

SS224/A16-3
Serial (01)

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

13 March 1944.

DECLASSIFIED

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

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 Two.
Enclosure: (A) Subject Report.

1. Enclosure (A), covering the second war patrol of this vessel conducted in the South China Sea, the Molukka Sea, and vicinity Halmahera Island during the period 11 January 1944 to 13 March 1944 is forwarded herewith.

J. C. DEMPSEY.

DECLASSIFIED-ART. 0445, OPNAVINST 5510.1C

BY OP-0989C DATE 5/25/72

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(A) PROLOGUE

Arrived Fremantle, W. A., on 16 December 1943 from First War Patrol. Refit accomplished by Relief Crew Number One (Submarine Division 162) and Submarine Repair Unit #127. Following items of major importance accomplished: (1) Overhaul all main and auxiliary engines, (2) Overhaul and adjustment main hydraulic pump, (3) Elimination rudder rumble, (4) Docked and painted. Refit completed 31 December 1943.

1-3 January 1944 - Provisioned, tested machinery and continued repairs to hydraulic plant.

4-9 January 1944 - Sound test, deep dive and training. On 6 January returned Fremantle for minor repairs and adjustment hydraulic plant.

10 January 1944 - Fueled, loaded torpedoes and completed final repairs.

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(B) NARRATIVE (ALL TIMES HOW)

11 January 1944

- 1300 Underway in accordance ComTaskFor Seventy-One
OpOrd No. 8-44 to conduct unrestricted submarine
warfare in South China Sea.
1500 Commenced training exercises with U.S.S.
Chanticleer.
2210 Completed exercises and departed for patrol
area via Exmouth Gulf.

12 January 1944

- Enroute Exmouth Gulf. Routine training.
0114 Sighted submarine bearing 040 (T), range 7500
yards on southerly course. Assumed to be either
Ray or Puffer scheduled to pass this date.
Noon: Lat. 29-52S.; Long. 113-34 E.
Fuel used 2580; Miles 150.

13 January 1944

- Enroute Exmouth Gulf - Routine training.
Noon: Lat. 25-17.9 S.; Long. 112-28.8 E.
Fuel used 3970; Miles 278.

14 January 1944

- Enroute Exmouth Gulf.
Moored alongside fuel barge and received 10,676
gallons fuel. Completed minor repairs hydraulic
plant.
Underway for patrol area. Routine training.
Noon: Exmouth Gulf.
Fuel used 4630; Miles 322.

15 January 1944

- Enroute patrol area. Routine training.
Noon: Lat. 17-39 S.; Long. 113-07.8 E.
Fuel used 3715; Miles 311.

16 January 1944

- Enroute Lombok. Routine training.
Noon: Lat. 12-43.6 S.; Long. 115-05.8 E.
Fuel used 2970; Miles 318.

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17 January 1944

Enroute Lombok.

- 0543 Submerged 30 miles south of Lombok Strait in order to make night transit.
- 1111 Sighted plane (type Cherry) bearing 314 (T), distant 2 miles on course 135 (T). (A/C Contact No. 1).
- 1943 Surfaced.
- 2145 Commenced transit Lombok Strait. Radar interference on SJ radar. Not detected on ARC.
- 2217 Radar contact bearing 353 (T), range 5600 yards. Not sighted altho range decreased to 3500 yards. Tracked on course 175 (T), speed 15 knots. Assumed to be either friendly submarine or patrol craft. Avoided. Radar interference ceased when contact was abeam. (Contact position Lat. 08-35.5 S.; Long. 115-44.6 E.).
- 2320 Radar contact bearing 329 (T) range 2200 yards. Not sighted altho range closed to 950 yards. Tracked on course 120 (T), speed about 3-4 knots. Assumed to be sailing craft. Avoided. (Contact position Lat. 08-24.4 S.; Long. 115-53.3 E.).
- 2359 Completed transit. Various lights and native fires noted on Misa Besar, Lombok and Bali Islands.
- Noon: Lat. 09-05.2 S.; Long. 115-39.2 E.
- Fuel used 2030; Miles 238.7.

18 January 1944

- 0420 Sighted what appeared to be patrol craft or submarine bearing 336 (T), distant about 4 miles on southeasterly course. Radar could not make contact. Bright moonlight visibility. Closed range to estimated 5000 yards, still no radar contact. At 0445, ship sighted turned toward presenting zero angle on bow. Appeared to be submarine, but no radar contact. (Ship Contact #1).
- 0452 Submerged for identification and/or attack.
- 0454 Sighted nothing thru periscope. In view of Crevalle's experience with Japanese submarine this area, decided remain submerged. At 0552 sighted what appeared to be conning tower shears and closed until 1100 when identified as sailboat. Contact reported above may have been sailboat but appeared to me as a submarine. Two native sailboats in sight thruout day.
- 1525 Sighted Sekala Island distant 10 miles.
- 1852 Surfaced and chased sailing craft to investigate and to check radar. Proved to be native sailing craft. Contacted on radar at range of 3600 yards.

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18 January 1944 (Cont.)

Noon: Lat. 07-15.2 S.; Long. 116-15.2 E.

Fuel used 2005; Miles 158.5.

19 January 1944

0208 Struck log - pit log sword arm bent. Pit log out of commission. Renewed sword arm and at 0600, pit log in commission.

0704 Made trim dive.

0724 Surfaced.

0725 Submerged for unidentified aircraft sighting (A/C Contact #2).

0736 Surfaced.

0743 Sighted type Rufe aircraft (A/C Contact #3) distant 7 miles closing. Submerged. Overcast.

1058 Surfaced.

1100 SD radar out of commission.

1137 Heavy overcast with intermittent rain rendering plane detection very difficult, decided submerge until SD radar repairs completed.

1755 Surfaced.

Noon: Lat. 04-29 S.; Long. 117-38.3 E.

Fuel used 1935; Miles 109.

20 January 1944

Transiting Makassar Strait.

1628 SD aircraft contact at 11 miles closing. (A/C Contact #4).

1630 Submerged when contact closed to 8 miles.

1852 Surfaced and proceeded along traffic lanes Makassar - Tarakan and Tarakan - Alice Channel.

Noon: Lat. 00-06.1 S.; Long. 118-56.2 E.

Fuel used 2905; Miles 274.

21 January 1944

0932 Submerged for trim and training. Remained submerged to repair stern plane operating gear, hydraulic plant, steering, and to inactivate magnetic exploders.

1608 Surfaced and transited Sibutu Passage.

Noon: Lat. 03-44.8 N.; Long. 119-24.1 E.

Fuel used 1740; Miles 251.5.

22 January 1944

Set course to pass 10 miles north of Pangutarang Island enroute Pearl Bank to Coronado Point, Zamboanga. Passed thru two well defined oil slicks during morning.

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22 January 1944 (Cont.)

1353 Submerged to conduct patrol across traffic lanes south and southwest of Coronado Point.

1830 Surfaced and proceeded along shipping lane enroute, Apo Point.

Noon: Lat. 07-14.5 N.; Long. 121-14 E.

Fuel used 3195; Miles 270.2.

23 January 1944

0604 Submerged to conduct patrol across traffic lanes 6-10 miles off Naso Point. Left oil slick thruout morning. Routine torpedoes, conducted drills.

1841 Surfaced and proceeded to a position of possible enemy activity southwest of Cape Calavite, Mindoro.

Noon: Lat. 10-18.8 N.; Long. 121-50.6 E.

Fuel used 1905; Miles 211.9.

24 January 1944

0311 Transiting Mindoro Strait, experienced interference on SJ radar, presumably from Haddo, due to pass this date. Estimated range 12,000 yards. Estimated position Lat. 12-13 N.; Long. 120-46.5 E.

0542 Submerged in Apo East Pass.

1830 Surfaced and proceeded along traffic lane enroute possible enemy activity north of Palawan Passage.

2311 Burned out stern plane clutch solenoid. No spares on board. Replaced with jury rig.

Noon: Lat. 12-55.2 N.; Long. 120-23.3 E.

Fuel used 2235; Miles 180.4.

25 January 1944

0602 Submerged in position north of Palawan Passage.

1800 Surfaced and proceeded to patrol area off China Coast.

Noon: Lat. 12-09 N.; Long. 119-00 E.

Fuel used 755; Miles 125.

26 January 1944

Enroute patrol area. During afternoon conducted drills, surfaced and submerged.

Noon: Lat. 12-47 N.; Long. 115-41.5 E.

Fuel used 1620; Miles 199.3.

27 January 1944

Enroute patrol area. Conducted training drills surfaced and submerged in morning and evening.

1300 Entered assigned area. Set course for Pulo Gambir intending patrol inshore traffic lanes.

Noon: Lat. 13-24 N.; Long. 112-06.4 E.

Fuel used 1402; Miles 219.4.

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28 January 1944

Enroute patrol station south of Pulo Gambir light.

0640 Submerged for patrol off coast between Pulo Gambir and Mai Nha Island. Numerous sailing junks in sight during day and night.

1928 Surfaced, and conducted patrol off Mai Nha Island. Ninety percent of officers and crew ill either from effects of carbon tetrachloride fumes or food poisoning.

Noon: Lat. 13-28.3 N.; Long. 109-25.1 E.

Fuel used 880; Miles 157.9.

29 January 1944

0647 Submerged 20 miles southwest of Pulo Gambir and closed coast.

1130 Sighted northbound convoy (Ship Contact #2) consisting of 1 tanker, 2 freighters and 2 or 3 escorts, bearing 207 (T), distant 10-11 miles, very close to coast. Commenced approach.

1150 Sighted one or two planes over convoy (A/C Contact #5).

1233 Went to 150 feet when float plane abruptly altered course and dived toward periscope. Convoy range about 10,000 yards, angle on bow 90 degrees starboard. With no chance of closing range submerged, decided to open out, surface and attain position for night attack. Tracked convoy submerged until 1430. From identification data

possible, ships of convoy appeared to be in column with AC, similar Kiyotada Maru (p. 252, ONI 208-J) leading followed by two AKs of MFM type similar Tottori Maru (p. 205 ONI 208-J) and Taigen Maru (p. 207, ONI 208-J). One PC type escorted ahead, an SC was on off-shore beam and a trawler type escort guarded the rear. The formation followed closely the contour of the shoreline and was tracked at a speed of 8 knots. Escorts were not echo ranging.

