

# START OF REEL

JOB NO. E108  
AR 283-77



OPERATOR Brooke

DATE 9-6-77

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THE UNITED STATES  
GOVERNMENT**



**MICROFILMED BY  
NPPSO-NAVAL DISTRICT WASHINGTON  
MICROFILM SECTION**

CAPITAINE (SS-336)

WW II PATROL FILE

ALL MATERIAL ON THIS REEL IS DECLASSIFIED

FOR SHIPS LOGS JANUARY-DECEMBER 1945 CONSULT  
NATIONAL ARCHIVES WHICH HAS CUSTODY.

J.A. KOONTZ

HISTORY OF U.S.S. CAPITANE (SS 336)

PRE-COMMISSIONING AND COMMISSIONING DATA

- (a) Construction started on 2 December 1943 at Electric Boat Company, Groton, Connecticut.
- (b) Launched 1 October 1944
- (c) Sponsored by Mrs. Julia Rondonanski.
- (d) Commissioned on 26 January 1945 at Submarine Base, New London, Connecticut.
- (e) Commanding Officer on commissioning - Lieutenant Commander E. S. Friedrich.

PRE-WAR PERIOD

Reported for duty with Commander Submarines Atlantic Fleet on 26 January 1945.

Training operations were conducted in the New London area from 5 February to 6 March 1945. Departed from New London on 7 March, and arrived San Juan, Puerto Rico on 13 March. Departed San Juan the same day and arrived Canal Zone on 17 March. Training operations were conducted in the Balboa area from 18 March to 24 March. Departed Canal Zone and reported for duty with Commander Submarines Pacific Fleet on 29 March. Arrived Pearl Harbor on 15 April 1945. Voyage repairs completed 29 April, commenced new construction training period. Completed training on 5 May, and departed Pearl on first war patrol on 6 May 1945.

WAR NARRATIVE

Departed Pearl Harbor on 6 May 1945 after voyage repairs and training period, and arrived at Saipan 18 May 1945 for refueling. Departed Saipan on 20 May 1945 for patrol area. Reported to Commander Task Force 71 for duty. Arrived patrol area off Indo China Coast, 60 miles north of Saigon on 28 May 1945. Lieutenant Commander E. S. Friedrich, USN, commanding.

On 16 June 1945 recovered five Japanese survivors on a raft, from a torpedoed Japanese merchant ship. Arrived Subic Bay, Luzon for refueling on 19 June.

Departed Subic Bay 20 June 1945 for patrol area in Java Sea. Arrived area on 27 June 1945 patrolling south of Borneo. Conducted night gun attack in company with U.S.S. BAYA, on convoy of five small Japanese ships on 30 June 1945. Attempted torpedo attack submerged at daylight 30 June, but targets had too shallow draft and escort contacted CAPITANE and received one depth charge-employed evasive tactics. Sunk by gunfire small, abandoned, Japanese ship, an SCS-1 subchaser, which was damaged in previous night gun attack. Tonnage 100.

Departed patrol area on 8 July 1945 after spending thirty-one (31) days on station, and proceeded to Fremantle, W. Australia. Arrived Fremantle on 13 July 1945. Length of patrol, sixty-two (62) days.



Refit was completed by Submarine Division 302 on 27 July 1945. Conducted training period from 28 July to 6 August 1945 in Fremantle area. Departed Fremantle for patrol area on 7 August 1945, Lieutenant Commander E. S. Friedrich, USN, commanding. Arrived patrol area on 12 August 1945. On 15 August 1945 proceeded to Subic Bay, Luzon. Arrived Subic Bay on 21 August 1945.

<u>NUMBER OF PATROLS</u>	<u>NUMBER AND TYPE OF SHIPS SUNK</u>	<u>TONNAGE OF SHIPS SUNK</u>
-1-	-1- SCS-1 Subchaser	100 tons
Total for -2- War		100 tons



1021  
SS336/AL6-3

U.S.S. CAPITANE (SS336)

Serial (01-45

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

A 163 (8)  
Care of Fleet Post Office,  
San Francisco, California,  
13 July 1945

From: The Commanding Officer.  
To: The Commander in Chief, United States Fleet.  
Via: (1) Commander Submarine Division THREE HUNDRED AND TWO.  
(2) Commander Submarine Squadron THIRTY.  
(3) Commander Submarines, Seventh Fleet.  
(4) Commander Seventh Fleet.

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol.

Enclosures: (A) Subject Report.  
(B) Track Chart (ComSubs7th).

1. Enclosure (A), covering the FIRST war patrol of this vessel conducted in the SOUTH CHINA SEA (off INDO-CHINA) and EAST JAVA SEA areas during the period 6 May 1945 to 13 July 1945 is forwarded herewith.

*E. S. Friedrich*  
E. S. FRIEDRICK

DECLASSIFIED-ART. 3445, OPNAVINST 5510.1C

BY OP-0989C DATE 5/25/72

DECLASSIFIED

8 03449

U.S.S. CAPITAINE (SS336)

SS336/A16-3

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

Subject: U.S.S. CAPITAINE (SS336) - Report of FIRST War Patrol

(B) NARRATIVE

This patrol was conducted in accordance with Commander Submarines Pacific, Administrative Command, Operational Order No. 81-A-45 dated 6 May 1945 and Commander Task Group 17.7 Operational Order No. 7-45 dated 18 May 1945.

Modifications: CTF 71 Mailgram 170920 of June.  
CTF 71 Despatch 250147 of June.

Following officers and chief petty officers on board at beginning of First War Patrol: (Number of patrols listed include CAPITAINE's first).

OFFICERS

<u>NAME</u>	<u>NO. OF PATROLS</u>
E. S. FRIEDRICK, Lieutenant Commander, U.S.N.	7
E. L. SCHWAB, Jr., Lieutenant Commander, U.S.N.	8
R. P. STRAKOS, Lieutenant D(E), U.S.N.R.	8
C. E. BOWMAN, Lieutenant, U.S.N.	7
R. E. STAFF, Lieutenant, U.S.N.	1
R. W. NETTING, Lieutenant (jg), U.S.N.	1
H. W. TAYLOR, Lieutenant (jg) E(T), U.S.N.R.	4
W. J. SHELburne, Lieutenant (jg) E(L), U.S.N.R.	1
J. W. SODERBERG, Ensign (E), U.S.N.R.	1
E. W. DANIELS, Ensign, U.S.N.	3

CHIEF PETTY OFFICERS

ALTEVOGT, W. (n), 375 56 70, CMoMM(PA), U.S.N.	7
BRUEGGEMAN, R. L., 346 52 91, CMoMM(PA), U.S.N.	10
MUEHLBERGER, E. J., 201 72 96, CPhM(AA)(T), U.S.N.	1
PAINTER, H. P., 250 50 05, CMoMM(T), U.S.N.	7
REYNAUD, E. L., 372 08 31, CTM(AA)(T), U.S.N.	10
RICHTER, P. E., 250 20 64, CEM(PA), U.S.N.	6

6 MAY (494)

NOON POSITION:  
PEARL HARBOR

130 Miles  
1915 Gallons

Underway for SAIPAN at 1330.

1021  
SS336/AL6-3

U.S.S. CAPITANE (SS336)

A/6-3 (8)

Serial (91-45

**DECLASSIFIED**

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

Care of Fleet Post Office,  
San Francisco, California,  
13 July 1945

From: The Commanding Officer.  
To : The Commander in Chief, United States Fleet.  
Via : (1) Commander Submarine Division THREE HUNDRED AND TWO.  
(2) Commander Submarine Squadron THIRTY.  
(3) Commander Submarines, Seventh Fleet.  
(4) Commander Seventh Fleet.  
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(B) Track Chart (ComSubs7th).

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*E. S. Friedrich*  
E. S. FRIEDRICK

DECLASSIFIED-ART. 0445 OF NAV. SEC. 5310.1C

BY OP-989C DATE 5/25/72

DECLASSIFIED

8 03449



SS336/A16-3

U. S. S. CAPITaine (SS336)

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

Subject: U.S.S. CAPITaine (SS336) - Report of FIRST War Patrol.  
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(A) PROLOGUE

This vessel was commissioned at the Submarine Base, New London, Connecticut, on 26 January 1945. Training operations were conducted in the New London area from 5 February to 6 March. Departed New London on 7 March and arrived San Juan, Puerto Rico on 13 March. Departed San Juan the same day and arrived Canal Zone on 17 March. Training operations in Balboa area from 18 March to 24 March. Departed Canal Zone on 29 March in company with CABEZON. Held training exercises enroute and arrival Pearl 15 April. Commenced new construction training exercises on 29 April. Departed Pearl on 6 May.

U.S.S. CAPITANE (SS336)

SS336/A16-3

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

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol

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R. P. STRAKOS, Lieutenant D(E), U.S.N.R.	8
C. E. BOWMAN, Lieutenant, U.S.N.	7
R. E. STAFF, Lieutenant, U.S.N.	1
R. W. NETTING, Lieutenant (jg), U.S.N.	1
H. W. TAYLOR, Lieutenant (jg) E(T), U.S.N.R.	4
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130 Miles  
1915 Gallons

Underway for SAIPAN at 1330.

U.S.S. CAPITANE (SS336)

SS336/A16-3

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

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol.

7 MAY (410) NOON POSITION: 372 Miles  
20-52N 162-37W 3949 Gallons

8 MAY (410) NOON POSITION: 359 Miles  
20-52N 168-22W 5160 Gallons

Exchanged calls with BLACKFISH on SJ at 1118.

9 MAY (411) NOON POSITION: 362 Miles  
20-48N 174-01W 4970 Gallons

Exchanged visual calls with SEADORSE at 0753.

10 MAY (412 -12) NOON POSITION: 356 Miles  
20-45N 179-39W 4245 Gallons

Crossed 180th Meridian.

12 MAY (-12) NOON POSITION: 344 Miles  
20-42N 174-42E 4275 Gallons

Exchanged recognition signals with (presumably) POGY at 0100.

13 MAY (-11) NOON POSITION: 356 Miles  
20-45N 169-09E 4335 Gallons

14 MAY (-11) NOON POSITION: 346 Miles  
20-38N 163-52E 4365 Gallons

15 MAY (-11) NOON POSITION: 340 Miles  
19-20N 158-33E 4200 Gallons

16 MAY (-10) NOON POSITION: 363 Miles  
18-15N 153-04E 4090 Gallons

Exchanged calls with GABILAN at 1047.

17 MAY (-10) NOON POSITION: 339 Miles  
17-06N 147-49E 4320 Gallons

Exchanged calls with LIONFISH at 0939.

18 MAY (-10) NOON POSITION: 139 Miles  
At SAIPAN 1150 Gallons

Moored to ORION at 1032. Fueled.



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Subject: U.S.S. CAPITAIN (SS336) - Report of FIRST War Patrol.

