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AIRCRAFT CONTACTS (REVISED)

CONTACT NUMBER	19	20	21	22	23	24
Date (1944)	12-28	12-28	12-29	12-29	12-29	12-29
S U B M A R I N E Time (Zone - 8)	1325	2300	0907	1038	1552	2055
Position: <u>Lat.</u>	14°27	14°00	14°00	13°55	14°00	14°00
<u>Long.</u>	117°52	118°06	118°05	118°04	118°06	118°-
Speed	13 kts	10 kts	10 kts	10 kts	10 kts	10 kts
Course	155	205	025	205	205	205
Trim	Surf.	Surf.	Surf.	Surf.	Surf.	Surf.
Minutes Since Last SD Radar Search	0	0	30 sec.	30 sec.	2'	3'
Number	1	1	1	1	1	1
Type	Unk.	Unk.	Unk.	B-24	B-24	Unk.
Probable Mission	Pat.	Pat.	Pat.	Pat.	Pat.	Pat.
How contacted	SD	Sight	Sight	Radar	Sight	Radar
Initial Range	28 mi.	4 mi.	20 mi.	22 mi.	10 mi.	4 mi.
Elevation Angle	-	2°	2°	6°	30°	-
Range & Rel. Bear- ing of Plane When It Detected S/M	-	-	-	-	-	-
C O N D I T I O N S (State (Beaufort Sea: (Direct. (Rel)	2	2	2	2	2	2
Visibility (Miles)	Unl.	Dark	Unl.	Unl.	Unl.	Dark
(Ht. in Ft., Clouds: (Percent Overcast	Clear	5000	3000	3000	3000	-
(Bearing (Rel)	0	90	70	70	70	-
Moon: (Angle		050°				
(Percent Illum.		60°				
		60				

Type of S/M Camouflage on this patrol: GREY.

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AIRCRAFT CONTACTS (REVISED)

CONTACT NUMBER	25	26	27	28	29	30
Date	12-30	12-30	12-31	12-31	1-1-45	1-2-45
SUBMARINE Time (Zone - 8)	0000	1517	0703	1553	0938	1232
Position: Lat.	13°55	13°55	13°57	13°51	13°10	13°30
Long.	118°01	118°00	118°02	117°59	116°06	114°29
Speed	10 kts	10 kts	10 kts	10 kts	14 kts	10 kts
Course	025°	205°	205°	025°	250°	Zig Zag
Trim	Surf.	Surf.	Surf.	Surf.	Surf.	Surf.
Minutes Since Last SD Radar Search	30	1	2	0	0	0
Number	1	1	1	1	1	1
Type	Unk.	Unk.	Unk.	Unk.	Unk.	Unk.
Probable Mission	Fat.	Fat.	Fat.	Fat.	Fat.	Fat.
How Contacted	Radar	Sight	Sight	Radar	Radar	Radar
Initial Range	6 mi.	12 mi.	12 mi.	9 mi.	20 mi.	6 mi.
Elevation Angle	-	-	-	-	-	-
Range & Rel. Bear- ing of Plane When It Detected S/M						
C (State (Beaufort	2	2	2	2	2	2
O Sea: (Direct. (Rel)	030°	210°	210°	-	090°	-
N Visibility (Miles)	Dark	Unl.	12	10	8	7
I (Ht. in Ft.	3000	3000	3000	3000	3000	3000
T Clouds: (Percent						
I Overcast	70	90	100	100	100	100
O (Bearing (Rel)	170°					
N Moon: (Angle	60°					
S (Percent Illum.	90					

Type of S/M Camouflage on this patrol GREY.

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AIRCRAFT CONTACTS (REVISED)

CONTACT NUMBER	31	32	33	34	35	36	
Date (1945)	1-2	1-4	1-4	1-5	1-5	1-16	
Time (Zone - 8)	1447	1331	1415	1548	2000	0653	
Position:	Lat.	13°30	13°40	13°41	11°45	11°28N	7°05S
	Long.	114°30	114°34	114°34	110°50	110°25	114°54
Speed	10 kts.	10 kts	2 kts	10 kts	10 kts	18 kts	
Course	Zig	Zig					
	Zag	Zag	135°	250°	260°	180°	
Trim	Surf.	Surf.	Per.	Surf.	Surf.	Surf.	
Minutes Since Last SD Radar Search	0	0	0	0	10	0	
Number	1	1	1	1	2	1	
Type	Unk.	Unk.	TBM?	Unk.	Unk.	Unk.	
Probable Mission	Tat.	Tat.	Tat.	Tat.	Tat.	Tat.	
How Contacted	Radar	Sight	Sight	Radar	Sound	Sight	
Initial Range	6 mi.	10mi.	10 mi.	12 mi.	1 mi.	8 mi.	
Elevation Angle	-	2°	50°	-	-	3°	
(State(Beaufort	2	1	1	-	-	1	
Sea:(Direct.(Rel)						135°	
Visibility (Miles)	7	10	Unl.	10	0	10	
(Ht. in Ft.							
Clouds:(Percent	3000	3000	3000	3000	3000	1500	
Overcast	100	10	10	50	100	50	
(Bearing(Rel)							
Moon:(Angle							
(PercentIllum.							

