



USS REDFIN (SS-272)

Keel Laid - September 3, 1942 at Manitowoc Ship Building Company

Launched - April 4, 1943

Commissioned - August 31, 1943

sponsored by Mrs. Benyaurd B. Wygant.

USS Redfin made seven war patrols earning six Battle Stars and the Navy Occupation Service Medal, Asia. She sank six ships for a total of 23,724 tons. On Redfin's second patrol she made a submerged attack on a large destroyer. Four torpedoes were fired to score three hits. The destroyer's magazine exploded and she sank by the stern in a mass of flames. A few days later, Redfin made two surface attacks on a convoy of five ships and three escorts. She scored seven hits, sinking four ships and escaping with a mild depth charging.

Redfin was decommissioned and placed in the US Atlantic Fleet in 1947.

Recommissioned in 1953 as SSR 272, Redfin served in the US Atlantic Fleet before being removed from the Naval Register in 1971.

REDFIN was the eighth of 28 submarines built at Manitowoc Ship Building Company, Manitowoc, Wisconsin. It was a Gato Class, Drum Variant Submarine.

USS REDFIN was 311'-9" in length, a beam of 27'-3" and a draft of 15'-3". The displacement was 1526 tons surfaced and 2424 tons submerged. It was designed for a compliment of 6 officers and 54 enlisted men. The speed was 20.25 knots on the surface and 8.75 knots submerged. REDFIN had ten (10) torpedo tubes, 6 forward and 4 aft and carried 24 torpedoes. She had a 4"-50 caliber Deck Gun on the forward deck and a 20 mm AA gun on both the forward and aft cigarette deck.

There are many varieties of Redfin fish. When the first picture of the REDFIN was drawn for the Commissioning Party the artist seemed to use the Redfin Shiner. After World War II was over, Ken Rice and Dean Adams seemed to use the Redfin Pickerel when they painted the fish on the Fairwater (Sail) and the following artists used a similar fish to design the USS REDFIN patches.

After REDFIN was commissioned on August 31, 1943 and after many test runs, test dives and a visit to Great Lakes Training Center on September 20th, she was ready to start the voyage to New Orleans, LOUISIANA. REDFIN departed Manitowoc on September 26th and proceeded under her own power down Lake Michigan to Chicago, ILLINOIS. Once there, most of the crew was detached on 9 days leave to meet REDFIN in New Orleans.

Two tugboats towed REDFIN through the Control Lock, down the Chicago River, through the Chicago Sanitary Canal to the dry-dock in Chicago, a distance of 35 miles. This was done so there wouldn't be a chance to draw anything through the water intake system. After mooring in Chicago, the periscopes and shears, radar masts and antennas were removed and laid out on deck. This was done to enable them to pass under the many bridges on the way. REDFIN was then put into a floating dry-dock. The tug, LAFAYETTE was then secured to the stern of the dry-dock with wire rope and turnbuckles.

Because of the currents encountered in the inland rivers the towing is done by the tug pushing the tow rather than pulling. The tow can be controlled better in this manner.

On September 27th they proceeded on their 1500-mile voyage to New Orleans through Lockport Lock. Reaching the Illinois River on the 28th and then the Mississippi River at Grafton, Illinois at 1900 hours on September 29th. After passing through the Alton Lock, the 8th lock since leaving Lake Michigan, the Chain of Rocks Channel was navigated and then going was a little better because of the width of the river. On October 05, 1943 they reach New Orleans and was taken out of the dry-dock. The periscopes, shears and antennas were replaced and the detached crew reported on board from leave.

REDFIN moved across the river to Algiers, LOUISIANA to the Algiers Naval Station, where they received fuel, torpedoes, ammunition and the fresh and dry provisions.

REDFIN departed ALGIERS on October 09, 1943 and proceeded down the Mississippi River to Pilottown and then down South Pass to the entrance buoy to the Gulf of Mexico. In the Gulf is where REDFIN made her first dive in salt water. REDFIN proceeded on to the Submarine Base, COCO SOLO, PANAMA CANAL ZONE, arriving there on October 14, 1943 at 1400 hours.

Three days were devoted to routine maintenance and preparing for the training period. REDFIN went through the Degaussing Slip to be demagnetized from any magnetic mines.

Between October 17th and November 18th REDFIN conducted trials and training in the COCO SOLO area and the training area off LAS PERLES ISLAND. The training consisted of torpedo tube tests and firings, Independent Ship's Exercises, torpedo and gunnery firing, sound testing and preparation for departure.

REDFIN returned to the Submarine Base at COCO SOLO via the Panama Canal to receive fuel, torpedoes, ammunition and fresh and dry stores.

On November 04, 1943 LCDR Robert KING was promoted to CDR as of November 01.

REDFIN departed COCO SOLO and proceeded through the Panama Canal to the GALAPAGOS ISLANDS, arriving there on November 23rd. At quarters on November 23rd Charles Harry HOMEWOOD was awarded the Navy and Marine Corps Medal.

REDFIN departed the GALAPAGOS ISLANDS on the same day, after they fueled to capacity, and proceeded to BRISBANE, AUSTRALIA.

On December 08, 1943 REDFIN received a dispatch changing the destination from BRISBANE, AUSTRALIA to MILNE BAY, NEW GUINEA.

REDFIN arrived in MILNE BAY, NEW GUINEA on Saturday, December 18, 1943 and moored alongside USS FULTON (AS-11) at 1307 hours.

The 8,500-mile voyage from GALAPAGOS to MILNE BAY is believed to be the longest non-stop voyage made by any submarine until the advent of the nuclear powered submarines.

The period between December 18th and 25th was devoted to repairs and general upkeep.

1st War Patrol

REDFIN departed MILNE BAY for the training area on Saturday December 25, 1943 at 0646 hours.

Then proceeded to Darwin, AUSTRALIA from the training area on December 29th, arriving at Darwin on January 03, 1944 at 1111 hours and received 25,000 gallons of fuel oil.

At 0800 hours on January 5th REDFIN departed Darwin for her 1st War Patrol, in the SOUTH CHINA SEA off the coast of INDO-CHINA.

On January 8th after exchanging signals with USS BLUEFISH (SS-222) at 2230 hours, the lookouts sighted a ship contact off the port beam. After REDFIN got in a position ahead of the target she dove and commenced a submerged radar and periscope approach. Three torpedoes were fired and the Crew heard three explosions. Thinking they had made three hits, the Crew let out with cheers of excitement, but all three torpedoes had exploded prematurely. Later, on the surface, they found many pieces of the torpedoes on the deck.

The Mark VI magnetic exploder had been a long-standing disagreement between the CO's of submarines and the Top Brass of the US Navy, especially Admiral Ralph W. CHRISTIE. The Mark VI exploder mechanism was a brilliant idea. Prior to the Mark VI, the torpedoes were designed to explode on contact, which was a simple and reliable mechanism. The Mark VI exploder mechanism was designed to run about 5' to 10' beneath the targets hull. As the steel hull of a ship passed through salt water it created an electromagnetic field (EMF). When a torpedo, equipped with a Mark VI, entered the targets EMF an antenna in the warhead would detect the field and send an electrical signal to the warhead to explode. The warheads explosive power would go upward into the air-filled ship's hull, breaking the ship's keel. The British and Germans had their own version of the magnetic exploder early in WW II. Both found the magnetic exploder was unreliable and went back to the more reliable contact exploder by 1941. The US Navy didn't accept the idea that the magnetic exploder was unreliable until late 1943. When PEARL HARBOR sent orders to all Submarine Squadrons to modify the exploders to work on contact, Admiral CHRISTIE ignored the orders for the submarines operating out of AUSTRALIA.

