PROLOGUE

U.S.S. LAGUNA commissioned at Manitowoc, Wisconsin, on 14 October 1944. Departed New Orleans 12 November 1944 for Panama. Training period 20 November - 5 December 1944, Captain John R. Johnson, USN, Training Officer. Departed Balboa 9 December, arrived Pearl Harbor, 23 December. 26 December - 25 January, Training period, Captain Jesse L. Hull, USN, Training Officer, and special availability for accomplishment of following items:

Installation of additional 5" gun and two 40mm mounts.
Installation of two additional topside ready lockers.
Installation of eight topside mounts for .50 cal. machine guns.
Installation of low pressure blower silencer.
Installation of two Ion Exchangers.
Installation of holding down stop for fully rigged cut position on pit log.
Installation of TDG speed halving and range doubling adjustment.
Installation of hydrogen elimination circuits in both torpedo rooms.
Installation of whip antenna, two wing antennas and accompanying sheath valves.
Installation of ANL, VLF, SOR equipment.
Installation of booster blower in hull ventilation supply (aft. battery).
Accomplishment of Shipalt 58265A3 (design change in bow and stern plane hydraulic rams).
Accomplishment of Shipalt 88200K-A (lodic y roller supports in torpedo tube shutters).
Accomplishment of Ordalt 2097 (Provide safety latch actuated by breech mechanism).
"terse small arms magazine to accommodate additional 5" stowage, bringing total 5" capacity to 220 rounds.
Repacked stern shafts twice.
Replaced circulating fresh water cooler on number 3 main engine.
Replaced port propeller (reported as "singing" on Panama Bay sound test).

NARRATIVE

Officers attached as of 24 January 1945

Commander F.D. LITTA
Lieutenant J.E. KINZELL
Lieutenant A.H. KENNE
Lieutenant W.F. SHAT
Lieutenant R.T. KEBLE
Lieutenant L.F. LIVUS
Lieut.(jg) H.A. TOWN Jnr.
Ensign F.L. AUCHMO
Ensign A.C. HENDRICKS

9 patrols
3 patrols
none
3 patrols
none
none
none
9 patrols

Chief Petty Officers attached as of 24 January 1945

H.D. ANDER
F.E. TURK
C. (m) ANKER
J.L. BRYANT
J.R. JOHNSON
S.L. IRICE
R.L. SPATING

CT (PA)
CG1 (T)
Chief PA
Chief (AA)
Chief (AA)
Chief (AA)
Chief (AA)

6 patrols
6 patrols
6 patrols
7 patrols
7 patrols
7 patrols
3 patrols
26 January 1945

1200 X Latitude 20° 55′ N; Longitude 169° 50′ W.
Conducting daily dives and drills; HADDOCK and LAGRANJO acting as targets on alternate days.

26 January

1137 X Sighted U.S.S. DACE on parallel and opposite course.

1200 X Latitude 20° 55′ N; Longitude 169° 21′ W.

27 January

1200 X Latitude 20° 56′ N; Longitude 173° 47′ W.

29 January

1200 Y Latitude 20° 45′ N; Longitude 179° 25′ W.

30 January

1200 X Latitude 21° 07′ N; Longitude 177° 57′ W.

31 January

1200 L Latitude 20° 54′ N; Longitude 170° 23′ E.

1 February

1200 L Latitude 20° 13′ N; Longitude 165° 16′ E.

2 February

1200 L Latitude 19° 27′ N; Longitude 160° 43′ E.

3 February

1200 L Latitude 18° 41′ N; Longitude 154° 26′ E.

4 February

1045 K Held Divine Services.

1200 K Latitude 17° 33′ N; Longitude 148° 45′ E.

1435 K Exchanged recognition signals with a PBY, first plane sighted since leaving PEIPOL. Encountered various friendly planes during remainder of day.

2110 K Exchanged recognition signals with radar picket vessel.

5 February

0630 K After repeating challenge for five minutes, exchanged recognition signals with escort, LCI 677, proceeding to SAREJON.

1331 K Proceeded starboard side to USS INGERAL alongside USS FULTON, in TANAPAC HARBOR, SAREJON.

1345 K U.S.S. HADDOCK moored alongside.
130 K Automobile accident Injured Corp. J.P. ROACH, Lt.(jg) L. GOETZMANN, Lt.(jg)
P.H. TEAGUE, all from H.D. DOCK, and Lt. W.L. BROOKS, Ens. A.G. DREXLER, from LACANTO.  
Transferred Lt. Shaw's and Ens. Brown's records and accounts to SubRon LIGHT.

February

130 K Lieut. Robert J. illiams, Sr., U.S.N., (5 war patrols) and Lieut. (jg)
alter R. Phelps, Jr., U.S.N. (4 war patrols), reported on board for duty, having been flown up from Guant.

1500 K Received Commander Task Force Seventeen Operation Order Number 36-45.  

1706 K Underway for patrol area.

195 K Escorted by T.S. 426, "LACANTO" formed column of LACANTO, H.D. DOCK,  
SENDER, took departure from SEUSER, Commander P.D. LATT, ComTaskGroup 17.  
13 in LACANTO.

February

0000 K Released escort, formed task group in line of bearing, increased speed to  
17 knots.

0233 K Decoded ComSubPac despatch notifying us of the death of Lieut. Walter R.  
SHMIDT, U.S.N.

0633 K Exchanged calls with U.S.S. ACTIVE (A102).

100 K Latitude 16° 16' S; Longitude 142° 43'E.  
Informed picket pack we would be unable to conduct coordinated practice firing,  
since we are behind schedule. Increased speed to eighteen knots.

February

1200 I Latitude 20° 55'S; Longitude 137° 47'E.  
1247 I Number 2 main engine out of commission with 2 broken head bolts.

February

0235 I Number 2 main engine back in commission.

1002 I H.D. DOCK reported sighting a periscope at 2000 yards to westward. H.D. DOCK  
turned away, other boats being to eastward were well clear. Contact un-  
confirmed by OGB or O.C.O. Did not send contact report.

1200 I Latitude 26° 04'S; Longitude 137° 35'E.

February

0800 I Entered assigned patrol area. Formed line of bearing, searching for  
picket boats.

1200 I Latitude 30° 16'S; Longitude 139° 10'E.

February

1200 I Latitude 30° 00'S; Longitude 139° 16'E.

1615 I Sighted four B-29's, contacted two of them by VHF and received dope on  
picket vessels.
U.S. LACANTO – Report of far Patrol Number One

2300 I HADDOCK made contact. Ordered SENNET and LACANTO clear while HADDOCK determined contact to be two small vessels, speed zero. With excellent SCR communication, outlined plan to other skippers as easily as if we were in the same warroom. Ordered SENNET to westward, maintaining contact with LACANTO by SJ. LACANTO maintaining contact with HADDOCK by SJ.

13 February

0002 I SENNET in contact, targets still lying to, apparently not alerted. Ordered HADDOCK to break off contact and formed line of bearing on SENNET.

