

WAR DIARY

AIR PATROL SQUADRON 11.
SOUTH WEYMOUTH, MASS.

July 1-31, 1942

(a) COMPOSITION OF UNIT.

One ZN from Z Pron 12, NAS Lakehurst, N.J. stationed at NAS South Weymouth, Mass. This air-ship operates from NAS South Weymouth for seven days. It is then flown back to Lakehurst and exchanged for another from that base.

(b) DESIGNATION NEXT HIGHER ECHELON OF COMMAND.

This unit operates under Commander Northern Air Patrol.

(c) OPERATION ORDERS.

Delivered verbally by CMAP via Air Controller, unless otherwise stated.

(d) BRIEF OF DAILY OPERATIONS.

(Times on patrol, weather as affecting operations, LCT positions, 0800, 1200 and 2000, important orders received and significant details of operation.)

July 1. K-6

Task Force One: in flight 0620-1015.

Visibility good; winds moderate to fresh from S.W. LCT position 0800, 40°28' N, 72°28' W.

Delivered K-6 from NAS Lakehurst to NAS South Weymouth, conducting anti-submarine patrol en route.

Task Force Two: in flight 1050 - July 2, 0810.

Visibility, generally good; winds, high, averaging 40 knots. LCT positions: 1200, 41°46' N, 70°31' W; 2000, 41°05' N, 70°40' W; July 2, 0800, 41°40' N, 70°33' W. Covered canal area thoroughly, then proceeded 1330, to convoy assembly point, flying against such high head winds that ground speed was at times less than 15 knots. Met convoy at 1745, position 41°14' N, 71°04' W.

Convoy, spread out back to Buzzards Bay entrance, was zig-zagging on base course of 124° T at 7-1/2 knots, and was protected by two DD's zig-zagging ahead, and two corvettes covering the flanks. 2315, investigated suspicious fishing boat - results negative. 0810, at position 40°20' N, 69°15' W, was relieved by 2 OS2U-3's and returned to base. Landed in fog and rain storm. Unable to comply with orders to proceed to Highland Light and Nantucket: high winds would have prevented arrival at assembly point in time to provide stipulated coverage.

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(d) (Continued)

July 2. K-6

Task Force One: in flight 1526 - 1931.

Fogbanks over ocean; wind 8 knots at 240° T.
Flew to Plymouth, West End of Canal (sighted 27 ship convoy forming in center of Buzzards Bay), Gay Head, No Mans Land, and from there directly towards Block Island. Recalled at 1750; ground fog and generally bad weather approaching.

July 3. K-6

Task Force One: in flight 1530 - July 4, 0144.

Visibility, threatening and foggy, finally clearing with good visibility during time of escort. Fog eventually closed in, and zero visibility prevailed. LCT position: 2000, 40°32'N, 69°46'W.

Proceeded at best speed to estimated position of convoy, which was met at 1745, position 40°44'N, 70°10'W. Convoy composition was 5 tankers, 9 freighters, and 2 Canadian DD escorts. At 2010, 3 corvettes, (seen at 1715, position 40°52' N, 70°22'W), joined convoy. Convoy obscured by fog, 2100, and K-6 departed for base.

July 4. K-6

Task Force One: in flight, 0445-1340.

Visibility, zero to seven miles, due to fog; Winds, moderate.
LCT positions: 0800, 43°03'N, 69°28'W; 1200, 42°38'N, 70°32'W.
Complied with orders to patrol between Pollock Rip and Cape Ann about 50 miles off shore.

Task Force Two: in flight 1649 - 2112

Visibility, zero due to heavy fog. LCT position: 2000, 42°10'N, 70°40'W.

Proceeded to Buzzards Bay rendezvous in accordance with instructions. Recalled, 1925, due to bad weather.

July 5. K-6

Task Force One: in flight 0455 - 2010.

Weather, dense fog and haze. LCT positions, 0800, 42°20'N, 70°34'W; 1200, 42°50'N, 70°40'W.
0503, established patrol of Cape Cod and Mass. Bays. At 1030, position 45°05'N, 70°25'W, ordered to Half Way Rock vicinity to report to SOPA and assume command of search in that area.

