

## SECURITY INFORMATION

(a) PROLOGUE

Completed overhaul and conversion to Guppy 1A type at Mare Island Naval Shipyard on 2 October 1951. Conducted type training and furnished ASW services in Hawaiian area until 5 February 1952 when departed for extended operations WesPac. Reported to ComNavFE for OpControl on 16 February and engaged in Hunter/Killer exercises and furnished ASW services in Japan - Okinawa areas until 14 April when commenced availability at Ship Repair Facility, Yokosuka, Japan in preparation for patrol. On 25 April received excellent briefings from NavFE and FEAF personnel in Tokyo. Fueled and provisioned to capacity and was granted one day's ISE prior departure.

(b) NARRATIVE (All times Item)29 April

1600 Underway from Berth One, U.S. Naval Base, Yokosuka, Japan in accordance with ComSubGrpNavFE Secret OpOrder No. 7-52 to conduct reconnaissance patrol of areas North, West and East of northern Hokkaido. No visual, radar, sonar or ECM contacts will be recorded until completion of transit of Tsugaru Strait, which is required to be accomplished during daylight on the surface. Fishing boats will not be listed as ship contacts at any time. Although not required will attempt to remain undetected at all times after clearing Sagami Nada. In the interest of brevity certain routine procedures followed during the patrol are described under Remarks (Section v) only and omitted from the Narrative unless a departure therefrom is indicated.

1727 Dived for trim and final material check.

1755 Surfaced.

1825 Sunset.

30 April

0441 Sunrise.

1823 Sunset.

1 May

0432 Sunrise.

0439 Dived for trim.

0453 Surfaced.

0525 Commenced transit of Tsugaru Strait at 17.3 kts. Attempted to avoid detection but the required daylight passage on surface under existing 20,000 yd visibility conditions prevented this. Sighted and was undoubtedly sighted by numerous vessels of all types and sizes, going in all directions. Was closed by single, low-flying P2V type aircraft heading west.

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

SECURITY INFORMATION

1 May (Cont'd)

- 1100 Completed transit of Tsugaru Strait. Made short diversionary feint toward Vladivostok.
- 1119 Dived and headed for patrol area at 5 kts.
- 1842 Sunset.
- 2003 Surfaced and changed speed to 17.3 kts.

2 May

- 0315 Observed "AA"s by searchlight from small, unlighted radar contact 13,000 yards astern which had passed 8000 yds down stbd side 30 minutes earlier. Had previously evaded it by turning away immediately after detecting it. Continued northward toward rendezvous at high speed without answering signals until an unreadable VHF transmission was heard arousing suspicion that this might be Blackfin.
- 0335 Closed target and identified as Blackfin.
- 0415 Effected bow to bow transfer of mail and special equipment in state 1 sea.
- 0424 Sunrise.
- 0439 Submerged and continued heading for patrol area.
- 1305 Entered Joint Zone 5.
- 1842 Sunset.
- 2006 Surfaced in state 4 sea and changed speed to 16.5 kts heading for shipping lanes.
- 2345 Ship contact no. 1.

3 May

- 0338 Dived in state 3 sea.
- 0423 Sunrise.
- 1844 Sunset.
- 2009 Surfaced in state 2 sea. Commenced E-W patrol at 45° 48' N, south of Kaiba To.
- 2135 Commenced observing 3 powerful searchlights on Kaiba To and probably Somi Misaki and Nishi Notoro Misaki making uncoordinated surface and air sweeps, not steadying on any bearing, at irregular intervals. These lights were seen almost nightly.

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

SECURITY INFORMATION

3 May (Cont'd)

- 2301 Ship contact No. 2. High speed, small, unlighted target searching area we would now be entering had we not just reversed course. Evaded to westward. Range closed to 6700 yds at one time. Tracked target for 10 minutes at average speed of 35 kts. Target appeared to be vectored by outside source. No new or steady ECM contacts. Lost contact at 12,000 yds.
- 2330 Revised radar search plan to cover this new eventuality by decreasing interval between sweeps from average of 15 minutes to 5 minutes. Transmitter will now be on a total of 9 instead of 3 minutes per hour.

