

Office of Naval Records and History  
Ships' Histories Section  
Navy Department

HISTORY OF USS DACE (SS 247)

The Electric Boat Company of Groton, Connecticut, laid the keel of hull number SS 247 in their new Victory Yard on July 22, 1942.

April 25, 1943, Mrs. O. Pomeroy Robinson christened this hull the DACE and sent her sliding into the waters of the Thames River -- the first submarine to be launched at the Victory Yard.

Three officers and about ten members of the crew of the DACE were present for the launching. Her prospective commanding officer was Lieutenant Commander J.F. Enright, Naval Academy class of 1933. Her Executive Officer was Lieutenant Commander W.G. Holman, Class of 1936. Other officers assigned to the ship were: Lieutenant C.R. Clark, Jr., USN, Engineering Officer; Lieutenant H.D. Thorton, USNR, gunnery officer; Lieutenant (junior grade) F.P. Thomas, USN, Commissary Officer; Ensign E.T. Jones, USN, Assistant Engineering Officer; and Ensign C.C. Erhard, USNR, Communications Officer.

On July 23, 1943, Captain W.W. Foster, of the Electric Boat Company, got the DACE underway and brought her alongside the pier at the U.S. Submarine Base, New London. The officers and crew, dressed in blues waited silently on the dock for their ship. At 1700, that afternoon, they marched aboard. After a brief ceremony the ship was formally handed over to the crew.

The next two weeks were spent in the New London area.

Over fifty per cent of the crew were green hands, fresh from Submarine School. Only seventeen men had ever been on a war patrol before. Full advantage had to be taken of this period to organize this outfit into coordinated submarine crew.

On August 9, 1943, the USS DACE went to sea for the first time on a short trip to Newport, Rhode Island. She spent a few days there test firing torpedoes then returned to New London. Prior to her arrival she made her first deep dive, without incident.

On September 6, 1943, the DACE got underway for Pearl Harbor. She stopped for a few days at the Submarine Base, Colon, Canal Zone, then completed her trip.

On October 3, the USS DACE arrived at Pearl Harbor. For two and a half weeks she went through the tests, drills, and exercises prescribed by Commander Submarines, Pacific Fleet, to prepare her for war. Finally, on October 20, heavily laden with torpedoes, fuel, ammunition and food, the DACE set sail on War Patrol Number One.



## WAR PATROL NUMBER ONE

The USS DACE stopped at Midway from October 24-27 in order to repair one engine. On October 27, she crossed the 180th meridian for the first time. On the 31st, the barometer started dropping. On November 2, it dropped 18 points in seven hours and the DACE encountered her first heavy weather.

On the 4th, she entered her patrol area which was off the coast of the southern-most Japanese island. For several days she patrolled the area submerged in the daytime and surfaced at night.

First contact was made the night of November 7, while on the surface. There seemed to be two large ships and two small ones. The target fired at was similar to the KYAKKO MARU of 6,783 tons. One hit was felt and lots of black smoke poured out of the targets stack.

The DACE returned for a second attack but this time a large oiler with two escorts loomed up ahead. One of the escorts challenged her. She ignored the challenge and fired more torpedoes -- no results. The Japs flashed search-lights and dropped depth charges but the DACE had cleared the area on the surface.

The patrol continued off the coast of MIKI SAKI. Numerous planes and a few small picket boats were sighted but nothing worth-while.

On November 11, the USS DACE surfaced early in the evening in the bright moonlight. At 2130, a patrol boat was sighted. The DACE turned away and tried to open the range. The patrol boat now was revealed as a destroyer which commenced chasing. When the destroyer had closed the DACE to 6,000 yards, the submarine fired a spread of torpedoes. The Japs did not make the expected final dive so the DACE submerged -- and fast. The Jap rushed over the top and dropped four depth charges -- not close, then continued away at high speed.

Days of routine patrolling went by. Planes were sighted and evaded by diving. Small picket boats were always present, but no worth while targets were sighted.

On November 14, she shifted to the southern part of the area and about midnight sighted HACHIJO JIMA about 40 miles away.

At the break of dawn on the 15th, an aircraft carrier of the SHOKAKU-class, and at least three destroyers passed just outside of torpedo range. It was impossible to get closer to them while the boat was submerged.

On the 19th, at about 1800, while the ship was submerged a tanker and an escort were sighted. Everything looked good for a submerged attack but the Japs became suspicious and the tanker turned away. The escort located the DACE and attacked. The first depth charge was close, light bulbs broke, cork flew off the bulkheads, and few cables were pushed further into the ship.