1545 Surfaced and commenced chase of convoy. Necessary to alter course to prevent being sighted from Pulo Gambir lighthouse and by numerous sailing junks.

2031 Sighted smoke of convoy bearing 213 (T) and radar made contact at 11,000 yards. Commenced tracking from ahead and determined enemy to be zigging between 335 (T) and 040 (T) on base course 005 (T), speed 8-9 knots. Difficulty was experienced distinguishing between ships and escorts and in keeping radar on correct target.

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29 January 1944 (Cont.)

- 2122 With enemy on course 010 (T) started in but ended up too far abaft beam of formation at too great distance from track and with no target but rear escort. Pulled clear, and increased speed to get ahead.
- 2255 With convoy on course 005 (T) started in at slow speed from position well ahead. Convoy zigged toward and we were too close to track. Decided to try again from the port side of formation where the flank escort wouldn't be in the way.
- Noon: Lat. 13-23.2 N.; Long. 109-25.2 E.
Fuel used 695; Miles 109.1.

30 January 1944

- Attempting to gain suitable firing position on convoy.
- 0131 Attempted to gain attack position on convoy's port side. Visual bearings of target (last AK in column) did not check with TDC set-up and matter was not rectified until opportunity to fire was lost. Made another attempt at 0342 which was nullified by zig away. The officers and crew, nearly all of whom were still suffering from the effects of carbon tetrachloride or food poisoning, performed their duties to the best of their abilities and the commanding officer accepts full responsibility for this fiasco. Nothing seem to click and each unsuccessful attempt to gain suitable firing position made the next try more difficult.
- 0445 Since it was becoming too light for more attempts at surface approach, took station ahead of target and at
- 0557 Submerged in estimated dawn position of convoy, about 3 miles east of Kulao Rai Island. Maintained high periscope watch but sighted nothing of convoy which may have altered course to enter Tourane Bay. Remained submerged to give crew a chance to recover from sickness and to try to forget a very sad night.
- 0951 Sighted Betty type aircraft (A/C Contact #6) bearing 244 (T), distant 3 miles on westerly course.
- 1902 Surfaced and proceeded along coast enroute area. Sighted numerous sailing junks during moonlight.
- Noon: Lat. 15-29.1 N.; Long. 109-17.3 E.
Fuel used 2425; Miles 163.7.

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31 January 1944

- 0515 Sighted steady white light on Nuok Island.
0635 Submerged for patrol about 2-3 miles off coast between Nuok and Hon Kau Islands. During day as many as 30 sailing junks were in sight at one time.
1905 Surfaced and patrolled along coast between Pulo Gambir and Mai Nha Island.
Noon: Lat. 13-58.8 N.; Long. 109-22 E.
Fuel used 625; Miles 116.5.

1 February 1944

- 0637 Submerged for patrol off Mai Nha Island. Usual sailing junks in sight during day.
1012 Sighted small trawler (Ship Contact #3) bearing 202 (T), range 8000 yards on northerly course. Trawler passed between coast and Mai Nha Island and apparently put into Fuyen Harbor.
1910 Surfaced and stood to eastward to intercept expected traffic along off-shore traffic lane.
Noon: Lat. 13-15.5 N.; Long. 109-23.7 E.
Fuel used 435; Miles 102.

2 February 1944

- Surface patrol across off-shore traffic lanes. Made trim dive during afternoon and drilled fire control party on surface.
1920 Received dispatch orders relative area assignment. Set requisite course and speed.
2022 Transmitted dispatch #1 relative contact in area and information that COD now enroute new area.
Noon: Lat. 12-39.7 N.; Long. 11-52.1 E.
Fuel used 975; Miles 161.4.

3 February 1944

- Surface patrol across Singapore - Hong Kong traffic lanes. Made 15 minute trim dive during morning.
Noon: Lat. 11-42.7 N.; Long. 11-55.8 E.
Fuel used 1380; Miles 205.9.

4 February 1944

- Surface patrol across Singapore - Empire traffic lanes. Conducted submerged drills between 1000 and 1100.
Noon: Lat. 11-52.6 N.; Long. 112-41 E.
Fuel used 565; Miles 162.4.

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5 February 1944

Surface patrol across Singapore - Manila traffic lanes as far east as Western Reef. Conducted submerged drills between 0800 and 0900.

2130 Decoded dispatch relative availability coastal patrol area.

Noon: Lat. 11-06.5 N.; Long. 113-56 E.
Fuel used 520; Miles 137.6.

6 February 1944

Surface patrol across Singapore - Empire traffic lanes.

1651 Submerged for drills.

1745 Surfaced and continued patrol. Visibility excellent thruout day and night.

Noon: Lat. 11-47.5 N.; Long. 112-31.2 E.
Fuel used 565; Miles 156.3.

7 February 1944

Surface patrol across traffic lanes. Adjusted course and speed to patrol across off-shore traffic lanes during daylight and after sunset set course to close coast. Made 15 minute trim dive during morning.

Noon: Lat. 13-45 N.; Long. 111-44.6 E.
Fuel used 545; Miles 126.1.

8 February 1944

Closed coast in vicinity Cape Mia.

0633 Submerged 3 miles off Cape Mia and conducted patrol 2-5 miles off beach between Capes Sa Hoi and Mia. Visibility excellent during day.

0729 Sighted sailboat six miles to seaward on southerly course.

1927 Surfaced 4 miles east of Cape Mia in bright moonlight. SJ radar out of commission. Headed up moon while charging batteries, then patrolled along coast between Cape Mia and Kulao Rai.

Noon: Lat. 14-42.2 N.; Long. 109-08.4 E.
Fuel used 1080; Miles 170.8.

9 February 1944

0336 Sighted sailboat close inshore vicinity of Cape Batangan.

0642 Submerged for patrol 3-4 miles off beach between Cape Mia and Nuok Island.

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9 February 1944 (Cont.)

- 0739 Sighted 3 sailboats on southerly courses in vicinity Cape Mia. Appeared to be native junks.
- 1430 Sighted type Pete plane, altitude 1000 feet, distant 8 miles over Cape Sa Hoi on northeasterly course. (A/C Contact #7).
- 1751 Sighted ship (Ship Contact #4) bearing 308 (T), distant 5 miles on southerly course hugging coast having just rounded Tamkwam Point. Commenced approach. Ship difficult to distinguish in haze over shoreline. Appeared to be well-deck M-F-M freighter of 5000 tons similar "Saiho Maru". Subchaser escort. Angle on bow at start of approach was 50-60 port. Tracked at 8 knots on general southerly courses conforming to contour of beach.
- 1813 Sighted second ship (Ship Contact #5) bearing 236 (T), about 6 miles ahead of first also on southerly course. Range about 12,000 yards with 120 port angle on bow. This ship appeared to be following a track 1-2 miles off the beach.
- 1845 At sunset periscope observations became difficult and it was obvious that we couldn't close range sufficiently for attack. Continued tracking by periscope and radar until 1940 when opened coast and at
- 2013 Surfaced in full moon, and commenced chase planning to get in position for submerged attack on first ship in vicinity of Hon Kan. Attempted transmit contact report via radio without success. Tried unsuccessfully contact Billfish whose area we were entering via MN.
- 2151 Made radar contact at 12,000 yards and commenced tracking target. Tracked on course 150 (T), speed 7 knots.
- 2233 Sighted target passing between Hon Kan Island and mainland, range 12,000 yards. Checked set up with visual bearings and radar. Full moon prohibited surface attack.
- 2238 Submerged for attack.
- 2240 Sighted target thru periscope, no escort visible so assumed this to be leading ship of two sighted during day.
- 2305 Fired 4 torpedoes from bow tubes, on 115 port track, average range 1800 yards with gyro angles 3 to 6 left. No hits. Torpedoes tracked by sound apparently ran hot. Since target appeared neither to take evasive action nor to be cognizant that it had been fired upon, decided remain submerged this vicinity, reload and await second target before surfacing for further chase.
- Noon: Lat. 11-3 N.; Long. 109-10.5 E.
Fuel used 730; Miles 124.4

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10 February 1944

- 0028 Not having sighted second target, surfaced and commenced chase of first. Tried again to transmit contact report and to communicate with Billfish via MN.
- 0129 Sighted bow wave of submarine (Ship Contact #6) dead ahead with small angle on bow and making high speed. Noted radar interference and finally made radar contact at 6400 yards. Assumed to be Billfish, but could not contact via MN, radio, or blinker tube. Turned away, increased speed, and cleared to seaward.
- 0215 Contacted Billfish on MN, gave him dope on ships sighted and told him we were chasing.
- 0230 With no night visibility prevailing and target against dark background, decided best bet was to intercept at estimated dawn position just north of Cape Varella between Perforated Rocks and mainland.
- 0420 Sighted what was believed to be Perforated Rocks dead ahead. Radar finally made contact at 8000 yards. Decreased speed and recognized objects to be 2 subchaser or trawler type escorts and 1 small escort type freighter of about 400-500 tons, on northerly course. (Ship Contact #7). Ships were in line of bearing covering a front of about 1 mile at speed 3-4 knots.
- 0428 With range 6000, submerged to prevent being sighted and to attack if suitable targets were available. Passed flank A/S vessel at range of 800 yards. No echo ranging was heard. After observing ships at close range, decided they were A/S ships, probably sent out in view of the torpedo attack, my repeated attempts at radio transmissions and the MN communication with Billfish. Continued submerged to desired position between Perforated Rocks and mainland of Cape Varella which was reached at 0600.
- 0730 Sound heard two "pings".
- 0747 Heard explosion at great distance to northward. Sounded like torpedo explosion. Continued submerged patrol between Perforated Rocks and northeast point of Cape Varella, about 1-2 miles off beach.
- 0928 Sighted a small steam trawler (80-100 tons) which rounded Cape Varella at a distance of 500-600 yards on a southerly course at speed 7 knots. (Ship Contact #8).
- 1101 Sighted similar type trawler on same track and at same speed. (Ship Contact #9).