0415 I Began opening out to westward.

0540 I Heading in on surface toward last known position of targets, in line of bearing. LACANTO guiding, SENNET left and HADDOCK right flank, spacing 3000 yards. Planned to close to 7000 yards, then turn right about 50 degrees, to put seas and wind in most favorable position and still close range. SENNET to take northern picket, HADDOCK southern, LACANTO to direct fire to larger or whichever one appeared to be offering most opposition.

0620 I Pfanned battle surface stations.

0632 I Opened fire. Japs began jabbering in high gear on 4475 Kcs. Target nicely outlined against red eastern sky. Photographic in happy daze of "Oh boy, Oh boy!" See Gun Attack No. 1.

0700 I HADDOCK reported 146 rounds 5" expended, balance zero, and went alongside of muddled and burning hulk, sinking it with 40cm. No survivors.

0739 I SENNET hastened sinking of second burning picket boat with a couple rounds of 5" from close range. No survivors. Formed scouting line and continued search.

1131 I Lookout sighted Jap "MUTY" crossing our stern, heading for HADDOCK. Dived. Heard several explosions. Stayed down for lunch.

1200 I Latitude 30 - 000; Longitude 135 - 545.

1558 I Surrounded.

1620 I Plane contact on SJ, 13,000 yards, closing fast, dived, SJ contact on way down at 5 miles.

1635 I Surrounded.

1900 I Received contact report from HADDOCK.

1930 I Exchanged calls with SENNET by SJ, ordered SENNET and LACANTO to close in on HADDOCK. Our choice of direction is biased, neither boat having had a sight in two days. Porter and I agreed on a compromise and at

2249 I Contact with HADDOCK by SJ. Less within range of good SCR communication, outlined to both skipers a plan previously proposed by Comdr. Porter. Ordered HADDOCK with no 5" ammunition, remain in contact with targets while SENNET and LACANTO opened eastward as before. SENNET and LACANTO to attack at dawn with gunfire and HADDOCK make submerged torpedo attack at close range. Ordered HADDOCK to be in position by 0640. Formed line of bearing with SENNET to north and stood to west.

14 February

0550 I Began easterly approach for attack. No likelihood of bright eastern sky today, all heavy gray overcast and seas less favorable to gun firing.

0605 I Stations for battle surface.

0647 I Opened fire on right-hand vessel, range 5000, swinging right to bring both guns to bear. Cold seas washing over gun crews. Target return fire heavier than yesterday, but targets slower getting underway.
CONTRIDENTIAL

U.S.S. LOCUST - Report of an Patrol Number ONE

0745 I At 4100 yards, all 5" ammunition expended. Faint bodies of synchronized explosion as had been expected. Began attack and rami toward southward. S-5 reported one man wounded by shrapnel, several holes in superstructure. Targets had been hit repeatedly by 40mm and 2 or 3 hits by 5".

0745 I Sighted HARDOCK who wanted to know "what happened". Negatively told him "no torpedo hits". She had fired one torpedo.

0800 I Detached SENOR to proceed to assigned patrol area.

1200 I Latitude 30 - 18T; Longitude 123 - 45E.

1515 I Ordered HARDOCK to proceed to patrol area HADDOCK until 21st while we patrol ROASTER, then to shift areas. LAGAN remaining in this area to transmit tonight.

1800 I Cleared ConvTaskGth 17.13 despatch 113615 to ConvTaskGth.

15 February

10 I Entered area ROASTER.

1200 I Latitude 30 - 42T; Longitude 151 - 45E.

1635 I Converted number 4 P.T.T. to H.E.T.

16 February

0530 I ECC out of commission.

0930 I GCCS out of commission.

1200 I Latitude 30 - 30T; Longitude 151 - 45E.

1635 I Sighted 0 S.M.E. light.

2224 I Completed transmission of XEN 06 01 to ConvTaskGth Eom.

17 February

0714 I Immediately on surfacing from morning trim dive, sighted Jap FTFY on port beam, opposite and parallel course. Dived.

0904 I Surfaced.

1200 I Latitude 31 - 57T; Longitude 132 - 50E.

1453 I SD contact at 13 miles, closing at 10 miles, dived.

1815 I Surfaced.

1900 I ECC back in commission, thanks to communications officer and chief radio-
man. Caught up on all serials during night.

1815 I Decoded HARDOCK weather report and data on lack of contacts in her area.

18 February

1300 I Latitude 32 - 07T; Longitude 139 - 57T.

1530 I Sighted possible periscope. Turned away at high speed, not sighted by any other bridge personnel or O.O.

19 February

1040 I Lookout sighted Jap FTFY, 8 miles, dived.

1103 I Surfaced.

1200 I Latitude 31 - 48T; Longitude 132 - 56E.

20 February

1115 I Lookout sighted Jap FTFY, 10 miles, dived.

1200 I Latitude 32 - 21T; Longitude 133 - 40E.

1424 I Surfaced.

1452 I SD contact, 4 miles, dived.

1424 I Surfaced.
CONFIDENTIAL

U.S.S. LACANTO - Report of Air Patrol Number 095

1935 I Began transmission of LACANTO S.O.S. to ComSubPacAdComd. See Paragraph (L).

2010 I No. 1 main engine out of commission to renew liner.

2150 I Completed transmission.

22 February

0524 I No. 1 main engine back in commission.

0626 I APR signal in every plane radar band (our first such indication) cut in 3D, contact at 60 miles, dived.

0940 I Surfaced.

1200 I Latitude 31° 07'; Longitude 132° 57'.

1321 I Entered area HEALTH.

23 February

0531 I Dived for submerged patrol off NHI SHEA.

1200 I Latitude 32° 32'; Longitude 131° 56'.

1834 I Surfaced.

23 February

0525 I Dived for submerged patrol off NHI SHEA.

0900 I No. 1 main engine out of commission to renew liner.

1200 I Latitude 32° 32'; Longitude 132° 26.5'.

1824 I Surfaced.

1914 I Began transmission of LACANTO S.O.S. to ComSubPacAdComd.

0035 I No. 1 main engine back in commission.

2110 I Completed transmission.

24 February

0619 I Dived to conduct submerged patrol off OKINOSHIMA.

1000 I Photographed OKINO SHIMA.

1050 I JF contact and sighted tops of ship, range 5000 yards.

1058 I Identified ship as Japanese 90 Class submarine.

1113 I Fired four torpedoes. See torpedo attack No. 1. One torpedo reported running erratic, ordered 150 feet. This was an erroneous report as all four torpedoes later tracked down to target, however, we were below periscope depth at 1117 I Torpedo explosion. Target screws stopped.

1118 I Torpedo explosion. This interval greater than maximum firing interval, later analysis showed this torpedo to be number 2, and detonating against OKINO SHIMA.

1126 I Heavy underwater explosion like collapsed hill.

1150 I All clear by periscopes.

1200 I Latitude 32° 32'; Longitude 132° 35'.

1346 I Sighted 7 planes, similar to RE, flying in long column to southward, distant about 5 miles.

1602 I Distant depth charge.

1627 I To

1716 I Seven distant, heavy depth charge explosions, preceded by pronounced click. Nothing in sight through periscope. Hope HADLOCK is not paying for our attack.

