

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

Subject: U.S.S. CAIMAN (SS323) - Report of First  
Simulated War Patrol.

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(A) RECLOGUE

CAIMAN arrived Monterey, California on 1 July 1946 to participate in the celebration of the Monterey Flag Centennial as a unit of a Task Group commanded by Commander Battleships and Cruisers Pacific Fleet. During this visit 6822 visitors were received on board.

On 14 July proceeded to Mare Island Naval Shipyard for major overhaul availability until 23 October. Major alterations accomplished during overhaul included installation of MK IV TDC, target designation system, ammunition scuttle, hydraulic periscopes, SS and SV radar sets, 1000 g.p.d. stills, JT sonar and NCA fathometer.

Following a short readiness for sea period, CAIMAN reported to the Commandant Twelfth Naval District on 25 October, for a Navy Day assignment at San Francisco, California. A total of 1931 visitors were accommodated on board.

Departed San Francisco on 30 October and proceeded to Pearl Harbor in company with BUEFAR, conducting mutual training exercises enroute. Arrived Submarine Base, Pearl Harbor on 7 November.

During the ensuing two weeks, effected minor voyage repairs, loaded torpedoes and provisions and held three days of independent training exercises. No targets were available and no torpedoes were fired. One officer, Lieut. (jg) W.F. BREWSTER, USN (0389912), and four enlisted men were transferred. No replacements were received. Commander Submarine Squadron ONE and Commander Submarine Division BUEVEN conducted an Administrative Inspection on 9 November, and on 19 November a party of fifteen civilian guests of the Assistant Secretary of the Navy were taken to sea for a short cruise that included two dives.

Final loading was completed on 21 November, 1946 and the ship was in all respects ready for sea on that date.

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Subject: U.S.S. CAMMAN (SS323) -Report of First  
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(E) NARRATIVE

The following personnel were aboard during the period of this patrol:

(1) Aboard at start of patrol:

F. D. CASE	0074901		Comdr.	USN	
A. F. RANSON, Jr.	0123506		Lt. Cdr.	USN	
M. S. SMITH	0282823		Lieut.	USN	
L. C. MORRIS	0334492		Lt(jc)	USN	
J. R. GILBERT	0389585		Lt(jc)	USN	
C. R. MILLER, Jr.	0447726		Ensign	USN	
ALEXANDER, F.E.	268	42	28	CRM1	USN
BUTTING, E.J.	283	29	71	CRM	USN
FLAUCHER, J.C.	320	89	70	CRM	USN
HENSON, J.F.	261	99	19	CRM	USN
HUGHES, J.T.	386	04	79	CRM	USN
SMITH, G.H.	299	91	66	CRM	USN
TAYLOR, E.L.	268	45	32	CY	USN
WADE, G.H.	311	54	64	CRM	USN
WALKER, K.L.	356	33	64	CRM	USN
AGUON, F.S.	421	02	35	CR1	USN
APRIS, I.L.	632	60	39	EM2	USN
ATKINSON, D.R.	351	12	63	SIOM	USN
BAKER, C.F.	797	87	85	F1	USN
BALSOVER, C.M.	337	72	29	TM1	USN
BRADLEY, D.L.	866	37	00	QM3	USN
BROWN, D.	798	34	53	S1	USN
CALLAHAN, C.E.	342	81	02	MM2	USN
COBY, J.R.	372	70	14	F1	USN
COX, D.P.	344	27	48	S1	USN
CUMPTON, P.E.	269	33	67	MM3	USN
DARWELL, J.H.	269	66	25	MM1	USN
DAVIDSON, K.M.	283	84	54	EM2	USN
HUNCOCK, R.A.	301	40	38	F1	USN
ELLIS, J.O.	272	78	62	CR2	USN
EVANS, C.J.	245	93	99	RM2	USN
EVERTON, L.J., Jr.	266	25	53	EM1	USN
EMING, J.E., Jr.	605	30	87	EM1	USN
FARR, J.B.	614	24	87	MM2	USN
FLETCHER, E.T.	576	69	69	EM2	USN

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FORD, J.F.	247	98	20	FLEM	USN
GATEINGS, W.W., Jr.	264	92	13	S1	USN
GUSTSCHOFF, R.F., Jr.	954	17	67	S2	USN
HEDRICK, T.R.	381	34	14	MOM11	USN
HOWARD, J.H.	690	73	31	F2	USN
HOWELL, H.F.	611	02	87	RM2	USN
KENNEDY, J.W.	582	48	08	S1	USN
KNOTTS, R.J.	582	84	50	F1	USN
LARSEN, D.H.	387	11	41	EM2	USN
LAUER, C.R.	300	84	65	SC3	USN
LIVZHEY, J.G.	234	52	82	F1	USN
LOCKETT, T.G., Jr.	248	20	43	S2	USN
MACY, E.C.	291	74	72	MOM3	USN
MALCOLM, E.M.	762	35	62	TM2	USN
MARBY, R.E.	671	65	40	F1	USN
MC CASKILL, L.W.	274	81	75	TM1	USN
MC DANIEL, J.G.	750	59	30	TM3	USN
MC ENEE, R.F.	201	79	21	MOM1	USN
MILLER, L.E.	347	14	51	MOM2	USN
MILLER, L.	606	67	83	MOM3	USN
MILLER, M., Jr.	621	20	19	SM2	USN
MILSON, R.J.	294	56	47	S1	USN
NORMIS, E.T.	406	89	62	MOM2	USN
OSBRAUNDER, L.V.	315	31	08	SLPM	USN
PETERS, J.B.	275	89	87	STM1	USN
SEMPSON, H.	375	95	32	TM1	USN
SHANNON, A.L.	618	82	61	SC1	USN
SINGER, E.C., Jr.	894	06	15	ST2	USN
SMITH, A.R.	643	42	51	TM2	USN
STICKNEY, H.L.	393	25	53	MOM1	USN
STIVERS, C.A.	787	66	67	SLCM	USN
STROMB, J.O.	848	69	85	EM2	USN
THOMAS, L.E.	648	90	58	S1	USN
THEYSCOF, A.B.	953	98	67	SC3	USN
THOMPSON, J.M.	283	80	90	PCS1	USN
TRIKA, R.F.	601	52	65	EM3	USN
VALLERY, R.T.	317	66	00	S1	USN
WASHBURN, J.F.	293	16	68	TM2	USN
WISSEMAN, W.W.	299	96	08	GM1	USN
WILLIAMS, R.W.	346	96	80	FIEL	USN
WISLAN, F.L.	577	06	50	SLCM	USN

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Subject: U.S.S. GAIMAN (SS323) - Report of First  
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(2) Transferred During Patrol

AGNOFF, F.S. 421 02 35 CK1 USN  
To: Submarine Base, Guam, P.I.

BAISCOVER, G.M. 337 72 29 TM1 USN  
To: ComSubid, Mare Island.

EVERSON, L.F., Jr. 266 25 53 EM1 USN  
To: Submarine Squadron ONE.

HITCHCOCK, E.T. 576 69 69 EM2 USN  
To: U.S.S. Hamakagon (AOG53).

LAWREN, G.R. 300 84 65 SC3 USN  
To: Medical Center, NOB Saipan, P.I.

LOONEY, T.G., Jr. 248 20 43 S2 USN  
To: Medical Center, NOB Saipan, P.I.