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10 February 1944 (Cont.)

- 1105 Sighted 21 twin-engine bombers (type Betty) on course 170 (T), elevation 2000 feet, range 2-4 miles. (A/C Contact #8).
- 1223 Sighted small type "sea-truck" which passed to seaward of Perforated Rocks and rounded Varella about 200 yards off the beach. (Ship Contact #10).
- 1232 Sighted 2 twin-engined bombers (type Lily) on northerly course, elevation 2000 feet. (A/C Contact #9).
- 1943 Surfaced about 3 miles east of Varella. ARC showed no evidence of radar this vicinity. Proceeded up coast passing about 3 miles east of Pulo Gambir, to position north of Nuok Island. Noon: Lat. 12-54.3 N.; Long. 109-29.3 E. Fuel used 1440; Miles 144.5.

11 February 1944

- 0645 Submerged about 2 miles east of Hara Rock and patrolled 3-4 miles off beach between Hara Rock and Tamkwam Point. Sighted nothing but sailboats during this day.
- 1925 Surfaced and set course for area Victor in accordance with directive.
- Noon: Lat. 14-27.5 N.; Long. 109-10 E. Fuel used 1525; Miles 1273.

12 February 1944

- Surface patrol across off-shore traffic lanes.
- 1603 Sighted what appeared to be masts, but after half-hour chase, identified as tall bamboo cluster floating upright. Exercised gun crew.
- 2020 Dispatch information indicating Billfish to be well inshore, patrolled across Singapore-Empire traffic lane until midnight when set course for area.
- Noon: Lat. 13-03 N.; Long. 111-40 E. Fuel used 1320; Miles 186.

13 February 1944

- Surface patrol across shipping lanes. Made half hour trim dive and conducted drills during morning.
- Noon: Lat. 12-18 N.; Long. 111-41 E. Fuel used 690; Miles 128.

14 February 1944

- Surface patrol across shipping lanes. Half hour trim dive in morning.
- 2201 Transmitted Cod two dispatch reporting fuel and torpedoes on hand and lack of contacts in off-shore area.
- Noon: Lat. 11-42 N.; Long. 111-44 E. Fuel used 630; Miles 107.1.

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15 February 1944

Continued surface patrol across shipping lanes.
1600 Decoded dispatch orders assigning new area.
Set requisite course via Mindoro Strait. Made
half-hour trim dive during evening.
Noon: Lat. 12-27.7 N.; Long. 112-01.2 E.
Fuel used 525; Miles 103.6.

16 February 1944

Enroute area via Mindoro Strait. SD radar out of
commission.
1750 Changed course to close object sighted on
horizon.
1825 Identified object as power driven sampan. (Ship
Contact #11) with Rising Sun painted on deck
house and Japanese characters on bow. Position
(Lat. 12-38 N.; Long. 117-33 E.) about 160 miles
from nearest land. Manned guns. Upon closing,
sampan started running away but when overhauled,
turned toward and either opened fire with small
arms or commenced blinking a small light. Set
on fire and blew apart with 4" and 20 MM guns.
1840 Continued on track to Mindoro Strait.
Noon: Lat. 12-35 N.; Long. 116-04.9 E.
Fuel used 2350; Miles 238.7.

17 February 1944

Enroute Mindoro Strait. SD radar in commission.
Since it is impossible to transit Mindoro Strait
during darkness decided to patrol submerged north
of Apo West Pass. Decided to patrol on surface
until 1100 to reach desired position.
0338 Sighted small native fishing craft. Avoided.
0630 Made trim dive.
0653 Surfaced.
0955 Submerged on SD contact at 8 miles (A/C Contact
#10). Plane not sighted. Patrolled across
entrance Apo East and West Passes. Routined
torpedoes and conducted drills.
1848 Surfaced and proceeded via Apo East Pass.
2037 In Apo East Pass made radar contact at 6000 yards
and sighted outline of low small craft, either
patrol or fishing craft. (Ship Contact #12).
Avoided.
Noon: Lat. 12-57.8 N.; Long. 120-07.4 E.
Fuel used 2535; Miles 253.7.

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18 February 1944

Transited Cuyo East Pass and set course along enemy shipping lanes passing between Tubbataha Reef and Arena Island.

- 0920 Sighted native sailing craft about 12 miles to port on northwesterly course.
- 1506 Submerged upon SD contact (A/C Contact #11) at 8 miles which closed to 6 miles. Surface of Sulu Sea glassy and our wake extended to the horizon. Had been maintaining surface periscope watch in unlimited visibility. Altho sky was cloudless, plane not sighted.
- 1515 Bomb explosion, changed course and went to 200 feet.
- 1539 At 200 feet after venting safety tank, received another bomb closer than the first.
- 1600 Maintained submerged patrol, nothing sighted.
- 1900 Surfaced and proceeded Sibutu Passage.
Noon: Lat. 09-25 N.; Long. 120-23.3 E.
Fuel used 2945; Miles 270.

19 February 1944

Enroute Sibutu Passage.

- 0239 In position, Lat. 07-02 N.; Long. 120-04 E., experienced heavy interference on SJ radar which persisted until 0330. Appeared to be caused by another SJ radar, perhaps Robalo thru whose area we are passing.
- 0609 Submerged 10 miles north of Pearl Bank.
- 1912 Surfaced and proceeded enroute Celebes Sea.
- 2254 North of Sibutu Passage, made radar and sight contact at 2400 yards with small craft either patrol or native boat (Ship Contact #13).
Avoided.
- Noon: Lat. 06-01.5 N.; Long. 119-41.8 E.
Fuel used 1705; Miles 219.9.

20 February 1944

Enroute patrol area. Overcast. SD radar out of commission.

- 0609 Submerged.
- 1151 Surfaced and proceeded along enemy traffic lanes. SD antenna grounded out, due condensation or leak. Still trying to repair.
- Noon: Lat. 04-05 N.; Long. 121-06 E.
Fuel used 1930; Miles 195.3.

21 February 1944

Enroute patrol area via position of possible enemy activity west of Sangi Island.

- 0541 Submerged in desired position.
- 1819 Surfaced and proceeded focal point enemy activity via passage north of Siaoe Island.
- Noon: Lat. 03-48.5 N.; Long. 124-39.1 E.
Fuel used 1400; Miles 217.

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22 February

- Patrolling along enemy traffic lane between Sangi and North Loloda Islands.
- 0523 Submerged in estimated position of enemy activity, vicinity Lat. 03-00 N.; Long. 127-00 E. and patrolled across enemy track.
- 1803 Surfaced and proceeded along estimated enemy track.
- 1843 Commenced experiencing heavy radar interference on SJ radar. Maneuvered various courses while trying to plot posit of radar interference. The source of interference plotted on widely varying courses at speeds of 90-120 knots.
- 1930 In position, Lat. 03-02 N.; Long. 126-53 E., sighted yellow flare bearing 070 (T), estimated distance about 4 miles. From appearance of flare and radar interference experienced this vicinity, presumed to be dropped from plane either hunting submarine or covering convoy. Opened to southward for 5 miles then to east and north crossing estimated track of possible convoy until 2150 when continued in easterly direction along enemy estimated track. Radar interference intermittent until 2300.
- Noon: Lat. 02-45.4 N.; Long. 126-43.8 E.
Fuel used 1845; Miles 153.

23 February 1944

- 0524 Sighted smoke and mast of ship (Ship Contact #14) bearing 240 (T), estimated range 16,000 yards on easterly course.
- 0526 Submerged for attack (one-half hour before sunrise).
- 0546 Heard echo-ranging in direction of mast.
- 0600 Target changed course to south and passed around us at estimated range 12,000 yards. Continued trailing.
- 0726 Could sight masts and stack of target which had altered course to 055 (T).
- 0757 Distinguished masts of second ship astern first.
- 0809 Sighted float plane (A/C Contact #12) coming out of clouds over convoy.
- 0818 Identified ships as one large AK or AO (similar Zuiyo Maru, p. 126 ONI 208-J) and one small LFM type AK. Small maru leading and apparently screening large maru. Constant echo ranging on 17 KCs (4-8 second interval) heard but could not sight additional escort.

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23 February 1944 (U.S.S.)

0935 Sighted same or similar float plane over convoy.

1120 Surfaced to chase convoy.

1305 Rain squalls set in, commenced search for convoy.

1601 Sighted masts of target and commenced end around.

About sunset small maru took station astern target.

1808 Made radar contact at 19,000 yards. Commenced radar track. Determined target zigging between 035 (T) and 075 (T), speed 7-8 knots. Echo-ranging continued and seem to emanate from escort maru in position 700 yards astern target.

2031 With target on course 035 (T), speed 8 knots, started in.

2038 Target zigged to course 075 (T), placing us too close to track. Hauled out and commenced another approach.

2156 With target on course 055 (T), angle on bow 35 S and range 7400 started in at slow speed planning to fire 4 torpedoes at Zuiyo Maru and 2 torpedoes at escort maru.

2201 With target range 5600 yards, angle on bow 40 S, made radar contact at 3800 yards and shortly thereafter sighted small escort of SC type range 3000 yards. Escort was in position 1800 yards 30 degrees on starboard bow of leading target. Pointed bow toward SC and continued in at 4 knots. SC passed ahead at range of 1700 yards.

2218 With range 2300 yards, own speed 4 knots steadied on course 340 (T), for 105 S track straight shot, and fired spread of 4 torpedoes at Zuiyo Maru type. First torpedo swerved to the left and prematurely about 10 degrees and 400 yards on the port bow after a 25 second run. Changed course to 335 (T) for a 95 S track, straight shot at the escort maru which was about 700 yards on starboard quarter of large maru and, after obtaining best bearing possible thru the smoke of the premature, fired 2 torpedo salvo, no spread. After firing, changed course to 180 (T) and went to full speed to avoid gun fire and the SC which was reversing course at a range of 1800 yards. Second torpedo fired hit large maru under mainmast and exploded with a flash which lighted the horizon, third torpedo hit under stack with a greater flash and broke the ship in half. All parts of the ship burst into flames and it disappeared from both sight and radar about 2 minutes after being torpedoed, accompanied by numerous explosions.