On January 10th REDFIN received orders from Admiral Ralph W. CHRISTIE to deactivate the warheads on the magnetic torpedoes.

On Sunday, January 16th REDFIN picked up a convoy of four ships on radar, while on the surface at 1705 hours. REDFIN was going to keep a parallel course with the convoy until after dark and then make a surface attack. At 1720 hours an enemy escort was sighted dead astern about 16,000 yards. The enemy escort lit off his

last two boilers and the chase was on. REDFIN went to battle stations and changed course but the enemy escort followed. REDFIN was making 17 knots but the escort was making 28 knots. REDFIN fired a salvo of 4 torpedoes, down the throat. As the torpedoes were in the water the escort started firing their guns but the splashes were falling about 50 yards short. The escort turned slowly to starboard just as the torpedoes started to hit. REDFIN could see the hits from the bridge and they were felt throughout the boat. A tremendous explosion on the escort lit up the sky bright red, as it disappeared from the radar screen. It was later found to be the Destroyer AMATSUKAZE. The Japanese reported that AMATSUKAZE had been torpedoed by REDFIN 250 miles north of the SPARTLY ISLANDS, at 14°40'N - 113°50'E. The bow was severed by a torpedo hit in the forward magazine, 80 crewmen were killed including Comdesdiv 16 (Captain Furukawa Bunji) and Lieutenant Commander Suga. It was presumed sunk by the convoy, left adrift for six days until discovered by a patrol plane. It was towed by ASAGAO to Cape St. Jacques. The AMATSUKAZE made it to SAIGON for emergency repairs, and then went to SINGAPORE for further work. She sailed again in March 1945.

REDFIN spent the rest of the Patrol patrolling off the coast of INDO-CHINA until February 5, 1944 when she changed course and headed to MINDORO STRAIT then SIBUTU PASSAGE, MAKASSAR STRAIT and on to LOMBOK STRAIT. After clearing LOMBOK STRAIT at 0400 hours on February 12th she set course for FREMANTLE, AUSTRALIA.

REDFIN arrived in FREMANTLE at 0830 hours on February 17, 1944 and moored at pier #5 alongside USS HADDO (SS-255). At 0900 hours Squadron 16 Relief Crew relieved the Officers and Crew of REDFIN for a 2-week rest period.

2nd War Patrol

LCDR Marshall H. AUSTIN reported aboard REDFIN on February 25, 1944.

On March 02, 1944 at 0930 hours the Officers and Crew reported aboard REDFIN after 2 weeks Rest Period. At 1100 the crew was mustered at quarters for Change of Command. LCDR Marshall H. AUSTIN relieved CDR Robert D. KING as Commanding Officer of USS REDFIN.

The period between March 2nd and 7th was devoted to training and loading. On March 8th REDFIN got underway at 2120 to patrol an area 200 miles off FREMANTLE on a scouting line, returning on March 14 at 0850 hours and moored alongside USS CREVALLE (SS-291) at Berth #4. Between 15 and 17 March REDFIN conducted practice approaches and training exercises. On March 18th they loaded 11 torpedoes, lube oil, fresh water and 18,800 gallons of fuel.

March 19, 1944 REDFIN got underway for DARWIN, AUSTRALIA at 1313 hours making training dives, fire control drills and battle surfacing drills on the way. Arriving in DARWIN on March 26th at 0910 hours, REDFIN took on fuel and water, made minor repairs and was underway at 1655 for her 2nd War Patrol in the CELEBES SEA.

DARWIN was noted for having tides between 15' and 20', the deck watch had to constantly adjust the mooring lines to compensate for this changing tide.

REDFIN proceeded via MANIPA STRAIT, TOBALAI STRAIT and OBI STRAIT to an area between MAKASSAR STRAIT and DAVO, searching for targets all the way.

On Tuesday, April 11th REDFIN arrived off BASILIAN STRAIT and started the patrol. At 1658 a Fibuki-Class Destroyer, AKIGUMO, was sighted. REDFIN started a normal approach at 7500 yards and changed course for a stern shot. At 1715, #7, #8, #9 and #10 tubes were fired at 8 second intervals. At 1715-48 the first torpedo hit followed by the 2nd and 3rd hits. At 1718-30 the destroyer was observed to sink at nearly a vertical angle down, by the stern at 06°43'N - 122°23'E. Shortly after sinking a violent explosion was heard, it was determined to be the destroyer's own depth charges.

On April 12th REDFIN sighted an enemy Light Cruiser of the Kuma-Class and a

destroyer. REDFIN started an attack but lost them in the darkness and rainstorm. When they were picked up again they were 4120 yards astern. REDFIN fired 4 stern torpedoes and went ahead at flank speed with a hard right rudder to evade the targets. All the torpedoes missed. REDFIN headed north to the southern coast on MINDANAO.

On April 15th a convoy of 5 ships and 3 escorts were sighted at 1656 hours. It was raining heavy and REDFIN kept losing the targets in the rain squalls. At 2219 hours she started in for a surface attack and fired 3 torpedoes at one target, an AK and 3 torpedoes at a second target, a tanker. Observed and heard 2 hits on the tanker and was sure that both targets were sunk. REDFIN reversed course and made flank speed in the opposite direction.

Reloaded the bow tubes (no torpedoes aft) and started another run. On April 16th at 0112 hours the targets were sighted at 12,000 yards. REDFIN started the approach and when the range was 2700 yards she fired #1, #2 and #3 tubes at the leading AK, SHINYU MARU, and #4, #5 and #6 at the trailing AK, YAMAGATA MARU. Two hits on each of the targets were observed and heard and believe both targets sank. YAMAGATA MARU was sunk at 06°52'N - 123°47'E. REDFIN went to flank speed and headed to the north. The torpedo boat that was escorting the AK's turned a large search light on REDFIN and was coming after them at a high speed. REDFIN submerged, knowing that they couldn't outrun the enemy, and took 14 depth charges, none came close.

On April 18th REDFIN sent a "contact message" to USS CREVALLE (SS-291) that a Japanese Tanker was headed through a narrow passage in the Sulu Archipelago. REDFIN'S message also said that she'd "sunk 4 ships and was headed for the barn to drink some "Moose Milk", a favorite drink of the REDFIN officers. Moose Milk was a barely drinkable mixture of Advocat (a Dutch liqueur), milk and the poor whiskey that was issued as a ration for all sub officers on Rest Leave.

On April 21st REDFIN received orders to reverse course and pick up a party of about 6 British Subjects at position, Latitude 5°-13'-10" North and Longitude: 119°-16'-10" East. After reaching the designated point, 4 of REDFIN crew, Ens. HELZ, Robert KAHLER, Kenneth HARRINGTON and George CARINDER, went ashore at 2022 hours on April 22nd in a rubber boat to rescue the people. After landing all hell broke loose and they had to vacate the area in a hurry. KAHLER sent REDFIN an S.O.S. and Capt. AUSTIN had to make a decision whether he would abandon them to their own fate or jeopardize the REDFIN and Crew in the shallow and poorly charted waters. He chose the latter in an effort to save them.

