1st copy

SS224/A16-3
Serial (02)

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

1 June 1944

DECLASSIFIED

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

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Via: (Official Channels).

Subject: U.S.S. COD (SS224) - Report of War Patrol Number Three.

Enclosure: (A) Subject Report.

1. Enclosure (A) covering the third war patrol of this vessel conducted in the Sulu Sea and in the South China Sea off the coast of Luzon covering the period 6 April to 1 June 1944 is forwarded herewith.

J. C. DEMPSEY.

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DECLASSIFIED-ART. 0445, OPNAVINST 5510.1C
BY OP-09B9C DATE 5/25/72

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(A) PROLOGUE

Arrived Fremantle, W.A. on 13 March 1944 from Second War Patrol. Refit accomplished by Relief Crew Number One (SubDiv 162) and Submarine Repair Unit #137. The following items of major importance accomplished:

(1) P.P.I. Radar installed.
(2) Bridge superstructure altered to reduce silhouette and improve visibility.
(3) Overhauled 2 main engines and renewed exhaust mufflers.
(4) Docked and repainted.

(B) NARRATIVE (ALL TIMES HOW)

6 April 1944

1315 Underway in accordance ComTaskFor Seventy-One OpOrd No. 40-44 to conduct unrestricted submarine warfare in the South China Sea between latitudes 14 and 17° N., and from the coast of Luzon to longitude 115°E. Orders specified the exploitation of traffic lanes and focal points enroute to and from areas, particularly along the West Coast of Mindanao.

1710 Commenced training exercises with U.S.S. Isabel.

2230 Completed exercises and departed for patrol area via Darwin. Accompanied U.S.S. Jack along bombing restriction lane for purposes mutual training.

7-8 April 1944

Enroute Darwin in company U.S.S. Jack. During day and night conducted training with U.S.S. Jack, each ship alternating as target. Practiced surface and submerged approaches, trained gun crews, sound and radar operators. All lookouts had numerous opportunities to observe periscope and submarine at various ranges under varying conditions of visibility. Also, with Jack available, a means was afforded to tune and adjust SJ radar. The training afforded to submarines, proceeding in company, is considered very valuable.

9 April 1944

0130 Parted company with U.S.S. Jack and proceeded via assigned routing to Darwin.

1049 Sighted friendly submarine southbound, bearing 290 (T) distant 10 miles. Own Posit Lat. 20-01.2 S.; Long. 113-09 E.) Presumed to be U.S.S. Bluefish.

10-12 April 1944

Enroute Darwin conducting routine drills and exercises, During this period SJ radar became inoperative due faulty range unit. Transmitted Cod dispatch number one requesting delivery required parts upon arrival Darwin.

13 April 1944

0712 Contacted escort and proceeded Darwin. Transferred one rating to Naval Dispensary, Darwin for treatment. Fueled and made minor repairs.

13 April 1944 (Cont.)
1600 Received requested SJ radar parts from PBY.
1945 Completed repairs to radar.
2000 Departed Darwin enroute patrol area, via assigned routing.

14 April 1944
0514 Submerged for trim.
0600 Surfaced. Decided not to use SD radar when within 100 miles of land.
1102 Submerged for B-25 bomber sighted at 7 miles on northwesterly course. Remained submerged to work on SJ radar and to repair stern plane contactors.
1645 Surfaced and proceeded, via Sermata pass. SJ radar out of commission.

15 April 1944
0521 Submerged about 10 miles northeast of Sermata Island to train planesmen, check repacked cables and hull plugs, and to determine whether or not SJ radar could be made operative before we proceeded too far from Darwin.
1745 Surfaced and proceeded focal point enemy traffic vicinity Gunung Api to tune and check radar.

16 April 1944
0200 Completed work on SJ and set course to exploit traffic vicinity Moro Maha Island.
1115 In Lat. 06-27 S.; Long. 124-53 E.; sighted what appeared to be periscope on starboard beam, range 1500-2000 yards. Maneuvered to avoid, and at
1121 Submerged and continued westward conducting patrol off Moro Maha Island.
1817 Surfaced and patrolled across western entrance Buton Passage and Buton Strait.

17 April 1944
0237 In Lat. 05-57 S.; Long. 122-48 E.; made radar contact bearing 302 (T), range 4950 yards. Identified as sailboat and avoided.
0540 Submerged for patrol across western entrances Buton Strait.
1448 Sighted sailboat bearing 248 (T), distance 7 miles. (Lat. 05-35 S.; Long. 122-04 E.) Closed and identified as native craft on southeasterly course.

17 April 1944 (Cont.)

1827 Surfaced and patrolled across traffic lanes between Saleier and Tioro Straits until midnight when set course for Saleier Passage. Made two contacts during night on sailboats.

18 April 1944

Transited Saleier Passage and at

0554 Submerged for patrol across western entrance. Sighted nothing except native sailboats on southeasterly courses.

1824 Surfaced and proceeded on northwesterly course patrolling across southwesterly entrances to Makassar City.

19 April 1944

0114 In Lat. 05-29 S.; Long. 118-42 E., made radar contact bearing 312 (T), range 9000 yards. Tracked on course 100 (T), at speed 6 knots. Stopped and tracked with sound at ranges 8,000 - 10,000 yards, light high speed screws making 150 rpm. Identified as small subchaser (Contact #1) apparently patrolling between Dewakang Bejar and southwest entrance Makassar City. Waited until small craft had opened range to eastward then proceeded northward.

0155 With Bankanluang Island bearing 330 (T), distant 3 miles, noticed much signalling from that island, and again picked up small craft closing range. Evaded on surface by passing south of Dewakang Kechil, and proceeding north between this island and Doang Doangang Besar. Between 0300 and 0500 passed 5 sailboats contacted at radar ranges 1500 to 7000 yards. Avoided by course changes.

0524 With 6 sailboats in sight, submerged in position 5 miles east of Karasindeh Island. Identified sailboats as apparently native craft all on southerly or southeasterly courses.

1219 In position about 10 miles north of Karasindeh Island sighted what appeared to be smoke bearing 136 (T), and commenced closing. (Contact #2)

1329 Sighted float type plane (A/C Contact #1) bearing 170 (T), distant 8-10 miles, on various courses either patrolling area or escorting.

1340 Tracked smoke on westerly course at speeds 8-9 knots, apparently passing across the shallow bank south of Doang Doangang Besar Island.

19 April 1944 (Cont.)

1356 Sound picked up long scale echo-ranging in direction of smoke. Could not sight masts of ship altho visibility was excellent. Plane still in sight in vicinity of smoke.

1425 Plane altered course toward submarine, passing at distance of about 6 miles.

1433 Echo-ranging faded out on bearing of smoke. Decided to open range, surface, pass north of Butong Botongang Island and intercept target vicinity Luna Islands. Plane and smoke remained in sight until 1625 when they disappeared on bearing 220 (T).

1705 Sighted what appeared to be sailboat or subchaser bearing 096 (T) range about 8000 yards.

1745 Identified object as semi-submerged wreckage.

1840 Surfaced and commenced rounding shallows north and west of Butong Butongang Island.

2018 In Lat. 04-45 S.; Long. 117-40 E., ran into extensive area of submerged wreckage which included parts of ship, huge logs and debris. Pit-log swordarm bent and torpedo shutters received severe banging. Maneuvered for 30 minutes trying to clear debris without injuring propellers. Checked shutters apparently okay. Continued to northwest in unsuccessful effort to contact target. Since masts of target were not sighted at an estimated range of 14,000 yards, contact may have been a small escort maru or subchaser searching area, thru which we had passed.

2200 Abandoned search and proceeded up Makassar Strait.

20 April 1944

In vicinity of Cape Mandar made 3 radar contacts at ranges 3000-4000, apparently sailboats which were avoided by course changes.

0550 Submerged about 15 miles southwest of Cape William. Numerous sailboats in sight thruout day.

0826 Sighted float type plane (A/C Contact #2) bearing 052 (T), distant 8 miles apparently patrolling, on southwesterly course.

1844 Surfaced and followed traffic lanes enroute Sibutu Passage. Sighted and avoided 2 sailboats northwest of Cape William.

2110 Decoded CTF 71 dispatch assigning new area.

21 April 1944

Surfaced and submerged patrol in Makassar Strait on traffic lanes leading to Koetei River Delta.

0535 Submerged upon sighting mast bearing 347 (T), range 16,000 yards, and commenced approach.

0609 Identified mast as sailboat. Investigated submerged and appeared to be typical native craft.

0947 Sighted float type plane bearing 315 (T), distant 9 miles on southeasterly course (A/C Contact #3), apparently patrolling area since no traffic sighted.

1130 Conducted one hour submerged approach on what appeared to be masts of 2 ships and proved to be wreckage.

1837 Surfaced.

22 April 1944

Surface patrol across traffic lanes Davao to Makassar Strait and Tarakan.

1205 Submerged to be in position for night transit Sibutu.

1828 Surfaced and proceeded Sibutu Passage.

2130 Commenced transit at 17 knots.

2309 In posit Lat. 04-57.5 N.; Long. 119-34 E., made radar contact with small sailboat or motor launch bearing 259 (T) range 4000 yards. Avoided by course change.

2350 Completed transit Sibutu Passage and slowed to 14 knots.

23 April 1944

Proceeding west of Pearl Bank, at

0031 In posit Lat. 05-23 N.; Long. 119-35.5 E., made radar contact with small unidentified object bearing 011 (T), range 1200 yards. Avoided.

0545 Submerged for patrol across entrances east of Pearl Bank and Pangutaran Passage. Submerged patrol conducted because of glassy water surface and overcast skies.

1830 Surfaced and proceeded to Zamboanga Coast patrolling traffic focal point vicinity Lat. 08-10 N.; Long. 121-30 E.

24 April 1944

Patrolled focal point of approaches to Sibutu Passage, Basilan Strait and Balabac Strait until 0200 when closed coast in vicinity Dulunguin Point, Zamboanga Peninsula.