19 MAY (-10) NOON POSITION: 0 Miles  
At SAIPAN 150 Gallons

Departure delayed one day due to breaking of cylinder head stud in No. 2 engine and difficulty in connection with removing.

20 MAY (-10) NOON POSITION: 119 Miles  
At SAIPAN 1300 Gallons

Underway at 1350 in company with TIGRONE in accordance with CTG 17.7 Operational Order 7-45 and modification.

21 MAY (-9) NOON POSITION: 336 Miles  
15-22N 142-10E 3480 Gallons

Exchanged calls with TREPANG at 1334.

22 MAY (-9) NOON POSITION: 355 Miles  
19-07N 135-53E 4770 Gallons

Exchanged calls with POMPON at 1123. Parted company with TIGRONE at 1230.

23 MAY (-9) NOON POSITION: 347 Miles  
20-48E 132-23E 4165 Gallons

At 1222 exchanged calls with Commander Destroyer Division Thirty-eight in HOBBY. Convoy he was escorting consisted of six tankers, three destroyer escorts and the destroyer HOBBY.

At 1953 exchanged calls with CUITTARO.

24 MAY (-9) NOON POSITION: 363 Miles  
20-46N 127-35E 4350 Gallons

At 0837 sighted floating mine. Attempts to sink or explode it unsuccessful.

At 1534 the SD radar antenna began to crackle. SD out of commission with antenna resistance reading of less than 1 megohm.

25 MAY (-9) NOON POSITION: 365 Miles  
20-38N 121-41E 4675 Gallons

0750 Sighted BATAN Island. Proceeded between BATAN and ITBAYAT Island.

CONFIDENTIALSubject: U.S.S. CAPITAIN (SS336) - Report of FIRST War Patrol.  
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Sent CAPITAIN first to CTF 71 reporting for orders.

At 2120 submerged on visual plane contact at 3,000 yards dead astern. No AFR interference or contact on SJ radar. At this point the SD head was off while repairs were being attempted. Results obvious - SD mast flooded. Surfaced at 2150.

26 MAY (-8)	NOON POSITION:	381 Miles
	19-35N 116-32E	4990 Gallons

Sighted a white flashing light at 0130 which upon investigation turned out to be aviator's drift flare.

Received despatch from CTF 71 covering our orders at 0330. It was badly garbled due to jamming on all frequencies.

0707 Dived. Surfaced at 0734.

0920 Sighted Privateer and asked him to give us cover while we removed SD head again. He kindly did so and remained in our vicinity until 1145.

Exchanged recognition with Liberator at 1300 and with FBV at 1340.

27 MAY (-8)	NOON POSITION:	295 Miles
	16-27N 113-22E	3120 Gallons

Working on SD radar. Attempts to repair unsuccessful. Converted #4 to main ballast tank. Submerged at 2354 for trim dive and to flush #4.

28 MAY (-8)	NOON POSITION:	338 Miles
	12-55N 110-31E	3540 Gallons

Surfaced at 0007.

1200 Reached patrol area and commenced surface patrol along eastern boundary to south while working on SD radar.

At 1647 sighted an area of brown colored water at 11-52N 110-30E. Appeared to be dust particles in suspension. Possibly from Mekong River.

29 MAY (-8)	NOON POSITION:	156 Miles
	12-36N 109-31E	1540 Gallons

Submerged at 0520 to patrol off HON DOI ISLAND. Numerous small trading and fishing craft in vicinity all day.

Sighted plane at 1142 headed southeast. Unable to identify but probably friendly.

SS336/AL6-3

U.S.S. CAPITANE (SS336)

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

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol.

Sighted fire on beach to south of HON DOI at 1930. Fire quite large.

2012 Surfaced. Exchanged recognition with BUGARA by SJ at 2046.

<u>30 MAY (-8)</u>	NOON POSITION:	162 Miles
	12-53N 109-31E	1540 Gallons

Surface patrol.

Submerged at 0510 off CAPE VARELLA. Numerous small craft (Gay-Bao type) in immediate proximity all day.

Surfaced at 2019.

<u>31 MAY (-8)</u>	NOON POSITION:	168 Miles
	12-36N 109-35E	1890 Gallons

Patrolling on surface off HON DOI ISLAND and CAPE VARELLA up and down moon. Night bright - sea flat.

0515 Dived for submerged patrol off HON DOI ISLAND. Numerous small craft.

2021 Surfaced. Patrolling up and down moon.

2225 SJ contact at 2500 yards 265° T. Apparently phantom.

2325 SJ contact at 4,000 yards, bearing 125° T. Contact attempting to put us between moon and himself. Put him astern and range closed to 2,000 yards and stayed there. Brilliant moonlight. Nothing sighted. Only possibility a helicopter or autogyro.

<u>1 JUNE (-8)</u>	NOON POSITION:	157 Miles
	12-55N 109-28E	1650 Gallons

Successfully evaded phantom. Continued surface patrol.

Dived at 0514 for submerged patrol off CAPE VARELLA. Fishing boats all day.

2008 Surfaced. Patrolling up and down moon off CAPE VARELLA and HON DOI ISLAND.

APR contact on 225 megacycles at 2230. Swung ship. Contact has appearance of land based surface search radar and general bearing is CAPE VARELLA.



~~C-O-N-F-I-D-E-N-T-I-A-L~~Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol.  
-----2 JUNE (-8)NOON POSITION:  
12-34N 109-50E151 Miles  
1360 Gallons

0512 Submerged to patrol off HON DOI ISLAND.

1020 Plane sighted bearing 200° T. headed out to sea. Unidentified.

At 1206 sighted mast and smokepipe of ship between HON DOI ISLAND and HONGOM peninsula apparently anchored very close to the island. Continued running up coast and worked to westward around north side of HON DOI ISLAND. Found vessel apparently on the rocks. A great many small sailing boats were milling to and fro in the channel between the island and the peninsula. Vessel appeared to be a small coastal freighter. (I presume it is known that this vessel is on the beach here). The stern to about 1/3 of the way forward is awash. No salvage operations visible.

Surfaced at 2033 and commenced surface patrol.

2230 Same APR contact as last night on 225 megacycles. Again appeared to come from vicinity of CAPE VARELLA.

3 JUNE (-8)NOON POSITION:  
12-41N 109-30E139 Miles  
1420 Gallons

Patrolling on surface. Sighted several lights on the beach at 0148.

0500 Sighted small craft (which turned out to be sailing vessel) close in shore. They stand out well in this moonlight. Hope we are not as much in evidence.

Submerged at 0508 to patrol off HON DOI. Worked up to HON DOI from south to get a good look at yesterday's "contact" from the other side. Gained little information that we did not already have.

2025 Surfaced and commenced surface patrol on easterly and westerly courses off CAPE VARELLA.

Usual APR contact on 225 megacycles from vicinity of CAPE VARELLA.

4 JUNE (-8)NOON POSITION:  
12-55N 109-30E146 Miles  
1470 Gallons

Surface patrol off CAPE VARELLA.

0442 Heard what was apparently two sharp pings in rapid succession over fathometer loud speaker. Went to flank and maneuvered just in case someone might be lining up on us. Stopped to listen at 0502. No further evidence of echo ranging.

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

Subject: U.S.S. CAPITAINE (SS336) - Report of FIRST War Patrol.  
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Dived at 0505 for submerged patrol off CAPE VARELLA. Careful periscope scrutiny of Lighthouse and environs showed no signs of radar. Small boats in this area go out about 0500 and come in about 1700.

Surfaced at 2024. Commenced surface patrol.

5 JUNE (-8)NOON POSITION:  
11-58N 110-29E351 Miles  
4470 Gallons

Opening coast to make day light surface patrol, talk to the search planes, and have another try at our SD radar.

1216 Made contact with search Liberator. He apparently uses code names for references points that we do not have. His information as regards any contacts was negative.

Commenced closing coast at 2000.

6 JUNE (-8)NOON POSITION:  
12-14N 109-53E350 Miles  
4790 Gallons

0355 Made base course 090° T. to open coast and conduct daylight surface patrol.

Submerged at 0552 for trim and density observation. Surfaced at 0656.

2000 Commenced closing coast.

2045 Heard two pings on fathometer loudspeaker and maneuvered to avoid a possible submarine. Following this we tried all means of making this sound with our own gear and were unsuccessful.

2138 SJ radar contact bearing 020° T. (SC#1) distance 5,000 yards. Commenced tracking target on northeasterly course speed eight knots. Opened range and lost him at 10,000 yards. Size of radar pip proper size for small submarine or anti-submarine vessel. Began searching on north-westerly courses and at 2207 picked up target at 9100 yards bearing 290° T. Target on base course 325° speed six knots.

No SJ interference. Turned on BK and challenged with EN. No response.

Changed course to 173° and started coming in for starboard track shot. Target had slowed to four knots. Sighted target at 2255, range 2,000 yards. He was obviously not a submarine (which I had led myself to believe he might be) but appeared to be about the size of a patrol boat or trawler. Decided to shoot.

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

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol.  
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At 2256-39 commenced firing four tubes forward, track 52° starboard, gyres 001 to 004, average run 1650 yards, depth set 4 feet, target speed 4 knots.

2258 Went ahead flank and changed course to 000° T.

2305-55 One end of run explosion.

2306-07 Second end of run explosion.

Target maintained course and speed.

At 2319 came to 210° T. to intercept target.

2335 Regained contact at 10,000 yards. Target still zigging on base course 325° T. at 4 knots.

0013 Closed target from starboard quarter and at 900 yards realized that he was a small fishing vessel of about 100' length.

7 JUNE (-8)

NOON POSITION:  
11-27N 109-59E

320 Miles  
4440 Gallons

0030 Closing HONGKONG Peninsula to provide target for our sugar dog radar. All efforts to get a land contact to show on screen were unsuccessful.

0529 Submerged for trim dive. Surfaced at 0635. Surface patrol. Headed south.

0700 Sent CAPITANE second to CTF 71 requesting rendezvous at 1500I today with plane to check the sugar dog. We have renewed the six porcelain insulators inside the mast with four made from 1/2" Lucite. It is hoped that this will maintain the resistance high enough so that the equipment will operate.

1317 Sighted Liberator. He flew overhead and gave no indication whatsoever of having seen us.

1324 Changed course to 200° T.

1645 Sighted ship bearing 181° T. (SC #2). Submerged. Turned out to be (AH) HIKAWA MARU. Course 350° T, speed 13 knots.

2230 Changed course to 243° T.



## CONFIDENTIAL

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol

8 JUNE (-8)

NOON POSITION:  
8-28N 107-18E373 Miles  
4625 Gallons

0118 Received despatch from CTF 71 telling us of time and position for plane rendezvous for our sugar dog test. We can't make it today.