Type of S/M Camouflage on this patrol GREY .

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(H) ATTACK DATA

U.S.S. CHIMAN

TORPEDO ATTACK NO. 1

TORPEDO NO. 1

Time: 1145 (H) Date: 27 December 1944 Lat.: 15-55-45N; Long.: 119-41-45.

Target Data - Damage Inflicted

Description A single escort vessel, probably a DE or DF, proceeding southward along the Luzon coast at high speed, using constant helm zig-zag. Estimated tonnage about 1,000. First contacted by JF-1 sound gear. Visibility was good but heavy ground swell and small size of target made observation and identification difficult.

Ships Sunk None

Ships Damaged None

Target Draft 10 ft. Course 180 (base). Speed 21 K. Range 1500.

Own Ship Data

Speed 1.5 K. Course 240T. Depth - 64 ft. Angle - 0.

Fire Control and Torpedo Data

Type Attack	Day periscope attack.		
Tubes Fired	#7	#8	#10
Track Angle	145S	149S	153S
Gyro Angle	247	251	253
Depth Set	3 ft.	3 ft.	3 ft.
Power	-	-	-
Hit or Miss	Miss	Miss	Miss
Erratic	No	No	No
Mark Torpedo	18-1	18-1	18-1
Serial No.	55857	55947	56311
Mark Exploder	8-5	8-5	8-5
Serial No.	8429	8283	8408
Actuation Set	Contact	Contact	Contact
Actuation Actual	-	-	-
Mark Warhead	18-2	18-2	18-2
Serial No.	3053	3230	3190
Explosive	Tpx	Tpx	Tpx
Firing Interval	-	10 sec.	10 sec.
Type spread	0	2° Div.	2° Div.
Sea Conditions	Calm, but heavy ground swell from north.		
Overhaul Activity	Submarine Base, Pearl Harbor.		

Remarks

Poor firing position, due to high speed and constant helm maneuvers of target and difficulty of observations due to his small size and the heavy swell, probably resulted in misses. Believe that one torpedo may have broached as target turned toward about time torpedoes should have crossed track.

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(I) MINES

No information.

(J) ANTI-SUBMARINE MEASURES AND EVASIVE TACTICS

No unusual anti-submarine measures were encountered.

(K) MAJOR DEFECTS AND DAMAGE

(a) General Motors 278-1 Main Engines.

1. Six cases of cylinder head studs broken by fatigue failure were experienced. Normal time for replacement is 6 to 8 hours, but in one case, due to the unusual hardness of the broken stud, 50 hours were required for replacement.

2. Five cracked cylinder liners were replaced by spares during the patrol

(L) RADIO

Reception at night was satisfactory during the patrol. During the period 0500 to 1330(H) VIXO fades out and is unreadable.

The RBH receiver, which was installed to replace one of the RIL's in Pearl Harbor, was found to give inferior performance to that of the RIL.

Of the five transmissions made from the area, one was cleared in about 15 minutes from the original call up. All others took somewhat more than one hour.

(M) RADAR

(a) Model SJ-1 gave excellent performance throughout the patrol. The only casualty of any consequence occurred on the night after leaving the area. A 1200 volt short to ground due to wire insulation breakdown in the transmitter receiver unit resulted in damage which required 15 hours to locate and repair.

(b) Model SD-4 was used with what was thought to be discretion and also gave excellent performance.

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(L) RADAR (Cont'd)

(c) The APR-1 search receiver was used continuously while on the surface. Approaching the coast of Luzon, where there are apparently several aircraft search installations, at a time when the air was full of our own planes, gave us one or two bad nights until we learned to identify the various signals and ignore them unless presence of aircraft was confirmed by the SD or SJ radars. There was no evidence of airborne radar noted except that which is now believed to have emanated from our own planes, and most of our planes operating in the area apparently use a frequency above the range of the APR. It is believed that an opportunity to observe the signal produced by our own airborne radar at various ranges, angles of approach and other variable conditions would increase the value of this instrument.