TAYLOR, E.L. 268 45 32 CY USN  
To: Dispensary, NOB Okinawa Shima.

(3) Received during patrol

P.S. GWIAZDOWSKI 0447436 Ensign USN  
From: U.S.S. Cabozon (SS334).

SANFORD, F.C. 421 40 08 CK3 USN  
From: U.S.S. Blower (SS325).

STOCKTON, J.H. 555 85 79 EM2 USN  
From: U.S.S. Hamakagon (AOG53).

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Subject: U.S.S. CAHILL (SS323) - Report of First  
Simulated War Patrol. (Cont'd)

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(B) NARRATIVE (Cont'd)

Thursday, 21 November, 1946

- 1400 (XX) Underway from Submarine Base, Pearl Harbor for first simulated war patrol in accordance with C.T.F. 17 Operation Order No. 23-46 of 21 November, 1946, operating under wartime procedures and conditions and conducting routine training dives and drills.
- 1447 (XX) Passed through point X-ray and took departure for Yokosuka, Japan.
- 1447 (XX) Ran the measured mile.
- 1515 (XX) Changed to plus eleven zone time.
- 1600 (X) Submerged for trim and bathythermograph trace. Greatest depth 413 feet.
- 1648 (X) Surfaced and proceeded on patrol.

Friday, 22 November, 1946

Enroute Yokosuka, Japan

- 0547 (X) Submerged for trim and bathythermograph trace. Greatest depth 416 feet.
- 0633 (X) Surfaced and proceeded.
- Keen Position: 23-3 N, 161-31W.

Saturday, 23 November, 1946

Enroute Yokosuka Japan

- 0554 (X) Submerged for all day patrol. Exercised at hovering, high speed depth control, and took a bathythermograph trace to 417 feet.
- 1755 (X) Surfaced and proceeded.

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Subject: U.S.S. CAHILL (SS323) - Report of First  
Simulated War Patrol. (Cont'd)

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(B) NARRATIVE (Cont'd)

Saturday, 23 November, 1946 (Cont'd)

- 1935 (X) Made radar contact on an unidentified ship at 27,800 yards and commenced tracking. (Ship Contact No. 1)
- 1955 (X) Discovered a full voltage ground on the target designation system. Traced it to the after F.B.T. which was found to be completely flooded.
- 2148 (X) Secured tracking and resumed base course. Target, still unidentified, tracked on course 085 degrees (T) at 10 knots. A.P.A. sweeps made were negative.

Noon Position: 25-41N, 165-42E.

Sunday, 24 November, 1946

Enroute Yokosuka Japan

- 0445 (X) Encountered a severe electrical storm.
- 0558 (X) Submerged for trim and bathythermograph trace. Greatest depth 417 feet.
- 0645 (X) Surfaced and proceeded.
- 1130 (X) Admitted BABER, Goldie F. 797 87 85, FL, USN to the sick list with a diagnosis of acute but not critical appendicitis, and commenced immediate conservative treatment including ice packs and penicillin.
- 1215 (X) Decided to proceed to Midway Island, arriving at dawn on the 25th, and have Baber examined by a doctor.
- 2148 (X) Informed ComSubPac of intention to stop at Midway.

Noon Position: 26-38N, 169-26W.



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Subject: U.S.S. CAIMAN (SS323) - Report of First  
Simulated War Patrol. (Cont'd)

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(B) NARRATIVE (Cont'd)

Monday, 25 November, 1946

Enroute Midway Island

- 0629(X) Submerged for trim and bathythermograph trace. Greatest depth 416 feet.
- 0705(X) Surfaced and proceeded. Made several training dives during the day.
- Noon Position: 28-16N, 173-00W.

Tuesday, 26 November, 1946

Enroute Midway Island

- 0535(X) Sighted Sand Island Light.
- 0802(X) Pilot L.V. MINOR, CEM, US Navy came aboard and cleared us for entry.
- 0821(X) Moored port side to pier in berth No. 4 at U.S. Submarine Base, Midway Island, and the pilot left the ship.
- 0825(X) Sent BABER, accompanied by the pharmacist's mate, to the Naval Base Dispensary for examination.
- 0830(X) Changed to plus twelve zone time.

Called on the Commandant of the Naval Base, and learned that our arrival had been just in time for him to point out to a group of visiting Congressmen that not only did Midway have a Submarine Base, it also had a Submarine.

Though lacking in means, there was no lack of spirit at the Submarine Base, and they extended themselves to the limit to make our short stay as pleasant as possible. Fresh

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Subject: U.S.S. CAHILL (SS323) - Report of First  
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(B) NARRATIVE (Cont'd)

Tuesday, 26 November, 1946 (Cont'd)

provisions and fuel were provided, and for the many hands aboard who had not seen Midway before, transportation was furnished for a trip around the island. This courteous hospitality was thoroughly appreciated by all hands.

- 1100(X) BARER was returned to the ship with a report from the Senior Medical Officer that he was in no immediate danger, having apparently responded to shipboard treatment, and that he could be safely carried on board.
- 1125(X) Completed fueling, having received 13,720 gallons. Pilot MINOR came aboard and reported that there had been a gradual filling in around the outer part of the Submarine Haven and that the good water limits had not yet been definitely established.
- 1130(X) Underway clearing the lagoon.
- 1149(X) Dropped the pilot and took departure for Yokosuka Japan.
- 1516(X) Passed close aboard Kure Island and gave it the once over.
- 1628(X) Submerged for trim and bathythermograph trace. Greatest depth 420 feet.
- 1735(X) Surfaced and proceeded on patrol.
- 2222(X) Crossed the International Date Line.
- 2400(X) Changed to minus twelve zone time, omitting the date, Wednesday, 27 November, 1946.
- Noon Position: 28-25N, 177-22W.



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Subject: U.S.S. GATWAS (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Thursday, 28 November, 1946

Enroute Yokosuka Japan

0547(M) Submerged for an all day patrol. Exercised at hovering, high speed depth control, and took a bathythermograph trace to 415 feet.

Postponed Thanksgiving Day dinner until tomorrow so all cooking could be done while on the surface.

1756(M) Surfaced and proceeded.

Noon Position: 29-26N, 177-42E.

Friday, 29 November, 1946

Enroute Yokosuka Japan

0618(M) Submerged for trim and bathythermograph trace. Greatest depth 418 feet.

0647(M) Surfaced and proceeded.

1200(M) Swells have been increasing steadily all morning and wind and sea, both from the west, have picked up slightly.

1427(M) Submerged to do justice to a plentiful and delicious Thanksgiving Dinner.

1630(M) Changed to minus eleven zone time, thereby conveniently providing an additional hour for after dinner relaxation.

1631(L) Surfaced to find that the vertical baffle plates around the main induction outboard valve had broken loose in several places along the welds. Secured them as well as possible and proceeded.

Noon Position: 30-52N, 173-30E.

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Subject: U.S.S. GAIFFI (SS323) - Report of First  
Simulated War Patrol.

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(E) NARRATIVE (Cont'd)

Saturday, 30 November, 1946

Enroute Yokosuka Japan

- 0543(L) Submerged for trim and bathythermograph trace.  
Greatest depth 418 feet.
- 0621(L) Surfaced and proceeded.
- 1615(L) Exercised gun crew and test fired all weapons.  
Moon Position: 32-10N, 168-12E.

