

WAR DIARY

AIRSHIP PATROL SQUADRON 11
SOUTH WEYMOUTH, MASSACHUSETTS

August 1 - 31, 1942

(a) Composition of Unit.

One ZN from Z Pron 12, NAS Lakehurst, N.J. stationed at NAS South Weymouth, Massachusetts. This airship operates from South Weymouth for approximately seven days and is then flown back to Lakehurst to be serviced and exchanged for another from that base.

(b) Designation Next Higher Echelon of Command and Operation Plan.

This unit operates under Commander Northern Air Patrol according to CNAP operation plane No. 1-42 of July 21, 1942. CNAP orders are given verbally over the command line via the air controller.

(c) Brief of Daily Operations.

(Times of flights, areas covered, weather as affecting operations, LCT positions at 0800, 1200, and 2000, and important events.)

Unless otherwise stated, routine mention of wind, visibility, air and ground speed, is, in each case, the average for the flight.

Aug. 1. K-4.

Task Force One: In flight 1359-August 2, 0832.

Wind, 9 knots, visibility 12 miles; air speed, 43 knots; ground speed 36 knots, distance covered 710 miles. LCT positions, 2000, 42°-33'N, 70°-20'W; 0800, August 2, 42°-10'N, 70°-41'W.

According to orders, searched areas of 42°-10'N, 70°-20'W; 42°-55'N, 68°-55'W; 42°-33'N, 70°-20'W. Then escorted 4 ships - 4 escort convoy from 42°-25'N, 70°-30'W, at 1845, to 43°-12'N, 68°-35'W, at 0600 August 2, when blimp was relieved by PBO.

Aug. 2. K-4.

Task Force One: In flight 0930-1930.

Wind 12-16 knots from 260°T, visibility 15-20 miles, air speed 51 knots, ground speed 41 knots, distance covered, 410 miles. LCT position, 1200, 40°-53'N, 69°-42'W.

Swept area from Nantucket, to Nantucket Shoals Light, to 41°-12'N, 69°-00'W; headed for designated position of sub sighting; en route changed course and returned to base, all in compliance with despatch orders.

Task Force Two: In flight 2011-August 3, 0740.

Wind 16 knots from 270°T, visibility 5 miles; air speed, 48 knots; ground speed 25 knots, distance covered, 237 miles.

Patrolled entrances to Boston Harbor. 0130 headed for Minots Ledge - unable to locate 2 ships as ordered. Continued former patrol. 0530, established patrol of Loop Cast area. 0640, headed homeward.

Aug. 3. K-4.

Task Force One: In flight 1015-1215.

Wind 22 knots from 330°T, visibility 10 miles, air speed 48 knots., ground speed 40 knots, distance covered 95 miles. LCT position, 1200, 42°-08'N, 70°-38'W.

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Aug. 3. (continued).

Patrolled Mass Bay-Cape Ann, and SW to Boston; proceeded to Canal, 1125, and was then recalled.

Task Force Two: In flight 1434-August 4, 0706.

Wind 14 knots, visibility 15 miles, air speed 44 knots, ground speed 35 knots, distance covered 560 miles. Proceeded to 42-10N, 70-07W and from there to 42-45N, 68-20W in which latter vicinity met SB-32 convoy at 1810. Scouted area ten miles in radius around this position, searched Cashes Ledge area, and then escorted convoy towards Boston until 0610, when blimp was relieved by plane.

Aug. 4.

Task Force One: In flight 0947-1830.

Wind 7 knots, visibility 8 miles, air speed 45 knots, ground speed 28 knots, distance covered 200 miles. LCT position 1200, 42-12N, 69-32W. Covered ships in Cape Cod Bay until 0235; then headed for 42-30N, 69-45W, according to orders to pick up HMS CAPE WARWICK in that position, of a joint submarine hunt. Unable to contact ship despite radar search. Informed of submarine sighting at 0430, position 41-30N, 70-00W. Proceeded to this position and searched area 3 or 4 hours with negative results. Blimp was then recalled.

Aug. 5. K-4.

Task Force One: In flight 1538-August 6, 0849.