1904 I Surfaced.
U.S.S. LANCE - Report of War Patrol Number ONE

25 February

0627 I Dived for submerged patrol off JALISCO Strait. Sea very heavy, depth control difficult. Bellows 8 - 10 degrees to 60 feet between observations.
1045 I Conducted dive, surfaced.
1200 I Latitude 30° 32'; Longitude 131° 19'.
1334 I Surfaced in very heavy seas.

26 February

0612 I Dived for submerged patrol 0500 CDT.
1140 I Sighted tops of four ships, battle stations submerged.
1155 I Identified ships as small wooden hull light draft, picket vessels, similar to those attacked by gunfire early in patrol. Estimated draft about 3 feet. Considered not worth torpedo expenditure. Picket vessels were in column, tracking at 12 knots.
1200 I Latitude 31° 40'; Longitude 132° 35'.
1215 I Sighted two more picket vessels, on same course, trailing other four. Photographed nearest one (3000 yards).
1234 I Nothing following these 1½ hours, secured from battle stations.
1625 I JP reports usual twilights pitching and screws, nothing sighted.
1632 I Surfaced.
1958 I Began transmission of LANCE XUH to ComSubPacCrad.
2100 I Completed transmission.

27 February

0620 I Dived for submerged patrol off JALISCO Strait.
1200 I Latitude 32° 23'; Longitude 132° 17'. Radar officer worked over APR gear while submerged today with result that we were never long without an APR contact throughout the night. Only those which might conceivably have a bearing on the sighting of the midget submarine are reported in this narrative.
1244 I Surfaced.
1550 I APR contact 156 mgs., tried swinging ship to obtain maximum and minimum signals and thus determine direction of contact. Efforts proved fruitless, decided it was shore-based radar, sweeping across and occasionally settling on us.
2025 I APR contact 154 mgs.
1039 I C.O.O. sighted an object showing a distinct wake, which he described as similar to the coming tower of a midget submarine. Range estimate varied from 500 to 1200 yards, bearing on starboard bow. Turned toward and increased speed to 21 knots. Nothing further seen or heard. We had been zigzagging by Area Clock in brilliant moonlight and fairly calm sea with only occasional white-caps. C.O. did not see hit object.
2111 I APR contact, 155 mgs. - end so on through the night.

28 February

0615 I Dived for submerged patrol off JALISCO Strait.
1055 I Heard distant explosion.
1200 I Latitude 32° 36'; Longitude 132° 22'.

-7-
1 March

1030 I SD contact at 11 miles, faded at 16 miles.
1200 I Latitude 32 - 06N; Longitude 133 - 34E.
1645 I Lookout sighted 2-engine bomber at 4 miles, dived.
1740 I Surfaced.
1950 I Began transmission LACANTO 512 to ComSubPacAdCom.
2025 I Completed transmission.
2209 I APR contact, SD contact at 10 miles closing to 0, dived.
2317 I Surfaced.

2 March

0410 I APR contact, SD contact at 3 miles, dived.
0619 I Surfaced.
0655 I SD contact at 14 miles, faded out.
1059 I Dived to water batteries, in heavy seas.
1200 I Latitude 32 - 21N; Longitude 133 - 11E.
1330 I Surfaced.

3 March

0510 I Dived for submerged patrol off ASHIZURI SAKI.
1200 I Latitude 32 - 15N; Longitude 133 - 14E.
1705 I Surfaced.

4 March

0624 I Sighted plane, SD contact 7 miles, dived.
0858 I Surfaced.
0921 I Sighted plane, 10 miles, dived.
1032 I Surfaced.
1200 I Latitude 31 - 06N; Longitude 131 - 54E.
1305 I A new high in radar technician's reports to the bridge - this from the APR watch, "It came in again, went out again, all clear on SD!"
1947 I Began transmission LACANTO 612 to ComSubPacAdCom.
2019 I Completed transmission.

5 March

1111 I Sighted plane, SD contact 17 miles, did not dive.
1135 I Sighted plane, about 15 miles, did not dive.
1200 I Latitude 32 - 19N; Longitude 133 - 26E.
1254 I Sighted floating mine. Case was a rusty sphere about 30" diameter, studded with 6" horns. Carbine fire only chipped off rust flakes. Bank mine with .50 Cal.

6 March

1200 I Latitude 31 - 33N; Longitude 132 - 14E.
1234 I Surfaced in very heavy seas to water batteries.
1643 I Surfaced.
7 March
1200 I Latitude 31° 35' N; Longitude 132° 56'.
1516 I Sighted small red balloon on surface, punctured it with carbine fire.
1940 I Began transmission of LAGARDO XIX to ComSubPacAdCond.
2012 I Completed transmission.
2110 I Interference on 30.
2320 I SJ contact, 317°T., 9000 yards, began tracking.
2340 I Target tracking on southerly course at 14 knots. In good firing position, but target may be HADDOCK as interference persists. HADDOCK is due to shift areas with us tonight.
2345 I Made major war vessel challenge on SJ. No readable reply. Target began evasive action.

2 March
0000 I Repeated challenge, no reply.
0006 I Broke off approach. Interference alone leads to belief that target is HADDOCK in spite of non-receipt of SJ challenge.
0030 I Entered area 6246.
0607 I Dived for submerged patrol off BUNGO SUIDO.
1200 I Latitude 32° 36' N; Longitude 132° 26'.
1900 I Surfaced.

9 March
003 I Dived for submerged patrol off BUNGO SUIDO.
0959 I Sighted one "SUB" at 4 miles.
1200 I Latitude 32° 36' N; Longitude 132° 32'.
1856 I Surfaced.
2115 I Decoded CTF 17 Despatch 092322.
2120 I APE contact at 155 with appearance of ship-borne radar. Swung ship in an attempt to determine signal and bearing. No results.
23 I Began running search curve to cover all possible courses of enemy vessel approaching BUNGO SUIDO.

10 March
0554 I Dived for submerged patrol off BUNGO SUIDO.
1050 I Sighted unidentified bomber on northerly course, heading up BUNGO.
1128 I Sighted unidentified bomber crossing overhead.
1200 I Latitude 32° 39' N; Longitude 132° 30'.
1900 I Surfaced.
2150 I Began transmitting LAGARDO XIX to ComSubPacAdCond.
2219 I Completed transmission.

11 March
0604 I Dived for submerged patrol off BUNGO SUIDO.
1200 I Latitude 32° 39' N; Longitude 132° 34'.
1858 I Surfaced.

12 March
00 I Dived for submerged patrol off BUNGO SUIDO.
00 I Latitude 32° 39' N; Longitude 132° 17'.
1057 I Surfaced.
1932 I Sighted several flares bearing 330 T. These were in the direction of a seaplane base about twenty miles inside Juido Juido. At about same time, AF had new contact in JAF fire control bend. It is suggested that the flares were used for AT tracking. Flares burst in groups of four to seven and settled very slowly.

2210 I Decoded OLF 17 serial five nine.

13 March

0228 I SJ contact, 210 T, 7000 yards. Interference on same bearing led to belief this was Haddock.

0257 I Secured tracking party. On 15 March while in voice communication range with Haddock, discovered that she had picked us up on this occasion at 11000 yards. Our SJ performance has never compared favorably with hers. This was very apparent during trip from PHIL to SATAN.