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23 February 1944 (Cont.)

Fourth torpedo probably passed astern. No hits were observed on the smaller maru which probably maneuvered to avoid. Two torpedoes were heard detonating at end of runs. Depth charge explosion and gun fire were heard and seen for 15 minutes after firing. From the character of the explosions aboard the torpedoed ship, the appearance of the flames and the rapidity with which the ship itself blew up and sank, the cargo must have been gasoline or fuel oil.

2300 Reloaded torpedoes and set course to patrol across probable enemy traffic lanes northeast of Morotai Island.

Noon: Lat. 03-19.8 N.; Long. 128-17.6 E.
Fuel used 1305; Miles 150.4.

24 February 1944

Surface patrol across probable enemy traffic lanes northeast of Morotai Island.

0521 Submerged.

1805 Surfaced and proceeded to scene of possible enemy activity vicinity of Karakelong Island while repairing SJ radar.

Noon: Lat. 03-22.6 N.; Long. 130-10 E.
Fuel used 2340; Miles 198.2.

25 February 1944

0541 Submerged in vicinity Lat. 04 N.; Long. 127 E.

1707 Surfaced and proceeded to entrance Morotai Strait. Retuned SJ but SD will not operate.

Noon: Lat. 04-05 N.; Long. 127-07.1 E.
Fuel used 1515; Miles 177.1.

26 February 1944

0114 Made landfall on North Loloda Island and proceeded to scene of possible enemy activity vicinity South Loloda Island.

0500 Submerged off South Loloda Island and patrolled along coast.

1824 Surfaced and patrolled across possible enemy track 3-8 miles off shore.

2235 Made SJ contact bearing 166 (T), range 12,000 yards. Commenced tracking. Target not sighted against land background. Decided to track until target opened beach north of South Loloda Island.

Noon: Lat. 01-33.9 N.; Long. 127-26 E.
Fuel used 1665; Miles 195.8.

CONFIDENTIAL

27 February 1944

- 0057 Sighted target outline at range 9,000 yards (Ship Contact #15). Details not distinguished due land background. Could not locate escort, so figured escort probably trailing. Target altered course toward shore after rounding South Loloda Island so speeded up to get ahead. Water extremely phosphorescent and our background not favorable.
- 0241 With target on course 035 (T), speed 7 knots came to attack course for 75 P track and started in at slow speed.
- 0257 Made radar contact on escort at 4200 yards range. Escort about 1000 yards on port quarter of target. Increased speed to close range. Target appeared to be AK of M-7-1 type, and judging by comparative radar ranges estimating length with binoculars, about 5000-6000 tons displacement.
- 0258 With range about 3200 yards, target started signalling to escort. Escort and target opened fire. No splashes seen. Increased speed and at
- 0259 With torpedo run of 2900 yards fired spread of 4 torpedoes, increased to full speed and hauled clear. About 1 minute after firing heard depth charge explosion. Fifty seconds later saw first torpedo hit the after end of the ship with a violent explosion. A large fire immediately broke out with much smoke and a considerable portion of the stern appeared to be blown into the air. Observed a second torpedo hit amidship. Two minutes later a second more violent explosion occurred after which the flames died out and target disappeared from view. The pip on the radar disappeared at 4500 yards. Heard escort firing gun and depth charging area for 20 minutes after the attack. Echo ranging was not heard during this approach and attack.
- 0458 With overcast skies, SD out of commission and expecting aircraft search, submerged west of North Loloda Island and commenced working south to investigate enemy activity vicinity Buton Strait.
- 1750 Surfaced and continued south thru Molukka Sea.
- 1817 About 30 miles southwest of attack position, passed 3 oil drums.
- Noon: Lat. 01-51.2 N.; Long. 127-00.2 E.
Fuel used 1170; Miles 125.9.

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28 February 1944

0636 Submerged 8 miles northeast of Lifoermatola Island.

1827 Surfaced and proceeded to position off eastern entrance Buton Strait.

Noon: Lat. 01-50.9 S.; Long. 126-36 E.

Fuel used 2500; Miles 228.4.

29 February 1944

0732 Reached desired position off Buton Strait and submerged. Have 2 torpedoes forward and 8 aft.

1340 Heard echo-ranging bearing 265 (T) and closed.

1409 Sighted contacts and stack of one AK, similar Yamazato Maru (p. 73 ONI 208-J) escorted by what at first appeared to be Chidori type torpedo boat later identified as Terutsuki type destroyer. Target on northeasterly course zigging between 050 (T) and 125 (T) on 4-8 minute legs at speed 12 knots. Escort, weaving in position 1000 yards ahead of target, was not identified as other than a Chidori until final stages of approach at which time set-up for a shift of targets was not satisfactory. Maneuvered for stern tube shot and at

1449 Attempted fire spread of 4 torpedoes on 95 S track, range 1900 yards, straight shots, at the Yamazato Maru. Gyro regulator overload tripped out and difficulty was experienced matching by hand. Fourth torpedo could not be fired due to frozen gyro spindle. Post-firing investigation showed that gyro angles recorded at gyro setter (aft torpedo room) lagged generated gyro angles recorded at TDC from 5 to 7 degrees resulting in misses aft. Gyro ready light showed and gyro pointer reported matched before each shot. Cause of discrepancy in gyro angles, other than personnel error, is not understood.

1454 Terutsuki ceased echo-ranging, turned toward and increased speed to more than 300 rpms, letting go first barrage of 3 depth charges right on top of us in less than 5 minutes. At this time we were passing 250 feet. Changed course, increased speed to standard and depth to 300. In spite of maneuvers, Terutsuki made another good run and at 1504 Dropped 3 more which exploded at 25 second intervals very close, directly overhead.

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29 February 1944 (Cont.)

- 1507 Changed course, increased depth to 340 feet and commenced silent running as destroyer started intermittent echo-ranging.
- 1535 Two A/C bombs allowed, at
- 1538 By 3 depth charges farther away. Intermittent pinging continued. Very slight negative gradient at 280 feet.
- 1604 Three depth charges aft.
- 1607 A/C bombs aft. Steering various courses heading toward Buton Passage.
- 1609 Destroyer apparently running retiring search curve pinging intermittently and stopping at intervals to listen.
- 1630 Necessary to increase speed to decrease depth. Destroyer had no trouble getting on us when at depths less than 300 feet. Rudder rumble very loud and deck plates rattling.
- 1635 Two explosions well aft.
- 1648 About this time the destroyer was relieved by one or two different type A/S ships. Their echo-ranging had slightly different frequency and did not seem so powerful. Also commenced hearing buzz of magnetic sweep at 10-15 minute intervals. This sound not audible at depths greater than 300 feet.
- 1730 Started to periscope depth - echo-ranging now well aft.
- 1821 Periscope depth, sighted nothing altho pinging continued to the east and southeast. Commenced working on SJ radar which has been jarred out of commission. Rain clouds around horizon. Constant pinging to southeast and south.
- 1920 Surfaced to 60 ft awash and looked from topside. Sighted nothing in poor visibility.
- 1922 Surfaced and cleared area, working around A/S vessels which were heard echo-ranging to south and southeast. One main engine flooded from too hasty starting. Headed for northwest corner of Buru Island, which appeared to be general direction of target. Charged batteries, reloaded and continued efforts to repair SJ and gyro angle setting equipment for after tubes. At
- 2400 Changed course to southeast to patrol across lanes from Buton Strait to Ambon, since there was no possibility of overhauling target before it entered Ambon.
- Noon: Lat. 04-11 S; Long. 123-57.2 E.
Fuel used 2450; Miles 220.

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1 March 1944

Patrolling along and across enemy track between Buton Strait and Buru Island, while repairing SJ radar and gyro angle setting mechanism after tubes. Inspected topside for damage and secured loose deck plates and planking.

0500 Submerged for patrol across traffic lanes between Buton Strait and Buru Island. Completed repairs SJ and obtained satisfactory gyro setting operation on 3 after tubes.

1814 Surfaced and proceeded to southeast leaving area 2 days after time specified in dispatch orders.

2000 Transmitted dispatch information relative present position, results and ETA Darwin.

Noon: Lat. 04-12.5 S.; Long. 125-01.1 E.
Fuel used 1275; Miles 152.

2 March 1944

Enroute Darwin. Submerged in vicinity Gunung Api, so as to make night passage thru Sermata Islands.

Noon: Lat. 06-39.4 S.; Long. 126-56.2 E.
Fuel used 2140; Miles 197.6.

3 March 1944

Enroute Darwin. To avoid Pompon, made passage between Lakor Island and Meati Miarang Reef. Overcast with intermittent rain. Submerged between 0600 and 1500.

Noon: Lat. 09-07.8 S.; Long. 128-34.0 E.
Fuel used 2540; Miles 224.1.

4 March 1944

Enroute Darwin. Continuous rain squalls. Navigating by soundings.

0025 Transmitted dispatch requesting rendezvous Darwin.

0500 Arrived DR posit rendezvous. Visibility 1000 yards at best. Searched for escort for an hour and then for entrance buoy for another hour.

0652 Sighted entrance buoy distant 300 yards and at 0700 sighted escort coming out to meet us. Proceeded Darwin, fueled and unsuccessfully attempted repair SD radar, since in addition to other difficulties, antenna insulation was shorted. Temporarily repaired leaky main engine mufflers.

1600 Departed Darwin enroute Fremantle via assigned routing.

Noon: Darwin
Fuel used 4220; Miles 266.8.

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5 March 1944

Enroute Darwin to Fremantle.

Noon: Lat. 12-34 S.; Long. 127-30 E.

Fuel used 3075; Miles 202.8.

6 March 1944

Enroute Darwin to Fremantle.

Noon: Lat. 14-35 S.; Long. 122-15 E.

Fuel used 4805; Miles 338.8.

7 March 1944

Enroute Darwin to Fremantle.

Noon: Lat. 17-11.8 S.; Long. 117-31.8 E.

Fuel used 4080; Miles 315.8.

8 March 1944

Enroute Darwin to Fremantle.

0230

Decoded orders to take position on scouting line.