(N) SOUND GEAR AND SOUND CONDITIONS

(a) All sound equipment gave excellent performance, the only defect being a knock which developed in the QB shaft, the cause of which is yet undetermined. The JI-1 equipment gave outstandingly fine results.

No opportunity was had to test the Torpedo Detection Modification to the QB, but the constant rotation feature of this modification is believed to promote the efficiency of the sound watch during the submerged patrol.

(b) Sound conditions in the South China Sea were very good insofar as observed.

(O) DENSITY LAYERS

Density layers were found to conform very closely to the information given in the Submarine Supplement to the Sailing Directions for the South China Sea Area - November to April.

(F) HEALTH, FOOD AND HABITABILITY

(a) Health of the crew was excellent, there being only 11 sick days.

(b) Food was adequate although somewhat lacking in variety, a deficiency which may probably be traced to inexperience of commissary department personnel, the senior man of which is a ship's cook third class.

(c) Habitability was excellent except for the forward torpedo room, this ship not yet having the alteration providing a booster blower and auxiliary air conditioning unit.

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(Q) PERSONNEL

The performance of duty of all personnel was highly satisfactory.

- (a) Number of men on board during patrol. 77
- (b) Number of men qualified at start of patrol. 22
- (c) Number of men qualified at end of patrol. 63
- (d) Number of unqualified men making their first patrol. 43
- (e) Number of men advanced in rating during patrol. . . . 8

(R) MILES STEAMED - FUEL USED

P.H. to Saipan	3428 mi.	38,604 gal.
Saipan to Saipan	686	10,470
Saipan to Area	1876	22,233
In Area	5575	51,651
Area to Fremantle	2710	37,500

(S) DURATION

Days enroute to Saipan	11
Days Saipan to Saipan	3
Days Saipan to Area	7
Days in Area	32
Days Area to Fremantle	10
TOTAL	63
Days submerged	27

(T) FACTORS OF ENDURANCE

Torpedoes - Fuel - Provisions - Personnel Factor
18 6000 gal. 14 days Indeterminate
Patrol terminated by orders to proceed to base.

(U) RADIO AND RADAR COUNTERMEASURES

No information.

(V) REMARKS

(a) Mark 18-1 Torpedoes

A full load of Mark 18-1 torpedoes was carried and no difficulty was experienced in their upkeep. In the forward room charging was conducted on three out of every five days; in the after room two out of every six days.

A broken lead in the hydrogen burning circuit of one torpedo necessitated ventilating every watch.

The new type battery charging panel (Ward-Leonard Type 51008 Torpedo Battery Charging Controller) was found to facilitate charging, but one of the two panels in the forward torpedo room went out of commission just prior to leaving the area, when four out of five of the resistor panels burned out. The cause of this failure was apparently rough and uneven contacts.

FC5-26/A16-3
Serial (032)

SUBMARINE SQUADRON TWENTY SIX

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

Care of Fleet Post Office,
San Francisco, California,
28 January 1945

FIRST ENDORSEMENT To
USS CAIMAN Ltr. SS323/A16-3
Serial (020) of 22 January
1945.

From: The Commander Submarine Squadron TWENTY SIX.
To : The Commander in Chief, UNITED STATES FLEET.
Via : (1) Commander Submarines, SEVENTH FLEET.
(2) Commander SEVENTH FLEET.

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

3 02527

1. The first war patrol of U.S.S. CAIMAN was conducted in the South China Sea in various areas and on patrol lines as directed by the Task Force Commander. It lasted for a period of 69 days of which thirty seven (37) were spent north of the Barrier under operational control of Commander Task Force Seventy-One.

2. After arrival in the area twenty three (23) days were spent submerged due to proximity to the coast. However, area coverage was good. A total of 15 ship contacts were made including 3 properly marked hospital ships, one large convoy, a freighter escorted by two destroyers and a number of escort and anti-submarine vessels. One attack was made:

Attack No. 1. was a daylight periscope attack on a single escort vessel, probably a DE or PF. Three electric torpedoes were fired from the stern tubes from a range of 1500 yards on approximately 150° starboard tracks. All torpedoes missed. Target turned towards CAIMAN about the time torpedoes should have crossed the track which may have resulted from one or more torpedoes breaching.


