

## U.S.S. LAGARTO - Report of War Patrol Number ONE

## (A) PROLOGUE

U.S.S. LAGARTO commissioned at Manitowish, Wisconsin, on 14 October 1944. Departed New Orleans 12 November 1944 for Panama. Training period 20 November - 5 December 1944, Captain John B. Jones, USN, Training Officer. Departed Balboa 9 December, arrived Pearl Harbor, 25 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 out position on pit log.
- Installation of TDC speed halving and range doubling adjustment.
- Installation of hydrogen elimination circuits in both torpedo rooms.
- Installation of whip antenna, two wing antennae and accompanying shear valves.
- Installation of AEM, VHF, SCR equipment.
- Installation of booster blower in hull ventilation supply (aft. battery).
- Accomplishment of Shipalt 38265A5 (design change in bow and stern plane hydraulic rams).
- Accomplishment of Shipalt S6299K-A (Modify roller supports in torpedo tube shutters).
- Accomplishment of Ordalt 2057 (Provide safety latch actuated by breech mechanism).
- Remove 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).

## (B) NARRATIVE

Officers attached as of 24 January 1945

Commander F.D. LAYTA	9 patrols
Lieutenant W.H. BENDENHALL	3 patrols
Lieutenant A.H. KEENEY	none
Lieutenant W.R. SHAW	3 patrols
Lieutenant R.T. RUBLE	none
Lieutenant L.G. IREY	none
Lieut.(jg) H.A. TODD Jr.	none
Ensign F.L. AUCHINCLOSS	none
Ensign A.G. BRIDGEMAN	9 patrols

Chief Petty Officers attached as of 24 January 1945

H.D. ANDREWS	CT (PA)	6 patrols
F.D. TURNER	CGM(T)	6 patrols
C. (n). ANKER	Chief M(PA)	6 patrols
F.L. BRITAIN	CGM(AA)(T)	7 patrols
J.R. JOHNSON	CGM(AA)	7 patrols
G.A. PRICE	Chief M(AA)(T)	7 patrols
R.B. SPADING	CPM(AA)	3 patrols

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24 January 1945

- 1330 W Underway for SAIPAN, in company with U.S.S. HADDOCK, escorted by PC486.  
Group commander, Commander E. J. LATA, in LAGARTO.
- 1800 X Released escort.

25 January

- 1200 X Latitude 20 - 56N; Longitude 161 - 50E.  
Conducting daily dives and drills, HADDOCK and LAGARTO acting as targets on alternate days.

26 January

- 1137 X Sighted U.S.S. DACE on parallel and opposite course.
- 1200 X Latitude 20 - 55N; Longitude 168 - 21E.

27 January

- 1200 X Latitude 20 - 56N; Longitude 173 - 47E.

29 January

- 1200 Y Latitude 20 - 45N; Longitude 179 - 25E.

30 January

- 1200 M Latitude 21 - 07N; Longitude 174 - 57E.

31 January

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

1 February

- 1200 L Latitude 20 - 13N; Longitude 165 - 18E.

2 February

- 1200 L Latitude 19 - 27N; Longitude 159 - 48E.

3 February

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

4 February

- 1045 K Held Divine Services.
- 1200 K Latitude 17 - 33N; Longitude 148 - 48E.
- 1435 K Exchanged recognition signals with a F6F, first plane sighted since leaving PEARL. 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 SAIPAN.
- 1331 K Hoored starboard side to USS ANGLER alongside USS FULTON, in TAMAPAG HARBOR, SAIPAN.
- 1345 K U.S.S. HADDOCK moored alongside.



130 K Automobile accident injured Comdr. J.P. ROACH, Lt.(jg) B. ROBTROM, Lt.(jg) P.C. TEACHEY, all from HADDOCK, and Lt. J.R. SHAW, Ens. A.G. BREWINGTON, from LAGARTO.  
Transferred Lt. Shaw's and Ens. Brewington's records and accounts to SubRon LIGHT.

## 7 February

1130 K Lieut. Robert J. Williams, US, USN, (5 war patrols) and Licut.(jg) Walter R. Phelps, US, USN (4 war patrols), reported on board for duty, having been flown up from GUAM.  
1500 K Received Commander Task Force Seventeen Operation Order Number 36-45. Comdr. W.H. BRUCKNER, USN, assumed command of U.S.S. HADDOCK.  
1706 K Underway for patrol area.  
1745 K Escorted by US 426, "LANTA'S LANCERS" formed column of LAGARTO, HADDOCK, SEMNET, took departure from SMITH, Commander F.D. LATTA, ComTaskGroup 17. 13 in LAGARTO.

## 8 February

0000 K Released escort, formed task group in line of bearing, increased speed to 17 knots.  
0223 K Decoded ComSubPac desp tch notifying us of the death of Lieut. Walter R. SHAW, U.S.N.  
0635 K Exchanged calls with U.S.S. TIGRIS (A 102).  
2000 K Latitude 16 - 18N; Longitude 142 - 23E.  
Informed pack we would be unable to conduct coordinated practice firing, since we are behind schedule. Increased speed to eighteen knots.

## 9 February

1200 I Latitude 20 - 55N; Longitude 137 - 47E.  
2547 I Number 2 main engine out of commission with 2 broken head bolts.

## 10 February

0235 I Number 2 main engine back in commission.  
1002 I HADDOCK reported sighting a periscope at 2000 yards to westward. HADDOCK turned away, other boats being to eastward were well clear. Contact unconfirmed by COB or C.O. Did not send contact report.  
1200 I Latitude 26 - 04N; Longitude 137 - 35E.

