

U.S.S. COD (SS224)

SS224/A16-3  
Serial (021)

13 August 1945.

**DECLASSIFIED**

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 Seven.  
Enclosure: (A) Subject Report.  
(B) Track Chart (Commander Task Force  
SECURITY-CODE only).

1. Enclosure (A) covering the Seventh War  
Patrol of this vessel conducted off the coast of INDIA  
and in the GULF OF SINDH during the period 26 June  
1945 to 13 August 1945 is forwarded herewith.

*E. K. Westrock, Jr.*  
E. K. WESTROCK, Jr.

DECLASSIFIED-ART. 0445, OPNAVINST 5510.1C  
BY OP-0909C DATE 5/15/72

**DECLASSIFIED**

139374

## U.S.S. COD (SS224)

CONFIDENTIAL(A) PROLOGUE

Arrived GUAM from Sixth War Patrol on 29 May 1945. Completed an excellent two week's refit by Submarine Division 201 and U.S.S. PROTEUS on 13 June 1945.

Lieut. Comdr. E. M. WESTBROOK, Jr., USN relieved Comdr. J. A. ADKINS, USN as Commanding Officer. Transferred Lt(jg) R. H. CLOUGH, USNR and Lt. J. H. WICKERT, USN; received aboard Lt(jg) G. N. BRADLEY, Jr., USNR.

Conducted eight day training period under Comdr. E. T. SANDS, USN, Commander Submarine Division 201, whose suggestions were greatly appreciated. Fired seven exercise torpedoes and conducted air-sea rescue training with aircraft.

Ready for sea 26 June 1945.

(B) NARRATIVE

Officers and Chief Petty Officers on board:

Name	Rank/Rate	Previous Patrols
WESTBROOK, E.M., Jr.	Lt.Cdr.	7
BECKMAN, K. F.	Lieut.	10
PODOREAN, C. (n)	Lieut.	5
HURST, T. C., III	Lieut.	4
SMITH, W. K.	Lt(jg)	3
KRUBEL, F. J.	Lt(jg)	2
KIMBALL, F. S.	Lt(jg)	11
BRADLEY, G. N., Jr.	Lt(jg)	0
PARK, J. J.	Ensign	1
WALLACE, J. (n)	Ensign	6
YARBUR, P. J.	CQM(PA)	6
HOWARD, J. D.	CTM(AA)	9
HUSTER, R. E.	CMoMT(AA)	6
PURTILL, R. M.	CPhM(T)	6
BABICK, J. (n)	CEM(PA)	6
COX, W. B., Jr.	CMoMT(AA)	5

26 June 1945

1510 K Underway from APRA HARBOR, GUAM for seventh war patrol in accordance with ComSubPac Operation Order 142-45  
 1700 K Made trim dive.  
 1723 K Surfaced.

27 June

Enroute patrol area.  
 Conducted section dives, fire-control and emergency drills.

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27 June (Cont.)

1200 K Posit: Lat.  $16^{\circ}54'$  N, Long.  $144^{\circ}17'$  E.  
1912 K Exchanged recognition and calls via SJ with USS BERGALL, on parallel and opposite course.  
Had numerous SD and sight contacts with friendly planes throughout day.

28 June

Enroute patrol area.  
Conducted section dives, fire-control and emergency drills.  
1200 K Posit: Lat.  $20^{\circ}14'$  N, Long.  $140^{\circ}12'$  E.

29 June

Enroute patrol area.  
Conducted section dives, fire-control and emergency drills.  
1000 K Set all clocks to Item (-9) time.  
1200 K Posit: Lat.  $20^{\circ}50'$  N, Long.  $134^{\circ}27'$  E.

30 June

Enroute patrol area.  
Conducted section dives, fire-control and emergency drills.  
1200 I Posit: Lat.  $20^{\circ}53'$  N, Long.  $129^{\circ}43'$  E.  
1226 I Made SD and sight contact with PBM. Exchanged calls by VHF and asked if he had any business for us. Negative.  
1641 I Sank floating oil drum by .50 Cal. fire.  
2121 I Made SJ contact, bearing  $026^{\circ}$ T, range 26,000 yards, (SC#1). Commenced tracking and determined course of convoy to be  $170^{\circ}$ T. APR indicated U.S. shipborne radar search. Friendly forces mentioned in my briefing. Secured tracking party.

1 July

Enroute patrol area.  
Conducted section dives, fire-control and emergency drills.  
0841 I Sank floating oil drum with 40MM fire. Sighted several C-47's during morning.  
1200 I Posit: Lat.  $20^{\circ}44'$  N, Long.  $123^{\circ}38'$  E.  
1608 I Sighted BATAN ISLAND.  
1821 I APR contact 70 mcs.  
1908 I SD contact, 32 miles, gave IFF.  
1957 I Sent COD FIRST to CTF 71, reporting for duty and requesting patrol instructions.  
2200 I Completed transit BATAN ISLAND Group.  
2233 I Received CTF 71 serial Dog, assigning us area off southeast INDO-CHINA coast.

2 July

Enroute patrol area.  
0400 I Set all clocks to Hov (-8) time.

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2 July (Cont.)

0626 H SD contact, 20 miles, gave IFF.  
0713 H SD contact, 17 miles, gave IFF. Both planes sighted from bridge and appeared to be B-24's.  
0917 H APR contacts at 75 and 82 mcs.  
1200 H Posit: Lat.  $20^{\circ} - 08'$  N, Long.  $118^{\circ} - 38'$  E.  
HEMPHILL, J.N., 889 81 62, F2c, USNR admitted to sick list this date, suffering from acute nausea, constipation, and bloated feeling. Examination revealed tenderness in right lumbar region.

3 July

Enroute patrol area.  
0842 H APR contact, 80 mcs.  
1027 H APR contact, 70 mcs.  
1200 H Posit: Lat.  $18^{\circ} - 53'$  N, Long.  $114^{\circ} - 09'$  E.  
1451 H SD contact, 18 miles, no IFF. Sighted from bridge--appears to be B-25.  
1500 H Lost SD and visual contact on plane.

4 July

Enroute patrol area.  
0853 H SD contact, 24 miles, gave IFF.  
0855 H Sighted plane from bridge, a B-24. Asked him by VHF if he had any business for us. Negative.  
0908 H Lost contact.  
0912 H SD contact, 22 miles, no IFF.  
0914 H Sighted plane from bridge, a B-24. Also asked him by VHF same question - received same answer.  
0920 H Lost contact.  
1200 H Posit: Lat.  $13^{\circ} - 42'$  N, Long.  $111^{\circ} - 51'$  E.  
1511 H Sighted plane from bridge, a B-24, did not close.  
1638 H Sighted plane from bridge, a B-24, did not close. Exchanged calls by VHF.  
2010 H Commenced converting #4 MBT.  
2120 H Completed conversion.  
2212 H Dived to flush out #4 MBT.  
2230 H Surfaced.  
Patient apparently improved today.

5 July

Enroute patrol area.  
0308 H Gyro out, steering by magnetic compass.  
0724 H Sighted coast of INDO-CHINA.  
1032 H SD contact, 25 miles, no IFF.  
1033 H Sighted plane from bridge, a B-24.  
1036 H Sighted second B-24 from bridge. Second plane made wide circle and headed for the beach.  
Could not contact on VHF.  
1047 H Lost plane contacts.

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5 July (Cont.)

1149 H Gyro back in commission.  
1200 H Posit: Lat.  $12^{\circ}02'$  N, Long.  $109^{\circ}44'$  E.  
1328 H Sighted two sailboats near coast. (SC#2)  
1400 H Entered area.  
1419 H Dove for submerged patrol. Closed beach to four miles to have a look at the many sailboats in sight. All appear to be innocent native fishermen. Nothing else in BADAIS BAY.  
2000 H Surfaced.  
2006 H Established communication with USS BESUGO by Wopaco. Were asked and gave our position.  
2100 H Exchanged recognition calls with USS BESUGO by SJ.  
2127 H Received by VHF what scant dope BESUGO could give us regarding the area. Learned she had been here three weeks and that the area was dead. Encouraging news! Bid her farewell and took up our lonely vigil.

6 July

Patrolling off CAPE PADORAN.  
0600 H Dove for submerged patrol. Will look into BAIE de NAIAN, just north of CAPE PADORAN.  
0635 H Sighted first of many sailboats. (SC#3).  
1050 H Sighted a B-24 through periscope, heading west.  
1200 H Posit: Lat.  $11^{\circ}22'$  N, Long.  $109^{\circ}05'$  E.  
1400 H Having passed three miles off nice, sandy beach and within 100 feet of a sailboat, could see there was nothing but some twenty other small sailboats in the bay.  
1430 H Commenced withdrawal.  
2002 H Surfaced.  
2030 H Patient, HEMPHILL, is worse tonight. Has swelling in right lumbar region.

7 July

Patrolling off CAMRANH BAY.  
0013 H Sent COD SECOND to CTF 71, requesting instructions on our sick man.  
0549 H APR contact, 168 mcs.  
0600 H Drove for submerged patrol. Will patrol off entrance CAMRANH BAY today, remaining three miles east of plotted mine field boundary.  
0616 H Have fourteen degree negative gradient to 250 feet.  
1200 H Posit: Lat.  $11^{\circ}43'$  N, Long.  $109^{\circ}20'$  E.  
2005 H Surfaced.  
2026 H Set course for SUBIC, on receipt of CTF 71 serial 57, directing us to proceed there, leave patient and refuel.  
2220 H Sent COD THIRD giving ETA rendezvous.

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8 July

0646 H Enroute SUBIC BAY.  
Set course for LADD REEF at four-engine speed  
in accordance with CTF 71 serial 61.  
0834 H Sent COD FOURTH as acknowledgment.  
0909 H SD contact at 32 miles - no IFF.  
0915 H Lost SD contact.  
0930 H SD contact at 25 miles - gave IFF.  
0934 H Exchanged calls with plane by VHF.  
0935 H Lost SD contact.  
1200 H Posit: Lat.  $11^{\circ}01'$  N, Long.  $111^{\circ}34'$  E.  
2035 H Exchanged calls with Dutch submarine, O-19.  
(SC#4). Until this time did not know the con-  
dition of the grounded boat or of its personnel.  
Accordingly, had made preparations for bring-  
ing all hands aboard. Had two rubber boats,  
heaving lines, life rings and rescue party  
topside; dry clothes, empty bunks, hot soup and  
coffee below.  
2048 H Received message from O-19 giving exact loca-  
tion on reef and asking us to approach at dawn  
to take towlines. As we left we said we would  
see him at dawn. Indicating the captain had  
not lost his sense of humor along with his  
boat, he replied "We will certainly be here".

9 July

0606 H Lying off LADD REEF.  
Commenced approach on O-19, flooded down, with  
sound heads and pit log raised.  
0615 H Terrific rain squall has reduced visibility to  
200 yards.  
0721 H Rain has abated, allowing us to see grounded  
boat. Looks to be hopelessly stuck, but will  
try.  
0806 H Received first line from line-throwing gun.  
0830 H Have wire cable secured through our hull nose  
in bow.  
0835 H We are backing and O-19 is backing, firing her  
forward gun and making lots of smoke. Current  
has carried us so that it is impossible to tow  
directly astern.  
0840 H Wire cable parts aboard O-19. This was  $1\frac{1}{2}$ " new,  
stainless steel wire, belonging to O-19.  
0845 H SD contact, 20 miles - no IFF.  
0850 H Sighted plane, B-24.  
0906 H Exchanged calls by VHF with plane.  
0919 H SD contacts at 18 and 20 miles - gave IFF.  
0925 H Planes in sight, Liberator and Privateer.  
Meanwhile we have been hauling the broken line  
aboard.

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9 July (cont.)

- 1035 H Maneuvering to come close enough, but not too close, to send line over. Set is easterly here and is really something. Checked it by TDC, with O-19 as target and got one and a half knots.
- 1155 H Having secured line, we are both backing.
- 1156 H Second cable snapped.
- 1200 H Posit: Lat.  $8^{\circ}40'$  N, Long.  $111^{\circ}40'$  E. (LADD REEF).
- 1225 H Sent over rubber boat with my First Lieutenant for consultation. Meanwhile, have been bringing tackle remnants of last towing effort aboard, using both capstans.
- 1416 H Commanding Officer of HMMS O-19, Lt. Comdr. J.F.D. VAN HOOFF, RNN, came aboard.
- 1520 H Now have 80 fathoms chain aboard, taken from O-19. Have lashed ten fathoms of it to mooring line with marlin. Will send him line from throwing gun, 21-thread, mooring line and chain, in that order.
- 1530 H Maneuvering to close. This is ticklish cruising. Allowing for current, try to put my bow within ten feet of his stern, fathometer reading 3 and 4 fathoms with bottom jagged and appearing to be extremely near. Can remain close to him for only fifteen or twenty minutes, twisting all the time, before I am set so close to reef that it's necessary to back clear, and come in again.
- 1605 H Lt. Comdr. VAN HOOFF left the ship.
- 1615 H O-19 has both ends of chain. He will secure one end around conning tower tonight, and at dawn tomorrow we will take other end aboard for final tug at high tide.
- 1900 H Received message from O-19 telling us he could not lift chain with his capstan and requesting us to lift it for him. Do not want to maneuver around reef after dark, at low tide and with the unpredictable current. Told O-19 we would return at dawn.
- 1920 H Sent COD's SIXTH giving results and plans, and requesting instructions. Our patient, HEMPHILL, is greatly improved tonight, up and about a bit.

