

(B) NARRATIVE (Cont'd)

1045 Sighted two - 2-masted topsail schooners (SC #1) proceeding north in company in SINGKILANG BAY. Closed to investigate. The size (about 75 tons) of these schooners and the type and quality of their rigging put them in a category above native craft. After considering the orders which specifically forbid the promiscuous sinking of N.E.I. native craft, decided that the cargo carrying capacities of these schooners warranted their being sunk. This decision was made after inspecting them with a 16 power long glass at less than 5,000 yards. P

1155 Manned 5 inch deck gun and opened fire. (See Gun Attack #1).

1200 Posit: Lat. N 1-00 N  
Long. 108-53 E

1222 To

1226 Both schooners sunk. Each schooner required about 5 hits to be sunk, but it took a total of 83 rounds for us to obtain results.

1227 Moved out to 10 fathom line at 4 engine speed.

1258 Sighted Privateer.

1428 Submerged to work water out of hydraulic system.

1700 Surfaced.

1800 Headed north to patrol vicinity to west of SOUTH NUTUN ISLANDS.

12 June

0000 Patrolling to westward of SOUTH NUTUN ISLANDS.

0635 Dived for submerged patrol of approach to SERISAN PASSAGE.

1130 Sighted Privateer.

1200 Posit: Lat. 2-24 N  
Long. 108-55 E

2051 Surfaced. Headed south to patrol SE of ST. TIERRE Island.

13 June

0000 Patrolling SE of ST. TIERRE Island.

0849 Headed south to patrol off RAJA POINT.

1200 Posit: Lat. 01-15 N  
Long. 108-42 E

1803 SD contact at 14 miles.

1805 Sighted "BETTY" (AC #11). Two more SD contacts. Plane seemed to suspect that we were not another sailboat (there was one a mile or two from us at the time).

1809 Sighted two more "BETTY'S" (AC #12) and (AC #13). Dived.

(B) NARRATIVE (Cont'd)

1838 Surfaced.  
1943 Headed north for vicinity of ST. PIERRE Island.

14 June

0000 Patrolling SE of ST. PIERRE Island.

1200 Posit: Lat. 1-45 N  
Long. 108-45 E

15 June

0000 Patrolling SE of ST. PIERRE Island.

0735 Headed south to patrol off coast between RAJA  
RPOINT and BURONG ISLANDS.

0838 SD contact at 17 miles. Sighted "BETTY" (AC #14).

1200 Posit: Lat. 1-08 N  
Long. 108-43 E

1332 Sighted Privateer. SD contact at 18 miles.  
Received report via VHF that he had sighted nothing  
of interest.

1652 SD contact at 12 miles.

1653 Sighted plane, thought to be "TOPSY" (AC #15).  
Though he would pass fairly close, his altitude was  
at least 8,000 feet, so decided to try to wait him  
out. However, when SD lost him at less than three  
miles, he commenced to maneuver. Dived.

1743 Surfaced.

1754 SD contact at 13 miles. Sighted "BETTY" (AC #16).

1755 SD contact at 14 miles. Sighted 2nd "BETTY" (AC #17).

1806 SD contact at 12 miles. Sighted 3rd "BETTY" (AC #18).

2340 Sent message to CTG 71 reporting regularity with  
which we had sighted Jap planes passing over the same  
place on the BORNEO coast. We believe that this  
information may be of value to our air command.

16 June

0000 Patrolling to northward of BURONG Islands.

0015 Detected SJ radar interference. Challenged.

0100 Received reply to challenge and exchanged calls  
with south bound KRAKEN.

0135 Received message from CTG 71 directing us to commence  
return to FREMANTLE upon receipt of message.  
Further ordered to patrol 4 days in JAVA SEA  
along south coast of BORNEO.

1200 Posit: Lat. 0-25 S  
Long. 107-57 E

1841 Sighted U.S. submarine on quarter.

1850 Exchanged calls with KRAKEN via SJ radar.

(B) NARRATIVE (Cont'd)

2114 Commenced transit of KARIMATA STRAIT.

## 17 June

0000 Transitting KARIMATA STRAIT.  
0003 Detected SJ radar interference ahead. Challenged.  
0011 Exchanged recognition signals and calls with  
north bound CHUB.  
0530 Cleared KARIMATA STRAIT and headed east in JAVA SEA.  
1200 Posit: Lat. 4-05 S  
Long. 110-08 E  
1609 Made trim dive.  
1930 Headed NE to close the coast in vicinity of TG  
POETING.

