

SS224/A16-3
(021)

U.S.S. COD (SS224)
c/o Fleet Post Office,
San Francisco, California

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From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Via: (Official Channels).
Subject: U.S.S. COD (SS224), Report of War Patrol
Number One.
Enclosure: (A) Subject Report.

1. Enclosure (A) covering the first war
patrol of this vessel conducted in the northern portion
of the South China Sea during the period 14 October 1943
to 16 December 1943 is forwarded herewith.

J. C. Dimesey
J. C. DIMESSEY

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DECLASSIFIED-ART. 0445, OPNAVINST 5510.10
BY OP-0989C DATE 5/25/72

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(B) NARRATIVE

22 October 1943

- 1002 (KL) Completed exercises and proceeded to Banda Sea via passage to east of Lakor Island. Radar and sight contact with various KAAF planes during day.
Noon: Lat. 12-07.8 S.; Long. 130-03 E.
Fuel used 585; Miles 53.

23 October 1943

- 0544 (K) Submerged 4 miles south of Lakor Island to make submerged passage between Lakor Island and Meati Miarang reef. Exercised crew at battle stations.
1438 (K) Sighted type "Ruth" plane, on easterly course, distant 2 miles, altitude about 300 feet. (A/C contact No. 1).
2003 (K) Surfaced. Set course to pass thru points crossed by traffic lanes southwest and northwest of Buru Island.
Noon: Lat. 08-08.1 S.; Long. 128-16 E.
Fuel used 3835; Miles 289.

24 October 1943

- Transiting Banda and Molukka Seas.
0938 (K) Submerged for trim and training. Remained submerged to complete repairs to steering gear and trim pump.
1212 (K) Surfaced.
1438 (K) While on course 325 (T) sighted tops of ship (Ship contact No. 1) bearing 294 (T), distant about 10 miles, on approximate course 070 (T). Ship popped into view suddenly thru a hazy horizon. Changed course to 120 (T) opening out to prevent being sighted, then to 060 (T) to gain position ahead. Own position Lat. 04-40 S.; Long. 126-00 E.
1500 (K) Lost sight of masts and changed course to 000 (T) at maximum speed to regain contact.
1515 (K) Changed course to 290 (T) to run down bearing, not having regained contact.
1547 (K) Changed course to 250 (T) on theory that we had been sighted and enemy had reversed course.
1600 (K) SD radar plane contact 21 miles closing to 18 miles (A/C contact No. 2). Plane not sighted. Continued on course 250 (T) at maximum speed.

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24 October 1943 (Cont.)

1625 (K) SD radar plane contact 10 miles (A/C contact No. 3). Sky overcast and plane not sighted. Submerged when contact closed rapidly to 4 miles. Since position, course and speed of target was unknown, decided to continue submerged patrol across this traffic lane. The only distinguishable features of ship were two masts and one funnel amidships. Foremast appeared to have an unusually large lookout bucket.

1901 (K) Surfaced and continued across traffic lanes to southwest of Buru Island.

Noon: Lat. 05-10 S.; Long. 126-23.4 E.
Fuel used 2170; Miles 215.

25 October 1943

Enroute area via Molukka Sea, Ceram Sea and Molukka Passage. Overcast.

0905 (K) Sighted possible periscope 20 miles east of Lifumatola. Due to pass Cabrilla in Molukka Passage.

1110 (K) SD radar plane contact at 23 miles which closed to 18 and faded out at 26 miles, at 1115 (K). (A/C contact No. 4).

1131 (K) Sighted Japanese type "MAVIS" flying boat on southerly course distant about 7 miles very low, (A/C contact No. 5). SD did not make contact. Submerged.

1609 (K) Surfaced.

Noon: Lat. 01-16 S.; Long. 126-39.3 E.
Fuel used 3415; Miles 305.

26 October 1943

Enroute Banka Passage.

0450 (H) Sighted Banka Island distant 16 miles.

0520 (H) SD radar plane contact 16 miles closing to 10 miles (A/C contact No. 6). Overcast did not sight plane.

0526 (H) Submerged enroute Banka Passage. Encountered strong easterly set. Decided to continue north and pass thru Siaoe Passage to exploit traffic lanes that vicinity. Heavy rain squalls during day.

1919 (H) At eastern entrance to Siaoe Passage SJ radar made contact at 1300 yards. Sighted nothing. Put contact astern until it disappeared at 1400 yards. Came about and at 1938 (H) made SJ contact at 1200 yards in approximately the same position. Could sight nothing.

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26 October 1943 (Cont.)

(visibility about 5000 yards). Pip was sharp and resembled that made by a small buoy.

Continued thru Siaoe Passage.

Noon: Lat. 01-59 N.; Long. 125-49.5 E.

Fuel used 2315; Miles 215.

27 October 1943

Enroute Siaoe Passage to Sibutu Passare.

1716 (H) During period 1716-1728 (H) passed 6 Japanese oil drums in Lat. 03-48 N.; Long. 121-37 E.

1837 (H) Submerged for trim and training.

1905 (H) Surfaced.

1923 (H) Observed radar interference which persisted until 2200 (H) presumed to be Cisco, due to pass in this vicinity.

Noon: Lat. 03-37.4 N.; Long. 122-05.0 E.

Fuel used 3255; Miles 273.

28 October 1943

Enroute Sibutu Passare to Balabac Strait.

0607 (H) Sighted sail of native vinta on southeasterly course, distant about 10 miles.

1332 (H) With Bancoran Island distant about 10 miles, submerged.

1838 (H) Surfaced.

Noon: Lat. 07-38.7 N.; Long. 119-04 E.

Fuel used 4275; Miles 307.

29 October 1943

0109 (H) Commenced transit Balabac Strait via Nasubata Channel.

0524 (H) Submerged for patrol off western entrance to Balabac Strait.

1742 (H) Surfaced and proceeded to area via Palawan Passage.

2018 (H) Radar interference on SJ screen at regular intervals of 25 seconds, duration of pulses 3-5 seconds. This interference lasted until 0400 (H) 30 October.

Noon: Lat. 07-39.2 N.; Long. 116-41.3 E.

Fuel used 1960; Miles 158.

30 October 1943

Enroute area via Palawan Passage.

1435 (H) Changed course to head for position south-east of Macclesfield Bank intending to exploit traffic lanes that vicinity for several days.

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30 October 1943 (Cont.)

1618 (H) Submerged for training and routine of torpedoes.

1840 (H) Surfaced.

Noon: Lat. 11-26 N.; Long. 118-09.2 E.
Fuel used 2800; Miles 262.

31 October 1943

Surface patrol across traffic lanes south-east of Macclesfield Bank.

1729 (H) Submerged for trim and training.

1808 (H) Surfaced.

Noon: Lat. 15-28 N.; Long. 115-15.7 E.
Fuel used 3485; Miles 271.

1 November 1943

Surface patrol across traffic lanes south-east and east of Macclesfield Bank. Overcast with passing rain squalls.

Noon: Lat. 15-42.7 N.; Long. 115-31 E.
Fuel used 795; Miles 69.

2 November 1943

Surface patrol across traffic lanes north-east and east of Macclesfield Bank. Overcast, rain squalls and poor visibility.

1548 (H) Submerged to repair SJ radar. Ranging unit out of commission. Not feasible to accomplish repair on surface due sea conditions.

1942 (H) Completed repairs and surfaced, set course to pass south of Macclesfield Bank enroute Indo-China coast.

Noon: Lat. 17-02 N.; Long. 115-24.5 E.
Fuel used 625; Miles 91.

3 November 1943

Surface patrol across traffic lanes east and southeast Macclesfield Bank, enroute Indo-China coast.

1711 (H) Submerged for trim and training.

1829 (H) Surfaced.

Noon: Lat. 15-05.5 N.; Long. 115-24 E.
Fuel used 1175; Miles 145.

4 November 1943

Surface patrol across traffic lanes south and west of Macclesfield Bank enroute Indo-China coast.