0612 I Dived for submerged patrol off the BORAN STRAND.

0713 I Sighted about 50 small ships, most were marooned, marooned sailboats. They were about four miles off the beach and looked very much like a racing regatta rather than fishermen. Their sails were unusually clean and white.

1200 I Latitude 31 - 27N; Longitude 31 - 29W.

1854 I Surface.

2006 I Began transmission of LAGAN 44 U 4 to ComSubPacAdCom and ComSubPac.

2030 I Departed patrol area, en route to E3CZ for refit.

2120 I Completed transmission.

2240 I Decoded OLF 17 de-watch 120301.

2255 I Changed course for rendezvous with Haddock.

14 March

0543 I No. 2 main engine out of commission with 2 broken head bolts.

0612 I Sighted submarine through high periscope. Began calling Haddock on SCR.

0648 I Sighted another submarine on opposite bearing. One of them is probably enemy - but which?

0703 I Established voice communication with Haddock. Identified her as first submarine contacted and advised her of second contact. Enemy submarine tracking on base course 185, speed 12, bearing 140 T. Haddock has four engines to our three. Received her to make and around and then in favorable position to attack. Tracks enemy all morning, gradually improving bearing. Identified her as Japanese submarine. Haddock's four engines are not sufficient to withstand us taking all on three. Looks like we may be able to make first attack. Hearing on enemy at noon had decreased to 025 T, base course 170, speed 12, range about 9 miles.

1200 I Latitude 29 - 54N; Longitude 135 - 59E. Haddock found a few more turns and began to pull away rapidly.

1235 I Haddock reported she was beginning attack. Washed her luck and told Comdr. Brockman we would continue tracking. I planned to continue to pull ahead and if enemy neither seek nor alerted, to attack after Haddock had had sufficient time to complete an attack.

1255 I Number 2 main engine back in commission - several hours too late. We needed that engine badly this morning.

1301 I Ahead of enemy. Slowed to 12 knots. Planned to give Haddock 45 minutes to reach her firing point, then to reverse course, dive and attack when good contact was regained.
1325 I Reversed course, increased speed. No explosions as yet.
1334 I Sighted submarine - but it is R-9000. She reported contact lost 45 minutes after diving, believe K1p sink had dived or made radical change of course. Formed scouting line on westerly course toward assumed enemy track (distant 15 miles), then C/O for one hour (reverse of enemy base course), then retired along same base course.
1540 I Began transmission LAGUNA T.1 to ComSubPac.
1547 I HADDOCK suddenly enveloped herself in a huge brown smoke screen and turned away. She reported her course at 11,000 yards, we paralleled her course, our radar screen blindingly clean of any contacts save HADDOCK. 1555 I HADDOCK reported contact was friendly; and called that of SUGUNDO. I doubt identity. SUGUNDO should be off WEST COAST. May be KPHILL as there are only two digits difference in their calls.
1931 I After final talk with Cmdr. Crockett and mutual well-wishing, took departure and set course for previously assigned route to SUBIC BAY.
2105 I Completed transmission LAGUNA T.1 to ComSubPac.

15 March

0025 I Number one main engine out of commission with what appears to be leaky liner.
0531 I Number one main engine back in commission having replaced liner. There is yet life in the engines' force, even if the engines can't take it.
1200 I Latitude 26 - 46S; Longitude 130 - 26W.
1540 I C.O.O. sighted torpedoes wake close ahead on larger track; turned away to parallel. Not sighted by C.O.

16 March

1200 H Latitude 22 - 15N; Longitude 125 - 21E.

17 March

330 H Passed west end of IWO JIMA ahead to port, distance 8 miles, cleared Enshu CHUJU.
1200 H Latitude 21 - 00N; Longitude 119 - 36E.
1733 H Sighted U.S. Navy PFO on northeasterly course, distant about 12 miles.
2230 H Number 2 main engines out of commission with two broken head studs.

18 March

0611 H Number 2 main engine back in commission.
1200 H Latitude 18 - 43S; Longitude 111 - 32W.
1205 H Began transmission LAGUNA T.1 to CNO.71.
1250 H Entered Southwest Pacific Area.
2100 H Completed transmission - on the air intermittently for 9 hours! Other boats were having similar trouble, probably due to atmospheric conditions.

19 March

1200 H Latitude 14 - 57E; Longitude 115 - 12W.
20 March

0900 H Joined escort, U.S.S. "TIPPO" (DE1422).

1100 I Anchored for sound test, "SCHS" N.Y.

1300 I Alongside U.S.S. "HELIX" (AS16) for refit.
(C) WEATHER.

The weather was mild enroute to Saipan from Pearl with clear skies and moderate seas. After leaving the Marianas, the temperature dropped, skies became cloudy and seas were occasionally heavy.

Off BURGO SUDOC the skies were usually overcast, seas rough, and air cold. The wind shifted rapidly and there was occasional rain. One four-day period passed with no opportunity for star sights.

(D) TIDAL INFORMATION.

The effect of the KURUSUIC is marked and conforms to the information recorded in previous patrol reports. The set varied from 00° off the S coast of KURUSU to 070° off ASHIZUNI SARI. Close to the BURGO SUDOC the currents were tidal and generally unpredictable.

(E) NAVIGATIONAL AIDS.

On KURUSUIC, KOSOKUIC, and SHIYAKURA SUDOC lights were sighted with altered characteristics and not continually burning. The SS radar and fathometer are invaluable in this area.

(F) SHIP CONTACTS.

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<tr>
<th>No.</th>
<th>Date</th>
<th>Lat.</th>
<th>Type(s)</th>
<th>Initial Initial</th>
<th>Est. Range (nmi)</th>
<th>How Contacted</th>
<th>Remarks</th>
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<td>12 Feb.</td>
<td>30-15</td>
<td>Picket Vessels</td>
<td>13000</td>
<td>0</td>
<td>MR</td>
<td>Contact made initially by HADDOCK</td>
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<td>22-29</td>
<td>30-21</td>
<td>Picket Vessels</td>
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<td>125</td>
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<td>I-121 Class</td>
</tr>
<tr>
<td></td>
<td>14-20</td>
<td>33-12</td>
<td></td>
<td></td>
<td>12</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Key to how contacted:
DS Day, on surface
DN Night, on surface
DR Day, radar
FR Night, radar
DA Day, sound
NA Night, sound
CONIFIDENTIAL

(II) ATTACK DATA.

U. S. LAGARTO  

GUN ATTACK NO. 1  

PATROL NO. 1

HOL: 0632  
DATE: 13 February 1945  
LAT: 30° 16' N  
LONG: 136° 21' W

TARGET DATA - DAMAGE INFLICTED

SUNK: Two trawler type Radar Picket vessels similar to those pictured in ONI 208-J. Tonnage about 300 tons. (TO)

DAMAGE DETERMINED BY: Witnessed sinkings.