## 11 February

0800 I Entered assigned patrol area. Formed line of bearing, searching for picket boats.  
1200 I Latitude 30 - 16N; Longitude 139 - 10E.

## 12 February

1200 I Latitude 30 - 00N; Longitude 139 - 16E.  
1615 I Sighted four B-29's, contacted two of them by VHF and received dope on picket vessels.



- 2300 I HADDOCK made contact. Ordered SENNET and LAGARTO 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 wardroom. Ordered SENNET to westward, maintaining contact with LAGARTO by SJ. LAGARTO 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. LAGARTO guide, 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, LAGARTO to direct fire to larger or whichever one appeared to be offering most opposition.
- 0620 I Planned battle surface stations.
- 0632 I Opened fire. Japs began jabbering in high gear on 4475 XGS! Target nicely outlined against red eastern sky. Photographer in happy daze of "Oh boy, Oh boy!" See Gun Attack No. 1.
- 0700 I HADDOCK reported 148 rounds 5" expended, balance zero, and went alongside of riddled and burning hulk, staking it with 40mm. 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 "BETTY" crossing our stern, heading for HADDOCK. Dived. Heard several explosions. Stayed down for lunch.
- 1200 I Latitude 30 - 00N; Longitude 135 - 54E.
- 1258 I Surfaced.
- 1320 I Plane contact on SJ, 13,000 yards, closing fast, dived, SD contact on way down at 5 miles.
- 1835 I Surfaced.
- 1900 I Received contact report from HADDOCK.
- 1930 I Exchanged calls with SENNET by SJ, ordered SENNET and LAGARTO to close 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. Then within range of good SCR communication, outlined to both skipper a plan previously proposed by Comdr. Porter. Ordered HADDOCK with no 5" ammunition remaining, to remain in contact with targets while SENNET and LAGARTO opened contact and as before. SENNET and LAGARTO to attack at dawn with unfire 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 5600, 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.



- 1700 I At 4100 yards, all 5" ammunition expended from both SEMNET and LAGARTO, no full bodied torpedo explosion as had been expected. Broke off attack and retired to southward. SEMNET 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 HADDOCK who wanted to know "what happened". Regretfully told him "no torpedo hits". She had fired one torpedo.
- 0800 I Detached SEMNET to proceed to assigned patrol area.
- 1200 I Latitude 30 - 18N; Longitude 135 - 42E.
- 1515 I Ordered HADDOCK to proceed to patrol area WHEAT until 21st while we patrol ROASTER, then to shift areas. LAGARTO remaining in this area to transmit tonight.
- 2200 I Cleared ComFaskGroup 17.13 despatch 140615 to ComSubPac.

## 15 February

- 10 I Entered area ROAST B.
- 1200 I Latitude 30 - 42N; Longitude 131 - 45E.
- 1655 I Converted number 4 P.P.T. to H.P.T.

## 16 February

- 0530 I ECI out of commission.
- 1200 I Latitude 30 - 30N; Longitude 131 - 01E.
- 1655 I Sighted O SHIA light.
- 2204 I Completed transmission of LAGARTO ONE to ComSubPac/Comd.

## 17 February

- 0714 I Immediately on surfacing from morning trim dive, sighted Jap BETTY on port beam, opposite and parallel course. Dived.
- 0904 I Surfaced.
- 1200 I Latitude 31 - 57N; Longitude 131 - 50E.
- 1453 I SD contact at 13 miles, closing, at 10 miles, dived.
- 158 I Surfaced.
- 1700 I ECI back in commission, thanks to communications officer and chief radio-man. Caught up on all serials during night.
- 1815 I Decoded HADDOCK weather report and data on lack of contacts in her area.

## 18 February

- 1200 I Latitude 32 - 07N; Longitude 130 - 57E.
- 1530 I O.O.D. sighted possible periscope. Turned away at high speed, not sighted by any other bridge personnel or C.O.

## 19 February

- 1040 I Lookout sighted Jap BETTY, 8 miles, dived.
- 1103 I Surfaced.
- 1200 I Latitude 31 - 43N; Longitude 132 - 56E.

## 20 February

- 1115 I Lookout sighted Jap BETTY, 10 miles, dived.
- 1200 I Latitude 32 - 21N; Longitude 133 - 40E.
- 1254 I Surfaced.
- 1353 I SD contact, 4 miles, dived.
- 1422 I Surfaced.

1915 I Began transmission of LACARTO F O to ComSubPacAdComd. See Paragraph (L).  
 2010 I No. 1 main engine out of commission to renew liner.  
 2150 I Completed transmission.

21 February

0524 I No. 1 main engine back in commission.  
 0836 I AFR signal in enemy plane wave band (our first such indication) cut in SD, contact at 40 miles, dived.  
 0940 I Surfaced.  
 1200 I Latitude 31 - 07N; Longitude 131 - 57E.  
 2121 I Entered area KWALEH.

22 February

0631 I Dived for submerged patrol off MI SAKI.  
 1200 I Latitude 32 - 52N; Longitude 131 - 56E.  
 1834 I Surfaced.

23 February

0625 I Dived for submerged patrol off FULI SHEA.  
 0900 I No. 1 main engine out of commission to renew liner.  
 1200 I Latitude 32 - 34N; Longitude 132 - 20E.  
 1804 I Surfaced.  
 1914 I Began transmission of LACARTO F O to ComSubPacAdComd.  
 2035 I No. 1 main engine back in commission.  
 2110 I Completed transmission.