24 April 1944 (Cont.)

0512 Submerged 6 miles northwest Dulunguin Point, closed coast and patrolled to southward, 2 miles off beach, investigating Port Santa Maria, Siokun and Panabutan Bays enroute. Sighted nothing but one native sailboat on northerly course in vicinity Balatacan Point.

1847 Surfaced and patrolled 6 miles off coast between Botorampon and Dulunguin Points, estimating this procedure would cover most effectively night traffic lanes to and from Basilan Strait. High forest fires visible in mountains east of Linasun Point.

25 April 1944

0010 In Lat. 07-32.5 N.; Long. 121-58.3 E., made radar contact on two small pips, bearing 144 (T), range 8,000 yards. Tracked on northerly course at slow speeds. Identified as sailing craft.

0140 Opened coast to cover northwesterly approaches Basilan Strait.

0311 Lat. 07-14.4 N.; Long. 121-42 E., made radar contact bearing 240 (T), range 13,350 yards. Tracked target on course 160-210 (T) at speed 15-16 knots, and attempted gain position ahead. (Contact #3).

0400 Sighted smoke of target bearing 220 (T), range 16,000 yards.

0415 Sighted smoke of target bearing 242 (T), range 14,000 yards.

0417 Radar contact bearing 254 (T), range 10,000 yards on what appeared to be escort.

0423 Dawn starting to break and target's position and course such that destination might be either Basilan Strait or one of the passages thru the reefs north of Sulu Archipelago. Since attack position could be reached only if target entered Basilan Strait, opened range to southeast and at

0500 Submerged about 2 miles northeast of the reef around Teinga Island, just west of Basilan Strait. Did not again sight nor hear target which apparently made a landfall on Teinga Island and altered course to the southwest. Target not identified but it was apparently medium sized and high speed, having been detected at 18,000 yards radar range and tracked at 16 knots.

0520 Altered course to northwest to keep from being swept into shoal water of Basilan Strait.

25 April 1944 (Cont.)

0530 Patrolled western entrance Basilan Strait in glassy sea.

1841 Surfaced and patrolled vicinity Lat. 7-10 N.; Long. 121-40 E.

26 April 1944

0100 Altered course to patrol along reverse track of target sighted previous night, until 0300 when closed coast.

0500 Submerged for patrol off Dulunguin Point. Sighted 2 native sailboats during day.

1847 Surfaced and patrolled south and southeast from enemy focal point along traffic lanes to Basilan Strait and Sulu Archipelago. Passed thru much floating debris during night.

27 April 1944

0523 Submerged for patrol across northwestern approaches Basilan Strait.

1840 Surfaced and patrolled across approaches Basilan Strait until 2300 when set course to patrol northward along coast.

28 April 1944

0510 Submerged for patrol 6 miles NW of Coronado Point and closed coast. Slight chop on water and a few white caps, the first suitable periscope conditions noticed in this area.

1000 In Lat. 07-56 N.; Long. 122-08.5 E., sighted type "Oscar" plane, bearing 235 (T), distant 1 mile, altitude 500 feet, on course 225 (T) at high speed. (A/C Contact #4)

1035 Sighted northbound native sailboat bearing 124 (T), distant about 4 miles, well inshore in Coronado Bay.

1224 While on course 180 (T), in position Lat. 07-51.8 N.; Long. 122-05.8 E., sighted single mast of ship bearing 047 (T) distant about 8 miles, which placed the ship about 1 mile off Coronado Point. Tracked on course 215 (T) speed 7 knots. (Contact #4).

1248 Sighted mast of second ship bearing 045 (T), inshore of first ship and 3 miles astern, on course 215 (T), speed 6-7 knots. (Contact #5) Paralled coast about 1½ miles off shore and tracked targets.

1255 Identified first target as minesweeper similar class AM 1-6 (ONI 41-42), steering various courses so as to stay just inside the 100 fathom curve and echo-ranging on 18 kcs. at 8 second intervals. His speed varied from 6 to 7 knots.

28 April 1944 (Cont.)

1255 Crews manned the rails and tops apparently acting as A/S lookouts. Let the AM pass at range of 1600 yards while taking position on second target. Could not see sweep wires altho other actions indicated minesweeping operations.

1310 Identified second target as small PC boat similar to class PC3-39 (ONI 41-42) except that stack appeared to be thicker and a stick mainmast was installed, from which the Japanese ensign could be distinguished. This PC boat followed contour of coast about ½ mile off-shore and may have been minesweeping. Did not attack since the whole set-up appeared to be fore-runner of valuable traffic, expected thru this area. Maintained patrol 1½ to 2 miles off-shore between Dulunguin and Sampoak Points until

1851 Surfaced about 5 miles west of Dulunguin Point. Patrolled to west and south along traffic lanes then north along coast to be in position for possible enemy activity this area.

29 April 1944

0451 Submerged 4 miles west of Port Santa Maria and patrolled north and south about 2 miles off Sampoak Point.

1333 Sighted small sea truck escorted by trawler bearing 046 (T), range 12,000 yards on southerly courses conforming to coast line at speed 8 knots. In view possible enemy warship activity this area, did not desire disclose position. (Contact #6)

1846 Surfaced and patrolled to northwest to cover possible enemy traffic enroute Sulu Archipelago until 2330 when closed coast north of Coronado Point.

2354 Fire in maneuvering room due faulty main motor contactor resulting in overheated starting resistor. Casualty repaired in 10 minutes with little damage.

30 April 1944

0518 Submerged north of Coronado Point to check on possible enemy activity this vicinity. Completed repairs to main motor contactors during day.

1709 Sighted trawler and sea truck (same as contact 6) with an additional small trawler on northeasterly course hugging beach in vicinity Bakong Point, range about 14,000 yards.

30 April 1944 (Cont.)
1901 Surfaced and patrolled across western entrance Mindanao Sea.

1 May 1944
0504 Submerged for patrol off Siaton Point, Negros.
1332 Sighted stick masts of ship bearing 104 (T), range about 25,000 yards on northeasterly course at speed 10-14 knots. (Contact 7) Ship drew out of sight passing between Apo Island and Negros mainland.
1842 Surfaced and patrolled enroute Coronado Point.

2 May 1944
0215 Decoded dispatch orders assigning new area. In view possible enemy activity decided search area north of Tubbataha Reefs until dark 3 May. Submerged while crossing traffic lanes vicinity Arena Island. At dusk commenced search possible enemy position west of a line between Dumaran Island and Tubbataha Reef.

3 May 1944
0528 Submerged in desired position west of Tubbataha Reefs.
1349 Surfaced and conducted high periscope lookout.
1414 Submerged on closing aircraft radar contact. (A/C Contact #5). No traffic sighted in good visibility. Maintained submerged patrol but sighted nothing.
1835 Surfaced and proceeded assigned area via Cuyo East Pass.

4 May 1944
Surfaced and submerged patrol enroute area via Cuyo East and Apo West Passes.

5 May 1944
During daylight conducted submerged patrol across western entrance Mindoro Strait and across traffic lanes from Cape Calavite to Linapacan Strait. Upon surfacing patrolled across traffic lanes enroute focal point vicinity Scarborough Shoal.

6 May 1944
Surface patrol vicinity Scarborough Shoal to Cape Bolinao.

7 May 1944
Patrolled across traffic lanes between Cape Bolinao and Caiman Point. During early morning sighted 3-4 native fishing craft, apparently using kerosene flares.

7 May 1944 (Cont.)

0500 Submerged 4 miles west of Agno Bay and patrolled along coast between Agno Bay and Tambobo Point which is estimated daylight position of possible enemy activity.

0550 Commenced approach upon sighting 3 small craft bearing 039 (T) range 8000 yards (Contact #8) on southerly courses conforming to coast line at speed 6-8 knots. Broke off approach upon identifying craft as similar to an ex-whale "Killer boat", a coastal minesweeper of about 200 tons and a small PC boat, in triangular formation and apparently not sweeping.
Sighted several native fishing and sailing craft during day.

1859 Surfaced and proceeded south to cover entrance of enemy shipping into Manila and to take position for possible enemy activity southwest of Cape Calavite.

8 May 1944

0600 Arrived desired position and commenced surface patrol.

0630 Submerged for A/C radar contact at 11 miles closing. (A/C Contact #6) Commenced submerged patrol across estimated traffic lane.

0700 Sighted plane (unidentified) bearing 340 (T), distant 12 miles at high altitude on a southerly course. (A/C Contact #7)

1150 Sighted 2-engine bomber, land based type bearing 185 (T), distant 5 miles on southwesterly course (A/C Contact #8).

1910 Surfaced and patrolled traffic lanes leading to Cape Calavite until 2330 when decoded Hoe dispatch reporting southbound convoy. Increased speed to 17 knots to attain convoy's estimated dawn posit about 12 miles west of Capones Island.

9 May 1944

0445 Submerged 12 miles west of Capones Island light.

0512 While returning to periscope depth from 300 feet sound reported fast screws (300 rpm) on constant bearing 200 (T). Reached periscope depth about one minute later and sighted a mine layer similar in all respects to the Okinoshima (CM6) (ONI 41-42) bearing 220 (T), range 6000 yards zigging widely on base course 300 (T) at estimated speed of 20 knots. (Contact #9) While swinging for bow tube shot,

9 May 1944 (Cont.)

0512 target zigged away and passed at minimum range of 5500 yards. One plane was mounted on catapult. Followed target submerged. Upon reaching a position about 5 miles northwest of ours, target commenced circling and maneuvering on widely varying courses at various speeds, for a period of 10 minutes after which it drew out of visible range on bearing 330 (T). Changed course to 330 (T), figuring minelayer would furnish escort for expected incoming convoy.

0547 Heard distant depth charging on northwesterly bearing.

0650 Sighted type "Rufe" plane (A/C Contact #9) bearing 330 (T), distant 4 miles on various courses apparently scouting area. Plane remained in view until 0710 when it disappeared in a southerly direction.