Sunday, 1 December, 1946

Enroute Yokosuka Japan

- 0315(L) Made radar and sight contact on a large AK  
at 24000 yards. (Ship Contact No. 2).
- 0345(L) Target tracked on course 095 degrees (T) at  
14 knots. Closest range 19,000 yards. AFR  
sweeps were negative.
- 1400(L) Changed to minus ten zone time.
- 1340(K) Barometer dropped three points during the  
last half hour and wind and sea, both from  
the west, have increased considerably.
- 1352(K) Submerged to conduct a six hour battery dis-  
charge test. Exercised at depth control using  
squadron training exercises and took a bathy-  
thermograph trace to 418 feet.
- 1947(K) Completed the discharge test when cell no. 2  
aft reached the individual low voltage limit.
- 1950(K) Surfaced to find a good stern raging. Barometer  
had continued to fall; the wind, from 280  
degrees (T), had increased to 30-35 knots and  
the seas had built up to condition 6. Proceeded  
at a maximum speed of six knots into the sea.

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Subject: U.S.S. GLENN (SS323) - Report of First  
Simulated Air Patrol.

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(B) NARRATIVE (Cont'd)

Sunday, 1 December, 1946 (Cont'd)

2345 (K) The storm has asserted itself, so slowed to bare steerageway which, we estimate, will give us the amazing S.O.A. of 1.5 knots. Cleared the bridge except for the O.O.B. and quartermaster who, unfortunately, were securely tied down. Further isolated these poor souls by shutting the conning tower hatch.

The wind has built up to over 40 knots and the seas have proportionately followed suit. The barometer, having already dropped 32 points since midnight last night, is still falling.

Moore Position: 33-27N, 161-15E.

Monday, 2 December, 1946

Baronets Volosuks. Japan riding out a storm, maintaining steerageway into the sea.

0615 (K) Took a roll of about 55 degrees and spilt mercury out of the auxiliary gyro. Although we are headed generally into the sea, an occasional cross sea hitting the bow throws the ship 30 to 40 degrees off course as well as causing a big roll. Fortunately, no water has been taken except through the main induction. My spies tell me the engineers on watch are wearing shallow water diving masks and rain clothes.

2400 (K) After reaching a low of 29.58 at 0100, the barometer rose steadily during the day to a high of 29.96 at 1400 and then fell off to 29.89 at this reading. The wind hauled around to 300 degrees (T) and decreased to about 30 knots; but the seas abated only slightly. Informed ComSubpac of our slow progress in the

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(B) NARRATIVE (Cont'd)

Tuesday, 3 December, 1946 (Cont'd)

- 1941(K) Obtained a fix which showed us too far behind to arrive Yokosuka on schedule. Informed ComSubPac we would delay entire schedule two days unless otherwise directed.
- 2400(K) The storm abated completely during the day, with the barometer up to a maximum of 30.13 at 2000, the wind down to 10 knots and seas in condition 3. Since 1500 the wind has backed around from 300 degrees (T) to 205 degrees (T).

Noon Position: 34-09N, 157-22E.

Wednesday, 4 December, 1946

Enroute Yokosuka Japan

- 0256(K) Slowed to 8 knots. The wind has picked up to 15-20 knots and the seas, slightly larger, have moved around toward the bow. It seems that our friend the storm just wanted to whizz by once more to say hello. He's a friendly little devil.
- 1045(K) Increased speed to 15 knots after building up gradually since 0700, while the wind and sea abated and hauled back around to 300 degrees (T).
- 1610(K) Submerged for trim and bathythermograph trace. Greatest depth 415 feet.
- 1647(K) Surfaced and proceeded.
- 1845(K) Converted number four fuel ballast tank to a main ballast tank.
- 2000(K) During the past two days ComSubPac and ComNav-Jap both have asked for a repeat of messages that were received garbled. Also, Radio Guam

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(B) NARRATIVE (Cont'd)

Wednesday, 4 December, 1946 (Cont'd)

reported our signal strength as barely 2. As the encoding of the messages checked correctly, a grounded antenna was suspected. Pegger readings confirmed this, and on inspecting all external insulators they were found thoroughly encrusted with salt. Washed them thoroughly with fresh water, dried them, and raised Radio Guam with a strength 5 signal.

Noon Position: 34-31N, 153-28E.

Thursday, 5 December, 1946

Enroute Yokosuka Japan

- 0630(K) Submerged. Exercised at hovering and depth control, obtained submerged tactical data, and took a bathythermograph trace to 420 feet. The trace was completely isothermal, indicating the water to be still pretty thoroughly mixed after our storm.
- 1303(K) Surfaced and proceeded. Had originally planned to spend both today and tomorrow submerged during daylight, since we were inside the 500 mile circle; but with our thoroughly upset schedule, decided to surface early today and hope for a full day tomorrow.
- 1940(K) Made radar contact on two large unidentified ships at 37,500 yards. (Ship Contact No. 4).
- 2025(K) Tracked targets on approximate course 090 degrees (T) at 12 knots. Since targets were at such great range and going away, did not attempt to close range. Lost contact at 50,000 yards. A.P.R. sweeps were negative.

Noon Position: 34-36N, 149-39E.



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(B) NARRATIVE (Cont'd)

Friday, 6 December, 1946

Enroute Yokosuka Japan.

- 0145(K) Made sight and radar contact on two small unidentified targets, probably fishing sampans, at about 15,000 yards. (Ship Contact No. 5)
- Tracked both targets on southerly courses at about 8 knots. A.P.I. sweeps were negative.
- 0400(K) The barometer has dropped 18 points since midnight and the wind has increased from practically zero to 20 knots from the south west. The seas have started to build up also. Junior must be making the circuit again.
- 0640(K) Submerged for an all day patrol. Exercised at hovering, high speed depth control, and took a bathythermograph trace to 450 feet.
- 1100(K) Judging from a periscopic eye view of the weather, we shall have to surface if our schedule is to be met. The seas have built up considerably since we submerged, and the wind has apparently done likewise.
- 1107(K) Surfaced to find the bridge venturi shield lying across the coming tower hatch. It had apparently been loosened enough during the storm to allow it to break away as we surfaced. Passed it below and added another item to the C.S.K.P.
- Proceeded at a maximum speed of 9 knots into the sea. The barometer fell steadily while we were submerged, and the wind, increasing to about 30 knots, hauled around to the westward.
- 1602(K) Slowed to 6 knots. The sea has built up gradually, although the wind has remained fairly constant except for a few occasional short gusts up as high as 60 knots.

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(B) NARRATIVE (Cont'd)

Friday, 6 December, 1946 (Cont'd)

- 1730(K) Observed a waterspout form on the starboard bow and watched it pass rapidly down the starboard side at about 500 yards. It lasted about 5 minutes and disappeared astern. As it passed, the wind velocity temporarily increased from 25 knots to about 45 knots. The barometer momentarily dropped 29 points during this period.
- 2013(K) Increased speed to 13 knots. The barometer has been rising steadily since 1600, after dropping a total of 32 points during the day. Both wind and sea have abated considerably, and it looks as though we will meet our schedule after all.
- 2100(K) Changed to zone minus nine time.
- 2140(I) Made radar contact on a large unidentified target at 41,250 yards. (Ship Contact No. 6).
- 2250(I) Tracked target on approximate course 090 degrees (T) at 13 knots. Lost contact with target at 42,000 yards; closest range 16,000 yards. A.P.R. sweeps were negative.