24 February

0619 I Dived to conduct submerged patrol off OKINO SHEA.  
 1000 I Photographed OKINO SHEA.  
 1050 I JP contact and sighted tops of ship, range 5000 yards.  
 1058 I Identified ship as Japanese RO 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 SHEA.  
 1128 I Heavy underwater explosion like collapsed hull.  
 1150 I All clear by periscope.  
 1200 I Latitude 32 - 38N; Longitude 132 - 35E.  
 1346 I Sighted 7 planes, similar to KATE, 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 MADDOCK is not paying for our attack.  
 1904 I Surfaced.



25 February

- 0627 I Dived for submerged patrol off VAN BENTEN STRAIT. Seas very heavy, depth control difficult. Sounding B - 10 degrees to 60 feet between observations.
- 1045 I Conducted diving operations.
- 1200 I Latitude 30 - 52N; Longitude 131 - 19E.
- 1834 I Surfaced in very heavy seas.

26 February

- 0612 I Dived for submerged patrol off BUENOS AIRES.
- 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 torpedoes expenditure. Pickets were in column, tracking at 12 knots.
- 1310 I Latitude 31 - 40N; Longitude 132 - 35E.
- 1315 I Sighted two more picket vessels, on same course, trailing other four. Photographed nearest one (2000 yards).
- 1334 I Nothing following these leads, returned from battle stations.
- 1615 I JP reports usual twilight ringing and screws, nothing sighted.
- 1839 I Surfaced.
- 1958 I Began transmission of LAGAYO LOG to ComSubFleetCom.
- 2100 I Completed transmission.

27 February

- 0620 I Dived for submerged patrol off BUENOS AIRES.
- 1200 I Latitude 32 - 33N; Longitude 132 - 17E. 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.
- 1304 I Surfaced.
- 1650 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.
- 2039 I O.O.D. sighted an object showing a distinct wake, which he described as similar to the conning tower of a midget submarine. Range estimate varied from 500 to 1200 yards, bearing on starboard bow. Turned toward and increased speed to flank. Nothing further seen or heard. We had been zigzagging by Ann's Clock in brilliant moonlight and fairly calm sea with only occasional white-caps. O.O.D. did not sight object.
- 2111 I APR contact, 155 mgs. - and so on through the night!

28 February

- 0615 I Dived for submerged patrol off BUENOS AIRES.
- 1055 I Heard distant explosion.
- 1200 I Latitude 32 - 36N; Longitude 132 - 23E.



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1833 I Surfaced.  
 1853 I APR contact, SD contact at 11 miles, dived.  
 1907 I Surfaced.  
 2025 I Lookouts and O.C.B. sighted periscope 320 Rel., 500 yards, turned toward at high speed. Not sighted by C.O.  
 2200 I Entered area ROASTER.

## 1 March

1030 I SD contact at 11 miles, faded at 16 miles.  
 1200 I Latitude 32 - 05N; Longitude 133 - 24E.  
 1645 I Lookout sighted 2-engine bomber at 4 miles, dived.  
 1740 I Surfaced.  
 1950 I Began transmission LAGARTO FIVE to ComSubPacAdComd.  
 2025 I Completed transmission.  
 2209 I APR contact, SD contact at 10 miles closing to 8, dived.  
 2317 I Surfaced.

## 2 March

0410 I APR contact, SD contact at 3 miles, dived.  
 0519 I Surfaced.  
 0605 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

0618 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 LAGARTO SIX to ComSubPacAdComd.  
 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. Sank mine with .50 Cal.

## 6 March

1200 I Latitude 31 - 33N; Longitude 132 - 14E.  
 1234 I Dived in very heavy seas to water batteries.  
 1643 I Surfaced.



7 March

- 1200 I Latitude 31 - 35N; Longitude 132 - 56E.  
 1518 I Sighted small red balloon on surface, punctured it with carbine fire.  
 1940 I Began transmission of LAGARTO SEVEN to ComSubPacAdComd.  
 2012 I Completed transmission.  
 2110 I Interference on SJ.  
 2325 I SJ contact, 317<sup>00</sup>T., 7900 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.

8 March

- 00 I Repeated challenge, no repl.  
 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 HEARTH.  
 0607 I Dived for submerged patrol off BUNGO SUIDO.  
 1200 I Latitude 32 - 38N; Longitude 132 - 26E.  
 1900 I Surfaced.

9 March

- 503 I Dived for submerged patrol off BUNGO SUIDO.  
 0959 I Sighted one "RUFLE" at 4 miles.  
 1200 I Latitude 32 - 36N; Longitude 132 - 32E.  
 1856 I Surfaced.  
 2115 I Decoded CTF 17 Despatch 082332.  
 2120 I APE contact at 155 with appearance of ship-borne rad.r. Swung ship in an attempt to determine signal and bearing. No results.  
 2130 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 - 39N; Longitude 132 - 30E.  
 1900 I Surfaced.  
 2150 I Began transmitting LAGARTO EIGHT to ComSubPacAdComd.  
 2219 I Completed transmission.

11 March

- 0604 I Dived for submerged patrol off BUNGO SUIDO.  
 1200 I Latitude 32 - 39N; Longitude 132 - 34E.  
 1858 I Surfaced.