Within an hour three more patrol boats joined the fun and tried to relocate the DACE. Fourteen more depth charges were dropped -- none very close. About 2100, the patrol boats gave up and left the vicinity. The DACE surfaced at 2315, found herself alone so she cleared the area.

The DACE remained in her area but out of sight of land on a shipping lane for the next few days. One small ship, possibly a "Q" ship and one CHIDORI were sighted at a distance but no worth -while contacts appeared.

Finally on December 4, the DACE was ordered back to Midway for rest and refit.

The combat insignia was not authorized for this patrol at this time. The Patrol lasted for 53 days.

The refit for the second patrol was started on December 11th while the crew rested on Midway.

On December 28, Lieutenant Commander J.F. Enright, USN, was relieved as Commanding officer by Lieutenant Commander B.D. Claggett, U.S. Naval Academy Class of 1935. From December 29 through January 4, 1944, the new Commanding Officer trained his crew in and around Midway. During this time Vice Admiral C.A. Lockwood, Jr., USN, spent a day on the DACE observing the training exercises. January 7, the ship was completely loaded and sent out on her second war patrol.

From January 7 to 18, daily drills and dives were held for training purposes. A few plane contacts were made but the submarine was evidently undetected. On the 15th, the DACE was transferred to the operational command of Task Force 72. On the 18th the DACE entered her assigned area located between the Bismarck Archipelago and the Caroline Islands.

From the 18th to the 26th, the ship patrolled her area on the surface. Once a lot of wreckage and a lifeboat were sighted, and once six Jap planes were seen. On the 23rd, Pulosuk Island was sighted about 30 miles away. On the 24th, the area off Manila Reef was patrolled on the Palau-Truk shipping route.

Contact was established the night of the 26th on a large tanker with two escorts. For three hours the group was tracked in order to determine their course and speed. The DACE turned in to attack. Unfortunately, one of the escorts complicated the attack by interposing itself between the sub and the main target. The sub passes successfully behind the escort and fired torpedoes at the tanker. A couple of minutes later two violent explosions shook the sub but no flashes were seen because of rain squall. The target fired two red rockets. Three more explosions were then heard. The DACE turned away with one escort, which appeared to be a destroyer, chasing her. For a long time the destroyer stayed about a mile and a half dead astern then it seemed to give up the chase and left.



The DACE then went back after the target which was still on the surface and making about 16 knots. The sub was unable to catch up with her before daylight, so the chase was abandoned and normal patrol routine resumed.

On the 28th, the sub started working her way slowly to Tulagi for fuel. A couple of friendly subs were encountered and several aircraft were detected. On February 2, the DACE arrived in Tulagi and commenced fueling and minor voyage repairs. On the third, she got underway again for patrol south of the Caroline Islands near Truk. Three or four of the usual plane contacts were made but none noticed the DAVE because she dived out of sight.

From February 6, to 11, the submarine patrolled her area on the surface and dived two or three times a day to avoid the numerous aircraft in that particular area.

On the 11th, a convoy of five ships were contacted but because it was impossible to close them the DACE lost contact and tried to intercept them further along their possible track. Two hours later they were contacted again but closer investigation showed that they were small and not worthy of torpedo fire. Tracking was discontinued.

From the 12th to 17th, she conducted her patrol off of Helene Shoals.

On the 17th, the DACE moved to a patrol area west of Truk near Pulusuk Island. Several plane contacts were made.

On February 22nd, she exchanged signals with the USS PERMIT. At midnight, that same day, the DACE received orders to return to Milne Bay, New Guinea.

Enroute to Milne Bay, she met the USS DARTER and the two subs proceeded in company the rest of the way.

This patrol also was not successful and the combat insignia was not authorized. The patrol lasted 49 days.

#### WAR PATROL NUMBER THREE

After a two week rest period spent at Camp Beeman, Milne Bay the officers and crew returned to the DACE on March 11th much refreshed. The DACE was ready for sea on March 16. She got underway on her third war patrol in company with the USS FLOUNDER and escorted by the USS BACHE. On March 18, she arrived at Langemak Bay to pick up passengers for special missions. She then departed for her area late the same afternoon.



After reconnoitering the coast near Hollandia, Netherlands New Guinea, at close range for two days and a night, the DACE closed in on the surface, after dark, March 23rd. During this period the DACE had taken many photographs and made sketches of the coast and surrounding terrain. At 2315, she put off five commandos in a rubber boat -- distance to the beach one mile. At 0213 March 24th, she put off two more boats with six commandos.