Noon Position: 34-43N, 143-31E.

Saturday, 7 December, 1946

Enroute Yokosuka Japan

- 0315(L) Made radar contact on the high land above NOJIMA SAKI at 46 miles.
- 0347(I) Made radar contact on O SHIMA at 65.5 miles. This is an excellent landmark and a good one to make a land fall on.
- 0425(I) Sighted the light on NOJIMA SAKI burning with the proper characteristics.

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(B) NARRATIVE (Cont'd)

Saturday, 7 December, 1946 (Cont'd)

Enroute Yokosuka Japan

- 0620(I) Sighted FUJI SAN as the sun came up and immediately agreed with the thousands who consider it one of nature's masterpieces.
- 0718(I) Entered SAGAMI BAY and headed for YOKOSUKA steering the courses recommended on H.O. Chart 1291.
- 0850(I) Received permission to enter from the Naval Base signal tower.
- 0909(I) Pilot IZUMI came aboard.
- 0922(I) Moored port side to Piedmont Pier in berth NO. 2, Yokosuka Naval Base. Pilot left the ship.
- 1000(I) Called on the Commander Fleet Activities Yokosuka, the S.O.P.A. (ComServDiv 32) and the Commanding Officer U.S.S. Piedmont (AD17), all of whom generously offered all possible services.

Noon Position: Naval Base, Yokosuka Japan.

Sunday, 8 December, 1946.

At Naval Base Yokosuka Japan.  
Six years ago today some of us  
were at Naval Base, Pearl Harbor.

The Red Cross have arrangements for two conducted tours, one to Tokyo and one to Kamakura, a nearby village with many picturesque shrines and temples. Both of these are highly recommended, especially for ships having only a short stay here.



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(B) NARRATIVE (Cont'd)

Sunday, 8 December, 1946 (Cont'd)

The service clubs at Yokosuka, both officers and enlisted, are very highly recommended. The latter is reported to be the best enlisted men's club in the Western Pacific.

A gift shop, located within the Naval Base, is the best place to purchase souvenirs and gifts. Prices are reasonable and only articles of good quality are sold.

Money must be exchanged; U.S. currency is not legally acceptable anywhere. Special occupation scrip is used in service activities, and Yen is used elsewhere.

Moon Position: Naval Base, Yokosuka Japan.

Monday, 9 December, 1946

At Naval Base, Yokosuka Japan

- 1100(I) During the forenoon, personnel of the repair department in Piedmont (AD17) assisted in repairing some of our stern damage, including:
- (a) Re-installing the venturi screen.
  - (b) Removing broken main induction baffles.
  - (c) Installing new securing lugs for brow.
  - (d) Straightening bent lifeline stanchion.
- 1300(I) Received the last of four storm warnings concerning the approach of a severe cold front from Westward. By the look of the wind in this sheltered harbor and the present barometer reading of 29.70, said cold front is just about here.
- 1510(I) Completed fueling having received 41,250 gallons.
- 1539(I) Underway standing out of Yokosuka Ko enroute Buckner Bay, Okinawa Shim.

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(B) NARRATIVE (Cont'd)

Monday, 9 December, 1946 (Cont'd)

- 1600(I) Cleared the harbor and proceeded down the bay. Barometer has dropped to 29.66 and wind velocity is 30 to 40 knots. What is this attraction we have for nasty weather?
- 1729(I) The brow broke loose again. Although we are still somewhat sheltered by land, the seas are breaking over the bridge and wind gusts are up to 50 knots.
- 1745(I) Observed the after Marker Buoy to be loose from its moorings and sitting on deck. However, before any men could safely get back there, the seas very neatly carried it over the side, clearing the life rail by a good two feet.
- Attempted to sink buoy with rifle and sub-machine gun fire but it was very difficult to keep within range and success was doubtful.
- 1800(I) Retrieved the brow and secured it on the cigarette deck.
- 1825(I) Lost sight of buoy in darkness and discontinued firing. Set course for Okinawa at a maximum speed of 7 knots.
- 1940(I) Informed ComSubPac and all local activities of lost buoy.

Noon Position: Naval Base, Yokosuka Japan.

Tuesday, 10 December, 1946

Enroute Buckner Bay, Okinawa riding out a storm, making a maximum speed of 4 knots.



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

Subject: U.S.S. CLIMAN (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Tuesday, 10 December, 1946 (Cont'd)

- 0345(I) Encountered a heavy cross sea and took a roll of 57 degrees, which did nothing more than to dislodge a few people, including the writer, from a warm bunk into the passageway.
- 2400(I) During the day encountered direct evidence of the cold front in several hail storms and one good snowstorm. Wind and sea remained generally constant, although the barometer rose slowly.

Informed ComSubPac that weather would delay arrival Okinawa at least one more day.

Noon Position: 34-01N, 138-31E.

Wednesday, 11 December, 1946

Enroute Buckner Bay, Okinawa  
riding out a storm.

- 0315(I) Made radar contact on an unidentified small target at 17,500 yards. (Ship Contact No. 7)
- 0445(I) Tracked target on course 030 degrees (T) at 7 knots. Closed range to 11,400 yards but did not sight target. A.P.R. sweeps negative.
- 1045(I) Sighted aircraft, identified as a P-51, range 10 miles opening. (Plane Contact No. 1)
- 1102(I) Lost radar contact with plane, range 31 miles.
- 1607(I) Made radar contact on an unidentified large ship at 52,000 yards. (Ship Contact No. 8)
- 1630(I) Tracked target on course 050 degrees (T) at 13.5 knots. A.P.R. sweeps negative.

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

Subject: U.S.S. CAIMAN (SS323) - Report of First  
Simulated War Patrol.

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(E) NARRATIVE (Cont'd)

Wednesday, 11 December, 1946 (Cont'd)

- 1632(I) Submerged to conduct a one hour battery discharge test. Changed course to cross target's bow and attempt to contact and track him by sound.
- 1720(I) Contacted target by AT but could not hear through own high speed screw noise well enough to track.
- 1739(I) Sighted target at 9,000 yards range and periscope observations confirmed original estimate of course and speed. Identified target as a large tanker.
- 1737(I) Completed the one hour battery discharge test on reaching the total low voltage limit, Surfaced and resumed base course.

The after marker buoy cable leaked steadily during the dive so did not go to deep submergence.

- 2400(I) The storm abated some during the day and speed was increased gradually to a maximum of 9 knots. The barometer rose 10 points, the wind decreased from about 30 to 20 knots, and the seas decreased slightly.

Noon Position: 33-02N, 136-38E.

Thursday, 12 December, 1946

Enroute Buckner Bay, Okinawa

- 0632(I) Submerged for trim.
- 0837(I) Surfaced and made sight and radar contact on a medium tanker at 17,500 yards. (Ship Contact No. 9)



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

Subject: U.S.S. CAIMAN (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Thursday, 12 December, 1946 (Cont'd)

- 0954(I) Tracked target for over an hour on course 050 degrees (T) at 13 knots. A.P.R. sweeps negative. Secured and resumed base course.
- 1501(I) Made radar contact on an unidentified ship at 44,950 yards. (Ship Contact No. 10)
- 1620(I) Tracked target on approximate course 060 degrees at 8 knots. Closest range 33,800 yards. A.P.R. sweeps negative.
- 2246(I) Made radar contact on an unidentified target at 19,050 yards. (Ship Contact No. 11)
- 2330(I) Sighted target in the moon light at 9000 yards and identified it as a Jap DE of the type being used for repatriation purposes.
- 2400(I) The storm abated rapidly during the forenoon and by 1700 the wind was down to 5 knots and the seas had decreased accordingly. The barometer rose steadily to 30.34 at this reading.