12 March

- 0608 I Dived for submerged patrol off BUNGO SUIDO.  
 1200 I Latitude 32 - 39N; Longitude 132 - 17E.  
 1857 I Surfaced.



- 1932 I Sighted several flares bearing 330 T. These were in the direction of a seaplane base about twenty miles inside BUENO VUIDO. At about same time, APT had new contact in JAF fire control band. It is suggested that the flares were used for AA tracking. Flares burst in groups of four to seven and settled very slowly.
- 2210 I Decoded CTF 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 SS performance has never compared favorably with hers. This was very apparent during trip from PEARL to SAIPAN.
- 0612 I Dived for submerged patrol off WA BIEAN STRAITS.
- 0713 I Sighted about 30 small, single-masted, marconi rigged sail boats. They to 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.
- 0732 I
- 1200 I Latitude 31 - 27N; Longitude 131 - 28E
- 1854 I Surfaced.
- 2006 I Began transmission of LAGARTO RT I to ComSubFacAdComd and ComSubFac.
- 2030 I Departed patrol area, enroute SAIPAN for refit.
- 2120 I Completed transmission.
- 2240 I Decoded CTF 17 despatch 130621.
- 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 189, speed 12, bearing 140 T. HADDOCK has four engines to our three. Persuaded her to make end around and when in favorable position to attack. Tracked enemy all morning, gradually improving bearing. Identified her as I-class submarine. HADDOCK's four engines are not sufficient to overtake us making full on three. Looks like we may be able to get first attack. Bearing 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 ahead again.
- 1235 I HADDOCK reported she was beginning attack. Wished her luck and told Comdr. Brockman we would continue tracking. I planned to continue to pull ahead and if enemy neither sank 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 HADDOCK. She reported contact lost 45 minutes after diving, believe Hip sub had dived or made radical change of course. Formed scouting line on easterly course toward assumed enemy track (distant 15 miles), then O.O. for one hour (reverse of enemy base course), then retired along enemy base course.
- 1540 I Began transmission LAGUNO TTT to ComSubPac.
- 1847 I HADDOCK suddenly enveloped herself in a huge brown smoke screen and turned away. She reported 97 contact at 11,000 yards. She paralleled her course, own radar screen blissfully clean of any contacts save HADDOCK.
- 1855 I HADDOCK reported contact was friendly, and call that of SIKUNDO. I doubt identity. SIKUNDO should be off HAWAII COAST. May be ROMQUIL, as there are only two digits difference in their calls.
- 1931 I After final talk with Comdr. Brockman and mutual well-wishing, took departure and set course for previously assigned route to SUBIC BAY.
- 2015 I Began transmission LAGUNO JLFM to ComSubPac and ComSubPac.
- 2105 I Completed transmission.

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 engineers' force, even if the engine can't take it.
- 1200 I Latitude 26 - 43N; Longitude 130 - 26E.
- 1540 I C.O.D. sighted torpedo wake close ahead on large track; turned away to parallel. Not sighted by C.O.

16 March

- 1200 H Latitude 22 - 15N; Longitude 125 - 31E.

17 March

- 0330 H Passed MAUI ISLAND about to port, distance 8 miles, cleared EASTI CHANAL.
- 1200 H Latitude 21 - 00N; Longitude 119 - 36E.
- 1733 H Sighted U.S. Navy PCE on northeasterly course, distant about 12 miles.
- 2230 H Number 2 main engine out of commission with two broken head studs.

18 March

- 0611 H Number 2 main engine back in commission.
- 1200 H Latitude 18 - 43N; Longitude 113 - 20E.
- 1205 H Began transmission LAGUNO OMT to OMT 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.

19 March

- 1200 H Latitude 14 - 57N; Longitude 115 - 14E.



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20 March

- 0500 H Joined escort, U.S.S. INTRO (DE1422).  
1100 I Anchored for sound test, FIVE S.V.  
1300 I Alongside U.S.S. FIDORE (AE16) 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 BUNGO SUICHO 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 KUPUSUICHO is marked and conforms to the information recorded in previous patrol reports. The set varied from 000° off the S. coast of KYUSU to 070° off ASHIZURI SAKI. Close to the BUNGO SUICHO the currents were tidal and generally unpredictable.

## (E) NAVIGATIONAL AIDS.

O KIDA SHIMA, MOCOSHIKI, and SHIYAKOURA SHIMA lights were sighted with altered characteristics and not continually burning. The SJ radar and fathometer are invaluable in this area.

## (F) SHIP CONTACTS.

No.	Time Date	Lat. Long.	Type(s)	Initial Range(yds)	Est. course Speed	How Con- tacted	Remarks
1	2300 I 12 Feb.	30-16 136-21	(2) Picket Vessels	13000	- 0	NR	Contact made initially by HADDOCK
2	2249 I 13 Feb.	30-21 134-44	(2) Picket Vessels	12000	- 0	NR	do
3	1050 I 24 Feb.	32-40 132-33	SS	5000	265 6	DA DP	PO class SS
4	1140 I 26 Feb.	32-40 132-35	(4) Picket Vessels	7400	275 12	DF	Did not attack
	1215 I 26 Feb.	32-40 132-35	(2) Picket Vessels	5500	275 12	DA	Did not attack
5	0648 I 14 Mar.	31-38 133-42	SS	16000	165 12	DS	I-121 Class

## Key to how contacted:

DS Day, on surface  
NR Night, on surface  
DR Day, radar

FR Night, radar  
DP Day, submerged  
IF Night, submerged

DA Day, sound  
NA Night, sound



CONFIDENTIAL

(H) ATTACK DATA.