Wind 12 knots, visibility 20 miles, air speed 44 knots, ground speed 45 knots, distance covered 320 miles. LCT positions, 2000 42-47N, 69-33W; 0800, August 6, 42-17N, 70-26W. Proceeded to Cashes Ledge (Ammen Rock Whistle buoy), then to 43-00N 69-00W and searched area within 20 miles radius. Met convoy, 2010, position 42-47N, 69-38W, and escorted it to position 43-08N, 68-07W, at 0535, August 6.

Aug. 6. K-8.

Task Force One: In flight 1335-August 7, 0230.

Wind 6 knots, visibility unlimited, air speed 46 knots, ground speed 35 knots, distance covered 430 miles. LCT position 2000, 43-13N, 69-16W. Patrolled to Cape Ann, then to Cashes Ledge; proceeded NE for 20 miles, then NW for 20 miles, then headed SW. Met 10 knot convoy, BX-32-B at approximately 1840, South of Platts Bank and escorted them in a South-westerly direction until 2230.

Aug. 7. K-8.

Task Force One: In flight 0442-1242.

Wind 10 knots, visibility 25 miles, air speed 49 knots, ground speed 45 knots, distance covered 390 miles. LCT positions, at 0800, 42-05N, 69-20W; 1200, 42-07N, 70-05W. Investigated area of 42-07N, 69-40W where subs had been reported: results negative. Headed homeward, according to orders, at 1130.

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Aug. 7. (continued).

Task Force Two: In flight 1916-August 8, 0941.

Wind 12 knots, visibility 25 miles, air speed 48 knots, ground speed 45 knots, distance covered 648 miles. LCT positions, Aug. 8, 0800, 41-57, 70-25W; 2000, 42-08N, 70-15W., Aug. 7.

Proceeded from Race Point on course 78°T to meet convoy which was headed on course 258°T, and expected to be in position 42°24'N, 68°22'W at 0030. Convoy not met at 0215; requested bearing from station and received position report at 0445, which put blimp 190 miles SE of station. Made for Cape Cod Bay and met convoy at 0725. Escorted it until it entered the Canal, and was recalled at 0855.

Aug. 8 K-8

Task Force One: In flight 1051-1951.

Wind 10 knots, visibility 20 miles, air speed 50 miles, ground speed 35 miles, distance covered 350 miles. LCT position, 1200, 42-08N, 70W.

Patrolled area "L", north to Casco Bay. Ordered home at best possible speed at 1620.

Aug. 9 K-8

Task Force One: In flight 0947-1613.

Wind 24 knots, visibility 5 miles, ground speed 40 miles, air speed 45 miles, distance covered 280 miles. LCT position 1200, 42-28N, 70-35W.

Arrived Provincetown 1100 to cover 2 ships during refueling operations. Ordered to meet 15 ship - 4 escort convoy 10 miles south of Cape Ann. Convoy met at 1130; it was well formed, except for 1 lagging freighter 1/4 miles astern, and was escorted by 1 British DD and 3 Corvettes. Covered convoy until it reached 42°42'N, 70°05'W at which time, blimp was recalled.

Aug. 10. K-8.

Task Force One: In flight 1004 - 1612.

Wind 15 knots, visibility zero, Air Speed 46 miles, ground speed 46 miles, distance covered 253 miles. LCT position 1200, 41-37N, 69-35W.

Made thorough search of area around 41°20'N, 69°20'W for 3 ships to be escorted to Boston. Dense fog, no contact made. Recalled at 1528.

Aug. 11. K-8.

Task Force One: In flight 0920-1611.

Wind 10 knots, visibility 1 mile, air speed 50 knots, ground speed 41 knots, distance covered 250 miles. LCT position 1200, 42-28N, 69-07W.

Patrolled Area "L", hampered by poor visibility and fog.

Task Force Two: In flight 1646-Aug. 12, 0332.

Wind 15 knots, air speed 44 knots, ground speed 35 knots,

WAR DIARY

Aug. 11. K-8. (Continued)

visibility 1 mile, distance covered 244 miles. LCT position 2000, 42-25N, 70-12W.