0824 Sound reported echo-ranging bearing approximately 300 (T).

0825 Sight float type plane bearing 308 (T), distant 8-10 miles, on southeasterly course. (A/C Contact #10). Changed course to 270 (T) to close.

0828 Sighted what appeared to be smoke bearing 279 (T).

0841 Sighted 4 float and 1 bomber type planes bearing 290 (T), distant 8-12 miles on various courses apparently covering convoy. (A/C Contact #11) Changed course to 210 (T) to intercept convoy when it made expected course change to southeast.

0918 Sighted masts apparently of 3 or more escort ships bearing 270 (T), range about 15,000 yards. Tracked on course 210-170 (T) at speed 12 knots. (Contact #10)

0940 Distinguished masts and smoke from 4 or more ships of convoy bearing 250 (T), range about 20,000 - 30,000 yards. Convoy maintained a general southerly course passing 25-30 miles west of Capones Island, and drew out of visible range at 1150 bearing 210 (T). No course change to eastward was noticed. No details of ships of convoy with the exception of the masts of the CM Okinoshima were distinguished.

1000 With all ships of convoy hopelessly out of range, changed course to 270 (T) to close track of convoy should there be stragglers. From the action of the CM sighted shortly after submerging, and the air patrol which appears to scout our diving position, it is likely that we were either sighted or detected while approaching the coast in bright moonlight and the convoy routed well around us.

9 May 1944 (Cont.)

1900 Surfaced and patrolled to northward on reverse track of convoy. Decided patrol off Cape Bolinao in view of possible enemy warship activity this vicinity, and also to have some leeway to get in attack position when a contact is made.

10 May 1944

0159 Latitude 16-15 N.; Longitude 119-14 E., sighted smoke bearing 083 (T), distant 15-16 miles. Full moon visibility. Closed bearing and at

0212 Made radar contact bearing 092 (T), range 22,000 yards. (Contact #11) Distinguished smoke of many ships while radar had numerous contacts at ranges 22,000 to 30,000 yards. Determined convoy to be zigzagging between courses 140 (T) and 200 (T), at speed 10-11 knots. Legs of zigs appeared to be 6-15 minutes, course being changed from 200 to 140 (T) by zigs of 15-20 degrees and from 140 to 200 (T) in one zig. At

0438 With smoke bearing 010 (T) range about 20,000 yards, submerged and closed track.

0505 Obtained good view of formation. The area to the northeast looked like a forest. Counted masts and smoke of 33 ships which did not include a batch to the eastward of which only their smoke could be sighted. No warships with the exception of minesweepers, Chidoris, and destroyers were sighted. Convoy appeared to be divided into four separate formations each of 2 or 3 columns with 2 or 3 ships in each column. The formations were positioned in each corner of a square separated by a distance of 4000-6000 yards. Interval between columns was about 1400 yards and distance between ships appeared to be 300-500 yards. Destroyers patrolled ahead and on the flanks. Chidori type torpedo boat and minesweepers appeared to be scattered about the interior of the convoy. As far as could be ascertained only the bow and flank destroyer escorts echo-ranged.

0517 Sighted 2 type "Mavis" flying boats patrolling over formation. (A/C Contact #12).

0520 Made approach on near formation of ships which consisted of 5 ships in two columns, 3 ships in near column and 2 in the far. Ships were in line of bearing about 135 (T). One Kamikaze destroyer patrolled ahead, one on the near flank and a Chidori on the near quarter.

10 May 1944 (Cont.)

0520 Masts of either a destroyer or Chidori were noticed on the far flank. Leading ship in far column was an AK-AP of the Brisbane Maru type, followed by a Sanko Maru type AK. Leading the near column was another Sanko Maru type, then a large AK similar to the Asosan Maru with an AP similar the Kasodo Maru bringing up the rear.

0545 With formation on course 140 (T) and near destroyer at range of 3200 yards and 30 degree angle on starboard bow, planned to fire bow tubes on large track angle at target offered by DD and near column of marus.

0546 Formation zigged to course 200 (T) and DD presented a 5 degree port angle.

0551 Formation zigged to 180 (T). Destroyer still echo-ranging and still with 5 degree port angle, range 1400 yards. Distance to track of near column of ships about 2000 yards. Decided fire stern tubes at destroyer and bow tubes at near formation of ships. Changed course to 095 (T) to increase distance from DD track, and decrease bow tube gyro angles.

0555-51 With angle on bow of DD exactly 90 degrees port, and torpedo run of 650 yards, but a large (40 degree) and rapidly increasing gyro angle, fired 3 torpedoes from stern tubes. Watched first torpedo hit right under the bridge after a 26 second run. Both stacks collapsed, and dozens of the crew (in white uniforms) who had been lining the rails acting as periscope lookouts were tossed into the air. The ship immediately started to sag in the middle with bow and stern rising. While swinging around for the set-up on the marus, observed the second torpedo hit abaft the main mast and the whole fantail disintegrate.

0556-39 Shifted set-up to last ship (Kasado Maru type) of near column and fired 2 torpedoes from bow tubes on 105 starboard track with torpedo run 1400 yards and 10 degree gyro, then fired remaining 4 torpedoes at the second ship in near column (Asosan Maru type), with average track angle 113 starboard, torpedo run 1850 yards and 18 degree gyro. At time of firing, this target together with the two ships of the far column (range 3300 yards) were so aligned as to form a three ship target bow to stern. Furnished continuous periscope bearings to TDC for all except last two shots, which were fired on generated bearings. At this time, the near quarter Chidori had a zero

10 May 1944 (Cont.)

0556-39 angle on the bow at a range of 2000 yards, 2 aircraft bombs had already landed and 3 or 4 of the next formation's escorts were at a range of 4000 yards and closing the firing position at high speed. Started deep. Sound tracked torpedoes. Heard first bow tube torpedo hit first target (Kasado Maru) 56 seconds after firing. Heard 3 torpedo hits on the second target (Asosan Maru type) after runs of 76 seconds, followed by extensive ripping and tearing noises characteristic of ships breaking up. About 2 minutes and 16 seconds after firing last shot, sound reported another torpedo hit which checked with torpedo run on one of the ships in far column. Breaking up noises from marus and destroyer very loud thru the hull.

0600 At 300 feet, changed course to 270 (T) and went ahead full to get clear of Chidori who let go a barrage of 3 depth charges. Very loud cracking-up noises and explosions from the torpedoed destroyer extending across both bows, forced a change of course to the northwest. Breaking up noises of torpedoed marus audible thru hull on two distinct bearings.

0604 Three aircraft bombs.

0605 Series of heavy explosions on bearing of torpedoed marus.

0606 Four escorts from the next formation arrived and depth charging started. Changed course to northeast to try to get under part of the convoy. During the next 15 minutes, escorts dropped approximately 70 depth charges in batches of 3 to 8. No echo-ranges heard. Sounded as tho escorts were laying down a sort of saturation barrage over an area in the vicinity of our firing position, probably designated by smoke float dropped from plane. Continued at standard speed on northerly courses clearing firing position.

0620 Depth charging ceased. Escorts (3 or 4) commenced intermittent pinging, stopping occassionally to listen. Ran silent under 8 degrees negative gradient. During this period heard many sharp firecracker explosions on bearing of torpedoed marus which from previous experience is associated with detonation of an ammunition cargo.

10 May 1944 (Cont.)

0626 to 0715 Three escorts made runs at intervals of 4-8 minutes dropping 2 to 3 charges with deep depth settings each run. Two or three barrages very close but did no serious damage. Maneuvered to keep escorts abaft beam. At 0635 heard series of heavy explosions from torpedoed marus.

0715 to 0940 No depth charges. Maneuvered to put intermittent pinging and screw noises astern. Firecracker explosions on bearing of torpedoed marus still continuously audible thru hull and over sound gear. Ran silent on northeasterly course. Heavy rattling noise along hull, probable loose deck plating.

0940 Three close and heavy depth charges, probably from plane since no screws heard close aboard. Changed course to north and closed all main vents.

0957 Three escorts commenced runs dropping them in batches of 1 to 4 at intervals of 3-6 minutes. Continued evasive tactics.

1040 Depth charging ceased with escorts gradually drawing astern.

1145 Screws faded out, intermittent echo-ranging still audible. Increased speed to try to get to periscope depth without using trim pump.

1330 Distant depth charges astern.

1340 Periscope depth, about 10 miles from attack position, nothing in sight, checked for damage, reloaded torpedoes and repaired minor damage.

1600 Distant depth charging.

1845 While preparing to surface, sound reported echo-ranging bearing 259 (T), and closing.

1852 Sighted hazy outline of Chidori torpedo boat or PC boat bearing 253 (T) with small angle on bow. (Contact #12) Could not determine range nor angle on bow in visibility prevailing. Chidori appeared to be either weaving or zigzagging on an easterly course, at speeds 6-12 knots. Endeavored to keep Chidori bearing abaft beam while opening distance to track but had to go deep when sound reported screws speeding up and hazy periscope observations indicated a constant bearing. Chidori shifted to short scale pinging and appeared to have sound contact so speeded up to get clear of expected depth charges. Nothing dropped and after a half-hour of pinging in our vicinity, Chidori continued on an easterly course.

10 May 1944 (Cont.)

2050 Surfaced in thunderstorm. Brilliant flashes of lightning with much rain. Patrolled to northwestward intending to exploit traffic lanes vicinity Stewart Bank and Truko Shoal. Slowed at 2300 because of overheated port shaft stern tube packing.

2343 Latitude 16-30 N.; Longitude 118-20 E. Made radar and sight contact at 8000 yards, bearing 350 (T) on small patrol craft, which resembled a PC boat or small minelayer (Contact #13). Tracked on course 200 (T) at speed 12 knots. Determined he was not escorting and avoided by course changes.

11 May 1944

0514 Submerged in position 16-45 N.; 118-00 E. Continued minor repairs and checking of damage.

1917 Surfaced and at

2015 Transmitted Cod dispatch two, reporting attack on convoy. Upon completion transmission continued patrol across traffic lanes vicinity Truko Shoal.