Noon Position: 30-29N, 133-17E.

Friday, 13 December, 1946

Enroute Buckner Bay, Okinawa tracking a target identified as a Japanese Destroyer Escort.

- 0019(I) Tracked target on course 055 degrees (T) at 12 knots. A.P.R. sweeps negative. Secured and resumed base course.
- 0046(I) Made radar contact on an unidentified target at 23,200 yards. (Ship Contact No. 12)
- 0123(I) Sighted target in moonlight and identified it as a medium tanker. Tracked him on course 050 degrees (T) at 14 knots. A.P.R. showed no interference.

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

Subject: U.S.S. CAIMAN (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Friday, 13 December, 1946 (Cont'd)

- 0619(I) Made radar contact on land, identified as  
AKIMI O SHIMA, at 49 miles.
- 0625(I) Submerged for daylight patrol. Exercised at  
hovering, high speed depth control, and took  
a bathythermograph trace to 200 feet.
- 1826(I) Surfaced and proceeded.
- 1912(I) Made the first of several radar contacts on  
rapidly changing targets, believed to be geese  
or the "Ghost of MANSEI SHOTO" as they were  
termed by destroyers during the Okinawa Cam-  
paign.
- 2255(I) Made radar contact on land, identified as  
OKINAWA SHIMA, at 57 miles.

Noon Position: 27-32N, 129-21E.

Saturday, 14 December, 1946

Enroute Buckner Bay, Okinawa Shima

- 0520(I) Received permission to enter from S.O.P.A.  
in U.S.S. Onslow (AVP48).
- 0523(I) Passed entrance buoy No. 1 and entered Buck-  
ner Bay.
- 0746(I) Moored port side to pier Baker in berth No. 2  
at White Beach, Okinawa Shima and received a  
typical submarine welcome from Capt. Connolly,  
C.N.O.B., in the form of several cases of fresh  
oranges and apples, which were thoroughly en-  
joyed by all hands.
- 0845(I) Attended a conference in ONSLOW with CTO 75.3  
(also Commanding Officer of ONSLOW and SOPA)  
and Commanding Officers of the local aircraft



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

Subject: U.S.S. CAMVAN (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Saturday, 14 December, 1946 (Cont'd)

squadrons to discuss scheduled operations. It was decided to complete the exercises by Tuesday, 17 December, and hold another conference on Wednesday to discuss results.

1155(I) Called on Captain Connolly, Commandant of the Naval Operating Base, and tendered him the good wishes of his many friends in the Submarine Force, and our thanks for his thoughtful welcome.

Noon Position: White Beach, Buckner Bay,  
Okinawa.

Sunday, 15 December, 1946

At White Beach, Buckner Bay, Okinawa.

0700(I) Underway standing out EUCHEE Bay enroute operating area in company with U.S.S. Spangler (DE696).

0835(I) Commenced ASW exercises with aircraft, using exercises Y-77 and Y-78 in USF 54. These exercises are not of very much benefit if there are any whitecaps; the planes cannot seem to keep the scopes in sight.

1551(I) Completed exercises, having made 5 dives and returned to port.

1713(I) Moored in assigned berth.

1800(I) Received ComSubPac despatch 142127Z assigning us to Operational Control of Commander Fleet Training Group Western Pacific effective 14 December.

Noon Position: 26-25N, 128-20E.



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

Subject: U.S.S. CAIMAN (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Monday, 16 December, 1946

At White Beach, Buckner Bay Okinawa

- 0700(I) Underway standing out of Buckner Bay enroute  
Operating Area in company with USS SPANGLER,  
(DE696).
- 0800(I) Commenced ASW exercises with aircraft using  
exercise Y-80, USF 54. Also executed high speed  
turns on the surface to give planes an idea of  
surface maneuverability.
- 1540(I) Completed exercises, having made 12 dives, and  
returned to port.
- 1650(I) Moored in assigned berth.
- 1700(I) Transferred TAYLOR, Edward L. 268 45 32, CY(SS)  
to the Dispensary MOB Okinawa for further trans-  
fer to the US Naval Hospital in Guam. Diagnosis:  
Sciatic Neuritis.

Noon Position: 26-20N, 128-20E.

Tuesday, 17 December, 1946

At White Beach, Buckner Bay Okinawa

- 0700(I) Underway standing out of Buckner Bay enroute  
Operating Area in company with USS Spangler  
(DE696).
- 0828(I) Commenced ASW exercises with aircraft, repeat-  
ing those used yesterday.
- 1444(I) Completed exercises, having made 6 dives, and  
returned to port.
- 1558(I) Moored in assigned berth.

Noon Position: 26-25N, 128-17E.

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

Subject: U.S.S. CAIMEN (SS323) - Report of First  
Simulated War Patrol.

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(E) NARRATIVE (Cont'd)

Wednesday, 18 December, 1946

At White Beach, Buckner Bay, Okinawa

1000(I) Attended a conference in OKSLCW. The aviators stated that considerable benefit had been obtained from the exercises, especially from the opportunity of being able to observe a Submarine in operation and to learn our capabilities and habits. It was the first time many of the pilots had ever seen a Submarine from the air.

In this regard, a section was left in daily, most of whom rode the planes, and we carried an average of 15 officers and men from the squadrons and the AVP. This exchange of personnel was very beneficial and enlightening to all concerned, and it is a highly recommended practice, if for no other reason than to find out how the other half lives.

1120(I) Completed fueling, having received 13,146 gallons.

1600(I) Released by CTG 75.3.

1620(I) Underway clearing Buckner Bay.

1700(I) Passed entrance buoys and took departure for OKINO DAITO JIMA, zigzagging with constant helm.

1804(I) Ceased zigzagging.

1807(I) Submerged for trim and bathythermograph trace. Greatest depth 420 feet.

While in port the after marker buoy cable was removed and a brass plug installed.

1840(I) Surfaced and proceeded.

Noon Position: 26-25N, 128-20E.

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

Subject: U.S.S. CAIMAN (SS323) - Report of First  
Simulated War Patrol.

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Thursday, 19 December, 1946

Enroute OKINO DAITO JIMA (RASA Island)

- 0609(L) Made radar contact on RASA Island at 40,500 yards.
- 0654(I) Submerged for photographic reconnaissance. Range to island 15,000 yards.
- 0720(I) Took a bathythermograph trace to 420 feet.  
Held several dummy runs for the photographic party while closing the island for visual observation.
- 1038(I) Encountered a very strong current setting to southwestward, off the island.
- 1130(I) After thoroughly observing the western side of the island for two hours and seeing no signs of any inhabitants, decided to take pictures from ranges of about 500 yards. All visible structures on this island are pretty thoroughly wrecked. Have heard that destroyers used this as a target for bombardment practice.
- 1245(I) Commenced reconnaissance, circling the island counter clockwise, and keeping station on the reef at about 500 yards with ping ranges. Plan to circle twice; once for still pictures, and once around again for the movies.  
The seas are pretty choppy with considerable whitecaps and we are perfectly safe from being sighted, even at such close range.
- 1645(I) Completed second circle and retired.
- 1858(I) Surfaced and set course for Guam, M. I.  
Noon Position: 24-27N, 131-10E.