U. S. LAGARTO

GUN ATTACK NO. 1

PATROL NO. 1

TIME: 0632

DATE 13 February 1945

LAT. 30 - 16N

LONG. 136 - 21E.

TARGET DATA - DAMAGE INFLECTED

SUNK: Two trawler type Radar Picket vessels similar to those pictured in ONI 208-J.  
Tonnage about 300 tons. (20)

DAMAGE DETERMINED BY: Witnessed sinkings.

DETAILS OF ACTION

At 0632 LAGARTO opened fire with #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. HADDOCK concentrated on right hand (southerly vessel), SEMMET and 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 SEMMET who was rapidly being blenched out of position by LAGARTO, swung left in full circle and fell in astern of LAGARTO. HADDOCK dealing successfully with southern ship, smoke cleared away from northern vessel showing her still underway. LAGARTO and SEMMET 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. SEMMET went alongside to see if anything worth salvaging was left. Apparently it was too hot, SEMMET pulled clear and was directed to sink target. Meanwhile HADDOCK had gone alongside the other picket vessel, sinking it with 40mm. Northerly vessel sank at 0739.

LAGARTO expended 169 rounds of 5"/25; balance - 43. One mis-fire, fired on second attempt.

SEMMET expended \_\_\_\_\_ rounds of 5"/25; balance - 41.

HADDOCK 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

(U) ACTION DATA.

A.S.S. LAG-100

SHIP TRACK NO. 2

TRACK NO. 1

TID: 0647

DATE 14 FEBRUARY 1945

IAT. 31 - 21

IP C. 134 - 44

BASE DATA - 11 111111

DAI OBS: Two trawler type radar target vessels similar to those pictured in DAI 208-J. Tonnage about 300 tons. (13)

DAMAGED DETERMINED BY: Witnessed hits.

#### DETAILS OF ACTION

At 0647 LAG-100 opened fire with No. 1 gun while still in line of bearing. Opening range 5600. Executed angles of 11 60 degrees. 5357 and LAG-100 began firing both 5" guns. Both submarines immediately reduced 18 knots speed for obvious reason. Sea conditions less favorable than yesterday, seas washing over both gun crews. Both targets were hit repeatedly by 40mm. or two or three times by five inch. Return fire was heavier, more accurate than yesterday's.

At 0700 with all 5" speeded, pull clear to southward. 5357 reported all 5" expended, numerous holes in superstructure, one man wounded by shrapnel.

CONFIDENTIAL

(1) ATTACHE DATA.

U. S. S. LEGATTO

TORPEDO ATTACK No. ONE

ATTACH NO. ONE

TD #: 1113 I D IS 24 February 1964

Lat. 32 - 48N

Long. 108 - 50W

Description One unidentified RO class submarine, similar to 1009 shown on page 6 of ORI 2007, contacted by visual periscope at 500 yards. Visible periscope, conning tower, forward antenna was raised, hull was covered in dark green camouflage paint, which with red design, possibly Japanese insignia.

Ships Sunk: ONE RO Class submarine, 555 tons. (10)

Damage Determined

by Torpedoes tracked to target with one timed hit, following which target screws stopped. Slight explosion later heavy underwater noise like hull collapsed.

Target Draft - 12 feet; course 257; speed 0; range 2800 (200 at firing)

#### OWN SHIP DATA

Speed 2.5; course 265; depth 67 feet; angle  $\frac{1}{2}^{\circ}D - 2^{\circ}D$  (at firing).

#### FIRE CONTROL AND TORPEDO DATA

Time of torpedo run indicated as torpedo run of 3400 yards or 60 yards greater than shown on T.D.C. This is likely possible since the structure of the periscope ranges and hull structure of the submarine are such that it is not to delay firing until the submarine is 2000 yards from the target at which it might have been detected by visual search. The second torpedo angle was 1.5 degrees to have been 0.5 degrees. The first torpedo was 1.5 degrees. It is assumed that the first torpedo was fired at 0.5 degrees. The second torpedo was fired directly at the target. The first torpedo was fired one minute and ten seconds after the first sighting. The second torpedo was fired five seconds, the second torpedo was considered to have been hit. The third torpedo was fired directly at the target after third sight, I checked fire immediately, began to get the submarine on the surface getting farther away and fired number four on separate sighting.



## CONFIDENTIAL

## (H) ATTACK DATA

Tubes Fired	3	4	5	6
Track Angle	102P	103P	103P	104P
Gyro Angle	069 $\frac{1}{2}$	071	071 $\frac{1}{2}$	070 $\frac{1}{2}$
Depth Set	6	6	6	6
Power	27.5	27.5	27.5	27.5
Hit or Miss	Miss	Miss (hit island)	Hit	Miss
Erratic	No	No	No	No
Mk Torpedo	18-2	18-1	18-2	18-2
Serial No.	57871	55581	57741	57364
Mk Exploder	8-7	8-5	8-7	8-7
Serial No.	10682	9937	11035	10848
Actuation Set	Contact	Contact	Contact	Contact
Actuation Actual	---	Contact	Contact	---
Mk Warhead	18-2	18-2	18-2	18-2
Serial No.	2928	3350	3948	2974
Explosive	TPX	TPX	TPX	TPX
Firing interval	--	10 sec.	10 sec.	25 sec.
Type Spread	1/2 L.	1/2 R.	1 R.	1 L.
Sea Condition	State 2	State 2	State 2	State 2
Overhaul Activity	USS PROTEUS	--	--	--
Torpedo Run, TDC			3600	
Time of Run			4 min - 35sec	
Temp. Electrolyte	72°F	72°F	72°F	72°F
Correction for Depth	1.1 knots	1.1	1.1	1.1