After paddling most of the night, they were picked up by REDFIN at 0515 hours on the 23rd April. REDFIN left the area and proceeded through SIBITU STRAIT and MAKASSAR STRAIT heading to FREMANTLE.

REDFIN arrived at FREMANTLE on May 02, 1944 and moored at 1130 hours starboard side to USS ORION (AS-18). At 1200 hours the Officers and Crew left the ship for 2 weeks of Rest Period.

3rd War Patrol

On May 16, 1944 at 1000 hours the Officers and Crew returned from a two-week rest period. The period between May 16th and 26th was devoted to training exercises and loading. REDFIN received 24,605 gallons of fuel. On May 21st LCDR Maurice W. SHEA was detached from REDFIN and LT Charles K. MILLER was promoted to LCDR as of March 1, 1944. Ens. Bruce M. GRAHAM reported aboard on May 22, 1944.

On May 26, 1944 at 1315 hours REDFIN departed FREMANTLE for EXMOUTH GULF and arriving there on May 29th and mooring to the oil barge at 0945, received 13,042 gallons of fuel. After fueling, REDFIN got underway to another area, anchored and held drills for the landing of the Filipinos on RAMOS ISLAND. Fifteen gallons of gasoline was secured from the Commanding Officer, MOBILE ADVANCE BASE, EXMOUTH

GULF. This was to be used in the generators of the Filipinos.

REDFIN departed EXMOUTH GULF on May 30th at 0808 hours enroute to RAMOS ISLAND. On June 8th REDFIN arrived at RAMOS ISLAND, made transit of NORTH BALABAC STRAIT at 0437 hours and at 1919 hours anchored in 34 fathoms of water. The first rubber boat left at 1925 hours. A total of nine boatloads were sent ashore using 3 boats. The last boat returned at 2220 and after slipping the anchor, rather than the noisy and lengthy weighing anchor, REDFIN got underway at 2225. Transited the SOUTH BALABAC STRAIT and headed for the patrol area, arriving off the western tip of JOLO at 2142 on June 10th.

On June 11th sighted a large loaded Tanker with an Escort, while on the surface. At 0025, REDFIN approached to 10,800 yards and submerged. Closed the target to 3070 yards and fired a salvo of 6 torpedoes at 8 second intervals. Heard one hit and saw the target stop and start smoking. The target seemed to have beached himself 1000 yards off MATOS SHOAL, at 06°02'N - 120°50'E. REDFIN commenced retiring to the northwest for a reload. REDFIN started another attack after reloading but the Escort picked them up and dropped 6 depth charges fairly close, but no damage. The Escort returned to the damaged Tanker, ASANAGI MARU and REDFIN surfaced and headed up towards PANGUTARAN PASSAGE.

On June 13th at 0616 hours, while submerged, sighted 2 Heavy Cruisers, 4 Destroyers and 1 Torpedo Boat coming out of TAWI TAWI. Tried to make an attack but they were on a radical zigzag course and could not plot a firing solution. They disappeared to the northwest towards BORNEO. The 4 Destroyers and Torpedo Boats returned to BONGAO CHANNEL. Sighted more ships coming from TAWI TAWI, which consisted of 6 Carriers, 4 Battleships, 5 Heavy Cruisers, 1 Light Cruiser and 2 Destroyers. REDFIN again attempted to make an attack but they too, were on a very radical zigzag course and REDFIN couldn't close on them. Several of the Crew expressed relief rather than disappointment because of the inevitable pounding REDFIN would have taken. At 2000 hours REDFIN transmitted a contact report. Later found out these ships were enroute to the MARIANAS.

On June 21st at 1415 REDFIN sighted 2, loaded medium Able Peters with 2 Coastal Minesweepers on a very radical zigzag course. Made an attack, while submerged, and at 1525 REDFIN fired 4 forward tubes at 8-second intervals. There were no hits, went deep and took evasive action. Sixteen depth charges were dropped - none very close. At 1654 went to periscope depth and took a look - no targets in sight.

On June 24th submerged and sighted the same two medium Able Peters attacked on June 21st with the same two escorts. At 0816 fired a salvo of three torpedoes at the first ship, checked and saw one escort very close and coming in fast, heard two hits but they were not seen through the periscope. Receive twenty-two depth charges - some fairly close. At 1002 took a periscope look, only one ship and two escorts in sight. Believe the one, ASO MARU, sank at 09°51'N - 125°06'E southwest of Surigao Strait.

REDFIN proceeded around the southern end of LIMA SAWA ISLAND and was patrolling when the same two escorts and the ship were sighted. At 1122 hours REDFIN started another submerged attack and fired a salvo of four torpedoes at 1223 hours. Heard one hit and received twelve depth charges - some fairly close. At 1428 took a look and saw only one escort.

On June 30th Leonard J. PLUTA was admitted to the sick list with acute appendicitis, started sulfa-therapy and ice packs. On July 1st at 1950 hours transmitted message reporting the case of acute appendicitis. On July 2nd at 2216 received instructions to take patient to DARWIN and to return to FREMANTLE. REDFIN headed down toward SIBUTU STRAIT. Cleared SIBUTU STRAIT on July 4th at 0058 hours. Cleared passage east of TIMOR on July 7th at 0015 hours. On July 8th at 0846 arrived at DARWIN. REDFIN received much appreciated mail, fresh vegetables and beer. Transferred Leonard J. PLUTA to the medical facility. REDFIN departed DARWIN at 1430 on July 8th and arrived at FREMANTLE on July 14th at 0740 hours and moored alongside USS FLIER (SS-250) in a nest with USS HAKE (SS-256) and USS

BLUEFISH (SS-222) alongside USS ORION (AS-18). At 0800 the Officers and Crew departed for a two week rest period at Rest Camp.

4th War Patrol

On Friday July 28, 1944 the Officers and Crew returned to REDFIN from 2 weeks of Rest Period. The period of 28 July to 05 August was devoted to training and completion of loading, during which time the ship was sound tested.

On July 29th LTjg Forrest R. MITCHELL was appointed to LT as of July 01, 1944 and John O. HUGHES, CMOmm was appointed to the rank of MACHINIST as of May 15, 1944.

On Friday August 04, 1944 at 1330 hours, Quarters for Ceremony was held. LCDR Marshall H. AUSTIN was awarded the Navy Cross for extraordinary heroism in operations against the enemy. Ens. Eugene R. HELZ was awarded the Navy Cross for extraordinary heroism as a volunteer leader of a landing party on an enemy held coast. Kenneth G. HARRINGTON, CY T was awarded the Silver Star Medal for gallantry and intrepidity in action while voluntarily accompanying a landing party on an enemy held coast.

REDFIN loaded 10,751 gallons of fuel.

On August 6th Gilbert S. BOWLES and William D. YEAGER reported aboard and LT Wallace E. BABBITT was detached from REDFIN. While at quarters, the Submarine Combat Insignia was awarded to the Crew and George E. CARINDER was awarded the Silver Star Medal for gallantry and intrepidity in action while voluntarily accompanying a landing party on an enemy held coast.

On August 06, 1944 at 1322 REDFIN got underway for her 4th War Patrol and proceeded to EXMOUTH GULF, arriving there on August 9th and mooring alongside USS JACK (SS-259) at the Fuel Barge at 1007 hours. After receiving 11,000 gallons of fuel REDFIN got underway at 2008 for training exercises in EXMOUTH GULF. On August 10th REDFIN held gunnery drills on a wreck on Northeast Cape and at 1224 REDFIN got underway for her 4th War Patrol.