4 May

- 0126 Ship contact No. 3. Closed and tracked.
- 0235 Ship contact No. 4. Made end around for dawn periscope photography.
- 0337 Dived in state 1 sea. Surface visibility unlimited.
- 0421 Sunrise.
- 0507 Photographed and made tape recording of ship contact No. 4.
- 1845 Sunset.
- 1918 Ship contact No. 5. Tracked but unable to close for photographing before darkness.
- 2015 Surfaced in state 1 sea. Bright moon.

5 May

- 0000 In view of visibility and absence of patrol craft resumed original radar search plan of single sweep every 15 minutes.
- 0029 Ship contact No. 6.
- 0316 Dived in near flat calm sea. Visibility unlimited.
- 0420 Sunrise.
- 1848 Sunset.
- 1859 Ship contact No. 7. Closed and tracked but was too dark to photograph. Made sonar recording.
- 2125 Surfaced in state 0-1 sea.
- 2240 Observed unusual phenomenon on SV radar scopes. (Described in detail in separate ECM report). Photographed PFI and A-scopes with rig previously assembled for this purpose.

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

SECURITY INFORMATION

6 May

- 0037 Ship contact No. 8.
- 0157 Ship contact No. 9.
- 0158 Ship contact No. 10.
- 0345 Dived in state 2 sea.
- 0418 Sunrise.
- 1848 Sunset.
- 2000 Surfaced in state 1 sea.
- 2108 Ship contact No. 11.
- 2157 Ship contact No. 12.
- 2350 Ship contact No. 13.

7 May

- 0313 Ship contact No. 14. Unlighted. Possible patrol craft.
- 0331 Dived in state 3 sea.
- 0417 Sunrise.
- 1230 Ship contact No. 15. Closed and photographed. Sea state 4, deteriorating. Visibility 4 miles. Sound conditions extremely poor. No sonar contact (other than RLI and EDI indication) on KAPITAN SMIRNOV making 10 knots, range 800 yards, while rigged for Ultra Quiet, hovering at 100 ft. depth, attempting to obtain turn count, after having photographed.
- 1849 Sunset.
- 2022 Surfaced in state 3 sea.
- 2057 Ship contact No. 16. Evaded to westward.
- 2305 Ship contact No. 17.

8 May

- 0053 Ship contact No. 18. Unlighted. Minimum range 8800 yds. Evaded and lost contact at 10,000 yds. No new or steady ECM contacts during this period.

SECURITY INFORMATION

8 May (Cont'd)

- 0347 Dived in state 2 sea. Visibility 8 miles.  
0416 Sunrise.  
1850 Sunset.  
2029 Surfaced in state 2 sea. Bright moon. Visibility unlimited.

9 May

- 0318 Dived in state 1 sea. Visibility unlimited.  
0414 Sunrise.  
0548 Ship contact No. 19. Closed, identified, photographed and made sound recording.  
1352 Ship contact No. 20. Closed, identified and photographed. Visibility now 5 miles.  
1851 Sunset.  
1958 Ship contact No. 21. Closed and made sound recording.  
2035 Surfaced in state 3 sea. No ECM contacts on shipborne radar.  
2100 Was plagued all night with 4 to 8 mile radar contacts plotting steadily on straight courses at 40-50 knots. Since present sea conditions would probably prevent a PT boat from making this speed, considered all contacts to be on birds. (This happened on other nights but never to this extent).

10 May

- 0329 Dived in state 2 sea. Visibility hazy.  
0413 Sunrise.  
1809 Snorkelled for 1/2 hour for material check.  
1852 Sunset.  
2009 Ship contact No. 22. Closed, identified and made sound recording. Broached for ECM search. No ship-borne radar signals.  
2122 Surfaced in state 3 sea.  
2246 Ship contact No. 23.  
2307 Ship contact No. 24.