## (G) AIR OR PT 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 APN, and LAGARTO dived to avoid detection when SR range closed to 10 miles or less. A large number of the daylight contacts were made initially by lookouts. Only four contacts were seen while surfaced. No bombs were dropped by any enemy aircraft. The first night contact followed within 1 1/2 hours of radio transmission by LAGARTO. The second contact, to same effect, was six hours later. At no time did LAGARTO dive on APN contact only, regardless of saturation strength of signal.

## (H) ATTACK DATA.

See Gun Attack and Torpedo Attack Forms.

## (I) MINES.

None.

## (J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS.

All periscopes and the midget submarine sighting are not considered as positive contacts and not so listed in paragraph (F). However, the potential presence of these vessels was always pointed out to O.C.B. With adequate shore radar, plus the fact that the HADDOCK and LAGARTO 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 AREA Course clock is the greatest single protection our submarines can have against a Nip midget. However 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.

## (K) MAJOR DEFECTS AND DAMAGE.

Hull and Machinery.

Since accomplishment of Shipalt 3326515 the bow planes do not stay in their normal "rigged in" position. Heavy seas have caused them to shift from 15° to 0°. Some positive method of securing the planes in the rigged in position should be developed and installed. Apparently the leather cups installed in the above alteration are not sufficiently tight to hold the hydraulic pressure.

The starboard shaft has a pronounced squeal at speeds above eight turns. Both shafts have been re-packed twice almost completely.

The usual trouble with broken head studs was experienced. A total of six studs required replacement.

Two liners were replaced in number 1 main engine, one of which ran for only 12 hours before again requiring replacement. Remaining spare liners show "tear drop" markings on inner surface. It is believed these 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, and an additional 50 since commissioning. Some of the new spares were found to be defective when unwrapped. This suggests improper inspection methods at supply points. Eighty bearings is exactly two times our allowance!

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



-----  
(K) MAJOR DEFECTS AND DAMAGE.

## 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 SAITAN by JUIPO 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: WPM, NPG, WPC, WEA, WLL, WGM, and WIF.

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 Skeds improved when 9090 Kcs. commenced being keyed only from Guam. At all times, 9050 Kcs. was readable between 1900z and 2100z when other frequencies were not. Both frequencies intermittently appear to have transmitter keying trouble, which results in a mushy signal.

## (M) RADAR.

## BJ-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 "keep alive" 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.



## (G) DENSITY LAYERS

Date	Latitude	Longitude	Comment
0510 GCT 11 Feb. 1945	22 - 40N	159 - 30E	Isothermal to 460'
0500 GCT 16 Feb. 1945	31 - 50N	131 - 45E	Isothermal to 180'
0300 GCT 18 Feb. 1945	37 - 30N	133 - 47E	Isothermal to 140'
0300 GCT 19 Feb. 1945	31 - 50N	133 - 11E	Isothermal to 460'
0500 GCT 8 Mar. 1945	32 - 33N	132 - 45E	Isothermal to 200'
			3 $\frac{1}{2}$ ° negative gradient between 200' and 360'.

Isothermal conditions existed to all depths of submergence throughout the patrol except during the dive on 8 March 1945, when a 3 $\frac{1}{2}$ ° negative gradient was found to exist between 200 feet and 360 feet.

## (F) HEALTH AND HABITABILITY.

The health of the crew was unusually good. Only one man became lost through sickness, this was the Chief Pharmacist rate from attack of gastroenteritis.

The food furnished was good and well prepared on board.

The boat was comfortable in both the tropics and the Empire area, surfaced and submerged.

## (E) 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 at end of patrol .....	62
(e) Number of unqualified men making their first patrol .....	15

The state of training of the personnel reporting to the LAGARIC 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 Manitowoc, 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 war 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 Manitowoc happily fitting out another new submarine. He was transferred in Panama with a venereal disease. The other four were temperamentally disqualified on detachment, and it is hoped they will not cause another submarine skipper to wonder what he has been given to take to sea.



CONFIDENTIAL

U.S.S. LAGARTO - Report of War Patrol Number ONE

(R) MILES STOWED - FUEL USED.

Pearl to area ..... 5117 miles ..... 74400 gals.  
 In area ..... 6437 miles ..... 53225 gals.  
 Area to Base ..... miles ..... gals.

(S) DURATION.

Days enroute Pearl to Area ..... 18  
 Days in area ..... 32  
 Days enroute area to base ..... 5  
 Days submerged ..... 7

(T) FACTORS OF ENDURANCE REMAINING.

Torpedoes Number	Fuel Gals.	Provisions days	Personnel Factor days
18 - Mk 18			
3 - Mk 27		20	

(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 Kilocycle 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.