REDFIN proceeded via LOMBOK STRAIT, JAVA SEA, KARIMATA STRAIT, east of DISCOVERY EAST BANK LIGHT to an area off DATU POINT on the southwest coast of BORNEO. REDFIN laid a minefield of eleven Mark 12 mines on August 19th and proceeded northeast.

On August 20th at 1525 they sighted a convoy of 2 DD's, 1 small Tanker, 1 medium Freighter, 3 large Transports, 2 large Freighters and 1 large Tanker. REDFIN waited until after dark to make a surface attack. At 2234 started the attack and fired 4 electric torpedoes at the Escort - all missed astern, fired 2 more - these also missed. Since the torpedoes were electric they were never seen. REDFIN reloaded and at 2311 started in for a second attack but when the range closed to 5000 yards the Escort turned towards REDFIN and closed the range very fast firing with one gun. All the shots passed directly overhead while REDFIN was moving away. After the range opened REDFIN fired 1 torpedo down the throat - it missed. REDFIN reversed course and headed towards BALABAC ISLAND.

On August 21st at 1419 the lookout and JOD sighted a periscope while REDFIN was on a zigzag course, they cleared the area and submerged at 1435 hours.

August 28th at 2330 REDFIN received instructions to proceed to vicinity of Lat: 8°-40' N and Long: 118°-15'E to carry out a Special Mission.

On August 29th at 1840 hours REDFIN received instructions to proceed to Lat: 8°-47' North and Long: 117°-55' East to rendezvous with a friendly boat party at 2000 hours on 30 August. REDFIN made radio voice contact with the party on August 29th at 2355 hours. Capt. AUSTIN suddenly started to sing "Sweet Adeline" into the microphone. He had been leery of a trap and wanted to be sure he was speaking to CDR. CROWLEY. Years before they had been members of a quartet at Annapolis, so they both knew which part each one sang in the group. The test seemed to satisfy each of them so the rescue went ahead.

At 0043 on August 31st sighted the party in two boats at 5700 yards. REDFIN headed toward the boats and passed close aboard, flooded down and received the passengers. The passengers were:

CDR John D. CROWLEY, (CO); LT James W. LIDDELL, Jr. (XO); Ens. Alvin E. JACOBSON, Jr.; Arthur G. HOWELL, CRT(AA); Donald P. TREMAINE, FCR2; Wesley B. MILLER, MoMM3; James Dello RUSSO, QM3 and Earl R. BAUMGART, MoMM3 all from the submarine, USS FLIER (SS-250) which had hit a mine and sank.

George V. MARQUEZ and William N. WIGFIELD both U S ARMY, Charles O. WATKINS, S1c, US NAVY Pat Wing 10, British Subjects, Mr. A..M. SUTHERLAND, his wife Mrs. A..M. (Mary) SUTHERLAND, son, Alastain D. and daughter, Heather, a missionary family. An American citizen, Henry C. GARRETSON, a civil engineer and Vans Taivo KERSON, a citizen of FINLAND.

REDFIN completed the mission at 0100 on August 31st and got underway for DARWIN via SIBUTU STRAIT, BANGA STRAIT, MOLUKKA PASSAGE, CERAM SEA , then east of TIMOR ISLAND and moored at Main Jetty at DARWIN at 0740 on September 05, 1944.

REDFIN commenced fueling and loading torpedoes. At 1800 hours REDFIN received orders and mail from PERTH. The repair forces from the USS COUCAL (ASR-8) made minor repairs.

On September 6th completed loading stores and had a morning and afternoon softball game, BEER was furnished by USS COUCAL (ASR-8). In the early evening, LCDR D. H. BRERLY held a steak fry for the REDFIN Officers and USS NAUTILUS (SS-168) Officers at the Submarine Officers Quarters.

REDFIN departed DARWIN at 2100 on September 06, 1944 and proceeded through the STRAIT east of TIMOR and set course for SALOIER STRAIT (SALAJAR).

On September 8th sighted 2 small sail boats and decided to board and search. At 1445 fired a burst of 20mm forward of the 1st boat and he immediately stopped. REDFIN came alongside and Capt. AUSTIN boarded and searched and confiscated all papers he could find. He traded cigarettes, bread and other foods for bananas and coconuts. Leaving the 1st boat he made the same searches and trades on the 2nd boat as on the 1st boat.

REDFIN proceeded on to SALOIER STRAIT and patrolled 5 miles east of SARONTANG ISLAND.

On September 12th at 1335 sighted 1 Tanker and 1 Escort. When the range was 2500 yards, at 1423 hours, fired 4 torpedoes and went deep and heard 1 hit. Received 10 depth charges at the rate of 1 every 2 seconds - not close. Took a periscope look at 1509 and only saw 1 Escort. Headed east to patrol TIORO STRAIT.

On September 19th while patrolling southwest of BOETON, sighted a small ship, later identified as NANKO MARU, an 85 ton Fishing Trawler, at 0510 hours. Submerged to watch it. At 0608 surfaced and headed toward it at full speed, commenced firing with the 4" gun. Numerous hits on it but it wouldn't catch afire. Fired 20mm gun and still no fire. Fired 4 more rounds of 4" and the 1st shot hit the right spot and it burst into tremendous flames. Submerged to watch the target burn and at 0718 surfaced to pick up prisoners. Pulled one struggling survivor aboard as a prisoner and took him below. After he saw that he wasn't going to be hurt he settled down. He seemed fairly intelligent, his only defect was a glass eye, which he kept removing and showing everyone. Submerged and watched the wreck sink at 05°36'N - 122°16'E, saw 15 survivors in the water swimming for the shore about 12 miles away. Surfaced and headed for SALOIER STRAIT.

On September 24th at 0047 received instructions to proceed to MAKASSAR STRAIT in the vicinity of BALIKPAPAN for Life Guard Duty.

At 1745 sighted a 20-ton sailboat on a crossing course. Between 1815 and 1832 REDFIN fired the 20mm gun across the bow, forward and aft of him, through his sails and finally into the hull. Nothing would make him stop. He was identified by his

Japanese flag. At 1832 REDFIN opened fire with the 4" gun and ceased fire at 1836 - boat sunk. Went alongside and picked up 2 MALAYANS, couldn't pick up anymore.

On September 25th at 0808 arrived on station 45 miles off BALIKPAPAN. At 1540 sighted a loaded medium Tanker about 500 tons. Submerged at 1758 and started the approach. At 1845 fired 4 torpedoes. Observed and heard one hit. Target exploded and burst into flames from bow to stern, thought it was probably loaded with gasoline. Opened out and surfaced at 1850 and took pictures of him. This was the only time that some of the Crew was allowed topside to witness such an event. Departed the area and arrived on station at 2025.

On September 28th at 0042 received instructions to return to FREMANTLE via LOMBOK STRAIT.

On October 04, 1944 at 1020 hours REDFIN moored starboard side to port side of USS EURYALE (AS-22) at Berth #4 FREMANTLE and at 1030 Officers and Crew were relieved for 2 weeks Rest Period.

On October 04, 1944 at 1630 hours LCDR Marshall H. AUSTIN was appointed to the rank of COMMANDER as of March 01, 1944.

USS FLIER (SS-250) departed Fremantle on August 04, 1944 for her 2nd War Patrol enroute to the area off SIAGON, FRENCH INDO-China.