SECURITY INFORMATION

11 May

- 0100 Experienced same radar interference bearing 245° T as on 6 May but to a much lesser extent. Disappeared before photographs could be taken.
- 0219 Ship contact No. 25.
- 0311 Dived in state 3 sea 5 miles ahead of ship contact No. 24 for dawn photography.
- 0412 Sunrise.
- 0419 Ship contact No. 24 changed course 90° to right and crossed out of patrol area. Identified and photographed at range of 7000 yards.
- 0800 Visibility reduced to 3 miles. Decided to take advantage of this situation and conduct 13 hr. equalizing battery charge one day earlier than required. Have only 7 hours of darkness these nights and 5½ hours of this is with full moon. Accordingly, commenced discharging battery in preparation for equalizer.
- 1346 Commenced snorkelling and charging batteries. Operating SV radar 2 sweeps every 5 minutes. Continuous ECM search over snorkel antenna.
- 1414 Aircraft contact No. 1. Secured snorkelling.
- 1506 Resumed snorkelling.
- 1854 Sunset. Visibility 1000 yds.
- 2308 Ship contact No. 26. Visibility 10 miles.

12 May

- 0334 Completed battery charge.
- 0411 Sunrise. Visibility 5 miles.
- 0430 Secured snorkelling. Resumed normal radar search plan.
- 0549 Ship contact No. 27. Attained position ahead on track for dawn photography but target zigged 90° right and left patrol area. Photographed at 9500 yds.
- 0636 Ship contact No. 28. Closed, identified, photographed and made sound recording.
- 1855 Sunset.
- 1904 Lead-in to retractable whip antenna parted while raised in state 4 sea. Continued to copy George Sugar Fox loud and clear over lead-in alone (as long as it was above water).

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

SECURITY INFORMATION

12 May (Cont'd)

- 2020 Surfaced. Visibility unlimited.
- 2030 Replaced broken antenna lead-in.
- 2200 Sighted lights to south; first fisherman observed this patrol.

13 May

- 0327 Dived in state 1 sea. Visibility unlimited.
- 0409 Sunrise.
- 0651 Ship contact No. 29. Closed, identified, photographed and made sound recording.
- 0812 Ship contact No. 30. Closed, identified and photographed. Sound recorder temporarily out of commission.
- 1252 Ship contact No. 31. Closed, identified, photographed, and made sound recording.
- 1400 Ship contact No. 32. Closed, identified, photographed, and made sound recording.
- 1419 Aircraft contact No. 2. USAF B-50 type aircraft investigating ship contact No. 32. Attempted unsuccessfully to photograph both in same field.
- 1747 Ship contact No. 33. Unable to close. Appeared to be small naval patrol or mine craft in transit.
- 1856 Sunset.
- 2008 Surfaced in state 1 sea. Visibility 6 miles. Surface haze.
- 2248 Ship contact No. 34.
- 2317 Ship contact No. 35.

14 May

- 0348 Dived in state 3 sea. Visibility 4 miles. Fog.
- 0408 Sunrise.
- 0500 Sea state now 4-5. Decided to take advantage of rough seas to make undetected transit of strait to Joint Zone 6 tonight on assumption that few fishing craft will be out in this weather. Dropping barometer indicated that weather would not improve immediately. Also these sea conditions will lessen probability of being detected by radar. Intend to make return transit to present area during short moonless period next week, subject to developments in Zone 6. Accordingly, left shipping lanes and commenced heading for U.S. swept channel.

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

SECURITY INFORMATION

14 May (Cont'd)

- 1857 Sunset.
- 2017 Surfaced in state 4 sea with very large swells. Visibility unlimited.
- 2035 Commenced transit of LaPerouse Strait via U.S. swept channel at 15 knots.
- 2201 Ship contact No. 36.
- 2224 Ship contact No. 37.
- 2335 Completed transit and entered Joint Zone 6, having sighted total of 2 small craft, both lighted and evaluated as fishing vessels. (Not listed as ship contacts). Avoided undetected.