Ordered to cover convoy from position 42°20'N, 68°48'W, until Aug. 3, 0500. No contact made - ceiling zero, fog, reduced visibility.

Aug. 12. K-8.

Task Force One: In flight 0820-1610.

Wind 1 knot, visibility 3 miles, air speed 45 knots, ground speed 45 knots, distance covered 360 miles. LCT position 1200, 41-48N, 70-27W.

Ordered to cover ON-116 convoy heading west through canal until BX-33 convoy was met in Buzzards Bay, and to cease coverage in time to be at base by 1430. Met convoy at 0920, and reported to DD Chevalier. When escorting DD's left, reported to convoy commander, giving call and frequency blimp was guarding. At 1245, convoy approached canal, and at 1335, blimp departed for base. 1355, blimp ordered to resume former coverage until 1600. Complied with instructions, heading homeward at 1610.

Aug. 13. K-8

Task Force One: In flight 0406-1343.

Wind 14 knots, visibility .4 mile, air speed 40 miles, ground speed 40 miles, distance covered 375 miles. LCT positions 0800, 41-47N, 70-30W; 1200, 41-47N, 70-30W.

Patrolled North end of Canal during convoy formation. Convoy still forming when K-8 departed at 1343.

Aug. 14. K-5.

Task Force One: In flight 0300-1445.

Wind 21 knots, visibility 2 miles, air speed 47 miles, ground speed 43, distance covered 469 miles. LCT positions 0800, 42-33N, 67-39W; 1200, 42-11N, 70-05W.

Ordered to proceed due East to position 42°10'N, 70°15'W, thence on course 082°T to 0730 position of ACQUITANIA, 42°21'N, 67°52'W, and escort her, on course 262° T, to Boston. Took off at 0300 in heavy fog which continued until 0835. Proceeded east to pick up mission, using radio compass fixes. At 0840, contacted 27 ship convoy with 4 escorts; verified position and learned that the ACQUITANIA was 30 miles ahead, bearing 260°. Increased blimps speed to 1700 R.P.M. at 0955, sighted unidentified eastbound steamer position 42°27'N, 68°22'W. ACQUITANIA sighted at 1050, position 42°15'N, 69°14'W. From 1050-1220, time was spent chasing her down, which was difficult, since her ground speed nearly equalled that of the Blimp. Estimated speed of ACQUITANIA was 25-30 knots. Escorted her until she arrived Boston gate, at 1345.

Aug. 15. K-5.

Task Force One: In flight 0720-1600.

Wind 15 knots, visibility 1 mile, air speed 47 knots, ground speed 40 knots, distance covered 320 miles. LCT positions, 0800, 42-10N, 70-15W; 1200, 42-10N, 69-53W.

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Aug. 15. K-5. (Continued)

Proceeded to 42°10'N, 70°15'W, expected 0800 position of vessels to be escorted to Boston. Made no contact - heavy fog. Proceeded on course 090°T until 0907; still negative results. Assumed course 270°T to a point 30 miles east of 0800 position and searched area thoroughly - no contact. Continued Westward course until 1145 and then assumed course of 090°T at 1230, investigated oil slick sighted at 42°10'N, 69°38'W; results negative. Continued search for mission in this area with negative results until recalled at 1435.

Aug. 16. K-5.

Task Force One: In Flight 1545 - Aug. 17, 1020.

Wind 30 knots, visibility 5 miles, air speed 47 miles, ground speed 17 miles, distance covered 400 miles. LCT positions, 2000 (8-16-42), 43-05N, 69-10W; 0800 (8-17-42), 42-20N, 69-56W. Proceeded to Cape Ann and thence to expected 1900 position of BX-330 convoy, 42°58' N, 69°18' W. Encountered 30-40 knot winds from 210°. Met convoy at 1830, and escorted it until fog closed in at 2230. Searched for convoy 1/2 hour in fog with negative results and decided to return to base. After bucking high winds, managed to arrive at 1020, Aug. 17.

Aug. 17. K-5.

Task Force One: In Flight 1641 - Aug. 18, 0430.