After refueling at EXMOUTH GULF, FLIER departed early the next morning. She made passage through LOMBOCK STRAIT after the crew made repairs to one of the engines that had blown.

On Sunday, August 13th FLIER started up BALABAC STRAIT instead of going through MINDORE STRAIT because they had received a dispatch informing them of a Japanese Convoy going down the western side of PALAWAN ISLAND.

Captain CROWLEY had come to the bridge and at 2130 he called Battle Stations. So now there were 4 Officers, 4 Lookouts and Captain Crowley on the bridge.

At 2200 there was a very loud explosion. The bridge was showered with oil, water and a lot of debris. A gush of air came up from the Conning Tower carrying LT JAMES LIDDELL (XO) to the bridge. Several men scrambled up the ladder to the bridge.

The FLIER was still making 15 knots and sank within a few minutes. It was later determined that FLIER had hit a mine.

Fifteen survivors all gathered in the water in a group which included Captain CROWLEY. The Navigation Officer stated that land was on three sides of them at a distance of 14 miles and more but it was dark now with an overcast. They could see some mountains in the distance when the lightning would strike but lost all sense of direction without the lightning.

After several hours of swimming, the tide and waves took their toll. CHARLES D. POPE, GMC; GERALD F. MADEO, F2 and EDGAR W. HUDSON, MoMMC were swept away and lost. A little later, LTjg W.L. REYNOLDS and Ens. P.S. MAYER, who were badly injured, were not able to swim on and the Sea claimed their lives. After being separated from the group, LT PAUL KNAPP disappeared.

The group agreed that the policy would be "Every Man for Himself". Later LT JOHN E. CASEY, who had been blinded by oil, refused help from ALVIN JACOBSON and soon disappeared.

At 0300 on August 14th the moon rose, the rain stopped and this raised the spirits of the group and made the going a little easier. They could not see any land until about 0500 when the sun rose. At this time they picked out the closest island and all agreed that each person would swim at their own pace, JAMES DELLO RUSSO, QM3 swam ahead and was the first to reach the island.

A Japanese airplane flew over them at 1300 but did not see them in the water. JACOBSON, GEORGE HOWELL, CRT (AA) and EARL R. BUMGART, MoMM3 thought they saw a

native boat, it turned out to be a floating palm tree. They caught onto it, which gave them some relief. They spotted Captain CROWLEY and waved to him, he was just about ready to give up but swam to them and the tree.

At 1530 they reached land after 17 hours of swimming. JAMES DELLO RUSSO was waiting for them as they reached the beach. As he walked to the end of the island he found DONALD P. TREMAINE, FRC2. An hour later they found WESLEY MILLER, MoMM3 who had reached the island in the dark and spent the night there.

In all, eight men of FLIER had survived the explosion, sinking and the sea and they were; CDR JOHN D. CROWLEY (CO), LT JAMES W. LIDDELL (XO), Ens. ALVIN E. JACOBSON, ARTHUR GEORGE HOWELL, CRT (AA), DONALD P. TREMAINE, FRC2, JAMES DELLO RUSSO, QM3, EARL R. BUMGART, MoMM3 and WESLEY B. MILLER, MoMM3.

They survived for 5 more days living on the rain water collected in 20 large sea shells. A raft which could hold two people was constructed from bamboo found on the beach and lashed together with vines found in the trees. Captain CROWLEY made two paddles from the bamboo and they found two long sticks. As a lot of the water was shallow in places around the islands they would use the sticks to propel the raft through the shallow water.

After reaching several small islands they finally reached the fourth island and met some friendly natives who gave them water, rice and some dried fish then led them to a Coast Watchers Unit on PALAWAN. Later it was discovered these were the same Coast Watchers that USS REDFIN (SS-272) had landed. The US Army Coast Watchers made contact with REDFIN and arrangements were made for their evacuation.

On the night of August 30th the FLIER survivors made their way offshore in native boats (Kumpits) to REDFIN and arrived onboard at 0103 on the morning of August 31, 1944.

The survivors were grateful for the luck and stamina that kept them going, but they would never forget their shipmates who were unable to 'make it'.

5th War Patrol

On October 19, 1944 the Officers and Crew returned to REDFIN, after 2 weeks at Rest Camp, and relieved the Relief Crew of USS EURYALE (AS-22).

The period of October 19th and 26th was devoted to training and completion of loading. REDFIN was sound tested and had the propellers changed twice. No practice torpedoes were fired.

On October 20th at 1830 hours LTjg George L. REINHARDT was appointed to the rank of LT as of October 01, 1944 and Ens. Harold P. HAYES was appointed to the rank of LTjg as of September 01, 1944.

October 26th at quarters at 1100, Edward John MAY was declared AWOL and all his records and belongings were transferred to CSD-182.

October 26, 1944 at 1307 hours REDFIN got underway for the 5th War Patrol with orders to proceed, via EXMOUTH GULF, to Area A-6 (central SOUTH CHINA SEA north of DANGEROUS GROUND). Once there she would operate in a Wolf Pack with USS BARBERO (SS-317) and USS HADDO (SS-255). BARBERO departed FREMANTLE with REDFIN.

On October 29th REDFIN moored to the Fuel Barge in EXMOUTH GULF at 0753 and BARBERO moored alongside REDFIN. After REDFIN received 12,000 gallons of diesel fuel, she departed EXMOUTH GULF at 1709 hours, after BARBERO.

BARBERO was about 15 miles ahead of REDFIN and as she transited LOMBOK STRAIT on November 1st a Japanese shore battery fired 30 rounds of 6" or 8" rounds at BARBERO. After waiting about 1 hour REDFIN entered LOMBOK STRAIT at 0400. REDFIN submerged at 0518 after seeing a small Patrol Boat. At 0615 REDFIN found that she had been pushed south of LOMBOK STRAIT by a 9-knot southerly current. At 1850 REDFIN surfaced 10 miles south of LOMBOK STRAIT and started passage through again.

At 2323 a large Bomber flew past on the port side about 500 yards. Submerged and received 2 depth charges. Surfaced at 2355 and continued at 14 knots.

On November 3rd at 2341 REDFIN cleared MAKASSAR STRAIT and then SIBUTU PASSAGE on the 4th at 1850 continuing to WEST CUYO PASSAGE. After clearing CUYO WEST PASSAGE at 0322 on the 6th REDFIN reached Area A-6 at 0500 on November 7th.

On November 8th at 1555 the Quartermaster sighted 2 Tankers at 25,000 yards as REDFIN was submerging, REDFIN surfaced and commenced tracking for a surface attack. At 1932 started the attack and fired 6 torpedoes at 2019 at the 1st Large Tanker, turned right and fired 4 stern tubes at the 2nd Tanker. All the torpedoes of the first salvo missed. The second salvo of Mark 18's missed also. Started a reload at 2035 and started in for a second attack at 2129. At 2151 commenced firing 6 torpedoes at the Large Tanker and turned away as the Escort was closing and firing their gun at REDFIN. Observed and heard 2 hits as the Escorts shots were falling off the port side about 100 yards away. At 2215 observed the Tanker, NICHINAN MARU No.2, to sink at 14°00'N - 116°48'E. REDFIN started a run on the second Tanker but BARBERO had already made an attack and at 2350, REDFIN observed and heard a tremendous explosion on the 2nd Tanker.