1718 (H) Submerged for training and routine of torpedoes.

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4 November 1943 (Cont.)

1846 (H) Surfaced and proceeded to patrol station between Cape Batangan and Kulao Rai.

2100 (H) Because of proximity to coast, decided patrol one day submerged near Cape Batangan before investigating possible enemy activity vicinity Macclesfield Bank.

Noon: Lat. 14-53 N.; Long. 111-58 E.

Fuel used 1535; Miles 207.

5 November 1943

Surface patrol across traffic lanes enroute station between Cape Batangan and Kulao Rai. Experienced poor visibility upon approaching coast. Due to stronger southerly set than allowed for, did not make landfall on Kulao Rai as planned.

0555 (H) Submerged when soundings showed 40 fathoms.

0621 (H) Sighted Kulao Rai bearing 327 (T), distant about 20 miles. Due to southerly set and uncertainty in regard to ship's position, did not get in proper patrol position until afternoon. Visibility fair to good during day.

1853 (H) Surfaced and commenced patrol across traffic lanes enroute Macclesfield Bank.

Noon: Lat. 15-08.5 N.; Long. 109-09 E.

Fuel used 1160; Miles 168.

6 November 1943

Surface patrol across traffic lanes enroute station southeast Macclesfield Bank. Visibility excellent during night, and variable with intermittent rain squalls during day.

1700 (H) Submerged for drills.

1809 (H) Surfaced and patrolled traffic lanes southeast of Macclesfield Bank.

Noon: Lat. 14-40.5 N.; Long. 112-52.3 E.

Fuel used 2380; Miles 236.

7 November 1943

Surface patrol southeast of Macclesfield Bank. Visibility unlimited.

1710 (H) Visibility decreased due rain squalls and cloudiness. Shifted patrol to area northeast of Macclesfield Bank.

Noon: Lat. 14-35 N.; Long. 115-33 E.

Fuel used 1155; Miles 170.

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8 November 1943

Surface patrol enroute station northeast of Macclesfield Bank.

- 0405 (H) Heard series of 12 explosions bearing ahead, estimated distance 6-7 miles.
- 0413 (H) Sighted flashing light bearing 023 (T) on horizon. Closed this bearing.
- 0508 (H) Radar contact bearing 043 (T) range 7000 yards. Sighted nothing. Radar reported 2 small pips at ranges 6000 and 5700 yards. Turned towards, manned sound gear and slowed to develop contact.
- 0513 (H) Sound reported fast light screws bearing 050 (T). Radar range 5000 yards on this bearing, other small pip disappeared.
- 0514 (H) Sighted outline of large ship bearing 040 (T), range 6500 and apparently stopped. Radar and sound reported range on nearest pip (light fast screws) closing rapidly on bearing 050 (T). Had ~~made contact with south-~~
bound ~~convoy~~, one or possibly two escorts (not visible) were on a southerly course while only large ship visible appeared to be stopped. Visibility improving rapidly, except in the northeast which was covered with a rain cloud. At
- 0519 (H) Submerged and changed course to open distance from track, when range to nearest escort decreased to about 4000 yards. Sighted nothing thru periscope.
- 0528 (H) On sounds report of same light fast screws on constant bearing speeding up and closing rapidly, went to 150 feet, figuring that I had been sighted while submerging. At
- 0530 (H) Returning to periscope depth, sound bearings indicating escort had reversed course.
- 0531 (H) Sound reported two torpedoes on bearing 040 (T). Started to 160 feet. At 0532 (H), heard torpedo explosion and sounds of ship breaking up. Started return to periscope depth which required considerable time because of water taken in to get thru negative gradient at 140 feet.
- 0554 (H) Echo ranging bearing 054 (T), estimated range 6000 yards.
- 0556 (H) Sighted burning tanker (Ship contact No. 2) bearing 054 (T), range about 5000 yards. Details not discernible since ship was a mass of flames.

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8 November 1943 (Cont.)

- 0600 (H) Echo ranging (4 second intervals) in vicinity torpedoed ship. Escort not visible.
- 0605 (H) Slow speed screws bearing 056 (T), which sounded like submarine screws.
- 0618 (H) Sighted escort (Chidori class) (Ship contact No. 3) bearing 057 (T) range about 9000 yards on northerly course, signalling to burning tanker. Escort then disappeared to northward.
- 0625 (H) Assumed friendly submarine had attacked convoy, so opened out to westward to surface and chase remaining ships.
- 0653 (H) Heard series of 4 explosions after which periscope observation revealed that tanker had blown up.
- 0712 (H) Sighted escort bearing 074 (T), range 9000 yards on southerly course, echo-ranging at 8 second intervals. At
- 0815 (H) Changed course to north. At
- 0835 (H) Masts of escort disappeared to southeast, echo-ranging at 8 second intervals.
- 0859 (H) While preparing to surface, echo-ranging heard on easterly bearing and shortly thereafter sighted escort bearing 094 (T), range 10,000 yards, zig-zagging on various courses at various speeds from 2 to 18 knots. Escort remained in vicinity our position at ranges 2000-14,000 yards. Because of widely diverging courses and speeds, no decent opportunity for attack was afforded. At
- 1130 (H) Went under gradient at 150 feet and opened for an hour and a half, on northerly course. At 1350 (H) could not sight escort, but heard occasional echo-ranging which faded out on easterly bearing.
- 1721 (H) Sighted same or similar type escort bearing 322 (T), which passed on a southwesterly course at range of 8000 yards. At 1752 (H) escort changed to southeasterly course and drew out of visible range.
- 1824 (H) Surfaced and searched along course 330 (T) for 40 miles, since that was direction from which escort was last seen approaching.
- 2113 (H) Altered course to patrol traffic lanes between Macclesfield Bank and the Paracels.

Noon: Lat. 16-57.8 N.; Long. 115-59.2 E.
Fuel used 1970; Miles 211.

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9 November 1943

Surface patrol across traffic lanes between Macclesfield Bank and Paracels enroute position 18 N.; 110 E.; where planned to patrol submerged for one day.

0954 (H) Radar aircraft contact at 21 miles (A/C contact No. 7).

0956 (H) Submerged when contact closed rapidly to 14 miles. Plane not sighted. Maintained constant periscope watch while repairing SJ radar, which functioned erratically during yesterday's contact. Completed repairs at

1257 (H) Surfaced. Unlimited visibility during day and night.

Noon: Lat. 17-38 N.; Long. 122-55 E.
Fuel used 1970; Miles 211.

10 November 1943

0621 (H) Submerged off southeastern coast Hainan.

1834 (H) Surfaced and proceeded to position off Cape Tourane.

Noon: Lat. 18-03 N.; Long. 109-49.3 E.
Fuel used 1125; Miles 199.

11 November 1943

0434 (H) Sighted 3 small fishing craft lying-to in vicinity, lat. 16-41 N.; long. 108-45 E. (Ship contact No. 4).

0507 (H) Made radar and sight contact bearing 196 (T), range 7500 yards. Closed and identified as small lugger, either fishing or A/S vessel on course 345 (T) at 6 knots. (Ship contact No. 5).

0516 (H) Submerged when range decreased to 5000 yards. Due to excellent visibility it was impossible to avoid being sighted on the surface. At 0530 (H) observed craft sighted to be showing a bright white light similar kerosene flare. Remained vicinity but nothing else sighted. Light extinguished after about 30 seconds and lugger proceeded on course 345 (T). Continued submerged patrol off Cape Tourane.

1853 (H) Surfaced and proceeded vicinity Kulao Rai. Full moon.

Noon: Lat. 16-21.4 N.; Long. 108-35 E.
Fuel used 915; Miles 127.

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12 November 1943

0604 (H) Submerged. Tried to maintain position between Kulao Rai and Cape Batangan but experienced 3 knot current setting 160 (T).

1849 (H) Surfaced.

Noon: Lat. 14-58 N.; Long. 109-10 E.

Fuel used 695; Miles 116.