10 July

- Lying off LADD REEF.
- 0005 H Received CTF 71, serial 69, giving instructions.
- 0547 H Have O-19 in sight, commencing approach. Hope we can do him some good today, but doubt it. He is setting on two rocks, one aft of the longitudinal center, and has rock projections into his outboard mine tanks.

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- 0715 H Have manila line from O-19. He was unable to heave in chain with his capstan. Will have to lift both ends with our capstans.
- 0725 H One end of chain on deck of O-19.
- 0815 H End of chain secured on O-19. Now for our end.
- 0915 H First two attempts to heave in chain unsuccessful. Current seems to be stronger than yesterday. Also, bitter end of chain, manila mooring line and at least twenty fathoms of 21-thread are on bottom. Have life jackets on end of line as marker. At each new approach, we pick up end of line and heave in until line snags or until current sets us away toward the reef and we are forced to back clear.
- 0950 H SD contact, 13 miles - gave IFF.
- 0958 H Plane in sight, PBY, circling.
- 1010 H Lost SD contact.
- 1025 H Line appears to be hopelessly fouled on coral bottom. Putting over rubber boat to assist in freeing line.
- 1100 H Will make one more approach, pick up manila line and try to clear mess on bottom. This is wearing on nerves.
- 1145 H Last line has parted. Sent message to O-19 that we will stand by to take off personnel. Felt almost as bad as the O-19 skipper at his having to abandon his ship. However, did not see what more we could do. Had worked eight hours yesterday and six today with no progress. Had touched bottom forward ourselves at least once in our many approaches, and did not desire to have two submarines aground. Our towing gear was makeshift, and our personnel, though willing and resourceful, were inexperienced at rigging for a tow. Also, Jap planes and/or subs might have appeared at any embarrassing moment.
- 1200 H Posit: Lat.  $8^{\circ}40'$  N, Long.  $111^{\circ}40'$  E. (LADD REEF).
- 1255 H First boatload aboard. Am using two rubber boats, lashed together with line from each submarine to rubber boats. Have to back clear and come in again after every two or three trips of lifeboats because of current.
- 1330 H Sent over two demolition charges with Gunnery Officer.
- 1455 H Last boatload aboard. Total personnel: 47 men, 8 officers. Backed clear! Demolition charges set for one and a half hours.
- 1536 H Made trim dive.
- 1545 H Surfaced.

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10 July (Cont.)

- 1610 H Closing 0-19.  
1627 H Demolition charges went off with muffled explosion and smoke from conning tower and forward hatch.  
1628 H Maneuvering to fire torpedo from bow tubes.  
1636 H Heard and saw second internal explosion, possibly second demolition charge.  
1637 H Fired #5 tube, aimed by TBT bearings just abaft conning tower, depth set, 0 feet. Hit as aimed 34 seconds later. Left large hole, but submarine has not budged.  
1643 H Fired #4 tube, aimed by TBT bearings at after torpedo room, which contains two war heads, depth set, 2 feet. Hit as aimed 43 seconds later with terrific explosion. Stern gone, after part completely wrecked and boat is smoking.  
1650 H Commenced firing 5-inch gun, range 1500 yards.  
1700 H Ceased firing, having expended 16 rounds, for 16 hits. Remainder of 0-19 is still on reef, though it has a slightly greater list. She has a dozen holes in her hull from the 5-inch gun, her entire stern is wreckage and she was left smoking heavily. Wish my first torpedo fired had been at a slant-eye instead of this. Could appreciate the captain's feelings as he silently watched his boat being destroyed.  
1702 H Set course for SUBIC BAY at two-engine speed.  
2228 H Sent COD's SEVENIH. Patient, HEMPHILL, almost fully recovered. Will return to duty in a day or two. He has received 100,000 units penicillin.

11 July

- Enroute SUBIC BAY.  
Conducted section dives.  
1200 H Posit: Lat.  $11^{\circ}30'$  N, Long.  $112^{\circ}56'$  E.  
1250 H SD contact at 20 miles - no IFF.  
1253 H Contact closed to 6 miles - no IFF, not in sight from bridge, unable to raise on VHF. Dove.  
1324 H Surfaced. All clear.

12 July

- Enroute SUBIC BAY.  
Conducted section dives.  
0736 H SD contact at 19 miles - no IFF.  
0738 H Plane in sight from bridge, B-24.  
0741 H Lost sight contact.  
0744 H Lost SD contact.  
1200 H Posit: Lat.  $14^{\circ}11'$  N, Long.  $116^{\circ}24'$  E.

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12 July (Cont.)

- 1507 H SD contact at 13 miles - gave IFF.  
1510 H Plane in sight from bridge, PBY.  
1517 H Lost sight and SD contact.  
1746 H Sighted two ships bearing 104°T, distance about 15 miles. (SC#5). Changed course to intercept. Believed ships friendly and desired to identify ourselves before dark.  
1810 H Contacts identified as two British submarines, probably SLEUTH and SOLENT, who are entering SUBIC at same time with us tomorrow.  
1832 H Exchanged recognition signals and calls by signal light with HMS SLEUTH and SOLENT.  
1837 H APR contact - British submarine radar.  
1945 H Lost SJ contact on British submarines at 13,350 yards.  
2151 H APR contact, 117 mcs.

13 July

- 0117 H Enroute SUBIC BAY.  
0133 H SJ contact, bearing 100°T, distance 14,900 yards.  
0133 H Exchanged recognition signals and calls with escort, USS ROMBACH (DE364). Took position astern of escort and set course for SUBIC.  
0837 H Moored alongside USS ANTHEDON, SUBIC BAY, P.I. Transferred personnel from O-19. Received fuel and effected minor voyage repairs.

14 July

- All following times are Item.  
1459 Underway in accordance with CTF 71 Operation Order 94-45. Will give training to USS HUTCHINS (DE360) this afternoon enroute patrol area.  
1642 Dove.  
1756 Surfaced. USS HUTCHINS returned SUBIC BAY.  
1817 Made rendezvous with USS BUGARA and escort, USS WOODSON (DE359). Proceeding in company.  
2000 - 2100 Held radar tracking drill on escort.  
2131 Escort released. Proceeding patrol area in company with USS BUGARA.

15 July

- Enroute patrol area.  
0807 SD contact at 28 miles - no IFF.  
0813 Plane in sight from bridge, B-24.  
0820 Lost sight and SD contact.  
1200 Posit: Lat. 14°-03' N, Long. 116°-24' E.

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- 1441 Made trim dive.  
 1453 Surfaced.  
 1547 SD contact at 13 miles - no IFF.  
 1550 Sighted plane from bridge, PBM.  
 1557 Lost sight and SD contact.

16 July

- Enroute patrol area.  
 1200 Posit: Lat. 12°-00' N, Long. 112°-35' E.  
 1302 SD contact at 13 miles - no IFF.  
 1305 Contact closed to 6 miles. Still no IFF. Dove.  
 1319? Surfaced. All clear.  
 1341 SD contact at 24 miles - no IFF, no answer on VHF.  
 1346 Sighted plane from bridge, PBM.  
 1352 Lost sight and SD contact.  
 2359 Can hear HAWKBILL trying to call us on Wopaco frequency. She apparently cannot hear us.

17 July

- Enroute patrol area.  
 0031 Our transmitter out. Requested BUGARA to relay any traffic to us by VHF.  
 0326 Received rendezvous instructions from HAWKBILL.  
 0445 Requested and obtained permission from BUGARA to proceed independently to rendezvous. Proceeding at four-engine speed.  
 1200 Posit: Lat. 9°-11' N, Long. 109°-20' E.  
 1222 SD contact at 22 miles - gave IFF and VHF response.  
 1226 Sighted plane from bridge, PBM.  
 1235 Lost sight and SD contact.  
 2251 Transmitter back in commission.

18 July

- Enroute patrol area.  
 1200 Posit: Lat. 6°-13' N, Long. 103°-12' E.  
 1456 On patrol station assigned by HAWKBILL.  
 1459 Sighted first of many sailboats. At one time counted 42 in sight. (SC#5).  
 1608 Sighted U.S. submarine surfacing, distance 4,000 yards - possibly HAWKBILL. Attempted to exchange signals by light.  
 1610 U.S. submarine submerged.  
 1611 Dove for submerged patrol.  
 2019 Surfaced. Proceeding to rendezvous.

19 July

- Enroute rendezvous with HAWKBILL.  
 0311 Received contact report from HAMMERHEAD on convoy. Proceeded at four-engine speed to attempt intercept.

~~CONFIDENTIAL~~19 July (Cont.)

- 0334 Received HAWKBILL instruction to COD and HAMMERHEAD for scouting line. Set course for assigned position.
- 0722 Ship sighted  $040^{\circ}$ T. U.S. submarine. Confirmed to be HAWKBILL by asking for and receiving her position.
- 0733 In assigned position.
- 0742 HAWKBILL dove.
- 0820 Dived.
- 0910 Sighted three float planes (Jake or Rufe) circling, bearing  $239^{\circ}$ T, distance about 8 miles.
- 0922 Sighted smoke, bearing  $233^{\circ}$ T. (SC#6).
- 0935 Sighted three land-based planes on same bearing. Now have at least five planes giving air cover to this convoy.
- 0940 Now have masts in sight.
- 0955 Battle stations.
- 0958 Masts belong to Jap destroyer - KAMIKAZE class. He is radically changing course, patrolling up and down flank of convoy, giving first a 90 starboard, then a 90 port angle on bow. Am running at standard speed between looks.
- 1031 Destroyer angle on bow is now  $170^{\circ}$  starboard.
- 1037 Have convoy in sight. Appears to be five ships consisting of one trawler escort, one oiler and three AKs.
- 1045 Destroyer is over the hill.
- 1104 Made ready all tubes. Ships appear to be in column with small escort echo-ranging up and down convoy's starboard flank. Intend to fire three at third ship and three at fourth ship. Sea is glassy smooth.
- 1110 Range to target now 2800 yards, angle on bow  $50^{\circ}$  starboard - looks good. Escort has small port angle and will cross astern close.
- 1112 First depth charge - scope went under. Put in sound bearing on TDC and commenced firing three forward at AK. Track angle  $60^{\circ}$  starboard, average run 2,000 yards, gyros near zero, depth set 4 feet. All missed. Target undoubtedly was alerted and maneuvered to avoid.
- 1113 Rigged for depth charge. Went deep to 150 feet. We are in about 27 fathoms.
- 1116 - 1140 Evasive tactics, including firing of two beacons.
- 1145 Last of eighteen depth charges. None too close.
- 1150 At periscope depth. Destroyer and trawler astern milling around, range 8,000 yards. Commenced reload and checking torpedoes.
- 1200 Posit: Lat.  $6^{\circ}13'$  N, Long.  $103^{\circ}12'$  E.

CONFIDENTIAL19 July (Cont.)

- 1231 Target's course  $057^{\circ}\text{T}$ , speed 16 knots.  
 1256 Secured from battle stations.  
 1322 Lost sight of masts going away.  
 1410 Surfaced. Set course to close convoy.  
 1428 Dove for aircraft sight contact heading in. Came to SD depth periodically and would immediately obtain contact at 1 - 5 miles.  
 1735 Surfaced. All clear. Began search for convoy.  
 1757 SD contact at 17 miles, closing.  
 1800 Sighted two land-based planes.  
 1808 Lost sight of planes.  
 1849 Sighted plane in high periscope (Jake).  
 1851 Received Serial William from CTF 71, giving us the zoomie's course, speed and position of convoy.  
 1858 Lost sight of plane.  
 1906 Sighted plane about 12 miles going away.  
 2127 BRILL sent contact report. Zoomie's dope was apparently right on.  
 2128 Gave HAWKBILL our position and requested to attempt intercept convoy.  
 2159 Sent our position, course and speed to BRILL.  
 2316 BUMPER sent contact report.

20 July

- Proceeding after convoy.  
 0004 SJ contact, bearing  $042^{\circ}\text{T}$ , range 20,500 yards. (SC#6A). Sent contact report to BRILL and BUMPER and told them we would act as trailer until their attacks were completed.  
 0031 Ships in sight from bridge as blobs on horizon.  
 0053 BUMPER sent "commencing submerged radar approach".  
 0122 BRILL sent "missed destroyer with four".  
 0146 Commencing end-around starboard flank of convoy. This will put it between the moon and us. Have convoy on base course  $000^{\circ}\text{T}$ , speed 8 knots.  
 0218 Sent position and intention to attack to BRILL and BUMPER.  
 0302 In midst of heavy rain squall. Visibility is about 1,000 yards.  
 0303 BUMPER sent "attack completed, missed".  
 0310 In position ahead of convoy which is roughly disposed as follows:  
   2 small ships ahead on either bow of destroyer.  
   2 ships on either beam of destroyer.  
   1 ship astern of destroyer.  
 Intend to submerge ahead, on track, use ST and fire bow tubes at close range on destroyer, then shift to one of the ships on his beam for stern tubes.

CONFIDENTIAL20 July (Cont.)