On November 9th at 1746 BARBERO departed the area and USS HADDO (SS-255) was now in the area.

On November 11th at 2050 stopped close aboard HADDO and held a conversation about the area. Parted company and headed north west of CABRA ISLAND LIGHT.

November 12th at 0241 sighted a Hospital Ship but didn't go in close because she had all the right markings. At 0734 submerged and the Quartermaster sighted smoke through the periscope at bearing 070-T before diving. Surfaced and sighted a 2nd convoy at 355T range 20,000 yards, consisting of 1 large AK, 2 medium AK's, 1 Destroyer and 2 Subchasers. At 1035 started an end around run. Tried to contact HADDO because REDFIN had only 8 torpedoes. At 1755 started closing, made radar contact and closed to 12,000 yards. At 2042 commenced firing the last 4 Mark-23's torpedoes in the bow tubes at the large AK, turned right and fired 3 Mark-18 torpedoes down the throat at the Escort. While firing at the Escort, heard and observed 1 hit on the AK, ASOGAWA MARU at 12°45'N - 118°14'E. Observed the Escort turn right at full speed to evade the torpedoes and saw 2 more Escorts with searchlights in the area of the sinking AK. REDFIN departed the area.

On November 13th at 1654 received instructions to proceed to MIOS WOENDI, (BIAK). Entered WEST CUYO PASSAGE at 2115. On November 14th at 2326 entered SIBUTU PASSAGE, then SIAOE PASSAGE on November 15th at 2311. For the next 2 days REDFIN made numerous contacts with friendly aircraft. REDFIN arrived at MIOS WOENDI at 0915 on November 18, 1944. She fueled at a small Tanker then moored to USS ORION (AS-18).

Ltjg. Rene TAYLOR talked a skipper of a PT Boat into taking him and some of the Crew to one of the cave areas on BIAK.

The period of November 19th and 20th was spent receiving torpedoes and making minor repairs. The 21st was spent on training.

REDFIN departed MIOS WOENDI on November 22nd at 0700 enroute Area A-4 to conduct search with BARBERO and HADDO.

On November 25th at 1838 entered SIBUTU PASSAGE. On 26th at 0051 cleared PEARL BANK. On the 27th at 1959 exchanged recognition signals with BARBERO and proceeded to Area A-4 and A-5 south of LAT: 13°N. On 28th exchanged calls with HADDO.

On December 16th at 0230 REDFIN hit a very large log. The impact was so loud that it woke almost all of the crew. The log missed the stern planes and propellers.

On December 18th at 0935 - sunk a floating mine with 20mm and 30 cal. gunfire.

On December 20th at 0600 REDFIN received instructions to depart the area and proceed to PEARL HARBOR via SAIPAN.

On December 29th at 1426 REDFIN moored alongside USS FULTON (AS-11) at TANAPAG HARBOR, SAIPAN. Received fuel and unloaded torpedoes and made minor repairs. REDFIN departed SAIPAN on December 30, 1944 at 1447 enroute PEARL HARBOR, T.H. Mare Island, CA

REDFIN arrived at PEARL HARBOR on January 07, 1945 at 0925 hours and moored starboard side at Berth S-7 at 0947.

At 1100 commenced taking on dry stores. Ens. Eugene R. HELZ was appointed to the rank of LTjg as of January 01, 1945 and Ens. Bruce M. GRAHAM was appointed to the rank of LTjg as of November 01, 1945.

At 1400 transferred the 4", 20mm and 50cal.ammunition to the Pearl Harbor Depot.

On January 9th at 0955 REDFIN departed PEARL HARBOR and proceeded to Mare Island, CALIFORNIA.

On January 15th at 0900 pilot C.L. WILCOX boarded and conned REDFIN, and moored to Pier 55 at HUNTERS POINT, CALIFORNIA. On the 16th REDFIN moved to the ammunition pier and unloaded the rest of the ammunition at 0952 and then moved to Berth 8, Base Section Navy Yard, Mare Island, California at 1037 hours to undergo an overhaul.

On January 18th most of the Crew departed on 30 days leave and returning on February 19th.

On February 23, 1945 the Crew was mustered at quarters and LCDR Charles Kilday MILLER relieved CDR Marshall H. AUSTIN as Commanding Officer of REDFIN.

On March 7th Martin F. SCHAFFER and Andrew Uell TOMPKINS reported aboard for duty. On April 4th Charles H. HOMEWOOD, CTM transferred to ComSubsPac 7th Flt and Charles E. SCHWERTFEGER transferred to ComSubsPacAdmin.

While in Mare Island REDFIN received many alterations and repairs, including a Mine And Torpedo Detector (MATD). Scientists from the University of California based at San Diego tackled the problem of submarines detecting and avoiding submerged minefields. During 1944, they tested several experimental "breadboard" sonar models capable of doing just that on USS S-34 (SS-139) and USS REDFIN (SS-272). The most successful sonar set tested was a frequency modulated (FM) sonar that produced a characteristic ringing echo from mines and similar objects, and, accordingly, that sound was described as being "Hell's Bells."

The 4' 50cal gun was removed from the forward deck and a 5" 25cal. gun was installed on the after deck. The 20mm AA gun was removed from the forward cigarette deck and replaced with a 40mm AA gun. The 20mm AA gun on the after cigarette deck was replaced with a Twin 20mm AA gun. Propeller guards were installed and Cable Clearing Wires were installed on the bow. Two Officers and 9 Crewmen were married.

On April 16th the dry-dock was flooded at 1410 hours and at 1554 REDFIN was underway from San Francisco Bay area enroute San Diego and arriving at South Pier, University of California Underwater Sound and Radio Laboratory on Wednesday, April 18, 1945 at 1000 hours.

REDFIN had 10 days of training and special tests and got underway for PEARL HARBOR on April 30th at 0826.

REDFIN arrived at PEARL HARBOR on May 7th and moored starboard side to Pier, Sail 9 at 1100 hours.

REDFIN received 5 days of voyage repairs and 2 weeks of intensive training. The propellers and Cable Clearing Wires were replaced.

On May 9th T.H. BREISCH, ETM3; J. DAVIDYOCK, RM2; C.H. JONES, S1c; R.E. GOFF, S1c and B.S. ST.CYR, S1c reported aboard.

LTjg Eugene R. HELZ departed REDFIN and LTjg Jack P. MEINERS and Ens. William M. HANLEY reported aboard for duty.

On May 30th at 1216 hours, REDFIN departed PEARL HARBOR enroute to SAIPAN.

6th War Patrol

REDFIN departed PEARL HARBOR on May 30, 1945 at 1216 hours and proceeded to SAIPAN. On June 9th at 1800 REDFIN received orders changing their destination to GUAM.

Arrived in APRA HARBOR, GUAM, MARIANA ISLANDS on June 11th at 1112 hours and moored starboard side to port side USS GUNNEL (SS-253), USS STEELHEAD (SS-280) and USS HOLLAND (AS-3).

The period of June 11th to 15th was devoted to fueling, loading and special training.

On June 15th at 1510 REDFIN got underway and proceeded to the War Patrol area off the south coast of HOKKAIDO, JAPAN.

Between June 23rd and 29th REDFIN was searching for and charting any mines and mine fields, using the M.A.T.D., off the coast of KUSHIO, JAPAN in the area of the 30 fathom and 100 fathom curves.

On 27th June, while submerged, sighted a medium Freighter at 10,000 yards hugging the 10-fathom curve. REDFIN was not in a position to fire torpedoes in that depth of water.