For the next two days the DACE took pictures of the coast, sighting nothing but a hospital ship and an occasional patrol boat.

Upon completing these missions the ship returned to Seeadler Harbor, Admiralty Islands for fuel arriving midday the 27th. The next day she headed out once more bound for the patrol area. On March 31, she received a two-bomb straddle from a Jap bomber which dived out of the clouds. On April 4th, the DACE sighted an aircraft carrier leaving Davao Gulf but could not close to attack. At 0012 April 6th, the DACE contacted a task force of three Jap cruisers and four destroyers. Two torpedoes were fired at each cruiser at 0042. There were no hits. At 0130 the next morning, the DACE contacted an escorted freighter, but after a prolonged chase, the sub was detected and received three depth charges. She was unable to attack.

The DACE received orders April 10th to meet the badly damaged USS SCAMP, and escort her home. That evening contact was established and the DACE and the SCAMP commenced their long trek back to the base, arriving at Seeadler Harbor April 16th. On April 19th, the DACE got underway for patrol once again.

During this time the DACE had a very interesting experience. The ship made a routine dive to evade a Jap plane. Due to the excitement of the moment and temporary loss of power the boat nosed gently over to an angle of 52 degrees. Everyone was forced down to the forward bulkhead. The Chief Radioman, J.H. Jemison, USN, slid out of the radio shack, inadvertently grabbed the knocker valve on the high pressure air manifold and blew the main ballast tanks. The Captain ordered all back full. Control was regained just before the boat breached so that she stayed out of sight under the surface.

That same day another emergency dive ended up with a 37 degree down angle. It seemed to be the day for steep dives. Everything stayed under control from then on, and the ship regained her normal stability. There was no further excitement until the 26th when a periscope was sighted. This was avoided.

The evening of the 27th, several destroyers were contacted but they got away. On May 2nd, the DACE chased for several hours a large tanker escorted by two destroyers. Hampered by reduced speed due to a generator casualty, and impending dawn, the DACE fired five torpedoes at the tanker from long range. Unfortunately there were no hits, and close gun fire from the escorts drove the DACE off. One fairly close depth charge was dropped."

That afternoon, after a long and nerve-racking patrol, the DACE headed for home, and arrived at Brisbane, Australia, May 13, 1944.



This patrol was considered successful for purposes of awarding the Submarine Combat Insignia. The patrol lasted 59 days.

#### WAR PATROL NUMBER FOUR

After a 30-day refit, including two weeks leave in Brisbane, Sydney, and environs, the DACE was ready for sea. She headed north June 13th with a new Executive Office, Lieutenant Commander R.C. Benitez, USN. Various training exercises were conducted under Commander C.C. Burlingame, USN. She arrived at Seeadler Harbor in the Admiralties June 20th. The next day, the DACE departed for her area and on the way opened the "ACEY DACE" Movie Theater with a showing of "No Time For Love." June 26th, she entered the area and commenced hunting Japs in earnest.

The DACE patrolled submerged close to the Mindanao Coast during the day and on the surface at night. Many contacts were made, all of which either got away or were too small to be worth-while targets. The great number of planes contacted indicated considerable activity in Davao Gulf. Finally on July 9th, the DACE made a submerged attack on a large transport with two escorts. She scored at least three hits. Various countermeasures made observation of final results impossible. A total of 43 depth charges were dropped, too close for comfort, but not close enough for severe damage.

On July 16th, the DACE penetrated Sarangani Bay and took periscope photographs. At dawn, July 20 off Port Lebak, she contacted a well escorted tanker which passed just out of range. Surfacing later that morning the DACE started a long and hazardous chase in full view of the shore. The target was not seen again and the disappointment was intense.

Just after dawn July 26 smoke was seen on the horizon. This contact was chased all day, the DACE being forced to submerge eight times to avoid detection by planes. That night after dark contact was re-established and at 0049; the next morning, the DACE attacked on the surface. Ten torpedoes were fired into a convoy of three ships and six escorts -- one ship was sunk. The DACE was forced to submerge to avoid being rammed. Twenty-six depth charges were dropped.