DETAILS OF ACTION

At 0632 LAGARTO opened fire with 1/1 gun while still in line of bearing. Opening range 7200 yards. Targets turned to northward, so executed ships left 50 degrees and all three submarines opened fire with both five inch. Targets returned fire at 7000 yards with automatic weapons about 40mm size. Numerous splashes within twenty yards of ship. HARDOCK concentrated on right hand (southerly vessel), SENNET on LAGARTO on left (leading and northerly vessel). In first ten minutes leading target suffered several hits and became obscured by smoke. LAGARTO shifted to southerly ship, and SENNET who was rapidly being blanked out of position by LAGARTO, swung left in full circle and fell in astern of LAGARTO. HARDOCK dealing successfully with southern ship, smoke cleared away from northern vessel showing her still underway. LAGARTO and SENNET continued to close range, both ships hitting repeatedly. Opened fire with 40mm at 2000 yards. Target had ceased to return fire by 0645, was stopped and burning heavily. SENNET went alongside to see if anything worth salvaging was left. Apparently it was too hot, SENNET pulled clear and was directed to sink target. Meanwhile HARDOCK had gone alongside the other picket vessel, sinking it with 40mm. Northerly vessel sank at 0739.

LAGARTO expended 169 rounds of 5"/35; balance - 43. One mis-fire, fired on second attempt.

SENNET expended ___ rounds of 5"/25; balance - 41.

HARDOCK expended 148 rounds of 5"/25; balance - zero.

Credit for sinking these vessels cannot be allocated to any one submarine to the exclusion of the others as both pickets were under fire of each submarine at varying times. As one ship was obscured by smoke, the other was engaged.
CONFIDENTIAL

ATTACK REPORT

LEDGE A

LITAN MO. 2 PATROL NO. 1

TD: 0647 DATE: 14 February 1945 LAT.: 31° 31' LT: 154° 24'

IN MARCH - IN DECEMBER

DAY 019: Two trawler type Eder 4500 vessels similar to those pictured in ONI 208-J. Torpedo about 2000 tons. (75)

DATED DETERMINED BY: Missioned by...

DETAILS OF ACTION

At 0647 LEDGE A opened fire with No. 1 gun while still in line of bearing. Opening range 5000. Executed with a 30 degree interval. SNOOK and LEDGE A began firing both 5" guns. Both submarines were fired 10 knots ahead for obvious reason. Sea conditions less favorable than yesterday, man washing over both gun crews. Both targets were hit repeatedly by 40mm, 2 or 3 times by five inch. Return fire was heavier, more accurate than yesterday.

At 0700 with all 5" expended, pull a clear to southward.

All T reported all 5" expended, numerous holes in superstructure, one man wounded by shrapnel.
(1) ATTACH DARN.

GUNS: 1150 

TORPEDO ATTACK No. ONE 

DATE: 24 February 19...

H.M. 32 - 40N

CHART No. ONE

DESCRIPTION

One unescorted L-class submarine, allegedly 270 tons on page 6 of ONI sub-3 Class tables of 1941, visible at 500 yards

Forward antenna was raised, hull run up and visible. Torpedo target painted black with red design, possibly changes firing time.

SHIPS SUNK:

ONE RO Class submarine, 205 tons. (27)

WARNING DETERMINED

Torpedoes touched target with one missed hit, following which target

sinks stopped. Whole forward later heavy underwater noise like hull

collapsing.

Target Draft - 12 feet; course 057; speed 2; range 2800 (in at firing)

OF N SHIP DATA

Speed 2.5; course 265; depth 67 feet; angle 90° - 200° (at firing).

FIRE CONTROL AND TORPEDO DATA.

Time of torpedo run indicated a torpedo run of 3600 yards or 4800 yards greater

than shown on N.O.I. Subs are usually on distances - unclassified per

periscope ranges are built in an error of 100 feet, so as not to delay firings.

Target was seen on periscope at which it might have been spotted, but went north at 0710. 1st guess is 200 yards in second

torpedo attack. In turn, water was struck a second and passed 500 feet of the N.O.I.

It soon occurred that only 10 minutes and two seconds in the attack, the

torpedo was a hit. A second attempt to fire was made at 1018. The first

second officer had a control after third shot, I checked fire momentarily, hoping to get the target, but fire the surface getting further away and fired number four on

generated fire.
<table>
<thead>
<tr>
<th>Tube No.</th>
<th>Track Angle</th>
<th>Gyro Angle</th>
<th>Depth Set</th>
<th>Power</th>
<th>Hit or Miss</th>
<th>Erratic</th>
<th>Mk Torpedo</th>
<th>Serial No.</th>
<th>Mk Exploder</th>
<th>Serial No.</th>
<th>Actuation Set</th>
<th>Actuation Actual</th>
<th>Mk Warhead</th>
<th>Serial No.</th>
<th>Explosive</th>
<th>Firing interval</th>
<th>Type Spread</th>
<th>Sea Condition</th>
<th>Overhaul Activity</th>
<th>Torpedo Run, TPC</th>
<th>Time of Run</th>
<th>Temp. Electrolyte</th>
<th>Correction for Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>102°P</td>
<td>069°2</td>
<td>6</td>
<td>27.5</td>
<td>Miss</td>
<td>No</td>
<td>18-2</td>
<td>56871</td>
<td>8-7</td>
<td>10682</td>
<td>Contact</td>
<td></td>
<td></td>
<td>18-2</td>
<td>1350</td>
<td>TPX</td>
<td>10 sec.</td>
<td>State 2</td>
<td>USS PHOENIX</td>
<td>3600</td>
<td>4 min - 35 Sec</td>
<td>72°F</td>
<td>1.1 knots</td>
</tr>
<tr>
<td>4</td>
<td>103°P</td>
<td>071°1</td>
<td>6</td>
<td>27.5</td>
<td>Miss(hit island)</td>
<td>No</td>
<td>15-1</td>
<td>55681</td>
<td>8-5</td>
<td>9937</td>
<td>Contact</td>
<td></td>
<td></td>
<td>18-2</td>
<td>3350</td>
<td>TPX</td>
<td>10 sec.</td>
<td>State 2</td>
<td></td>
<td></td>
<td></td>
<td>72°F</td>
<td>1.1</td>
</tr>
<tr>
<td>5</td>
<td>103°P</td>
<td>071°1</td>
<td>6</td>
<td>27.5</td>
<td>Hit</td>
<td>No</td>
<td>15-1</td>
<td>57741</td>
<td>8-7</td>
<td>11035</td>
<td>Contact</td>
<td></td>
<td></td>
<td>18-2</td>
<td>3950</td>
<td>TPX</td>
<td>25 sec.</td>
<td>State 2</td>
<td></td>
<td></td>
<td></td>
<td>72°F</td>
<td>1.1</td>
</tr>
<tr>
<td>6</td>
<td>104°P</td>
<td>070°2</td>
<td>6</td>
<td>27.5</td>
<td>Miss</td>
<td>No</td>
<td>18-2</td>
<td>57364</td>
<td>8-7</td>
<td>10648</td>
<td>Contact</td>
<td></td>
<td></td>
<td>18-2</td>
<td>2974</td>
<td>TPX</td>
<td></td>
<td>State 2</td>
<td></td>
<td></td>
<td></td>
<td>72°F</td>
<td>1.1</td>
</tr>
</tbody>
</table>
U.S.S. LAGUNA - Report of Her Patrol Number ONE

(3) AT SEA CONTACTS.