0836 Submerged for trim dive. Surfaced at 0915.

0926 Heard ping on fathometer. Maneuvered. Despite the fact that we have been unable to duplicate this pinging sound we are beginning to think that it is somehow coming from our own fathometer.

1107 Changed course to 063° T.

1200 Contacted COBIA on area frequency. She reported sinking two out of three ships in a convoy. Remaining ship now headed on 250° T. distant 125 miles from us.

2026 Changed course to 020° T.

9 JUNE (-8)

NOON POSITION:  
12-14N 110-03E349 Miles  
4225 Gallons

0755 Submerged for trim dive. Surfaced at 0709. Commenced surface patrol.

1202 Exchanged information with Liberator. He had negative contacts.

10 JUNE (-8)

NOON POSITION:  
12-11N 109-29E150 Miles  
1830 Gallons

Surface patrol off Camranh Bay.

0528 AFR contact on airborne frequency of 160 megacycles. Appeared to be searching.

0533 Dived for submerged patrol off HON LON ID. Current is 1.8 knots setting 190° which permits us to hold our own but little more than that.

1500 Sighted Liberator on southeast course.

Surfaced at 2030. Commenced surface patrol.

11 JUNE (-8)

NOON POSITION:  
12-39N 109-30E145 Miles  
1400 Gallons

0140 Contact on SJ range 3,500 yards bearing 275° T. Tracked contact at about 1 knot on course 300°. Apparently a fishing boat.

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

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol.  
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0355 Contact on SJ bearing 300° T, range 7,000 yards. Another fishing boat. It looks as if their wet sails give a greater radar range than under dry conditions.

0429 Another radar contact on fishing boat.

0514 Dived for submerged patrol off HON DOI. Surfaced at 2021.

2042 Received CTF 71 despatch assigning lifeguard station for SAIGON strike on twelfth. Headed for station.

12 JUNE (-8) NOON POSITION: 313 Miles  
10-40N 109-01E 3450 Gallons

0649 Submerged for trim dive. Surfaced at 0818.

1006 On station northeast of PULO CECIR DE MER.

1045 Sighted several Liberators headed towards SAIGON.

1145 Exchanged calls with PBV rescue aircraft.

From 1333 to 1345 sighted nine Liberators apparently returning from SAIGON.

2131 Set course 040° T. to return to area.

13 JUNE (-8) NOON POSITION: 285 Miles  
11-35N 109-34E 3500 Gallons

0517 Submerged off CAMRANH BAY.

0825 Sighted ship bearing 099° T, range 12,000 yards (SC #3). Commenced approach. He appeared to be hospital ship TAKOSAGO MARU but could not make out color or markings due to sun being behind him. Could close range only to 11,000 yards. Tracked on course 190° T, speed 12. Started opening coast to surface.

1138 Surfaced and commenced chase.

1533 Sighted ship. Continued closing.

1624 Sighted what appeared to be B-17 but could not raise him. He flew over our contact.

## CONFIDENTIAL

Subject: U.S.S. CAPITAINE (SS336) - Report of FIRST War Patrol.

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1647 Satisfied that he was properly marked AH. Changed course to return to area.

Attempted to fire some practice rounds from 40MM but first cartridge jammed and in clearing jam case was separated from shell. Shell stayed in barrel.

14 JUNE (-8)

NOON POSITION:  
11-31N 109-38E

325 Miles  
3270 Gallons

Surface patrol along coast between CAMRANH BAY and HON LON.

0625 Submerged for trim dive. Surfaced at 0648. Had planned to make submerged patrol today but remained on surface to get rid of 40MM barrel containing jammed shell.

1945 Commenced closing coast.

2028 TIM contact 030° R. Swung ship and contact moved down starboard side and disappeared. No torpedo or track sighted. Sky slightly overcast. First quarter moon. Sea flat.

15 JUNE (-8)

NOON POSITION:  
12-55N 109-30E

157 Miles  
1815 Gallons

Patrolling on surface between CAMRANH BAY and CAPE VARELLA.

0520 Dived for submerged patrol off CAPE VARELLA. Surfaced at 2022.

2100 Received despatch from CTF 71 directing us to leave area when relieved by BESUGO on sixteenth.

2155 Received despatch from CTF 71 to proceed and search for five survivors which had been sighted by search plane. Set course 199° T.

16 JUNE (-8)

NOON POSITION:  
10-47N 109-51E

341 Miles  
4605 Gallons

0550 SJ contact on PULO CECIR DE MER.

0602 Lookout sighted object in water. It turned out to be our five survivors on a raft. After a good bit of coaxing and threatening took aboard five Japanese survivors of a torpedoed Jap merchant ship. They were exhausted but in a healthy condition.



SS336/116-3

U.S.S. CAPITAINE (SS336)

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

Subject: U.S.S. CAPITAINE (SS336) - Report of FIRST War Patrol.

0715 Contacted two rescue aircraft and they told us their search had failed to reveal any other wreckage.

0805 Sank raft with 40MM.

0846 Set course 020° T to return to area. Told CHARR that we had survivors.

0933 Exchanged information with PBZY.

1025 Sighted plane - could not identify. Received message from BESUGO requesting rendezvous.

1054 Sighted plane - unidentified.

1441 Communicated with BESUGO by SJ.

1500 Exchanged information with BESUGO by VHF at 10-56N 110-15E. She warned us that she had dived for a periscope at 10-55N 110-21E.

1700 Sent CAPITAINE fourth to CTF 71 advising on condition of survivors and requesting rendezvous at SUBIC.

2030 Commenced closing coast for surface patrol.

17 JUNE (-8)

NOON POSITION:  
12-45N 110-03E

334 Miles  
3800 Gallons

Patrolling on surface off HONGOM Peninsula and CAPE VARELLA.

0551 Submerged. Surfaced at 0702.

1140 Headed for ANDY. Enroute SUBIC for fuel.

1455 Submerged. Surfaced at 1815.

18 JUNE (-9)

NOON POSITION:  
13-36N 114-55E

340 Miles  
4990 Gallons

Enroute SUBIC.

0000 Set all clocks ahead to -9 time.

0742 Trim dive. Surfaced at 0753.

0830 Sighted possible periscope at 13-24N 114-04E. Manuevered to avoid. It stuck out of the water about four feet and the only thing that gives rise to doubt that it was a periscope is the fact that it stayed in sight for two or three minutes.

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

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol.

19 JUNE (-9) NOON POSITION: 169 Miles  
SUBIC BAY 2670 Gallons

Enroute SUBIC.

0557 Exchanged calls with our escort.

1030 Moored port side to alongside U.S.S. HOWARD W. GILMORE (AS16).  
Commenced fueling.

20 JUNE (-9) NOON POSITION: 130 Miles  
SUBIC BAY 2140 Gallons

1408 Underway from alongside U.S.S. HOWARD W. GILMORE enroute patrol area.  
Joined company with escort and U.S.S. BLOWER.

1704 Submerged to permit escort to simulate depth charge attack. Used evasive tactics.

1808 Surfaced.

2228 Escort departed.

21 JUNE (-9) NOON POSITION: 304 Miles  
14-02N 116-03E 4740 Gallons

In company with BLOWER enroute patrol area.

1300 Radar tracking and simulated night surface approach.

1603 Submerged. Surfaced at 1700.

1810 BLOWER headed back for SUBIC with VHF trouble.

22 JUNE (-9) NOON POSITION: 353 Miles  
10-45N 111-52E 6390 Gallons

Enroute patrol area.

0653 Submerged for trim dive. Surfaced at 0714.

1515 SD contact 18 miles. Sighted plane at 13 miles. Unidentified. He opened out and we lost him.

SS336/416-3

U.S.S. CAPITANE (SS336)

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

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol.

23 JUNE (-9)

NOON POSITION:  
6-44N 108-38E

341 Miles  
5150 Gallons

Enroute area.

Submerged for trim dive at 1235. Surfaced at 1303.

1501 Sighted large square metal buoy - possibly a net buoy. Sank with 40MM fire.

2055 N. NATEONA on SJ.

24 JUNE (-9)

NOON POSITION:  
2-58N 106-48E

210 Miles  
3170 Gallons

0104 Lost land on SJ radar.

0623 Land on SJ radar 250° T, 90,000 yards.

0736 Submerged. Surfaced at 1338.

1500 Submerged. Surfaced at 1949.

2146 SJ contact 155° T, 7,600 yards. Contact lost and as C.O. arrived on bridge contact was regained at 1,200 yards and a two engine plane passed up the port side at about 600 feet altitude. Put on right full rudder but by time bridge was cleared the plane had passed so did not dive. Tracked him out to 14,000 yards. No SD contact. Everyone who saw plane had their own ideas as to type but C.O.'s impression is that it was a TOKAI (pg. 57 CinCPac - CinCPAC Bulletin 104-45).

25 JUNE (-9)

NOON POSITION:  
0-32S 107-08E

290 Miles  
2780 Gallons

Enroute station.

0630 Crossed equator.

0735 Submerged for trim and surfaced at 0910.

1305 Received despatch assigning life guard duties.

1400 Submerged. Surfaced at 1731.



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

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol.  
-----

2100 Started through KARIMATA. Night very dark except for occasional lightning which makes it look like high noon at times.

26 JUNE (-9) NOON POSITION: 343 Miles  
4-40S 110-00E 4980 Gallons

Enroute station. Transiting KARIMATA.

0725 Submerged for trim. 0748 Surfaced.

1800 Received notification of SURABAYA strike tonight.

27 JUNE (-9) NOON POSITION: 300 Miles  
5-04S 113-55E 3090 Gallons

Patrolling on surface south of BORNEO. SURABAYA strike completed. No information received either positive or negative.

0719 Submerged. Surfaced at 0942.

1152 Sighted sail. Closed for investigation. Definitely natives but neither friendly nor unfriendly. Sighted numerous sailboats all afternoon.

1330 HARDHEAD called but when told to go ahead did not answer.

1436 Sighted ARENDS ID.

2100 Proceeding to lifeguard station.

28 JUNE (-9) NOON POSITION: 356 Miles  
4-02S 111-17E 4200 Gallons

Proceeding to lifeguard station for Liberator strike on KOTA WARINGIN BAY.

0731 Submerged for trim. Surfaced at 0812.

1230 Heard squadron leaders giving orders to "proceed to target and bomb". Various conversations among the planes were heard but none was addressed to us. No word was received that strike was completed or that all planes had returned safely. This information would be valuable in that the submarine would be released sooner.

U-Q-N-F-I-D-E-N-T-I-A-L

Subject: U.S.S. CAPITAINE (SS336) - Report of FIRST War Patrol.  
-----

1955 Headed for our assigned area FOX 8.

2355 Exchanged calls with HAMMERHEAD by SJ radar.

29 JUNE (-9)

NOON POSITION:

5-25S 113-54E

370 Miles

5350 Gallons

Proceeding to area FOX 8.