DATE TIME	LOCATION OF SHIP	FREQ. MC	PRF cps	P.P. us	PULSE HEIGHT*	REMARKS
21-45	131-44E	147	1000	6	1"	Jap Airborne
0830	30-45N					
2-23-45	132-10E	147	1000	8	1"	Jap Airborne
0700	31-40N					
2-26-45	132-10E	152	800		Weak	Irregular
0230	31-18N					
2-27-45	132-14E	97				Harmonic from 155MC
1850	32-33N					
2-27-45	132-14E	155	450	10	1"	Shore Based - Sweeping
1855	32-33N					2 RPM.
2-27-45	132-13E	154	800	12	3/4"	
1930	32-18N					
2-27-45	132-08E	75				Noise
2300	31-47N					
2-28-45	132-00E	153	450	8	Very Weak	
0005	31-34N					
2-28-45	132-00E	160	400	8	1"	Sweeping at about 1 RPM.
0045	31-31					
2-28-45	132-00	155	450	10	1"	Sweeping - 2 RPM.
0300	31-58					
2-28-45	132-01	97				Very Weak Interference
0420	32-14					

\* Pulse height of 1 inch is a saturation pip.



CONFIDENTIAL

## U.S.S. LAGARTO - Report of Air Patrol Number ONE

DATE TIME	LOCATION OF SHIP	FREQ. MC	PRF cps	P. I. No	PULSE HEIGHT	REMARKS
2-28-45 0520	132-02 32-30	153	1200	5	1"	
2-28-45 1835	132-32 32-29	156	1200	6	1"	Sweeping irregular
2-28-45 1845	132-32 32-29	153	1200	5	1"	Airborne SD contact 4 miles.
2-28-45 2000	132-41 32-19	87	750	12	1"	Sweeping - 1 RPM.
3-1-45 1230	133-15 32-03	154	900	7	4"	
3-1-45 1310	133-05 31-52	280				Random Noise
3-1-45 2025	134-26 31-35	158	490	15	3/4"	Sweeping slowly as hand training - once each 2 - 3 minutes.
3-1-45 2210	135-40 31-13	150	900	8	1"	Airborne, SD contact 8 miles.
3-1-45 2230	132-45 31-20	154	900	7	1"	Airborne
3-2-45 0400	133-18 31-49	153	900	7	1"	Airborne - SD contact at 4 miles.
3-2-45 0515	133-30 32-01	153	900	7	1"	Airborne - SD contact 14 miles.
3-2-45 1345	133-06 32-16	156	500	12	1"	-----
3-2-45 1400	133-06 32-15	80	450	-	-	Random Noise
3-2-45 1405	135-06 32-15	97	750	25	1"	
3-2-45 2305	132-10 31-20	310	1400	-	-	SJ Interference
3-4-45 0315	131-44 30-48	305	1400	-	-	SJ Interference
3-4-45 0435	131-39 30-42	152	850	5	1/2"	Aircraft - Did not close
3-5-45 0025	132-49 31-28	155	450	7	1/2"	Sweeping slowly
3-5-45 0400	133-09 32-06	97	750	25	3/4"	
3-5-45 0415	133-16 32-16	73	450	40	1/2"	Steady
3-5-45 0605	133-24 32-36	158	1000	6	1"	
3-5-45 1145	133-09 32-04	154	500	35	1/2"	
3-6-45 0100	131-30 30-34	157	400	10	1"	Sweeping at 1 RPM
3-6-45 0545	132-42 30-43	150	450	7	5/4"	



CONFIDENTIAL

## U.S.S. LAGATC - Report of War Patrol Number ONE

RE TIME	LOCATION OF SHEEP	FREQ. KC	PRF SPR	P. T. us	PULSE HEIGHT	REMARKS
3-6-45 1810	133-10 31-50	157	500	8	3/4"	
3-7-45 1940	133-07 31-47	155	500	10	1"	
3-7-45 -- --	132-09 32-17	208	800	12	1"	
3-8-45 1900	132-34 32-33	156	450	10	1"	
3-8-45 1900	132-34 32-33	97	750	20	1"	
3-8-45 1900	132-34 32-33	157	450	5	1"	
3-8-45 1900	132-34 32-33	157	900	12-20	1"	
3-8-45 -- --	132-36 31-49	160	100			Random Noise
3-9-45 -- --	132-20 32-11	74	400	40	1/2"	
3-9-45 1900	132-39 32-33	157	450	10	1"	
3-9-45 1900	132-39 32-33	97	800	20	1"	
3-9-45 105	130-25 32-18	157	850	12	1"	
3-9-45 -- --	130-28 32-18	74	400	50	1"	
3-10-45	132-15 32-26	154	450	8	1"	
3-11-45 1930	132-36 32-32	199	900			Very weak
3-11-45 1935	132-37 32-32	152	500	9	1"	
3-11-45 1950	132-36 32-31	157	450	10	1"	
3-11-45 2020	132-35 32-30	97	750	30	1/2"	
3-11-45 2020	132-35 32-30	74	750	6	1/2"	
3-12-45 -- --	132-45 32-13	155	450	6	1/2"	
3-12-45 -- --	132-48 32-18	152	450	12	1/2"	
3-12-45 1900	132-31 32-33	152	500	7	1"	Sweeping slowly
3-12-45 1900	132-31 32-33	210	900	12	1"	Sweeping slowly
3-12-45 1900	132-31 32-33	97	500	35	3/4"	



CONFIDENTIAL

## U.S.S. LAGARIC - Report of Air Patrol Number ONE

DATE TIME	LOCATION OF SHIP	TYPE ID	PRP c/s	P. I. us	PULSE HEIGHT	Remarks
3-12-45 1900	132-31 32-33	155	500	12	3/4"	
3-12-45 1900	132-31 32-33	91	600	10	3/4"	
3-13-45 0110	132-41 31-42	160	400	10	2"	
3-13-45	132-01 31-41	138	450	8	2"	Sweeping slowly
3-14-45	134-00 29-50	155	500	8	1/8"	Very leak
3-15-45	130-42 27-08	157				leak interference
3-16-45	131-39 27-05	158	500	12	2"	
3-17-45 1200	119-45 20-44	172	3000	12	3/4"	sweeping
3-17-45	119-45 20-44	164	500	10	3/4"	sweeping
3-17-45	119-45 20-44	162	250	7	3/4"	sweeping

(V) REMARKS.  
None.