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

Subject: U.S.S. CAIMAN (SS323) - Report of First  
Simulated War Patrol.

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(E) NARRATIVE (Cont'd)

Friday, 20 December, 1946

Enroute Guam, Marianas Islands

- 0334(I) Made radar contact on an unidentified target at 47,000 yards. (Ship Contact No. 13)
- 0500(I) Tracked target on course 225 degrees (T) at 9 knots. Lost contact at 55,300 yards. A.P.R. showed no interference.
- 0614(I) Submerged for trim and bathythermograph trace. Greatest depth 420 feet.
- 0640(I) Surfaced and proceeded.

Noon Position: 21-50N, 134-41E.

Saturday, 21 December, 1946

Enroute Guam, Marianas Islands

- 0550(I) Submerged for trim and bathythermograph trace. Greatest depth 415 feet.
- 0650(I) Surfaced and proceeded.

Noon Position: 16-35N, 139-05E.

Sunday, 22 December, 1946

Enroute Guam, Marianas Islands

- 0055(I) Made sight and radar contact on a small unidentified target, probably a landing craft, at 21,400 yards. (Ship Contact No. 14)
- 0159(I) Tracked target on approximate course 330 degrees (T) at 5 knots. Closest range 21,000 yards. APR sweeps were negative.



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

Subject: U.S.S. CAIMAN (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Tuesday, 24 December, 1946

to

Saturday, 4 January, 1947

At Submarine Base, Guam, M.I.

No services were required of us during the holiday period so accomplished some needed repairs and general upkeep, besides celebrating the holiday season.

Reported to Commander Fleet Training Group Western Pacific for duty and called on Admiral Moensen, Commandant of the Naval Operating Base.

Fueled to capacity, replenished stores and effected the following personnel changes:

(a) Transfers:

1. FLETCHER, Earl T., 576 69 69, EM2 to USS NAAMAGON (ACC53) on 12-27-46.
2. EVLETON, Lonnie J., 266 25 53, EM1 to SubRon CFE on 12-30-46.

(b) Receipts:

1. STOCKTON, Joseph H., 555 85 79, EM2 from USS NAAMAGON (ACC53) on 12-27-46.
2. SANTOS, Felix C., 421 40 08, CK3 from USS BLOWER (SS325) on 12-31-46.

On 3 January, USS BUTER (SS333) stopped by on her way to Subic to transfer an appendectomy case to the hospital.

Sunday, 5 January, 1947

At Submarine Base, Guam, M.I.

1628(K) Underway in accordance with ComFleTraGroupWestPac dispatch 030637Z January, to oppose sortie of task force from Apra Harbor tomorrow morning.

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

Subject: U.S.S. CAIMAN (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Sunday, 5 January, 1947 (Cont'd)

- 1720(K) Cleared Apra Harbor.
- 1843(K) Submerged for trim and bathythermograph trace.  
Greatest depth 425 feet.
- 1950(K) Surfaced and commenced patrolling off entrance  
to Apra Harbor.

Noon Position: Submarine Base, Guam, M. I.

Monday, 6 January, 1947

Patrolling off Entrance  
to Apra Harbor, Guam, MI.

- 0617(K) Submerged and took a bathythermograph trace  
to 422 feet.
- 0802(K) Sighted first destroyer of screen, followed  
shortly by two more.
- 0831(K) Sighted carrier clearing harbor at 20,000 yards.
- 0859(K) Penetrated screen undetected and fired smoke  
bomb simulating attack on carrier. Range 950  
yards, 80 track, small gyro angles.
- 0906(K) Surfaced and set course for Saipan, M. I.
- 1847(K) Sighted Saipan Island.
- 1918(K) Anchored in berth L 30 outer harbor, Saipan, M.I.  
and reported to ComDesRon ONE for ASW services.

Noon Position: 14-06N, 144-52E.

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

Subject: U.S.S. GADYAN (SS323) - Report of First  
Simulated War Patrol.

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(D) NARRATIVE (Cont'd)

Tuesday, 7 January, 1947  
to  
Thursday 9 January, 1947

At Tanapag Harbor, Saipan, MI

Operated daily conducting various ASW exercises with units of DesRon ONE (USS Floyd E. Parks DD844, USS Orleck DD886; USS Brinkley Bass DD887, and USS Stickell DD888). Returned to assigned berth in Tanapag Harbor each night on completion of exercises. Continued the practice of exchanging personnel for daily operations. Destroyer personnel were extremely enthusiastic and apparently benefited considerably.

On Friday conducted a Hunter-Killer exercise with TBF planes of the carrier air group joining the destroyers. The planes used sonic-buoys and seemed to have good success with them.

Made a total of 7 dives during this period and took daily bathythermograph traces to test depth.

Noon Positions: 7 Jan. 15-39N, 145-46E.  
8 Jan. 15-43N, 145-39E.  
9 Jan. 15-25N, 145-37E.

Friday, 10 January, 1947

At Tanapag Harbor, Saipan M.I.

- 0559(K) Underway standing out of the harbor enroute Tinian, M. I.
- 0813(K) Moored starboard side to pier in berth A-6 Tinian Harbor, M.I. All hands spent a very enjoyable day sightseeing and "beconlocking". Comdr. Mark Grant and all personnel of the Naval Air base were very hospitable hosts.



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

Subject: U.S.S. CLIFTON (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Friday, 10 January, 1947 (Cont'd)

- 1805(K) Underway enroute Guam, P.I.
- 2258(K) Received instructions to return to Saipan and  
set course to comply.

Noon Position: 14-58N, 145-37E.

Saturday, 11 January, 1947

Enroute Saipan, P.I.

- 0742(K) Moored in assigned berth at Tanapog Harbor,  
Saipan, P.I.

Noon Position: 15-14N, 145-42E.

Sunday, 13 January, 1947

At Tanapog Harbor, Saipan, P.I.

Monday, 13 January, 1947

Saturday, 13 January, 1947

At Tanapog Harbor, Saipan, P.I.

Operated daily conducting ASW exercises  
with PBM aircraft of VP/ASG, using exercises  
Y-77 to Y-80 inclusive, USF 54. Returned to  
assigned berth at Tanapog Harbor each night  
on completion of exercises.

In addition to carrying many aviation per-  
sonnel as passengers, we accommodated a total of  
37 Army enlisted men and 2 officers from the  
864th Artillery Battalion. The Army later recip-  
roated by throwing a beer party for our crew.

Made a total of 61 dives during the week  
and took a daily bathythermograph trace to test  
depth.



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

Subject: U.S.S. C/IMAN (SS323) - Report of First  
Simulated War Patrol.

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(U) INITIATIVE (Cont'd)

Monday, 13 January, 1947

to

Saturday, 18 January, 1947 (Cont'd)

The following men were transferred to the  
Medical Center, Naval Operating Base, Saipan as  
indicated:

- (a) LITTLE, Charles E., 300 84 65, SC3 on  
1-16-47.
- (b) LOCKETT, Tony C., Jr., 248 20 43, S2 on  
1-13-47.

