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(B) NARRATIVE (Cont'd) U.S.S. CAIMAN WAR PATROL NO. TWO

Mar. 22

- 0000 Patrolling along 8°N in the Gulf of Siam between 100 to 120 miles to westward of Cape Kamao.
1446 Received message from O.T.C. for group to return to the coast of Malay tonight, and for CAIMAN to rendezvous with PAMPANITO at 6°N-105°-30'E at 1800 tomorrow. Also that after 24 March I will be the O.T.C. of group.

Mar. 23

- 0000 Patrolling along 8°N in the Gulf of Siam to the southwest of Cape Kamao.
0142 Set course for rendezvous position.
0654 Made trim dive.
1017 SD contact 10 miles. (A.C. #23) Dived.
1033 Periscope depth.
1036 SD radar depth. SD contact 3 miles. Went to 90 feet.
1058 Periscope depth.
1113 SD radar depth.
1116 Surfaced.
1300 SD contact 22 miles. (A.C. #24)
1852 PAMPANITO moored alongside. Lieutenant Commander W. J. BUSH, U.S. Navy, reported aboard for temporary duty.
1905 Cleared PAMPANITO and commenced patrolling on assigned station.

Mar. 24

- 0000 Patrolling on assigned station.
0750 Sighted aircraft at about 6 miles. (A.C. #25) Dived.
0851 Surfaced.
2030 Sent message assigning patrol stations to MINGO, SEALION, and CAIMAN. The plan was essentially the same as the original PAMPANITO patrol plan, minus one boat. One boat, submerged during daylight, to patrol close to coast of Malay in vicinity of Pulo Kapas, the other two boats to patrol to seaward. An East-West line off the coast of about 130 miles was covered. I planned to rotate the boats every two days. The whole plan disintegrated, however, as the SEALION was assigned to lifeguard duty on the 26th, and the MINGO informed me that she was departing on the 29th due to low fuel.
2200 Received message from PAMPANITO that she was departing, for me to take O.T.C.

Mar. 25

- 0000 Patrolling between 25 and 75 miles off Pulo Kapas.

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(B) NARRATIVE (Cont'd) U.S.S. CAIMAN WLR PATROL NO. TWO

Mar. 26

0000 Patrolling between 25 and 75 miles off Pulo Kapas.
0650 Made trim dive.
0917 SD contact. (A.C. #26) Dived.
1012 Surfaced.
1300 Attempted to relay C.T.F. 71 message to SEALION which assigned lifeguard duty. No results.
2130 Ascertained that SEALION had received repeat of message assigning her to lifeguard duty.

Mar. 27

0000 Patrolling close to Pulo Kapas.
0634 Dived for all day submerged patrol.
1044 Sighted masts and superstructure of two vessels bearing 290°T, range about 14,000 yards. (S.C. #5) This puts them a few miles north of Pulo Kapas. Came to course 330°T and identified them as two small merchant vessels of about 1000 tons each, both southbound. Came to course 235°T. The possibility of an attack depended on the ships passing to seaward of Pulo Kapas, which they did. Rigged in sound heads because of uncertainty of depth of water. The only changes in target course seemed to be for navigational purposes rather than zig-zagging, so decided that long range shots (it was apparent that a short range was improbable) were worth while.
1145 At range of 3,540 yards fired four torpedoes set on 3 ft. Changed course to seaward and lowered sound head. (Post firing data indicates that range was in all probability greater.)
1148 Torpedoes should be hitting but are not. Observed two splashes ahead and one astern of target. Target had not maneuvered radically. The causes of these splashes is unknown. No noise was heard at the time. They may have been caused by gunfire directed at the torpedo wakes.
1152 On what was my last look I observed a vessel not previously accounted for; I believe that it was a trawler type but am not sure as 3 depth bombs exploded at this time. JK reported pinging on the general bearing of target. Went deep to 75 feet and proceeded away at full speed.
1215 Pinging no longer audible.
2017 Surfaced.