Contact with enemy aircraft averaged about one a day while in patrol area. All but two of these were made during daylight. These two night contacts were first detected by APA, and LAGUNA sliced to search detection when on ranges closed to 10 miles or less. A large number of the U.S. contacts were made initially by lookouts. Only two contacts were seen while surfaced. No bombs were dropped by any enemy aircraft. The first night contact continued to circle by night for possible transmission by APA. The second contact, to our knowledge, was seen more often. No time did LAGUNA dive on APA contact only, regardless of saturation strength of signal.

(4) ATTACK DATA.

See Gun Attack and Torpedo Attack Torpedo.

(5) LINES.

None.

(6) ANTI-SUBMARINE MEASURES AND WARSHIP TACTICS.

All periscopes and the midget submarine sight are not considered as positive contacts and not so listed in paragraph (4). However, the potential presence of these vessels was always pointed out to O.S.O. With adequate above water, plus the fact that the HUNTING and LAGUNA were transmitting weather reports two nights in three, the Japanese had ample evidence that we were present. I feel sure that the extensive use of the APA course clock is the greatest single protection our submarines can have against a midget. A war in a small area and the course clock was used continually when on surface, whether day or night. Immediate evasive action consisted solely of radical course changes and increased speed when possible contacts were made.

(7) MAJOR DEFECTS AND DAMAGES.

 Hull and Machinery.

Since accomplishment of ShipList No. 26535 the bow planes do not stay in their normal "rigged in" position. Heavy seas have caused them to shift from 15° to 30°. Some positive method of securing the planes in the rigged in position should be developed and installed. Apparently the leather caps installed in the above alteration are not sufficiently tight to hold the hydraulic pressure.

The starboard shaft has a pronounced squeal at speeds above 25 knots. Both shafts have been repacked twice since commissioning.

The usual trouble with broken hard pumps experienced, a total of six stude required replacement.

Two liners were replaced in number 1 main engine, one of which ran out only 8 hours before again requiring replacement. Remaining spare liners show "tear drop" markings on inner surface. It is believed those liners were defective when received as new spares.

Connecting rod bearings were greatest source of trouble. A total of 30 bearings have been replaced during this patrol, with an additional 50 since commissioning. None of the new spares were found to be defective when unwrapped. This suggests improper inspection methods at supply points. Eighty bearings are exactly our times our allowance.

One holding down bolt broken off on number 3 and one on number 4 main engine. This, coupled with bearing trouble and tentative analysis by micrometer readings between crank checks, leads to the belief that misalignment may exist. A thorough check will be made during overhaul.

-10-
(K) MAJOR DEFECTS AND DAMAGES.

Gunnery.
The brazed supports for pointer and trainer's seats on the after 5"/25 Cal. gun are weak. The pointer's seat broke off twice and the trainer's seat, once. Repairs were made at SALEA by EUTTO and underway by ship's force. These supports should be of welded steel construction.

(L) RADIO.
The VHF steel antenna sheared off through the holding stud, probably due to strong winds and vibrations. This could be prevented by increasing the diameter of the holding stud.
The performance of the new spring loaded whip antenna was exceptionally gratifying, as it was found to load easily on current feed in the four thousand KC band. On the night of 7 March, for example, the following seven stations were among those answered our call-up: I22P, FP1G, FN1P, NEA, V1H, PC2, and FTF.
The SCR-610 "walkie - talkie" unit was a big aid to communications during the coordinated attacks. Excellent results were obtained up to 12,000 yards, and on a number of occasions, successful operation was noted at 18,000 yards. By connecting the SCR to the ASK power source, rather than the VHF motor-generator, simultaneous operation of both: the SCR and VHF was made possible.

Reception of Sub-Fox Sheds improved when 9890 Kcs. commenced being keyed only from Guam. At all times, 9050 Kcs. was readable between 1500z and 2100z when other frequencies were not. Both frequencies intermittently appear to have transmitter "saying trouble", which results in a mushy signal.

(M) RADAR.

SJ-1

On 14 February, echoes became very weak, and set failed to pick up Jap picket vessel until a range of 6000 yards was reached. Corrected by replacing magnetron, and obtaining a better contact on "keep alive" voltage to T-R box.

On 22 February, a false echo appeared at 1130 yards. This echo disappeared when ANS was varied. Corrected by replacing magnetron in transmitter receiver unit.

APR

On 27 February indications on APR were weak and no reported shore based radar indications were picked up. Replaced cathode follower in video circuit and 955 rectifier detector tube. Operation normal thereafter.

(N) SONAR AND SOUND CONDITIONS.

Sound conditions were normal.

Sonar Countermeasures

None.
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U.S.S. LAGARIO - Report of an Patrol Number ONE

(c) DENSITY LAYERS

<table>
<thead>
<tr>
<th>Date</th>
<th>Latitude</th>
<th>Depth</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>0510 COT</td>
<td>11 Feb. 1944</td>
<td>32° 24'</td>
<td>349 - 362</td>
</tr>
<tr>
<td>0500 COT</td>
<td>16 Feb. 1945</td>
<td>31° 37'</td>
<td>354 - 388</td>
</tr>
<tr>
<td>0500 COT</td>
<td>18 Feb. 1945</td>
<td>37° 30'</td>
<td>435 - 475</td>
</tr>
<tr>
<td>0500 COT</td>
<td>19 Feb. 1945</td>
<td>31° 59'</td>
<td>333 - 363</td>
</tr>
<tr>
<td>0500 COT</td>
<td>3 Mar. 1945</td>
<td>32° 26'</td>
<td>332 - 363</td>
</tr>
</tbody>
</table>

Isothermal conditions existed to all depths of submergence throughout the patrol except during the dive on a target 1,380', when a 3 1/2° negative gradient was found to exist between 200' and 360' feet.

(F) HEALTH AND HABITABILITY

The health of the crew was unusually good. Only one man resigned through sickness, this was the Chief Pharmacist's mate of a seaman as gouty arthritis.

The food furnished was good and the men well supplied in every respect.

The boat was comfortable in both the tropics and the clement city, surfaced and submerged.

(i) PERSONNEL

(a) Number of men detached since commissioning ........................................... 12
(b) Number of men on board during patrol ...................................................... 77
(c) Number of men qualified at start of patrol ............................................... 33
(d) Number of men qualified by end of patrol ................................................ 62
(e) Number of unqualified men making their first patrol .................................. 15

The state of training of the personnel reporting to the LAGARIO on commissioning was high. Twelve men and four officers were detached between commissioning and the first patrol. While the replacements furnished were satisfactory, the turnover in personnel nullified, to some extent, the value of the excellent training periods in Manitofoe, Panama, and Pearl Harbor.

At the start of this patrol the unqualified men were placed in groups of six or seven and each group assigned to a C.P.O. and an officer for instruction with a minimum two hours a week specified for school of the boat. Notebooks were required.

The enthusiasm of the trainees and their instructors is commendable.