13 November 1943

Surface patrol enroute position between Cape Tourane and Kulao Cham.

0615 (H) Submerged. Heavy seas and rain squalls.

1846 (H) Surfaced. Experienced 2 knot current setting 145 (T).

Noon: Lat. 16-05 N.; Long. 108-35 E.

Fuel used 1710; Miles 108.

14 November 1943

Surface patrol along track from Cape Tourane to Haiphong.

0620 (H) Submerged.

1850 (H) Surfaced and patrolled across traffic lanes approaching Haiphong from the south.

Noon: Lat. 17-36.8 N.; Long. 107-44.4 E.

Fuel used 1205; Miles 136.

15 November 1943

0621 (H) Submerged and patrolled across traffic lanes approaching Haiphong from south and southeast.

1840 (H) Surfaced and proceeded to position on line between Haiphong and Hainan Strait.

Noon: Lat. 19-39 N.; Long. 107-35 E.

Fuel used 975; Miles 141.

16 November 1943

Surface patrol across traffic lanes between Haiphong and Hainan Strait.

0626 (H) Submerged.

1852 (H) Surfaced.

Noon: Lat. 20-17.3 N.; Long. 108-26.5 E.

Fuel used 360; Miles 95.2

17 November 1943

Surface patrol across traffic lanes between Haiphong and Hainan Strait.

0634 (H) Submerged.

1843 (H) Surfaced and patrolled across same traffic lanes until 2230 (H) when set course to patrol across lanes approaching Haiphong from the south.

Noon: Lat. 20-17.5 N.; Long. 108-17.5 E.

Fuel used 420; Miles 100.

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18 November 1943

0627 (H) Submerged. During day seas and wind made up with indications of approaching typhoon.

1850 (H) Surfaced in heavy seas and set course south to patrol off Cape Tourane.

Noon: Lat. 18-32 N.; Long. 107-16 E.

Fuel used 665; Miles 116.

19 November 1943

Surface patrol enroute position off Cape Tourane, very heavy seas and intermittent rain.

0211 (H) SJ radar contact at 6500 yards, bearing 126 (T), at 2-3 knots on westerly course, at

0215 (H) in fair moonlight visibility, sighted small craft (Ship contact #6) (fishing or A/S) at range of 3500 yards. Ascertained small craft was not escorting, so increased speed and avoided. Continued along route to Cape Tourane and during daylight conducted surface patrol 20-30 miles off-shore. Very heavy seas and wind. Since periscope patrol impossible and torpedo performance limited in these seas, decided patrol across traffic lanes southeast of Paracels, in hopes of obtaining more favorable conditions.

Noon: Lat. 16-51 N.; Long. 108-00 E.

Fuel used 1840; Miles 197.

20 November 1943

Surface patrol across traffic lanes north and northeast of Kulao Hai. Heavy seas, wind and rain continued.

0445 (H) Radar contact bearing 183 (T), range 12,000 yards, (Ship contact No. 7). Radar tracked until 0620 and determined enemy consisted of one and possibly two large ships on course 055 (T), speed 6 knots with escort apparently patrolling on courses 000 (T) to 070 (T), 3000-4000 yards on western flank of convoy.

0620 (H) Convoy changed course to 005 (T), so endeavored to open range to northwestward. Escort at range of 10,000 yards, but not visible because of rain and overcast. Seas limited speed to 8 knots on northerly heading, and rendered any form of successful attack improbable, but figured if I could stay unseen ahead of convoy, conditions might improve. At

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20 November 1943 (Cont.)

0650 (H) Lost radar contact at 14,300 yards and slowed to 4 knots. At 0714 (H), not having regained contact, changed course to north and at 0755 (H), to 055 (T) in unsuccessful attempt to regain contact. At 0900 (H), rains became intermittent with visibility, at times, increasing to 8000 yards. At

1310 (H) Changed course to 085 (T) on theory that convoy may have headed thru Paracel Reefs. At

1733 (H) Changed course to 350 (T) to ride out storm which had steadily increased in severity, and to maintain distance off Reefs. Planned to intercept convoy north of Paracel Reefs.

Noon: Lat. 16-27.6 N.; Long. 110-21.5 E.

Fuel used 1785; Miles 171.2

21 November 1943

Surface patrol west of Paracel Reef on northerly course riding out storm.

0658 (H) Changed course to eastward to patrol north of Reefs, wind decreasing, visibility improving, but seas still high.

0927 (H) Radar aircraft contact at 13 miles which closed to 9 and then opened to 13 miles when it disappeared. Overcast - plane not sighted. (A/C contact No. 8).

1225 (H) Obtained navigational fix which placed us 55 miles bearing 203 (T) from D.R. position. Altered course to pass north of Paracel Reefs.

2043 (H) In compliance instructions CTF 71, transmitted information relative number torpedoes on board.

Noon: Lat. 17-06 N.; Long. 111-15 E.

Fuel used 1865; Miles 158.

22 November 1943

Surface patrol north of Paracels. Storm subsiding. Overcast, intermittent rains and high seas. During day conducted surface patrol across traffic lanes between Paracels and Macclesfield Bank.

2000 (H) Changed course to 290 (T) to intercept Hong Kong - Kulao Rai traffic.

Noon: Lat. 17-51.7 N.; Long. 113-12 E.

Fuel used 1595; Miles 141.

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23 November 1943

Surface patrol across line between Hong Kong and Paracels. Overcast, high seas with variable visibility.

1050 (H) Sighted masts of ship bearing 301 (T) range about 12,000 yards, which suddenly appeared out of a rain cloud. Radar made contact at range of 18,000 yards on approximately same bearing as ship sighted. Opened range to prevent being seen by escort ship, which the SJ radar could not pick up and at

1105 (H) Sighted masts of 3 large ships on course 080 (T), in approximate line of bearing 020 (T). Escort ship (800-1000 tons) which had appearance of small freighter with single stack and two stick masts, was on flank of convoy and about 4000 yards distant from it. (Ship contact No. 8). Tracked convoy by radar and at 1152 (H) determined course to be 050 (T), speed 6.5 knots. In the visibility prevailing, the escort ship would appear and disappear from sight while the larger ships were sighted but few times. At

1210 (H) Visibility improved momentarily and escort ship was sighted very plainly. Convoy from appearance of masts and radar range were maintaining course 050 (T). Opened range and increased speed to take position ahead for submerged attack. Post analysis shows that we were probably sighted at this time and convoy's course changed. At

1600 (H) slowed upon attaining position estimated to be dead ahead of convoy at range of 12 miles, and ran down estimated track.

1714 (H) Commenced search for convoy at maximum speed. About 14 knots, due to seas.

2053 (H) While on course 240 (T), SJ radar contact (very small pip) bearing 270 (T), (Ship contact No. 9) range 7700 yards. (This position agreed very closely with that which should have been attained by the convoy had it employed Japanese evasive tactics as outlined in Intelligence Bulletins.) Assumed contact made with convoy escort since pip was comparable to that obtained for 500-600 ton ships and contact could not be seen at range of 5000 yards. Tracked this ship on course 070 (T), speed 6 knots, then searched for

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23 November 1943 (Cont.)

convoy within radius of 15 miles of escort without success. Maintained contact in hopes that this might be escort about to meet convoy, until

- 2330 (H) when I could continue trailing (high seas precluded proper depth setting for torpedo attack) or proceed immediately to arrive at daylight position of possible enemy activity northwest of the Paracels. Since this course would also traverse possible positions of convoy previously sighted, at
- 2335 (H) proceeded along course 220 (T) enroute position northwest of Paracels.

Noon: Lat. 18-13 N.; Long. 112-56 E.
Fuel used 810; Miles 100.

24 November 1943

0618 (H) Submerged for trim.

0650 (H) Surfaced.