- 0312 Reversing course to head in, radar range 10,000 yards. Visibility very poor.
- 0313 A wonderful thing has happened! Our radar just went out! Couldn't possibly have picked a more critical moment. (See section M).
- 0314 On same course as convoy, 5 miles ahead, attempting repairs to radar.
- 0333 Sent position and news of dilemma to other boats in vicinity.
- 0354 Secured from battle stations. SJ will be out for at least several hours. This was most discouraging, especially after having a second chance at this Jap. That KAMIKAZE must carry a good luck charm or pray to his gods regularly. Today he has dodged torpedoes fired by three submarines, requested and received a rain squall, and has cast a spell over our radar. He hasn't been touched!
- 0356 Set course for point south of PULO PANJANG. Should be able to see the outfit after daylight if it remains on a northerly course.
- 0406 Informed BRILL of intentions and retirement course.
- 0933 Asked HAWKBILL for, and received, permission to remain here today for another try.
- 1021 Dove on sighting two planes from bridge, closing.
- 1200 Posit: Lat.  $9^{\circ}09'$  N, Long.  $103^{\circ}45'$  E.
- 1314 Surfaced. Sighted total of five planes at various times during afternoon - none close.
- 1548 SJ back in commission.
- 1600 Have covered area for convoy's assumed northerly course. Now inside 10-fathom curve. Commenced the old naval maneuver.

21 July

- Proceeding to rendezvous with HAWKBILL.
- 1200 Posit: Lat.  $5^{\circ}48'$  N, Long.  $103^{\circ}25'$  E.
- 1311 Sighted first of many sailboats.
- 1348 U.S. submarine surfaced 2,000 yards distance.
- 1351 Exchanged calls with HAMMERHEAD.
- 1405 Sighted large junk bearing  $234^{\circ}$ T, distance about 15 miles, \*(J#1). Headed toward.  
\*(J#) signifies sailing-junk contact.
- 1442 Manned 5-inch gun and both 40MM.
- 1458 Fired one round 40MM forward of junk which lowered her sails and hove to. Looks to be about 100 tons.
- 1506 Crew of 12 is abandoning ship, crawling over the stern fast, into their lifeboat.

CONFIDENTIAL21 July (Cont.)

- 1509 Came alongside and put over board ~~the~~ to six the cargo. Mentioned lifeboat to come alongside, but the occupants either did not understand or didn't want to.
- 1510 - 1524 Cargo consists of rice. Examined confiscated papers and charts. Learned that ship has apparently been in upkeep at SINGAPORE recently and that her official tonnage is 131 tons. Decided to sink her. Crew is now well clear, rowing toward the beach which is 4 miles away.
- 1525 Backed clear.
- 1530 Commenced firing with 5-inch and 40MM guns at 500 yards.
- 1534 Ceased firing, having fired 7 rounds 5-inch and 40 rounds 40MM. Junk is sinking.
- 1537 One wooden junk sunk. (J#1).
- 1545 Secured all guns. Junk or sampan was exactly on 10-fathom curve. Executed our familiar naval maneuver.
- 1623 SD contact at 6 miles, closing - no IFF.
- 1625 Dove. Plane sighted just prior to diving. (Rufe).
- 1626 One bomb - not close.
- 1627 Second bomb - a bit closer. Went to 150 feet. Now in 30 fathoms of water.
- 1908 Surfaced. SD contact at 10 miles, constant range - no IFF.
- 1912 Closed to 8 miles.
- 1913 Dove as plane was sighted presenting a zero angle and swooping down.
- 1915 One bomb.
- 1917 Second bomb. Both of these seemed to be larger and/or closer than the other two earlier. Nips apparently know we are here.
- 2031 Surfaced. All clear. Set course for rendezvous with HAWKBILL.
- 2232 Stopped. Lying to, waiting for HAWKBILL to come alongside.
- 2234 HAWKBILL alongside. Transferred Loran charts to him, obtained his wolf pack info and exchanged movies.
- 2250 Parted company.

22 July

- Patrolling south of PULO TENGGOL.
- 0847 Drove for submerged patrol south of PULO TENGGOL, inshore, in accordance with HAMMERHEAD directive.
- 1200 Posit: Lat.  $4^{\circ}37'$  N, Long.  $103^{\circ}42'$  E.
- 1420 Surfaced.
- 2140 Completed converting #4 FBT to MBT.
- 2240 Drove to flush out #4 MBT.
- 2304 Surfaced.

U.S.S. COD (SS224)

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23 July

- Patrolling south of PULO TENGGOL.
- 0710 Exchanged recognition signals and ship's call by SJ with BLENNY.
- 0907 Drove for submerged patrol in accordance with HAMMERHEAD directive. Will close beach on a westerly course to 20-fathom curve passing 7 miles north of PULO TENGGOL.
- 1200 Posit: Lat.  $5^{\circ}02'$  N, Long.  $103^{\circ}56'$  E.
- 1415 Sighted plane through periscope (Sally), distance about 8 miles.
- 1424 Two planes in sight through periscope (land-based bomber and fighter).
- 1436 Lost sight of planes.
- 1657 Surfaced.
- 1847 Closed two small sampans (10 tons) to investigate cargo. Obtained papers. Cargo was few bags of rice.

24 July

- Patrolling between PULO TENGGOL and PULO KAPAS.
- 0853 Drove for submerged patrol. Will investigate what appears to be an anchorage for large sailing vessels between PULO KAPAS, and the mainland.
- 0900 Counted at least twelve large junks, sampans or schooners at anchor west of PULO KAPAS. All are two or three mast jobs.
- 1200 Posit: Lat.  $5^{\circ}16'$  N, Long.  $103^{\circ}41'$  E.
- 1205 Surfaced.
- 1832 SD contact at 2 miles - no IFF. Drove.
- 1937 Surfaced.

25 July

- Enroute to patrol south of PULO TENGGOL.
- 0921 Drove for submerged patrol. Will close beach to 6 miles, parallel it and watch for freight-laden junks.
- 1200 Posit: Lat.  $4^{\circ}37'$  N, Long.  $103^{\circ}34'$  E.
- 1836 Surfaced.
- 1837 Commenced closing large junk (J#2). Manned 40MM guns.
- 1911 Put armed boarding party aboard junk with instructions to investigate cargo and to set course to open from beach. We are now on 10-fathom curve, 3 miles from shore with sunset more than an hour away.
- 1921 Drove.
- 2019 Surfaced. Commenced closing aforementioned junk who was now 5 miles from the beach.
- 2051 Alongside junk. Boarding party returned aboard. Crew abandoned ship in own rowboat. Cargo consists of crude rubber. Bound from SINGAPORE to BANGKOK.

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25 July (Cont.)

- 2057 Commenced firing 5-inch gun and 40MM.  
 2059 Ceased firing. Expended 4 rounds of 5-inch and  
 20 rounds 40MM, at 600 yards. Junk sunk. (J#2).

26 July

- Patrolling south of PULO TENGGOL.
- 0813 Drove for submerged patrol.
- 1200 Posit: Lat.  $4^{\circ}33'$  N, Long.  $103^{\circ}35'$  E.
- 1300 Surfaced. Commenced closing large junk. (J#3).  
 Manned 40MM.
- 1312 Alongside junk. Boarding party put aboard.
- 1327 Boarding party back aboard having obtained papers  
 and determined cargo to be rice. Shoved off na-  
 tive crew in rowboat.
- 1332 Commenced firing 40MM and 5-inch.
- 1335 Junk sunk. (J#3). 4 rounds 5-inch and 50 rounds  
 40MM expended.
- 1348 Drove.
- 1513 Surfaced. Commenced closing small junk. Manned  
 40MM.
- 1516 Sighted two-engine plane, low, headed in. Drove.
- 2007 Surfaced.
- 2030 Commenced closing motor sampan. \*\*(MS#1).  
 \*\*(MS# ) signifies motor sampan contact.
- 2045 Alongside. Put boarding party aboard with instruc-  
 tions to open out from beach which is 3 miles away.
- 2100 Commenced closing motor sampan which appeared to  
 be anchored. (MS#2).
- 2106 Alongside. Second string boarding party went  
 aboard. Ship was deserted but had drums of oil  
 and grease aboard. Had motor in addition to sails.
- 2121 Boarding party back aboard, having confiscated a  
 Jap flag in addition to papers.
- 2130 Commenced firing 40MM.
- 2132 Target commenced burning. (MS#2).
- 2134 Ceased firing. Expended 1 round 5-inch and 40  
 rounds 40MM. Made blazing fire for one hour.
- 2135 Commenced closing junk that had our boarding party  
 aboard.
- 2200 Alongside. Boarding party back aboard. Took one  
 volunteer Chinese crew member aboard, Thomas SEE.  
 He speaks English and lives in SINGAPORE. Junk  
 is motor-sail driven and has cargo of fuel oil,  
 lub oil and gasoline.
- 2210 Native crew shoved off in rowboat.
- 2218 Commenced firing 40MM.
- 2220 Left target burning merrily. (MS#1). Expended 1  
 round 5-inch, 30 rounds 40MM.
- 2222 Clearing area.

## U.S.S. COD (SS224)

~~CONFIDENTIAL~~27 July

- Enroute rendezvous with BLENNY.
- 0100 Establish communications with BLENNY by VHF. Exchanged pleasantries, depe and plans for a coordinated attack on the "fishing" fleet anchored west of PULO KAPAS.
- 0134 Underway for PULO KAPAS in company with BLENNY.
- 0436 Manned 5-inch, 40MM and .50 Cal. guns. Flooded down and assumed position 800 yards astern BLENNY. We will approach from the south in column, lie off about 600 yards abeam of targets, BLENNY firing at northern half of group, COD at southern half. Moon is full, but ships against background of island are difficult to distinguish clearly.
- 0500 Fired several bursts of .50 Cal. to waken native crews and allow them to abandon ship.
- 0518 Commenced firing 40MM and 5-inch guns.
- 0536 Ceased firing. Expended 31 rounds 5-inch and 250 rounds 40MM. There were at least twelve targets at anchor, several appearing to be 150-200 tons. Exec., Gunnery Officer and COD counted seven resting on the bottom. Accordingly, BLENNY and COD each claim credit for three sunk. (J#4,5,6).
- 0541 Clearing strait.
- 0606 Sighted medium junk bearing  $031^{\circ}T$ , distance about 7,000 yards. Commenced closing to investigate. (MS#3).
- 0630 Alongside junk. Boarding party aboard.
- 0632 Junk has new motor and sails, carrying wager.
- 0635 Shoved off native crew in rowboat. Boarding party back aboard. Our Chinese passenger is useful as interpreter, although our Gunnery Officer had begun to pride himself on his dictionary-acquired linguistic ability.
- 0648 Commenced firing 40MM and 5-inch gun.
- 0653 Ceased firing. Expended 3 rounds 5-inch and 55 rounds 40MM.
- 0654 Target sunk. (MS#3).
- 0655 Set course for patrol station east of PULO TEN\* GGOL.
- 0931 SD contact at 15 miles - no IFF.
- 0933 Contact closed to 9 miles. Dove.
- 1008 Surfaced. All clear.
- 1200 Posit: Lat.  $4^{\circ}-50'$  N, Long.  $104^{\circ}-19'$  E.
- 1600 Sighted BLENNY bearing  $090^{\circ}T$ , distance 6 miles.
- 1710 SD contact at 15 miles - no IFF.
- 1713 Contact closed to  $11\frac{1}{2}$  miles, then opened.
- 1716 Lost SD contact at 16 miles.

U.S.S. COD (SS224)

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28 July

Patrolling station 25 miles east of PULO TENGGOL.

0300 Commenced four-engine speed, retiring search to north for enemy destroyer reported yesterday by friendly search planes headed north.

1021 SD contact at 15 miles - no IFF.

1023 Contact closed to 10 miles. Dove.

1109 Surfaced. All clear.

1200 Posit: Lat.  $6^{\circ}04'$  N, Long.  $103^{\circ}58'$  E.

1400 Abandoned search. Set course for PULO TENGGOL.

29 July

Patrolling south of PULO TENGGOL.

0900 Noticed tall masts behind point of land at TELOR MOKUAN, apparently large cargo-carrying junks anchored in mouth of river there.

0925 Dived for submerged patrol. Will head north in 10-15 fathoms near beach and wait for north-south traffic.

0956 Surfaced near motor sampan. Intend to put well-armed boarding party aboard and have it round up at least three other good-sized junks which are too close to shore for COD personally to approach. These will be sailed out to deeper water to be disposed of later.

1008 Lookout sighted two planes just as boarding party was preparing to leave. Dived in 10 fathoms.

1041 Surfaced. All clear. Commenced approach again.

1047 Put over boarding party. Backed clear.

1120 Sighted large-sized junk. (J#7). Commenced closing.

1130 Alongside junk. Put inspection party aboard. Cargo - rice. Shoved off native crew in rowboat.

1135 Inspection party back aboard.

1148 Commenced firing 40MM and 5-inch.

1152 Ceased firing.

1153 Junk sunk. (J#7).

1200 Posit: Lat.  $4^{\circ}28'$  N, Long.  $103^{\circ}34'$  E.

1245 Commenced closing motor sampan. (MS#4). One of our own crew members came aboard - member of original boarding party. Cargo - rice.

1312 Commenced firing 40MM.

1313 Left sampan burning. (MS#4). Commenced closing original sampan (MS#5) with boarding party which had another in tow. (MS#6).

1322 Alongside. Brought own crew aboard.

1329 OOD sighted plane, distance about 12 miles. Cleared topside and dove.

1350 Surfaced. All clear.

U.S.S. COD (SS224)

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29 July (Cont.)