Wind 20 knots, visibility 4 miles, air speed 45 knots, ground speed 40 knots, distance covered 330 miles. LCT positions, 2000 42-37N, 68-52W. Met convoy at 1830, position 42°12' N, 70°15' W, and lost it shortly afterward in dense fog. Remainder of flight was spent attempting to reach base through adverse weather over entire route.

Aug. 18. K-5.

Task Force One: In Flight 0942 - 2145.

Wind 10 knots, visibility 9 miles, air speed 47 knots, ground speed, 38 knots, distance covered 442 miles. LCT positions, 1200 42-07N, 70-13W; 2000 42-53N, 70-37W. Proceeded to 42°18'N, 70°00'W. to pick up XB-34B convoy. Searched area thoroughly, made no contact, and reported fact to base. Carried out the following in compliance with their subsequent orders. Proceeded east from Race Point at 1205 and reached 42°15'N, 68°43'W. at 1319. Arrived 43°16'N, 68°59'W. at 1504, and headed south to 42°47'N, 68°50'W., arriving at 1603. Proceeded to 43°21'N, 69°01'W. and covered area from that point to south of Platts Bank until 1800, and then returned to base.

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Aug. 19. K-5.

Task Force One: In Flight 0650 - 1500.

Wind 10 knots, visibility 5 miles, air speed 48 knots, ground speed, 45 knots, distance covered 300 miles. LCT positions, 0800 42-31N, 69-47W.; 1200 42-08N, 69-15W.

Patrolled to Cashes Ledge, thence to Jeffries Bank, and then south for 90 miles. Headed towards land and made base 1500.

Task Force Two: In Flight 1550 - Aug. 20, 0940.

Wind 20 knots, visibility 1 mile, air speed 43 knots, ground speed 30 knots, distance covered 510 miles, LCT positions, 0800 42-08N, 69-15W.; 2000 42-12N, 70-10W.

Proceeded to Mass. Bay, where BX-34 was sighted, and patrolled on course of 065°T for about 50 miles to a point just north of Fippenies Ledge. Returned on same track, met above convoy at rendezvous, and escorted it until 0230 when visual contact was lost. Made further search with negative results: radio bearing placed blimp 25 miles south of estimated position. 0500, headed for base.

Aug. 20. K-5.

Task Force One: In Flight 1030 - Aug. 21, 0106.

Wind 24 miles, visibility 3 miles, air speed 45 knots, ground speed 30 knots, distance covered 400 miles, LCT positions, 1200 42-25N, 68-53W.; 2000 42-40N, 69-40W.

Proceeded on patrol towards position 42°38'N, 68°00'W. Met strong wind and headed west at 1223, when about 30 miles from above position. At 1430 made strong MAD contact in position 47 miles, bearing 038°, from Race Pt., and between 1430 and 1603, six other contacts, all of which were marked by smoke floats. The blimp released salvos of 2 depth bombs each on the fourth and fifth contacts, and observed a slight oil slick after the explosions. She then requested air and surface support and continued the search until 2000., although breakdown of MAD equipment made further contacts impossible after 1603. This incident was evaluated as a real submarine contact, but it was estimated that little or no damage was inflicted by the attack. See par. (d) Enemy Contacts.

Aug. 21. K-4.

Task Force One: In Flight 1023 - 1520.

Wind 15 knots, visibility 5 miles, air speed 45 knots, ground speed, 35 knots, distance covered 140 miles, LCT positions, 1200 42-10N, 69-45W.

Patrolled from Race Pt. 30 miles east; from there 20 miles north, and then returned to base.

WAR DIARY

Aug. 21. (cont.)

Task Force Two: In Flight 1548 - Aug. 22 - 1325:
Wind 25 knots, visibility 4 miles, air speed 47 knots, ground speed 25 knots, distance covered 525 miles, LCT positions, 1200 42-48N, 70-34W; 2000 43-05N, 68-48W.

Aug. 22.

Inclement weather. No flights except for K-4 which took off from South Weymouth at 1530 and landed Lakehurst at 2154.

Aug. 23.

Inclement weather continued and no blimp was flown back to South Weymouth in exchange for the K-4.

Aug. 24. K-4 and K-8.

0535: K-4 started return trip, Lakehurst to South Weymouth. Had engine trouble and had to return to Lakehurst, 0915.