The afternoon of July 31st, a submerged attack was made on a small unescorted freighter. One hit sank it at once but another torpedo exploded prematurely just outside the ship. It shook the boat and shattered light bulbs and gauge faces. The next morning the last four torpedoes were fired at a medium-sized freighter with four escorts. The freighter nimbly dodged all torpedoes while the escorts climbed on the DACE to the tune of 10 close depth charges. Later that morning the DACE, having expended all torpedoes, headed for the "barn." She arrived at Seeadler Harbor, August 6th, and left for Brisbane the next day. The DACE ran through very heavy weather in the Coral Sea, but arrived safely in Brisbane, Australia, on August 12th.



This patrol was successful for purposes of awarding the Submarine Combat Insignia. The duration of the patrol was 60 days.

# WAR PATROL NUMBER FIVE

Two hectic weeks of renewing acquaintance and visiting in Sydney, Toowoomba, Southport, Coolangatta, Redcliffe and to other areas along the east coast of Australia finally terminated with the announcement that the DACE had received an excellent refit and was ready for her fifth war patrol.

On September 1st, under the command of Commander B.D. Claggott, in company with the USS DARTER and escorts, the DACE departed from Brisbane. That same evening, while making a trim dive, a submerged object jarred the boat. Next morning an investigation with shallow-water diving apparatus revealed that the sonar head would be inoperative for the rest of the trip. Commander R.H. Crane, USN, training officer came aboard September 4th, and observed all battle and emergency drills for two days. Finally on the 10th, the DACE moored alongside the USS COUCAL at Darwin to replenish food and fuel. After an uneventful transit of Banka Passage the patrol area was reached and the DACE commenced mine sweeping operations. With 20-millimeter gun fire she sank six drifting type mines and exploded one moored type (parts of which became firmly imbedded in the desk, and narrowly missed the Officer of the Deck). Reconnaissance and mine-sweeping assignments terminated on the 27th, when we moored alongside the USS ORION in Mios Qoendi Lagoon, Schouten Islands.

An untimely casualty to the master gyro compass forced the DACE into the "Reluctant Dragon Club" and departure was delayed until October 3. She then proceeded via Sibutu and East Ape Pass and reached the assigned area of Palawan Passage and Balabac Strait on October 10. The 13th proved a lucky day when a seven ship convoy of tankers and freighters with two destroyers escorting was sighted. Shortly after midnight on the 14th (after the navigator labored over charts, bearings, soundings, and ranges) the DACE had firmly established her position inside a treacherous area of reefs, shoals and islands and proceeded to attack. While firing (on the surface) one torpedo ran erratic and only expert maneuvering allowed the boat to continue the attack and avoid her own torpedo which porpoised and circled and threatened the DACE's existence. Torpedo explosions in the targets alerted the destroyers and their tracers streaked through the air but no splashes of falling enemy shells were noticed. The DACE cleared the area at full speed to reload. Results of this attack were one 10,000-ton tanker sunk and one 7,500 ton transport sunk. Approaching daylight forced the ship to leave the hazardous area. On the 19th, two noseey, alert, Jap anti-submarine destroyers avoided our torpedoes and promptly retaliated with depth charges. Again shortly after midnight on the 22nd, while exchanging information with the USS DARTER, the radar contacted high speed enemy ships -- definite indication of men-of-war. In conjunction with the DARTER the DACE, making maximum speed on the surface, set a course to intercept these desirable targets. But the enemy's radical change of course plus the advantage of greater speed permitted him to escape untouched and unseen.



Our orders were to return to the base. However the Skipper had that "funny-feeling in his bones" and requested that the DACE be given permission to extend her time in the "hot spot." The next night (and again minutes after midnight) while talking to the DARTER, a long range radar contact put us in pursuit of the enemy. In this instance a failure in our most vital piece of equipment caused us to lose touch with our future targets. Teamwork on the part of the DARTER and our communication set-up permitted us to continue our chase. Meanwhile the expertly trained technicians worked "like mad" and in a short time had our equipment back in shape. At about 0200, an enemy task force of 12 big and important men-of-war surrounded by fast, cautious "tin-cans" was being plotted and recorded. So the Old-Man's hunch had materialized and the DACE and DARTER were making preparations for the big event to take place at dawn.

The DARTER made the first run and did a beautiful job of destroying Jap men-of-war. Shortly thereafter the DACE expertly executed attack at dawn which cost the Japs their biggest heavy-cruiser--the MAYA. Of course a destroyer counter attack followed and the noise of torpedoes, the cruiser's magazines exploding, the depth charging, and the sinking ships' breaking up noises were terrific. The same night a crippled heavy cruiser with two torpedoes was trying to seek the safety of a nearby port, but the two subs had other thoughts for that choice target so plans were made accordingly. Around midnight the DARTER went aground on Bombay Shoal. At 0140 on the 24th, with the DARTER still aground, the attack was broken off so that the DACE could stand by to render any services possible.