A total of eleven men were detached between commissioning and start of this patrol. One chief petty officer died on board during Panama training period. Five of the men so detached should never have been detailed to new construction. They represent a type rapidly becoming a serious problem. I think of them as "prima donnas". They are men with a considerable number of men patrols who delude themselves into thinking they have done more than their share. They are a source of friction within the ship and a constant disciplinary problem. The five above either developed latent physical defects or openly expressed a desire to "get off the boat". I learn that one of them is already back in Manitofoe happily fitting out another new submarine. He was transferred in Panama with a venereal disease. The other four were temperamentally disqualified for attachment, and it is hoped they will not cause another submarine skipper to wonder what he has been given to take to sea.

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EXHIBIT 2
U.S.S. LAGUNA - Report of War Patrol Number ONE

(N) MILES Traveled - FUEL USED.

<table>
<thead>
<tr>
<th>Area to Area</th>
<th>Miles</th>
<th>Gals.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pearl to Area</td>
<td>5117</td>
<td>74400</td>
</tr>
<tr>
<td>In area</td>
<td>6437</td>
<td>53225</td>
</tr>
<tr>
<td>Area to Base</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(S) DURATION.

<table>
<thead>
<tr>
<th>Days enroute Pearl to Area</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Days in area</td>
<td>32</td>
</tr>
<tr>
<td>Days enroute area to base</td>
<td>5</td>
</tr>
<tr>
<td>Days submerged</td>
<td>7</td>
</tr>
</tbody>
</table>

(T) FACTORS OF ENDURANCE REMAINING.

<table>
<thead>
<tr>
<th>Torpedoes Number</th>
<th>Fuel Gals.</th>
<th>Provisions days</th>
<th>Personnel Factor days</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 - 1Rk 18</td>
<td>200</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>3 - 1Rk 27</td>
<td>300</td>
<td>30</td>
<td>30</td>
</tr>
</tbody>
</table>

(U) COMMUNICATION COUNTERMEASURES.

Enemy signals were intercepted on or near all of our operating frequencies; most signals appeared to be actual transmissions, although the four thousand Kilicycle and was frequently jammed by indiscriminate signals. No deception was noted, and no difficulties in transmitting due to enemy activity were experienced.

Intercept of enemy radar signals.

<table>
<thead>
<tr>
<th>DATE</th>
<th>LOCATION OF SHIP</th>
<th>FREQUENCY</th>
<th>PHF</th>
<th>P.T.</th>
<th>PULSE HEIGHT</th>
<th>RELATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>21-45</td>
<td>121-142</td>
<td>147</td>
<td>1000</td>
<td>6</td>
<td>1&quot;</td>
<td>Jap Airborne</td>
</tr>
<tr>
<td>0630</td>
<td>32-45</td>
<td>147</td>
<td>1000</td>
<td>6</td>
<td>1&quot;</td>
<td>Jap Airborne</td>
</tr>
<tr>
<td>2-23-45</td>
<td>121-142</td>
<td>152</td>
<td>800</td>
<td>8</td>
<td>Weak</td>
<td>Irregular</td>
</tr>
<tr>
<td>0900</td>
<td>32-121</td>
<td>97</td>
<td></td>
<td></td>
<td></td>
<td>Harmonic from 155 kc</td>
</tr>
<tr>
<td>2-27-45</td>
<td>121-142</td>
<td>155</td>
<td>450</td>
<td>10</td>
<td>1&quot;</td>
<td>Shore Based - Sweeping 2 R.P.H.</td>
</tr>
<tr>
<td>1255</td>
<td>32-323</td>
<td>154</td>
<td>450</td>
<td>12</td>
<td>1/2&quot;</td>
<td>Noise</td>
</tr>
<tr>
<td>2-27-45</td>
<td>121-142</td>
<td>153</td>
<td>450</td>
<td>2</td>
<td>Very Weak</td>
<td></td>
</tr>
<tr>
<td>0005</td>
<td>31-134</td>
<td>160</td>
<td>450</td>
<td>8</td>
<td>1&quot;</td>
<td>Sweeping at about 1 R.P.H.</td>
</tr>
<tr>
<td>2-28-45</td>
<td>121-142</td>
<td>155</td>
<td>450</td>
<td>10</td>
<td>1&quot;</td>
<td>Sweeping - 2 R.P.H.</td>
</tr>
<tr>
<td>0900</td>
<td>32-114</td>
<td>97</td>
<td></td>
<td></td>
<td>Very Weak Interference</td>
<td></td>
</tr>
</tbody>
</table>

* Pulse height of 1 inch is a saturation pip.
<table>
<thead>
<tr>
<th>DATE</th>
<th>LOCATION</th>
<th>豐</th>
<th>P</th>
<th>F.T.</th>
<th>PULSES</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-26-45</td>
<td>132-02</td>
<td>200</td>
<td>40</td>
<td>6</td>
<td>1.0</td>
<td>Sleepy, irregular</td>
</tr>
<tr>
<td>0510</td>
<td>32-50</td>
<td>150</td>
<td>100</td>
<td>5</td>
<td>1.0</td>
<td>Airsborn, SD contact</td>
</tr>
<tr>
<td>2-26-45</td>
<td>132-32</td>
<td>150</td>
<td>120</td>
<td>5</td>
<td>1.0</td>
<td>Sleepy, SD contact</td>
</tr>
<tr>
<td>1825</td>
<td>32-29</td>
<td>120</td>
<td>30</td>
<td>3</td>
<td>1.0</td>
<td>Sleeping</td>
</tr>
<tr>
<td>2-26-45</td>
<td>132-01</td>
<td>90</td>
<td>90</td>
<td>7</td>
<td>1.0</td>
<td>Airsborn, SD contact</td>
</tr>
<tr>
<td>2-26-45</td>
<td>132-41</td>
<td>70</td>
<td>120</td>
<td>9</td>
<td>1.0</td>
<td>Sleeping</td>
</tr>
<tr>
<td>2000</td>
<td>32-19</td>
<td>30</td>
<td>30</td>
<td>2</td>
<td>1.0</td>
<td>Airsborn, SD contact</td>
</tr>
<tr>
<td>5-1-45</td>
<td>133-15</td>
<td>250</td>
<td>90</td>
<td>7</td>
<td>1.0</td>
<td>Airsborn, SD contact</td>
</tr>
<tr>
<td>1215</td>
<td>32-09</td>
<td>200</td>
<td>200</td>
<td>5</td>
<td>1.0</td>
<td>Airsborn, SD contact</td>
</tr>
<tr>
<td>3-1-45</td>
<td>133-05</td>
<td>200</td>
<td>200</td>
<td>5</td>
<td>1.0</td>
<td>Airsborn, SD contact</td>
</tr>
<tr>
<td>1310</td>
<td>31-40</td>
<td>200</td>
<td>200</td>
<td>5</td>
<td>1.0</td>
<td>Airsborn, SD contact</td>
</tr>
<tr>
<td>3-1-45</td>
<td>135-39</td>
<td>200</td>
<td>200</td>
<td>5</td>
<td>1.0</td>
<td>Airsborn, SD contact</td>
</tr>
<tr>
<td>2025</td>
<td>31-45</td>
<td>200</td>
<td>200</td>
<td>5</td>
<td>1.0</td>
<td>Airsborn, SD contact</td>
</tr>
<tr>
<td>9-1-45</td>
<td>135-40</td>
<td>200</td>
<td>200</td>
<td>5</td>
<td>1.0</td>
<td>Airsborn, SD contact</td>
</tr>
<tr>
<td>2230</td>
<td>31-13</td>
<td>200</td>
<td>200</td>
<td>5</td>
<td>1.0</td>
<td>Airsborn, SD contact</td>
</tr>
<tr>
<td>3-1-45</td>
<td>132-41</td>
<td>200</td>
<td>200</td>
<td>5</td>
<td>1.0</td>
<td>Airsborn, SD contact</td>
</tr>
<tr>
<td>2230</td>
<td>31-20</td>
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<td>200</td>
<td>5</td>
<td>1.0</td>
<td>Airsborn, SD contact</td>
</tr>
<tr>
<td>1-2-45</td>
<td>133-18</td>
<td>200</td>
<td>200</td>
<td>5</td>
<td>1.0</td>
<td>Airsborn, SD contact</td>
</tr>
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SECOND ENDORSEMENT to:
USS LAGARTO Cont. Ltr. A16
Patrol.