0921 Submerged on SD contact at 3 miles. At 70 feet a very light explosion was heard (slightly louder than hand grenade).

1004 Surfaced.

1210 Sighted GREAT MASALEMDO ID. bearing 066° T.

1839 Unidentified plane called us on Safplan. Very weak. He did not transmit when we answered up.

2040 Received course, speed, position, and composition of convoy contacted by BAYA.

2115 SJ contact on plane at 17,500 yards. He answered IFF challenge and also challenged us by IFF. Lost contact at 2133.

2209 Trim dive. 2242 Surfaced.

2345 Exchanged calls with BAYA by SJ.

30 JUNE (-9)

NOON POSITION:

6-45S 116-53E

347 Miles

2720 Gallons

0005 Changed course to 270° T to close BAYA.

0112 SJ contact on 3 ships at 16,000 yards (SC #4). Later developed into 5 ships.

0120 Contacted BAYA on VHF. BAYA stated that convoy was composed of 1 FTD, 2 SCS, and 2 escorts and felt they were too small for torpedoes. Decided to attack with gun, BAYA from west and CAPITAINE from north. Sea calm, moon bright. We would both get into position about 8,000 yards from convoy, close to 5,000 yards and open fire.

0151 BAYA commenced firing. Course 090° T.

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

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol.  
-----

0155 (6-298 116-57E) Commenced firing 5" gun. Target group was firing in direction of BAYL. Target group shortly commenced to fire what appeared to be 20MM and 40MM in our direction but they were falling short. (Later found 40MM shell hole in our starboard bow plane).

0201 Shifted fire to ship in target group who was doing most of the firing.

0205 20MM and 40MM tracers began to fall over, ahead, and astern of us. A couple of large calibre shells passed overhead. Changed course to left and went to flank to open range. Ceased fire.

0244 Rendezvoused with BAYL who said that large calibre shells were going over him at range of 7,000 yards. Had considered taking them on when it got light but that 7,000 yard range didn't sound so good. Decided to watch them and see what happened at daylight. BAYL felt she had made two hits and we felt we had possibly made two.

0347 Told BAYL we would go in and take a look at them submerged and fire torpedoes if possible. BAYL agreed to standby if we got into trouble. Commenced tracking.

The target group was coordinated, but changing courses in all directions. It was impossible to get in position for a submerged attack. At 0535 told BAYL she was free to return to her assigned station because we couldn't get into an attack position. BAYL departed. As it got light watched target group using high periscope. There were only three ships, 2 SCS and a PC escort. These were shortly joined by a fourth vessel which turned out to be a Whale Killer.

0725 Submerged with targets bearing 075° T which put us on what I thought would be their base track. Commenced closing.

0806 Battle stations torpedo.

Target group came along on course 230° T without slowing at 7.5 knots. PC escort was leading. Second ship was Whale Killer and was towing a small SCS. Fourth ship was small SCS. Both SCS were very high in the water and apparently completely empty. The fifth ship was missing. The BAYL was correct - these are not torpedo targets.

0820 Decided to shoot at the PC escort with a 50° starboard track.

0822 At 1200 yards PC speeded up and swung toward us.



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

Subject: U.S.S. CAPITAIN (SS336) - Report of FIRST War Patrol.  
-----

0824 He steadied with a 10° port angle on the bow. Commenced to ease down.

0826½ One depth charge as we passed 120 feet.

0828 Fired 2 NAC beacons and 3 FTS. Went to 500' and evaded at 2/3.

No more depth charges - I don't believe he ever regained contact. Was somewhat disappointed that he didn't depth charge the beacons as he was supposed to do.

0928 Periscopes depth - all clear.

0959 Sighted two single float planes searching. They were about ten miles distant.

1327 Surfaced.

1655 Sighted LOMBOK PEAK. Range 50 miles by SD.

1 JULY (-9)

NOON POSITION:

5-13S 115-56E

350 Miles

4210 Gallons

Patrolling on the surface proceeding to northern end of area.

0707 Submerged. 0816 Surfaced. Patrolling between KALAMBAU ID. and LIMA IDS.

1630 Started south to see if any traffic near LOMBOK and BALI.

1827 Sighted masts of two ships bearing 185° T estimated range 25,000 yards (SC #5). Commenced tracking. Estimated course of target 280° T.

1911 With ships bearing 198° T headed in on 198° T for a better look.

Upon closer approach two more ships were seen. They were in two pairs about 10° in bearing apart. They appeared small but could not identify.

1925 Changed to course 020° T to open range. Bridge on two ships showing but not clearly.

1935 Last good bearing on ships. Course now indicated was 020° T. Had steady true bearing on target of 199° T since 1911 and we had been heading only directly toward or away from him since that time. (In view of the fact that contact was not regained by radar it is felt that we may have been sighted by the target and that he changed to a southerly course).

## CONFIDENTIAL

Subject: U.S.S. CAPITAINE (SS336) - Report of FIRST War Patrol.

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2005 Headed down target's true bearing at 18 knots.

2010 Sent contact report to CTF 71 giving target course 020° T. Unable raise HARDHEAD or BAYA.

2040 SJ contact bearing 250° T distance 32,000 yards. Lost it a minute later. Changed course to 250° T.

2113 SJ contact bearing 264° T, distance 25,000 yards on a rain squall. This checks with our 2040 contact which must have also been rain.

Commenced search to westward covering target courses 030° T and speeds 9 to 12. Sent second contact report to CTF 71.

2350 Sent course and speed to PUFFER. Still unable to raise HARDHEAD or BAYA.

2 JULY (-9)

NOON POSITION:  
5-43S 115-22E

346 Miles  
3540 Gallons

Continuing search to westward.

0113 Exchanged calls with BECUNA.

0430 Discontinued search - returning to area.

0755 Submerged for trim. Surfaced at 0912.

1750 Sighted small vessel on horizon (SC #6). Closed.

1826 Commenced firing 5" at 4,400 yards. (6-30S 116-24E).

1829 Commenced firing 40MM. Noticed at this point that target's superstructure was damaged and that the ship was apparently abandoned.

1833 Ceased firing with 5" - misfire. Target burning brightly.

1903 Closed and sank target with 5". Identified as an SCS-1 type subchaser.

This damaged SCS-1 may have been the missing vessel of the convoy attacked on 30 June. It is my opinion that this vessel was a second escort and that the Whale Killer was mistaken for a FTD.

## CONFIDENTIAL

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol.

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3 JULY (-9)NOON POSITION:  
5-36S 116-37E320 Miles  
3270 Gallons

Patrolling between KALAMBAU and LIMA IDS.

0711 Submerged. Surfaced at 0830.

4 JULY (-9)NOON POSITION:  
7-16S 116-28E316 Miles  
3320 Gallons

Patrolling along north coast of LOMBOK ID.

0713 Submerged. Surfaced at 0807.

Surface patrol to south, east, and north of KANGKAN IDS. today.

5 JULY (-9)NOON POSITION:  
6-58S 117-50E319 Miles  
2950 Gallons

Patrolling on surface. Headed for DE BRIL BANK. Will try area between DE BRIL BANK and CELEBES for a couple of days.

0715 Submerged for trim and bathythermograph. Surfaced at 0805.

2015 Sent message to O-24 giving him our position and intentions.

2105 SJ contact on DE BRIL LIGHT bearing 305° T at 21,000 yards.

6 JULY (-9)NOON POSITION:  
5-47S 118-57E334 Miles  
3760 Gallons

Patrolling on surface about 5 miles from DE BRIL LIGHT.

0621 Commenced opening out from DE BRIL for surface patrol between DE BRIL and CELEBES.

0736 Submerged for trim. Surfaced at 0754.

0801 Sighted plane. Distance 15 miles. Answered I.F.F.

2000 SJ contact on DE BRIL LIGHT. Closed.



SS336/A16-3

U.S.S. CAPITAIN (SS336)

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

Subject: U.S.S. CAPITAIN (SS336)-Report of FIRST War Patrol.

7 JULY (-9)

NOON POSITION:  
6-10S 118-39E

337 Miles  
3560 Gallons

Patrolling northeast of DE BRIL LIGHT.

0230 Sent positions of O-24 and CAPITAIN to TRENCHANT who was passing through area in vicinity.

0810 Submerged. Surfaced at 0835.

1145 Received message from BAYA requesting rendezvous.

2330 Exchanged recognition with BAYA by SJ.

8 JULY (-9)

NOON POSITION:  
7-17S 116-24E

295 Miles  
3780 Gallons

Proceeding to rendezvous.

0140 Received dental patient from BAYA for transportation to FREMANTLE.

0718 Submerged. Surfaced at 0756.

2000 Commenced transit LOMBOK. Completed transit at 2225.

9 JULY (-9)

NOON POSITION:  
12-11S 115-06E

372 Miles  
5710 Gallons

Enroute FREMANTLE.

1950 Exchanged calls with ELENY.

10 JULY (-9)

NOON POSITION:  
18-13S 113-33E

376 Miles  
5190 Gallons

Enroute FREMANTLE.

0358 Exchanged calls with CROAKER and received mail from her for mailing at our destination.

1506 Exchanged calls with HMS THULE.

1637 Submerged. Surfaced at 1729.

SS336/116-3

U.S.S. CAPITAIN (SS336)

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

Subject: U.S.S. CAPITAIN (SS336) - Report of FIRST War Patrol.

11 JULY (-9)

NOON POSITION:  
24-34S 112-32E

314 Miles  
2440 Gallons

Enroute FREMANTLE.

1300 Exchanged calls with HMS TUDOR.

12 JULY (-9)

NOON POSITION:  
29-44S 113-31E

270 Miles  
1920 Gallons

Enroute FREMANTLE.

1335 Submerged. Surfaced at 1639.

13 JULY (-9)

NOON POSITION:  
FREMANTLE

86 Miles  
810 Gallons

1002 Docked at Pier 5, Fremantle, West Australia.

CONFIDENTIAL

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol.

- (C) WEATHER No remarks.
- (D) TIDAL INFORMATION No remarks.
- (E) NAVIGATIONAL AIDS No remarks.
- (F) SHIP CONTACTS

NO.	TIME	DATE	POSITION	INITIAL RANGE	COURSE & TYPE(S)	SPEED	HOW CONTACTED
1.	2138H	June 6	11-58N 109-34E	5,000	Small Unident.	220/9	SJ Radar
2.	1645H	June 7	10-26.5N 109-38.5E	26,000	AH HIKAWA MARU	350/13	Lookout
3.	0825H	June 13	11-59.1N 109-26.4E	12,000	AH TAKA SAGO MARU	190/14	Sub Periscope
4.	0112H	June 30	6-29.9S 116-54.8E	16,000	3-Small Unident. 2-Subchasers	230/8	SJ Radar
5.	1827I	July 1	5-49.3S 116-19.1E	25,000	4 Small Unident.	?	High Periscope
6.	1750I	July 2	6-29.7S 116-41.8E	22,000	Abandoned SCS-1	Stopped	High Periscope

(G) AIRCRAFT CONTACTS

Only three enemy aircraft contacts were made, one at night and two in daylight. No trend was observed.