1200: K-8 departed from Lakehurst, landing South Weymouth at approximately 1800.

Task Force One: In Flight 1835 - Aug. 25 - 0720:

Wind 25 knots, visibility 20 miles, air speed 45 knots, ground speed 38 knots, distance covered 300 miles, LCT positions, 2000 42-33N, 68-59W.

From a few miles East of North River, assumed course of 073°T to intercept convoy at 42°33'N-68°48'W. No contact made. Verified position estimate by radio bearings and conducted search: no luck. Laid course to Race Point and met convoy at 0205 (Aug.25). Covered convoy (which had taken a slightly different course than intended, and had been ahead of estimated position), until 0620 when convoy's approximate position was 8 miles east of Provincetown. Patrolled ahead on convoy's course, then returned to base.

Aug. 25. K-8.

Task Force One: In Flight 0842 - 1512:

Wind 13 knots, visibility 30 miles, air speed 50 knots, ground speed 40 knots, distance covered 255 miles, LCT positions, 1200 42-03N, 68-58W.

Proceeded to Race Point; patrolled 70 miles NE to position 10 miles North of Cashes Ledge; then to Cape Ann, and back to base.

Task Force Two: In Flight 0845 - 1800:

Wind 10 knots, visibility unlimited, air speed 51 knots, ground speed 40 knots, distance covered 560 miles, LCT positions, 2000 42-16N, 70-37W.

Contacted HOUSATONIC and SALOMONIC in approximate position

WAR DIARY

Aug. 25. (cont.)

42°17'N-70°35'W at 2000, and escorted them to approximate position 41°00'N-69°00'W, at 0500.

Aug. 26 K-8.

Task Force One: In Flight 1044 - 1732;

Wind 10 knots, visibility 20 miles, air speed 51 knots, ground speed 38 knots, distance covered 243 miles, LCT positions, 1200 42-10N, 70-05W.

Headed for position 42°00'N-68°30'W. At 1158, in position 42°00'N-69°40'W, ordered to investigate sub report, area of 42°40'N. 68°35'W, ~~see entry~~. Reached this position at 1350 and conducted search until recalled at 1530:

Task Force Two: In Flight 1815 - 0835:

Wind 9 knots, visibility 15 miles, air speed 45 knots, ground speed 45 knots, distance covered 630 miles, LCT positions, 2000 42-47N, 70-10W.

Proceeded to position 42°33'N-70°20'W, where, at 1910, blimp intercepted convoy of 50 cargo vessels with 4 escorts, speed 7.5 knots, course 090°T. Escorted convoy until 0600, position 43°01'N-68°45'W, and headed for base, having been relieved by 2 PBY's. Successful visual communications maintained with convoy commander.

Aug. 27. K-8

Task Force One: In Flight 1100 - 1708:

Wind 5 knots, visibility 20 miles, air speed 48 knots, ground speed 45 knots, distance covered 202 miles, LCT positions, 1200 42-21N, 70-25W.

Patrolled NE to 43°00'N-69°06'W, arriving 1345, south to 42°30'N-69°06'W, arriving 1415, and then returned to base. The original patrol instructions had to be modified in order to return to base by the scheduled time, 1700.

Task Force Two: In Flight 1750 - 2350:

Wind 15 knots, visibility 25 miles, air speed 51 knots, ground speed 50 knots, distance covered 255 miles, LCT positions, 2000 42-12N, 70-05W.

Proceeded North to Cape Ann to meet Norwegian ship FENJA and escort her to Boston. 1850, when a few miles North of Cape Ann, was ordered to proceed to position of plane attack,* 42°12'N-70°05'W. Arrived at 2000 and searched area with negative results until recalled at 2300.

Aug. 28 K-8.

Task Force One: In Flight 0400 - 1520:

Wind 10 knots, visibility 20 miles, air speed 48 knots, ground speed 40 knots, distance covered 300 miles, LCT positions, 0800 42-37N, 68-38W.

* See WAR DIARY, VS-1D1 Squadron for August, 1942, Par. (e)

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Aug. 28. (cont.)