- 1018 (H) Radar aircraft contact at 9 miles (A/C contact No. 9). Submerged when contact closed to 6 miles, overcast and plane not sighted. Being in desired position decided to patrol submerged for 3-4 hours to avoid detection by aircraft. Maintained constant periscope watch but sighted nothing, so at
- 1314 (H) Surfaced and continued search for enemy traffic along track to Kulao Rai.

Noon: Lat. 17-33.5 N.; Long. 111-08.5 E.
Fuel used 3030; Miles 249.

25 November 1943

- 0602 (H) Submerged 10 miles south of Kulao Rai and patrolled 4-8 miles off beach during day. Visibility fair.

- 1957 (H) Surfaced and proceeded eastward across area on course to pass south of the Paracels.

Noon: Lat. 14-54.5 N.; Long. 109-05.6 E.
Fuel used 1210; Miles 208.

26 November 1943

Surface patrol across traffic lanes passing between Paracels and Macclesfield Bank.

- 2301 (H) Transmitted serial one reporting position, lack of results, and fuel available to reach Exmouth Gulf at one engine speed.

Noon: Lat. 14-12.5 N.; Long. 111-27 E.
Fuel used 1300; Miles 125.4

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27 November 1943

Surface patrol enroute Palawan Passage passing south of Macclesfield Bank.

1730 (H) Submerged for trim and training.

1804 (H) Surfaced.

Noon: Lat. 13-38.7 N.; Long. 114-47.4 E.
Fuel used 1680; Miles 182.

28 November 1943

Surface patrol enroute Palawan Passage.

Decided patrol vicinity northern end Palawan Passage until dark 29 November 1943.

0945 (H) Submerged to expedite essential repairs to main engines, routine torpedoes and conduct drills. Exhaust valves of various units number 1 main engine found to be burned thru with indication that this condition existed in most units of both #1 and #2 main engines.

1728 (H) Surfaced and patrolled northern end Palawan Passage. Intermittent rain squalls.

Noon: Lat. 11-51.5 N. Long. 117-58.8 E.
Fuel used 1475; Miles 221.

29 November 1943

Surface patrol across northern end Palawan Passage. Overcast with intermittent rain.

0547 (H) While on course 180 (T)

sighted destroyer bearing 164 (T), range about 10,000 yards on northerly course. Rain squall had just passed and with sunrise at 0608, visibility was improving rapidly. Distinguished hulls of two large ships beyond and just ahead of escort. Angle on bow about 50 port. Radar finally obtained range of 14,000 yards and two more ships were distinguished well separated from those first sighted. With visibility conditions prevailing it was impossible to get ahead by running on the surface so at

0552 (H) Submerged for approach. At 0557 (H) identified convoy of 1 AO, 2 AK, and 1 AP in 2 two-ship sections in approximate column formation 030 (T) with DD escort of Minekaze class on port quarter of rear ship. (Ship contact No. 10). Interval between sections about 1500 yards with a distance between ships of 400 yards. Came to normal approach

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29 November 1943 (Cont.)

- course to gain attack position on rear two ships which would pass at closest range. At 0609 (H) convoy zigged to course 005 (T) and escort increased speed to take position on port flank of first section ships. Establish convoy speed as 10 knots. At 0616 (H) Steadied on course for 100 port track, straight bow shot. The range was excessive but water surface was ruffled and continuous periscope observation has been maintained. Both plot and TDC checked accurately. Planned to fire 4 torpedoes at AK and 2 at AP (last ship in column) then swing right for stern tube shot at DD, when she headed toward firing point.
- 0621-20 (H) Fired #3 tube.
0621-28 (H) Fired #4 tube.
0621-35 (H) Fired #5 tube.
0621-42 (H) Fired #6 tube.
0621-44 (H) While swinging periscope to obtain set up on the AP, heard premature explosion of first torpedo fired - figured no time now to swing for straight shot so at 0621-54 (H) Fired #1 tube aimed at mainmast of AP.
0622-00 (H) Fired #2 tube and swung right while observing the targets.
0623-00 (H) Observed and heard hit on first target between stack and after peak posts.
0623-10 (H) Observed and heard second hit under stack. AK took port list, started smoking and settling aft.
0623-39 (H) Observed splash about in position where premature explosion had occurred and noticed plane zooming this spot. (A/C contact No. 10). Heard bomb explosion.
0623-40 (H) Observed hit abaft stack on second target.
0623-50 (H) Heard another bomb explosion closer - destroyer closing rapidly. Assumed plane had now sighted periscope which had been 10 feet in the air for the past 30 seconds while we were making full speed to gain depth control. Started deep. Heard crackling and groaning sounds of ship breaking up thru the hull and over sound gear. Screws stopped on bearing of AP.

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29 November 1943 (Cont.)

0626-30 (H) Heard 2 explosions one of which sounded like torpedo exploding at end of run, and the other an explosion aboard the target. Heard 2 more bomb explosions while going deep and at 0627 (H) first depth charge. Escort made about 3 runs (no pinging) dropping one or two charges on each run, none of which was closer than 400-500 yards. At 0629 (H) sound reported screws of AP starting up and making 80 RPM.

0638 (H) Last depth charge and escort heard drawing away to northeast.

0641 (H) Started back to periscope depth.

0712 (H) At periscope depth about 2 miles from attack position. Misty rain-sighted nothing. At 0730 visibility improved to about 6 miles but still sighted nothing of convoy. Reloaded. Overcast with variable visibility which improved at 0900. In view of visibility, air coverage, fuel requirements, and condition of main engines which limited speed to about 13 knots decided surface chase was futile.

1802 (H) Surfaced and proceeded Balabac Strait.
Noon: Lat. 11-40 N.; Long. 118-28.5 E.
Fuel used 310; Miles 73.

30 November 1943

Surface patrol Palawan Passage. Overcast with intermittent rains. No fix since 27 November 1943.

1200 (H) Obtained fix in position 4 miles southeast of Bombay Shoal. Fair during afternoon.

2230 (H) Commenced transit Balabac Strait.
Noon: Lat. 09-23 N.; Long. 116-58.8 E.
Fuel used 1330; Miles 149.

1 December 1943

0108 (H) With Comiran Island light bearing 142 (T) distant 5000 yards, made radar contact bearing 300 (T), range 900 yards, on apparently stationary object. Not sighted and radar contact faded out at 1450 yards. Probably buoy which plotted in Masubata Channel midway between Roughton and Comiran Islands.

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1 December 1943 (Cont.)

- 0927 (H) Sighted small one-masted native sailing vinta bearing 088 (T), distant 12 miles on north-westerly course. (Own position lat. 07-24 N. long. 119-03.5 E.).
- 1537 (H) Submerged for trim, repairs to SJ radar and check of torpedoes.
- 1618 (H) Surfaced.
- 1650 (H) Sighted Taja Island (Pearl Bank) bearing 124 (T), distant 12 miles. To reach desired position in Celebes Sea as quickly as possible proceed via Sibutu Pass.
- Noon: Lat. 06-48.2 N.; Long. 119-15.2 E.
Fuel used 2970; Miles 309.

2 December 1943

- Surface patrol across Celebes Sea.
- 0100 (H) Transmitted serial two relative attack on 29 November 1943, present position and intention proceed Darwin.
- 1709 (H) Submerged for trim.
- 1732 (H) Surfaced.
- Noon: Lat. 03-43.8 N.; Long. 122-32 E.
Fuel used 3185; Miles 343.

3 December 1943

- 0552 (H) Obtained fix on Sangi Islands.
- 1018 (H) Sighted type "Rufe" or "Betty" plane (A/C contact No. 11) distance 14 miles, elevation 5000 feet, on northerly course probably transport plane enroute Memado to Davao.
- 1021 (H) Being in desired position, submerged.
- 1158 (H) Surfaced and patrolled across likely enemy routes.
- 1955 (H) Set course for Molukka Passage via Siaoe Passage.
- Noon: Lat. 03-29.4 N.; Long. 125-03.4 E.
Fuel used 2810; Miles 299.