Using assumptions given in dispatch, determined earliest meeting time to be 0000 (H), 9 March.

Own speed limited to 13.5 knots by head seas.

Set requisite course at maximum speed possible.

2200

Heavy seas retarding progress, ascertained new earliest meeting posit and set requisite course.

Noon: Lat. 20-16 S.; Long. 112-38 E.

Fuel used 4855; Miles 334.8.

9 March 1944

Enroute assigned position on patrol line, heavy seas.

0435

Reached assigned position on patrol line and changed course to 188 (T) paralleling bombing restriction lane at distance of 200 miles.

Head seas reduced speed to 10 knots.

Noon: Lat. 23-35 S.; Long. 109-06.2 E.

Fuel used 4190; Miles 297.5.

10 March 1944

Patrolling scouting track parallel to and 200 miles west of bombing restriction lane. Speed 10-12 knots. Heavy seas.

Noon: Lat. 27-45 S.; Long. 109-00 E.

Fuel used 3010; Miles 253.

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11 March 1944
Patrolling scouting line 100 miles west of
bombing restriction lane.
0030 Decoded dispatch relative return to Fremantle.
Set requisite course.
0903 Sighted PBY patrol plane (A/C Contact #13),
bearing 020 (T), distant 6 miles on northerly
course. Lighted identification flares and
submerged for one hour to correct trim and to
work and grease vents.
2240 Transmitted Cod serial five relative ETA
rendezvous.
Noon: Lat. 28-15.2 S.; Long. 109-36 E.
Fuel used 3035 ; Miles 260.

12 March 1944
Enroute Fremantle.
Noon: Lat. 29-07 S.; Long. 113-30.6 E.
Fuel used 3160 ; Miles 262.

13 March 1944
Enroute Fremantle.
0556 Sighted escort and proceeded into harbor.
Fuel used 2990 ; Miles 213.

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(C) WEATHER

Generally fair except south of barrier when constant heavy seas compelled reduction in speed.

(D) TIDAL INFORMATION

No unpredictable currents were encountered.

(E) NAVIGATIONAL AIDS

A steady white light was observed in the vicinity of Nuok Island light (Lat. 14-15.3 N.; Long. 109-09 E.) in advance of traffic movements along this portion of the China Coast.

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(F) SHIP CONTACTS

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

No:	Time	Latitude	Type	Initial	Course	Cont-	Remarks
:	Date	Longitude	:	Range	Speed	acted	:
1	:0420	:09-03.7 S.	:Sub	:8000	: 230	: SN	:Questionable
	:18 Jan	:115- 6.2 E.	:	:	: 8	:	:contact. M
	:	:	:	:	:	:	:have been
	:	:	:	:	:	:	:sailboat.
2	: 1130	:13-16 N.	:Con-	:21000	:	: P	:Trailed sub-
	:29 Jan	:109-21.3 E.	:voy	:	:	:	:merged and
	:	:	:2AK	:	:	:	:tracked on
	:	:	:1A0	:	:	:	:surface.
	:	:	:3PC	:	:	:	:Lost con-
	:	:	:	:	:	:	:tact.
3	: 1012	:13-12 N.	:Traw	:8000	: 350	: P	:Not suit-
	: 1 Feb	:109-23 E.	:ler	:	: 7	:	:able tar-
	:	:	:	:	:	:	:get in view
	:	:	:	:	:	:	:of own posit.
4	: 1751	:14-27.5 N.	: AK	:10000	: 170	: P	:Trailed sub-
	: 9 Feb	:109-10 E.	: SC	:	: 8	:	:merged and
	:	:	:	:	:	:	:chased on
	:	:	:	:	:	:	:surface.
	:	:	:	:	:	:	:Not located.
5	: 1813	:14-19.6 N.	: AK	:	: 170	: P	:Leading ship
	:9 Feb	:109-09.2 E.	:	:	: 8	:	:of (Contact
	:	:	:	:	:	:	:#4) by 6 mi.
	:	:	:	:	:	:	:Attacked.
6	: 0129	:13-41.1 N.	:Bill	: 6400	: 000	: SN	:Sighted bow
	:10 Feb	:109-24.4 E.	:fish	:	: 15	:	:wave at
	:	:	:	:	:	:	:8000 yds.
7	:0420	:13-01.7 N.	: 3	:11350	: 340	: SN	:Identified
	:10 Feb	:109-26 E.	:Pat-	:	: 4	:	:as small
	:	:	:rol	:	:	:	: (500 T) es-
	:	:	:Ships	:	:	:	: cort maru
	:	:	:	:	:	:	:and 2 traw-
	:	:	:	:	:	:	:lers. Avoided.

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(F) SHIP CONTACTS (CONT.)

No:	Time	Latitude	Type	Initial	Course	How	Remarks
:	Date	Longitude	:	Range	Speed	acted	:
8	0928	13-01 N.	Traw	7000	Var-	P	Various
	10 Feb	109-23.6 E.	ler		ious		southerly
					7		courses con-
							forming to
9	1101	12-54 N.	Traw	7000	Var-	P	coast.
	10 Feb	109-26.7 E.	ler		ious		Rounded Cape
					7		Varella at
							distance
10	1223	12-58.5 N.	Small			P	1-1/2 mile.
	10 Feb	109-26 E.	sea-	9000	Various		Not attacked
			truck		7		due to
							planes in
							vicinity,
							proximity
							to land and
							search for
							torpedo
							target.
11	1825	12-38 N.	Sam-	8000	Various		
	16 Feb	117-33 E.	pan		2-8	SD	Attacked
12	2037	12-47.8 N.	Pat-	6000	330	SN	Avoided
	17 Feb	120-43.7 E.	rol				
13	2254	05-12.3 N.	Pat-	2400	North-	SN-R	Avoided.
	19 Feb	119-37.5 E.	rol or		erly		
			Sail-		2-3		
			boat:				
14	0524	03-01.8 N.	1AO	16000	North-	SD	Attacked
	23 Feb	127-57.2 E.	1AK		east-		
			1SC		erly		
					7-8		
15	2235	01-22.5 N.	1AK	12000	North-	R	Attacked
	26 Feb	127-24 E.	1SC		erly		
					7		
16	1409	04-12.8 S.	1AK	16000	East-	P	Attacked
	29 Feb	123-46 E.	1DD		erly		
					12		

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(G) AIRCRAFT C ACTS

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

No:	Time	Plane's Posit :Latitude :Type	Miles :Ini- :Cou- :con-:	How :Range: :ed :Remarks
:	Date	:Longitude :	:tial :rse :tact:	:
1	:1111	:09-03.7 S.:Cherry	:135 : P :	:
:	:17 Jan:	:115-36.2 E.:	: 2 :	:
2	:0723	:04-47.9 S. : ? :	: 4 : -- : S :	:Doubtful
:	:19 Jan:	:117-26.2 E.:	:	:Sighting
3	:0743	:04-46 S. :Rufe:	: 9 : 100 : S :	:Submerged
:	:19 Jan:	:117-27 E.:	:	:when range
:	:	:	:	:closed to 6
:	:	:	:	:miles.
4	:1625	:00-54 N. : NS :	: 11 : -- : R :	:Submerged
:	:20 Jan:	:119-34 E.:	:	:when range
:	:	:	:	:closed to
:	:	:	:	:7 miles.
5	:1150	:13-24 N. :Pete:	: 6 :Var- : P :	:Escorting
:	:29 Jan:	:109-20 E.:	:ious :	:northbound
:	:	:	:	:convoy.
6	:0951	:15-26.5 N.:Betty	: 3 : 270 : P :	:
:	:30 Jan:	:109-13 E.:	:	:
7	:1430	:13-45 N. :Pete:	: 8 : 330 : P :	:Patrolling
:	:9 Feb	:109-15.5 E.:	:	:coastline
:	:	:	:	:in advance
:	:	:	:	:of passage
:	:	:	:	:of traffic.

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(G) AIRCRAFT CONT.

No:	Time	Plane's :Latitude :Longitude :	it :Type: :	Miles :Ini- :tial :Range:	:Cou- :rse :	How :con- :tact: :ed	:Remarks
8	: 1105	: 12-53.4 N.	: Betty	: 4-8	: 170	: P	: At least
	: 10 Feb:	: 109-25.5 E.	:	:	:	:	: 21 type
	:	:	:	:	:	:	: Betty in
	:	:	:	:	:	:	: formation.
9	: 1232	: 12-53 N.	: Lily:	: 6	: 000	: P	:
	: 10 Feb:	: 109-25 E.	:	:	:	:	:
10	: 0955	: 12-57 N.	: NS	: 8	: --	: R	: Submerged
	: 17 Feb:	: 120-00.8 E.	:	:	:	:	: when range
	:	:	:	:	:	:	: closed to
	:	:	:	:	:	:	: 6 miles.
11	: 1506	: 08-49.5 N.	: NS	: 8	: --	: R	: Closed to
	: 18 Feb:	: 120-23.3 E.	:	:	:	:	: 6 miles.
	:	:	:	:	:	:	: Dropped 2
	:	:	:	:	:	:	: bombs.
12	: 0809	: 02-57 N.	: Pete:	: 8	: Var-	: P	: Covering
	: 23 Feb:	: 128-12 E.	:	:	: ious	:	: Convey
13	: 0903	: 28-17 S.	: PBV	: 6	: North:	: S	:
	: 11 Mar:	: 109-15 E.	:	:	: erly	:	:

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(H) ATTACK

U.S.S. OGD (SS224) Torpedo Attack No. 1 Patrol No. 2

Time 2308 (H) Date 9 February 1944 Lat. 13-50.1 N.
Long. 109-20 E.

Target Data - Damage Inflicted

DESCRIPTION

Target sighted at 1813 (H) while submerged, steering a southerly course about 2 miles off beach in vicinity Anyo Point, and was about 6 miles ahead of a similar type ship which we were then tracking. Tracked submerged until 2013 (H) when surfaced and chased. Full moon and excellent visibility. Intercepted target south of Hon Kan Island, making radar and sight contact at 11,900 yards against a land background. The two ships in this convoy were separated by a distance of 6-7 miles and had one SC escort which maintained station about 1000 yards on seaward bow of rear ship. Both ships stayed within 1-3 miles of beach.