- 1352 Alongside fourth motor sampan (MS#7), with one member of own "prize crew" aboard. Cargo - rice.  
1357 Commenced firing 40MM at fourth motor sampan. Set afire on second round.  
1359 Sampan sank. (MS#7).  
1403 Commenced firing 40MM at MS#5 and MS#6. Both set afire.  
1411 Motor sampan sunk. (MS#5 and #6).  
1415 Alongside large junk. (J#9). Took aboard last member of own prize crew. Cargo - rice.  
1423 Commenced firing 40MM and 5-inch at J#9)  
1430 Ceased firing.  
1433 Junk sunk. (J#9). Clearing area. Boarding party on confiscated motor sampan had:  
(1) Boarded and sailed, or towed, a total of four motor sampans and one junk from shallow water out away from the beach.  
(2) Inspected each individual cargo.  
(3) Confiscated papers from each.  
(4) Sent all native crews ashore in their row-boats.  
(5) Boarded and fired a second junk, (J#8) carrying rice, that was anchored one-half mile from shore.  
1519 Dove for submerged patrol.  
2040 Surfaced.

30 July

- Patrolling south of PULO TENGGOL.  
0512 Rendezvous with BLENNY. Exchanged dope and plans by VHF.  
0528 Set course to close beach.  
0633 Sighted large junk. (J#10). Trailing until dawn.  
0731 Commenced closing junk.  
0745 Alongside. Put inspection party aboard. Cargo-rice. Shoved off native crew in rowboat.  
0804 Commenced firing 40MM.  
0809 Ceased firing. Junk sunk. (J#10).  
1010 Dove for submerged patrol.  
1200 Posit: Lat.  $4^{\circ}28'$  N, Long.  $103^{\circ}33'$  E.  
1929 Surfaced.  
2006 Sighted BLENNY, bearing  $178^{\circ}$ T, distance about 10 miles.  
2120 Commenced closing junk. (J#11).  
2150 Alongside junk. Boarding party aboard. Cargo - Sugar.  
2203 Taking crew of junk aboard. There are 20 natives aboard. Will transfer them to a medium-sized craft.

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30 July (Cont.)

- 2209 Commenced firing 40MM and 5-inch at junk.  
2221 Junk sunk. (J#11).  
2232 Alongside small fishing sailboat. Transferred natives from COD to fisherman.

31 July

- Patrolling south of PULO TENGGOL.  
0811 Commenced closing junk. (J#12).  
0821 Alongside junk. Boarding party aboard. Cargo - oil. Native crew shoved off in own rowboat.  
0832 Commenced firing on junk.  
0836 Junk sunk. (J#12).  
0855 Commenced closing junk. (J#13).  
0910 Took native crew aboard after their rowboat swamped. Cargo - sugar.  
0921 Commenced firing .50 Cal. at junk.  
0922 Junk left burning. (J#13).  
0930 Commenced closing large barge in tow of small motor boat.  
0935 Commenced firing 40MM at barge.  
0936 Barge began burning. Great burst of flames and black smoke, visible eight hours later, left little doubt as to the nature of the cargo of this deliciously blazing tidbit.  
0937 Persuaded small motor tug to come alongside by waving and shouting of our self-important Chinese passenger.  
0939 Transferred native crew from J#13 to motor boat.  
1037 Commenced closing large junk. (J#14).  
1043 Alongside junk. Native crew has already abandoned ship. Cargo - rice.  
1054 Commenced firing 40MM at junk.  
1056 Junk left sinking..(J#14).  
1200 Posit: Lat:  $4^{\circ}44'$  N, Long.  $103^{\circ}37'$  E.  
1310 Dived for submerged patrol.  
1903 Surfaced.  
2108 Commenced closing motor sampan. (MS#8).  
2112 Alongside motor sampan. Cargo - oil. Native crew had abandoned ship.  
2129 Commenced firing 40MM.  
2130 Motor sampan left burning. (MS#8).  
2230 Commenced closing motor sampan. (MS#9).  
2241 Alongside motor sampan. Cargo - oil. Native crew had abandoned ship.  
2250 Commenced firing 40MM.  
2251 Motor sampan left burning fiercely. (MS#9).  
2255 Secured from gun stations.

1 August

- Patrolling south of PULO TENGGOL.  
0807 Commenced closing large junk.

## U.S.S. COD (SS224)

~~CONFIDENTIAL~~1 August (Cont.)

- 0830 Alongside junk. Boarding party aboard. Cargo - army blankets, knapsacks, canvas tarpaulins.
- 0844 Sighted fighter plane, headed toward. Dove as soon as topside was cleared. One officer, four men and our Chinese passenger were left aboard the junk. Before the C.O. started down the hatch a burst of machine gun fire was heard by all hands in the conning tower (as well as by the COD and the C.O. on the bridge!). Noise of bullets from a second strafing run hitting the water was heard in conning tower as we passed fifty feet. Leveled off at sixty feet, which is the charted depth here, and headed east away from beach to try for fifteen fathoms.
- 0940 Sighted float-type plane through periscope, distance about 8 miles.
- 0946 Sighted second plane (land-based fighter).
- 1000 Sighted two more land-based fighters.
- 1017 Sighted mast bearing  $310^{\circ}$ T, believed to be fishing boat or junk at first, as it looked to be so close to shore. (SC#7).
- 1030 Set battle stations submerged when enemy ship contact realized. Am between 10-fathom spot to north and HOWARD SHOAL ( $2\frac{1}{2}$  fathoms) to the south.
- 1048 Can make out Kamikaze-type destroyer now, bearing  $303^{\circ}$ T, range approximately 11,500 yards, angle-on-bow, 80 port.
- 1102 Destroyer base course appears to be  $200^{\circ}$ T, speed 15 knots. Can see tops of masts and funnels of three ships in convoy. All are very close to the beach. Can see the hull of the destroyer now - range 10,000 yards.
- 1130 DD now has 110 port angle, range 14,500 yards. Have not seen more than tops of masts and funnels of other ships.
- 1200 Posit: Lat.  $40^{\circ}19'$  N, Long.  $103^{\circ}37'$  E.
- 1226 Secured from battle stations submerged.
- 1435 Surfaced. Set course on last true bearing of junk with our boarding party aboard.
- 1500 Sighted plane headed toward us from bridge. Dove.
- 1619 Surfaced. All clear.
- 1635 Sighted BLENNY surfacing, 4,000 yards on starboard beam.
- 1727 Sighted plane headed toward us from bridge. Dove.
- 1758 Surfaced.
- 1800 Sighted plane. Dove.
- 1809 Surfaced. All clear. Continued search for our outfit on junk.

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- 1830 Gunnery Officer has dug a Jap 20MM slug out of superstructure. Evidence of 10 or 12 hits in superstructure.
- 1848 Sighted plane from bridge; distance about 12 miles.
- 1855 Lost sight of plane.
- 2003 Closed beach to investigate anchored junk. (J#15). Flooded down.
- 2010 Determined not to be our junk.
- 2018 Fired one round 40MM to chase off native crew. Junk is abandoned, but has large cargo space amidships and is low in water.
- 2019 Commenced firing 40MM at junk.
- 2022 Junk sunk. (J#15)1 Continued search.
- 2110 Commenced firing Verys stars every ten minutes. Boarding party has flashlights, and one signalman -striker is aboard. Have notified BLENNY and CTF 71 of situation.

2 August

- 0800 Searching for junk with COD boarding party aboard. Commenced search close inshore. Have been assigned western-most sector by BLENNY who is coordinating search.
- 1200 Posit: Lat.  $4^{\circ}24'$  N, Long.  $103^{\circ}32'$  E.
- 1456 Sent COD's TENTH to CTF 71 correcting the impression that we had party aboard.
- 1930 Intend to find an English-speaking native, put him ashore at the fishing village here to ask for dope on our missing party. Will hold junk as insurance of his compliance.
- 1955 Alongside junk near scene of strafing attack.
- 1956 One of the native crew speaks a little English.
- 2024 Have man aboard. Laboriously explained what we wanted. Flooded down, heading for beach.
- 2130 At 800 yards from beach put man over in junk's life-boat, which promptly swamped.
- 2240 Replaced native aboard junk and headed for rendezvous with BLENNY and BOARFISH. Until dark tonight there seemed to be little doubt that we would at any moment find our missing shipmates. They were, individually, and as a group, experienced, capable and full of common sense. They were well-armed with one Thompson, one carbine and four pistols. They carried a total of three flashlights. Each man had a sheath knife. A pre-arranged rendezvous point 5 miles south of PULO TENGGOL had been understood in case of just such an occurrence. We had returned to this point after each search along the beach. Am now beginning to be apprehensive and will try to calmly write down an "estimate of the situation".

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2 August (Cont.)

1. Party are ashore.

a. Free to move about.

Do not believe this likely, as we would surely have noticed any attempt to attract our attention from shore, which they would be certain to do.

b. Prisoners.

Do not think this is probable because from all the available information it appears there are few Japs in this immediate vicinity.

2. Party are at sea.

a. In another junk or sampan.

If this were the case, feel we would have had some sign from them before now, as we have closed all the boats, big and small. If any turn away from us on our approach, we abandon pursuit.

b. Prisoners on a junk or sampan.

Very unlikely. Party is too-well-armed; prisoners would be put ashore; there have been no hostile crews encountered.

c. Still in original junk.

This is the most logical assumption. Wind and current have been from south southwest and could carry them far. It would be difficult, tedious and slow work to beat back south.

3. Foul Play.

a. All or part wounded by strafing attack.

Junk was seen to have made sail after we submerged, so the possibility of at least some of our group being okay is good. At any rate, getting any wounded men back aboard COD would be the best policy.

b. Plane suspicious and notified convoy.

This is the worst possibility and, unhappily, the second most logical. Plane may have seen one or more of our men aboard junk and sent a smaller escort vessel to investigate, in which case our shipmates would have been taken aboard, and the native crew and boat sent on its way. Although we did not see this happen through the periscope, junk was not in sight at all times.

3 August

Heading for rendezvous with BLENNY and BOARFISH.

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3 August (cont.)

- 0137 In communication with BLENNY by VHF. Exchanged meager dope and ideas. Received instructions on tomorrow's search. BLENNY will search sector to north and west of PULO TENGGOL; BOARFISH to north and east; COD to south.
- 0600 Received Lieutenant F.B.K. DRAKE, R.A.N.V.R. as passenger, and 40 rounds of 40MM ammunition from BOARFISH.
- 0601 Set course for assigned search area.
- 1200 Posit: Lat.  $4^{\circ}21'$  N, Long.  $103^{\circ}49'$  E.
- 1239 Received blessed BLENNY's Wopac message saying she had recovered all our party which was okay. Went to four-engine speed. Everyone's spirits have been wonderfully lifted.
- 1450 Alongside BLENNY, rigging breeches buoy.
- 1505 Have all members of junk-raiding party back aboard. They were as happy to see us as we were to welcome them home.
- 1507 Thanked BLENNY and set course for FREMANTLE. It has been a pleasure to work for and with the BLENNY, not only during the recent search, but throughout.
- 1732 Sent COD's ELEVENTH to CTF 71, confirming good news of recovery.

4 August

- Enroute FREMANTLE.
- 1134 Sighted plane from bridge, distance about 15 miles, going away.
- 1153 Lost sight of plane.
- 1155 Sighted same plane, closing. Dove.
- 1200 Posit: Lat.  $2^{\circ}36'$  N, Long.  $105^{\circ}16'$  E.
- 1237 Surfaced.
- 1241 SD contact at 10 miles, closing. Dove.
- 1300 Have plane in sight through periscope. (Jake).
- 1406 Heard distant explosion.
- 1430 Lost sight of plane in periscope.
- 1443 Surfaced. All clear.

5 August

- Enroute FREMANTLE.
- 1200 Posit: Lat.  $1^{\circ}33'$  S, Long.  $108^{\circ}16'$  E.
- 1224 Sighted KARIMATA ISLAND Group. Commenced transit KARIMATA STRAIT.
- 0400 Completed transit KARIMATA STRAIT.

6 August

- Enroute FREMANTLE.
- 0206 Exchanged recognition signals by SJ with USS HAMMERHEAD (SS365).
- 1200 Posit: Lat.  $4^{\circ}33'$  S, Long.  $110^{\circ}57'$  E.
- 1300 Exchanged calls with USS ICEFISH (SS367).

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7 August

- Enroute FREMANTLE.
- 1200 Posit: Lat.  $6^{\circ}53'$  S, Long.  $115^{\circ}00'$  E.
- 1927 Sighted U.S. submarine through high periscope. Exchanged recognition signals and calls with USS CHUB (SS329).
- 2100 CHUB commencing approach to receive line from us for breeches buoy. We had rigged a buoy tonight for transfer of ammunition requested by CHUB. It is strictly a ship's force job. Am heading into a force 3 sea, steering steady course at one-
- 2130 CHUB attacked and is keeping 40-60 yards abeam to starboard.
- 2135 Commencing transfer of ammunition.
- 2232 Completed transfer of 35 rounds 5-inch, 48 rounds 40MM, movies and mail. Our jury-rig has worked fine.
- 2235 Bid CHUB goodbye and set course for LOMBOK.
- 2331 Commenced transit LOMBOK STRAIT.
- 0240 Completed transit LOMBOK STRAIT.

8 August

- Enroute FREMANTLE.
- 0313 Dove.
- 1047 Surfaced.
- 1200 Posit: Lat.  $10^{\circ}30'$  S, Long.  $115^{\circ}29'$  E.
- 2330 Sent COD TWELFTH giving ETA rendezvous.

9 August

- Enroute FREMANTLE.
- 1105 Dove.
- 1123 Surfaced.
- 1200 Posit: Lat.  $15^{\circ}15'$  S, Long.  $114^{\circ}36'$  E.
- 1544 Sighted U.S. tanker (30"8) on easterly course - bearing  $205^{\circ}$ T, distance about 6 miles.