Proceeded to Boston Harbor, took pictures of sky glow, and continued NE, reaching 43°05'N-69°05'W at 0600. Reached 42°13'N-68°22'W at 0825, having observed, at 0715, a 25 ship convoy at approximately 42°40'N-68°45'W; proceeded to Pollock Rip, and back to base. Went out again to patrol area North of Minots Ledge, 1230-1430, and returned again to base.

Task Force Two: In Flight 1630 - Aug. 29 - 0540:

Wind 10 knots, visibility 5 miles, air speed 50 knots, ground speed 40 knots, distance covered 400 miles, LCT positions, 2000 43-08N, 68-44W.

From Cape Ann, at 1710, proceeded on course 068°T until convoy was met at 1738. At 1857, searched ahead of convoy, vicinity of Jefferies Bank, for convoy complying with convoy commander's orders. Results negative. Returned to convoy at 2220 and departed for base at 2235.

Aug. 29 K-8.

Task Force One: In Flight 0622 - 1813:

Wind 20 knots, visibility 5 miles, air speed 45 knots, ground speed 40 knots, distance covered 48 miles, LCT positions, 0800 42-10N, 69-57W.

Proceeded due east for 50 miles, and at 0830 set course for Cashes Ledge. Arrived 0950 and searched area 4 miles in radius, in company with 2 U.S. DD's, 2 PBY's, 1 harbor patrol boat and 1 patrol yacht. Results negative. At 1625, returned to base.

Task Force Two: In Flight 2015 - Aug. 30 - 0455:

Wind 20 knots, visibility 5 miles, air speed 45 knots, ground speed 55 knots, distance covered 440 miles, Flight from South Weymouth to Lakehurst to exchange blimps. Enroute, investigated reported flares and explosions with negative results. Landed Lakehurst at 0445, August 30.

Aug. 30 K-4.

Task Force One: In Flight 1538 - 2224:

Wind 16 knots, visibility 15 miles, air speed 50 knots, ground speed 39 knots, distance covered 232 miles, LCT positions, 2000 41-38N, 69-41W.

Proceeded due East from Gurnet Pt.. At 1900, in position 42°00'N-68°23'W, set course for Pollock Rip which was reached at 2015, and then headed for base. Throughout flight, blimp followed orders to be on lookout for rubber life raft containing aviators, but nothing of this nature was observed.

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Aug. 31. K-4.

Task Force One: In Flight 0343 - 1444:

Wind 15 knots, visibility 20 miles, air speed 48 m.p.h., ground speed 35 m.p.h., distance covered 334 miles, LCT positions, 0800 41-27N, 68-32W, 1200 41-40N, 69-35W.

Searched for lost HTA plane survivors covering the following approximate positions: 42°08'N-70°00'W (NE of Race Pt.); 40°54'N-69°01'W; 42°37'N-67°20'W; vicinity south of Nauset Harbor; 42°10'N-70°07'W. Observed no signs of survivors.

Task Force Two: In Flight 1615 - Sept. 1, 0715:

Wind 12 knots, visibility 35 miles, air speed 45 knots, ground speed 40 knots, distance covered 580 miles, LCT positions, 2000 42-33N, 68-45W.

Proceeded on course 084°T until position 42°22'N-68°43'W was reached at 1835; headed for 42°37'N-68°31'W, where at 1900, convoy was met. Blimp escorted convoy to position 41°56'N-70°21'W, (middle of Cape Cod Bay), which was made by 0615, Sept. 1, and then departed for South Weymouth.

(d) Enemy Contacts.

The following is a copy of the pilots report of the contact, on August 21, 1942, between ZNP K-5 and an enemy submarine. Its First Endorsement by the Squadron Commander is also included.

ZP11-(jgm)
A16-3
Serial #015

U.S. Naval Air Station
South Weymouth, Mass.
August 22, 1942

From: Ensign M. F. Tarpey, U.S. Naval Reserve
To : Commander in Chief U.S. Fleet

Via : The Commanding Officer

Subject: Action report

Reference: (a) Article 712, U.S.N.R.