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4 December 1943

- Surface patrol Molukka Passage.
0941 (H) Aircraft radar contact at 23 miles closing.
Lost contact at 14 miles. (A/C contact
No. 12).
0947 (H) Submerged when contact closed rapidly from
12 to 6 miles. Overcast and plane not sighted.
1308 (H) Surfaced, and continued enroute Darwin,
passing between Buru and Sulu Sanana Islands.
Noon: Lat. 00-04 S.; Long. 126-13 E.
Fuel used 1850; Miles 270.

5 December 1943

- Surface patrol passing west of Buru Islands
and in the Banda Sea. Rain squalls thruout
day and night.
1111 (H) Aircraft radar contact at 22 miles which
closed slowly to 18 miles and then faded out.
(A/C contact No. 13).
2100 (H) Transmitted serial three relative present
position and ETA Darwin.
Noon: Lat. 04-09 S.; Long. 125-56.4 E.
Fuel used 3110; Miles 295.

6 December 1943

- Surface patrol enroute Darwin.
0557 (H) Submerged in passage between Wetar and
Römang Islands.
1817 (H) Surfaced.
2113 (H) Decoded dispatch relative unloading torpedoes
at Darwin.
Noon: Lat. 07-37.5 S.; Long. 127-08 E.
Fuel used 2565 ; Miles 265.

7 December 1943

- Enroute Darwin on surface. Continuous
rain.
1900 (H) Decoded dispatch relative rendezvous Darwin.
Noon: Lat. 10-38.5 S.; Long. 128-41.E.
Fuel used 2360; Miles 169.

8 December 1943

- 0416 (H) Contacted escort.
1051 (H) Moored. Fueled, transferred torpedoes, and
continued repairs to main engines.
1858 (H) Underway.

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8 December 1943 (Cont.)

1946 (H) Reversed course upon receiving visual message from transport plane relative mail.

2135 (H) Received mail via launch. Departed harbor enroute Fremantle. Reduced load on two operating engines to 700 KW.

Noon: Darwin

Fuel used 1710; Miles 195.

9 December 1943

Enroute Fremantle.

0834 (H) Aircraft radar contact at 7 miles. (A/C contact No. 14) probably rain squall. Submerged, checked trim and at

0941 (H) Surfaced.

Noon: Lat. 12-17.5 S.; Long 127-41 E.

Fuel used 2015; Miles 193.

10 December 1943:

Enroute Fremantle.

Noon: Lat. 13-42 S.; Long. 123-20.2 E.

Fuel used 2940; Miles 268.

11 December 1943

Enroute Fremantle.

Noon: Lat. 16-20 S.; Long. 119-22 E.

Fuel used 2955; Miles 279.5

12 December 1943

Enroute Fremantle.

Noon: Lat. 18-32.6 S.; Long. 115-31.4 E.

Fuel used 2950; Miles 260.

13 December 1943

Enroute Fremantle. Head seas.

2200 (H) Transmitted COD serial 4 relative ETA.

Noon: Lat. 21-08.5 S.; Long. 112-43 E.

Fuel used 2960; Miles 245.

14 December 1943

Enroute Fremantle. Speed reduced to 7-8 knots by head seas.

Noon: Lat. 24-23 S.; Long 112-03.5 E.

Fuel used 2430; Miles 193.

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15 December 1943

Enroute Fremantle.

Noon: Lat. 27-54 S.; Long. 112-29 E.
Fuel used 2945; Miles 212.

16 December 1943

Enroute Fremantle.

Contacted escort and proceeded in harbor.
Noon: Lat. 31-36.5 S.; Long. 114-54.8 E.
Fuel used 3350; Miles 262.4

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(C) WEATHER

Weather was generally fair except for the period 18-24 November when a miniature typhoon passed over the Tongking Gulf and the northern portion of the South China Sea area. On 18 November while in the Tongking Gulf, wind rose in 4-5 hours from a calm to a northeast force 6 with correspondingly high sea, which rendered periscope patrol difficult. No radical barometer change preceded the sudden rise. Wind rose steadily until 20 November when it reached its peak, estimated force 9-10 with seas 8-9, in the vicinity of latitude 16-N., longitude 110-E. Wind and seas gradually moderated so that on 24 November while submerging from aircraft it was possible to take periscope observations at speed of 5 knots with seas on the beam. During the entire period of the storm, the wind did not vary more than 10 degrees to right or left of northeast.

(D) TIDAL INFORMATION

No unpredictable currents were encountered.

(E) NAVIGATIONAL AIDS

No lighted navigational aids were sighted. Observed (thru the periscope) from southward at ranges over 8 miles Kulao Rai light (lat. 15-23 N.; long. 109-09 E.) appears well separated from the island and gives the impression of a ship's mast. There are no suitable landmarks on the Indo-China coast between Capes Bantangan and Mia. In Palawan Passage, during daylight, the breakers around Bombay Shoal were clearly visible at a range of 8 miles.

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(F) SHIP CONTACTS

R - SJ Radar SN - Surface Night
SD - Surface Day PP - Periscope
 Submerged.

No:	Time:	Latitude	Type:	Initial	Course:	How	cont-:	Remarks
:	Date:	Longitude	:	Range:	Speed	acted:	:	:
1	:1438 K:	04-35 S.	: AK	:24000:	070	: SD	:	Only tops
	:Oct 24:	125-48.5 E.	:	:	S-12?	:	:	of mast,
	:	:	:	:	:	:	:	funnel and
	:	:	:	:	:	:	:	deck house
	:	:	:	:	:	:	:	seen. Lost
	:	:	:	:	:	:	:	contact
	:	:	:	:	:	:	:	after chase.
2	:0556 H:	16-55.5 N.	: AO	: 5000:	Stop-	: P	:	
	:Nov 8 :	116-09 E.	:	:	ped	:	:	
	:	:	:	:	:	:	:	
3	:0618 H:	16-57 N.	: SC	: 9000:	Var-	: P	:	No attack
	:Nov 8 :	116-11 E.	: Boat:	:	ious :	:	:	possible.
	:	:	:	:	:	:	:	
4	:0434 H:	16-41 N.	: Fish:	6000:	lying-	: SN	:	Avoided
	:Nov 11:	108-45 E.	: ing :	:	to :	:	:	detection.
	:	:	:	:	:	:	:	
5	:0507 H:	16-30 N.	: Traw:	7500:	345	: SN-R:	:	Avoided
	:Nov 11:	108-48 E.	: ler :	:	S 6 :	:	:	detection.
	:	:	:	:	:	:	:	
6	:0211 H:	18-11 N.	: Traw:	6500:	290	: R-SN:	:	Avoided
	:Nov 19:	107-30 E.	: ler :	3500:	S 3 :	:	:	detection.
	:	:	:	:	:	:	:	
7	:0445 H:	15-37 N.	: Con-:	12000:	055	: R	:	2 ship con-
	:Nov 20:	109-54 E.	: voy :	:	S 6 :	:	:	voy with
	:	:	:	:	:	:	:	escort.
	:	:	:	:	:	:	:	Lost con-
	:	:	:	:	:	:	:	tact in
	:	:	:	:	:	:	:	storm.
8	:1050 H:	17-15 N.	: 3-AK:	12000:	050	: SD	:	Lost con-
	:Nov 23:	111-06 E.	: 1-es:	:	S 6.5:	:	:	tact after
	:	:	: cort:	:	:	:	:	chase.
	:	:	:	:	:	:	:	
9	:2053 H:	19-10 N.	: un- :	7700:	070	: R	:	Avoided
	:Nov 23:	112-42 E.	: ident	:	S 6 :	:	:	Detection
	:	:	: ified	:	:	:	:	

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(F) SHIP CONTACTS (Cont.)