10 August

- 1200 Posit: Lat.  $19^{\circ}32'$  S, Long.  $113^{\circ}16'$  E.
- 1232 Received CAPTAIN'S request for rendezvous.
- 1433 Sighted and exchanged recognition signals and calls with USS CAPTAIN (SS336) and USS PUFFER (SS263).
- 1455 Received outgoing mail from PUFFER (SS263), and gave information by VHF to CAPTAIN and PUFFER on area we left.
- 1522 Departed rendezvous.

11 August

- 1200 Posit: Lat.  $24^{\circ}04'$  S, Long.  $112^{\circ}38'$  E.

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12 August

1200 Posit: Lat.  $24^{\circ}09'$  S, Long.  $113^{\circ}06'$  E.

1424 Dived for sound and tightness tests.

1555 Surfaced.

13 August

0457 Sighted ROTTNEST LIGHT bearing  $142^{\circ}$ T.

0733 Sighted escort, M.L. 815 (R.A.N.).

Moored FREMANTLE HARBOUR, WESTERN AUSTRALIA.

U.S.S. COD (SS224)

CONFIDENTIAL

(C) WEATHER

The weather throughout the entire patrol was mild and calm. No rough weather was experienced. The wind and sea in the area were at all times from a southerly direction.

(D) TIDAL INFORMATION

The tides and currents encountered were in complete agreement with the Hydrographic Office publications and current charts for this locality and season. A northerly set of 1.6 knots was experienced in the vicinity of PULO TENGGOL.

(E) NAVIGATIONAL AIDS

No unusual navigational aids were noted during this patrol and no navigational lights were observed to be lighted.

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(F) SHIP COUNTS

No.	Date	Time (T)	Posit.	Cargo	Course	Remarks
1. (SC,"1)	6/30	2121	20°-32'N 137°-20'E		1700T	1. SJ contact 2. Friendly forces
2. (SC,"2)	7/5	1228	120°-02'N 109°-46'E			1. High periscope. 2. Fishing boats
3. (SC,"3)	7/6	0535	11°-17'N 109°-10'E			1. Bridge sighted 2. Fishing boats
4. (SC,"4)	7/8	1935	08°-40'N 111°-40'E			1. SJ contact 2. 0-19
5. (SC,"5)			14°-30'N 117°-40'E			1. High periscope 2. HMS SLEUTH and HMS SOLINT
6. (SC,"6)	7/19	0922	06°-05'N 103°-13'E			1. Smoke, peris. submerged 2. Kamikaze-type DD & convoy
6A. (SU,"6L)	7/20	0004	07°-15'N 103°-44'E			1. SJ contact 2. Same convoy
7. *(J,"1)	7/21	1405	05°-22'N 103°-16'E	Rice	Southerly	1. No motor 2. Tonnage 100 tons
8. (J,"2)	7/25	1837	04°-42.7'N 103°-32.9'E	Rubber	Northerly	1. No motor 2. Tonnage 100 tons
9. (J,"3)	7/26	1300	05°-08.4'N 103°-34.9'E	Rice	Southerly	1. No motor 2. Tonnage 100 tons
10. *(B,"1)	7/26	2030	04°-30.5'N 103°-32.3'	Cil, grease sugar	Anchored	1. Motor 2. Tonnage 50 tons
11. (M,"2)	7/26	2100	04°-32.5'N 103°-33.0'E	Gasoline, fuel oil, lube oil	Northerly	1. Motor 2. Took English speaking Chinese aboard 3. Tonnage 50 tons

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(F) SHIP CONTACTS (cont.)

No.	Date	Time(L)	Posit:	Cargo	Course	Remarks
12.	(J#4)	7/27		Unknown	Anchored	1. Joint gun battle with U39 BLINTY
13.	(J#5)	7/27	0517	05°-15'N 103°-16'E		2. Tonnage 100 tons each
14.	(J#6)	7/27				
15.	(MS#3)	7/27	0606	05°-15.5'N 103°-30.3'E	Sugar and coffee	Northerly 1. New diesel motor 2. Tonnage 50 tons
16.	(J#7)	7/29	1120	04°-29.2'N 103°-34.0'E	Rice	Southerly 1. No motor 2. Tonnage 100 tons
17.	(MS#4)	7/29	1245	04°-29.2'N 103°-34.0'E	Rice	Southerly 1. Motor Anchored 200 1. No motor yds. off beach 2. Tonnage 100 tons
18.	(J#8)	7/29	1200	04°-29.2'N 103°-30.0'E	Rice sugar	Southerly 1. Motor Anchored 200 1. No motor yds. off beach 2. Tonnage 100 tons
19.	(MS#5)	7/29	1313	04°-29.2'N 103°-34.0'E	Rice and sugar	Southerly 1. Motor Anchored 200 1. No motor yds. off beach 2. Tonnage 100 tons
20.	(MS#6)	7/29	1313	04°-29.2'N 103°-34.0'E	Rice	Southerly 1. Motor Anchored 200 1. No motor yds. off beach 2. Tonnage 100 tons
21.	(MS#7)	7/29	1352	04°-29.0'N 103°-34.0'E	Rice	Anchored 1. Motor Anchored 2. Tonnage 50 tons
22.	(J#9)	7/29	1415	04°-29.0'N 103°-34.0'E	Rice	Southerly 1. Motor Anchored 2. Tonnage 50 tons
23.	(J#10)	7/30	C633	04°-43'N 103°-31.3'E	Rice; cotton Duck cloth	Northerly 1. No motor Anchored 2. Tonnage 100 tons
24.	(J#11)	7/30	2120	04°-35.2'N 103°-31.0'E	Soap, sugar	Northerly 1. No motor Anchored 2. Tonnage 100 tons
25.	(J#12)	7/31	0811	04°-30'N 103°-30'E	15 drums of oil; sugar	Northerly 1. No motor Anchored 2. Tonnage 100 tons

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## (T) SHIP CONTACTS (Cont'd.)

No.	Date	Time(L)	Posit:	Cargo	Course	Remarks
26.	(J#13)	7/31	0855	04°-30'N 103°-31'E	Sugar	Northerly 1. No motor 2. Tonnage 100 tons
27.	(MS)	7/31	0930	04°-30'N 103°-31'E	Oil	Northerly 1. Towed by motor barge 2. Tonnage 350 tons
28.	(J#14)	7/31	1037	04°-45'N 103°-41'E	Rico, paper	Northerly 1. No motor 2. Tonnage 100 tons
29.	(MS#8)	7/31	2108	04°-46'N 103°-31'E	Oil	Northerly 1. Motor 2. Tonnage 50 tons
30.	(MS#9)	7/31	2230	04°-21'N 103°-31'E		Northerly 1. Motor 2. Tonnage 50 tons
31.	(SC#7)	8/1	1017	04°-21'N 103°-31'E		2000T 1. Peris., submerged 2. Kamikaze-type DD and 3. ship convoy
32.	(J#15)	8/1	2003	04°-21'N 103°-31'E	Unknown	Anchored near beach 1. No motor 2. Tonnage 100 tons
33.	(SC#8)	8/9	1544	15°-57.0'S 114°-26.0'E	Oil	Easterly 1. High periscope 2. Tanker, U.S.

\* (J#<sup>#</sup>) signifies sailing junk contact.  
\*\* (MS#<sup>#</sup>) signifies motor sampan contact.

U.S.S. COD (SS224)

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(G) AIRCRAFT CONTACTS

Air patrols encountered in the GULF of SIAM area were few in number and consisted usually of a single plane. Types encountered varied widely and were single plane, float or land-based fighter types. G.O.D was strafed by a Tony and runs were made on us by Betty's Rufe's and Jake's, bombs being dropped on two occasions.

The two convoys encountered were accompanied by adequate air cover. There were several planes over and in advance of the convoy; these apparently being relieved periodically to maintain adequate cover over the convoy. Both float fighters and land-based fighters covered the two convoys encountered.

No indications of night search planes operating in this area.

## (E) TORPEDO ATTACKS

U.S.S. GODFREY TORPEDO ATTACK NO. 1 PATROL NO. 7

Time 1636 H Date 10 July 1945 Lat.  $5^{\circ}40'N$   
Long.  $111^{\circ}40'E$

Description: Dutch Submarine O-19

Damage Determined by: First torpedo hit aft of conning tower.

Second torpedo hit in after torpedo room.

Target Draft 9-14' Course 028° Speed 0 Range 650 yds  
850  
(Torp. Run)

### OWN SHIP DATA

Speed ½ - 2 Course 317-330° Depth Surface Angle 0

## FILE CONTROL DATA

Daylight, surfaced. Fired using radar ranges, periscope bearings.

## U.S.S. COD (SS224)

CONFIDENTIAL(H) TORPEDO ATTACKS (Cont.)

## TORPEDO ATTACK NO. 1

Tubes Fired	#5	#4
Track Angle	: 107 S	: 117 S :
Gyro Angle	: 358	: 355 :
Depth Set	: 0'	: 2' :
Hit or Miss	: Hit	: Hit :
Erratic	: No	: No :
Mk. Torpedo	: 18 - 2	: 18 - 2 :
Serial No.	: 99264	: 58067 :
Mk. Exploder	: 8 - 7	: 8 - 7 :
Serial No.	: 15914	: 11130 :
Actuation Set	: Contact	: Contact :
Power	: 28 kts	: 28 kts :
Mk. Warhead	: 18 - 2	: 18 - 2 :
Serial No.	: 6031	: 5886 :
Explosive	: TPX	: TPX :
Firing Interval	: 0	: 0 :
Type of Spread	:	:
Sea Condition	: 2	: 2 :
Temp. of Electro-	:	:
lyte	: 94	: 92 :
Injection	: 83	: 83 :
Length of Run	: 650	: 850 :
Overhaul Activity:	U.S.S. PROTEUS	:
Duration	: 34 sec.	: 43 sec. :

U.S.S. COD TORPEDO ATTACK NO. 2 PATROL NO. 7

Time 1112 Date 19 July 1945 Lat. 06°-12.0'N  
Long. 103°-11.6'E

Description: AK

Ship(s) Sunk: None

Ship(s) Damaged: None

Damage Determined by: None

Target Draft 6' Course 060° Speed 6.7 Range 2100 yds  
(Torp. Run)

## OWN SHIP DATA

Speed 2.2 Course 300° Depth 70 ft. Angle 2° down

## FIRE CONTROL DATA

Daylight attack, submerged. ST ranges in final stage.  
 Fired using sound bearing going deep to avoid escort who had  
 started depth charging.

U.S.S. COD (SS224)

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(H) TORPEDO ATTACKS (Cont.)

**TORPEDO ATTACK NO. 2**

Tubes Fired	: 4	i.	45	:	#6
Track Angle	: 62 S	:	60 S	:	58 S
Gyro Angle	: 353	:	359	:	008
Depth Set	: 4 ft.	:	4 ft.	:	4 ft.
Hit or Miss	: Miss	:	Miss	:	Miss
Erratic	: No	:	No	:	No
Mk. Torpedo	: 18 - 2	:	18 - 2	:	14 - 3
Serial No.	: 99354	:	58228	:	26137
Mk. Exploder	: 8 - 7	:	8 - 7	:	6 - 5
Serial No.	: 11098	:	15881	:	25799
Actuation Set	: Contact	:	Contact	:	Contact
Power	: 29 kts.	:	29 kts.	:	Hi
Mk. Warhead	: 18 - 2	:	18 - 2	:	16 - 1
Serial No.	: 2810	:	3751	:	16773
Explosive	: TPX	:	TPX	:	TPX
Firing Interval	: 0	:	15	:	17
Type of Spread	: 0	:	1° L	:	1° R
Sea Condition	:		CALM	:	
Temp. of Electro-	:	:		:	
lyte	: 84°	:	Gravity	:	1.252
Injection	: 85°	:		:	
Length of Run	: 2100	:	2100	:	2100
Overhaul Activity			U.S.S. PROTEUS		

#### ATTACK DATA

U.S.S. COD GUN ATTACK NO. 1 PATROL NO. 7  
Time 1650 Date 10 July 1945 Lat. 08°-40'N  
Lon. 111°-40'E

Target Data = DAMAGE INFILCTED

SHIPS SUNK: None

DAMAGED OR PROBABLY SUNK: One

DAMAGE DETERMINED BY: Observed 16 hits upon the forward section of O-19, which remained on the roof after two torpedo hits.

## DETAILS OF ACTION

USED: (1) 5"25 cal. gun: Expended 16 rounds.

Hit 0-19 with 16 rounds of 5-inch at average range  
of 1500 yards in attempt of complete destruction.



U.S.S. COD (SS224)

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(H) ATTACK DATA (Cont.)

U.S.S. COD GUN ATTACK NO. 5 PATROL NO. 7

Time 2130 Date 26 July 1945 Lat. 04°-30.5'N  
Long. 103°-32'E

Target Data - DAMAGE INFILCTED

SHIPS SUNK: One 50 ton gasoline driven junk.  
DAMAGE DETERMINED BY: Observed to sink.

DETAILS OF ACTION

USED: (1) 5"25 cal. gun; 1 round expended.  
(2) 40MM guns; 24 rounds expended.

Average range 740 yards. Numerous hits with 40MM guns set the oil cargo afire. One hit with 5-inch gun started the junk under.

GUN ATTACK NO. 6

Time 2218 Date 26 July 1945 Lat. 04°-32.5'N  
2230 Long. 103°-33.0'E

Target Data - DAMAGE INFILCTED

SHIPS SUNK: One 50 ton gasoline driven junk.  
DAMAGE DETERMINED BY: Observed to sink.