(H) ATTACK DATAATTACK NO. 1

Time	Date	Latitude	Longitude
2256	6 June 1945	12-04N	109-32E

Description Small unidentified vessel contacted on SJ radar bearing 020° T, range 5,000 yards, visibility 2,000 yards.

Ship Damaged  
or  
Probably Sunk None.



SS336/A16-3

U.S.S. CAPITAINE (SS336)

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

Subject: U.S.S. CAPITAINE (SS336) - Report of FIRST War Patrol.

TARGET DATADraft  
Est. 6 FeetCourse  
305° T.Speed  
3.5 KnotsRange  
1.745 Yards  
(at firing)OWN SHIP DATASpeed  
8 KnotsCourse  
173° T.Depth  
SurfaceAngle  
0FIRE CONTROL AND TORPEDO DATAType Attack

Night radar surface attack with SJ radar ranges and bearings used throughout.

	#1	#2	#3	#4
Tube Fired	52° S.	52° S.	52° S.	52° S.
Track Angle	48° R.	1° R.	48° R.	3° R.
Gyro Angle	4 feet	4 feet	4 feet	4 feet
Depth Set	28.1 kts	28.1 kts	28.1 kts	28.1 kts
Power	Miss	Miss	Miss	Miss
Hit or Miss	Unknown	Unknown	Unknown	Unknown
Erratic	18-2	18-2	18-2	18-2
Mark Torpedo	57720	57983	99674	99373
Serial No.	8-5	8-7	8-5	8-7
Mark Exploder	Contact	Contact	Contact	Contact
Actuation Set	-----	-----	-----	-----
Actuation Actual	18-2	18-2	18-2	18-2
Mark Warhead	6575	6322	6514	5723
Serial No.	Torpex	Torpex	Torpex	Torpex
Explosive	-----	9 to 11 seconds	-----	-----
Firing Interval	120'	120'	120'	120'
Type Spread	1655	1685	1585	1500
Run in Yards	2	2	2	2
Sea Conditions	-----	Submarine Base, Pearl Harbor	-----	-----
Overhaul Activity				

REMARKS The misses were caused by over estimation of target length and draft. The injection temperature was 80° F. and the electrolyte temperature was 83° F. Two end of run explosions were heard at 9m 16s and 9m 28s after firing of the first torpedo.

CONFIDENTIAL

Subject: U.S.S. CAPITAINE (SS336) - Report of FIRST War Patrol

GUN ATTACK NO. 1

<u>Time</u>	<u>Date</u>	<u>Latitude</u>	<u>Longitude</u>
0155	30 June 1945	6-24S	116-56E

TARGET DATA - DAMAGE INFLICTEDSunk NoneDamaged One SCS-1 subchaser (Damage may have been inflicted by either BAYA or CAPITAINE).Damage Determined By One ship of the target group missing the next morning and discovery of a damaged and abandoned SCS-1 the following day.

DETAILS OF ACTION This was a coordinated night gun action with U.S.S. BAYA on a convoy consisting of three small ships and two escorts. Moon was bright. Only 5" fire was used. Opening range was 6,700 yards. When range had closed enough to fire 40MM and 20MM the fire from the escorts was so intense that action was broken off. Average range 4,300 yards. Deflection spotting was done by Gunnery Officer and range spotting by SJ. Target discrimination was extremely difficult due to the multiplicity of targets. Twenty-eight rounds of 5" HC was used. Two possible hits were observed by periscopes. Our starboard bow plane was struck by a 40MM shell.

GUN ATTACK NO. 2

<u>Time</u>	<u>Date</u>	<u>Latitude</u>	<u>Longitude</u>
1723	2 July 1945	6-30S	116-24E

TARGET DATA - DAMAGE INFLICTEDSunk SCS-1 Subchaser. (EC).Damage Determined By Saw target sink.

DETAILS OF ACTION Closed range to 4,400 yards and opened fire with 5" gun. Opened fire with 40MM at 2,700 yards and with 20MM at 1,800 yards. Deflection spotting by Gunnery Officer and range spotting by SJ radar. 5" misfired on twelfth round. Waited 30 minutes before clearing round. Ammunition felt to be at fault. Expended 22 rounds 5", 136 rounds of 40MM, and 240 rounds of 20MM.

(1) MINES Only one mine encountered. Position 20-46N 128-16E. Similar to our Mark 6.

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

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol.  
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(J) ANTI SUBMARINE AND EVASION Used 2/3 speed at 500 feet for evasion. Fired two MAC beacons and three FTS as soon as deep depth gained. It is not believed that the escort vessel regained contact after his initial drop. He did not drop charges in vicinity of the beacons.

(K) MAJOR DEFECTS AND DAMAGE

Bull The attack periscope consistently lost pressure during the patrol reaching a low of two pounds both before and after recharging at Subic. Optical efficiency suffered only slightly with pressure loss. Repacking and tightening of all packing glands in Subic and tightening of glands while on patrol did not stop loss of pressure and no reason could be found for the leakage. Replacement of the present attack periscope with one of satisfactory pressure retaining qualities is desired.

Machinery The only troubles experienced with the engines were cracked cylinder liners and broken head studs. Two cylinder liners were cracked and 5 head studs broken on #2 main engine. One liner was cracked on #1 main engine and 2 head studs were broken on #3 main engine. One broken stud has been preserved for further examination to determine cause of failure.

On 25 May - a full voltage ground was found in #4 main generator. The Megger readings showed zero resistance on both field and armature circuits. The glass tape insulation was stripped off the cable connections and some evidence of moisture was found on the cable lugs and the generator studs. This was washed and dried and the cable resistance came up to infinity. The portable plates were removed from the end of the generator housing and the armature leads were disconnected from the brush rigging and the brushes were lifted clear of the commutator. Megger readings showed the ground to be in the brush rigging. The brush rigging was rotated so that it could be cleaned and blown out with dry compressed air. There was no evidence of foreign material. Megger readings were taken again and showed 4 megohms. The generator was assembled and the cable was covered with glass tape and painted with several coats of glyptal.

It is felt that the ground was caused by an accumulation of carbon dust in an inaccessible part of the brush rigging combined with a slight amount of moisture caused by condensation.



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

Subject: U.S.S. CAPITAIN (SS336) - Report of FIRST War Patrol.

Ordnance and Gunnery

1. One of the torpedo battery charging controllers, type 5100B, in the forward torpedo room was found to have a high ground at the end of a torpedo battery charge. The last half of all resistor units (five) were burned out. Thirteen charges had been made with this panel with no previous trouble. Repairs were made so that this panel could be used in an emergency. It is believed that this casualty was caused by heat progressively breaking down the insulation of the resistor units eventually causing them to ground out. It is suggested that spare resistor units for the torpedo battery charging controller be added to the allowance list for this equipment.
2. On attempting to test fire the 40MM (AA) gun on 13 June a cartridge jammed in breech chamber with 2 inches of the case protruding. In removing cartridge, projectile separated from case. Barrel was disposed of and spare barrel installed. The barrel was now, having been installed 3 weeks previous and having had 3 rounds fired from it. The casualty is believed to have been caused by rust deposits.
3. The 20MM guns Mk. 4, Mod. 0 and Mk. 4, Mod. 1, used with the twin mount had recurrent jams and non-firings. No breakages or burred parts developed. Guns were shifted every other day and light Lubriplate was used for lubrication. It is believed that the casualties were possibly caused by excessively small clearances in the firing mechanism combined with the jamming action of the light Lubriplate which appears to be too thick for this use. Lubriplate diluted with mineral oil was found satisfactory. Several faulty primers were found in the 20MM ammunition.

(L) RADIO No remarks.(M) RADAR

1. The resistance between conductors and from conductors to ground of SD radar mast dropped below acceptable limits (to less than one megohm) due to leakage of sea water into the mast. All efforts to remedy this situation were unsuccessful until the conductors were pulled by the tender at Subic and new spacers, a new head assembly and a new head assembly and a new polystyrene base window installed. Cause of this trouble is thought to be a bad set of head gaskets.
2. SJ radar gave satisfactory performance throughout this patrol - no major troubles were experienced. Typical ranges were as follows:

CONFIDENTIALSubject: U.S.S. CAPTIVINE (SS336) - Report of FIRST War Patrol.  
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Land (12,000 ft)	200,000 yards (approximate)
Surfaced Submarine	15,000 yards
Rain Squalls	Up to 80,000 yards
Aircraft	36,000 yards
Small fishing vessels	10,000 yards

- SD radar was out of commission from 24 May until repairs were effected at Subic Bay due to leakage of mast. At other times, the SD operated satisfactorily, giving ranges of from 5 to 30 miles on aircraft and up to 60 miles on high land (Lombok Island, 12,000').
- ST radar - much difficulty was experienced in obtaining good ranges with ST until the ATR cavity was replaced at Subic Bay. After this, the ST appeared to be operating satisfactorily. A range of 23,000 yards was obtained on a 11,000 ton ship from depth of 55 feet.

(N) SONAR GEAR AND SOUND CONDITIONS

- Conditions were in general good, no difficulty was experienced tracking small craft. The TIM was used on the surface at all speeds less than 15 knots.
- The training motors for both QC & QB heads grounded out on several occasions. The QC motor fields were baked out by the tender at Subic, but several days later fields of both motors grounded and opened. In all cases the grounded fields were those on the bottom of the frame. A motor was made up using one good field from each motor, and the lathe motor installed to replace the second motor. This trouble is believed to be result of poor design of the training motors which are built to be protected from water dripping from above, but not from water splashing up from the bilges in which they are mounted.
- Traco shortener variac for TIM shorted out - no spare is provided and it was necessary to cut this control out of circuit.
- TIM micro-switches on head of QB would not operate properly. After using several types unsuccessfully, simple shim-brass switch was installed.

(O) DENSITY LAYERS

No extreme gradients or layers were noted. Average gradient in the South China Sea in the vicinity of Cam Ranh Bay was 15° at 300 feet. Average gradient in the Java Sea between the Mangsan and Postillion Islands was 18°. During our evasion on 6/30/45, at about 6°-43' S. 116°-52' E, a 20 degree gradient, was observed at 500 feet with a slight layer beginning at 200 feet.

**CONFIDENTIAL**

Subject: U.S.S. CAPITANE (SS336) - Report of FIRST War Patrol.