## 18 June

0000 Patrolling to eastward approximately along the 10  
fathom line south of TG POETING.  
0445 Headed to seaward in order to be divable waters  
during daylight.  
1200 Posit: Lat. 04-22 S  
Long. 113-05 E  
2105 Headed NE to close coast in vicinity of CAPE  
SELATAN.

## 19 June

0000 Patrolling to the eastward along 10 fathom  
line south of CAPE SELATAN.  
0315 Headed toward vicinity west of LAUROT ISLANDS to  
patrol in divable water during daylight.  
1104 SD contacts at 18 and 23 miles. Sighted 2 Liberators.  
Very sketchy communications established via VHF.  
1200 Posit: Lat. 04-42 S  
Long. 115-06 E  
2000 Commenced closing the coast to patrol along 10  
fathom line east of CAPE SELATAN.

## 20 June

0000 Patrolling along 10 fathom line east of CAPE  
SELATAN.  
0400 Headed to seaward in order to patrol in divable  
waters west of LAUROT ISLANDS during daylight.  
1200 Posit: Lat. 4-48 S  
Long. 114-48 E  
2030 Departed area enroute LOMBOK STRAIT.

(B) NARRATIVE (Cont'd)

21 June

0000 Enroute LOMBOK STRAIT.  
1200 Posit:                    Lat.       6-40 S  
                                  Long.   116-39 E  
2012 Approaching LOMBOK STRAIT went to 4 engine speed.  
2255 Detected SJ radar interference ahead.  
      Challenged.  
2258 Received reply from Northbound HARDHEAD.  
2345 Cleared LOMBOK STRAIT.

22 June

0000 South of LOMBOK STRAIT enroute FREMANTLE.  
1200 Posit:                    Lat.       11-28 S  
                                  Long.   115-20 E  
2030 Sent message to CTF 71 giving ETA FREMANTLE.

23 June

0000 Enroute FREMANTLE.  
1200 Posit:                    Lat.       15-13 S  
                                  Long.   114-41 E

24 June

0000 Enroute FREMANTLE.  
0007 Exchanged recognition signals with Northbound  
      BAYA.  
0907 Sighted Northbound BLUEBACK.  
1200 Posit:                    Lat.       19-36 S  
                                  Long.   113-15 E  
1809 Sighted Northbound HAMMERHEAD.  
2044 Exchanged recognition signals with Northbound  
      BECUNA.

25 June

0000 Enroute FREMANTLE.  
0615 Sent message to CTF 71 giving revised ETA  
      FREMANTLE.  
1200 Posit:                    Lat.       24-00 S  
                                  Long.   112-23 E

26 June

0000 Enroute FREMANTLE. Sighted Northbound CAVALLA.  
1200 Posit:                    Lat.       28-47 S  
                                  Long.   112-37 E

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U.S.S. CALMAN

WAR PATROL NO. 71

(B) NARRATIVE (Cont'd)

- 1355 Sighted H.N.M.S. 0-19.
- 2210 Received message from CTF 71 to proceed into harbor unescorted.

27 June

- 0000 Enroute FREMANTLE.
- 0449 Sighted ROTTNEST LIGHT.  
Remained out to sea until daylight.
- 1239 Moored in berth 5 Fremantle Harbor, Fremantle,  
Western Australia.

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U.S.S. CAIMAN

WAR PATROL NO. THREE

(C) WEATHER

No remarks.

(D) TIDAL INFORMATION

No remarks.

(E) NAVIGATIONAL AIDS

No remarks.

(F) SHIP CONTACTS

No.	Time Date	Lat. Long.	Type	Initial Range	Est. Course Speed	How Cont.	Remarks
	0126	12-54N			170T	Lights	See
1.	25 May	109-30E	AH	28000 yds	14 kts	Sighted	(M) RADAR
	1045	1-00N	2		000T	High	
2.	11 June	108-54E	Schooners	12000 yds	4 kts	Peris.	Sunk