Ships of convoy were well-decked freighters of the ITM type similar to the Saiho Maru (p. 217, ONI 208-J).

Ships Sunk - None.

Ships Damaged or Probably Sunk - None.

Target- Draft 10 feet, Course 150 (T), Speed 7, Range 1800

Own Ship Data

Speed 2.3 knots, Course 220 (T), Depth 62 Feet,
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. Trailed target submerged during hour of daylight, surfaced after dark and made radar and sight contact on target against land background at range of 12,000 yards in full moon visibility. Set course to intercept target in a position where its course would be restricted by reason of passing between the coast and Lui Ong Co island. Attained

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(H) ATTACK DATA (CONT.)

desired position, sighted target at 11,900 yards, checked set-up and submerged for attack with range to target about 9,000 yards. Picked up target thru periscope at 4,000 yards, after being coached on by sound. Fired four torpedo spread at range of 1800 yards. all of which missed. Sound reported torpedoes running in direction of target screws. None of torpedoes exploded at the end of its run. Depth of water 20 to 12 fathoms.

Tubes Fired	No. 3	No. 4	No. 5	No. 6
Track Angle	111	116	112	117
Gyro Angle	3L	6L	2½L	6½L
Depth Set	6	8	6	8
Power	High	High	High	High
Hit or Miss	Miss	Miss	Miss	Miss
Erractic	No	No	No	No
Mk. Torpedo	14-3A	14-3A	14-3A	14-3A
Serial No.	39514	25311	22968	25282
Mk. Exploder	6-4	6-4	6-4	6-4
Serial No.	11295	7669	7517	7630
Actuation Set	Contact	Contact	Contact	Contact
Mk. Warhead	16	16	16	16
Serial No.	5541	10133	2465	10157
Explosive	TPX	TPX	TPX	TPX
Firing Interval	--	13	9	10
Type Spread	0	1 3/4 L	1 3/4 R	3¼ L

Sea Conditions Flat Calm.

Overhaul Activity - Subiaco.

Remarks: At time of firing, target filled at least three quarters of periscope field in high power. Angle on bow was within 5-10 degrees of 90 port. Torpedoes according to sound operator ran hot, straight, and normal. Have not been able to determine reason for all missess and cannot understand why all the torpedoes failed to detonate at end of run.

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(H) ATTACK DATA (CONT.)

U.S.S. COD (SS224) Torpedo Attack No. 2 Patrol No. 2

Time 2218 (H) Date 23 February 1944 Lat. 03-53 N.
Long. 129-17 E.

Target Data - Damage Inflicted

DESCRIPTION

Targets were AO similar to Zuiyo Maru (p. 126, ONI 208-J) and an escort AK (1200-1500 tons) similar in outline to Tokati Maru (p. 116, ONI 208-J) accompanied by one SC similar SC No. 51 (p. 321 Jane's 1942). First sighted at 0524 (H) while on surface, tracked submerged until 1120 (H) and on surface until attacked at 2215 (H). During daylight small maru screened ahead, at dusk exchanged stations and trailed 600-1000 yards astern AO. SC, not sighted until shortly before attack, in position 30 degrees 1800 yards on starboard bow of AO, echo-range day and night on 17 KCS. at 4-8 second intervals. Visibility during day fair, with passing rain squalls. During night fair; AO first sighted at 7000 yards, had very little freeboard. SC first sighted at 3000 yards with angle on bow of 60-70 degrees.

Ships Sunk:

- (1) Number: One.
- (2) Type: AO(MFM), 7360 tons, similar Zuiyo Maru (p. 126 ONI 208-J).

Damaged Determined by:

Observed two torpedoes hit, ship burst into flames, break in half and blow up. Disappeared from sight and radar 2 minutes after being hit.

Target -

(Zuiyo Maru) Draft 28 Course 055 (T) Speed 7
Range 2300

(Escort Maru) Draft 12 Course 055 (T) Speed 7
Range 2000

Own Ship Data

Speed 4, Course 340 (T), Depth On Surface.

Fire Control and Torpedo Data

Type Attack

Night surface attack using TBT for bearings and SJ radar ranges. Target's course and speed determined by plot and TDC after tracking on surface. TBT bearing introduced into TDC before each shot. Target zigzagged between 035 (T) and 075 (T).

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(H) ATTACK DATA (CONT.)

Tube Fired	No. 3	No. 4	No. 5	No. 6
Track Angle	103 S	106 3/4 S	105 S	102 S
Gyro Angle	2 L	3 1/2 L	0	3 L
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.	24478	24743	24459	24108
Mk. Exploder	6-4	6-4	6-4	6-4
Serial No.	7635	17650	6856	6341
Actuation Set	Contact	Contact	Contact	Contact
Mk. Warhead	16	16	16	16
Serial No.	2945	1403	1043	1416
Explosive	TPX	TPX	TPX	TPX
Firing Interval	--	6	7	6
Type Spread	0	1 L	1 R	2 L
Sea Conditions	Calm Slight Swell			
Overhaul Activity	- Subiaco			

Remarks: First torpedo fired (No. 3 tube) swerved about 20-30 degrees to the left after leaving the tube and prematured after a 25 second run.

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(H) ATTACHMENT (CONT.)

Tube Fired	No. 1	No. 2
Track Angle	96 S	91 S
Gyro Angle	4 L	8 L
Depth Set	10	12
Power	High	High
Hit or Miss	Miss	Miss
Erratic	No	No
Mk. Torpedo	14-3A	14-3A
Serial No.	24160	24419
Mk. Exploder	6-4	6-4
Serial No.	5859	7538
Actuation Set	Contact	Contact
Mk. Warhead	16	16
Serial No.	820	2318
Explosive	TPX	TPX
Firing Interval	14	10
Type Spread	0	0
Sea Conditions	Calm - Slight Swell	
Overhaul Activity	Subiaco	

Remarks: During daylight (sighted hull down) the small maru with masts and stack as high as those of the Zuiyo Maru type, appeared to be much larger than when sighted while closing for attack at night. Torpedo depths had been set at 10 and 12 feet and were not changed. Misses on second target may have been due to excessive depth setting of torpedoes since post analysis indicates draft of small AK more nearly 8 than 12 feet.

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(H) ATTACK DATA (CONT.)

U.S.S. COD (SS224) Torpedo Attack No. 3 Patrol No. 2

Time 0259 (H) Date 27 February 1944 Lat. 01-48.0 N.
Long. 127-32.8 E.

Target Data - Damage Inflicted

DESCRIPTION

Target, contacted by SJ radar at range of 12,000 yards, in position about 3 miles off beach and steering various northerly courses conforming to coastline, at speed 7-8 knots. Escort of small type trailing target at distance 700-1000 yards was contacted 2 minutes before firing by SJ radar at range of 4200 yards. Visibility good to seaward, poor against land background. Target appeared to be (MFM) type freighter of 400 feet length and estimated 5000-6000 tons displacement. Few details discernible. Length estimated by binoculars and size by general appearance, height of pip and radar range. (Target could be tracked at 14,000 yards by radar.) Escort details not distinguished, probably slightly larger than subchaser since it was contacted at radar range of 4200 yards.

Ships Damaged or Probably Sunk:

- (1) Number: One.
- (2) Type: Unidentified AK (MFM) - 400 feet length - estimated 5000-6000 tons displacement.

Damage Determined By:

Observed two torpedoes hit; first under stern with violent explosion which appeared to blow stern into air, and caused immediate fire with much flame and smoke. Second torpedo hit amidships with a flash and dull thud. Two minutes after second hit, a sudden flash and loud explosion occurred amidships, after which flames disappeared and ship could not be seen. About this time the pip on the radar disappeared abruptly at 4000 yards range. Escort at this time was 3000 yards astern of us.

Target *Draft 12, Course 035 (T), Speed 7, Range 3000.

* On northerly course so assumed to be unloaded.

Own Ship Data

Speed 10-12 knots, Course 141 (T), Depth On Surface

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(H) ATTACK DATA (CONT.)

Fire Control and Torpedo Data

Type Attack

Night surface attack using TBT for bearings and SJ radar for ranges. Target course and speed determined by plot and TDC after 4 hours tracking on surface. Target was against-land background. Attack was hurried and range excessive due to being sighted and fired upon at range of 3200 yards. Water extremely phosphorescent and it is believed bow wave was sighted as we increased speed to close track. TBT bearing introduced into TDC prior each shot. Target appeared to start turn away shortly after firing thus increasing track angle.

Tube Fired	No. 4	No. 5	No. 6	No. 1
Track Angle	63 P	63 P	64 P	62 P
Gyro Angle	12 R	12 R	11 R	14 R
Depth Set	6	8	6	8
Power	High	High	High	High
Hit or Miss	Hit	Miss	Hit	Miss
Erratic	No	No	No	No
Mk. Torpedo	14-3A	14-3A	14-3A	14-3A
Serial No.	41872	23742	25337	24392
Mk. Exploder	6-4	6-4	6-4	6-4
Serial No.	7670	11298	18044	7657
Actuation Set	Contact	Contact	Contact	Contact
Mk. Warhead	16	16	16	16
Serial No.	2590	3659	985	2317
Explosive	TPX	TPX	TPX	TPX
Firing Interval	--	7.5	7.5	7
Type Spread	0	$\frac{1}{2}$ R	$\frac{1}{2}$ L	1 R
Sea Conditions	Calm with slight swell.			
Overhaul Acti	ty	Subiaco.		

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(H) ATTACK DATA (C .)

U.S.S. COD (SS224) Torpedo Attack No. 4 Patrol No. 2

Time 1449 (H) Date 29 February 1944 Lat. 04-07 S.
Long. 123-54 E.