DETAILS OF ACTION

USED: (1) 5"25 cal. gun; 1 round expended.  
(2) 40MM guns; 40 rounds expended.

Average range 700 yards. Numerous hits with 40MM guns set the oil cargo burning furiously. One hit with 5-inch gun started the junk sinking slowly.

GUN ATTACK NO. 7

Time 0515 Date 27 July 1945 Lat. 05°-15'N  
Long. 103°-16'E

Target Data - DAMAGE INFILCTED

SHIPS SUNK: Three (3) 100 ton cargo junks.  
DAMAGE DETERMINED BY: Observed to sink.

DETAILS OF ACTION

USED: (1) 5"25 cal. gun; 31 rounds expended.  
(2) 40MM guns; 256 rounds expended.  
(3) .50 Cal. guns; 50 rounds expended.

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~~CONFIDENTIAL~~(H) ATTACK DATA (Cont.)

## GUN ATTACK NO. 7 (Cont.)

Average range was 1000 yards. This was a night attack on a large group of anchored junks and schooners in conjunction with USS BLENNY. BLENNY and COD opened fire with .50 Cal. guns over targets as warning to personnel. Shortly thereafter both submarines commenced concentrated fire with 40MM and 5-inch guns. Fire-inch gun fired on selected targets. Two hits were registered on each of six targets by COD 5-inch and 40MM guns. Additional hits by BLENNY leaves these six as definitely sunk. At least 8 other hits were scored with 5-inch gun and numerous other hits with 40MM guns, but darkness prevented further accurate evaluation of target damage.

It is believed that several other junks were severely damaged, but shallowness of water made a speedy departure imperative.

## GUN ATTACK NO. 8

Time 0650 Date 27 July 1945 Lat. 05°-18.5'E  
Long. 103°-39.3'E

Target Data - DAMAGE INFILCTED

SHIPS SUNK: One 50 ton diesel cargo junk.  
DAMAGE DETERMINED BY: Observed to sink.

DETAILS OF ACTION

USED: (1) 5"25 cal. gun; 3 rounds expended.  
(2) 40MM guns; 55 rounds expended.

Average range 800 yards. Numerous hits with 40MM shattered hull and started a temporary fire on the diesel-sail sampan. One hit with 5-inch gun put the target under.

## GUN ATTACK NO. 9

Time 1150 Date 29 July 1945 Lat. 04°-29.2'N  
Long. 103°-34.0'E

Target Data - DAMAGE INFILCTED

SHIPS SUNK: One 100 ton cargo junk.  
DAMAGE DETERMINED BY: Observed to sink.

DETAILS OF ACTION

USED: (1) 5"25 cal. gun; 5 rounds expended.  
(2) 40MM guns; 50 rounds expended.

Five hits with 5-inch gun and 75% hits with 40MM guns sank target. Average range 300 yards.

U.S.S. COD (SS224)

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(H) ATTACK DAT (Cont.)

U.S.S. COD GUN ATTACK NO. 10 PATROL NO. 7  
Time 1312 Date 29 July 1945 Lat. 04°-29.2'N  
Long. 103°-34.0'E

Target Data - DAMAGE INFILTED

SHIPS SUNK: One 50 ton motor junk.

DAMAGE DETERMINED BY: Observed to sink.

## DETAILS OF GUN ACTION

USED: (1) 40MM gun; 38 rounds expended.

Target burned and sank after 80% hits with 40MM gun. Average range 200 yards.

**GUN ATTACK NO. 11**

Time 1352 Date 29 July 1945 Lat. 04°-29.0'N  
Lon. 103°-34.0'E

**Target Data - DAMAGE INFILCTED**

**SHIPS SUNK:** Three (3) 50 ton motor junks.

DAMAGE DETERMINED BY: Observed to burn and sink.

#### DETAILS OF ACTION

USED: (1) 40MM guns: 104 rounds expended.

All targets burned and sank after 60% hits with 40MM guns. Average range 200 yards.

GUN ATTACH NO. 12

Time 1430 Date 29 July 1945 Lat. 04°-29.0'N  
Long. 103°-34'E

**Target Data - DAMAGE INFILTED**

**SHIPS SUNK:** One cargo sailing junk of 100 tons.

DAMAG<sup>E</sup> DETERMINED BY: Observed to sink.

#### DETAILS OF ACTION

USED: (1) 5"25 cal. gun; 4 rounds expended.  
(2) 40MM guns: 82 rounds expended.

Sank target with 2 hits with 5-inch gun and 50% hits with 40MM. Average range 500 yards.

U.S.S. COD (SS224)

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(H) ATTACK DATA (cont.)

GUN ATTACK NO. 13

Time 0810 Date 30 July 1945 Lat. 04°-43'N  
Long. 103°-31.3'E

Target Data - DAMAGE INFILTED

SHIPS SUNK: One 100 ton cargo sailing junk.

DAMAGE DETERMINED BY: Observed to sink.

DETAILS OF ACTION

US D: (1) 40MM guns; 58 rounds expended.

Sink target with 60% hits with 40MM; average range  
500 yards.

GUN ATTACK NO. 14

Time 2210 Date 30 July 1945 Lat. 04°-35.2'N  
Long. 103°-31.0'E

Target Data - DAMAGE INFILTED

SHIPS SUNK: One 100 tons cargo sailing junk.

DAMAGE DETERMINED BY: Observed to sink.

DETAILS OF ACTION

USED: (1) 5"25 cal. gun; 3 rounds expended.  
(2) 40MM gun; 38 rounds expended.

Target sank after 3 hits with 5-inch gun and 40%  
hits with 40MM guns. Average range 350 yards.

GUN ATTACK NO. 15

Time 0832 Date 31 July 1945 Lat. 04°-30'N  
Long. 103°-31'E

Target Data - DAMAGE INFILTED

SHIPS SUNK: One cargo sailing junk of 100 tons.

DAMAGE DETERMINED BY: Observed to sink.

DETAILS OF ACTION

USED: (1) .50 Cal. guns; 900 rounds expended.  
(2) 40MM guns; 26 rounds expended.

Target sank after 30% hits with .50 Cal. and 70%  
hits with 40MM guns. Average range 300 yards.

U.S.S. COD (SS224)

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(H) ATTACK DATA (Cont.)

GUN ATTACK NO. 16

Time 0922 Date 31 July 1945 Lat. 04°-30'N  
Long. 103°-31'E

Target Data - DAMAGE INFILCTED

SHIPS SUNK: One cargo sailing junk of  
100 tons.

DAMAGE DETERMINED BY: Observed to sink.

DETAILS OF ACTION

USED: (1) .50 Cal. guns; 500 rounds expended.  
(2) 40MM guns; 25 rounds expended.

Target burned and sank after 50% hits with  
.50 Cal..machine guns and 90% hits with 40MM guns.  
Average range 300 yards.

GUN ATTACK NO. 17

Time 0936 Date 31 July 1945 Lat. 04°-30'N  
Long. 103°-31'E

Target Data - DAMAGE INFILCTED

SHIPS SUNK: One oil barge in tow; 350 tons.

DAMAGE DETERMINED BY: Burning fiercely for 8 hours.

DETAILS OF ACTION

USED: (1) 40MM guns; 47 rounds expended.

Target burned fiercely after 75% hits with 40MM  
rounds; average range 1000 yards.

GUN ATTACK NO. 18

Time 1056 Date 31 July 1945 Lat. 04°-45'N  
Long. 103°-41'E

Target Data - DAMAGE INFILCTED

SHIPS SUNK: One cargo sailing junk, 100  
tons (paper).

DAMAGE DETERMINED BY: Observed to sink.

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(H) ATTACK DATA (Cont.)

GUN ATTACK NO. 18 (Cont.)

DETAILS OF ACTION

USED: (1) 40MM guns; 55 rounds expended.

Target sank after 70% hits with 40MM guns; average range 400 yards.

GUN ATTACK NO. 19

Time 2129 Date 31 July 1945 Lat. 04°-46'N  
Long. 103°-31'E

Target Data - DAMAGE INFILCTED

SHIPS SUNK: One motor sail junk of 50 tons.

DAMAGE DETERMINED BY: Observed to sink.

DETAILS OF ACTION

USED: (1) 40MM guns; 33 rounds expended.

Target burned and sank after 50% hits with 40MM guns. Average range 350 yards.

GUN ATTACK NO. 20

Time 2250 Date 31 July 1945 Lat. 04°-46'N  
Long. 103°-31'E

Target Data - DAMAGE INFILCTED

SHIPS SUNK: One motor sail junk of 50 tons.

DAMAGE DETERMINED BY: Observed to sink.

DETAILS OF ACTION

USED: (1) 40MM guns; 18 rounds expended.

Target burned and sank; 90% hits with 40MM guns. Average range 400 yards.

U.S.S. COD (SS224)

CONFIDENTIAL

(H) ATTACK DATA (Cont.)

GUN ATTACK NO. 21

Time 2025 Date 1 August 1945 Lat. 04°-20.9'N  
Long. 103°-31.7'E

Target Data - DAMAGE INFILCTED

SHIPS SUNK: One sail cargo junk of 100 tons.

DAMAGE DETERMINED BY: Observed to sink.

DETAILS OF ACTION

USED: (1) 40MM gun; 53 rounds expended.

Target anchored close to beach, about 70% hits were obtained with the 40MM; the target slowly sank.

(I) MINES

No mines, moored or drifting, were observed and no mining or sweeping operations were noted.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS

Both convoys had extensive air cover, ranging from 8 - 10 miles in advance of convoy, 4 - 5 miles astern. These planes were both float planes and land-based fighters. On morning of 1 August, we were strafed by a Tony which was at least 15 miles ahead of convoy.

Convoy on 19 July had one KAMIKAZE-type destroyer and one trawler as escorts. DD patrolled ahead and along forward outboard flank of convoy, trawler along after outboard flank and astern. We were not close enough to convoy on 1 August to see more than one KAMIKAZE-type DD as escort, although two bearings of pingers were obtained by sound. DD patrolled as before. Convoy could not have been more than a mile from the beach.

On 19 July, contact was made on COD and first depth charge dropped by trawler escort or by plane before torpedoes were fired. After firing, began fishtailing and working toward deeper water. Fired NAC beacon set on 3 minutes and 17.5 - 22.5 kcs, and when it was believed escort had contact, fired another NAC beacon 10 minutes later at same setting. Believe that one or both of these did the trick, because when we came to periscope depth, both the DD and trawler were milling around astern on the bearing of our NAC

~~CONFIDENTIAL~~(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS (Cont.)

which we could still hear. Had only 20 - 27 fathoms during this time, and hit bottom once.

Escorts used cross-bearings of echo-ranging. Frequencies used on 19 July and 1 August were 15 - 18 kcs.

On afternoon of 21 July had two bombs dropped near us, and three hours later, two more bombs. First plane appeared to be a Rufe. All were dropped on our way down. Our standard procedure is to change course during dive for plane contacts to a 90° or 270° course.

(K) MAJOR DEFECTS AND DAMAGE

## HULL AND MACHINERY

#3 Main Engine - 7 July 1945

Pulled #11 unit to determine cause of wrist pin being frozen to the bushing. The bearing surfaces were found to be worn excessively on one end. The following pieces were removed:

Piston Pin, (N9709 - P.C. #7); Bushing, piston pin, (N-9707 - P.C. #3); Bushing, con-rod, (N-9709 - P.C. #9).

No reason for this failure is offered other than possible defective workmanship when installed in Mare Island Navy Yard.

Subsequent inspections revealed all except six wrist pins were frozen to the bushing on #3M.E. Six on #4M.E. were in the same condition. These will be renewed during the regular 1500 hour overhaul during the next refit.

#1 Evaporator Compressor - 16 July 1945

While operating #1 evaporator the compressor froze and would not turn. The compressor was dismantled and the bushing was found frozen to the casing having worn a  $\frac{1}{4}$ " groove in the casing before freezing. The casing was smoothed down with a file and the compressor assembled with a leather seal and placed in operation.

The two evaporators operate at approximately 67% capacity due to leaky seals and worn compressors. Two new compressors are required during the next refit.

~~CONFIDENTIAL~~(K) MAJOR DEFECTS AND DAMAGE (Cont.)#3 Main Engine - 15 July 1945

During the one day of voyage repairs at SUBIC BAY, Relief Crew 261 installed a tender rebuilt salt water circulating water pump on #3 Main Engine. When the ship's force tested the engine only 12 lb. pressure could be built up at the pump. Inspection revealed that the tender had installed a left hand impeller in a right hand pump. The spare pump was then installed on the engine by the ship's force, leaving the ship with no spare on hand.

A spare pump is desired during the forthcoming refit.

#3 Main Generator - 19 July 1945

Routine inspection revealed a ring worn entirely around the commutator and a groove  $1/16"$  by  $1/4"$  worn in the third brush from the after end in each brush holder. One section of the end bell was removed and a small piece of foreign material was found lodged between two commutator bars. This was removed, twenty brushes replaced and the commutator stained with a brush seating stone and buffed. The generator was cleaned and placed in operation after being out of commission a total of 11 hours.

Master Gyro Compass - 22 July 1945

Failure of the follow-up system of the master compass was traced to an open potentiometer, and condenser #C-11. Both parts were replaced from ship's spares.

Noise - Vibration

Throughout the patrol vibration has been experienced; particularly noticed from the bridge while running at high speeds and while accelerating. The vibration has grown progressively worse with time and at present is experienced at practically all speeds above 10 knots. Inspection of shafts and propellers at sea showed nothing apparently wrong or fouled. High cavitation noises from both screws is serious and possible bearing squeals are present with the cavitation noise.