When it was recognized that the DARTER couldn't be saved only one alternative was left -- rescue the personnel. Hurriedly the DARTER crew was transferred in small rubber boats through surf and breakers to the DACE. On the last trip the Commanding Officer of the DARTER came aboard and the final destruction of the unfortunate DARTER was planned. While this job was being accomplished using torpedoes and guns and enemy plane appeared and dropped a couple of bombs. Luckily she selected the DARTER as his target. This interruption forced a stop to her destruction. So, with two full submarine crews aboard an already over-crowded sub, she proceeded to Freemantle, Western Australia. These two crews were together in one submarine for two weeks.

This patrol was successful for purposes of awarding the Submarine Combat Insignia. The duration of this patrol was 67 days.

At Freemantle, Western Australia, an excellent refit of normal duration, conducted by the USS EURYALE, was completed and the DACE was ready for her sixth war patrol. On November 21st, Commander B.D. Claggett (after four patrols as Commanding Officer) was relieved by Commander O.R. Cole, Jr., USN.



December second the DACE in company with the USS BERGALL starting her run which took her to Exmouth Gulf, Western Australia, and through Lombok Straits. DACE and BERGALL parted company while DACE doubled back to investigate a radar contact. Then the DACE proceeded along the Singapore -- Hong-Kong trade route with the hopes of intercepting some enemy traffic. This hope wasn't realized so the DACE continued on to Pulau Gambir. The channel between Pulau Gambir and the mainland was an excellent night refuge for shipping so the DACE was assigned the task of making that spot less desirable. After the many hours the navigator spent in determining currents, depths, reefs, the task of mining this channel was started at 0330 on December 16th, and was completed one hour and fifteen minutes later. Later that afternoon loud explosions were heard but the heavy seas prevented any visual verification of what the DACE thought to be the results of an effectively mined area.

The next assignment was the area off Camranh Bay. Heavy seas and strong wind made for a miserable existence. Submerged patrolling proved difficult because of the sea conditions. On the 19th, a convoy of five large ships with three escorts was sighted and the attack started. Bad weather was certainly in the enemy's favor. At times the targets could not be seen and again the periscopes would be exposed too much. Depth control was difficult but expertly handled. Just as the first torpedo was to be sent on its way, a series of four depth charges or bombs went off which shook the boat violently, and cork and paint chips filtered down from the overhead. More depth charges followed the initial pattern, starting some oil leaks, causing light bulbs to break, and more paint and cork to fall. The DACE decided to break off the attack and evade. She hit bottom, and while resting there anxiously waiting for the escorts to go away, the strong current took charge, and carried the DACE bumping, turning, scraping and clanking along the bottom. How the boat avoided being detected will never be known. She surfaced, after making some repairs and proceeded to an area farther north. At 0459, on the 21st, another contact put us in hot pursuit of the enemy, but after closing the range she decided the target was too small and an unsuccessful attack would only divulge her position, so the sub abandoned the chase. The enemy had another idea and promptly proceeded to launch his own attack. The DACE outdistanced the chaser without being recognized or seen and dove to definitely lose him. On that dive a main engine was flooded so she surfaced at 0750 and located the trouble. At 0100 on the 22nd, while heading into the seas at slow speed, the topside damage was repaired and the engine was put back in commission. During the next few days numerous contacts were made which were either impossible to attack or too small to do anything about. Christmas Day was just another day of patrol except that the cook and baker did an excellent job of preparing a delicious and unforgettable dinner.



While running on the surface many floating mines were detected so the lookouts were doubly cautious. On the 28th, another opportunity presents itself -- this one resulting in sinking one medium freighter of 4,000 tons and damaging one medium freighter of 4,000 tons. In the days that followed, planes and small ships were contacted but not targets of any size worthy of torpedoes were sighted so our presence remained a secret.