15 May

- 0010 Made tape recording of Russian voice transmissions over 4157 kcs.
- 0256 Dived in state 2 sea. Bathythermograph recorded 7° negative gradient between 80 and 120 feet depth. (Water in Zone 5 was uniformly isothermal). Visibility unlimited. Set up barrier patrol across entrance to Aniwa Wan in known shipping lane.
- 0400 Sunrise.
- 1851 Sunset.
- 2010 Surfaced in state 1 sea. Visibility 10 miles.

16 May

- 0310 Dived in state 1 sea. Visibility 8 miles.
- 0359 Sunrise.
- 0900 Ship contact No. 39. Photographed PT boat at 2 miles and avoided to SE. Heard variable frequency sonar keying tests (see Section n).
- 1000 Was forced to run east to avoid entrapment by 20 fishing craft closing in from SW (east of Niho Gan). Apparently towing nets in groups of 2 or 3, although some were operating singly.
- 1315 Visibility 4 miles. Commenced snorkelling to revitalize air.
- 1345 Secured snorkelling.
- 1846 Ship contact No. 40. Closed, identified and made sound recording. Too dark to photograph.
- 1852 Sunset.

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



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

SECURITY INFORMATION

16 May (Cont'd)

- 2039 Surfaced in state 1 sea. Visibility unlimited.
- 2044 Ship contact No. 41.
- 2050 Ship contact No. 42.
- 2100 Ship contact No. 43.
- 2200 Greased topside and tightened loose bolts on JT head which had vibrated loose.

17 May

- 0258 Dived in state 2 sea. Visibility unlimited.
- 0358 Sunrise.
- 1226 Ship contact No. 44. Closed, photographed and made sound recording.
- 1534 Commenced snorkelling to revitalize air.
- 1554 Secured snorkelling.
- 1954 Sunset.
- 2018 Surfaced in state 1 sea. Visibility 8 miles.
- 2025 Commenced evading 4 knot lighted fishing craft and 42 knot bird at 17 knots. Latter was similar to many other radar contacts experienced in this area, averaging 40 knots on straight courses, ranges out to 12 miles, and evaluated as birds.
- 2202 Ship contact No. 45. Tracked for 5 hrs. but could not get dawn photograph as target departed area just prior daylight.

18 May

- 0252 Dived in state 0-1 sea. Visibility 8 miles.
- 0328 Ship contact No. 46. Closed, identified but could not photograph due to insufficient light.
- 0357 Sunrise.
- 1000 Commenced maneuvering radically to avoid many fishing craft throughout day. Penetration not practicable due to their nets so time-consuming end arounds were necessary.
- 1224 Ship contact No. 47. Photographed and obtained sound recording.

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

## SECURITY INFORMATION

18 May (Cont'd)

- 1707 Ship contact No. 48. Unable to close sufficiently to photograph or obtain sound recording. Identified at 9 miles.
- 1855 Sunset.
- 2018 Surfaced in state 0-1 sea. Visibility 10 miles. As previously planned, intend to return to Joint Zone 5 tonight before moonrise. Considered shipping information obtained there to be more complete in that destinations and points of origin could be differentiated at least between Vladivostok and Sovetskaya Gavnin areas.
- 2019 Ship contacts Nos. 49, 50, 51 and 52. Experienced phenomenal radar performance. Tracked contacts beyond 60 miles. Photographed radar scope showing all land areas in Joint Zones 5 and 6, 4 ship contacts and over 50 fishing craft on PPI simultaneously. Had effective radar coverage of over 20,000 square miles. (Radar duct calculator and propagation expectancy charts predicted extended coverage here for this time of year under existing weather conditions).
- 2030 Observed that the very powerful searchlight at probably Chishiya was unusually active tonight, making slow surface sweeps back and forth at frequent intervals but never steadying on CALMAN's bearing. Searchlight at Nishi Notoro Misake made mostly air sweeps.
- 2045 Commenced penetrating fishing fleet using radar to plot courses to remain outside 3 miles from all contacts.
- 2202 Commenced westbound transit of La Perouse Strait at 16 kts through U.S. swept channel. Night was dark and phosphorescent plankton assumed unusual brilliance when agitated by ship's passage, readily detectable from the air.