Mar. 28

0000 Patrolling in vicinity to north of Pulo Kapas.

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(B) NARRATIVE (Cont'd) U.S.S. CAIMAN WAR PATROL NO. TWO

- 0630 Dived for all day submerged patrol.
2013 Surfaced.
2030 MINGO requested seaward area to facilitate her departure tomorrow, so gave it to her, CAIMAN remaining near the coast.
2333 SD contact. (A.C. #27) Dived.
2347 Surfaced. Several SD contacts made, as many as three at a time. The proximity of land made differentiation between plane and land contacts difficult, but we are sure that at least three planes were flying about.

Mar. 29

- 0000 Patrolling to west of Redang Island group. Numerous SD contacts continue during darkness.
1022 SD contact. (A.C. #28.)
2035 SEALION reported back from lifeguard duty, assigned her station along 7°-30' to 8°-00'N to east of CAIMAN.

Mar. 30

- 0000 Patrolling just inside mouth of Gulf of Siam at about 7°-30' to 8°-00'N.
0658 Made trim dive.
1237 SD contact 12 miles. (A.C. #29)
2114 SD contact 2 miles. (A.C. #30) Dived. This contact occurred almost as soon as the SD radar was turned on after moonrise. There is a strong suspicion that it was a false contact.
2154 Surfaced.
2256 Received message from BLUEBACK requesting that CAIMAN rendezvous with her and transfer 5 inch ammunition. Replied in the affirmative and gave rendezvous as 60 miles east of Cape Varella at sundown on April 3rd.

Mar. 31

Patrolling in the mouth of the Gulf of Siam.

Apr. 1

- 0000 Patrolling in the mouth of the Gulf of Siam.
0555 Exchanged calls with U.S.S. KRAKEN via SJ radar.
0800 Changed to time zone ITEM.

NOTE: All times henceforth in this narrative are ITEM zone.

- 1545 SD contact 22 miles. (A.C. #31)

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(B) NARRATIVE (Cont'd) - U.S.S. CAIMAN WAR PATROL NO. TWO

April 1 (Cont'd)

1725 SD contact 10 miles. (A.C. #32) Dived.
1813 Surfaced.
2000 Set course for departing area.
2026 Sighted SEALION surfacing.
2039 Closed SEALION and relayed radio message directing her to rendezvous with GUAVINA.

Apr. 2

0000 Enroute Subic.
1144 Sighted aircraft. (A.C. #33) Dived.
1310 Surfaced.

Apr. 3

0000 Enroute Subic.
1143 SD contact 14 miles. (A.C. #34)
1927 Sighted BLUEBACK. Closed her and transferred 72 rounds of 5 inch ammunition and 1 main engine cylinder liner.

Apr. 4

0000 Enroute Subic.
0802 Submerged for all day dive. Due to the expediency with which ammunition was transferred last night we are ahead of schedule.
1925 Surfaced.
2020 SD contact 22 miles. (A.C. #34)

Apr. 5

0000 Proceeding to Subic.
0427 Contacted U.S.S. HAMMERHEAD by radar.
0608 Sighted U.S.S. SEALION.
0630 At Point Maxi.
0922 Dived for friendly plane too close.
0942 Surfaced.

Apr. 6

0000 Proceeding to Subic.
0550 At rendezvous.
0631 Picked up escort, U.S.S. KENNETH M. WILLETT (DE 354).
1129 Moored in nest alongside U.S.S. ANTHEDON.

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(C) WEATHER

U.S.S. CAIMAN

WAR PATROL NO. TWO

The weather was generally excellent.

(D) TIDAL INFORMATION

Current around Pulo Kapas and Pulo Tenggara and to the south averaged about one and a half knots to the south-southeast. Twice while submerged close to the coast of Malay an easterly current was suspected. This might have been a genuine counter current, or the indications might have resulted from sketchy navigation.

(E) NAVIGATIONAL AIDS

No comments.