12 May 1944

Patrolled eastward from traffic focal point at Lat. 17-00 N.; Long. 117-00 E., to cover tracks of reported southbound task force. Submerged about half this day, routining torpedoes, repairing pit-log, remedying air leaks and leaky stern tubes.

13 May 1944

Surface and submerged patrol across traffic lanes north and northwest of Cape Bolinao.

14 May 1944

Patrolled across traffic lanes north and northwest of Cape Bolinao until 2230 when changed course to southwest to patrol off-shore traffic lanes.

0523 Submerged for trim and B.T. card.

0745 In position Lat. 16-24 N.; Long. 118-17 E., upon returning from deep submergence, sighted 100-200 ton trawler (similar in appearance to Japanese sea-truck but having two masts fitted with sails) (Contact #14) bearing 353(T), range 7000 yards. Examined trawler from range of 1600 yards. Sails did not appear to be in use and about every 5 minutes, trawler would emit large puff of smoke. It appeared to be in a dilapidated condition and no

14 May 1944 (Cont.)

0745 insignia could be observed. Tracked on course 140 (T), speed 7 knots (132 rpm). Estimated trawler to be possible decoy moving in advance of traffic, and decided not to reveal own position by gun attack. Maintained submerged patrol across trawler's track until 1115 when surfaced and searched vicinity. Trawler mounted two machine guns (one forward and one atop bridge). A small deck-house aft may have concealed a larger gun. Sides were high and a cargo loading door was observed on the starboard bow. Picture taken at 2000 yards.

1500 Continued surface patrol across traffic lanes in vicinity Scarborough Shoal.

15 May 1944

Surface patrol across traffic lanes between Scarborough Shoal and Macclesfield Bank.

16 May 1944

Surface patrol vicinity enemy traffic focal point Lat. 14-00 N.; Long. 117-00 E. Started south to exploit possible enemy activity vicinity Dangerous Grounds. At 1916 transmitted Cod three dispatch informing CTF 71 of action and requesting 3 day extension.

17 May 1944

Surface patrol vicinity possible enemy activity north of Dangerous Grounds.

0846 Latitude 12-16 N.; Longitude 116-18 E. Sighted smoke bearing 221 (T), distant about 30 miles. Tracked on surface. Distinguished masts and smoke from 4 or more ships and 4 or 6 escorts, on course 070 (T), speed 9-10 knots.

0900 Submerged ahead of convoy.

0952 Sighted type "Mavis" plane over convoy (A/C Contact #13).

1130 With convoy on easterly course, an opportunity to attain attack position seemed remote, so planned to observe target's formation then make end around for night surface attack. Because of glassy sea surface and air escort ran at 100 feet between observations. About

1210 Convoy changed course to northeast and 2 escorts of Chidori type which were patrolling about 4000-5000 yards on flank and bow of formation headed towards our position.

1216 At range of about 2000 yards one escort apparently made sound contact, shifted to short scale and speeded up. Went deep while rigging for

17 May 1944 (Cont.)

1216 depth charge. No depth charges but escort milled around until about 1330, during which time it was necessary to run silent while evading.

1340 While coming to periscope depth, sound reported fast screws bearing 020 (T). Periscope observation showed a Chidori, angle on bow 120 starboard, range about 3000 to 4000 yards, making about 20 knots on an easterly course. Masts of convoy visible to northeastward. Followed convoy submerged.

1440 Sighted same Mavis plane bearing 070 (T). Remained in sight until 1640.

1715 Smoke of convoy disappeared on bearing 055 (T).

1817 Surfaced and commenced chase of convoy at 17 knots.

1838 Sighted submarine bearing 035 (T), range about 14,000 yards. Submarine appeared to have either just surfaced or just come into our visible range (Contact #16). Identified submarine as friendly, thought to be the Robalo. Unsuccessfully attempted to communicate via MN. Tried to close, but submarine speeded up and passed out of visible range on an easterly course, at 1900. Experienced interference on SJ while submarine was in sight.

2100 Lat. 12-41.8 N.; Long. 116-50.6 E., made radar contact bearing 087 (T), range 18,000 yards. Commenced tracking and developing contact, which was apparently convoy for which we were searching.

2210 Convoy consists of 9 ships (possibly more) of which 4 appear to be large ships and 5 escorts, on courses 070-110 (T) at speed 8-9 knots. Escorts appear to be well out on flanks.

2227 About 8000 yards on port quarter of selected target, a large (MFM) AK, gaining position ahead. Experienced radar interference similar that caused by SJ.

2228 Made radar contact dead ahead 067 (T), range 4500 yards and simultaneously sighted what appeared to be either a submarine or an escort bows on. Increased speed to full and put contact astern, closest range 3500. Decided contact was friendly submarine so commenced getting into attack position on starboard side of convoy.

18 May 1944

0010 Lat. 12-31.3 N.; Long. 117-19.2 E., on starboard flank of convoy range 10,000 yards.

0020 With target bearing 017 (T), on course 110 (T), speed 8 knots, commenced closing for attack.

0025 Experienced radar interference similar to that caused by another SJ.

0031 Made radar contact on small pip, bearing 139 (T), range 6200 yards and closing rapidly. Put contact astern and increased speed. Contact not sighted.

0043 Lost contact at 8000 yards. Decreased speed and lowered sound heads. Heard nothing. Decided that either we are interfering with the friendly submarine as much as he is with us, or that this convoy has small escorts equipped with radar. The ARC, operated during this second approach, indicated the presence of a radar on a frequency of 270 Mcs and a pulse rate of 400 per second which is listed as being employed by Japanese escort ships.

0055 Decided to try again to get into attack position on the port flank of convoy and if unsuccessful, to make end around for dawn submerged attack, since the efficiency of our radar has decreased appreciably. Ships comparable in size to escorts sighted with this convoy and friendly submarines had been detected previously at 12,000 - 16,000 yards.

0119 Contacted convoy at 17,000 yards bearing 064(T) and started working around flank escorts to get in position ahead.

0144 Lat. 12-34 N.; Long. 117-38 E. With target bearing 110 (T), range 9,000 yards, heard 3 heavy explosions in direction of target and about 2 minutes later 4 more explosions in rapid succession. Noticed increased stack smoke from target which appeared to change course to southeast. Reversed course and opened range on closing escort. Explosions were very heavy and sounded more like torpedo explosions than depth charges, except that they occurred in rapid succession.

0218 Lost escort astern and commenced end around for dawn attack position.

0436 Sighted what appeared to be smoke bearing 273 (T).

0503 In estimated dawn position of convoy submerged for trim, checked torpedoes and since smoke contact did not develop, at

18 May 1944 (Cont.)

0900 Surfaced and commenced search.

0957 Sighted smoke of convoy bearing 102 (T), distant about 15 miles. (Latitude 12-58 N.; Long. 117-53 E.) Started end around.

1045 Submerged for type "Betty" plane sighted at 8-10 miles bearing 093 (T) on closing course. (A/C Contact #14) Plane in sight until 1300.

1642 Lost sight of smoke bearing 050 (T), and surfaced to chase at 17 knots.

1736 Smoke in sight bearing 037 (T). (Latitude 13-10.5 N.; Long. 118-21 E.).

1859 Latitude 13-28 N.; Longitude 113-35 E. Thirty minutes after sunset sighted small ship resembling submarine bearing 015 (T), range 12,000. No radar contact but interference experienced as from another SJ. Ship popped into view suddenly and had all appearances of a submarine having just surfaced. Closed range to establish communication.

1909 Identified ship as Chidori type torpedo boat, range about 10,000 yards on course 130 (T) at about 10 knots speed. Believed to be convoy escort either making a sweep or taking station astern convoy. At range of about 9,000 yards escort changed to easterly course.

1915 Increased speed to 16 knots ran around escort and searched for convoy in easterly direction since it was believed that convoy would use passage between Cape Calavite and Golo Island to reach Manila.

2330 Reached desired position ahead of convoy and commenced search to northward.

19 May 1944

0220 About 30 miles northwest of Cabra Island made radar contact bearing 010 (T), range 20,000 yards. Hazy but good visibility with much lightning. Closed bearing and commenced tracking. In lightning flashes sighted 3 or 4 large ships with 4 or 5 smaller ships, probably escorts, on the near flank. The large AK or AP (MFM) which had been selected as target during previous attempts on this convoy was still in formation.

0243 Paralled target on course 1[illegible] (T) at about 10,000 yards and increased speed to 17 knots to get ahead.

0250 Convoy zigged to course 080 (T).

19 May 1944 (Cont.)

0258 Undetected escort on our port quarter started flashing a light at us. Put light astern and opened range.

0312 Sighted what appeared to be small craft on our port bow. No radar contact. Changed course to the south to put contacts astern.

0322 Lost radar contact on target group bearing 040 (T). Observed searchlight sweeping horizon on a bearing 050 (T). With escorts aware of submarine's presence and morning twilight due in an hour, further attempts to reach an attack position appeared futile. The consistently unsuccessful attempts to get in an attack on this particular convoy were discouraging. Decided to patrol southwest of Cabra Island light, get some sleep and be in position for possible enemy activity vicinity Mindoro Strait this evening.

0500 Submerged for patrol. Checked radar.

1858 Surfaced and patrolled across the southwestern approaches to Manila area.

20 May 1944

0132 Lat. 13-01 N.; Long. 119-34 E., heard 2 explosions either depth charges or torpedoes. Lay to and manned sound gear.

0137 Heard 4 distant explosions and echo-ranging.

0141 Radar contact bearing 219 (T) range 12,000 yards. Pip seemed comparable to PC or Chidori type torpedo boat. Echo-ranging. Went ahead at 12 knots changing course to put pinger astern while tracking. Tracked on course 355 (T), speed 7 knots. (Contact #18).

0153 Heard 2 explosions, direction undetermined. Increased speed to 15 knots when pinger increased speed to 17 knots and headed for us. Gradually altered course to east and southeast to lose pinger who went out of range on a northerly course.