On June 29th at 2100 REDFIN ended this search and headed for the second area for searching.

On 30th June at 1930 sighted a floating mine and after firing 2 pans of 20mm shells, called the ex-Marine Sergeant, Chief Yeoman, Kenneth HARRINGTON to the Bridge. He exploded the mine with a 30-cal. rifle at 100 yards. It was a very impressive explosion.

On July 1st REDFIN departed the INAMBA JIMA area and headed for the south coast of HONSHU, JAPAN.

The period of July 2nd and July 6th was spent searching for and charting any mines in the area off the coast of HONSHU. REDFIN was at times within 1500 yards of the beaches. The water was a light green color. Sighted numerous airplanes in this area and a tremendous Radar Mast, about 100 feet high at Lat: 34°-36'N and Long: 137°-09'E. REDFIN sent a message giving the locations of the possible mines at 2300 on July 5th.

On July 6th at 0500 REDFIN received orders to proceed to GUAM. At 1221 sighted a floating mine and exploded it with 20mm gunfire. At 2322 started to sight numerous B-29's heading for JAPAN.

On July 10, 1945 at 0900 REDFIN moored starboard side to USS DEVILFISH (SS-292), moored to port side USS FULTON (AS-11). At 1500 hours the Crew left the REDFIN to go to CAMP DEALEY, Submarine Rest Camp, GUAM, MARIANA ISLANDS.

7th War Patrol

On July 10, 1945 after mooring in APRA HARBOR, GUAM, 9 REDFIN Crewmen were transferred to ComSubDiv 341. Paul H. GRANT, CMOMM; Frank FILAROWSKI, CPHM; Cletus H. JONES, S1c; Clayton O. GRIFFITH, GM3; Otis MORGAN, St2; Roy W. PAGE, QM1; James P. SPANN, S2c; Peter J. VLACHOS, TM3; Eugene C. WATKINS, MoMM1 and Joseph P. AROCHA, TM3. One Officer was detached, LT George L. REINHARDT and two reported aboard, LT John R. BOND and LTjg Robert M. RILEY.

On July 23, 1945 the Crew and Officers reported aboard from Camp Dealey. Someone had brought a small puppy on board from Camp Dealey. Capt. Miller allowed him to

stay as long as the Crew took care of him. The puppy got the name of "Rascal." Between July 23rd and 29th the time was devoted to 2 days regular training and 2 days special training and 2 days for loading and fueling.

On July 30th REDFIN departed Apra Harbor at 1657 hours for her 7th War Patrol in the area of the 50-fathom and 100 fathom curve off KYUSHU, JAPAN.

On August 1st REDFIN notified ComSubPac that the refrigeration system was flooded with salt water. At 1330 REDFIN received permission to proceed to SAIPAN. On August 2nd entered TANAPAG HARBOR, SAIPAN and moored alongside USS ORION (AS-18) at 1510.

August 5th at 1100 REDFIN was underway after the refrigeration system was overhauled. As she was backing out, a bag of mail was received. On August 7th commenced having trouble with the refrigeration system. Capt. MILLER decided to start having the best cuts of meat two times a day.

On August 10th at 0557 proceeded through COLNETT STRAIT.

August 11th submerged and started sweeping with the M.A.T.D. at 0655 for any mines and located a minefield of 6 mines.

August 12th while submerged, took pictures of KYUSHU through the periscope at 800 yards. The Officers and Crew listened to the radio to the news contemplating the end of the war.

August 13th REDFIN located 7 more mines with the M.A.T.D. On August 14th REDFIN located 28 mines in fields of 5 or 6 mines all in the 80 fathom curve, north of Lat: 31°-26'N.

August 15th at 0502 submerged at the southern entrance to KOSHIKI KAIKYU. Had 8 mine contacts along the 60-fathom curve. At 1310, while at periscope depth, radioman William Meyer received an un-coded message that read; "The War is over, cease fire and splice the main brace". At 2100 received orders to cease execution of the Special Mission.

August 16th at 1600 received orders to patrol the East China Sea north of Lat: 32°-30'N.

During the period of August 17th to 28th REDFIN was patrolling in the East China Sea exploding mines and riding out the Tokyo Typhoon.

August 30th at 0800 REDFIN rendezvoused with USS CATFISH (SS-339), USS SEA DEVIL (SS-400) and USS BLACKFIN (SS-322) and proceeded in formation.

On September 1st at 0800 the formation broke up because of the Typhoon with 60-knot winds and 40' high seas.

On September 2nd at 1700 rejoined CATFISH and BLACKFIN and returned to GUAM, arriving and mooring on September 5th at 1401 port side to USS BLACKFIN in a nest with USS CATFISH, USS BOARFISH (SS-327), USS BLENNY (SS-324) and USS BLUEBACK (SS-326) alongside USS SPERRY (AS-12).

LTjg. Rene A. TAYLOR and LTjg. Jack P. MEINERS were promoted to the rank of LT as of August 01, 1945.

On September 6th at 0230 commenced fueling REDFIN from USS SPERRY. The Officers and Crew were subsisting aboard USS SPERRY. At 1400 Lawrence W. COLEMAN was promoted to ENSIGN as of July 15, 1945.

Seven Stewards Mates reported aboard REDFIN for transportation to ComSubPac in PEARL HARBOR.

On Friday September 07, 1945 REDFIN departed GUAM at 1500 and proceeded to PEARL HARBOR.

Guam to Pearl Harbor

On September 16, 1945 at 1729 REDFIN moored port side to Berth Sail 6, Submarine Base, PEARL HARBOR, T.H.

Transferred the 7 Stewards Mates to ComSubPac Administration. While in PEARL HARBOR, Ken RICE and Dean ADAMS painted a REDFIN Logo on the Fairwater (Sail) and painted teeth on the bow.

Loaded stores and fuel. Woodrow W. JONES, Ck2 reported aboard for transportation.

On September 21, 1945 REDFIN got underway at 0930 from PEARL HARBOR and proceeded to PANAMA CANAL ZONE.

On Friday, October 05, 1945 REDFIN moored port side to Pier Dog 2, Balboa Submarine Base, BALBOA, CANAL ZONE. Arthur C. GATES, StM1 and David GRIMES, StM1 reported aboard for transportation to GALVESTON, TEXAS.

October 7th after Quarters, Pilot R.G. RENNIE came aboard at 0510 to pilot REDFIN through the Canal. At 0530 got underway and at 0602 entered Mira Flores Locks and cleared them at 0745, then proceeded to Gantun Lake where REDFIN anchored at 1007 hours. Underway at 1417 through Gantun Lake with pilot, R.G. RENNIE conning. Entered and moored in first lock at 1447 and at 1538, after clearing all three locks and putting the pilot off, REDFIN was underway at 1600 and proceeded to GALVESTON, TEXAS.

On October 11th at 1300 Pilot, LCDR CROSBY, USCG came aboard to conn, and at 1350 REDFIN moored starboard to port of USS SEA ROBIN (SS-407) alongside Pier #42, GALVESTON, TEXAS.