Moore Positions: 13 Jan. 15-15N, 145-20E.  
14 Jan. 15-22N, 145-42E.  
15 Jan. 15-16N, 145-45E.  
16 Jan. 15-23N, 145-42E.  
17 Jan. 15-26N, 145-45E.  
18 Jan. Tanapag, Saipan.

Sunday, 19 January, 1947

to

Monday, 20 January, 1947

At Tanapag Harbor, Saipan, M.I.

Tuesday, 21 January, 1947

to

Friday, 24 January, 1947

Underway from 0630(K) Tuesday operating  
with Task Force 38 conducting various task  
force training exercises. Released by C.T.F.  
38 at 1700(K) Friday and proceeded to return  
to Guam.

Opposed the sortie on Tuesday and the entry  
on Friday and made daily down attacks on the task  
force. Furnished daily services to the destroyers  
present for AS exercises that included two sonar  
exercises with planes from the air group.

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

Subject: U.S.S. CATEMAN (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Tuesday, 21 January, 1947

to

Friday, 24 January, 1947 (Cont'd)

Made a total of 14 dives during this period and took daily bathythermograph cards to test depth.

Noon Positions: 21 Jan. 15-25N, 145-21E.  
22 Jan. 18-04N, 144-37E.  
23 Jan. 18-35N, 144-35E.  
24 Jan. 15-52N, 145-33E.

Saturday, 25 January, 1947

Enroute Guam, M. I.

0559(K) Submerged for trim and bathythermograph trace. Greatest depth 420 feet.

0631(K) Surfaced.

0640(K) Passed entrance buoys and entered Apra Harbor.

0708(K) Moored alongside USS CATEMAN (SS323) in berth S-4, US Submarine Base, Guam, M. I.

1005(K) Completed fueling, having received 20,800 gallons.

Noon Position: Submarine Base, Guam, M.I.

Sunday, 26 January, 1947

At Submarine Base, Guam, M.I.

1633(K) Underway from Submarine Base, Guam, M.I. enroute Pearl Harbor, via Truk, Kusaie and Kwajalein in accordance with ComSubPac despatch 232132Z of January.

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

Subject: U.S.S. CAIMAN (SS323) - Report of First  
Simulated War Patrol.

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(E) NARRATIVE (Cont'd)

Sunday, 26 January, 1947 (Cont'd)

At Submarine Base, Guam, M.I.

1704(K) Passed Apra Harbor entrance buoys and set course  
for South Pass, Truk.

Noon Position: Submarine Base Guam.

Monday, 27 January, 1947

Enroute Truk, Caroline Islands

0612(K) Submerged for trim and bathythermograph trace.  
Greatest depth 420 feet.  
Exercised at depth control while backing  
down.

0805(K) Surfaced and proceeded.

1320(K) Exercised gun crews and test fired all weapons.

2325(K) Made radar contact on ULUI Island at 35,150 yards.

Noon Position: 10-11N, 147-38E.

Tuesday, 28 January, 1947

Enroute Truk, Caroline Islands.

0600(K) Submerged for trim and bathythermograph trace.  
Greatest depth 420 feet.  
Exercised for one hour at depth control  
while backing down.

0752(K) Surfaced and proceeded.

0921(K) Sighted TOL Island, Truk.

1229(K) Entered Truk Lagoon via South Pass, steering  
courses designated in Hydropac 427-D.



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

Subject: U.S.S. CLIMAN (SS323) - Report of First  
Simulated War Patrol.

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(E) NARRATIVE (Cont'd)

Tuesday, 28 January, 1947 (Cont'd)

- 1414 (K) Anchored in UOLA Roads off MOEN Island in 8 fathoms of water.
- 1500 (K) Called on the Commanding Officer of the Naval Air Base, who extended every courtesy.

Noon Position: 07-06N, 151-47E.

Wednesday, 29 January, 1947

Anchored off Monn Island, Truk

- 1400 (K) Underway clearing the lagoon.
- 1556 (K) Cleared South Pass and set course for Kusaie, Caroline Islands, passing south of the KUOP and LOSAP Islands.

Noon Position: 07-30N, 151-55E.

Thursday, 30 January, 1947

Enroute Kusaie, Caroline Islands

- 0536 (K) Submerged for trim and bathythermograph trace. Greatest depth 420 feet.  
Exercised at depth control while backing down.
- 0645 (K) Submerged with sternway and continued astern for an hour and a half.
- 1745 (K) Surfaced and proceeded.
- 2141 (K) Made radar contact on Penape Island at 62 miles.
- Noon Position: 06-25N, 155-52E.

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

Subject: U.S.S. CHIMAN (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Friday, 31 January, 1947

Enroute Kusaie, Caroline Islands

- 0130(Z) Changed to zone minus eleven time.
- 0621(L) Submerged for trim and bathythermograph trace.  
Greatest depth 420 feet.  
Exercised at depth control backing down for about an hour. No difficulty has been experienced in maintaining depth control while backing down, although the general reaction is very sluggish. The stern planes are very ineffective except when backing full, and even then they are not of much help. A one third astern trim was found to be very nearly that of a stop trim, but the trim becomes light aft rapidly as speed is increased. The rudder has more effect on trim than when going ahead and makes the boat very light aft when it is used.
- 0805(L) Surfaced and proceeded.
- 1602(L) Sighted PINGELAP Island and changed course to close it for observation.
- 1654(L) Closed the island and proceeded along the shore line keeping station on the reef with ping ranges. There is practically no surf on the leeward side of the island, and the reef is plainly visible.
- 1730(L) Lay to off the village and received several visitors, including King Solomon and his number two chief. In exchange for a few old clothes and shoes we received a good supply of fresh fruit and a few trinkets.
- 1842(L) Departed Pingelap and set course for Kusaie.  
Noon Position: 06-11N, 159-38E.

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

Subject: U.S.S. CHIMAN (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Saturday, 1 February, 1947

Enroute Kusaie, Caroline Islands

- 0115(L) Made radar contact on Kusaie, at 58 miles.
- 0512(L) Submerged for trim and bathythermograph trace. Greatest depth 420 feet.
- 0556(L) Surfaced and proceeded towards entrance to harbor.
- 0651(L) Entered LELE Harbor, EUSAIE. Although the entrance is very narrow it is well marked and the reef on each side is plainly visible.
- 0703(L) Anchored off LELE village in 6 fathoms of water.
- 0903(L) Sent a dispatch to the ComPairWing 18 unit at RFBYB, Kwajalein that we would be available for ASW services by 0800 (L) tomorrow.

All hands spent a thoroughly enjoyable day sightseeing, swimming, learning how to handle an outrigger canoe, and otherwise enjoying the hospitality of the Kusaions.

King John, the Chief Magistrate of the island, was particularly courteous and hospitable. In exchange for the few small gifts we offered (including a new ensign for his village flag pole), he gave the ship enough fruit (bananas, oranges, limes, papaya etcetera) to last the rest of our cruise.

The natives are a very intelligent and extremely religious group and the majority speak some English. King John spoke excellent English as did most of his senior assistants.

There is no military government unit on the island, the previous one having recently moved to Ponape.



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

Subject: U.S.S. CAIMEN (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Saturday, 1 February, 1947 (Cont'd)

The United States Commercial Company operates a small store where native handicraft can be purchased.