December 31st, a worth-while periscope contact of two columns of ships was made at 1000. The Captain's plan was to avoid the ever-closing escorts which were shielding the group and to locate himself between the two columns. While trying to keep in close touch with all the ships and still keep our presence unknown the Captain sighted planes -- which served to increase to our already numerous interferences. Intense anti-submarine measures were being employed by the protectors of the Japanese ships so the Skipper had to be extremely careful. Fortunately for the Japs and unfortunately for the DACE, an escort carrier (which was the target singled out for her attack) was at an excessive range for our torpedoes -- or else sighted and avoided our torpedoes, and consequently got away untouched. A plane dropped a depth bomb but his aim was off, so no damage was done. At 1233, while making preparations for surfacing another bomb was dropped -- this one also not too close. After surfacing at 1433, we set out to run down the evasive targets but a plane, forced us to dive two minutes later and again a depth charge was felt -- but wasn't close either. In the next hour or so more depth charges were dropped -- but fortunately none did any damage.

The next few days were spent in normal patrol and on January 7th, the DACE made preparations for the trip to Saipan. On the 8th, two suspicious vessels which were investigated, proved to be Chinese junks. They were left untouched. On January 17th, the DACE reached Saipan and moored alongside the USS SKIPJACK alongside the USS FULTON. On the 18th, the DACE departed Saipan enroute Pearl Harbor, where she arrived on the twenty-eighth.

The patrol was successful for purposes of awarding the Submarine Combat Insignia. The duration of this patrol was 58 days.

On January 28th, 1945, the DACE arrived in Pearl Harbor where she received voyage repairs. She then proceeded to the San Francisco Bay Area for her first Navy Yard overhaul.

From February 8th, until April 25th, the ship underwent a complete and satisfactory overhaul at the Submarine Repair Basin, Bethlehem Steel Company. During this period all personnel and offices were given 30 days leave and were transferred and new men reported aboard. Lieutenant Commander R.C. Benitez, USN, was relieved as Executive Officer and Navigator by Lieutenant F.J. Ruder, USN, on March 12, 1945.



April 26th, the DACE departed San Francisco enroute Pearl Harbor in company with the USS WHALE.

The two subs arrived Pearl Harbor on May fifth. For six days they under-went a voyage refit then started the training period with Captain C.C. Burlingame, USN, as training officer.

The seventh war patrol started May 25th. Two subs, the DACE and the USS CABEZON, left for the cold waters of the Kuriles Islands.

On the 29th, they laid over at Midway for fuel and supplies

From April 30th, till June 7th, the two ships, enroute to station, conducted training exercises and drills individually and together. The evening of the 7th, they separated and headed in for their patrol stations. The DACE closed the coast that night and dived in Kunashiro (Channel) between the islands of Shikotan and Kunashiri.

Early that morning two sailing vessels were sighted through the periscope. The DACE tracked them with difficulty in the ever thickening fog. Finally preparations were made and at 0945, she surfaced in smooth water in a fog with Japanese islands only a few miles on either side of them. At a range of only 1600 yards she opened fire with her five-inch gun and automatic weapons.

The first shot from the forward gun hit the largest sailing vessel in the bow. In a couple of minutes, a five-inch shell which hit amidships started a roaring fire. Jap flags painted on the side made perfect targets for the gun crews. The DACE closed in to 500 yards and made certain the destruction was complete. She then turned her attention to the other sailing vessel.

A small rowboat with one or maybe two survivors was being rowed furiously into the fog towards the nearest beach. The second vessel was completely deserted. In a few minutes it too was reduced to a smouldering wreck.

By this time, the fog had cleared enough so that the nearby shores were visible. The DACE moved away from the scene of the wreckage, then dived.

This was the first time the DACE had ever surfaced and fired her guns at an enemy ship.

The DACE finally left the area on the ninth of June and headed into the Sea of Okhotsk.

The early morning of June 10th, a large freighter and a small tanker were sighted about eight miles ahead. The DACE went ahead full speed in order to run around the ships and get ahead of them. At one time the fog cleared up enough to show a large destroyer escort only six miles away. For a couple of minutes the personnel on the bridge watched this Japanese warship, then the fog obscured her again.



An hour later another escort was seen for a few minutes, then disappeared. The convoy now consisted of two rather potent escorts, one freighter, and a small tanker.

At about noon all hands had lunch, then the sub waited dead ahead of the convoy. In a half hour the first escort came into sight and the DACE submerged.

Silently the DACE slipped unseen under the water between the two escorts. The freighter was dead ahead and coming towards her bows on. The DACE maneuvered out of the way, and with the freighter only 380 yards away, she fired. Almost instantly the first torpedo hit the freighter with a tremendous explosion amidships. Quickly more torpedoes were fired at the smaller tanker but none hit. The Captain took a quick look at the escorts through the periscope and discovered one of them coming straight for the submarine. Quickly another torpedo was fired at this escort, then the DACE dived deep. Just before the periscope was lowered a quick glance at the freighter proved that the first torpedo had done its job well. As she dived to deeper depths the noise of the freighter breaking up on her way towards the bottom was clearly audible through the hull.