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(d) July 5. K-6, Task Force One: (Continued)

Arrived Half Way Rock 1230, reported to SOPA aboard DD-488, and assumed command of search from him at 1315. 1335, DD informed K-6 she was leaving according to orders just received, and that she had searched area since 0530. 1445, K-6 ordered to discontinue search: proceeded to Cape Cod and patrolled that area. 1445, ordered to land at 1930; proceeded to base at proper time.

July 6. K-6

Task Force One: in flight 0445 - 1308. Visibility, 4 miles; average wind, 20 knots, 230° T; average ground speed 25 knots; average air speed, 46 knots; distance covered, 260 miles. LCT positions: 0800, 41°30'N, 70°26'W; 1200, 42°12'N, 70°45'W. Patrolled entrance to Buzzards Bay, according to orders.

Task Force Two: in flight 1336 until recalled at 1730 due to approaching cold front and thunderstorms. Visibility, 5 miles; average wind 15 knots, 240°T; average air speed 42 knots; average ground speed 30 knots; distance covered, 140 miles.

Flight was of an experimental nature conducted in conjunction with Dr. Moore of M.I.T. The mission was completed satisfactorily.

July 7. No Flights

July 8. K-4

Task Force One: in flight 0630 - 1315. Visibility, 8 miles; average wind, 15 knots 238°T; average air speed, 51 knots; average ground speed 42 knots; distance covered, 253 miles. LCT positions: 0800, 40°31'N, 73°40'W; 1200, 41°47'N, 70°27'W.

Delivery flight of K-4 from Lakehurst to South Weymouth. Entering Buzzards Bay, received orders to cover convoy forming there. After complying a short time, was ordered to land at 1300 instead of 1530, as previously instructed, and headed for South Weymouth-via canal and North River.

Task Force Two: in flight 1348 - July 9, 1024. Visibility, 5 miles; average wind, 30 knots, 245°T; average air speed 48 knots; average ground speed, 20 knots; distance covered, 400 miles. LCT positions: 1200, 41°47'N, 70°27'W; 2000, 41°17'N, 70°41'W; July 9, 0800, 41°25'N, 70°30'W. Proceeded outside Cape Cod, around Nantucket Island to 41°15'N, 71°02'W, where (at 2100) convoy was picked up. Original orders had been to search area 40 miles to south and 20 miles to east

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(d) July 8. K-4 Task Force Two (Continued)

of Nantucket Shoals before proceeding to convoy rendezvous. Area was scouted as thoroughly as time would permit in order to join convoy before dark. Covered convoy until relieved at 0625, July 9, by Army bomber. Radar operated during night, but nothing suspicious was observed.

July 9. K-4

Task Force One: in flight 1325 - 2057. Visibility (average) 6 miles - low hanging fog bank at sea reduced visibility to zero; average wind 8 knots, 315° - 270°; average air speed, 45 knots; average ground speed, 32 knots; distance covered, 260 miles.

At 1615, when about 35 miles short of Cultivator Shoals, hit dense fog bank which extended from 700 ft. to water. 1650 headed for base; poor visibility made patrol useless.

July 10. K-4

Task Force One: in flight 0435 - 1735. Visibility, slight mist but generally good - 8 to 10 miles; wind NNE 10 to 15 knots; average air speed, 43 knots; average ground speed 40 knots; distance covered 450 miles. LCT positions: 0800, 40°35'N, 69°30'W; 1200, 40°25'N, 69°49'W.

Proceeded via Race Point and Nantucket Shoals Lightship to convoy rendezvous, 40°23'N, 69°13'W, and relieved 2 PBO's. Convoy had 18 ships, 1 destroyer, and 3 corvettes. Escorted same until relieved by PBO's at 1505, position 40°41' N, 70°18'W, and proceeded to Point Gammon (Cape Cod) and to Gurnet Point.

Task Force Two: in flight 1820 - July 11, 0710. Visibility, overcast, 3 to 5 miles during day, zero at night; average air speed 40 knots; Average ground speed 40 knots; wind 20 knots, 185°T; distance covered, 520 miles. LCT positions: 2000, 41°15'N, 70°20'W.