- 1749(L) Underway clearing the lagoon.  
1759(L) Cleared the entrance and set course for Kwajalein.

Neon Position: 05-20N, 162-55E.

Sunday, 2 February, 1947

Enroute Kwajalein, Marshall Islands

- 0552(L) Submerged for trim and bathythermograph trace. Greatest depth 420 feet.  
0720(L) Surfaced and proceeded.  
0800(L) Set watch on 3000 kcs voice for operations with planes.  
1450(L) After testing every half hour since 0800, finally overheard two planes testing communications. Established communication and learned that our message regarding today's operations had not been received. It later developed that the message had been received by ATCOM Kwajalein in plenty of time, but had not been passed along to the aircraft unit of Ebeye.  
1600(L) Made radar and sight contact with first plane and commenced ASW exercises using exercise Y-80 of USF 54.  
1747(L) Completed exercises, having made 5 dives.  
1905(L) Made radar contact on LIB Island and changed course to close for observation.

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

Subject: U.S.S. GAILLE (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Sunday, 2 February, 1947 (Cont'd)

2113(L) Stopped and gave LIB Island the once over from a range of 1500 yards in bright moonlight. Saw no sign of habitation, although there are undoubtedly some natives on the island.

2130(L) Resumed course for Kwajalein.

2220(L) Made radar contact on Kwajalein Island at 32 miles.

Noon Position: 07-20N, 166-03E.

Monday, 3 February, 1947

Approaching Kwajalein, Marshall Island

0521(L) Submerged for trim and bathythermograph trace. Greatest depth 420 feet.

0640(L) Surfaced and established communication with aircraft.

0713(L) Commenced ASW exercises with aircraft using exercises Y-79 and Y-80, USF 54. Also made surfaced maneuvers at high speed.

1442(L) Completed exercises having made 14 dives and proceeded towards God Pass, having been cleared for entry by Port Director.

1456(L) Entered Kwajalein Lagoon and proceeded to anchorage off Ebeye.  
Passed through the "Bikini Graveyard" and couldn't help but feel some remorse at seeing all these once fine ships sitting there idle and useless.

1500(L) Anchored off EBEYE Island in 18 fathoms of water.

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

Subject: U.S.S. GAIMAN (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Monday, 3 February, 1947 (Cont'd)

1700 (L) Called on the Commanding Officer of the Naval Air Base who "opened house" for our people. The personnel of this small unit extended us one of the most courteous and hospitable welcomes we have ever received.

1900 (L) Changed to zone minus twelve time.

Noon Position: 08-48N, 167-32E.

Tuesday, 4 February, 1947

At Eboye, Kwajalein Lagoon

0013 (M) Ensign Peter P. GWIAZDOWSKI, 0447436, USN reported aboard for temporary duty in compliance with ComSubPac despatch 252224Z of January.

0620 (M) Underway standing out the lagoon.

0713 (M) Cleared Cea Pass and commenced ASW exercises, with aircraft using exercise Y-79, USF 54 only.

1146 (M) Completed exercises having made 10 dives and set course for Pearl Harbor, T.H. Took a bathythermograph trace to 450 feet on last dive.

1359 (M) Made radar and sight contact on plane, identified as a transport, at 19,750 yards, range closing. (Plane Contact No. 3)

1402 (M) Submerged as range closed to 4 miles. Range as mast went under, 4,550 yards.

1420 (M) At periscopic depth, plane not in sight and not contacted on SV radar.

1426 (M) Surfaced and proceeded.

2143 (M) Converted Number 4 fuel ballast tank to a main ballast tank.

Noon Position: 08-50, 167-50E.



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

Subject: U.S.S. CAIFAN (SS323) - Report of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Wednesday, 5 February, 1947

Enroute Pearl Harbor, T.H.

- 0420(M) Made radar and sight contact on an unidentified plane, range 11 miles opening. (Plane Contact No. 4).
- 0640(M) Submerged for trim. Discovered a small fire in the control room and surfaced. Found the fire to be a smoldering rag.
- 0656(M) Submerged and took a bathythermograph trace to 420 feet.
- 0744(M) Surfaced and proceeded.

Noon Position: 11-00N, 172-39E.

Thursday, 6 February, 1947

Enroute Pearl Harbor

- 0620(M) Submerged for trim and bathythermograph trace. Greatest depth 420 feet.
- 0715(M) Surfaced and proceeded.
- 1700(M) Commenced a 24 hour endurance run in accordance with USF 45, exercise S-11-E.
- 2130(M) Crossed the International Date Line.
- 2400(M) Changed to plus twelve zone time, repeating the date Thursday, 6 February, 1947.

Noon Position: 13-07N, 177-41E.

Thursday, 6 February, 1947

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

Subject: U.S.S. CHIMM (SS323) - Report of First  
Simulated War Patrol.

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(E) NARRATIVE (Cont'd)

Enroute Pearl Harbor, Conducting a  
24 hour endurance run.

- 0600(Y) Submerged, pulling 3 hour rate,  
0700(Y) Surfaced and continued with endurance run.  
0935(Y) Made sight and radar contact on a target, ident-  
ified as a large fleet tug, at 15,800 yards,  
and commenced tracking. (Ship Contact No. 15)  
1030(Y) Secured tracking party. Target tracked on course  
240 degrees (T) at 12 knots. APR showed no int-  
erference.  
1400(Y) Exercised gun crews.  
1700(Y) Successfully completed 24 hour endurance run.  
1712(Y) Submerged for trim and bathythermograph trace  
to 422 feet.  
1735(Y) Surfaced and proceeded.  
1910(Y) Converted No. 3 fuel ballast tank to a main  
ballast tank.

Moan Position: 15-16N, 176-28W.

Friday, 7 February, 1947

Enroute Pearl Harbor

- 0155(Y) Made radar and sight contact on an unidentified  
target at 30,600 yards. (Ship Contact No. 16)  
0230(Y) Target tracked on course of 256 degrees (T) at  
13.7 knots. Closest range 28,500 yards. APR  
sweeps negative.  
0538(Y) Submerged for trim and bathythermograph trace  
to 420 feet. Exercised at hovering.

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

Subject: U.S.S. CLIMAN (SS323) - Report Of First  
Simulated War Patrol.

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(B) NARRATIVE (Cont'd)

Friday, 7 February, 1947 (Cont'd)

0751(Y) Surfaced and proceeded.

Noon Position: 17-03N, 171-17W.

Saturday, 8 February, 1947

Enroute Pearl Harbor

0531(Y) Submerged for trim and bathythermograph trace.  
Greatest depth 420 feet. Exercised at heaving.

0749(W) (Surfaced and proceeded.

1535(Y) Exercised gun crews and fired automatic weapons.

Noon Position: 18-53N, 165-56W.

Sunday, 9 February, 1947

Enroute Pearl Harbor

0330(Y) Changed to plus eleven zone time.

0558(X) Submerged for trim and bathythermograph trace.  
Greatest depth 420 feet.

0905(X) Surfaced and proceeded.

Noon Position: 20-25N, 161-18W.

Monday, 10 February, 1947

Enroute Pearl Harbor

0310(X) Submerged for trim and bathythermograph trace.  
Greatest depth 420 feet.

0525(X) Surfaced and proceeded.

0713(X) Entered Pearl Harbor, T.H.

0740(X) Moored at Submarine Base, Pearl Harbor, T.H.  
Patrol Completed.