19 May

- 0020 Ship contact No. 53.
- 0058 Completed transit undetected, having encountered only 3 fishing craft in channel, and entered Joint Zone 5. Headed north for shipping lane.
- 0305 Dived in state 3 sea. Visibility 8 miles.
- 0403 Sunrise.
- 0616 Ship contact No. 54. Closed, identified, photographed and made sound recording.
- 1641 Commenced snorkelling to revitalize air.
- 1700 Secured snorkelling.
- 1903 Sunset.

SECURITY INFORMATION

19 May (Cont'd)

2008 Surfaced in state 2 sea. Visibility 8 miles.

2149 Ship contact No. 55.

2359 Ship contact No. 56.

20 May

0318 Dived in state 2 sea. Visibility 5 miles.

0402 Sunrise.

0730 Ship contact no. 57. Closed, identified, photographed and made sound recording.

1136 Commenced snorkelling to revitalize air.

1147 Secured snorkelling.

1615 While making SV radar navigational sweep at 50 ft. in state 1 sea made radar contact on first two of seven targets encountered during next  $\frac{1}{2}$  hour, all tracking on steady NE courses at  $32\frac{1}{2}$  to 35 knots, ranges 5 to 11 miles. Targets were separated by 4 to 15 miles. Evaluated all as birds heading for Sakhalin.

1904 Sunset.

2033 Surfaced in state 1 sea. Visibility 3 miles.

2156 Ship contact No. 58.

21 May

0331 Dived at NE corner of area, closest point to track of Ship Contact No. 58, in attempt to identify at dawn. Target had been lying to or going ahead slowly all night in heavy fog, evidently waiting for a daylight landfall. Could not sight target at range of 4400 yds, but obtained turn count and sound recording.

0401 Sunrise.

0509 Surfaced in state 1 sea. Visibility  $\frac{1}{2}$  mile. Decided to lie to with engines secured and bottomside sound head manned in center of shipping lane, making an SV radar sweep every 10 minutes and manning ECM gear between sweeps.

0548 Dived, visibility having suddenly opened to about 6 miles. Commenced normal submerged patrol routine except ST radar was used occasionally for search and SV radar was used every 2 hrs for navigation.

SECURITY INFORMATION

21 May (Cont'd)

- 0914 Ship contact No. 59. Closed, identified and made sound recording. While gaining optimum position for photography, visibility suddenly closed to 500 yds so did not obtain pictures.
- 1012 Ship contact No. 60. Closed, identified, photographed and made sound recording. This ship narrowly missed colliding with ship contact No. 59 in fog. Both were plotted on same sonar bearing at same radar range (6200 yds) at same time.
- 1100 Visibility varying from 500 yds to unlimited. Too unstable to risk detection by surfacing.
- 1905 Sunset.
- 2011 Surfaced in state 1-2 sea. Average visibility 1000 yds.
- 2039 Ship contact No. 61.
- 2214 Ship contact No. 62.

22 May

- 0319 Dived in state 2 sea. Visibility 5 miles.
- 0400 Sunrise.
- 1239 Commenced snorkelling to revitalize air.
- 1255 Secured snorkelling.
- 1906 Sunset.
- 1957 Surfaced in state 2 sea. Visibility varying 500 to 7000 yds.
- 2250 Ship contact No. 63.

23 May

- 0137 Ship contact No. 64.
- 0307 Ship contact No. 65.
- 0359 Sunrise. Visibility 300 yds in heavy fog.
- 0637 Dived in state 1 sea. Visibility 3 miles, opening rapidly.
- 0730 Visibility unlimited.
- 1535 Ship contact No. 66. Closed, identified, photographed and made sound recording.