0240 Worked back to enemy's estimated track.

0350 In Latitude 13-12 N.; Longitude 119-42 E. made radar contact bearing 183 (T), range 4000 yards. Sighted nothing altho visibility was good.

0400 Sighted green flare of rocket on Very's pistol type bearing 260 (T), estimated distance about 2 miles. Changed course to put flare astern.

0405 Radar contact bearing 291 (T), range 3000 yards, which abruptly disappeared. Sighted nothing in good visibility. Decoded Hoe dispatch relative attack on convoy apparently in our vicinity. Flare and close radar contacts could

20 May 1944 (Cont.)

have been the Hoe, since green was correct emergency identification signal until 0200, however, since no radar interference was experienced, it seemed more likely that the flare was from a sailboat spotter. In any event we appeared to be on the daylight track of convoy. Searched area until dawn.

0425 Submerged for patrol across expected track of convoy.

0621 Sighted float plane type "Pete" (A/C Contact #15) distant 5 miles on various southerly courses, apparently searching area. Plane disappeared on bearing 180 (T) at 0650.

1113 Sighted same or similar type plane bearing 180 (T), distant 8-10 miles which disappeared to northward. (A/C Contact 16).

1150 Sighted sailboat bearing 057 (T), range 7-8 miles on northerly course (Lat. 13-12 N.; Long. 120-12 E.).

1908 Surfaced and stood to the southward, preparatory to leaving area.

1910 Made radar contact bearing 003 (T), range 8200 yards and experienced radar interference. Identified contact as submarine probably Hoe, which appeared to be on a course for Apo East Pass, (Lat. 12-56 N.; Long. 120-15 E.) so headed for Apo West Pass.

21 May 1944

Surface patrol transiting Apo West and Cuyo East Passes.

0500 Submerged in Cuyo East Pass.

1800 Surfaced and stood south along enemy traffic lanes passing to westward of Calusa Island, and then on southwesterly course to Pearl Bank.

22 May 1944

0534 Sighted unidentified object bearing 300 (T), unknown range (Lat. 08-23 N.; Long. 120-57.1 E.).

0543 Object appeared to be submarine. Submerged.

0615 Identified U. S. Submarine, probably Hoe, bearing 305 (T), range 20,000 yards on course 210 (T), at speed 14 knots.

0652 Surfaced and attempted overhaul and communicate with U. S. Submarine.

0700 Sighted submarine bearing 270 (T), range 20,000 yards. Attempted overhaul but submarine apparently sighted us, increased speed and was lost to sight on a southwesterly course. Definitely identified as friendly.

22 May 1944 (Cont.)

1448 Submerged when SD radar contact closed from 10 to 7 miles (A/C Contact #17). Maintained periscope watch but neither aircraft nor traffic sighted.

1800 Surfaced and stood toward passage west of Pearl Bank.

23 May 1944

0100 to 0400 While transiting Sibutu Passage in vicinity Lat. 05-08 N.; Long. 119-30 E., made numerous radar contacts at ranges 2000 to 800 yards on small objects, none of which could be sighted. Radar pips were similar to those obtained on oil drums or fishstakes. Due to reports of Sibutu Passage being heavily patrolled, passage was made on southerly courses at distances 3-4 miles off the east coast of Sibutu Island. During transit approximately 30 of these radar contacts were made, the southernmost being about 6 miles east of Saluag Island light. One or two were passed at ranges 400-500 yards but in spite of fair visibility, were not sighted.

0500 Submerged about 20 miles south of Sibutu Passage.

1101 Sighted type "Jake" float plane bearing 182 (T), distant 3-4 miles on northerly course, apparently gliding toward periscope. Sky overcast and plane not sighted until at close range. Apparently searching area. (A/C Contact 18).

1128 Heard distant explosions apparently depth charges which lasted intermittently until 1700.

1838 Surfaced and proceeded along traffic lanes enroute Makassar Strait.

24 May 1944

0352 In position about 20 miles north of North Watcher Island experienced radar interference (similar to that of another SJ) bearing 265 (T), unknown range. Interference disappeared on bearing 215 (T), at 0435. Assumed to be Bluefish thru whose area we are passing.

0505 Made radar contact on North Watcher Island bearing 144 (T), distant 12 miles.

0515 Sighted small craft bearing 160 (T), range about 6000 yards.

0525 Identified craft as sailboat.

0530 Submerged. Sighted 3 sailboats during day, apparently native craft.

1650 Surfaced, and patrolled along traffic lanes enroute Cape William.

25 May 1944
0530 Submerged off Cape William. Numerous sailboats and wreckage in sight during day.
1830 Surfaced and proceeded Lombok Strait via passage east of Lima Islands.

26 May 1944
0725 Submerged for aircraft radar contact distant 10 miles closing. (A/C Contact #19).
1820 Surfaced, made landfall on Sekala Island and proceeded Lombok Strait.
2245 Radar contact bearing 234 (T), range 6500 yards, either sailboat or patrol. Tracked on course 120 (T), speed 6 knots. Avoided. (Lat. 07-42.3 S.; Long. 116-08.5 E.)(Contact #19).
2327 Radar contact bearing 164 (T), range 8000 yards, appeared to be lying to. Not sighted. (Lat. 07-52 S.; Long. 116-14.4 E.)(Contact #20).
2336 Radar contact bearing 281 (T), range 8700 yards. (Lat. 07-46.1 S.; Long. 116-05.8 E.) (Contact #21) Tracked on course 040 (T), speed 6 knots. These radar pips were comparable to those obtained on small subchasers and fair-sized sailboats.

27 May 1944
0103 Radar contact bearing 303 (T), range 9100 yards (Lat. 08-09.5 S.; Long. 115-54.5 E.) (Contact #22) Tracked on course 160 (T), speed 4 knots. Increased speed to 17 knots and avoided.
0124 Sighted flashing light from small craft off Trewangan Island.
0130 Entered Lombok Strait.
0138 Radar contact bearing 120 (T), range 6000 yards in position 1 mile west of Trewangan Island. (Contact #23).
0228 Radar contact bearing 226 (T), range 9000 yards. (Lat. 08-34.5 S.; Long. 115-46.7 E.) (Contact #24). Tracked on course 080 (T), speed 4-8 knots. Avoided.
0415 Completed transit, remaining close to west coast Lombok Island, with no further contacts.
0530 Submerged about 15 miles south of Lombok Strait.
1745 Surfaced and proceeded Fremantle.

28 May - 31 May 1944
Enroute Lombok Strait to Fremantle.

1 June 1944
0700 Contacted escort, proceeded harbor, and completed patrol.

(C) WEATHER

Excellent thruout patrol. Smooth, glassy seas prevailed along Zamboango Peninsula, the Sulu Sea and along the coast of Luzon with little or no wind.

(D) TIDAL INFORMATION

During passage from Sibutu Passage thru Lombok Strait via Makassar Strait, 22 May to 27 May, experienced average southerly set of 1.2 knots.

9(E) NAVIGATIONAL AIDS

No lighted navigational aids sighted. All lighthouses in areas patrolled appear intact and in proper position.

Navigational plotting in the South China Sea areas would be simplified if combinations of the following H.O. charts, reduced to one-half their present scale, were available:

(1) H.O. Chart No. 0796 combined with H.O. Chart No. 0798.
(2) H.O. Chart No. 0797 combined with H.O. Chart No. 0799.

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(F) SHIP CONTACTS

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

No	Time Date	Ship's Latitude Longitude	Type	Initial Range	Course Speed	How contacted	Remarks
1	0114 19 Apr.	05-26 S. 118-39 E.	SC	9000	100(T) 6	R-SN	Patrolling approaches Makassar City. Avoided.
2	1219 19 Apr	05-15 S. 118-20 E.	Smoke	40, 000	270(T) 8	P	Lost Contact
3	0311 25 Apr.	07-10 N. 121-34 E.	Smoke	18, 000	160-210 (T) 15-16	R-SN	Chased, Source not sighted.
4	1224 28 Apr.	07-58 N. 122-12.7 E.	AM	16, 000	215(T) 6-7	P	Probably Minesweeping.
5	1248 28 Apr	07-58 N. 122-13.2 E.	PC	14, 000	210(T) 6-7	P	Probably Minesweeping.
6	1333 29 Apr	07-52.8 N. 122-07.6 E.	Trawler Sea-truck	12, 000	Southerly 8	P	Not suitable target in view own posit and expected enemy activity this area.
7	1332 1 May	08-57 N. 123-10 E.	Unident.	25, 000	020(T)	P	Sighted masts only. Passed out of range.
8	0550 7 May	16-09 N. 119-44 E.	2-trawlers 1 PC	8000	Southerly 7	P	Either patrolling or sweepin
9	0513 9 May	14-58.2 N. 119-46 E.	CM: Okinoshima	6000	300(T) 20	P	No suitable opportunity for attack

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(F) SHIP CONTACTS (Cont.)

No.	Time Date	Latitude Longitude	Type	Initial Range	Course Speed	How contacted	Remarks
10	0918 9 May	15-05 N. 119-34 E.	Escort Ships Masts- Smoke	18, 000 30; 000?	210- 170(T) 12	P	*
							*Convoy of unidentified composition consisting of 6 or more ships as evidenced by smoke and masts. Out of range.
11	0159 10 May	16-16 N. 119-28 E.	Large Convoy	32, 000	180(T) 10	SN	Attacked.
12	1852 10 May	15-58 N. 119-23 E.	Chi-dori orPC	2000	Easterly 6-10	P	Searching
13	2343 10 May	16-34 N. 118-20 E.	PC or AM	8000	200(T) 12	R-SN	Searching
14	0745 14 May	16-28 N. 118-17 E.	Trawler	7000	140(T) 7	P	Considered decoy in advance of traffic.
15	0846 17 May	12-01 N. 116-03 E.	Convoy	50, 000	070(T) 10	SD	*
							*Convoy of 5 or more ships with 5-6 escorts. Unsuccessful in attempts to gain attack position.
16	1838 17 May	12-29 N. 116-39 E.	U.S. Sub	14, 000	090(T) 15	SD	Either Hoe or Robalo
17	1859 18 May	13-35 N. 118-35 E.	Chi-dori	12, 000	130(T) 12	SD	*
							*Probably escort making sunset sweep astern of convoy, (Contact #15).
18	0141 20 May	12-56 N. 115-32 E.	Chi-dori	12000	355-040(T) 7-17	R	Probably chasing friendly S/M after attack
19	2245 26 May	07-42.3 S. 116-08.5E.	Patrol Boat	6500	120(T) 6	R	Patrolling north of Lombok St.