3. On 26 December 1944, an opportunity to gain attack position on a large heavily escorted convoy was missed by relying too much on a hastily obtained navigational position rather than using speed to gain position ahead. On 3 January 1945, when in position ahead of a cargo vessel escorted by two destroyers, the decision was reached to trail from ahead and make a submerged periscope attack at dawn. CAIMAN was driven off by three small anti-submarine vessels and the opportunity to attack was lost. SEALION had previously made an unsuccessful attack on this group but had been directed by CAIMAN to return to her area.

4. It is noted that there is no entry in the narrative for 19 December, it is assumed that no event worthy of mention occurred on that date.

5. The material condition of CAIMAN upon her return from patrol was excellent. The condition of number 9 torpedo tube outer door cannot be determined until the ship is docked. The auxiliary and three main engines require overhaul. She will be refitted by ANTHEDON and number one relief crew of Submarine Division Sixty Two.

6. The health of the officers and crew is very good. Despite a long, arduous, unproductive patrol morale is excellent.

7. The Squadron Commander welcomes CAIMAN to the Squadron.


L. J. HUFFMAN.

2675
FE24-71/A16-3

UNITED STATES NAVY

14/hr

7 February 1945.

Serial 0273

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

SECOND ENDORSEMENT to:
USS CAIMAN Conf. Ltr.
A16-3 Serial 020, dated
22 January, 1945. Report
of First War Patrol.

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

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

1. The First War Patrol of the CAIMAN, under the
command of Commander F. C. LUCAS, Jr., U.S.N., was conducted
in the SOUTH CHINA SEA areas west of LUZON. 3 02527

2. The first attack, on 27 December, was made upon
a patrolling anti-submarine vessel. Three Mk-18 torpedoes were
fired submerged from a range of 1500 yards, but no hits were
observed.

3. During this patrol CAIMAN performed lifeguard and
reconnaissance duties in support of PHILIPPINE invasion operations.

4. The award of the Submarine Combat Insignia is not
authorized for this patrol.

5. The Force Commander congratulates the Commanding
Officer, Officers and Crew of the CAIMAN upon their performance
of lifeguard and reconnaissance duties.

Eliot H. Bryant
ELIOT H. BRYANT.

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on next page.

FE24-71/A16-3

UNITED STATES NAVY

14/hr

Serial 0273

7 February 1945.

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

SECOND ENDORSEMENT to:
USS CAIMAN Conf. Ltr.
A16-5 Serial 020, dated
22 January 1945. Report
of First War Patrol.

Subject: U.S.S. CAIMAN (SS523) - Report of First War
Patrol - Comment on.

Distribution:

Cominch	(3)	Direct	CTG-71.5	(2)
Vice Opnav	(2)	Direct	CTG-71.8	(2)
Vice Opnav Op-23c	(1)		CTG-71.9	(2)
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ComSubs2ndFlt	(4)		Comdt. NYD Puget Sound	(1)
CTF-71	(7)		SubAd, Mare Island	(2)
CTG-71.3	(2)		S/As 7thFlt	(1)
CTG-71.4	(2)			

THIS REPORT WILL BE DESTROYED PRIOR TO
ENTRY INTO ENEMY CONTROLLED WATERS.

J. B. Miller
J. B. MILLER,
Flag Secretary.

27760

UNITED STATES FLEET
COMMANDER SEVENTH FLEET

A16-3(8) (F-3-4/whr)

Serial 02385

142

Reg. No.	OM-4122 (ONI-03171)
R. S. No.	3 02524

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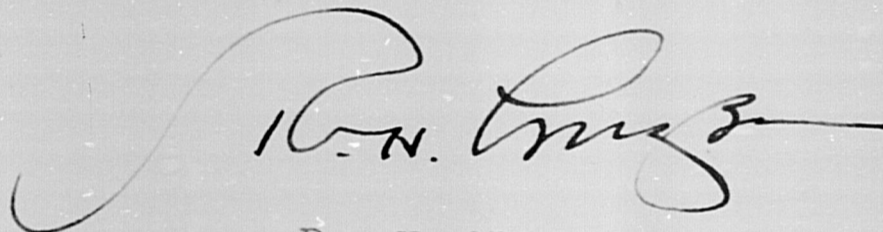
5 MAR 1945

THIRD ENDORSEMENT to: ✓
USS CAIMAN Conf. Ltr.
A16-3, serial 020, dated
22 January, 1945.

From: Commander Seventh Fleet.
To: Commander in Chief, United States Fleet.

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

1. Forwarded.



R. H. CRUZEN,
By direction.

3-0917
WJ