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(F) SHIP CONTACTS

No.	Time Date	Lat. Long.	Type	Initial Range	Est. Course Speed	How Cont.	Remarks
1.	23 Feb. 2342	08-24S 115-45E	Unident.	7600 yds	200°T 11 kts	Sight	In Lombok Strait
2.	28 Feb. 1622	00-43N 106-06E	Unident. Sail	16000 yds		Sight	
3.	1 Mar. 1948	02-17.5N 105-08E	Hosp. Ship	22000 yds	005°T 14 kts	Sight	Kept clear
4.	2 Mar. 0236	02-20N 104-46E	IWA MARU	30170 yds	190°T 12 kts	SJ	Kept clear
5.	27 Mar. 1044	05-15N 103-27E	2 small Maru	14000 yds	160°T 8 kts	Peris- cope	#1 Attack

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(G) AIRCRAFT CONTACTS		U.S.S. CAIMIN		WAR PATROL NO. TWO		
No.	Time	Lat.	Type	Initial Range	Course Speed	How Cont. Remarks
	1240	06-20S			225 ^{OT}	
1.	24 Feb.	117-18E	Unident.	7 miles		Sight Dived
	0820	05-35.5S			210 ^{OT}	Bombed
2.	25 Feb.	113-37E	Rufe	7 miles		Sight Dived
	1222	05-31.5S			340 ^{OT}	
3.	25 Feb.	115-28E	Unident.	6 miles		Sight Dived
	1039	05-25S				
4.	27 Feb.	109-15E	Unident.	9 miles		SD Dived
	1005	04-10N				
5.	1 Mar.	104-53.5E	Unident.	14 miles		Sight Did not dive.
	0939	01-47N	Pete or			
6.	2 Mar.	104-01E	Dave	12 miles		Sight Dived
	1025	01-42.5N				
7.	2 Mar.	105-02.5E	Betty(?)	14 miles		Sight Did not dive.
	1033	01-41N	Pete or		050 ^{OT}	15 sec. later
8.	2 Mar.	105-01E	Dave	3 miles		SD sighted. Dived
	1119	10-05				Peris-(One bomb.
9.	2 Mar.	105-00E	Rufe	4 miles		cope
	1243	01-42N			060 ^{OT}	Peris-
10.	2 Mar.	105-00E	Betty	3 miles		cope
	1157	01-48N			225 ^{OT}	Peris-
11.	2 Mar.	105-00E	Rufe	8 miles		cope
	1512	01-48N			090 ^{OT}	Peris-
12.	2 Mar.	105-00E	Rufe	5 miles		cope
	1013	04-15N				
13.	3 Mar.	105-13E	Unident.	14 miles		Sight
	1100	04-09N				
14.	4 Mar.	104-28E	Unident.	9 miles		SD Dived
	1018	04-35N				
15.	5 Mar.	104-28E	Unident.	4 miles		SD Dived
	1622	06-07N	1 Mavis			
16.	7 Mar.	105-31.5E	1 Uniden.	6 miles		Sight Dived
	0933	04-00N				
17.	10 Mar.	104-22E	Unident.	5 miles		SD Dived
	1235	04-05N				
18.	10 Mar.	104-19E	Unident.	12 miles		Sight Dived
	1135	04-24 N				
19.	11 Mar.	103-52E	Unident.	9 miles		SD Dived.
	1354	04-05N				
20.	12 Mar.	103-18E	Betty	12 miles		Sight Dived
	1003	05-1.35N				
21.	19 Mar.	105-04E	Unident.	20 miles		SD
	0920	05-39N				
22.	21 Mar.	103-38.5E	Unident.	22 miles		SD
	1017	06-57E				
23.	23 Mar.	104-44E	Unident.	10 miles		SD Dived

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(G) AIRCRAFT CONTACTS			U.S.S. CAIMAN	WAR PATROL NO. TWO			
No.	Time Date	Lat. Long.	Type	Initial Range	Course Speed	How Cont.	Remarks
	1300	06-44N					
24.	23 Mar.	104-54E	Unident.	22 miles		SD	
	0750	05-54N					
25.	24 Mar.	104-58E	Unident.	6 miles		Sight	Dived
	0917	05-03N					
26.	26 Mar.	103-46.5E	Unident.	12 miles		SD	Dived.
	2333	05-22N					Believed 3
27.	28 Mar.	103-28E	Unident.	10 miles		SD	planes.Dived.
	1022	07-30N					
28.	29 Mar.	103-34E	Unident.	10 miles		SD	
	1237	07-33N					
29.	30 Mar.	104-27E	Unident.	12-14 mi.		SD	2 planes
	2114	07-35N					2 Planes.
30.	30 Mar.	104-30E	Unident.	2 miles		SD	Dived
	1545	07-28N					
31.	1 Apr.	104-59E	Unident.	22 miles		SD	
	1725	07-29N					
32.	1 Apr.	105-14E	Unident.	12 miles		SD	Dived
	1144	08-10N					
33.	2 Apr.	108-42E	Unident.	12 miles		Sight	Dived
	1143	11-44N					
34.	3 Apr.	110-27E	Unident.	14 miles		SD	