**(P) HEALTH AND HABITABILITY**

1. The general health of the crew has been average.

(a) The following is a list of diseases and injuries with the number of work days lost:

<u>Number</u>	<u>Diseases and Injuries</u>	<u>Days Lost</u>
19	Head colds	2
1	Furuncle, multiple	3
2	Cellulitis	10
1	Synovitis, acute, non-suppurative	10
3	Catarrhal fever, acute	4
1	Obstruction intestinal, from internal causes	7
17	Diarrhea	1
1	Laceration, forehead	1
Total days lost - - -		38

2. The food supplied for this patrol was satisfactory in quantity and quality and its preparation was average. The variety was poor for the latter half of the patrol.

1200 lbs. of potatoes were found uneatable and had to be disposed of.  
 100 lbs. of pork and 75 lbs. of beef turned bad probably due to inadequate facilities of cold storage. Worms were found in noodles and cocoa.

3. Habitability, in general, was satisfactory. The addition of a separate air conditioning unit for the forward battery and forward torpedo room is desirable.

**(Q) PERSONNEL**

- (a) No. men detached after previous patrol - not applicable.
- (b) No. men on board during patrol - 81.
- (c) No. men qualified at start of patrol - 45
- (d) No. men qualified at end of patrol - 52.
- (e) No. unqualified men making first patrol - 38.

Although only men were qualified on this patrol the remainder of the unqualified men have practically completed a vigorous school of the boat and examination schedule. It is expected that most of these men will qualify early on the next patrol.



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

Subject: U.S.S. CAPITAINE (SS336) - Report of FIRST War Patrol.

(R) MILES STEAMED FUEL USED

	<u>MILES STEAMED</u>	<u>FUEL USED</u>
Pearl Harbor to Saipan	3,675	47,770
Saipan to area	2,610	34,540
In area	4,885	55,970
Area to Subic	845	11,430
Subic to area	1,627	21,590
In area	3,966	43,170
Area to Fremantle	1,518	18,800

(S) DURATION

Days enroute to area	24
Days in area	31
Days enroute to base	7
Days submerged	14

(T) FACTORS OF ENDURANCE REMAINING

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provisions</u>	<u>Personnel</u>
All	25,560	1 Week	2 Weeks

Limiting factor this patrol - Operation Order.

(U) COMMUNICATIONS, RADAR, AND SONAR COUNTERMEASURESRADAR

<u>TIME</u>	<u>DATE</u>	<u>POSITION</u>	<u>CHARACTERISTICS</u>	<u>REMARKS</u>
2130	5-29	12-38N 109-41E	250/120/5	Intermittent signal approx. every 4 seconds
2120	5-30	12-48N 109-41E	325/-/8	Keyed at irregular intervals
2300	6-1	12-54N 109-37E	225/1500/3	Thought to be located on or north of Cape Varella, Mk. 21.
2330	6-1	12-55N 109-38E	Noise, visible on SPA at frequencies from 80-120 Mc	Hoard most of time in this area.
1930	6-7	13-10N 109-33E	105/500/4	Probably Mk. 11
2145	6-7	13-10N 109-33E	210/1000/3-5	Looks like land based Mk. 21 - steady rotation of antenna

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

Subject: U.S.S. CAPITAINE (SS336) - Report of FIRST War Patrol.

<u>TIME</u>	<u>DATE</u>	<u>POSITION</u>	<u>CHARACTERISTICS</u>	<u>REMARKS</u>
1240	6-8	8-10N 106-45E	210/1000/3-5	Steady rotation of antenna.
0520	6-9	11-08N 109-50E	218/2.../3	Appeared to be same Mark 21 as picked up previously
2230	6-9	11-30N 109-38E	117/1000/5	Strong and steady

COMMUNICATIONS

All types of enemy jamming were encountered on NPM FOX schedules on all frequencies. Increased distance from NPM transmitter made copying difficult at times until shift to NPTL schedules. Jamming noticed on NPTL FOX schedules was infrequent and not very effective. No station serials were missed.

VIXO FOX rebroadcasts were found helpful at a considerable distance from NPTL transmitter.

SONAR

1. On several occasions off Cape Varella what seemed to be pinging was heard on the fathometer receiver. Efforts made to trace the source of this to some part of our own equipment were unsuccessful. When two pings were heard at a time when the QC driver was "off" it was assumed that these pings originated externally.
2. The escort encountered on 30 June and one other ship in the convoy were using hand-keyed echo-ranging on 20 KC.

(V) REMARKS

None.

## SUBMARINE SQUADRON THIRTY

MLK

FC5-30/A16-3

Care of Fleet Post Office  
San Francisco, California  
14 July 1945

Serial: 0114

C-O-N-F-I-D-E-N-T-I-A-LFIRST ENDORSEMENT to  
USS CAPITANE (SS336) -  
Report of First War Patrol.

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

Subject: U.S.S. CAPITANE (SS336) - Report of First War Patrol.

1. The first war patrol of the U.S.S. CAPITANE under the command of Lieutenant Commander E. S. FRIEDRICK, U.S. Navy, was conducted off the INDO-CHINA coast and in the EAST JAVA SEA. Patrol was of sixty-two days duration with thirty-two days spent in the area. Life guard services were conducted at various times during this patrol but no rescues were made. Five Jap survivors of a COBIA sinking were rescued.

2. Area coverage was excellent. Air contacts were few. Ship contacts were, two properly marked hospital ships, one small unidentified vessel attacked with torpedoes and a convoy of 3 small ships with two escorts which were attacked with guns.

3. Torpedo Attack #1 was a night radar surface attack on an unidentified vessel. Four Mk-18 torpedoes were fired from the bow tubes on a 54° starboard track, depth set 4 feet, small gyro angles with a 1650 yards torpedo run. All Missed. Target was later identified as a small fishing vessel and misses can be accredited to over estimation of target length and draft.

4. Gun Attack #1 was a coordinated attack with BAYL, during bright moonlight on a convoy consisting of 3 small ships with two escorts. CAPITANE attacked from north, BAYL from west, opening range 6700 yards, average range 4300 yards. Two possible hits were observed of 28 rounds of 5". When range had closed enough to fire 40mm and 20mm, the return fire from the escorts became so intense that the engagement was broken off. The starboard bowplane of CAPITANE was struck by a 40mm shell.

5. Gun Attack #2 was on a SCS-1 subchaser that had been damaged previously by BAYL or CAPITANE in Gun Attack #1. Subchaser was stopped and had been abandoned. CAPITANE opened fire with 5" at 4400 yards, 40mm at 2700 yards, and 20mm at 1800 yards, target caught fire and sank 30 minutes later.

6. The CAPITANE returned from patrol in good material condition. Refit will be completed in normal time.



FC5-30/A16-3

SUBMARINE SQUADRON THIRTY

mlk

Serial: 0114

Care of Fleet Post Office  
San Francisco, California  
14 July 1945.

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

FIRST ENDORSEMENT to  
USS CAPITAINE (SS336) -  
Report of First War Patrol.

Subject: U.S.S. CAPITAINE (SS336) - Report of First War Patrol.

-----

7. The Squadron Commander welcomes the CAPITAINE to the Southwest Pacific Area and congratulates them on the completion of a long arduous patrol and the damage inflicted upon the enemy.

C. C. SMITH.

Serial 0342-A

31 July 1945

~~CONFIDENTIAL~~

## SECOND ENDORSEMENT to:

USS CAPITAINE (SS336)

Conf. Ltr. A16-3, Serial

01-45, dated 13 July,

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. CAPITAINE (SS336) - Report of First War  
Patrol - Comment on.

1. The First War Patrol of the CAPITAINE, under the command of Lieutenant Commander E.S. FRIEDRICK, U.S.N., was conducted off the coast of INDO-CHINA and in the EAST JAVA SEA.

2. Area coverage was thorough but no contacts worthy of torpedo fire were encountered. On 6 June, four torpedoes ran under a target which was later considered to be too small for a second attack. On 30 June, CAPITAINE joined BAYA in a moonlight gun attack on a convoy consisting of three small ships and two small escorts. On 2 July, CAPITAINE sank a damaged and apparently abandoned SCS-1 Class Subchaser which the Commanding Officer considers to have been damaged during the previous gun attack of 30 June.

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

4. The Force Commander congratulates the Commanding Officer, Officers and Crew of the CAPITAINE upon the completion of this long and arduous First War Patrol during which a total of 19,126 miles were steamed, with only two short stops for fuel. The CAPITAINE is credited with having inflicted the following damage upon the enemy:

SUNK

1 - Subchaser (SCS-1 Class) (EU)\* 100 Tons (Gun attack No. 1 and 2)

\* Previously damaged by coordinated gun attack with BAYA.

*W. L. Wright*  
W. L. WRIGHT,  
A. Chief of Staff.  
ORIGINAL COPY.

8 03449

FE24-71/A16-3

UNITED STATES NAVY

11/aw

Serial 6342-A

31 July 1945

~~CONFIDENTIAL~~

SECOND ENDORSEMENT to:  
USS CAPITAIN (SS336)  
Conf. Ltr. A16-3, Serial  
01-45, dated 13 July,  
1945. Report of First War  
Patrol.

Subject: U.S.S. CAPITAIN (SS336) - Report of First War  
Patrol - Comment on.

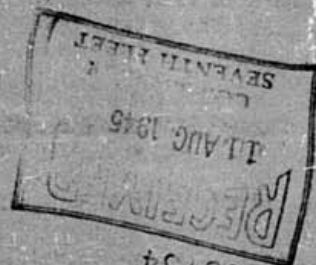
DISTRIBUTION

Cominch (3) Direct  
Vice Opnav (2) Direct  
Vice Opnav Op-23c (1)  
Com1stFlt (1)  
Com2ndFlt (1)  
Com7thFlt (2)  
ComSub1stFlt (30)  
ComSub2ndFlt (4)  
CTF-71 (7)  
CTG-71.5 (2)

CTG-71.8 (2)  
ComSubRon-28 (2)  
ComSubRon-26 (2)  
ComSubRon-30 (2)  
DivComsSubRon-22 (1 ea)  
DivComsSubRon-26 (1 ea)  
DivComsSubRon-30 (1 ea)  
S/M School; N.L., Conn. (2)  
Comdt: NYD, Puget Sound (1)  
SubAd, Mare Island (2)  
S/Ms 7thFlt (1)

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

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





*Master File*

UNITED STATES FLEET  
COMMANDER SEVENTH FLEET

AL6-3(8) (F-3c/ob)

Serial: 05550

15 AUG 1945

CONFIDENTIAL

REG. NO F2431

R. S. NO 8 03449

REG. SHEET NO 220

THIRD ENDORSEMENT to:

CO, USS CAPITaine conf ltr  
SS336/AL6-3, serial 01-45, ✓  
dated 13 July 1945.

From:

Commander Seventh Fleet.

To :

Commander-in-Chief, United States Fleet.

Subject:

U.S.S. CAPITaine (SS336) - Report of First War Patrol -  
comment on.