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UNITED STATES AIRMAN

WAR PATROL NO. THREE

(G) AIRCRAFT CONTACTS

No.	Time Date	Lat. Long.	Type	Initial Range	Course Speed	How Cont.	Remarks Rec'd
1.	1933 9 May	11-53N 109-27E	Jake	16000 yds	0700T 120 kts	Sight	4 Bombs
2.	0735 16 May	11-55.5N 109-20E	Jake	4 to 5 miles		Peris.	
3.	0724 19 May	11-21.5N 109-20.5E	Jake	10 miles		Sight	Dived
4.	1224 23 May	11-47.5N 109-16E	Jake	10 miles		Peris.	
5.	2008 23 May	11-50N 109-19E	Jake	5 miles		Peris.	
6.	1800 8 June	01-33N 109-55E	Val(?) <sup>2</sup>	18 miles 14 miles		SD	Sighted One
7.	0745 10 June	01-41N 108-47E	Betty	21 miles		SD	Sighted
8.	0750 10 June	01-41N 108-47E	Betty	22 miles		SD	Sighted Dived
9.	1334 10 June	01-50N 108-51E	Betty	15 miles		SD	Sighted
10.	0741 11 June	01-33.5N 108-47E	Betty	11 miles		SD	Sighted
11.	1803 13 June	01-19N 108-41E	Betty	14 miles		SD	Sighted
12.	1803 13 June	01-19N 108-41E	Betty	14 miles		SD	Sighted Sighted
13.	1803 13 June	01-19N 108-41E	Betty	14 miles		SD	Dived
14.	0838 15 June	01-38N 108-49E	Betty	17 miles		SD	Sighted
15.	1652 15 June	01-35N 108-43E	Topsey	13 miles		SD	Sighted
16.	1754 15 June	01-00N 108-39E	Betty	13 miles		SD	Sighted
17.	1804 15 June	01-00N 108-39E	Betty	14 miles		SD	Sighted
18.	1806 15 June	01-00N 108-39E	Betty	12 miles		SD	Sighted

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U.S.S. CALMAN

WAR PATROL NO. THREE

(H) ATTACK DATA

Time: 1155

GUN ATTACK NO. ONE

Date: 11 June 1945 Lat: 1-00N; Long: 108-54E

Sunk

Target data - Damage inflicted  
2 two-masted topsail schooners, estimated 75 tons each.

Damage Determined by Both observed to sink.

Details of Action

Gun used:	5"/25 Cal. deck gun
Rounds fired:	83
Type Ammunition:	H.C.
Effectiveness of Fire:	Fair; very high percentage of close misses.
Average Range:	4500 yds for 38 rounds. 2800 yds for 45 rounds.
Fire Control used:	Radar ranges; TDC as range keeper; Periscope Spotting.
Erratic Performance:	1 misfire; unloaded through breech.



(I) MINES

Two spherical horned mines were sunk NW of CAPE PADARAN on 15 May 1945. Neither mine exploded in spite of several 20mm hits.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS

No remarks.

(K) MAJOR DEFECTS AND DAMAGE

## (1) Engineering (General Motors 16-278A Main Engines)

Injector filters of the sintered bronze type again caused trouble due to deterioration and carrying away of the filter material. The three times that the filters caused trouble is considered an overall major defect as each time an engine was put out of commission.

(2) Torpedoes

(a) On first routine battery charge torpedo number 54007 (Mk 18-1) was found to have one low cell and zero ground reading. The ground was traced to the starting switch and was found to be caused by a small piece of copper wire lodged between the contact and the frame of the switch. The ground was cleared by removing the piece of wire. Attempt was made to bring the low cell up by charging, but the maximum specific gravity attainable was 1.220. The cell was discharged and jumped out.

On the second routine battery charge torpedoes number 57447 (Mk 18-2) and 57180 (Mk 18-1) in tubes 2 and 5 respectively were found to have been slightly damaged by undetected battery explosions. The extent of the damage was: several badly burned and a few cracked cell caps in each, one cracked cell top in torpedo number 57180, burned hydrogen burner cable in both, slightly burned main cables in both. The damaged cell caps were replaced, the burned part of the hydrogen burner cable was repaired by splicing in a new section of cable, and the charred portions of the main cables were scraped down to good insulation and painted with glyptol. The cracked cell top was cracked in such a way that no repairs could be made, and since further trouble was unlikely nothing was done to this cell. The cause of the explosion was determined to be improperly insulated connections between the cable from the torpedo and the cable from the hydrogen burner panel.

(K) MAJOR DEFECTS AND DAMAGE (Cont'd)

A short circuit at this joint shunted part of the current from the burner bringing the temperature too low for combustion of hydrogen. Subsequent breaking of the short circuit allowed the temperature of the burner to rise back to normal after an explosive quantity of hydrogen had accumulated.

In order to reduce the chances of similar casualties in the future it is recommended that two improvements in electrical torpedo hydrogen burning equipment be made. One is universal use of screened type hydrogen burners now being supplied by some activities; the other is a satisfactory method of connecting the burner cable from the torpedo to the burner panel. The second item could be accomplished by installing small plugs on the torpedo cable with mating connections in a protecting junction box.