No:	Time	Latitude	Type	Ini- tial	How Course	cont- acted	Remarks
:	Date	Longitude	:	:	Range	Speed	:
10:0547 H:	11-44.7 N.	:1-A0:	10000:	030	: SD	: Torpedo	
: Nov 29:	118-35 E.	:2-AK:		S 10	:	: Attack	
:	:	:1-AP:		:	:	: #1	
:	:	:1-DD:		:	:	:	

(G) AIRCRAFT CONTACTS

P - Periscope Sighting
R - SD Radar
S - Surface Sighting
NS - Not Sighted.

No:	Time	Latitude	Type	Ini- tial	How Course	con- tact	Remarks
:	Date	Longitude	:	:	Range	Speed	:
1	:1438 K:	08-00 S.	: Ruth:	2	: East	: P	: Altitude
:	: Oct 23:	128-17 E.	:	:	:	:	: 300 ft.
2	:1600 K:	04-33 S.	: NS	: 21	: --	: R	: Contact
:	: Oct 24:	125-49 E.	:	:	:	:	: closed to
:	:	(own posit-	:	:	:	:	: 18 then
:	:	ion)	:	:	:	:	: disappeared.
3	:1625 K:	04-31.5 S.	: NS	: 10	: --	: R	: Contact
:	: Oct 24:	125-49 E.	:	:	:	:	: closed to
:	:	(own posit-	:	:	:	:	: 4 while
:	:	ion)	:	:	:	:	: submerging.
:	:	:	:	:	:	:	: Probably
:	:	:	:	:	:	:	: same as
:	:	:	:	:	:	:	: contact #2.
4	:1110 K:	01-22 S.	: NS	: 23	: --	: R	: Contact
:	: Oct 25:	126-41.2 E.	:	:	:	:	: closed to
:	:	(own posit-	:	:	:	:	: 18 then
:	:	ion)	:	:	:	:	: opened to
:	:	:	:	:	:	:	: 26 when
:	:	:	:	:	:	:	: disappeared.
5	:1131 K:	01-10 S.	: Mavis	: 7	: South	: S	: No radar
:	: Oct 25:	126-36 E.	:	:	:	:	: contact.
:	:	:	:	:	:	:	: Position
:	:	:	:	:	:	:	: angle 4°.
:	:	:	:	:	:	:	: Probably
:	:	:	:	:	:	:	: same as #4.

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(G) AIRCRAFT CONTACTS (Cont.)

No:	Time	Latitude	Type	Initial	Course	How	Remarks
:	Date	Longitude	:	Range	Speed	acted	:
6	:0525 H:	01-35 S.	: NS :	16 :	-- :	R	:Submerged
:	:Oct 26:	125-23 E.	:	:	:	:	:when con-
:	:	:	:	:	:	:	:tact clos-
:	:	:	:	:	:	:	:ed to 10
:	:	:	:	:	:	:	:miles.
7	:0945 H:	17-38 N.	: NS :	24 :	-- :	R	:Submerged
:	:Nov 9 :	113-11 E.	:	:	:	:	:when con-
:	:	:	:	:	:	:	:tact clos-
:	:	:	:	:	:	:	:ed to 14
:	:	:	:	:	:	:	:miles.
8	:0927 H:	17-15 N.	: NS :	13 :	-- :	R	:Closed to
:	:Nov 21:	111-06 E.	:	:	:	:	:9 miles
:	:	(own posit-	:	:	:	:	:then open-
:	:	ion)	:	:	:	:	:ed to 13
:	:	:	:	:	:	:	:when faded
:	:	:	:	:	:	:	:out.
9	:1018 H:	17-32 N.	: NS :	9 :	-- :	R	:Submerged
:	:Nov 24:	111-10 E.	:	:	:	:	:when con-
:	:	:	:	:	:	:	:tact clos-
:	:	:	:	:	:	:	:ed to 6
:	:	:	:	:	:	:	:miles.
10	:0623 H:	11-50 N.	: Ruth :	1/4 :	Zoom-	P	:Type not
:	:Nov 29:	118-35.7 E.	: ? :	:	ing :	:	:definite.
:	:	:	:	:	:	:	:Carried
:	:	:	:	:	:	:	:at least
:	:	:	:	:	:	:	:4 bombs.
11	:1018 H:	3-17 N.	: Rufe :	14 :	North:	S	:
:	:Dec 3 :	123-03 E.	: or :	:	:	:	:
:	:	:	: Betty :	:	:	:	:
12	:0941 H:	00-04 N.	: NS :	23-4 :	-- :	R	:Picked up
:	:Dec 4 :	126-12.5 E.	:	:	:	:	:at 22 miles.
:	:	:	:	:	:	:	:Contact
:	:	:	:	:	:	:	:closed to
:	:	:	:	:	:	:	:4 miles
:	:	:	:	:	:	:	:while sub-
:	:	:	:	:	:	:	:merging.

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(G) AIRCRAFT CONTACTS (CONT.)

No:	Time	Latitude	Type	Initial	Course	How	Remarks
:	Date	Longitude	:	Range	Speed	acted	:
13:	1111 H:	04-02 S.	: NS :	22 :	-- :	R :	Closed
:	Dec 5 :	125-52 E.	:	:	:	:	slowly
:	:	:	:	:	:	:	to 18
:	:	:	:	:	:	:	miles
:	:	:	:	:	:	:	then dis-
:	:	:	:	:	:	:	appeared.
14:	0834 H:	12-24 S.	: NS :	7 :	-- :	R :	Probably
:	Dec 9 :	128-12 E.	:	:	:	:	rain
:	:	:	:	:	:	:	squall.

(H) ATTACK DATA

U.S.S. CCD (SS224) Torpedo Attack No. 1 Patrol No. 1

Time 0621 (H) Date 29 November 1943 Lat. 11-42.5 N.
Long. 118-30 E.

Target Data - Damage Inflicted

DESCRIPTION

While on surface at 0547 (H) (25 minutes before sunrise) sighted destroyer of Minekaze class bearing 16 degrees on port bow at range of 10,000 yards. Visibility had been poor due passing rain squalls but was improving rapidly. Radar having obtained range of 14,000 yards on a bearing slightly ahead of destroyer, sighted outline of two large ships slightly ahead and about 3000 yards beyond DD. Then sighted one smaller ship believed to be second escort (later identified as tanker) about 2000 yards ahead of formation, followed at short distance by a large ship. The formation consisted of 2 two-ship sections in approximate column, interval between sections about 1500 yards, distance between ships about 400 yards. Escort, when sighted was stationed on port quarter of rear ship, but at sunrise moved to a position on port beam of second ship. Details of the leading ship (AO) not definitely established, but from general appearance it resembled the Kiyotada Maru.

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(H) ATTACK DATA - (Cont.)

(p.252 O.N.I. 208-J). Second and third ships in formation were identical AKs and similar in all observed respects to the Nagara Maru (p.79 O.N.I. 208-J). Both were painted a dark color (black or blue) and the ship attacked exhibited a very prominent false bow wave. The transport (rear ship in column) was similar to the Naminoue Maru (p.63 O.N.I. 208-J).

Ships Damaged or Probably Sunk:

- (1) Number: Two
- (2) Type: (a) AK(MKKFKM) - 7150 tons - similar Nagara Maru.
(b) AP (MFM) - 4730 tons - similar Naminoue Maru.

Damaged Determined by:

- (a) Observed 2 torpedoes hit and ship list to port, settling aft. Heard crackling and groaning noise thru hull and over sound gear for 10 minutes after going below periscope depth. Believe this ship sunk.
- (b) Observed 1 torpedo hit. No immediate damage apparent. Screws stopped but after about 6 minutes, started up again. Torpedo hit appeared to be either magnetic or low order, since it did not result in usual ripping and tearing sounds associated with contact hit.

Target (a) Draft 20 Course 005 (T) Speed 10 Range 2450
(b) Draft 13 Course 005 (T) Speed 10 Range 2400

Own Ship Data

(a) Speed 3 Course 085 (T) Depth 62 Angle 0
(b) Speed 3 Course 085 (T) Depth 61 Angle 0

Fire Control and Torpedo Data

Type Attack

Periscope attack submerged. Predetermined target bearing set into TDC, and first torpedo fired when target stack crossed periscope crosswires. Other torpedoes fired on generated bearing with observed target bearing applied to TDC before each shot. The last torpedo was inadvertently fired before gyros were matched.