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(F) SHIP CONTACTS (Cont.)

No:	Time Date	Latitude Longitude	Type	Initial Range	Course Speed	How contacted	Remarks
20:	2327 26 May	07-52 S. 116-14.4 E.	Sail or Patrol Boat	8000	0	R	Possible patrol north of Lombok Strait.
21:	2336 26 May	07-46.1 S. 116-05.8 E.	Patrol	8700	040(T) 6	R	Patrolling north of Lombok St.
22:	0103 27 May	08-09.5 S. 115-54.5 E.	Patrol	9100	160(T) 4	R	Patrolling north entrance Lombok St.
23:	0138 27 May	08-19.5 S. 115-58 E.	Sail boat or Patrol	6000	0	R	Flashed light from position 1 mile west Trewangan Island
24:	0228 27 May	08-34.5 S. 115-46.7 E.	Patrol	9000	080(T) 4-8	R	Patrolling inside Lombok St.

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(G) AIRCRAFT CONTACTS

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

No	Time Date	Plane's Latitude Longitude	Type	Initial Range	Course	Contacted	Remarks
1	1329 19 Apr	5-06.5 S. 118-18 E.	Float	10 miles	Various	P	Either patrolling over or escorting
2	0826 20 Apr	02-48 S. 118-37.5 E.	Float	10 miles	SW	P	Patrolling
3	0947 21 Apr	00-04 S. 118-33.6 E.	Float	8 miles	SE	P	Patrolling
4	1000 28 Apr	07-56.7 N. 122-08.5 E.	Oscar	1 mile	225 (T)	P	*
		*Low altitude - high speed, flying along coast.					
5	1414 3 May	08-52 N. 119-32 E	NS	12 miles	NS	R	
6	0630 8 May	13-20 N. 119-26 N.	NS	11 miles	NS	R	
7	0700 8 May	13-20 N. 119-26.5 E.	Unidentified	12 miles	Southerly	P	
8	1150 8 May	13-14 N. 119-33 E.	Betty	5 miles	SW	P	
9	0650 9 May	15-06.5 N. 119-43 E.	Rufe	4 miles	Various	P	Patrolling
10	0825 9 May	15-15 N. 119-35 E.	Float	10 miles	150(T)	P	Patrolling
11	0841 9 May	15-09 N. 119-32 E.	4-Rufes 1-Sally	12 mi.	various	P	Escorting ship contact #10
12	0517 10 May	15-46 N. 119-25 E.	Mavis	6 miles	Various	P	Escorting Ship Contact #11.

(G) AIRCRAFT CONTACTS(Cont.)

No:	Time Date	Latitude Longitude	Type	Initial Range	Course	contacted	Remarks
13:	0952 17 May	12-05 N. 116-12 E.	Mavis	10 miles	Various	P	Escorting ship contact #15.
14:	1045 19 May	12-57 N. 118-08 E.	Betty	8 miles	220(T)	S	Escorting ship contact #15.
15:	0621 20 May	13-07 N. 119-56 E.	Pete	5 miles	180(T)	P	Searching Area.
16:	1113 20 May	13-07 N. 120-04 E.	Pete	8 miles	020(T)	P	Probably same as A/C Contact 15.
17:	1448 22 May	06-50.2 N. 119-54.3 E.	NS	10 miles	NS	R	Closed to 7 miles. Submerged not sighted.
18:	1101 23May	03-55 N. 119-39 E.	Jake	3 miles	350(T)	P	Patrolling south of Sibutu.
19:	0725 26 May	06-11.4 S. 116-40.7 E.	NS	10 miles	NS	NS	Not sighted.

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(H) ATTACK DATA

U.S.S. COD (SS224) Torpedo Attack No. 1 Patrol No. 3
Time 0556 Date 10 May 1944 Lat. 15-38 N.
Long. 119-25 E.

Target Data - Damage Inflicted

DESCRIPTION

Ships attacked formed parts of a 20 ship well escorted convoy. Attained firing position between a flank escort destroyer of Kamikaze class and two columns of AK-AP type ships. The near column of 3 ships was separated from far column of 2 ships by an interval of approximately 1400 yards. Ships were in a line of bearing 135 (T) on course 180 (T). Distance between ships 400-500 yards. Attacked Kamikaze type destroyer with 3 torpedoes from stern tubes, then fired 2 torpedoes from bow tubes at rear ship of near column (AP similar Kasado Maru p.33, ONI 208-J). Shifted set-up to second ship of near column (AK-AP similar Asosan Maru p.84 ONI 208-J) and fired 4 torpedoes at an overlapping target presented by this ship and the two ships of the far column (AK-AP similar Brisbane Maru p.91, ONI 208-J the leading ship, and an AK-AP similar Sanko Maru p. 101, ONI 208-J) Convoy, sighted at range of 15 miles in bright moonlight, latitude 16-16 N.; longitude 119-28 E., zigged between courses 140 and 160 (T) at speed 10-11 knots. Tracked on surface by sight and radar until 0438 when submerged for dawn attack. In addition to surface escorts, 1 or 2 type "Mavis" flying boats acted as an air screen.

Ships Sunk:

(1) Number: One
(2) Type: Destroyer (Kamikaze Class) 1315 tons.

Damage Determined by:

Observed two torpedoes hit. First hit amidship and appeared to break ship's back causing it to sag in the middle. Second torpedo hit just abaft mainmast and disintegrated the after portion of the ship. Explosions, crackling and breaking-up noises heard for ten minutes after hits.

Target Draft 9, Course 170 (T), Speed 10, Range 625.

(H) ATTACK DATA (Cont.)

Ships Damaged or Probably Sunk:

(1) Number: Three
(2) Type: (a) AP, similar Kasado Maru (p.33 ONI 208-J) 6003 tons.
(b) AP-AK, similar Asosan Maru (p. 84, ONI 208-J) 8812 tons.
(c) AP-AK, similar Brisbane Maru (p.91, ONI 208-J) 5423 tons.

Damage Determined by:

(a) Fired 2 torpedoes at this target. Sound tracked torpedoes to target; heard one hit thru hull and sound gear 56 seconds after firing. Usual cracking and breaking up noises heard.

(b) Fired four torpedoes at this target. Heard 3 torpedoes hit after correct interval, followed by explosions and breaking-up noises. Believe this ship sank.

(c) Heard one torpedo hit about 2 minutes 15 seconds after firing last torpedo. Sound tracked this torpedo until it hit. Heard ripping and tearing noises immediately after hit. The time of explosion checks with the torpedo run for a hit on the leading ship of the far column.

(a-b+c) During evasive tactics continued to hear breaking up noises, explosions and rumblings on bearings of these ships, over a period of 30-45 minutes. For two hours after firing heard at intervals characteristic firecracker explosions of an ammunition cargo.

Target: (a) Draft 15 Course 180 (T) Speed 10 Range 1400
(b) Draft 15 Course 180 (T) Speed 10 Range 1800
(c) Draft 20 Course 180 (T) Speed 10 Range 3500

Own Ship Data

Speed 2.4 knots Course 096-093 (T) Depth 64' Angle 0

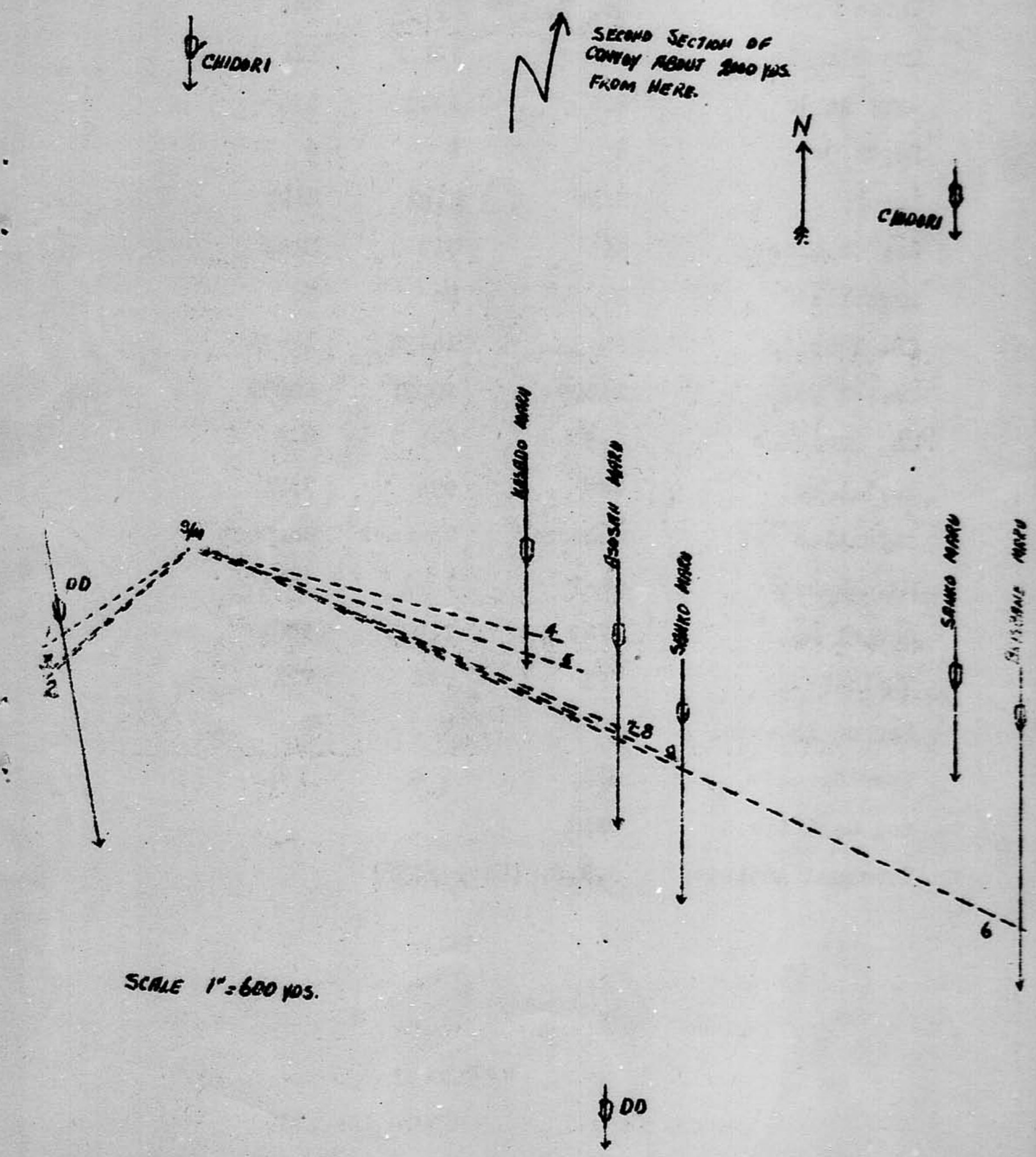
(H) ATTACK DATA (Cont.)