1.

Forwarded.

R+L

Copy to:

ComSubs7th

ComSubRon 30

CO USS CAPITaine

*J. H. Long*

J. H. LONG

By direction

130 AUG 31 15 42

RECEIVED  
AT 2:17 PM  
130 AUG 31 15 42

SS336/A16

U.S.S. CAPITAINE (SS336)

Serial: (02-45)

c/o Fleet Post Office,  
San Francisco, Calif.

22 August 1945

~~SECRET~~  
~~DECLASSIFIED~~ -A-L

From: The Commanding Officer.  
To : The Commander in Chief, United States Fleet.  
Via : (1) The Commander Submarine Division TWO HUNDRED  
TWENTY-TWO.  
(2) The Commander Submarine Squadron TWENTY-TWO.  
(3) The Commander Submarines SEVENTH FLEET.  
(4) The Commander SEVENTH FLEET.

Subject: U.S.S. CAPITAINE (SS336) - Report of SECOND War Patrol.

Enclosures: (A) Subject Report.  
(B) Track Chart.

1. Enclosure (A), covering the SECOND War Patrol of this vessel conducted in the East Java Sea during the period 7 August 1945 to 21 August 1945, is forwarded herewith.

DECLASSIFIED-ART. 0445, OPHAVINST 5510.1C  
BY OP-0909C DATE 5/25/72

E. S. FRIEDRICK

DECLASSIFIED

10 01520

SS336/A16

U.S.S. CAPITAIN (SS336)

Serial: (02-45)

c/o Fleet Post Office,  
San Francisco, Calif.

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

Subject: U.S.S. CAPITAIN (SS336) - Report of SECOND War Patrol.  
-----

(A) PROLOGUE

On 13 July 1945 arrived FREMANTLE, Western Australia. This vessel was assigned to Commander Submarine Squadron THIRTY (Commander Submarine Division THREE HUNDRED TWO) for refit.

The Commanding Officer has witnessed seven (7) refits following War Patrols on vessels to which attached. This refit and training period, however, is considered outstanding for the expeditious and efficient manner in which it was conducted.

Training period was from 28 July to 6 August 1944. Entered drydock on 20 July 1945 and left drydock on 22 July 1945.

During the refit period the following officers were transferred:

Lieutenant Commander Ernest L. Schwab, Jr., U.S. Navy, on 28 July 1945 in accordance with Commander Submarines SEVENTH FLEET Order FE24-71/Pl6-4/00 over (942)(S), Serial 64-3426 of 17 July 1945.

Lieutenant Robert E. Staff, U.S. Navy, on 30 July 1945 in accordance with Commander Submarines SEVENTH FLEET Order FE-24-71/Pl6-4/00 over (960)(S), Serial 64-3589 of 30 July 1945.

Lieutenant (jg) William J. Shelburne, Jr., (E)L, U.S.N.R., on 7 August 1945 in accordance with Commander Submarines SEVENTH FLEET Order FE24-71/Pl6-4/00 over (988)(S), Serial 64-3589 of 6 August 1945.

The following officers were received:

Lieutenant (jg) Karl W. Kuns, U.S. Navy, on 6 August 1945, from Advanced Training and Relief Crew Number SIX.

Chief Machinist V. Carta, U.S. Navy, on 1 August 1945, from Submarine Division THREE HUNDRED TWO.

Transferred twenty-four (24) enlisted men and received twenty-one (21) enlisted men.



SS336/A16

U.S.S. CAPITAIN (SS336)

Serial: (02-45)

c/o Fleet Post Office,  
San Francisco, Calif.

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

Subject: U.S.S. CAPITAIN (SS336) - Report of SECOND War Patrol.

(B) NARRATIVE

This patrol was conducted in accordance with Commander Task Group SEVENTY-ONE POINT ONE operation order No. 104-45.  
Modifications: Commander Task Force SEVENTY-ONE 150650 August.

OFFICERS

Lieutenant Commander E. S. Friedrich, U.S. Navy	8
Lieutenant R. P. Strakos, (D)E, U.S.N.R.	9
Lieutenant C. E. Bowman, U.S. Navy	8
Lieutenant (jg) K. W. Kuns, U.S. Navy	10
Lieutenant (jg) R. W. Netting, U.S. Navy	2
Lieutenant (jg) H. W. Taylor, (E)L, U.S.N.R.	5
Ensign J. W. Soderberg, (E), U.S.N.R.	2
Ensign E. W. Daniels, U.S. Navy	5
Chief Machinist V. Carta, U.S. Navy	7

CHIEF PETTY OFFICERS

BRUEGGEMAN, R. L., 346 52 91, CMOMM(PA)(SS), U.S. Navy	11
DEXTER, R. R., 212 58 45, CMOMM(AA)(T)(SS), U.S. Navy	7
MUEHLBERGER, E. J., 201 72 96, CPHM(AA)(T)(SS), U.S. Navy	2
PAINTER, H. R., 250 50 05, CMOMM(T)(SS), U.S. Navy	8
REYNAUD, E. L., 372 08 31, CTM(AA)(T)(SS), U.S. Navy	11
RICHTER, P. E., 250 20 64, CEM(PA)(SS)(GY), U.S. Navy	7

7 AUGUST (-8)

NOON POSITION:  
FREMANTLE.

75 M  
950 G

1455 Underway for Patrol Area in company with PUFFER.

8 AUGUST (-8)

NOON POSITION:  
29-53S 113-27E

253 M  
2570 G

1252 Exchanged calls with HMS STUBBORN.

1352 Exchanged calls with BRILL.

SS336/A16

U.S.S. CAPITaine (SS336)

Serial: (02-45)

c/o Fleet Post Office,  
San Francisco, Calif.

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

Subject: U.S.S. CAPITaine (SS336) - Report of SECOND War Patrol.  
-----

9 AUGUST (-8) NOON POSITION: 326 M  
25-08S 112-15E 3480 G

0900 Made practice approaches on PUFFER.

10 AUGUST (-8) NOON POSITION: 331 M  
20-18S 112-57E 3480 G

0900 Practice approaches on PUFFER.

1410 Exchanged calls with COD.

11 AUGUST (-8) NOON POSITION: 301 M  
15-24S 114-35E 2600 G

0900 Made practice approaches on PUFFER.

1943 Exchanged calls with BUMPER.

12 AUGUST (-8) NOON POSITION: 312 M  
10-42S 115-16E 3170 G

0900 Practice approaches on PUFFER.

1240 Received CTF 71 120353 August.

1242 Sighted large flag on a pole. Horizontal colors black, white,  
and faded red.

1745 Sent message to TACITURN, THOROUGH, PUFFER, and BULLHEAD establishing  
search plan for tomorrow.

1750 Radar contact on LOMBOK and BALI.

2211 Commenced transit of LOMBOK.

SS336/416

U.S.S. CAPITAINE (SS336)

Serial: (02-45)

c/o Fleet Post Office,  
San Francisco, Calif.

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

Subject: U.S.S. CAPITAINE (SS336) - Report of SECOND War Patrol.

13 AUGUST (-9) NOON POSITION: 346 M  
6-38S 117-01N 4870 G

0800 Set clocks ahead to ITEM time.  
0134 Completed transit of LOMBOK.  
0830 Commenced scouting.  
1219 Sighted PUFFER and exchanged negative information.  
2130 Attempted to contact TACITURN and BULLHEAD on Safplan with no success.

14 AUGUST (-9) NOON POSITION: 301 M  
06-34S 117-07E 3060 G

Searching with PUFFER on course 160° T. and 340° T. at 12 knots reversing course each hour.

0715 Sighted PUFFER.  
0954 Submerged for trim. Surfaced at 1010.  
1225 Received CTF 71 140240 August to CAPITAINE pack.  
2045 Received contact report from THOROUGH and TACITURN of convoy composed of 2 SUGAR CHARLIES and 4 sea trucks escorted by 1 DOG EASY, 1 PETER CHARLIE, 1 chaser, 2 trawlers, and air cover.

All attempts to contact BULLHEAD unsuccessful.

15 AUGUST (-9) NOON POSITION: 341 M  
06-33S 117-04E 4540 G

0115 Formed scouting line 160-340 about 40 miles east of KINGMAN ISLANDS with THOROUGH, CAPITAINE, PUFFER, and TACITURN from North to South.



SS336/A16

U.S.S. CAPITAINE (SS336)

Serial: (02-45)

c/o Fleet Post Office,  
San Francisco, Calif.

~~G-O-N-E-I-D-E-N-T-I-A-L~~

Subject: U.S.S. CAPITAINE (SS336) - Report of SECOND War Patrol.  
-----

0724 Exchanged calls and information with THOROUGH.

1112 Sent message to TACITURN and THOROUGH to clear up any doubt as to their proper positions in scouting line.

1208 Submerged. Had sighted object at 1138 which upon surfacing at 1227 turned out to be TACITURN. She had misconstrued my original message and was changing her position in the line.

1323 Sent message to pack shifting position of scouting line to area between DE BRIL Light and MAKASSAR. Proceeding to new position.

1645 Received CTF 71 150350 August.

1730 TACITURN and THOROUGH departed pack.

1739 Received CTF 71 150650 August and reversed course.

2235 Rendezvoused with PUFFER. We will proceed independently to ANDY.

<u>16 AUGUST (-9)</u>	NOON POSITION:	391 M
	05-45S 113-39E	5140 G

0123 Sent CAPITAINE first to CTF 71 acknowledging serials LOVE and OBOE.

0818 Sighted small sail boat.

0854 Submerged. Surfaced at 0907.

1450 BIWAEN ISLAND by SJ.

1728 Sighted three small sailboats.

<u>17 AUGUST (-9)</u>	NOON POSITION:	414 M
	00-59S 107-29E	6660 G

0324 Exchanged calls with PUFFER by SJ.

0921 Submerged for trim. Surfaced at 0932.

1230 KARIMATA ISLAND by SJ radar.

1436 Completed transit of KARIMATA STRAIT.

2230 PED JAN PAN ISLAND by SJ.

SS336/A16

U.S.S. CAPITAIN (SS336)

Serial: (02-45)

c/o Fleet Post Office,  
San Francisco, Calif.

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

Subject: U.S.S. CAPITAIN (SS336) - Report of SECOND War Patrol.  
-----

18 AUGUST (-9)

NOON POSITION:  
03-24N 107-03E

368 M  
7100 G

0052 KEPAHLANG ISLAND by SJ.  
0155 TOKONG KEMOEDI by SJ.  
0350 DOEMDOEM ISLAND by SJ.  
2245 SJ interference - probably PUFFER.

19 AUGUST (-9)

NOON POSITION:  
08-50N 110-21E

408 M  
7030 G

0927 Submerged. Surfaced at 0939.  
1007 Manned Battle Stations Gun and fired all guns for training.  
2025 Exchanged calls with PUFFER by SJ radar.