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

Subject: U.S.S. LAGARTO (SS371) - Report of First War
Patrol - Comment on.

1. The First War Patrol of the LAGARTO, under the
command of Commander F. D. LATTA, U.S.N., was conducted in the
area of the NANKAI SHOTO. From 7 to 14 February, Commander LATTA
was OTO of a coordinated Group composed of HADDOCK (Comdr. W. H.
BROCKMAN, U.S.N.) and SERNET (Comdr. G. H. PORTER, U.S.N.).

2. At 2300 on 12 February, HADDOCK reported contact on
two vessels identified as patrol boats. Commander LATTA using SCR
communications, laid down an excellent plan for a coordinated dawn
gun attack which resulted in the sinking of two patrol boats by
gunfire. On 13 February similar plans resulted in damaging two
additional patrol boats. Only the exhaustion of 5" ammunition by
all submarines in the group precluded destruction of the second
target group. The planning and execution of these coordinated gun
attacks are particularly noteworthy, and deserving of credit to
all three submarines.

3. On 24 February at 1113 (I) LAGARTO made a submerged
attack on an enemy ship which was identified as a Japanese RO Class
submarine. One hit sank the target. On 14 March LAGARTO executed
a daylight end-around on an I Class Japanese submarine, but the
enemy saved himself by submerging before LAGARTO, handicapped by
having only three engines in commission, could consummate an attack.

4. The award of the Submarine Combat Insignia is
authorized for this patrol.

5. The Commanding Officer, Officers and Crew of the
LAGARTO are congratulated upon their aggressive prosecution of this
fighting first war patrol, and upon the excellent coordination
achieved with HADDOCK and SERNET. The following damage upon the
enemy is assessed:
13 April 1945.

SECOND ENDORSEMENT to:
USS LAGARTO Conf. Ltr. A16


S-U-N-K

2 - Picket Boats (Trawler Type 300 Tons each - EC)* 200 Tons
(Shared with HADDOCK and SENNET)

1 - Submarine (RO Class - EC) 700 Tons

Total 900


2 - Picket Boats (Trawler Type 300 Tons each - EC)* 300 Tons
(Shared with SENNET)

Grand Total 1,200 Tons

* - Sunk by coordinated gun attack.

NOTE: This damage occurred in the areas of Task Force SEVENTEEN.

ELIOT H. BRYANT,
Chief of Staff.
SECOND ENDORSEMENT: to:
USS LACARDO Constr. A16

Subject: U.S.S. LACARDO (SS371) – Report of First War Patrol – Comment on

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

S. B. MILLER,
Flag Secretary.
FIRST ENDORSEMENT to
U.S.S. LAGARTO (SS371) -
Report of First War Patrol

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


1. The first patrol of LAGARTO covered a period of 5½ days, 31 of which were in Empire Waters. The patrol was commenced from Pearl Harbor and was terminated in Subic Bay, Philippines Islands. The Commanding Officer, Commander F. D. LATTA, also acted as Commander Task Group 17.13 (Latta's Lancers) a coor-
dinated attack group consisting of the LAGARTO, HADDOCK and SENNET.

2. The special mission assigned Task Group 17.13 was carefully planned and successfully executed during the first four days in the area. Coordinated gun attacks succeeded in destroying two heavily armed picket boats and seriously damaging two others.

3. After the departure of SENNET on 14 February, LAGARTO and HADDOCK patrolled in the vicinity of Bungo Suido for twenty seven days. Area coverage was excellent, and only seven days were spent submerged. The only enemy contacts were picket boats and submarines, when regular traffic was disrupted by carrier-based air strikes then being conducted by the Fifth Fleet.

4. Numerous real or suspected contacts with Japanese submarines resulted in one probably successful attack on an RO class submarine (RO) when four torpedoes (MK 18-4) were fired at a range of 3600 yards, 105° track for one timed hit, following which the target's screws stopped and eleven minutes later a heavy underwater noise was heard identified as the hull collapsing.

5. On the morning following departure from assigned area LAGARTO and HADDOCK sighted an enemy submarine identified as I-121 class. A futile end around lasting 6 hours was conducted, harpered by one engine out of commission. In the end contact was lost and could not be regained.

6. The automobile accident which occurred in Saipan on 6 February is regrettable since it resulted in the death of Lieutenant W. R. SHAW, U.S. Navy, a gallant submarine officer with three (3) patrols to his credit. His loss was a serious blow to the LAGARTO and the submarine service.

7. The LAGARTO will be refitted by the U.S.S. HOWARD W. GILMORE and Submarine Division 221 Relief Crew during the normal period. A thorough inspection will be made of all four main engines and two will be completely overhauled. The LAGARTO returned from patrol clean and shipshape with a minimum number of material defects.
SUBMARINE SQUADRON TWENTY-TWO

FC5-22/A16-3

Care of Fleet Post Office,
San Francisco, California,
21 March 1945.

Serial: 036

CONFIDENTIAL
FIRST ENDORSEMENT to
U.S.S. LAGARTO (SS371) -
Report of First War Patrol


8. The Squadron Commander takes pleasure in congratulating the
Commanding Officer, Officers and Crew of the LAGARTO on a well conducted,
aggressive first patrol and for the damage inflicted on the enemy.

W. J. SUITS
W. J. SUITS.
From: The Commanding Officer, U.S.S. LAGARO (SS371).
To: The Commander in Chief, United States Fleet.
Via: (1) The Commander Submarine Squadron Twenty-two.
      (2) The Commander Submarine Force, SEVENTH Fleet.
      (3) The Commander SEVENTH Fleet.


Enclosure: (A) Subject report.
           (B) Track Chart (ComSubSowestPaq, only).

1. Enclosure (A), covering the FIRST war patrol of this vessel conducted in BONIN ISLANDS and off BUNGO SUIDO during the period 24 January to 20 March 1945, is forwarded herewith.

F. D. LATTA.