## SECURITY INFORMATION

23 May (Cont'd)

- 1820 Commenced snorkelling to revitalize air.
- 1834 Secured snorkelling.
- 1907 Sunset.
- 2042 Ship contact No. 67.
- 2045 Surfaced in state 1 sea. Visibility unlimited. Experienced unusually extended radar coverage. Observed fishing fleet 60 mi. away in Zone 6. From NW corner of Zone 5 should be able to contact 30 mi. of Siberian coastline from Cape Olimpiady to Cape Plitnyak. Atmosphere at surface extremely clear causing sweeping searchlight at Kaiba To (22 miles distant) to appear alarmingly close.
- 2102 Ship contact No. 68. Tracked easily at 80 miles. Photographed radar scope. There were 2 distinct pips which later were determined to be only 730 yds apart.
- 2234 Ship contact No. 69.

24 May

- 0035 Ship contact No. 70.
- 0117 Ship contact No. 71.
- 0145 Ship contacts Nos. 72 & 73.
- 0220 Ship contacts Nos. 74 & 75.
- 0222 Observed direct rays of Kenushi Misaki Light through periscope, distance 50 miles. Table of distances shows 25 mi. for heights of eye involved and light is listed as 21 mile light.
- 0258 Dived in state 1 sea, on expected track of Ship Contact No. 68. Visibility unlimited.
- 0358 Sunrise.
- 0620 Sighted ship contact No. 68, 6 $\frac{1}{2}$  hours after initial radar contact, with barge in tow astern. Closed, identified, photographed and made sound recording.
- 1026 Heard VLF keying on 17.8 kcs over underwater loop, very loud and clear. "Victors" were sent by hand as if tuning transmitter. Made tape recording.
- 1404 Heard VLF signal again and obtained bearing of 020-200° T. Increased depth to compare power of station with How Fox signal which was being received at same time. Former faded out at 105 ft. keel depth while latter faded at 70 ft. Made another tape recording.

SECURITY INFORMATION

24 May (Cont'd)

- 1431 Commenced snorkelling to revitalize air.
- 1446 Secured snorkelling.
- 1908 Sunset.
- 2036 Surfaced in state 2 sea. Visibility 10 miles. Intended to make high speed run to NW corner of area tonight if extended radar coverage similar to last night again prevailed. Hoped to hold Siberia and Sakhalin simultaneously on PPI scope and cover entire southern part of Gulf of Tartary. Since only normal radar coverage was obtained, returned to focal point of shipping lanes between Kaiba To and Rebun Shima.
- 2046 Ship contact No. 76.

25 May

- 0257 Dived in state 0-1 sea. Visibility 15 miles.
- 0357 Sunrise.
- 0728 Ship contact No. 77. Closed, identified, photographed and made sound recording.
- 1053 Ship contact No. 78. Went deep and closed at 10.5 kts for  $\frac{1}{2}$  hour but could not get inside 10,000 yds range. Ship was well south of normal shipping lane. Identified, photographed and made sound recording.
- 1330 Ship contact No. 79, carrying 10<sup>0</sup> port list. Closed, identified, photographed and made sound recording.
- 1502 Ship contact No. 79 slowed and stopped screws. Range 3 miles, opening.
- 1523 Ship contact No. 79 commenced making slow speed, evidently having experienced an engineering casualty.
- 1853 Commenced snorkelling to revitalize air.
- 1903 Secured snorkelling.
- 1909 Sunset.
- 2005 Ship contact No. 80. Closed but unable to identify due to darkness. No sonar contact at 3800 yds, while hovering at 100 ft, in contrast to excellent sound conditions prevalent earlier in day when JT heard screws at 12 miles. Water isothermal to at least 100 ft. Broached for ECM search for shipborne radar. Results negative.
- 2155 While preparing to surface, sighted Ship contact No. 81. Closed and attempted to identify silhouette against dim horizon. Was unable to do so

SECURITY INFORMATION

25 May (Cont'd)

- 2155 (Cont'd) due to brightness of target's lights; however, relative positions of running and deck lights strongly indicated small engines aft AK or AO. Type and speed of screws confirmed. Hovered at 100 ft, range 2000 yds, and obtained sound recording.
- 2314 Surfaced in state 0-1 sea. Surface visibility unlimited.

