

CONFIDENTIAL

ACTION OF ENEMY

Name of Vessel                      JOHN A. JOHNSON (Cont'd)  
Date of Casualty                    10-29-44

100 yards from the boat. About 20 minutes later the sub started toward the lifeboat. Occupants abandoned lifeboat and sub passed 10 yards of the boat but did not fire on the boat. About 20 minutes after shelling the after section of the ship, sub returned and attempted to ram the lifeboat but did not fire on it. The boat was sheared off the sub with a glancing blow but no damage was caused. After the sub had passed and the men came back to the boat there were still 21 men.

A total of 8 men reached the #3 lifeboat which was swamped. Boat drifted well clear of the ship and the other boats could be seen at a distance in the darkness. Sub surfaced about 400-500 yards from this boat and the occupants went over the side keeping the boat between them and the sub. After sub had been surfaced some 10 - 15 minutes, machine-gun fire could be heard and tracer bullets seen, very brilliant and red in color, directed away from the boat. Then rays from a searchlight could also be seen. After sub had shelled the ship it made its last run passing about 300 yards away from this boat. It apparently did not see the #3 boat as it was swamped, only the bow and stern being about 6" - 8" above water."

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Name of Vessel                      JOHN H. CLAYTON  
Date of Casualty                    1-1-45

Master

"We didn't see the plane at all. We heard the plane for about maybe a matter of ten seconds before it came in without hardly any noise until it got close to the ship. I don't know how close. Then, of course, it speeded up to an awful roar and just as she started roaring, why, we got hit and I doubt whether the people on the bridge even saw it. I talked to all of them about it except the gunnery lieutenant and they all say that they didn't see the plane. There was just this terrible roar coming in and we were hit and I was standing on the port wing of the bridge with the second assistant and I think that he dropped his bomb, naturally, before he got to the ship, and then he started strafing, you see, to try to get the gunners there on the gun tubs on the bridge and all around me and the second assistant after we went back again there was holes in the deck and the bulwarks - no, not the bulwarks, but the bulkhead on the port side of the wheelhouse was all torn up by gunfire."

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Name of Vessel                      HENRY B. PLANT  
Date of Casualty                    2-6-45

Chief Mate

"I saw the submarine later when we were in the lifeboat  
(cont'd on next page)

**CONFIDENTIAL**ACTION OF ENEMY

Name of Vessel                    HENRY B. PLANT (Cont'd)  
 Date of Casualty                2-6-45

searching for survivors. I saw the lights, the navigation lights of a small vessel approaching us. I signalled him by flashlight and told him there were many men in the water in the vicinity and could he please assist us. The vessel sent the usual 'T' for a message and then his lights were turned off and could see that the vessel was the submarine. I was afraid he was coming to ram us or open fire and I ordered the men in the vessel to keep quiet. I told them to listen for whistles being blown by the men in the water. They did exactly as I told them. The lifeboat was very silent and I ordered all flashlights turned out. The submarine did not bother us. Maybe he lost sight of us or was disinterested but he didn't bother us."

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Name of Vessel                    LOGAN VICTORY  
 Date of Casualty                4-6-45

ONI

"At about 0745 a Jap plane was sighted coming from behind Kuba Island, about 1 3/4 miles away, zigzagging about 100' above the water, on a base course of 120° true, speed 200MPH. Plane was taken under fire at about 1200 yards by all ships in the anchorage and was believed hit several times and smoking as it continued on. Plane opened fire from 1200 yards off the port bow with a burst of machine gun fire which missed the ship. At 0747 plane struck the ship. The No. 4 hatch, the after section of the amidships house and the No. 1 hold burst into flames immediately. Survivors believed that the plane carried incendiary bombs; the reason being the fire was too great to have been caused by gasoline alone. Ship burned furiously and fires were soon out of control over almost the entire ship. Cargo burned and exploded numerous times and at 1902 vessel sank. No distress signal sent. About 22 rounds 3", 5 rounds 5" and 1 magazine from 4-20mm were fired at the plane; plane was believed hit about five times."

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