At 1400 the following men departed on 14 days leave: James R. CURRY, S1c; Antoine, CHERAMIE, S1c; Bill L. COLLINS, USN-1; Stanislaw DAVIS, CMoMM; Robert E. GOFF, S1c; John L. GRUNER, SC3; Timothy R. HERMANN, TM2; Ralph E. HOEPER, RT1; William G. HOFSAES, GM3; Alec KELPERIS, MoMM2; Chester L. MASON, TM3; James F. McKEVITT, TM1; James R. MONROW, MoMM3; Bernard J. MURPHY, MoMM3; Owen K. PERRY, S1c; Frank X. REISINGER, EM3; Erwin J. SCHELL, RM3; Bertrand J. ST. CYR, EM3; George A. STEPHENS, EM3; Marion O. TURNER, Y1; Thomas W. WANN, SoM1; Claude A. YOUNG, MoMM3; Merlin R. ADCOCK, EM1 and Donald A. BJURSTROM.

On October 12th Henry S. BROOKS, EM3; Gilbert S. BOWLES, MoMM1; Kenneth M. JONES, MoMM1; James H. HINZMAN, EM2; John B. YORK, FCS1 and Robert J. ZIEGLER, MoMM1 were transferred to US Naval, Receiving Station, Pier 18 GALVESTON, TEXAS for release from active duty.

At 1300, LT Forrest R. MITCHELL, LTjg Harold P. HAYES and LTjg Robert M. RILEY departed on leave to expire at 1330 on October 25, 1945.

On October 25th at 1300, after all hands had reported back from leave, REDFIN rigged for visitors. At 1620 the last of the visitors left the ship.

October 27, 1945 REDFIN participated in the NAVY DAY Celebration.

On October 30th Arthur C. HANSEN, F1c departed on 7 days leave. At 0835 REDFIN got underway for PHILADELPHIA, PENNSYLVANIA.

Galveston to New London

On October 30, 1945 at 0835 REDFIN got underway from Pier #42 GALVESTON, TEXAS in company with USS SEA ROBIN (SS-407) enroute PHILADELPHIA, PENNSYLVANIA.

On November 5th at 0140 hours passed Overfalls Lighthouse in the Delaware Bay. At 0633 received pilot, LCDR J.L. TAYLOR to conn REDFIN. At 0717 passed Brandywine Lighthouse on starboard beam. Passed Fourteen Foot Bank Lighthouse on port beam at 0735. Passed Mish Mauce Shoal Lighthouse at 0750 abeam to starboard.

On November 5th at 1253 REDFIN moored starboard side to Pier "D", Reserve Basin

Philadelphia Navy Yard. At 1450 started a 6-hour battery discharge using the Main Motors - port ahead two thirds and starboard back two thirds.

December 7, 1945 LCDR Charles K. MILLER departed for TAD with ComSubRon 20.

Merlin Rue ADCOCK departed on 30 days leave.

December 12th at 0800 LCDR Charles MILLER reported aboard from TAD.

Dennis Brown, EM1 was transferred at 1000 for discharge.

Monday, December 17th at 0800 the following men departed on leave:

LCDR Charles K. MILLER Fred C. HENDERSON, CEM Leo SWEENEY, CmoMM Irwin H. BUCKLES, GM1 John D. McCARRON, MoMM2

Following men were transferred:

Joseph DAVIDYOCK, RM1 Joseph D. GATES, EM3 Robert E. GOFF, S1c George A. STEPHENS, EM2

On December 20th William H. OSBORN, QM2 was transferred to US Naval Base for discharge.

On January 03, 1946 at 0800 Ens. William M. HANLEY departed on leave and Joseph M. BASE, QM1 and Alec KELPERS, MoMM1 were transferred.

January 6th Ens. William H. BECK was appointed to rank of LTjg. as of January 01, 1946.

On January 9th at 1300 commenced fueling REDFIN and stopped at 2000 hours after receiving 54,695 gallons of diesel fuel.

On January 11, 1946 at 0800, mustered at quarters, Ens. William M. HANLEY was appointed to rank of LTjg as of January 01, 1946.

Monday January 16, 1946 William T. MEYER, RM2; Urban J. BECHTOLD, MoMM3; and Fred J. WAGNER, MoMM2 were transferred to LIDO BEACH, NEW YORK for discharge.

Friday January 18th at 1600, Ens. Lawrence COLEMAN departed on 7 days leave to report aboard REDFIN on January 25th in New London.

On January 22nd at 0815 REDFIN was underway, in tow by ATR-67 which was alongside the port side, enroute New London. At 1750, ATR-67 commenced towing ahead.

On January 24th at 0635 YTB-364 came alongside and the towlines to ATR-67 were cut loose.

At 0815 REDFIN moored portside to southside of Pier "A" Submarine Base, NEW LONDON, CONNECTICUT.

At 1100 pulled #1 periscope, 1130 pulled #2 periscope. Two MK-18 torpedoes were transferred with the gyros, Record Books and Exercise Books. At 1400 the Crew returned from leave.

January 25th at 1500 Ens. Lawrence COLEMAN reported aboard from leave.

On February 02, 1946 at 0830, CDR Guy F. GUGLIOTTA relieved LCDR Charles K. MILLER as Commanding Officer of USS REDFIN.

February 22nd Robin S. STEBBINS, ETM1 was transferred to Submarine Base, New London for further assignment at ComSubLant.

On Saturday, February 23, 1946 at 1000 hours, USS REDFIN (SS-272) was placed "In Commission In Reserve"

February 26th the following men were transferred to S/M Base, New London for discharge:

Merlin Rue ADCOCK, EM1 Erwin J. SCHELL, RM2 Antoine CHERAMIE, TM3
Bruce TETER, S1c

At 0800 William Henry O'HARA, CTM departed on 30 days leave.

February 28th LTjg William M. HANLEY was detached for duty on Staff.

March 01, 1946 Ens. Lawrence COLEMAN was detached.

April 1st William H. O'HARA, CTM was transferred to Recruiting School in Norfolk, Virginia.

July 1st Leo H. SWEENEY, CMoMM transferred to S/M Base New London for Diesel School.

July 9th Martin F. SCHAFFER, EM2 transferred to US Naval Shipyard, Portsmouth, New Hampshire for Commissioning and fitting out USS SPINAX (SS-489)

August 7th Philip L. BEGIN, MoMM2 was transferred to USS ORION for further duty.

August 17th Irwin H. BUCKLES, GM1 was transferred to ComSubRon 8 for further assignment.

On Friday November 01, 1946 at 1000 USS REDFIN (SS-272) was placed "Out Of Commission In Reserve"

The Commanding Officer directed the Commission Pennant and Colors to be hauled down.

LTjg. William BECK was transferred to USS RAY (SS-271) and CDR Guy F. GUGLIOTTA was detached.

REDFIN was moored at Berth 222, Pier 22, Des-Sub Piers in Norfolk from January 01, to April 11, 1967. At 2024 she entered the Norfolk Naval Shipyard and moored starboard side to Berth 2.

On April 20th at 1854 she entered dry dock #7 and there she stayed until May 13th when she was towed out to Berth 3 at 1149.

On May 15, 1967 at 1300 the Crew was mustered for the Captain's Final Inspection. At 1400 the Commander Submarine Squadron 6 embarked. At 1414 REDFIN was reported to Commandant Fifth Naval District.

At 1415 on May 15, 1967 the Pennant of Commander Submarine Squadron 6 was Struck and USS REDFIN (AGSS-272) was decommissioned with verbal instructions from Capt. R. V. Wheeler, Jr., Chief of Staff.

The Final Entry in the Deck Log was made by William T. Brunelle, LT, USN.