Ordered to rendezvous with BX-28B convoy, approximate position, 40°42'N, 70°20'W, at 2000. Unable to comply as a result of strong head winds. Located convoy with Radar at 2030, 35 miles distant. Reached convoy at 2130, and exchanged recognition signals with one escort. Extreme darkness made it impossible to determine number of vessels. At 2300, and July 11, 0200, lost visual contact with convoy but regained it with aid of Radar. At 2330 received orders that there should be total bombing restrictions over convoy until dawn, unless attacked: friendly submarine in area. At 0400, expected air relief failed to arrive (bad weather probably kept them on the ground): K-4 stayed with convoy until 0500, and then returned to base.

K-4 covered 970 miles during the periods July 10, 0435-1735 and July 10, 1820 - July 11, 0710.

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(d) July 11. K-4 No other flights this date.

July 12. K-4

Task Force One: in flight 0445-2045. Visibility averaged 1.7 miles - dense fog and haze in early morning and forenoon, clearing in afternoon; average wind, 11 knots, 230°T; average air speed, 48 knots; average ground speed, 37 knots; distance covered, 555 miles. LCT positions: 0800, 42°12'N, 69°32'W; 1200, 42°02'N, 69°45'W; 2000, 42°10'N, 69°57'W.

Patrolled Cape Cod Bay and area to the east until 0728, and then proceeded due east from Cape Cod Light towards 68° 20'W. At 0735, was ordered to escort "two or three ships" from Pollock Rip to Boston. Arrived Pollock Rip Light Buoy at 0840. Could not see ships, (visibility 1/2 mile), and failed to pick them up by Radar, so K-4 established patrol of area east of Cape Cod. At 1404, was ordered to point of an alleged submarine contact, 3 miles due east of Cape Ann. Arrived position 1530 and learned from seaplane Tender 59 that she believed she made a contact at 1440, but had since lost it. K-4 searched the area thoroughly with no success until 1930, and returned to base.

July 13. K-4

Task Force One: in flight 0430 - 1416. Visibility averaged 3 miles - haze over the water; winds, moderate from NNE, 7 knots; average air speed, 47 knots; average ground speed 32 knots; distance covered 300 miles. LCT positions: 0800, 42°54'N, 68°50'W; 1200, 42°35'N, 70°22'W.

According to orders, proceeded to Cashe's Ledge for patrol until 0800; then to Platt's Bank for patrol from 0930 - 0950; from there to Jeffrey's Ledge. Recalled 1310. Nothing suspicious sighted on this flight.

Task Force Two: in flight 1457 - July 14, 0350. Visibility averaged 2.8 miles - light haze; wind averaged 34 knots from 245°; average air speed 33 knots; average ground speed, 36 knots; distance covered, 395 miles. LCT position: 2000, 39°58'N, 68°58'W.

According to orders proceeded (via Nantucket Shoals Light buoy) to position of towing group. At 1910, having checked navigation all the way, K-4 arrived at a point reckoned by the pilot as being within at least two miles of the designated position (39°58'N, 68°58'W). Despite a thorough search covering a distance equal to that which the above group would have covered in 12 hours of sailing - both behind and ahead of schedule - and an area 40 miles on each side of that course, the ships were not seen. At 2130, proceeded toward Nantucket Is. When a fix was obtained, the blimp was found to be 30 miles due east of Cape Cod. Wind had increased considerably, and in the extreme darkness, there was no way of checking drift. Landed at South Weymouth at 0350, July 14.

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July 14 & 15. K-4 & K-8.

Task Force One: in flight 2245 - July 15, 0755. Visibility averaged 5 miles; strong headwind of 32 knots all the way; average air speed, 50 knots; average ground speed, 15 knots; distance covered, 253 miles.

Delivery flight of K-4, South Weymouth to Lakehurst.

Task Force Two: in flight July 15, 1520 - 1900. Visibility about 20 miles, wind 25 knots from 290° T; average air speed 50 knots; average ground speed, 60 knots; distance covered 250 miles.

Delivery flight of K-8 from Lakehurst to South Weymouth. Observed several friendly submarines enroute.

July 16. K-8.

Task Force One: in flight 0458 - 1700. Visibility and ceiling unlimited; wind, 12 knots; average air speed 45 knots; average ground speed, 31 knots; distance covered 372 miles.

Enroute to Nantucket Shoals, was ordered at 0535 - position 41°04'N, 70°30'W - to proceed to Cashe's Ledge, thence to Jeffrey's Ledge, thence back to base. Patrolled Cashe's Ledge, 0810 - 0930; reached Jeffrey's Ledge, 1115; sighted Cape Ann 20 miles to Westward at 1230; patrolled Mass. Bay Area 1230 - 1530; then returned to base.