~~CONFIDENTIAL~~(K) MAJOR DEFECTS AND DAMAGE (Cont.)Sound Heads

QB and JK-QC have excessive clearances and rumble noisily. Believe both shafts may be sprung due to difficulty experienced at times while raising them. Excessive noise coming from superstructure reduces materially the effect of JP-1 sound gear. Parties at sea checked topside regularly, but cannot locate any loose gear; should be checked thoroughly during refit.

ORDNANCE AND GUNNERY

During exercise torpedo firing conducted in training area GUAM, attempt was made to fire torpedoes from tubes #6 and #7. Both torpedoes failed to leave the tubes. Investigation made subsequent to the attempts to fire indicates that possibly the tail buffers were excessively tight. It is difficult to explain why this casualty should occur in both rooms at nearly the same time and it is surmised that at the time of firing, pressure on the 200 lb. air system was down due to improper operation of reducer. No further indications of reducer malfunction were found however.

Both torpedoes were fired on the next exercise and ran hot, straight and normal for hits.

Pointer's telescope on 5-inch gun flooded out and was replaced by spare at sea.

(L) RADIO

Radio reception of the Baker Skeds was satisfactory, in that no serial messages were missed nor was there any great difficulty in copying them. Best results were obtained on 4370 kcs. from 2000 to 0400, and 9250 kcs. during the rest of the day.

Ship-to shore transmissions were effectively handled on 8470 kcs. except for a few exceptions. It was necessary to shift to 4235 kcs. once, and to a very high frequency, 12705 kcs. twice, when 8470 kcs. was overcrowded with transmissions. Point to point communication with NVB was not always obtainable; on three occasions it was necessary to have our messages relayed by other shore stations, namely, NPM, NPII and VHM. Unlike most relayed messages, rebroadcasts of our transmissions over the Baker skeds indicated very few errors. Effective Jap jamming, (random CW keying), was only experienced once and was overcome by shifting frequencies.

~~CONFIDENTIAL~~(L) RADIO (cont.)

Communication between the submarines in our area using the SAFPLAN frequencies left little to be desired. Jamming was light and never offered any great hindrance in clearing our traffic. On one occasion we could not load our horizontal antennae sufficiently to transmit over the effective SAFPLAN frequency. To overcome this we shortened the centerline antenna by 15 feet. The whole alteration took all of five hours but we were amply rewarded for the time spent by the highly satisfactory results obtained using the shorter antenna for wolf pack work. The SD mast was used while the horizontal antenna was being shortened. The results were so gratifying that we intend to ask for a vertical antenna during our next refit to facilitate wolf pack transmissions.

The VHF again proved to be a highly satisfactory piece of equipment. Although ranges of over two miles are something to be desired, reception within 2 miles between subs was good. The conning tower microphone and speaker were helpful on several occasions to enable the commanding officer to communicate with the pack commander to effect rendezvous and attacks without giving up the conn of the ship.

(M) RADAR

The SJ radar performed satisfactorily throughout the patrol with one exception. At this time we were endeavoring to make a radar approach on a convoy and the failure of the radar forced us to discontinue the attack. The nature of the failure was an electrical fire in the main control unit of the SJ-ST radar. The fire damaged a large portion of the internal wiring of the main control unit, causing the radar to be out of commission for approximately fifteen hours. It is believed the trouble was caused by a surge in the equipment's A.C. supply voltage. The operators of other radar equipment operating from the same A.C. supply observed a rise of approximately 30 volts in the A.C. supply voltage at the time of the failure, which burned out the pilot lights in the APR and SD radar.

It is suggested that some type over-voltage cut-out system be installed in the A.C. supply for the radar equipment to prevent further failure of this type.

~~CONFIDENTIAL~~(M) RADAR (cont.)

The ST radar operated very erratically during most of the patrol. Poor ranges were obtained on both land and ship targets, several attempts were made to locate the trouble and retuning of the equipment, but with no success. The ringing time of the equipment was between 2700 and 3000 yards which has always been normal for our equipment.

SD, APR, BK, BN

The SD, APR, BK and BN radar equipment performed satisfactorily throughout the patrol, the only casualties were normal tube failures.

(N) SONAR GEAR AND SOUND CONDITIONS

Sound conditions were quite good at all times. Pinging detected from a destroyer and small escort was heard at over 15,000 yards.

The TDM offered us the usual minor casualties. In the absence of any specific instructions for use of TDM (limiting speed, etc.), this equipment was never used while making speeds of more than 15 knots, while submerged or at night with no moon. The most frequently occurring trouble arose from the breaking of the gut cord which pulls the stylus across the paper..

The JP was noted to pick up screws of a destroyer at 5,000 yards. However, interference caused by electrical machinery aboard ship decreased the effectiveness of the gear at closer ranges. A thorough investigation of the causes will be attempted during our next refit to eliminate the interference.

(O) DENSITY LAYERS

Few density layers were found in this area, the water maintaining usually a constant temperature with very slight negative gradients. One notable exception was a six degree negative gradient between 30 and 100 feet encountered July 19th and which proved very useful in evasion tactics that day.

DATE GCT	TIME L.T. NORTH	LONG. EAST	TEMPERATURE (°F) AIR Surfacc Intake	TEMP. °OF Top Bottom	GRADIENT Deth-Ft Strt End	KEL DEPTH FET	REMARKS	
							86	-0.5
7/2/45	0041	20-48.3	119-24.1	85				
7/2/45	0514	20-30	118-35	83	85	-1.5	115	120
7/2/45	0912	20-15	117-55	83	86	-5.0	90	140
7/3/45	0118	18-59.9	114-31.8	87	84	-5.0	80	125
7/3/45	0500	14-29.3	112-33.2	86	83	-2.0	10	130
7/3/45	0535	18-45.5	113-52.6	86	85	-6.0	0	125
7/3/45	0905	18-29.0	113-31	86	85	-6.0	20	130
7/4/45	0140	14-52.3	113-03.2	86	86	-2.0	0	130
7/5/45	1412	13-24.9	111-38.6	86	85	-1.0	60	140
7/5/45	0619	11-37'	109-21.5	85	85	-6.0	35	35
7/5/45	2200	11-?3	109-05.4	79	76	-2.5	35	65
7/7/45	1200	11-43.3	109-20	80	76	-14.0	35	230
7/10/45	0331	12-30	112-55.7	85	81	-1.0	80	150
7/10/45	0745	8-35.9	111-39.2	84	84	0	--	65
7/11/45	0450	12-39.4	113-00.1	85	83	-0.5	115	125
7/11/45	2357	10-55	112-34	85	82	0	--	160
7/12/45	0011	13-53.3	115-13.3	85	84	-1.0	130	135
7/12/45	0857	14-30	117-18	85	85	-1.5	10	125
7/15/45	0600	17-53.6	115-51	85	84	0	--	170
7/16/45	0402	11-50.8	112-17.2	85	81	-5.0	80	125
7/19/45	0300	06-12.9	103-11.6	85	85	-6.0	80	150
7/19/45	0500	06-17.1	103-09.5	85	85	-1.5	80	180
7/19/45	0528	06-27.5	103-6.4	85	84	-6.0	80	100
7/21/45	0600	04-50.2	103-42.2	84	83	-2.0	140	145
7/22/45	0500	04-31.9	103-45	85	83	0	--	130
7/23/45	2353	05-12	103-30	87	83	-4.0	35	80
7/24/45	0933	05-23	103-18	85	83	-0.5	35	40
				-2.5	70	75	90	Tanothermal to 35 ft.

D.T.E GCT	TIME GCT	LAT. INC.LAT.	LONG. LON.GST	TEMPERATURE (°F)		TEMP. AIR	Surface Intake	TEMP. WATER	DEPTH. FT	GRADIENT °F/FT	DEPTH. FT
				Start	End						
7/25/45	1021	04-37.8	103-32.2	85	83	-1.5	30	35	65		
7/25/45	0300	04-36.5	103-34.2	85	82	0	--	--	80	Isothermal	
7/26/45	0300	04-33	103-34.5	87	83	0	--	--	60	Isothermal	
7/27/45	0033	05-11.7	103-38.3	85	83	0	--	--	110	Isothermal	
7/28/45	0123	06-11.7	103-20	84	83	0	--	--	120	Isothermal	
7/29/45	0108	04-22	103-32	87	85	0	--	--	60	Isothermal	
7/29/45	0429	04-29.2	103-34	87	83	-1	0	40	60	Isoballast	
7/29/45	0619	05-35	103-41.2	89	84	-2	20	30	60	Isoballast	
8/1/45	0900	04-39.7	103-33.6	83	83	-2	20	30	60	Isoballast	
7/30/45	0110	04-25	103-35	87	83	-3	0	40	60		
7/31/45	0335	04-44	103-37	86	83	-1	25	35	60	Isothermal	
8/1/45	0300	04-18.8	103-36.9	85	83	0	--	60	Isothermal		
8/4/45	0530	02-31	105-17	80	83	0	--	100	Isothermal		

(47)a

(47)a

CONFIDENTIAL(P) HEALTH, FOOD AND HABITABILITYHealth:

During the patrol, there was the usual number of colds, constipation, fungus of the feet, and many cases of heat rash. They responded readily to routine treatment. One man developed an urethral discharge, which was thought to be URETHRITIS ACUTE, NON-VENereal. Sulfadiazine helped to eliminate his ailment.

Two men were admitted to the sick list during the month of July, one for POISONING ACUTE, LD, believed to be a result of painting during the refit, and which accounted for nine sick days. This man failed to respond to sulfa treatment, and it was necessary to commence intravenous feeding. Finally as a last resort, penicillin was administered, the patient responding after the second injection and was shortly back to normal. Another, for FOOD INTOXICATION, BOTULISM, believed due to a bad can of Deviled Ham. This man was on the sick list for three days.

Five members of the boarding party spent about forty-eight hours on a native junk, and were forced to use the food and water present aboard. Only two men experienced ill feelings from the change of diet. They suffered in a mild form, abdominal cramps and diarrhoea, which did not incapacitate them from duty. The symptoms quickly left without any form of treatment.

Foods:

The food throughout the patrol was very good, the menus varied and well prepared.

Habitability:

The ship was kept clean and comfortable with daily "clean ups". The two days that the Dutch crew were aboard, the boat was crowded and hot; periodic suction through the boat were made by opening the forward torpedo room hatch which helped considerably.

(Q) PERSONNEL

- |   |            |
|---|------------|
| (a) Number of men detached after previous patrol  | <u>18*</u> |
| (b) Number of men on board during patrol          | <u>81</u>  |
| (c) Number of men qualified at start of patrol    | <u>49</u>  |
| (d) Number of men qualified at end of patrol      | <u>63</u>  |
| (e) Number of men unqualified making first patrol | <u>17*</u> |

\* Transferred one STM1c at SUBIC BAY, receiving on board one STM2c. Both men unqualified; first patrol for STM2c.

## U.S.S. COD (SS224)

CONFIDENTIAL(R) MILES STEAMED - FUEL USED

GUAM to Area	2,601 miles	33,840 gals.
In Area	446 "	6,200 "
Area to SUBIC	821 "	13,075 "
SUBIC to Area	1,187 "	19,145 "
In Area	3,403 "	39,230 "
Area to FREMANTLE	2,712	32,800

(S) DURATION

Days enroute GUAM to Area	10
Days in Area	3
Days enroute Area to SUBIC	6
Days enroute SUBIC to Area	4
<del>5</del> Days in Area	16
Days enroute Area to FREMANTLE	10
Days submerged	5

(T) FACTORS OF ENDURANCE REMAINING

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provisions</u>	<u>Personnel Factor</u>
18		10 days	10 days

Limiting factor this patrol: Operation Order

(U) COMMUNICATIONS, RADAR and SONAR COUNTERMEASURES

Very little Jap jamming was experienced during this patrol. On one occasion it was necessary to shift frequencies from 4235 kcs. to 12705 kcs., to transmit to NVB because of random CW keying by the Japs. Our position at that time was Lat. 04°-53' N, Long. 103°-56' E.

RADAR COUNTERMEASURES

None noted.

SONAR COUNTERMEASURES

None noted.