26 May

- 0314 Dived in state 1 sea. Surface visibility unlimited.
- 0318 Commenced snorkelling to complete battery charge. (High speeds required to close Ship contacts Nos. 78 and 79 had depleted battery to 1.084 specific gravity at end of previous day's 20½ hr dive and charge could not be started until nearly midnight).
- 0356 Sunrise.
- 0625 Secured snorkelling, battery charge having been completed and ventilated for 20 minutes.
- 1026 Ship contact No. 82. Closed, identified, photographed and made sound recording.
- 1107 Heard VLF test transmission on 17 kcs, same as on two previous occasions. Station finally identified self as NDT, Tokyo. Further reception of this station will not be recorded.
- 1504 Commenced snorkelling to revitalize air.
- 1523 Secured from snorkelling.
- 1910 Sunset.
- 1948 Ship contact No. 83. Closed but could not identify due to darkness.
- 2045 Surfaced in state 3 sea. Visibility 12 miles.
- 2340 Ship contact no. 84.

27 May

- 0212 Ship contact No. 85.
- 0303 Dived in state 2-3 sea. Visibility 10 miles.
- 0356 Sunrise.
- 1334 Ship contact No. 86. Since this was naval vessel, manned battle stations. Closed, photographed and made sound recording.

## SECURITY INFORMATION

27 May (Cont'd)

- 1525 Commenced snorkelling to revitalize air.  
1530 Secured snorkelling.  
1911 Sunset.  
2000 Surfaced in state 2 sea. Visibility 500 yds.  
2240 Ship contact No. 87.

28 May

- 0115 Ship contact No. 88.  
0355 Sunrise, Visibility 2 miles.  
0436 Dived in state 1 sea. Visibility 2 to 8 miles. in spotty fog.  
1340 Ship contact No. 89.  
1412 Surfaced in state 0-1 sea. Visibility 200 yds. Lying to with bottomside sonar manned.  
1804 Dived in state 1 sea. Visibility varying between 1000 yds and 8 miles.  
1912 Sunset. 2009 Surfaced.

29 May

- 0315 Ship contact No. 90. Closed, identified, photographed and made sound recording.  
0320 Dived in state 1 sea. Visibility 4-9 miles.  
0354 Sunrise.  
0734 JT heard 4 bladed heavy screws, turn count 92, to northward moving eastward. No SV contact at 54 ft keel depth. BT showed negative gradient at 85 ft, probably accounting for channelling effect near surface.  
0920 Surfaced. Visibility 1 mile.  
0922 SV contact in general direction of last sonar contact, range 8700 yds. Commenced tracking and maneuvering at 17 kts to submerge. 4 miles ahead of target.  
0945 Target commenced maneuvering radically. Suspected patrol craft.  
1025 Dived, visibility having opened to 5 miles. Target now heading away. Continued to close target submerged.  
1130 Sighted fishing vessel and JT heard light, fast screws near expected target bearing. Obvious now that original target (0734) had escaped while a separate one (0922) was being tracked. Resumed barrier patrol.



SECURITY INFORMATION

29 May (Cont'd)

1913 Sunset.

2037 Surfaced in state C-1 sea. Visibility 1/2 to 10 miles in scattered fog banks.

30 May

0302 Dived in state 0 sea. Visibility unlimited except for few scattered fog patches.

0354 Sunrise.

0420 Ship contact No. 92. Closed, identified, photographed and made sound recording. Since target was destroyer type, manned battle stations

0644 Ship contact No. 93. Closed, identified, photographed and made sound recording. This SC could not be confused with the PT boat reported as Ship Contact No. 39.