(3) Main Hydraulic Plant

The bow plane rigging control unit developed a leak-by which by-passed oil from supply to return side. Emergency solution consisted of closing the supply to this unit at the manifold, opening it only when diving.

(L) RADIO

No major casualties to radio equipment were sustained. Serials were missed only because of atmospheric conditions and faulty transmission from Subic.

It appears that Subic does not repeat all serials the following night. All of our missing serials apparently were transmitted only during daylight.

When lifeguard services are provided, the establishment of communications prior, or immediately after "Bombs Away" would be of mutual benefit to both submarines and aircraft. On one occasion we heard the planes talking among themselves prior to T.O.T., yet attempts on our part to establish communications failed. This group of planes reported the CAIMAN as a destroyer or large patrol boat. If communications are established it is possible to ascertain if all planes are safely on the way home so that regular patrolling be resumed with a minimum of wasted time.

(M) RADAR

All radar equipment functioned satisfactorily except for various minor derangments easily repaired by ship's force.

As happened during the second war patrol the SD preamplifier power transformer burned out necessitating the by passing of the unit. SD ranges in excess of 20 miles were obtained both with and without the preamplifier unit.

Off CAPE VARELLA on the night of 24-25 May 1945, the SJ-1 radar tracked a hospital ship to the remarkable range of 110,000 yards. After normal performance the pip disappeared at 33,000 yards and then reappeared at 36,000 yards. Lobing bearings were easily obtained from 36,000 yards to 110,000 yards. No unusual performance was noticed in returns from mountain peaks at this time.

(N) SOUND GEAR AND SOUND CONDITIONS

No remarks.

(O) DENSITY LAYERS

No remarks.

(P) HEALTH, FOOD, AND HABITABILITY

Food was excellent. Provisions from the United States, particularly meat and poultry are especially appreciated after a long period of Australian supplies.

Habitability, though excellent for the first phase of the patrol, deteriorated during the second phase. The air conditioning plant was not able to cope with higher air and injection temperatures. The result was a cropping out of heat rash and tropical itch, particularly among personnel stationed in the forward torpedo and control rooms. These ailments, uncomfortable to the extreme, became a menace to the general health of the crew. This problem can be solved by the installation of a booster blower in the forward hull ventilation supply line, combined with an additional air conditioning unit similar to the alteration already accomplished in various other boats of this class.

(Q) PERSONNEL

(a) Number of men on board during patrol	78
(b) Number of men qualified at start of patrol	61
(c) Number of men qualified at end of patrol	70
(d) Number of unqualified men making their first patrol	9
(e) Number of men advanced in rating during patrol	6

The performance of personnel was highly satisfactory.

(R) MILES STEAMED - FUEL USED

Base to area	760 miles	- 11,700 gallons
In area	13,259	143,830
Area to base	1,870	23,350

(S) DURATION

Days enroute to area	4
Days in area	50
Days enroute to base	8
Days submerged	18

(T) FACTORS OF ENDURANCE REMAINING

Torpedoes all. Fuel 8,000 gals. Provisions 20 days. Personnel Factor Indeterminate. Limiting factor for this patrol: Orders of Task Force Commander and fuel.

(U) RADIO AND RADAR COUNTERMEASURES

No remarks.

(V) REMARKS

Directives (a) and (b) of ComSub7thFlt Conf. Ltr. FE24-71/L13-1, Serial 0243 of 2 February 1945, were complied with. Lieut. (jg) J.V. PETERSON, U.S.N.R., was appointed Security Officer. Through oversight this information was omitted from the report of 2nd War Patrol. Both directives were complied with on that patrol.

8 03905

SUBMARINE SQUADRON THIRTY

FC5-30/A16-3

Serial: 097

Care of Fleet Post Office,  
San Francisco, California,  
29 June 1945.

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

FIRST ENDORSEMENT to  
U.S.S. CAIMAN (SS323)  
Report of Third War  
Patrol.

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

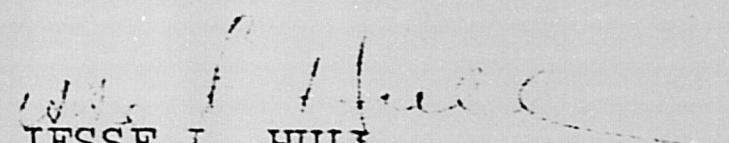
Subject: U.S.S. CAIMAN (SS323) - Report of Third War Patrol.

