

U.S.S. CLIPPER (SS323)
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San Francisco, California

SS3231A16
Ser: 271-50
1 September 1950

R-E-S-T-R-I-C-T-E-D

From: Commanding Officer
To: Chief of Naval Operations
Via: (1) Commander Submarine Division ELEVEN
(2) Commander Submarine Squadron OIE
(3) Commander Submarine Force, U.S. Pacific Fleet
(4) Commander in Chief, U.S. Pacific Fleet

Subj: Standard Operational Report covering period 21 June 1950 through
1 September 1950

Ref: (a) ConSubPac restricted OpOrder No. 13-50 dated 20 May 1950
(b) ConSubPac ltr R-9 dated 1 October 1949

Encl: (1) Subject Report
(2) Description of Operating Areas

1. Operations during the period 21 June 1950 through 1 September 1950
were conducted in accordance with:

- (a) ConSubPac restricted OpOrder No. 13-50 dated 20 May 1950
- (b) FleetAirWing Four Training Plan No. 4-50, Annex "A", and
changes 1-6 thereto
- (c) ComNavSec West Sea Frontier OpOrder No. 5-50 and change
No. 1 thereto
- (d) Naval Air Reserve Training Unit, Seattle weekend schedules
for reserve aircraft for 1-2 July and 15-16 July 1950

2. In accordance with references (a) and (b), enclosures (1) and (2)
are forwarded herewith.


H. G. HELMS

R-E-S-T-R-I-C-T-E-D

FEC-11
A61-5
Ser 113

SUBMARINE DIVISION ELEVEN

11 September 1950

RESTRICTED

FIRST IMPROVEMENT on CO CABLEN rest ltr SS323 (A16 ser 271-50 of 1 Sep 1950

From: Commander, Submarine Division ELEVEN
To: Chief of Naval Operations
Via: (1) Commander, Submarine Squadron ONE
(2) Commander, Submarine Force, U.S. Pacific Fleet
(3) Commander in Chief, U.S. Pacific Fleet
Subj: Standard Operational Report covering period 21 Jun 1950 through
1 Sep 1950

1. Forwarded.
2. This report covers a period of approximately eight weeks during which CABLEN rendered services in the Puget Sound Area to Fleet Air Wing FOUR, Naval Air Reserve Training Unit, Submarine Reservists and Reserve Units, 15th Naval District. Scheduled services to the Royal Canadian Navy were cancelled because of the absence of the Canadian units on other duty.
3. It is noted that material recommendations are entered in enclosure (1) of the basic report under "Material" rather than under "Recommendations" as directed by reference (b).
4. The following material improvements are recommended:
 - a. Improve Air Conditioning Condensation Drainage so that units may be more advantageously used to control humidity and thus reduce electrical grounds.
 - b. Wire Cap Bolts on Outboard Exhaust Valve Clevis Pin Pads to prevent loosening of cap screws. Present lock washers appear to be inadequate.
 - c. Secure torpedo loading skids and ship's gangway with studs or bolts welded to the superstructure framing, to prevent loss or destruction in heavy weather.
5. Commanding Officer, USS CABLEN is directed to prepare alteration requests on the above recommendations and to submit them for evaluation to the squadron material board.
6. It is recognized that much operating time was lost due to fog and inclement weather. However, it is felt that some War Patrol conditions may well parallel those found in the Puget Sound area, and the training afforded under such operating conditions warrants the risk of losing operational time.

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SUBMARINE SQUADRON ONE
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FC5-1/00/rbw
A16-3
Ser: 1784
18 September 1950

SECOND ENDORSEMENT on CO CALLAN rest ltr SS325:A16 ser 271-50
of 1 September 1950

From: Commander Submarine Squadron One
To: Chief of Naval Operations
Via: (1) Commander Submarine Force, U.S. Pacific Fleet
(2) Commander in Chief, U.S. Pacific Fleet

Subj: Standard Operational Report covering period 21 June 1950
through 1 September 1950

1. Forwarded, concurring with the remarks of Commander Submarine Division Eleven in the first endorsement to this report.
2. The Squadron Material Board will evaluate and report on the material improvements recommended by Commander Submarine Division Eleven in paragraph (4) of the first endorsement.
3. It is appreciated that many exercises had to be cancelled because of unfavorable weather; however, those exercises conducted during unfavorable weather conditions must be given a proportionately higher evaluation than exercises completed under ideal conditions. The operational experience gained under the adverse weather conditions provides valuable training both for our submarines and our aircraft.
4. The Squadron Commander notes with pleasure the excellent public relations existing between our submarines and officials in the Puget Sound area. It is believed that the CALLAN's smart performance contributed materially towards maintaining these relations in their present healthy state.
5. The CALLAN is congratulated on the successful completion of an arduous assignment in a highly commendable manner.


D. L. WELCH

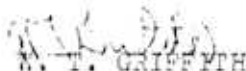
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CO, CALLAN

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FB5-11
AIC-3
Ser 113

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7. The excellent services rendered CAIMAN by NAS Whidbey Island and Coast Guard Air Station, Port Angeles are noted with appreciation. It is recommended that the Force Commander take cognizance of these excellent relationships which reflect credit not only upon the rendering agencies but also upon CAIMAN.
8. The Commanding Officer, officers and crew of the CAIMAN are congratulated on the successful completion of this arduous period of services.


W. T. GRIFFITH

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FF12-10/sn
A16-3
Ser 2317
26 September 1950

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THIRD ENDORSEMENT on CO CALMAN Rest ltr SS323:A16 ser 271-50 of 1 Sep 1950

From: Commander Submarine Force, U.S. Pacific Fleet
To: Chief of Naval Operations
Via: Commander in Chief, U.S. Pacific Fleet

Subj: Standard Operational Report covering period 21 June 1950 through
1 September 1950


1. Forwarded, concurring in the remarks contained in previous endorsements.
2. Appreciation of services rendered to CALMAN by U.S.C.G. Air Station, Fort Angeles, Washington has been the subject of separate correspondence from the Force Commander. The spirit of cooperation and willing mutual assistance between CALMAN and other activities with whom she worked is noted with approbation.
3. Machinery derangements were few and of a minor nature.
4. Although CALMAN, to a large extent, was denied submarine type training during the period of this report, the Force Commander is pleased to note the progress made in training officers and men in the arts of ship handling, ship control, and seamanship. Opportunities for intensified training along these lines should be grasped whenever possible, as was done by CALMAN.

J. H. BROWN, Jr.

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SUBPAC X-2 Case 3
CNO (8), CINCPACFLT (6)
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COMFAMRNG 4 (2), COMFACPAC (2)
NAVSOCOL BERTHLEAF (1)
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Authenticated:


H. B. SMITZER
Flag Secretary

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