1. The non-rigid airship K-5 departed from U.S. Naval Air Station, South Weymouth, Mass., at 1030 Queen, August 20th, 1942, to carry out the following mission, which was received prior to take-off from Commander Northern Air Patrol: - "proceed to a position of lat. 42°38N, long. 68°00W, patrolling along the way. Return on a parallel 16 miles to the north, and arrive at the base by 1600."

2. At approximately 1430, the K-5 was on a true course of 220° with air speed 50 knots and ground speed 38 knots when the

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(d) Enemy Contact (cont.)

August 22, 1942

ZP11-(jgm)

A16-3

Serial #015

Subject: Action Report (cont.)

co-pilot sighted a piece of wood floating perpendicularly in the water, immediately the K-5 was turned sharply to afford another view of the suspected object, and the crew was summoned to General Quarters. At this point, the K-5 was at an altitude of about 300 feet.

3. As the ship reversed its course, the Magnetic Anomaly Detector recorded a strong contact. A smoke float was dropped. Another sharp reversal of course was made and on the way upwind, the MAD indicator again jumped in a complete swing of the dial recording another strong contact. Another smoke float was dropped.

4. A third contact was registered a few minutes later, as the ship was returning downwind. Still another smoke float was dropped. With a fourth contact on the MAD, as the ship made another run upwind, two depth bombs were released. On another indication a few seconds later, two more depth charges were dropped on its estimated course.

5. At 1450 a dead reckoning position was transmitted to the base, but later the ship's position was definitely established, by R.D.F., bearings as being 47 miles, bearing 38° from Race Point.

6. Surface and air support were now requested, but none arrived. An Army bomber flew by at 1600, and an attempt was made to contact them on 3000 kcs. The bomber continued its flight, however, apparently not receiving the K-5 signal. At 1700 a similar attempt was made to signal a passing PBV-5, but this aircraft also continued on its course without stopping. In the interim, a successful radio contact was made with a Navy ship on 3000 kcs., in the vicinity, type unknown. This ship took three radio bearings on 375 kcs., on the K-5 at 1620, 1705, and 1810. Continuous radio communication was maintained although the surface ship was never sighted.

7. The submarine contact course was marked and buoyed and the K-5 remained in the area, crossing and re-crossing the spot. Two more MAD contacts were recorded on a course approximately 45° from the original contact, and were marked by smoke floats, but at 1603 the MAD equipment suddenly went out of order and cut short our contact tracking of the submarine.

8. Inspection of the surface after the explosion of the depth charges revealed a very slight amount of oil on the water, and also some TNT residue.

9. It is the opinion of the pilot that the contact was definitely a submarine, but that only slight damage, if any, was caused by our bombing attack.

WAR DIARY

(d) Enemy Contact (cont.)

August 22, 1942

ZP11-(jgm)
A16-3
Serial #015

Subject: Action Report (cont.)

10. At 2000 the K-5 was ordered to return to base, and had to leave the area without being relieved.

11. All members of the crew at all times executed their duties efficiently.

M. F. Tarpey
Ensign, U.S.N.R.

1st Endorsement
on Ensign M. F. Tarpey Action Report
conf. file ZP11(jgm) A16-3 Serial #015
dated August 22, 1942

ZP11-10(fmc)
A16-3
Serial #015

Airship Patrol Squadron Eleven
U.S. Naval Air Station
South Weymouth, Mass.
August 22, 1942

From: The Commanding Officer
To : Commander in Chief U. S. Fleet

Subject: Action Report

1. Forwarded.
2. It is noted that the pilot failed to carry out squadron doctrine in this attack, in that he failed to properly develop his contact, and failed to drop all four bombs in a stick. It is the belief of the squadron commander that this definitely was a contact on an enemy submarine.
3. The failure of surface or air support to arrive in time is regrettable. Had such support been at hand, the chances of killing a raider would have been greatly enhanced.

S. M. Bailey

Distribution:

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Comdr. Group One (2)

SECRET

Al6-3/ZP11(CNAPMB)
Serial No. 2142

25 August 1942

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

From: Commander Northern Group.
To: Commander-in-Chief, U.S. Fleet.
Via: Commander, Eastern Sea Frontier.