Fire Control and Torpedo Data

Type Attack

Periscope attack submerged about 20 minutes after sunrise. Targets' speed and zig plan determined accurately during 3½ hour surface chase. Except for last two torpedoes, periscope bearings were set into TDC prior firings. Three torpedoes were fired from stern tubes at the destroyer with large gyro angles (40-50 degrees) and a short torpedo run. It was particularly gratifying to watch them hook round and smack the target. Shifted set-up for the bow tubes and fired two at the nearest ship with a torpedo run of 1400 yards, a good track angle and small gyros. Shifted bearing to the largest ship in the formation and fired 4 torpedoes with a torpedo run of 1850 yards, 20 degree gyro angles and a 112 degree track angle. Three torpedoes were heard to hit. The first torpedo fired of these four passed ahead and hit the leading ship of the far column after a run of about 3800 yards, which along with the rear ship of the far column overlapped the near target. Depths were set alternately at 6 and 8 feet, so that if the torpedoes ran far enough they would be bound to hit something, since there were so many ships in the way. The picture at the time of firing and the tracks of the torpedoes is included. From best available data the following information on firing times and torpedo hits is submitted:

Shot	Tube	Aimed	Hit	Time Fired	Time Explosion	Torpedo Run
1	7	DD	DD	05-55-51	05-56-17	650
2	8	DD	DD	05-55-59	05-56-26	675
3	9	DD	Miss	05-56-08	--	
4	3	Kasado	Kasado	05-56-39	05-57-35	1400
5	4	Kasado	Miss	05-56-46	--	
6	5	Ososan	Brisbane	05-56-54	05-59-30	3800
7	6	Ososan	Ososan	05-57-01	05-58-12	1875
8	1	Ososan	Ososan	05-57-08	05-58-19	1875
9	2	Ososan	Ososan	05-57-15	05-58-27	1875



SCALE 1" = 600 YDS.

ATTACK No. 1 MAY 10, 1944

POSITION OF TARGETS AT FIRING AND TRACKS OF TORPEDOES.

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(H) ATTACK DATA (Cont.)

Tubes Fired	No. 7	No. 8	No. 9
Track Angle	114 P	121 P	121 P
Gyro Angle	140	132½	134
Depth Set	6	8	6
Power	High	High	High
Hit or Miss	Hit	Hit	Miss
Erractic	No	No	No
Mk. Torpedo	14-3A	14-3A	14-3A
Serial No.	26679	40031	40099
Mk. Exploder	6-5	6-5	6-5
Serial No.	989	994	7574
Actuation Set	Contact	Contact	Contact
Mk. Warhead	16-1	16-1	16-1
Serial No.	2763	11023	5861
Explosive	TPX	TPX	TPX
Firing Interval	0	9	8
Type Spread	0	3 L	3 R
Sea Conditions	Calm		
Overhaul Activity	S.R.U. (Navy #137)		

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(H) ATTACK DATA (Cont.)

No. 3	No. 4	*No. 5	No. 6	No. 1	No. 2
103½ S.	106½ S.	112½ S.	113 S.	113 S.	115 S.
010½	013½	019½	018	018	020
6	8	6	8	6	8
High	High	High	High	High	High
Hit	Miss	*Hit	Hit	Hit	Hit
No	No	No	No	No	No
14-3A	14-3A	14-3A	14-3A	14-3A	14-3A
40186	39547	40188	39989	39738	40344
6-5	6-4	6-5	6-5	6-4	6-4
671	18041	130	33	12196	40
Contact	Contact	Contact	Contact	Contact	Contact
16-1	16-1	16-1	16-1	16-1	16-1
9584	2037	3064	11156	12037	9296
TPX	TPX	TPX	TPX	TPX	TPX
31	7	8	7	7	7
0	1 R	1 L	1 R	0	0

Remarks: *Torpedo fired from No. 5 tube aimed at second ship of near column hit leading ship of far column.

(I) MINES

No Comments.

(J) ANTI-SUBMARINE MEASURES AND EVASIVE TACTICS.

1. "Mavis" type flying boats furnished air coverage over two of the three convoys sighted. In one case these planes were noted over a convoy at least 30 minutes before sunrise. A convoy encountered 400 miles from nearest known air base, 3 hours after sunrise, had "Mavis" plane escort which stayed with convoy all day.

2. "Saturation" depth charging. After a submerged attack on a large convoy, 4 to 6 escorts dropped about 70 depth charges in 15 minutes. Charges in barrages of 3 to 8 were concentrated in the vicinity of the firing point which had been marked by aircraft bombs less than a minute after firing. Ran deep at maximum submerged speed to get clear of firing point, and suffered no damage, probably because of shallow depth charge settings. Escorts apparently formed a line and ran back and forth across the firing point dropping charges as rapidly as possible. Depth charging then ceased for 5-6 minutes. Three escorts after a short period of intermittent echo-ranging, started criss-cross runs, all three escorts apparently starting from the same direction and criss-crossing over our estimated position. Charges were dropped in batches of 2-3 at intervals of 4-8 minutes, and were set deep. At intervals, depth charging would cease for 5-10 minutes while escorts echo-ranged. They continued this procedure for about an hour dropping a total of 40 charges. Depth charging then ceased for 2½ hours while escorts echo-ranged on long scale, and aircraft apparently searched the depth-charged area, for about this time heard and felt 3 close and heavy charges. Escorts rapidly closed our position and repeated procedure described above, only difference noted was batches of 1 or 4 instead of 2 and 3. This continued for another 45 minutes during which time about 30 charges were counted, the first batches close but gradually opening as we maneuvered to put escorts astern. Closed all main vents after A/C depth charges exploded and was not again detected. Shortly after sunset while preparing to surface 12 hours after firing and 20 miles from attack position encountered a Chidori T.B. apparently searching the area.

(J) ANTI-SUBMARINE MEASURES AND EVASIVE TACTICS.(Cont.)

3. Trailing escorts. On one occasion during daylight observed Chidori escort trailing convoy by 10 miles and on another occasion encountered a Chidori escort shortly after sunset, either conducting a sweep or taking position at least 15 miles astern convoy.

4. Met with nothing but failure in attempts to gain suitable surface attack position on well-escorted convoys covered by escorts patrolling 2000-4000 yards on flanks and quarters of formation. From experience gained this patrol, believe more success could have been achieved by tracking convoy and developing its composition from a position well out on flank, then making end-around to approach attack position from ahead or sharp on the bows of the convoy. Radar equipment operating at peak efficiency is essential.

(K) MAJOR DEFECTS AND DAMAGE.

Engineering

1. Main engine: One out of commission for 24 hours while renewing circulating salt water pump. Pump damaged beyond repair due to ball bearing failure.
2. Gyro Compass: Replaced north rotor bearings, Both rotor bearing ball races scored, due faulty material.
3. Pitometer Log: Collision with submerged object bent or broke swordarm. Renewed with spare which was found to be a reworked swordarm full of curves and bends. Impossible to raise swordarm without danger of breaking chain hoist. The continued unreliable operation of this equipment and the excessive care required for upkeep and repair entitles it to the criticism implied by the electrician' mate's desire "when the war is over, I want to set this pitlog on my front lawn and watch the dogs play on it".
4. Stern tubes: Excessive leakage due overheated or worn out packing.

(K) MAJOR DEFECTS AND DAMAGE (Cont.)

Ordnance

1. Deck gun: Training mechanism unreliable. Altho greased and routined daily, after all day dives and deep submergence, it is usually impossible to train gun without excessive difficulty until it is again routined and greased. Apparently the grease is washed or forced out from the roller path and training mechanism by water pressure.

Trim Pump - Unreliable and noisy.

(L) RADIO

Radio reception satisfactory and all serials received. Transmitted five dispatches, 2 from Manila area, and 3 from positions south of Barrier. All were receipted for by VIXØ after an average transmission time of 10 minutes. In Manila area, heavy modulated and unmodulated CW jamming was practically continuous on all Baker frequencies. In general, VIXØ heard best thru jamming on 9270 kcs., but static noises on this frequency found to be exceptionally high.

(M) RADAR

SD Radar: In general, functioned satisfactorily with reliable plane contacts at 8-10 miles. Slightly reduced filament voltage (from 15 to 14.3 volts) appreciably decreased the failures of 8014A tubes. Washing the antenna with soap and fresh water increased the antenna insulation resistance from 20,000 ohms to 30 megohms. This procedure found to be necessary every third or fourth day. Glyptol applied to antenna insulator helps maintain higher insulation resistance.