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(H) ATTACK DATA

U.S.S. CAEMAN

WAR PATROL NO. TWO

TORPEDO ATTACK NO. ONE

Time: 1145 (H)

Date: 27 March 1945

Lat: 5-11N; Long: 103-20E

Target data - Damage inflicted

Description- Two merchant ships, estimated 1000 tonners, proceeding south, hugging coast of Malay. Prior to attack believed unescorted, but after attack sighted trawler type of vessel and heard echo ranging. Depth bombs indicated air cover at least in vicinity of attack. Changes of target course were apparently for navigational purposes rather than zigzagging. First contacted by periscope while submerged. After ship used as target.

Ships Sunk- None

Ships Damaged- None

Target Draft 15 ft. Course 145(base) Speed 7 kt Range 3540

Own ship data

Speed 2.7 kt. Course 200 Depth 65 ft. Angle 0

Fire control and torpedo data

Type Attack	Day periscope attack.			
	#1	#2	#3	#4
Tubes fired				
Track Angle	121P	122P	123P	121½P
Gyro Angle	005½	003	002	003
Depth Set	3 ft.	3 ft.	3 ft.	3 ft.
Power	Hi	Hi	Hi	Hi
Hit or Miss	Miss	Miss	Miss	Miss
Erratic	No	No	No	No
Mark Torpedo	23	23	23	23
Serial No.	41388	65611	49853	65846
Mark Exploder	6-5	6-5	6-5	6-5
Serial No.	8694	19787	26870	19672
Actuation Set	Contact	Contact	Contact	Contact
Actuation Actual	None	None	None	None
Mark Warhead	16	16-1	16	16-1
Serial No.	1308	14703	11213	13591
Explosive	Torpex	Torpex	Torpex	Torpex
Firing Interval	8 seconds			
Type Spread	M-o-d-i-f-i-e-d speed spread			
Sea Conditions	2			
Overhaul Activity	U.S.S. ANTHEDON (AS 24)			

Remarks- Misses probably due to long range and the fact the actual range may have been even longer.

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(I) MINES

U.S.S. CAIMAN

WLR PATROL NO. TWO

No information.

(J) ANTI-SUBMARINE MEASURES AND EVASIVE TACTICS

No remarks.

(K) MAJOR DEFECTS AND DAMAGE

(a) Kleinschmidt Vapor Compression Still.

1. One set of blower rotors were replaced due to fatigue failure of the rotor drive shaft on the gear end at the rotor. Unusual difficulty was experienced in timing the rotors when shrinking on the new timing gears. The lobes had to be scraped to obtain proper clearances between the lobes and between the lobes and housing. The unit was out of commission for a total of five days.

(b) General Electric Main Propulsion Motors.

1. During the course of the patrol, three main motors; #2, #3, and #4, developed a clicking sound resembling the noise made by holding a piece of cardboard against a rotating bicycle wheel. A stronger beat was noticeable once every revolution and it was most noticeable at 40 shaft rpm. The noise seemed to come from the brush region. Inspection revealed no derangement either mechanical or electrical. No change, for worse or better, has been noticed during continued operation of the motors.

(c) General Motors 16-278A Main Engines.

1. All injectors on #2 main engine were removed and inspected due to smoky exhaust. Eleven filters - sintered bronze type - were found to be punctured and particles had been carried into the plunger and bushing, causing scoring of these parts. Normal time for injector replacement is one hour. The engine was out of commission for this reason a total of 10 hours.

(d) Main Induction.

1. After surfacing from a training dive the main induction operating gear was rigged for 'power'.
2. Main induction was opened.
3. Dived, simulating SD contact at close range.
4. Radioman thought main induction closed and pulled pin to lock main induction shut.
5. At about same instant main induction closed by JCOW.
6. Hand operating wheel spun and finally jammed by handle not permitting main induction to fully close.
7. The result was that main induction flooded. However, careful inspection revealed no damage to main induction operating mechanism.