1. The Third War Patrol of the CAIMAN under the command of Lieutenant Commander W.L. FEY, Jr., U.S.N., was conducted in two phases. First phase was conducted off the South Coast of Indo China and the second phase was conducted off the West Coast of Borneo and in the Java Sea. Patrol was of 62 days duration of which 50 days were spent in the assigned areas. Life guard services were conducted at various times during this patrol but no rescues were made.

2. Area coverage was excellent, however there were no contacts worthy of torpedo fire. One contact was made with a properly marked hospital ship. On eleven June two, two-masted schooners were sunk by gunfire in SINGKAWANG BAY. These schooners were undoubtedly carrying enemy supplies due to their size and quality of their rigging.

3. The CAIMAN returned from patrol in good material condition and it is expected that refit will be completed in the normal time.

4. The Squadron Commander congratulates the Commanding Officer, Officers and Crew upon the completion of a well conducted and arduous patrol which was unfortunately devoid of enemy contacts.

  
JESSE L. HULL.

Serial 0247-A

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

18 July 1945

SECOND ENDORSEMENT to:  
 USS CAIMAN **Conf.** Ltr. A16-3  
 Serial 024, dated 27 June  
 1945. Report of Third 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 Third War  
 Patrol - Comment on.

1. The Third War Patrol of the CAIMAN, under the command of Lieutenant Commander W. L. FEY, Jr., U.S.N., was conducted in the SOUTH CHINA and JAVA SEAS, and consisted of two phases separated by a re-fueling stop in SUBIC BAY on 31 May.

2. During the First Phase of the patrol CAIMAN maintained a close-in search for traffic on the coast of INDO-CHINA from SAIGON to CAPE VARELLA. During the Second Phase of the patrol CAIMAN made a careful search for enemy traffic in the SOUTH CHINA SEA East of SINGAPORE and in the JAVA SEA South of BORNEO. Although area coverage was very thorough, no contacts worthy of torpedo fire were encountered. Two schooners were sunk by gunfire after inspection indicated that their cargo carrying capacities warranted their destruction. Lifeguard services were performed upon numerous occasions but no rescues were made.

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

4. The Force Commander congratulates the Commanding Officer, Officers and Crew of the CAIMAN upon the completion of this long and arduous patrol. The CAIMAN is credited with having inflicted the following damage upon the enemy:

SUNK

2 - Schooners by gunfire 100 Tons

*James Fife*  
 JAMES FIFE.  
ORIGINAL COPY.

8 03905

Serial 0247-A

**CONFIDENTIAL**

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

18 July 1945

SECOND ENDORSEMENT to:  
USS CAIMAN Conf. Ltr. A16-3  
Serial 024, dated 27 June  
1945. Report of Third War  
Patrol.

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

Distribution

Cominch	(3)	Direct	CTG-71.8	(2)
Vice Opnav	(2)	Direct	ComSubRon-22	(2)
Vice Opnav Op-23c	(1)		ComSubRon-26	(2)
Com1stFlt	(1)		ComSubRon-30	(2)
Com2ndFlt	(1)		DivComSubRon-22	(1 ea)
Com7thFlt	(2)		DivComSubRon-26	(1 ea)
ComSubslstFlt	(30)		DivComSubRon-30	(1 ea)
ComSubs2ndFlt	(4)		S/M School, N.L., Conn.	(2)
CTF-71	(7)		Comdr. NYD, Puget Sound	(1)
CTG-71.5	(2)		Subad, Mare Island	(2)
			S/Ms 7thFlt	(1)

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

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

RECEIVED  
14 AUG 1945  
COMMANDER  
SEVENTH FLEET

51313

UNITED STATES FLEET  
COMMANDER SEVENTH FLEET

REG. NO F-2643  
R. S. NO 8 03905  
REG. SHEET NO 247

A16-3(8)(F-3c/gtc)

Serial: 05612

17 AUG 1945

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

THIRD ENDORSEMENT to:  
CO USS CAIMAN conf ltr  
A16-3, serial 024,  
dated 27 June 1945.

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

Subject: U.S.S. CAIMAN (SS323) - Report of Third  
War Patrol - comment on.

1. Forwarded.

RXL  
miss.

*J. H. Long*  
J. H. LONG  
By direction

Copy to:  
ComSubs7th  
ComSubRon-30  
CO USS CAIMAN (SS323)

17 AUG 58 11 51

RECEIVED  
U. S. FLEET  
COMMANDER IN CHIEF