A couple of minutes of silence passed, then four depth charges shook the boat. Someone remarked: "If you think that was loud wait until you hear the next ones." The breaking up noises from the freighter continued. The escort could be heard coming back for another run. A quick set-up was made and another torpedo was fired.

Shortly afterwards and explosion that sounded like a torpedo hit, rumbled through the boat. In quick succession 19 more explosions went off overhead. Five minutes of silence passed. Twelve depth charges exploded close by and shook the ship slightly.

For the next few hours the DACE silently eased away from the searching escorts, one of which was probably badly damaged. Finally late that afternoon after four hours of freezing quiet the DACE came close to the surface for a periscope look -- all clear. The heaters were turned on and everyone restored circulation in their numb limbs by stamping their feet and drinking hot coffee.

After dark, the DACE surfaced in very rough seas. She went back to the scene of the action but could locate no wreckage. She then headed for the area of Kita Uruppu Channel.

June 11-16, the DACE patrolled back and forth in the channel. Some days were exceptionally clear and the snow-capped peaks of Shimishura Take towered high over her. Other days were foggy and bleak.

On the 16th, the DACE joined company with the CABEZON, the USS APOGON and the USS MANTA. The four subs made a wide patrol sweep up the eastern side of the KURILES. During this sweep the first plane for this patrol was contacted -- no bombs.



On the 17th, the pack received orders to search for the crew of a U.S. Army plane which had been forced down near Araido To. Each sub headed for her assigned area and arrived there next day early. The whole day was spent on the surface in a light mist and only five to ten miles away from Araido to. Most of the time the lofty island was clearly visible.

The aviators could not be found. That afternoon a single Jap plane took off from a nearby air field and searched a while on the other side of the island. He never saw the DACE although she was only 15 miles away. An hour later, another plane appeared only 6 miles away so the DACE dived.

That eve after she had surfaced the DACE sighted quite a bit of gunfire about 20 miles away but could not find out what it was all about.

On the 18th, the DACE proceeded down the western side of the Kuriles alone. Later that night she contacted a single ship. For a couple of hours she tracked and ran around the ship in order to get ahead of it. During this time, several distant underwater explosions were heard. The APOGON had located a convoy and was working it over.

Shortly after midnight the DACE was ahead of her target. It was very dark, but the water was constantly illuminated with phosphorescence. She turned toward her target and waited on the surface in the darkness. Soon the target was close enough and the torpedoes were fired. The water was churned into a brilliant blue flame by force of the expulsion of the torpedoes. Each torpedo left a brilliant streak in the highly phosphorescent water. The Jap saw them coming and maneuvered so that they passed down both sides of him. By this time, the ships were very close and had materialized into a heavily armed anti submarine MIKURA-class frigate. The DACE rapidly turned away and bent on full power. A cloud of exhaust smoke poured out of her engines and momentarily hid her from view. Twin flashes appeared on the bow of the Jap and two explosions resounded through the air. A faint cheer went up from the crew below -- they thought the Jap had been hit by the DACE's torpedoes. Two shells exploded ahead of the DACE. Another salvo came so close that the whistling of the shells could be heard in the conning tower. One exploded close to the ship. The DACE fired more torpedoes -- no luck. She dived rapidly and deep, and fired yet another torpedo. This was not a case of hitting the target -- it was a case of saving the DACE for V-J Day. The next three minutes were spent hanging on as the sub rocked and was shaken by 18 large and loud depth charges.



The DACE maneuvered and evaded far below the surface while the Jap attempted to relocate her. He dropped 18 more charges which were not too close. A couple of hours later he had wandered so far away from the DACE that she secured from battle stations and allowed everyone not on watch to turn in for a well-earned rest. Some slight damage from the depth charging was noticed, but nothing serious -- only the usual broken light bulbs, scattered cork insulations, some small leads broken and some small valves backed off of their seats.

June 20-26, the DACE patrolled in the Sea of Okhotsk.

One day during a heavy overcast, the bridge watch were startled to hear the whine of an approaching airplane. As the sub dived, the last man down the hatch saw the Jap plane roar about 100 feet overhead. A half-minute later the sub was under and bullets were dropping on to the hull as the plane tried to strafe. One small depth bomb went off, but it missed by a wide margin.