CONFIDENTIAL

## U.S.S. LAGARTO - Report on Air Patrol Number 010

DATE TIME	LOCATION OF SHIP	FREQ.	FTW	P. .	PULSE HEIGHT	Remarks
3-12-45 1900	132-31 32-33	155	500	12	3/4"	
3-12-45 1900	132-31 37-33	91	600	10	3/4"	
3-13-45 0110	132-41 31-42	160	400	10	1/2"	
3-13-45	132-01 31-41	138	450	8	1/2"	Sweeping slowly
3-14-45	134-00 29-50	155	500	8	1/2"	Very leak
3-15-45	130-42 27-08	157				Leak Interference
3-16-45	131-39 27-05	158	500	12	1/2"	
3-17-45 1200	119-45 20-44	172	3000	12	3/4"	Sweeping
3-17-45	119-45 20-44	164	500	10	3/4"	Sweeping
3-17-45	119-45 20-44	162	250	7	3/4"	Sweeping

(V) REMARKS.

None.

Serial 0651C-O-N-F-I-D-E-N-T-I-A-L

13 April 1945.

SECOND ENDORSEMENT to:

USS LAGARTO Conf. Ltr. A16  
Serial 017 dated 20 March,  
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. 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 NANSEI SHOTO. From 7 to 14 February, Commander LATTA was OTC of a coordinated Group composed of HADDOCK (Comdr. W. H. BROCKMAN, U.S.N.) and SENNET (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 SOF 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 SENNET. The following damage upon the enemy is assessed:



Serial 0651C-O-N-F-I-D-E-N-T-I-A-L

13 April 1945.

SECOND ENDORSEMENT to:  
 USS LAGARTO Conf. Ltr. A16  
 Serial 017 dated 20 March,  
 1945. Report of First War  
 Patrol.

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

-----

S-U-N-K

2 - Picket Boats (Trawler Type 300 Tons each - EC)* (Shared with HADDOCK and SENNET)	200 Tons
1 - Submarine (RO Class - EC)	<u>700 Tons</u>
Total	900

D-A-M-A-G-E-D

2 - Picket Boats (Trawler Type 300 Tons each - EC)* (Shared with SENNET)	<u>300 Tons</u>
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.

Serial 0651C-O-N-F-I-D-E-N-T-I-A-L

13 April 1945.

SECOND ENDORSEMENT to  
 USS LAGARTO Com. 1st. A16  
 Serial 017 dated 20 March,  
 1945. Report of First War  
 Patrol.

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

DISTRIBUTION:

Cominch	(3)	Direct	ComSubRon-22	(2)
Vice Opnav	(2)	Direct	ComSubRon-36	(2)
Vice Opnav Op-23c	(1)		ComSubRon-30	(2)
Com1stFlt	(1)		DivComsSubRon-22	(1 ea)
Com2ndFlt	(1)		DivComsSubRon-24	(1 ea)
Com7thFlt	(2)		DivComsSubRon-30	(1 ea)
ComSub1stFlt	(30)		S/M School, N L. Conn.	(2)
ComSubs2ndFlt	(4)		Comdt: NYD, Puget Sound	(1)
CTF-71	(7)		Subd. Mare Island	(2)
CTG-71.5	(2)		S/Ms 7thFlt	(1)
CTG-71.8	(2)			

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

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



SUBMARINE SQUADRON TWENTY-TWO

FC5-22/A16-3

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

Serial: 036

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

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.

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

1. The first patrol of LAGARTO covered a period of 5 1/2 days, 31 of which were in Empire Waters. The patrol was commenced from Pearl Harbor and was terminated in Subic Bay, Philippine Islands. The Commanding Officer, Commander F. D. LATTA, also acted as Commander Task Group 17.13 (Latta's Lancers) a coordinated 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's) 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 L-121 class. A futile end around lasting 6 hours was conducted, hampered 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

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

FIRST ENDORSEMENT to

U.S.S. LAGARTO (SS371) -  
Report of First War Patrol

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

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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.



SS371/A16

U.S.S. LAGARTO (SS371)

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

Serial ( 017 )

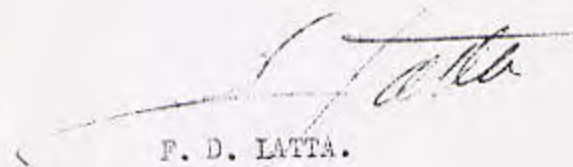
C-O-N-F-I-D-E-N-T-I-A-L

From: The Commanding Officer, U.S.S. LAGARTO (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.

Subject: U.S.S. LAGARTO - Report of War Patrol Number ONE.

Enclosure: (A) Subject report.  
(B) Track Chart (ComSubSow estRaç. only).

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



P. D. LATTA.