20 AUGUST (-9)

NOON POSITION:  
13-26N 114-51E

376 M  
6170 G

0736 Sighted submarine presumed to be PUFFER.  
1955 SJ interference bearing 265° T. presumably PUFFER. Unable to exchange calls.

21 AUGUST (-9)

NOON POSITION:  
14-40N 120-12E

162 M  
2365 G

0520 SJ interference from KRAKEN.  
0617 Exchanged calls with ROLF, our escort.  
0640 Exchanged calls with KRAKEN.  
0912 Enroute SUBIC in company with escort, KRAKEN, and PUFFER.  
1305 Moored alongside U.S.S. HOWARD W. GILMORE in Subic Bay

SS336/A16

U.S.S. CAPITAIN (SS336)

Serial: (02-45)

c/o Fleet Post Office,  
San Francisco, Calif.

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

Subject: U.S.S. CAPITAIN (SS336) - Report of SECOND War Patrol.  
-----

(C) WEATHER

No comments.

(D) TIDAL INFORMATION

A general southwesterly set of 1-1/2 to 2 knots was experienced in the region 90 miles bearing 080° T. from the Kangean Islands.

A northerly set of 1/2 knot was experienced in Karimata Strait.

(E) NAVIGATIONAL AIDS

No comments.

(F) SHIP CONTACTS

None.

(G) AIRCRAFT CONTACTS

None.

(H) ATTACK DATA

None.

(I) MINES

None.

(J) ANTI-SUBMARINE MEASURE AND EVASION TACTICS

No data.

(K) MAJOR DEFECTS AND DAMAGE

Hull:

None.



SS336/A16

U.S.S. CAPITAINE (SS336)

Serial: (02-45)

c/o Fleet Post Office,  
San Francisco, Calif.

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

Subject: U.S.S. CAPITAINE (SS336) - Report of SECOND War Patrol.  
-----

Machinery:

- August 14: Found broken rocker lever saddle stud on number 2 unit, auxiliary engine. Renewed stud and lub oil suction strainer to place engine in satisfactory operating condition.
- August 15: Fresh water leak on number 12 unit number 4 main engine. This engine was out of commission 7 hours during renewal of liner seal rings. Inferior seal rings was the cause of the dearrangement.
- August 16: Number 2 distiller was out of commission 2 hours during renewal of compressor drive shaft packing.

Electrical:

- August 17: Master gyro compass bearing transmitter failed to follow. Inspection disclosed a binding of the 36 speed indicating ring against the lubber line ring. The bearing repeater system operated satisfactory when a clearance was obtained between the two rings.
- August 18: The pitometer log was out of commission for a period of 2 hours. Dearrangement was caused by corrosion of pump bearings. Renewed bearings and pitlog works satisfactory.

Ordnance and Gunnery:

1. On 10 August 1945 all guns were test fired. On the first attempt to fire the forward 40 millimeter gun it was found impossible to load in that a round could not be passed through the star wheels on to the rammer tray of the automatic loader. Upon removing this loader it was discovered that the star wheel extensions had considerable play and prevented the nose of the projectile from passing through to the rammer tray.
2. A spare automatic loader was installed and the gun fired normally.
3. The defective loader had been overhauled by Advanced Training and Relief Crew No. 6, but a test firing could not be accomplished on this piece prior to departure for patrol.

SS336/A16

U.S.S. CAPITaine (SS336)

Serial: (02-45)

c/o Fleet Post Office,  
San Francisco, Calif.

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

Subject: U.S.S. CAPITaine (SS336) - Report of SECOND War Patrol

(L) RADIO

No comment.

(M) RADAR

No comment.

(N) SONAR AND SOUND CONDITIONS

No comment.

(O) DENSITY LAYERS

No density layers were encountered during this patrol.

(P) COMMISSARY DEPARTMENT

1. Health, food, and habitability were normal.
2. After beginning the Atabrine course there were several cases of upset stomach causing nausea and vomiting.
3. The general health and habitability of the crew has been good.

The following is a list of diseases and injuries and number of sick days:

<u>DISEASES AND INJURIES</u>	<u>NO.</u>	<u>WORK DAYS LOST</u>
Cellulitis (right foot)	1	1
Gastro Enteritis, acute	11	1
Septicemia	1	1
Scabies	2	4
Total sick days	-	7

4. The quality and quantity of the food supplied has been good and its preparation satisfactory.

SS336/A16

U.S.S. CAPITAINE (SS336)

Serial: (02-45)

c/o Fleet Post Office,  
San Francisco, Calif.C-O-N-F-I-D-E-N-T-I-A-LSubject: U.S.S. CAPITAINE (SS336) - Report of SECOND War Patrol.  
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(Q)

Number of men detached after last patrol	22
Number of men on board during patrol	78
Number of men qualified at start of patrol	42
Number of men qualified at end of patrol	42
Number of men unqualified making their first patrol	16

(R) MILES S. EARNED - FUEL USED

Fremantle to area	1,740.4 Miles	21,120 Gallons
In area	726.3 Miles	8,100 Gallons
Area to Subic	2,319.3 Miles	35,450 Gallons

(S) DURATION

Days enroute to area	6
Days in area	3
Days enroute to Subic	6
Days submerged	0

(T) FACTORS OF ENDURANCE REMAINING

<u>TORPEDOES</u>	<u>FUEL</u>	<u>PROVISIONS</u>	<u>PERSONNEL PAC</u>
411	53,000	70	45

(U) COMMUNICATIONS, RADAR AND SONAR COUNTERMEASURESRadar:

Following intercepts of radar signals were made with APR-SPA equipment:

<u>DATE-TIME</u>	<u>POSITION</u>	<u>CHARACTERISTICS</u>	<u>REMARKS</u>
10 August 0415	21-45.1S 112-38.5E	175/8/40	Thought to be PUFFER BN trigger by SJ
12 August 2035	9-3.6S 115-43.0E	158/50/5	Good contact which showed SPA for most of time while transiting Lombok Strait - bearings and intensity varied greatly but no aircraft contact was made.



SS336/A16

U.S.S. CAPITANE (SS336)

Serial: (02-45)

c/o Fleet Post Office,  
San Francisco, Calif.

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

Subject: U.S.S. CAPITANE (SS336) - Report of SECOND War Patrol.  
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Beginning 9 August, a signal covering the band from 220 to 260 megacycles was heard intermittently throughout the patrol. No pulse width or PRF could be determined. The signal was definitely external. On 13 August in position 7-56.0N 115-48.4E this same type of signal was picked up on 310 megacycles. It is thought that possibly these signals may have been higher harmonics of jamming transmission at radio frequencies.

Communications:

No comments.

Sonar:

No comments.

(V) REMARKS

FOUO

FC5-22/A16-3

SUBMARINE SQUADRON TWENTY-TWO

Bn

Serial: 0213

Care of Fleet Post Office,  
San Francisco, California,  
22 August 1945.

CONFIDENTIAL

FIRST ENDORSEMENT to  
U.S.S. CAPITAINE (SS336) -  
Report of Second 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. CAPITAINE (SS336) - Report of Second War Patrol.

1. The U.S.S. CAPITAINE (SS336) under the command of Lieutenant Commander E. S. FIEDRICK, U.S. Navy, departed REEMANTLE, W.A., on 7 August 1945 for patrol in the JAVA SEA, north of BALI and JAVA. Transiting LOMBOK Strait during the night of 12 - 13 August, CAPITAINE started a coordinated search for enemy shipping with H.H.S. TACITURN and THOROUGH, and U.S.S. BULLHEAD (SS332) and U.S.S. PUFFER (SS268). CAPITAINE made no contacts in a two day sweep. On 15 August 1945, received orders from Commander Submarines, SEVENTH FLEET, to cease offensive operations against the Japanese. Departed area that evening, arriving SUEIC BAY, Luzon, P.I., on 21 August 1945.

2. CAPITAINE arrived from the short patrol of fifteen days in a outstanding state of cleanliness, ship shape and in excellent material condition. No refit will be necessary.

3. The Commander Submarine Squadron Twenty-two welcomes the Commanding Officer, officers and crew of the CAPITAINE back from patrol.

*E. S. Hutchinson*  
E. S. HUTCHINSON.

10 01520

Serial 0461-A**CONFIDENTIAL**

25 August 1945.

9-0529

SECOND ENDORSEMENT to:  
USS CAPITAINE Com. Ltr.  
A16 Serial 02-45, dated  
22 August 1945. Report  
of Second 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. CAPITAINE (SS336) - Report of Second War  
Patrol - Comment on.

1. The Second War Patrol of the CAPITAINE under the command of Lieutenant Commander E. S. FRIEDRICK, U.S.N., was conducted in the JAVA SEA.
2. The CAPITAINE was ordered to proceed to SUBIC at the time of the conclusion of hostilities after five days patrol in her area. There were no opportunities for attack.
3. The award of the Submarine Combat Insignia is not authorized for this patrol.
4. The Force Commander congratulates the Commanding Officer, Officers and Crew of the CAPITAINE upon the completion of this patrol and upon their part in bringing the war to a successful conclusion.

JAMES FIFE.  
ORIGINAL COPY.

DISTRIBUTION:  
(on next page)

10 01520



FE24-71/A16-3

UNITED STATES NAVY

12a/hn

Serial 0461-A

**CONFIDENTIAL**

25 August 1945.

SECOND ENDORSEMENT to:  
USS CAPITANE Conf. Ltr.  
A16 Serial 02-45, dated  
22 August 1943. Report  
of Second War Patrol.

Subject: U.S.S. CAPITANE (SS336) - Report of Second War  
Patrol - Comment on.

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

89000

cut # 3

REG. NO. P-1905  
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REG. SHEET NO. 130

PHILIPPINE SEA FRONTIER

Phil/F3/mdd  
A4-3(1)(8)

Serial: 0894

167 OCT 1945

17 OCT 1945

CONFIDENTIAL

THIRD ENDORSEMENT to  
USS CAPITAIN Conf. ltr.  
A16, Serial 02-45, dated  
22 August 1945.

From: Commander Philippine Sea Frontier.  
To : Commander in Chief, UNITED STATES FLEET.  
Subject: USS CAPITAIN (SS 336) - Report of Second War Patrol.

1. Forwarded.

2. Routing has been changed to substitute Commander Philippine Sea Frontier for Commander Seventh Fleet, as Commander Submarines Seventh Fleet is now Commander Submarines Philippine Sea Frontier.

*John J. Waybright*

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ComSubsPSF

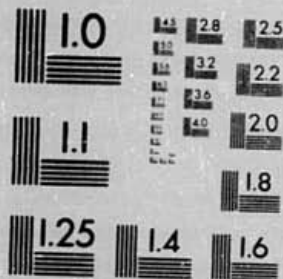
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