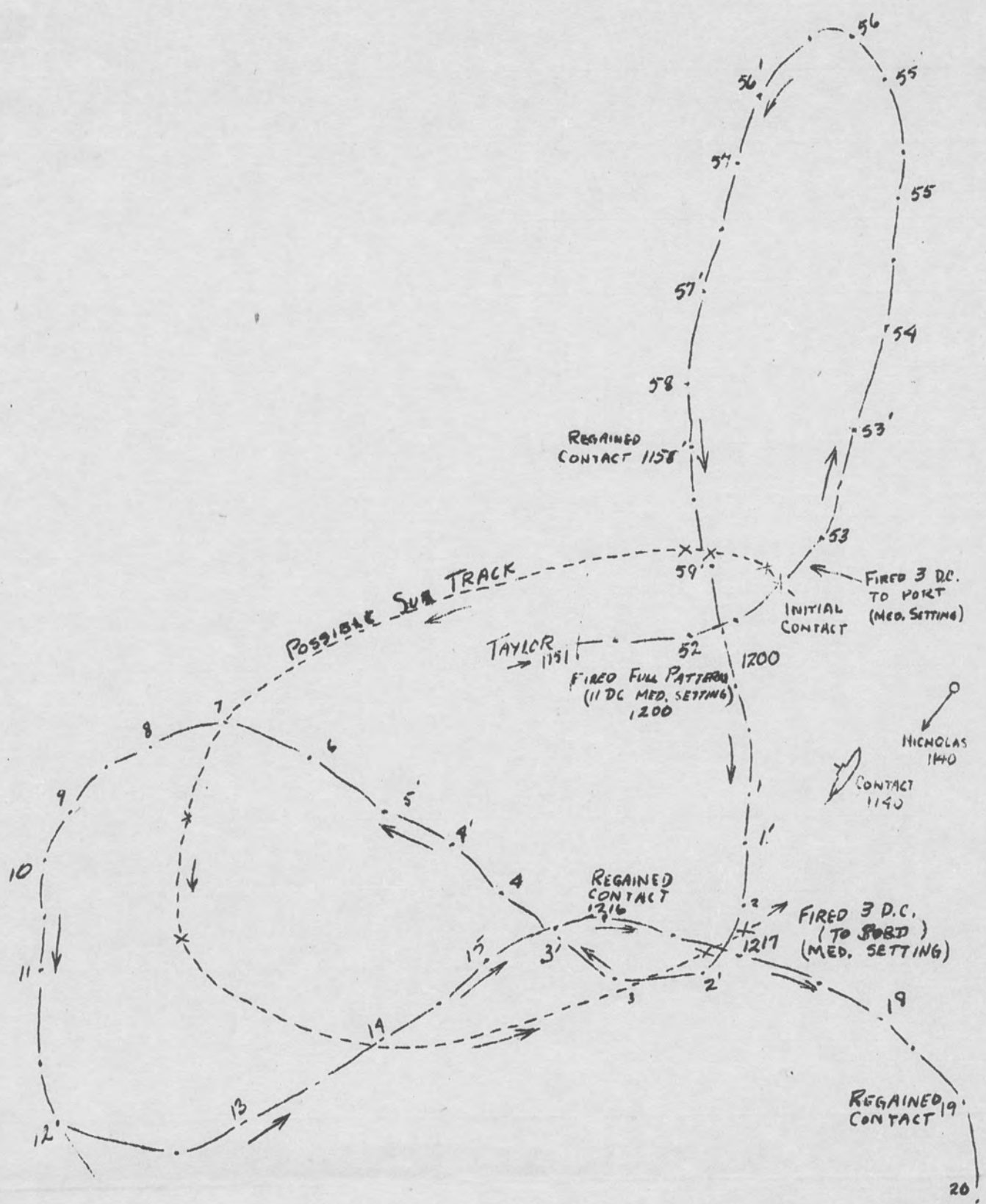
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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012





USS TAYLOR
 (ID 468)
 A/S RUN 2/29/44