Once during this time the DACE dropped a few shells into a sulphur refinery close to the beach at Moyoro Wan, but it was so hazy that no results were observed.

On the 26th, the DACE joined the other members of the wolf pack and continued a sweep through the Okhotsk Sea, and along the lower channels of the Kuriles Island chain.

On the 27th, she closed in one morning on a contact and finally recognized her as a Russian Merchant ship -- a lend-lease Liberty type ship.

On the second of July, the subs operated independently and the DACE went to Kita Uruppu channel for patrol.

No contacts were made, so on July 6th, the DACE and CABEZON again joined company and left the area.

The patrol was deemed successful for the Submarine Combat Insignia. The duration of this patrol was 47 days.

#### POST - WAR PERIOD

The DACE and CABEZON arrived at Midway on July 25, 1945. For two weeks the relief crew overhauled the ship while the officers and crew enjoyed themselves sunning, fishing and engaging in competitive sports. The DACE and CABEZON engaged in an athletic competition for a plaque to be presented to the winning ship. The DACE now has the plaque as a trophy in her forward battery passageway.

On August 4th, the two subs got underway for another war patrol. they arrived at Saipan on August 13th for voyage repairs.

The ship was all ready to leave on August 15th, 1945, at 1400. At ten in the morning, Japan agreed to surrender terms, and the patrol was delayed indefinitely.



For two weeks the DACE remained in Saipan. A quarter of the crew and officers were assigned to man any Jap subs which might appear for surrender. They returned to the DACE ten days later without seeing a Jap submarine.

On September 1, 1945, the DACE set sail for Pearl Harbor in company with the USS ORION, USS RAY, USS CREVALIE and USS ICEFISH.

After an uneventful trip they all arrived in Pearl Harbor on September 10, 1945, and waited for the orders which would take them all home for good.

On September 13, 1945, the DACE, MUSKALLUNGE, CREVALLE, and GATO departed for Panama and home. The DACE was scheduled to return to New London on October 5th. She had made seven war patrols in two years and two months active duty, and sunk or damaged over 73,000 tons of enemy ships.

By Directive dated January 1947, USS DACE (SS 247) was later placed out of commission, in reserve, attached to the U. S. Atlantic Reserve Fleet.

#### SUMMARY OF PATROL RESULTS

No. of Patrols	Number and Type of Ships Sunk	Tonnage of Ships Sunk	Number and Type of Ships Damaged	Tonnage of Ships Sunk
1	0	0	Freighter (EC) KYOKKO MARU type	6,783
2	0	0	Tanker (EU)	10,000
3	0	0	0	0
4	1-AK (EU) 1-SMC (EU)	2,000 1,200	1 AP (EU)	10,000
5	1-AO (EU) 1-AP (EU) 1-CA (ATAGO class)	10,000 7,500 12,500	0	0
6	1-AK	4,000	1 AK	4,000
7	1-AK EIHUKU class (EU)	4,000	1 PF (MIKURA) (EC)	1,500



No. of Patrols	Number and Type of Ships Sunk	Tonnage of Ships Sunk	Number and Type of Ships Damaged	Tonnage of Ships Sunk
	1-MIS Sea- truck (EC)	300		
	1-MIS Lugger (EC)	100		
TOTAL FOR WAR	9	41,600	5	32,283

USS DACE earned seven Battle Stars on the Asiatic-Pacific Area Service Medal for participating in the following operations:

- 1 Star/Asiatic-Pacific Raids - 1944  
Truk Attack -- 16 to 17 February 1944
- 1 Star/Western New Guinea Operation  
Cape Sansapor Operation -- 30 July to 31 August 1944
- 1 Star/Leyte Operation  
Battle of Surigao Strait -- 24 to 26 October 1944
- 1 Star/Luzon Operation -- 12 December 1944 to 1 April 1945
- 1 Star/Submarine War Patrol - Pacific -- 20 October to 11 December 1943
- 1 Star/Submarine War Patrol - Pacific -- 16 March to 13 May 1944
- 1 Star/Submarine War Patrol - Pacific -- 25 May to 10 July 1945

She also earned the NAVY UNIT COMMENDATION on 22 to 23 October 1944 while on her fifth war patrol in the Pacific.

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#### STATISTICS

OVERALL LENGTH	312 feet
BEAM	27 feet
SPEED	20 knots
DISPLACEMENT	1,468 tons

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