Subject: Action Report of Airship K-5, 20 August 1942.

Reference: (a) Action Report ZP11(jgm) Al6-3 Serial No. 015
dated 22 August 1942.
(b) 1st Endorsement of CO, ZP11, Serial 015, dated
22 August 1942.

1. A copy of reference (a) and reference (b), forwarded direct to the Commander-in-Chief, U. S. Fleet, has been received. Paragraph 3 of the endorsement of the Commanding Officer refers to the lack of air and surface support given to the airship K-5 during this action.

2. The despatch report of the magnetic contact of K-5 was received in the Joint Army and Navy Operations Room at 1455, 20 August, giving the position of the airship and contact as 42°-18'N and 69°-56' W. Two planes were immediately ordered out from the Salem Air Station to search the area and to assist the airship. These planes were in the air within eight minutes of the time the order was issued and were given the checked grid position of contact when they were in the air. Orders were then issued for two VS-1D1 planes to search for and contact and escort the USS PONTIAC, then approaching the position given by the airship as a contact position. These planes were in the air within seven minutes of the order. Within ten minutes of the receipt of the despatch, two planes were enroute to assist the airship and two more planes, enroute to pass through and search the area given. In view of the visibility conditions, two more VS-1D1 planes were ordered out to the contact area. Orders were then issued for the Salem planes to cover the outer area after contacting the blimp and for VS-1D1 planes to cover the inner area after contacting the airship, owing to the reported visibility conditions being one to two miles. Salem planes reached the area at or about 1540 and reported no airship contact. In the meantime, further information was requested from the airship as to a recheck on her position. South Weymouth Air Station secured RDF bearings at or about 1635, which gave the position of the airship at 42°-42'N and 69°-35'W. This was 30 miles, bearing 34° T, from the first given position of the contact. The RDF position of the airship was rechecked and then was radioed to surface and air units.

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3. After the planes were ordered to the area, the Senior Officer Present Afloat, Portland, was notified regarding contact and a recommendation made that the two destroyers, the USS BARTON and the USS NICHOLSON, near that area, be diverted to assist in a joint attack. These destroyers were diverted and ordered to the area. Orders were also issued to the U. S. Coast Guard Cutter, HARRIET LANE, to proceed to the contact position given and to assist in the attack. The HMS NORTHERN CHIEF, returning to Boston for food and coal, intercepted the K-5's report and proceeded without waiting for orders to the area and conducted a sound search. It remained in the area until forced by shortage of fuel to return to Boston. None of the vessels and none of the airplanes were able to contact the airship, although the airship was ordered to go on 3000 KC very shortly after the planes departed, in order that every possible assistance could be given to surface and air units to find her.

4. The RDF position secured at 1930 was 42°-39'N and 69°33'W, and all units were informed. No aircraft with radar were available for night search, and the Senior Officer Present Afloat, Portland, did not desire to send out a PBV for night operations with the destroyers because of poor visibility.

5. Although static conditions were bad and the visibility conditions, very poor--it is believed that the communications on the airship were very inefficiently handled. There is no doubt that the airship was a considerable distance from where she thought she was. A combination of poor navigation, poor communications, and poor visibility prevented a successful joint action. The report was received the following morning that the destroyers finally found the area where the buoys were dropped by the airship and that they had searched the area with negative results. The airship, low on fuel, was ordered to return at dark.

6. Inasmuch as no actual sighting occurred, and the depth of the water in that area is approximately 150 fathoms--it is not certain that the MAD contact was made with an enemy submarine. Every effort, however, was made to search the area, to assist the airship, and to develop the contact.

7. Inasmuch as the Commander Eastern Sea Frontier and the Senior Officer Present Afloat were both notified as soon as practicable, it can be assumed that the visibility conditions prevented the Army bomber and the PBV plane from sighting the airship. They also did not expect to see her in that area, as her reported position was well to the southward.

8. Satisfactory, efficient use of the 3000 KC joint frequency is yet to be attained when different aircraft units and surface vessels are involved. The various causes for this are being found and corrected.

Wilson Brown
Rear Admiral, U.S.N.

Copy to: CO, ZP11

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SECRET