Target Data - Damage Inflicted

DESCRIPTION

Target sighted, while conducting submerged patrol, at range of 14,000 yards. Hazy horizon but fair visibility. Presence of target detected $\frac{1}{2}$ hour prior actual sighting due to escort's echo ranging which was heard at estimated range of 24,000 yards. Target identified as AK (MKFKM) type, similar in all respects to the Yamazato Maru (p. 73 ONI 208-J). Target lightly loaded, zigged between courses 050 and 125 (T), maximum time on any leg being 8 minutes. Speed check at 12 knots (105 rpm). Escort weaved ahead of target and due to low masthead height and small angle on bow appeared to be a Chidori type torpedo boat. During last stages of approach when escort presented a larger angle on bow, it was identified as a destroyer of the Terutsuki type. The only characteristic noticed in addition to those outlined in Intelligence Report No. 145-43 of 11 August 1943 was a radar antenna of bed-spring type mounted on top of the range finder. There were at least 100 members of crew lining the rails, apparently acting as periscope lookouts.

Ships Sunk: None.

Ships Damaged: None.

Target Draft 12, Course 068 (T), Speed 12, Range 1900.

Own Ship Data

Speed 2.1 knots, Course 155 $\frac{1}{2}$ (T), Depth 64 feet, Angle 0

Fire Control and Torpedo Data

Type Attack

Periscope attack submerged. Fired 3 torpedo spread from stern tubes with 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 the TDC before each shot. Some difficulty was experienced getting into position for stern tube shot (2 torpedoes forward, 8 aft) due to wide zigs.

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(H) CONT.

While turning firing course, target zigged away thereby increasing range. Attempt was made to shift fire to the Terutsuki when it was recognized as such, but it had started a weave away and the set-up was not favorable. TDC checked perfectly on Yamazato Maru target. Matched gyros about 3 minutes before firing. About one minute before firing, gyro-regulator overload tripped out, whereupon matched gyros by hand. It was found increasingly difficult to match by hand but firing was held up until gyro ready light showed and pointer reported matching before each shot. It was impossible to fire the fourth torpedo (No. 10 tube) due to non-retraction of gyro spindle. Investigation after firing revealed that gyro angles recorded at the gyro angle setter (after torpedo room) lagged the gyro angles recorded at the TDC from 5 to 7 degrees, causing torpedoes to miss astern, and that number 10 tube gyro spindle sleeve was frozen in its housing.

Tube Fired	No. 7	No. 8	No. 9	*No. 10
Track Angle (G)	95½ S	97½ S	101½ S	
Gyro Angle (G)#	8 R	10 R	14 R	
Track Angle (A)	88½ S	92½ S	98½ S	
Gyro Angle (A)#	1 R	5 R	11 R	
Depth Set	8	10	8	
Power	High	High	High	
Hit or Miss	Miss	Miss	Miss	
Erratic	No	No	No	
Mk. Torpedo	14-3A	14-3A	14-3A	
Serial No.	23734	24504	24447	
Mk. Exploder	6-4	6-4	6-4	
Serial No.	6994	7516	7627	
Actuation Set	Contact	Contact	Contact	
Mk. Warhead	16	16	16	
Serial No.	2510	1186	795	
Explosive	TPX	TPX	TPX	
Firing Interval	--	7	11	
Type Spread	0	1 3/4 L	1 3/4 R	
Sea Conditions	Calm - Flat			
Overhaul Activity	Subiaco			
Remarks:	#(G) - Generated at TDC			
	#(A) - Actually set on gyros.			
	*No. 10 tube could not be fired.			

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GUN ATTACK REPORT

U.S.S. COD (SS224) Gun Attack No. 1 Patrol No. 2

Time 1825 (H) Date 16 February 1944 Lat. 12-38 N.
Long. 117-33 E.

Target Data - Damage Inflicted

Damaged or Probably Sunk - Power-driven sampan of about 30 tons. Sighted on traffic lane north of Dangerous Ground about 160 miles from nearest land. Identified as Japanese by characters painted on bow and Japanese flag painted on side of deckhouse. Saw sampan on fire, deckhouse and portions of hull blown off and hull riddled with 4" and 20 MM hits. Crew (about 7) jumped over side and not sighted after dark.

Details of Action

Sampan when first sighted tried to run away. Upon being closed, it apparently opened fire with small arms. Expended 20 rounds 4"-50. caliber ammunition and 200 rounds 20 MM ammunition at ranges 2000-800 yards. Training gun and 20 MM crews required excess expenditure ammunition. About 4 4"-50 caliber and numerous 20 MM hits were made.

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(I) MINES

No mines were encountered, during an intensive two hour circular search in poor visibility for the channel buoy and/or escort, off the entrance to Port Darwin swept channel on 4 March 1944.

(J) ANTISUBMARINE MEASURES AND EVASIVE TACTICS

The Terutsuki type destroyer is the most efficient anti-submarine vessel which I hope to encounter. It doesn't waste any time getting to submarine's firing position, carries large depth charges and drops them close, after which echo ranging is employed intermittently between periods of slowing to listen for the rattle of loose deck plates and planking. Louder rattles would be produced if the initial barrages consisted of 6 or 8 instead of 3 depth charges. Echo ranging from this DD was detected at a range of 14 miles.

In the vicinity of Buton Strait a loud buzzing sound usually associated with a magnetic sweep wire was heard at 10-15 minute intervals about two hours after an attack.

An SC escort encountered 23 February echo ranged during both daylight and dark. He passed at a range of 1700 yards without detecting us, and his echo ranging (heard at 12,000 yards) aided in locating convoy during periods of low visibility and poor radar performance.

(K) MAJOR DEFECTS AND DAMAGE

Main Engines:

In contrast to the numerous casualties and defective operation during the last patrol, the performance of the main engines during this patrol and the results obtained have been most gratifying. During the entire patrol no repair work has been necessary and the engineering plant has delivered all that has been required including full power during emergencies. The Commanding Officer considers that a large measure of credit for these results belongs to Submarine Repair Unit #137 and Number One Relief Crew (Submarine Division 162) both for an excellent overhaul and the sound instruction and valuable information regarding operating procedure given to the engineer force of this ship.

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(K) MAJOR DEFECTS AND DAMAGE (CONT.)

Rudder:

Rumbles and groans at deep depths, seriously impairing ability of ship to run silent. Work done on this gear during last refit apparently remedied this defect for about three-quarters of the patrol.

After Gyro Setting Regulator:

During attempted war shots from the after tubes on 29 February, the gyro regulator (automatic) overload switch cut out, and when the regulator was shifted to hand power, increasing difficulty was encountered in matching gyros. Firing interval had to be progressively increased before each shot in order to obtain the "gyro matched" light. Upon attempting to fire the fourth torpedo (from number 10 tube) the gyro spindle did not retract and tube could not be fired. Investigation revealed the gyro spindle sleeve (no. 10 tube) to be bound in its housing in such a manner that altho the spindle sleeve could, with difficulty, be rotated within its housing thus allowing gyro angles to be set, it was impossible for the sleeve to be moved in a horizontal direction thereby preventing the retraction of the gyro spindle. During the previous evening's routine of this tube, it was noted that the gyro spindle engaged and disengaged by hand with slightly more stiffness than usual, whereupon the spindle was greased and operated repeatedly by hand until sluggishness and stiffness were eliminated. It is believed that this initial sluggishness in operation was due to the presence of dirt or foreign particles between spindle sleeve and housing, and that the repeated operation of the spindle sleeve at this time caused small burrs to be formed on the sleeve or its housing. This condition was aggravated, during subsequent rotation of the spindle sleeve while forcibly matching gyros, to such an extent as to prevent the spindle sleeve from moving in a horizontal plane and retracting the spindle. Examination of binding grooves and rotary burrs found on the spindle sleeve and its housing appears to verify this explanation. After firing, a discrepancy of 5-7 degrees was noted between gyro angles recorded at the TDC and those recorded at the gyro setter regulator. This discrepancy can only be accounted for as a personnel failure, in that the "gyro matched" signal was given when gyro pointers were not actually matched. A cross-check has been incorporated into the routine procedure for matching gyros by hand which will prevent a recurrence of this personnel failure.

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(L) RADIO

Radio reception was satisfactory during the patrol. Some difficulty was experienced while in the vicinity of the Indo-China Coast. Jamming, in the form of howlers and keying modulated and unmodulated CW, was more or less continuous on Baker schedules, but never serious on Nerk frequencies. All serials were received. Three of the four transmissions were receipted for by VIXØ, the other, transmitted from a position 30 miles south of Buru Island, was receipted for by VHJ at 2040 (H), 1 March, after an unsuccessful attempt to deliver it to VIXØ. As a matter of interest, at 0100 (H), 4 March while within 60 miles of Darwin, we heard perfectly, a three-way communication via MN among Rasher, Eaton, and Puffer, then operating some 1200-1400 miles distant, whereas in the South China Sea, difficulty was experienced establishing communication with the Billfish, at a range of 6000 yards.

(M) RADAR

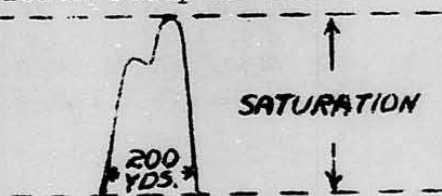
The SD radar exhibited symptoms of poor performance, a few days after the start of patrol, functioned erratically until 18 February when, after an aircraft bombing, it quit entirely. At present, the antenna is shorted, probably as a result of shock since no leakage can be located, and will have to be renewed. Prior to complete failure of the antenna the following troubles were located and remedied: Double pulsing and sparking of the transmitter due to excessive filament voltage on 8014A tubes and misalignment of the transmitter. (Diplexor adjustment found to be 7 inches from its proper operating position.) Resistor R103 was missing from the pulsing circuit and the bottom ceramic antenna insulator was cracked. Antenna reading to ground gradually dropped to 1.5 megohms with intermittent higher readings when dried out over night with a portable blower. During last patrol of this ship, the performance of the SD radar was excellent.

SJ radar operation was fair but unreliable. Shorted leads, dirty contacts, and misalignment of the transmitter caused most difficulties. Condensation forming in the antenna tube during a period of silent running resulted in erratic performance for several hours after surfacing.

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(M) RADAR (CONT.)