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(H) ATTACK DATA (Cont.)

Tubes Fired	No. 3	No. 4	No. 5	No. 6
Track Angle	99 P	98 P	100 P	101 P
Gyro Angle	001	002	000	001
Depth Set	10	12	10	12
Power	High	High	High	High
Hit or Miss	Miss	Hit	Hit	Miss
Erratic	Yes	No	No	No
Mk Torpedo	14-3A	14-3A	14-3A	14-3A
Serial No.	23888	23078	23986	24514
Mk Exploder	6-1A	6-1A	6-1A	6-1A
Serial No.	12049	12410	12050	12051
Actuation Set	M	M	M	M
Actuation Actual	M	C	C	Bottom
Mk Warhead	16	16	16	16
Serial No.	11079	2377	10095	6038
Explosive	Torpex	Torpex	Torpex	Torpex
Firing Interval	0	8	7	8
Type Spread	0	1 1R	1L	2R
Sea Conditions	Slight - Chop			
Overhaul Activity	Left 80	Left 80	Left 80	Left 80

Remarks:

First torpedo (#3 tube) heard to premature after 24 second run.

Second torpedo (#4 tube) made apparent contact hit between stack and after goal post.

Third torpedo (#5 tube) made apparent contact hit under stack.

Fourth torpedo (#6 tube) missed (not sighted). Heard to explode after 4½ minute run.

(CONFIDENTIAL)

(H) ATTACK DATA (Cont.)

Tubes Fired	No. 1	No. 2
Track Angle	86 P	85 P
Gyro Angle	014	015
Depth Set	10	12
Power	High	High
Hit or Miss	Hit	Miss
Erratic	No	No
Mk. Torpedo	14-3A	14-3A
Serial No.	23821	23837
Mk. Exploder	6-1A	6-1A
Serial No.	12416	12494
Actuation Set	M	M
Actuation Actual	M	Bottom
Mk Warhead	16	16
Serial No.	10547	11226
Explosive	Torpex	Torpex
Firing Interval	0	7
Type Spread	0	1 R
Sea Conditions	Slight	Chop
Overhaul Activity	Left 80	Left 80

Remarks:

Fifth torpedo (#1 tube) made what appeared to be a magnetic hit or low order explosion between stack and mainmast of second target. Did not hear distinctive crackling sounds and very little splash.

Sixth torpedo (#2 tube) missed astern - gyros not matched. Heard to explode after 4 minute 40 seconds run. Sound reported all torpedoes ran hot, straight and normal. First torpedo was running okay until it prematured.

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(I) MINES

No minelaying or sweeping operations observed.

(J) ANTISUBMARINE MEASURES AND EVASIVE TACTICS

Following the attack on 29 November 1943 a plane dropped 4 bombs. Attack was completed 15 minutes after sunrise, about 100 miles from nearest known airbase at Puerto Princesa, Palawan Island, and presence of aircraft not detected until after attack. Destroyer escort made three runs on submarine dropping 5 or 6 depth charges. Echo ranging was not heard. Negative gradient existed at 260 feet. Evasive tactics consisted of putting stern toward and going below layer.

Enemy convoy contacted in daylight during low and variable visibility had escort stationed well out (4000 yards) on flank. Difficulty was experienced getting around end, unseen by escort, while trying to maintain contact with convoy. Radar was in contact with large ships of convoy but could not pick up escort. Not one of the enemy ships sighted during this patrol smoked.

(K) MAJOR DEFECTS AND DAMAGE

Rudder

During patrol a rumbling and groaning sound developed in the rudder operating shafting, especially noticeable while operating steering by hand. Source of noise was localized in that portion of the shafting connecting the port ram and the rudder crosshead. It is believed that this shafting binds due to faulty packing in one of the stuffing tubes in the after bulkhead of after trim tank. This noise becomes progressively louder as depth is increased, and under present conditions seriously impairs ability of the ship to run silent.

Main Engines

On 27 November, main engine difficulty, evidenced by increasingly high exhaust temperatures in one cylinder unit of #1 main engine, necessitated the decommissioning of this engine for examination and repair. All exhaust valves in this unit were found to be badly burned. Compression pressure readings combined with comparative exhaust temperatures and injector micrometer settings indicated possibility

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(K) MAJOR DEFECTS AND DAMAGE - (Cont.)

of excessive exhaust valve deterioration being present in practically all units of the forward two engines and to a lesser degree in various units of the after engines. As time and operations permitted, various units in all engines were inspected and badly burned exhaust valves found in 60 percent of these units. Upon arrival Darwin, decision was made to use #1 main engine in emergencies only, to examine and repair all units of #2 and to proceed Fremantle on the after engines which were in the best operating condition. As of 8 December 1943 engine hours were: #1-1316; #2-1167; #3-1069; and #4-1042. During the period between commissioning and departure from Darwin on patrol (22 October 1943) main engines were operated at various loads up to and including full power. Since 22 October load has been limited to 750 KW except for one period of approximately 2 hours when the engines were run at 800 KW. Additional report concerning this material deficiency will be made after further examination of engines during refit.

(L) RADIO

Radio reception throughout the patrol was excellent. No serials were missed. Serious interference occurred at infrequent intervals when MFG Bams schedule at 1700 Zebra completely blocked out VIXC on 9250 Kcs. Enemy jamming on the 4235 series was intermittent and never serious on 8470 Kcs. The 12705 Kcs. frequency was not heard during the patrol. All messages were transmitted without difficulty on 8470 Kcs.

(M) RADAR

The performance of the SD was exceptional. Only on one occasion was a plane sighted prior detection by the SD. In this case plane was flying close to the water at an estimated range of 6-7 miles. Planes were reliably detected at ranges greater than 10 miles. Land was usually detected at 35-40 miles. No material failures occurred and one set of 8014A tubes gave satisfactory service over a period of 533 hours.

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(M) RADAR (Cont.)

After repairs and adjustment, SJ radar performance was excellent. Dependable land ranges of 35,000 yards were obtained, and small trawler type craft detected at 7000-9000 yards. Contact on a 7000 ton AK in convoy, made at 16,000 yards, was tracked to 20,000. A faulty connection at junction of coaxial line and rectangular wave guide in the duplexer was difficult to locate and impaired performance of this equipment for a period of 10 days. Ranging was impossible on two occasions due to traveling crystal jumping its track. Repairs in each case required 6-7 hours.

(N) SOUND GEAR AND SOUND CONDITIONS

Sound in South China Sea, north of latitude 14 N., averaged fair to good. Following ranges are indicative of results obtained:

<u>Type of Target</u>	<u>Speed</u>	<u>JK(Max)</u>	<u>JP(Max)</u>
Chidori T.B.	1/ 14	6000	5000
Chidori T.B.	8	3000	2000
AK (Nagata Maru)	10	4000	3000
Minekaze DD	24	5000	3000
Echo-Ranging (18 KC)	--	20000	--
Torpedoes	45	7000	4000

Sound conditions in Tongkin Gulf were very poor, probably due to almost continuous fish noises and shallow water.

Sound conditions along Indo-China coast in vicinity Cape Batangan were poor due rough seas.

In all areas, sound reception (sonic and super-sonic) decreased appreciably when below a density layer.

The fathometer operated excellently, single ping soundings being obtained in 20 to 900 fathoms.

The JP sonic receiver was valuable both as a sound monitor to check on own ship's noises and as a directional sound receiver, the bearings being within 1-2 degrees of those obtained with the WCA system.

The QC-JK sound head vibrates excessively at deep submergence (below 150 feet) with the ship at an angle greater than 2 degrees. During the patrol the flexible coupling between the reduction gear and QC-JK shaft failed because of mal-alignment.

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(N) SCUND GEAR AND SCUND CONDITIONS (Cont.)