1457 Commenced snorkelling to revitalize air.

1500 Secured snorkelling.

1613 Ship contact No. 94. Closed, identified, photographed and made sound recording.

1916 Sunset.

2038 Surfaced in state 2-3 sea. Visibility 15 miles.

31 May

0217 Ship contact No. 95. Contrary to what would be expected, WFA-1 (bottomside) sonar detected target at 23,800 yds while JT could not until range was 2200 yds. Made end around to dive on track for dawn identification.

0235 Dived in state 4 sea. Visibility 10 miles.

0300 Identified, and made sound recording of Ship contact No. 95. Too dark to photograph.

0353 Sunrise.

0406 Ship contact No. 96. Unable to close sufficiently to photograph.

0440 Ship contact No. 97. Closed, identified, photographed and made sound recording.

0625 Ship contact No. 98. Closed, identified, photographed and made sound recording.

SECURITY INFORMATION

1 May (Cont 'd)

- 1516 Commenced snorkelling to revitalize air.
- 1520 Secured snorkelling.
- 1915 Sunset.
- 2032 Surfaced in state 3 sea. Visibility 9 miles.
- 2035 Commenced proceeding toward southern part of area in order to make assigned rendezvous with BLENNY tomorrow night.

1 June

- 0000 Commenced penetrating fishing fleet west of Rebun Shima.
- 0256 Dived in state 1 sea. Visibility unlimited.
- 0352 Sunrise.
- 1510 Commenced snorkelling to revitalize air.
- 1514 Secured snorkelling.
- 1834 Sighted BLENNY to southwest on surface. Range about 5 miles.
- 1835 Sighted trawler to south, heading north.
- 1836 Observed BLENNY submerge. Commenced attempting to communicate with BLENNY via UQC, WPA, ST and, later, SV interference. Transmitted both above and below negative gradient without success. (Learned later that BLENNY could hear our UQC but we could not hear hers. Indicates value of sending messages blind when in above circumstances.)
- 1914 Sunset.
- 1927 Observed second trawler to west, heading south. (Neither fishing vessel listed as Ship Contact). These contacts prevented our broaching to reveal position to BLENNY.
- 2031 Surfaced in flat calm sea at assigned rendezvous with 3 small craft within 10 miles.
- 2035 Analyzed unlighted target 5 miles to westward as BLENNY so closed it at 17.4 knots. Called BLENNY once over VHF.
- 2100 Exchanged calls with BLENNY via searchlight (using green filter on 8 inch light). Did not receive SV interference until 3 miles and could not communicate via UQC until 2 miles.

SECURITY INFORMATION

June (Cont'd)

- 2145 Effected bow to bow transfer of mail and special equipment. Commanding Officers conducted bridge-to-bridge discussion of patrol.
- 2200 Set course for Yokosuka via Tsugaru Strait. Commenced equalizing battery charge in preparation for Exercise S-21-E which had decided to conduct in order to analyze effect of cold weather on battery performance.
- 2345 Departed Joint Zone 5.

2 June

- 0340 Dived and commenced snorkelling on propulsion/charging combination.
- 0406 Sunrise.
- 0835 Completed equalizing battery charge. Commenced carrying zero float in order to obtain most accurate individual cell readings.
- 0958 Secured snorkelling. Commenced discharging battery at six-hour rate.
- 1554 Completed battery discharge. Commenced snorkelling on propulsion/charging combination.
- 1912 Sunset.
- 2005 Surfaced in state 2 sea, visibility unlimited, without securing the battery charge. Secured snorkelling after surfaced.
- 2125 Completed battery charge.
- 2145 Commenced transit Tsugaru Strait.

3 June

- 0245 Completed transit Tsugaru Strait. Sea State 3.
- 0351 Sunrise.
- 1850 Sunset.

4 June

- 0422 Sunrise.
- 1011 Dived for trim.
- 1257 Moored Berth One, U.S. Naval Base, Yokosuka, Japan.