Date		Time of contact	Time of contact	in P.I.	Micr-	Type	Type of Search	Ships Position
		Contract	Contract	Mess.	Freq.	secs.		
6-28-45	1310	L	80	300	20	LAND	Sweeping	20-25 131-58.3
6-28-45	1310	L	78	300	20	BASED	"	"
6-28-45	1310	L	68	300	30	AIR	"	"
6-28-45	1310	L	75	300	30	SEARCH	"	" 20-31
6-28-45	1930	L	70	500	30	"	Steady	131-15.2
6-28-45	1930	L	80	1000	20	"	"	" 20-38
6-29-45	0800	A	80	1000	10	?	"	130-20
6-29-45	0915	L	70	300	27	LAND	Sweeping	20-51 130-0.8
6-29-45	0915	L	30	300	30	BASED	"	"
6-29-45	0915	L	80	300	40	AIR	"	"
6-29-45	0915	L	82	300	45	SEARCH	"	" 20-49.9
6-29-45	1007	L	113	200	30	"	"	134-42 20-49.5
6-29-45	1235	L	93	150	15	"	"	134-13.1 20-49.3
6-29-45	1940	L	43	250	30	"	"	134-15.3 20-50.2
6-30-45	0900	W	42	2000	?	?	"	133-18.0
6-30-45	0920	L	47	250	20	?	"	"
6-30-45	0920	L	69	400	25	LAND	"	" 20-53.4
6-30-45	0950	L	74	400	25	BASED	"	129-21.7
6-30-45	0950	L	72	400	60	AIR	"	"
6-30-45	1000	W	81	300	52	SEARCH	"	"
6-30-45	1000	L	230	60	5	?	"	" 20-33.4
7-1-45	2010	L	70	1000	40	BASED	"	122-03.1
7-2-45	0915	L	72	400	35	AIR	"	20-47.5
7-2-45	0915	L	75	400	25	SEARCH	Steady	119-7.8
7-2-45	0915	L	82	400	15	L.B.	Sweeping	20-47.5
7-2-45	0915	L	72	350	46	A.S.	ing	119-07.6 20-43.5
7-2-45	1000	L	72	350	46	?	"	119-01.0

Date	Time of Contact	Drawing Freq. of Contact	P.M. in Maga.	Micro- Freq.	sors	Type	Type of Search	Ship's Position
7-3-45	1020		70	400	25	LAND BASED	Swoop- ing	19-03 115-24.2
7-3-45	1020		71	400	60	AIR SEARCH	"	"
7-3-45	1930		92	60	?	?	"	12-49.0
7-7-45	0645		169	400	10	?	"	110-28.8 14-44.5
7-13-45	0119		232	45	7	?	"	118-56.9 14-45.6
7-13-45	0140		218	60	21	?	"	110-50.5
7-13-45	0145		217	50	7	?	"	14-40
7-13-45	0253		171	50	5	?	Keying Swoop-	119-09.8
7-13-45	0255		217	50	4	?	ing	"
7-13-45	0258		530	50	8	?	Keying	"
3-5-45	0250		117	60	8	Possible "SD"	Keying	03-40.8 109-54.6

~~CONFIDENTIAL~~(V) REMARKS1. Sailing Routes and Ports:

All the sailing junks and motor sampans investigated were either enroute to or from SINGAPORE. The northern ports were SINGORA, BANGKOK and TRENGGANU, in that order of importance. Due to the northerly current and wind at this time of year, practically all the traffic was northbound. SINGORA was said to be filled with junks and sampans waiting to be helped by the current and wind back to SINGAPORE. Set is northerly from May to October; southerly remainder of year. All small craft hug the coast. In no instance was a cargo-filled boat encountered more than 4 miles offshore.

2. Cargoes:

In all except one or two cases, the cargo carried was some form of contraband believed to be essential, desirable or useful to the Japs. Cargoes were varied, rice, sugar and oil being the main commodities. Also found soap, crude rubber, coffee, paper, horseshoes and army blankets. It is not too difficult to persuade one's self that practically all cargo is contraband. At any rate, all large junks or motor sampans were considered to be potential carriers of essential goods. Where possible, charts and papers were confiscated.

3. Natives:

All native crews appeared friendly, although some were badly frightened until they found they would not be harmed. Many crews abandoned their ship before we could reach them. All carry at least one small rowboat, often unseaworthy. Discovered at the last that it goes hard with any native in SINGAPORE or SINGORA who does not have his passport. Many of the crews had left their's behind them when abandoning ship. Several spoke English. Our Chinese volunteer proved useful, and it is recommended that any submarine on a "junk-sinking" expedition capture one of these interpreters early in the game.

4. Suggestions:

Enemy planes were our greatest worry. Although lookouts were alert, a plane coming from the direction of land does not give much warning.

Fifty caliber machine guns can often be used to start a small boat burning without expenditure of larger ammunition.

A small outboard motorboat would be most useful by a boarding party.

CONFIDENTIAL

(V) REMARKS (cont.)

Suggestions for the Nips would include:

- (a) Use of booby traps or machine guns in larger junks.
- (b) One or two Jap "do-or-die" boys in crew.
- (c) Airplane patrols.
- (d) Midget submarines.

## SUBMARINE SQUADRON THIRTY

Ce

FC5-30/.16-3

Serial: 0151

Care of Fleet Post Office,  
San Francisco, California,  
14 August 1945.C-O-N-F-I-D-E-N-T-I-A-L

FIRST ENDORSEMENT to  
U.S.S. COD (SS224)  
Report of Seventh  
War Patrol.

From: The Commander Submarine Squadron THIRTY.  
To : The Commander-in-Chief, UNITED STATES FLEET.  
Via : (1) The Commander Submarines, SEVENTH FLEET.  
         (2) The Commander-in-Chief, PACIFIC FLEET.  
Subject: U.S.S. COD (SS224) - Report of Seventh War Patrol.

1. The seventh war patrol of the U.S.S. COD under the command of Lieutenant Commander E.M. WESTBROOK, Jr., U.S. Navy, was conducted in two phases; the first off the coast of INDO-CHINA, and the second in the GULF of SIAM. The patrol was of 49 days duration with 19 days spent in patrol areas. It was highlighted by 12 successive days of profitable gun actions in the GULF of SIAM.

2. On 9 and 10 July the COD was skillfully maneuvered for 14 hours in close proximity to the grounded Dutch Submarine O-19 in a vain endeavor to tow her clear of LADD REEF. The crew of the O-19 was finally transferred to the COD and the O-19 was completely destroyed by two demolition charges, two torpedo hits, and sixteen hits from COD's 5-inch gun. The high speeds, 34 and 35 knots, of the Lk.18 torpedoes for the short runs is noted.

3. On 19 July, the COD made an unsuccessful submerged attack on a small convoy. Convoy had air cover and COD had to run at standard speed submerged in smooth sea to close. She was bombed or depth charged just prior to firing. Three torpedoes were fired on sound bearing immediately thereafter. No hits were obtained. The counter attack was not too close. That night, after the unsuccessful attacks on the same convoy by BRILL and BULPER, an end-around was made to attain position ahead of the convoy. On commencing approach the radar power supply burned out. Without radar, a submerged daylight attack appeared to be the logical choice and COD proceeded to a position to intercept the convoy after dawn. No further contact was made.

4. During the period 21 July - 1 August, the COD made twenty gun attacks on twenty-three junks and motor sampans, plus one towed oil barge, sinking them all for a total of 2200 tons. A total of sixty-five rounds of 5-inch and 1092 rounds of 40 MM ammunition were expended during these attacks. Her actions in regard to boarding, inspection, and thoughtfulness of the lives of native crews symbolize the type action which has made the United States respected the world over.

## SUBMARINE SQUADRON THIRTY

Ce

FC5-30/A16-3

Serial: 0151

Czre of Fleet Post Office,  
San Francisco, California,  
14 August 1945.C-O-N-F-I-D-E-N-T-I-A-L

FIRST ENDORSEMENT to  
U.S.S. COD (SS224)  
Report of Seventh  
War Patrol.

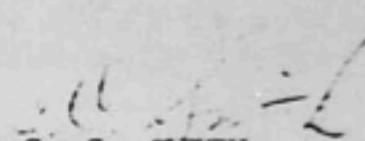
Subject: U.S.S. COD (SS224) - Report of Seventh War Patrol.  
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5. The obvious objections to using a submarine as a gunboat were practically and thoroughly demonstrated during this aggressive series of ten day actions. On 21 July the COD was twice bombed while in the act of diving. On 1 August she was strafed by a fighter plane and forced to dive, leaving her boarding party unassisted on an enemy ship. Fortunately the boarding party was rescued by the BLENNY after 48 hours. They were in good health and suffered no ill effects from their junk cruise. At this stage of the war such tactics are essential, despite the obvious objections, if submarines are to continue to do a heavy share of damage to the enemy.

6. The practice of firing Mk.14 and Mk.18 torpedoes in the same salvo, as done by the COD, is not recommended. The inherent advantage of each type torpedo is lost. The wakeless feature of the Mk.18 is compromised by the Mk.14 in the salvo. The high speed advantage of the Mk.14 is not fully utilized with 30 knot torpedoes fired in the same salvo. An additional load is placed on the IDC operator at his busiest moment.

7. Spirit and morale aboard the COD were high when she arrived from this shooting patrol. Material condition is fair with extensive work indicated on the main engines, hydraulic system, master gyro and thrust bearings.

8. The Squadron Commander welcomes the COD back to this area and congratulates the Commanding Officer, officers and crew on their arduous, extended, and successful gunshoot in shallow enemy controlled waters.

  
C. C. SMITH.

FE24-71/A16-3

UNITED STATES NAVY

11/vn

~~CONFIDENTIAL~~

10 September 1945

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

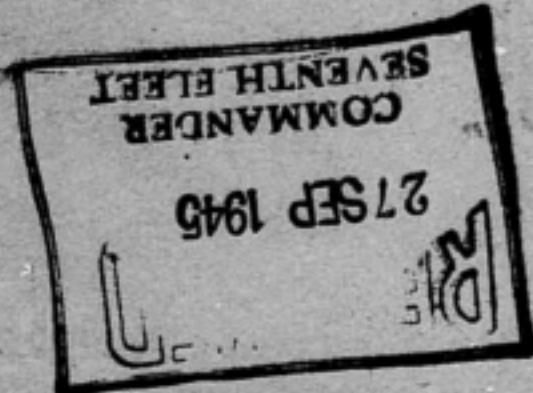
SECOND ENDORSEMENT to:  
USS COD Conf. Ltr. A16-3  
Serial (021), dated 13  
August 1945. Report of  
Seventh War Patrol.

From: The Commander Submarines SEVENTH FLEET.  
To : The Commander in Chief, UNITED STATES FLEET.  
Via : The Commander SEVENTH FLEET.  
Subject: U.S.S. COD (SS224) - Report of Seventh War Patrol  
(26 June to 13 August, 1945).

1. The Seventh War Patrol of the COD under the command of Lieutenant Commander E. M. WESTBROOK, Jr., U.S.N., was spent partially in lifeguard duties off the INDO-CHINA Coast and partially on offensive patrol in the GULF of SIAM.

2. COD was one of the first ships employed in attempting to break up the considerable small boat traffic in the GULF of SIAM which was transporting valuable enemy cargo in small lots to and from SINGAPORE. In twelve days she sank 23 junks and motor sampans and one oil barge destroying a total of 2200 tons of cargoes consisting of rice, sugar, oil, soap, crude rubber, coffee, paper, horseshoes and army blankets. The Commanding Officer was careful throughout to inspect and determine the nature of the cargoes and provide for the safety of friendly natives. In addition the COD made a valiant effort to pull a grounded Dutch submarine from a reef, but finally had to salvage the crew and destroy the ship. This episode and a later one of losing a boarding party eventually recovered by another submarine, are covered by the Squadron Commander's endorsement whose remarks are fully concurred in.

3. The award of the Submarine Combat Insignia for this patrol is authorized.



FE24-71/A16-3

UNITED STATES NAVY

11/wn

Serial 0558-A

10 September 1945

~~CONFIDENTIAL~~

SECOND ENDORSEMENT to:  
USS COD Conf. Ltr. A16-3  
Serial (021), dated 13  
August 1945. Report of  
Seventh War Patrol.

Subject: U.S.S. COD (SS224) - Report of Seventh War Patrol  
(26 June to 13 August, 1945).

-----

4. The Force Commander congratulates the Commanding Officer, Officers and Crew of the COD on their safe return to port after some narrow escapes from enemy planes and on inflicting the following damage to the enemy:

S-U-N-K

23 Junks and Motor Sampans and  
1 Oil Barge

2200 Tons

*James Fife*  
JAMES FIFE.  
ORIGINAL COPY.

DISTRIBUTION:

Cominch	(3) Direct	ComSubPacAdCom	(1) (air-
Vice Opnav	(2) Direct	ComSubRon-22	(2) mail)
Vice Opnav Op-23c	(1)	ComSubRon-26	(2)
ComlstFlt	(1)	ComSubRon-30	(2)
Com2ndFlt	(1)	DivComsSubRon-22	(1 ea)
Com7thFlt	(2)	DivComsSubRon-26	(1 ea)
ComSubs1stFlt	(30)	DivComsSubRon-30	(1 ea)
ComSubs2ndFlt	(4)	S/M School, N.L. Conn.	(2)
CTF-71	(7)	Comdt. NYD, Puget Sound	(1)
CTG-71.5	(2)	Subad, Mare Island	(2)
		S/Ms 7thFlt	(1)

*J. B. Miller*

J. B. MILLER,  
Flag Secretary.

11 0227

UNITED STATES FLEET  
COMMANDER SEVENTH FLEET

REG. NO. E522  
REC'D. 11 0227  
REC. SHEET NO. 1

A16-3(F-3-2/gtc)

Serial: 0338

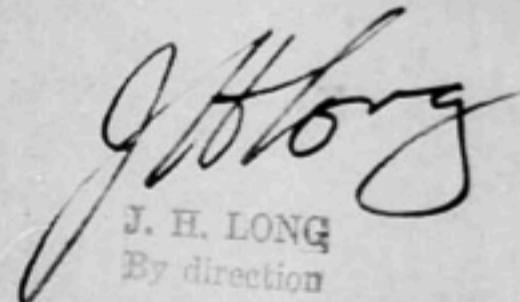
9 OCT 1945

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

THIRD ENDORSEMENT to:  
CO USS COD (SS224) conf  
ltr A16-3, serial 021  
dated 13 August 1945.

From: Commander Seventh Fleet.  
To : Commander-in-Chief, United States Fleet.  
Subject: U.S.S COD (SS224) - Report of Seventh War  
Patrol.

1. Forwarded.

  
J. H. LONG  
By direction