Radar interference encountered on the SJ during the night 22-23 February was difficult to distinguish from that caused by other SJ sets. This interference occurred every 20 seconds and the number of pulses on the screen varied from one to several hundred, the pulses always moving from right to left. It seemed possible to obtain approximate bearings on this interference, and indications that the other radar had interference from our set was noted when it evidently was shifted to hand and the sweep would remain steady for periods up to a minute. The gain was reduced so that a pulse appeared on precision sweep as shown:



A plot of the track of this interference indicated widely varying courses at speeds 100-120 knots. The nearest U.S. Submarine at this time was distant approximately 200 miles.

The ARC was used during the patrol while SD antenna was functioning but gave no indications of the presence of enemy radar.

(N) SOUND GEAR AND SOUND CONDITIONS

All sound equipment performed satisfactorily.

In shallow water along the China Coast sound conditions were fair. In this locality the JP sonic equipment was far superior to the supersonic gear, propellers being heard at 8000 yards when no results were being obtained with JK-QC equipment.

North of Halmahera Island, sound conditions were exceptional, propeller turn counts being obtained with both sonic and supersonic equipment at 10,000 yards, and propeller noises tracked to 20,000 yards.

Along the coast of Halmahera Island propeller turn counts were obtained at 4,000 yards.

East of the eastern entrance to Buton Strait, sound conditions were good, echo ranging being detected at a distance of 14 miles, and turn count obtained at 10,000 yards.

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(O) DENSITY LAYERS

Typical density layers in operational areas are tabulated below; no marked change was noticeable during any one day:

Date:	Location	:Lat.	:Long.	Layer :Limits Ft.:	Temp. :Limits	Amt. :Fld.
1/28:	Indo-China:	13-50 N.	109-30 E:	Isothermal:	--	: 0
	: Coast	:	:	:	:	:
2/8 :	South China	12-00 N:	113-00 E:	190-250	: 81-73	:8500
	: Sea	:	:	:	:	:
2/24:	North of	: 3-36 N.:	128-06 E:	180-205	: 82-80	: 0
	:Halmahera	:	:	:	:	:
	:Island	:	:	:	:	:
2/26:	West Coast:	1-42 N.:	127-30 E:	240-280	: 83-81	: 0
	:Halmahera	:	:	:	:	:
2/28:	Molukka	: 1-18 N.:	126-40 E:	100-170	: 86-82	:Iso-
	:Passage	:	:	:	:	:ball-
	:	:	:	:	:	:ast
2/29:	East of	: 3-53 N.:	124-50 E:	280-290	:86-85	: 0
	:Buton Pass:	:	:	:	:	:

(P) HEALTH, FOOD AND HABITABILITY

Health of personnel was good with the exception of the period 28-30 January when about ninety percent of the officers and crew were ill from the effects of carbon tetrachloride fumes. In some cases the illness lasted for 5 days. Shortly before surfacing on 28 January after an all day dive, various members of the crew complained of headaches, nausea, and dizziness. CO₂ reading was taken and showed 1.5% CO₂. Carbon dioxide absorbent had been in use since submerging. Since this was the first all day dive in several days, it was felt that this might account for the headaches, and nausea, but after inspection, a partially used and improperly sealed 5 gallon can of carbon tetrachloride was found. Since investigation of the food and water consumed during previous two days caused no suspicion, it is presumed that lack of oxygen and the fumes given off by the carbon tetrachloride was the reason for these illnesses. Upon surfacing about half the officers

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(P) HEALTH, FOOD, AND HABITABILITY (CONT.)

and crew was nauseated and many started to vomit. An hour after surfacing practically the entire crew exhibited some or all of the following symptoms: cramps, dizziness, nausea, vomiting, weak pulse, and subnormal temperature. Approximately half the crew recovered during the night's surface operations and the remainder during the next two days. Proper measures have been taken to prevent a recurrence of this condition.

Habitability, except during this period, was excellent. CO₂ absorbent was used during most of the all day dives. The use of oxygen after a period of silent running helps.

Food was satisfactory in quantity and quality and well prepared.

(Q) PERSONNEL

Officers and Men performed their duties to the best of their abilities and in keeping with the traditions of the service.

(R) MILES STEAMED - FUEL USED

Fremantle to Barrier	1868 Miles 20900 Gallons
North of Barrier	7836 Miles 67364 Gallons
Barrier to Fremantle (Via Darwin and Scouting Line)	2868 Miles 39960 Gallons

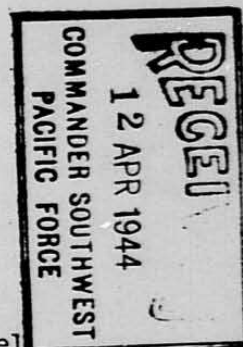
(S) DURATION

Days enroute to area (Barrier)	7
Days North of Barrier	45
Days Enroute to Fremantle (Via Darwin and Scouting Line)	11
Days Submerged	25

(T) FACTORS OF ENDURANCE REMAINING

Torpedoes	Fuel	Provisions	Personnel
7	8600	10	Factor
	(Arrival Darwin)		10

Limiting Factor This Patrol:
Provisions, OpOrd.



FC5-16/A16-3
Serial 0167

SUBMARINE SQUADRON SIXTEEN

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

U.S.S. RASHER, Flagship,
24 March 1944.

FIRST ENDORSEMENT to
USS COD - Report of
2nd War Patrol.

From: The Commander Submarine Squadron SIXTEEN.
To : The Commander in Chief, UNITED STATES FLEET.
Via : The Commander Submarines, SEVENTH FLEET.
The Commander SEVENTH FLEET.
Subject: U.S.S. COD (SS224) - Report of SECOND War Patrol -
Comment on.

1. The second war patrol of the COD covered a period of sixty-three days of which forty-five days were spent in enemy waters north of the BARRIER.

2. Good area coverage was maintained. Five contacts worthy of torpedoes were made and four of these were attacked, two successfully.

ATTACK #1 was a submerged daylight periscope sighting. A favorable attack position could not be reached so target was trailed and chased on the surface and a night attack was made submerged by periscope in bright moonlight. A spread of four torpedoes was fired and all missed. No torpedo explosions were heard at end of run although the depth of water ranged between twenty to twelve fathoms.

ATTACK #2 and #3 - were surface radar attacks and both resulted in the sinking of an enemy ship.

ATTACK #4 - missed due to gyros not being matched.

3. The outbreak of illness as described clearly indicates it had its origin in the CCl₄ fumes saturating the air. Saturation point was in all probability such so as not to bring about more serious effects and the rapid recoveries indicate that the degree of poisoning was not sufficient to bring about any serious complications. Steps have been taken by the COD to prevent the recurrence of this casualty.

4. The COD returned in excellent material condition and will be refitted in the normal time. It is gratifying to note the favorable comment on page 39, concerning the last refit of the main engines by Submarine Repair Unit, Navy 137, and by #1 Relief Crew of Submarine Division 162.

5. The Squadron Commander congratulates the Commanding Officer, officers and crew on the completion of their second war patrol, and on the damage inflicted upon the enemy.

H. H. McLean
H. H. McLEAN.

FE24-71/A16-3

UNITED STATES NAVY

12/fg

Serial: 0306

4 April 1944.

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

SECOND ENDORSEMENT to:
USS.COD Conf.Ltr.A16-3
Serial 0167, dated 24
March, 1944. Report of
2nd War Patrol.

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

Subject: U.S.B. COD (SS224) - Report of Second War Patrol -
Comment on.

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

2. The fact that ninety percent of the officers and
crew were suffering from CCL₄ poisoning on 29 and 30 January,
undoubtedly was, in a great measure, responsible for the
failure to develop an attack on the important convoy encountered.
The Commanding Officer's determination to inflict damage on the
enemy and seek such opportunity to the limit of endurance was
rewarded with the sinking of an important IAO and an AK at a
later date.

3. This patrol is designated as successful for
purpose of award of the Submarine Combat Insignia.

4. The Force Commander congratulates the Commanding
Officer, Officers and Crew on this patrol in which the follow-
ing damage was inflicted on the enemy:

Serial 0167, dated 24
March, 1944. SUNK OF
2nd War Patrol.

1 - IAO (#3 OGURA MARU) - - - - - 7,350 Tons

1 - AK (TAKSOKU MARU) - - - - - 2,473 "

*1 - SAMPAN - - - - - 30 "

Total 9,853 Tons

*Sunk by gunfire.

R. W. CHRISTIE.

FR24-71/A16-3

UNITED STATES NAVY

12/fg

Serial: 0306

4 April 1944.

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

Subject: U.S.S. GOD (SS224) - Report of Second War Patrol -
Comment on,

DISTRIBUTION:

Cominch	(8)	- (Direct)
Vice Opnav	(2)	- (Direct)
Vice Opnav Op-23c	(1)	
Com1stFlt	(1)	ComSubRon-12 (1)
Com2ndFlt	(1)	DivComs-Ron-12 (1)
Com3rdFlt	(1)	
Com7thFlt	(2)	
Comsub1stFlt	(4)	
Comsub2ndFlt	(4)	
CTF-71	(4)	
CTF-72	(2)	
CSS-16	(1)	
DivComs-Ron-16	(1)	
S/M School, N.L. Conn	(2)	
Bach S/M W.A.	(1)	- <u>NOT TO BE TAKEN TO SEA - BURN</u>

P. F. Straub, Jr.
P. F. STRAUB, Jr.,
Flag Secretary.

UNITED STATES FLEET
COMMANDER SEVENTH FLEET

Reg. No.	2547
R.S. No.	018175

A16-3/(F-6/cw)

Serial: 0868

8-44

CONFIDENTIAL

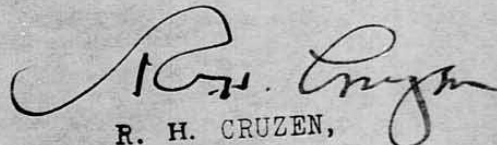
18 APR 1944

THIRD ENDORSEMENT to:
CO USS COD (SS224) Conf.
Ltr. Serial 01 dated
13 March 1944.

From: The Commander SEVENTH FLEET.
To : The Commander in Chief, United States Fleet.

Subject: USS COD - Report of Second War Patrol.

1. Forwarded.


R. H. CRUZEN,
By direction.