SJ Radar: Performed exceptionally well until depth charged; after which range and performance decreased appreciably, as evidenced by poor ranges when in contact with a convoy. Between time of depth charging and contact with convoy, no contacts were made and opportunity to check tuning and performance not available. Upon retuning and renewal of crystal detector performance again became exceptional. Learned that it is sound routine to check and retune radar soon as possible after depth charging. Require

(M) RADAR (Cont.)

increased output voltage rectifier to improve the performance of this installation. During patrol renewed the following parts:

1 - Modulator network.
3 - Crystal detectors.
1 - 706-AY magnetron
1 - Resistor (R-39)
9 - 6AC-7 tubes.
2 - 6SN7 tubes.

ARC: Intermittent indications of enemy radar operated on 275 mcs - 400 pls were observed in following localities:

April 26 - Vicinity Basilan Strait.
May 8 -- Vicinity Cape Calavite.
May 17-18- Vicinity enemy convoy.

Indications received by this equipment are not considered reliable, and may in some cases be attributed to own ship interference.

(N) SOUND GEAR AND SOUND CONDITIONS.

Sound gear so far as reception was concerned performed in a highly satisfactory manner. For all areas patrolled, sound conditions were excellent. In the Manila area echo-ranging was detected at a range of 30,000 yards. At present, a major defect exists in the sound gear. At deep submergence (200 or more feet), with an up-angle greater than 2 degrees, rotation of the sound heads causes a deep, loud rumbling which effectively prevents silent running. While under attack and attempting to evade by silent running it was necessary on two occassions to discontinue use of the supersonic sound gear due to the excessive noise caused by rotating the sound heads.

(O) DENSITY LAYERS

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

Date	Location	Latitude	Longitude	Layer Limits	Temp Chg.	Amt. Fld.
4/16	Flores Sea Off	06-10 S.	122-12 E.	210-300	10	5500
4/18	Saleier Str.	06-46 S.	120-06 E.	210-300	8	4000

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(O) DENSITY LAYERS (Cont.)

Date	Location	Latitude	Longitude	Layer Limits	Tmp. Chg.	Amt. Fld.
4/25	Off Basilan Str.	07-02 N.	121-38 E.	150-300	8	5000
4/24	Dulunguin Point.	07-46 N.	121-55 E.	50-300	8	3500
5/30	Coronado Pt.	08-03 N.	122-03 E.	60-300	8	4000
5/10	Luzon Coast	14-58 N.	119-38 E.	80-300	7	?
5/14	Scarborough	16-41 N.	116-20 E.	80-300	16	10,000

(P) HEALTH, FOOD, AND HABITABILITY

Health thruout patrol was generally excellent due to good food and the efficiency of the air conditioning equipment.

Food was highly satisfactory principally because U. S. instead of Australian beef was available.

Habitability improved during all day dives by use of CO_2 absorbent. Fumigation during current refit is urgently required.

(Q) PERSONNEL

Under battle conditions all officers and men performed their duties in keeping with the highest traditions of the Navy.

Particularly outstanding and worthy of special credit were the performances of duty of the following officers and men:

Lieut. Comdr. H. Bissell, Jr., USNR., who, as executive officer and navigator was instrumental in organizing and training the fire control party, aided in developing the contact and as TDC operator, contributed outstandingly to the success attained on the submerged attack of May 10th, during which nine torpedos were fired in approximately 1½ minutes at three different targets and 7 hits obtained. During three war patrols this officer has performed his duties in such a competent, skillful, and highly successful manner as to bring credit to our naval reserve policy, our Navy and himself. He should be given command of a fleet type submarine at the earliest practicable time.

(Q) PERSONNEL (Cont.)

Lieut. Comdr. C. V. Gordon, USN. as engineer and diving officer has consistently maintained this ship in perfect diving trim during approaches and while firing torpedoes and during all counter-attacks, particularly the severe attack on May 10th. His competence, skill and calmness assisted materially in successful evasive action.

LUDWIG, John Kimball, CRM(AA), USN. who, in addition to maintaining the radio department in a high state of efficiency, has developed amazing skill as sound operator. During ten war patrols, seven of which have been under my command, he has proven himself a vital factor during all attacks and counter-attacks. Thru skillful operation of the sound gear he has aided the Commanding Officer materially in attaining attack positions. During all counter-attacks thruout these patrols his cognizance of the existing situations and constant supply of accurate information has, more than any other factor, enabled the Commanding Officer, in successful evasion. His alertness and quick action while on listening watch has on three separate occasions been responsible for initiating action which extricated submarines from serious situations and saved them from possible loss.

WALLACE, John (n), RT1c, V-6, USNR. who, as radar operator and technician, has diligently applied himself to maintaining the radar equipment in efficient operation. During three war patrols his rapidly acquired technical skill in diagnosing and repairing casualties and derangements in this equipment and his skill as an radar operator has been responsible to a great degree, for sinking and damaging enemy shipping.

(R) MILES STEAMED - FUEL USED

Fremantle to Barrier (Via Darwin)	2366 Miles	29717 Gals.
North of Barrier	7774 Miles	68140 Gals.
Barrier to Fremantle	1444 Miles	16560 Gals

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(S) DURATION

Days Enroute to Area (Barrier)	8
Days North of Barrier	43
Days Enroute Fremantle	5
Days Submerged	32

(T) FACTORS OF ENDURANCE REMAINING

Torpedoes	Fuel	Provisions	Personnel Factor
15	2355	15	15

Limiting Factor This Patrol: Fuel

FC5-16/A16-3
Serial # 0331

(Es)

SUBMARINE SQUADRON SIXTEEN

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

U.S.S. RASHER, Flagship,
8 June 1944.

FIRST ENDORSEMENT to
CO USS COD Conf. Ltr.
SS224/A16-3 Serial 02
dated 1 June 1944,
Report of 3rd War Patrol.

From: The Commander Submarine Squadron SIXTEEN.
To : The Commander-in-Chief, UNITED STATES FLEET.
Via : The Commander Submarines, SEVENTH FLEET.
The Commander SEVENTH FLEET.

Subject: U.S.S. COD (SS224) - Report of Third War Patrol - Comments on.

1. The third war patrol of the U.S.S. COD was conducted during the period 6 April to 1 June 1944 in the SULU SEA and in the SOUTH CHINA SEA off the coast of LUZON. The patrol was of fifty-six days duration with forty-three days spent north of the Barrier.

2. The COD was only able to get into position for one torpedo attack. This attack was on a convoy of at least thirty-two ships, including escorts. The convoy was chased and tracked for three and one-half hours and then a submerged periscope attack was made about twenty minutes after sunrise. Just prior to firing the convoy zigged and gave the COD a stern tube set-up on a destroyer. With deliberation the COD waited until the range had opened and then fired three torpedoes at the destroyer with 40 - 50 degree gyro angles, observing two hits. Periscope observations were then taken and fire from bow tubes was undertaken on two ships. Both ships were hit and one hit was obtained in another ship in the far column. Out of nine torpedoes fired the COD obtained seven hits. After this attack the COD was forced down and obtained a severe depth charging.

3. The COD returned to port after a strenuous patrol in excellent material condition which reflects further credit to the Commanding Officer and crew for ability and pride in the upkeep and appearance of their vessel. Conversion of #4 Main Ballast Tank to a reserve fuel tank will be accomplished during this refit. It is regretted that there is no replacement trim pump available for installation at this time.

4. The Squadron Commander congratulates the Commanding Officer, officers and crew on the damage inflicted.

C. S. Isgrig

C. S. ISGRIG,
By direction.

FE24-71/A16-3 UNITED STATES NAVY 12/gr

Serial: 0585

17 June 1944

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

SECOND ENDORSEMENT to:
CO USS COD Conf. Ltr.
SS224/A16-3 Serial 02
dated 1 June, 1944.
Report of Third War
Patrol.

7 01561

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 Third War Patrol - Comment on.

1. The comments of Commander Submarine Squadron SIXTEEN are complete and concurred in.

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

3. The Force Commander takes pleasure in congratulating the Commanding Officer, Officers, and Crew of COD for having inflicted the following damage on the enemy:

SUNK

1 - DD (KAMIKAZE CLASS) (EC)	1,270 Tons	(1st Attack)
1 - AK (ASOSAN MARU TYPE) (EC)	8,812 Tons	(1st Attack)
Total	10,082 Tons	

DAMAGED

1 - AP (KASADO MARU TYPE) (EC)	6,003 Tons	(1st Attack)
1 - AK (BRISBANE MARU TYPE) (EC)	5,423 Tons	(1st Attack)
Total	11,426 Tons	
Grand Total	21,508 Tons	

R. W. CHRISTIE.

DISTRIBUTION:

Cominch	(3)	- (Direct)		
Vice Opnav	(2)	- (Direct)		
Vice Opnav Op-23c	(1)			
Com1stFlt	(1)	CTF-71	(4)	
Com2ndFlt	(1)	CTF-72	(2)	
Com3rdFlt	(1)	CSS-12	(1)	
Com7thFlt	(2)	CSS-16	(1)	
ComSubs1stFlt	(4)	DivCons Ron-12	(1)	
ComSubs2ndFlt	(4)	DivCons Ron-16	(1)	

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S/M School NL.Conn (2)
*Each S/M W... (1)
*NOT TO BE TAKEN TO SE. - BURN

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

UNITED STATES FLEET
COMMANDER SEVENTH FLEET

A16-3(F-3/roj)

4 JUL 1944

Serial: 01776

Reg. No. DM-9465
R. S. No. 01561

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

THIRD ENDORSEMENT to
CO U.S.S. COD conf. ltr.
SS224/A16-3 Serial 02
dated 1 June 1944.
Report of Third War Patrol.

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

Subject: U.S.S. COD (SS224) - Report of Third War Patrol.

1. Forwarded.

2. The Commanding Officer, Officers, and Crew of the U.S.S. COD are congratulated for having conducted a successful war patrol.

T. C. Kinkaid

T. C. KINKAID

Copy to:
CTF-71
CTF-72
ComSubRon-16
CO U.S.S. COD