Alignment was rectified by shimming up the reduction gear platform and replacing the worn rubber nohs of the flexible coupling with some improvised of leather.

(O) DENSITY LAYERS

<u>DATE</u>	<u>LAT.</u>	<u>LONG.</u>	<u>DEPTH LAYER</u>	<u>TEMP CHANGE</u>	<u>AMOUNT FLOODED</u>
10/23	8-05 S.	128-20 E.	120-150	(-) 5	2000 lbs.
10/24	4-37 S.	125-51 E.	60-235	(-) 7	4000 lbs.
10/25	1-12 S.	126-39 E.	120-200	(-) 4	--
10/25	1-54 N.	125-30 E.	30-300	(-) 5	--
10/28	7-32 N.	116-35 E.	120-240	(-) 2	--
10/30	12-19 N.	117-44 E.	210-230	(-) 6	--
10/31	15-15 N.	115-06 E.	130-230	(-) 12	8000
11/2	16-11 N.	115-35 E.	30-200	0	--
11/4	15-00 N.	111-08 E.	120-125	(-) 6	--
11/6	14-35 N.	113-30 E.	100-250	(-) 15	12,000
11/8	16-59 N.	115-59 E.	180-260	(-) 10	6,000
11/10	16-34 N.	108-47 E.	90-120	(-) 3	--
11/10	16-34 N.	108-47 E.	120-150	(+) 3	--
11/10	16-34 N.	108-47 E.	150-250	0	--
11/16	20-18 N.	108-27 E.	30-110	0	--
11/18	20-17 N.	108-17 E.	30-110	0	--
11/24	17-33 N.	111-12 E.	220-240	(-) 6	--
11/27	13-16 N.	115-35 E.	130-200	(-) 12	8,000
11/28	11-42 N.	118-03 E.	260-280	(-) 3	--
12/1	06-11 N.	119-22 E.	30-250	0	
12/2	03-02 N.	123-28 E.	18-240	(-) 4	--

CONFIDENTIAL

(P) HEALTH, FOOD AND HABITABILITY

Health of the crew was good. Nine members of the crew were admitted to sick list with infections, fevers, and minor injuries. A total of 57 man days were lost.

Food was satisfactory in quantity and quality. Habitability, in general, was excellent.

(Q) PERSONNEL

This was the first war patrol for approximately 80 percent of the officers and crew. All hands adapted themselves rapidly to wartime conditions and performed their duties in a highly satisfactory manner. Ninety percent of the crew is now qualified for submarine duty. The performance of officers and crew under combat conditions compared favorably with that of much more experienced personnel.

(R) MILES STEAMED - FUEL USED

Brisbane to Area via Darwin	4833 miles	61442 gallons
In Area	4449 miles	38146 gallons
Area to Fremantle via Darwin	4412 miles	46074 gallons

(S) DURATION

Days enroute Brisbane to Area	17
Days in Area	27
Days enroute Area to Base (via Darwin)	19
Days submerged	17

(T) FACTORS OF ENDURANCE REMAINING

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provisions</u>	<u>Personnel</u>
18	2600 - (Darwin)	20 20	20

Limiting factor this patrol - Fuel.

SUBMARINE SQUADRON SIXTEEN

FC5-16/A16-3
Serial # 0133

(6/Es)

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

U.S.S. RASHER, Flagship,
28 December 1943.

FIRST ENDORSEMENT to
CO COD First War Patrol
SS224/A16-3 Serial (021)

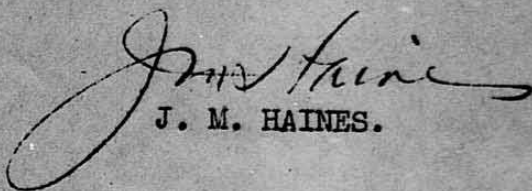
From: The Commander Submarine Squadron SIXTEEN.
To : The Commander in Chief, UNITED STATES FLEET.
Via : (1) The Commander Submarines, SEVENTH FLEET:
(2) The Commander SEVENTH FLEET.
Subject: U.S.S. COD - Report of First War Patrol -
Comments on.

1. The first war patrol of the U.S.S. COD was conducted in the northern portion of the SOUTH CHINA SEA areas. The total time on patrol from Brisbane to Fremantle was sixty-four days, of which forty-five days were spent in the areas and approaches thereto.

2. The COD covered her assigned area in a most thorough manner but through a combination of bad weather and ill fortune was never in a position to cash in on her few fruitful contacts. It was not until she was on her return trip that she finally attained a satisfactory attack position on a worth while target.

3. The main engines of the COD presented the major material problem encountered while on patrol and stems largely from earlier improper adjustment and inexperienced operating personnel. Aside from an unusually heavy drain on spare parts however, the refit of the engines entails no major difficulties.

4. The Squadron Commander takes pleasure in congratulating the Commanding Officer, officers and crew of the U.S.S. COD for damage inflicted upon the enemy.


J. M. HAINES.

FE24-71/A16-3

UNITED STATES NAVY

12/gms

Serial: 016

4 January, 1944.

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

SECOND ENDORSEMENT to:
CO COD First War Patrol
SS224/A16-3 Serial (021).

From: The Commander Submarines, SEVENTH FLEET.
To: The Commander in Chief, UNITED STATES FLEET.
Via: (1) The Commander SEVENTH FLEET.

Subject: U.S.S. COD - Report of First War Patrol -
Comments on.

1. The remarks of the Commander Submarine Squadron SIXTEEN are concurred in.

2. The Commanding Officer's determination to continue thorough exploitation of his assigned area to the absolute limit of his fuel endurance is commendable. In so doing, COD was finally able to inflict damage on an important enemy convoy in spite of handicaps of much bad weather, poor visibility, and limited speed for developing possible contacts. Expenditure of fuel necessitating returning at slow speeds, and refuelling at DARWIN lengthened this patrol to sixty-four days.

3. This patrol is considered "successful" for the award of the Submarine Combat Insignia.

4. The Commanding Officer, Officers, and Crew are congratulated on having inflicted the following damage on the enemy:

SUNK

1 - AK (NAGARA MARU TYPE) -----7,149 Tons

DAMAGED

1 - AP (NAMINOUE MARU TYPE) -----4,731 Tons

R. W. CHRISTIE.

DISTRIBUTION:
(Continued on next page)

FE24-71/A16-3

UNITED STATES NAVY

12/gms

Serial: 016

4 January, 1944.

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

Subject: U.S.S. COD - Report of First War Patrol -
Comments on.

DISTRIBUTION:

Cominch	(2)-Via com7thflt
Vice Opnav	(1)-Via Com7thflt
Vice Opnav	
Op-23C	(1)
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Comsub2ndFlt	(4)
Comtaskfor-71	(4)
Comtaskfor-72	(2)
Comsubron-16	(1)
DivComsRon-16	(1)
Each S/M W.A.	(1)- <u>NOT TO BE TAKEN TO SEA - BURN</u>

B. L. Carr
B. L. CARR,
Commander, U.S. Navy,
Flag Secretary.

F4253

540

22 JAN 1944

UNITED STATES FLEET
COMMANDER SEVENTH FLEET

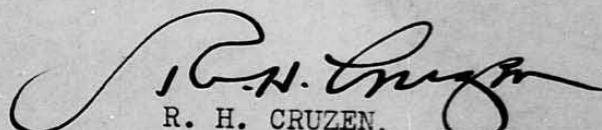
A16-3(F-3/roj)

Serial: 0139

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

THIRD ENDORSEMENT to:
CO COD First War Patrol
SS224/A16-3 Serial 021.

From: Commander SEVENTH FLEET.
To : Commander in Chief, UNITED STATES FLEET.
Subject: U.S.S. COD - Report of First War Patrol -
Comments on.
1. Forwarded.


R. H. CRUZEN,
By direction.

Copy to:
VCNO
ComSubron-16
CTF-71
CO USS COD

FILMED