Task Force Two: in flight 2010 - July 17, 0358. Visibility good; wind, moderate becoming strong, averaged 22 knots from 355° T; average air speed, 44 knots; average ground speed, 33 knots, distance covered, 231 miles. LCT position; 2000 over station.

Searched area South of Martha's Vineyard and Nantucket Is. for convoy in accordance with orders. Results of search negative. Had been ordered, also, to search all night if convoy was not found; however, radio transmission and receiving trouble developed, and it was decided to return to base, make repairs before dawn, and then resume search for convoy.

July 17. K-8.

Task Force One: in flight 0307 - 1430. Visibility, 10 - 12 miles, 10 knot wind from 290° T; average air speed 51 knots; average ground speed 50 knots; distance covered, 430 miles. LCT positions: 0800, 41°40'N, 69°55'W; 1200, 41°28'N, 70°15'W.

Proceeded to 40°-19'N, 69°21'W to search convoy area. At 0600, ordered to patrol off coast from Pollock Rip to Cape Ann. 0630, searched suspicious oil slick with negative results. 0655 established position by picking up Great Rip Buoy. 1000, arrived Cape Ann. Landed South Weymouth 1430.

Task Force Two: in flight 1532 - July 18, 0457. Visibility averaged 5 miles - heavy fog set in at 2400; 15 knot Southerly winds; average air speed 40 knots, average ground speed 40 knots; distance 532 miles. LCT position, 2000, 40°24'N, 70°28'W.

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July 17. K-8. (Continued)

Task Force Two:

According to orders picked up convoy, position 40°40'N, 70°22'W, at 1930. Escorted same until fog completely obscured it at 0030.

July 18. No further flight.

July 19. K-8.

Task Force One: in flight 1045 - 1835. Visibility averaged 9 miles - morning haze and fog cleared off towards afternoon; 10 knot wind from 220°; average air speed 50 knots; average ground speed 45 knots; distance covered, 296 miles. LCT position: 1200, 42°10'N, 70°40'W.

Familiarization flight for new officers and cadets assigned. Covered areas surrounding station - canal, Cape Cod, Cape Ann.

July 20. K-8.

Task Force One: in flight 1000 - 1600. Visibility poor, average $\frac{1}{2}$ mile - large thunderheads forming inland and passing out to sea over Portsmouth and Nantucket in early afternoon. Wind averaged 15 knots; average air speed 50 knots; average ground speed 38 knots; distance covered, 230 miles. LCT position: 1200, 42°40'N, 70°26'W.

Searched fog bound Cape Ann area in accordance with orders to locate DD-451. Met same at 1313, position 40°42'N, 70°20'W and escorted her to Northern entrance of Boston Harbor. Enroute, complied with 1345 orders to avoid passing thunderstorm by proceeding to area East of Cape Cod. Storm passed out to sea 10 miles North of blimp's 1500 position, 2 miles East of Cape Cod Light. Blimp was recalled to base at 1500.

July 21. K-8.

Task Force One: in flight 0740 - 1500. Visibility - averaged 25 miles after reaching coast; wind, 15 knots from 300° T; average air speed 47 knots; average ground speed 45 knots; distance covered 382 miles. LCT positions: 0800, 42°16'N, 70°43'W; 1200, 42°53'N, 69°03'W.

Reached Cashes Ledge via Cohasset and Cape Ann at 1140. Patrolled back to Cape Ann and outside Mass. Bay until 1425, and returned to base.

Task Force Two: in flight 1545 - July 23, 0658. Visibility excellent in afternoon, fog at night; 19 knot winds from 057° T; average air speed 47 knots; average ground speed 38 knots; distance covered 570 miles.

Picked up convoy, position 41°12'N, 71°03'W, at 1720, and according to orders, made long sweep to seaward ahead of convoy before assuming escort station. At 0030, July 3, position 40°38'N, 70°04'W, ceiling dropped to zero and visual contact with convoy became impossible.

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July 21. K-8. (Continued)

Task Force Two:

Set course for Lakehurst to carry out orders regarding exchange of blimps.

July 23. K-5.

Task Force One: in flight 0940 - 1610. Visibility averaged 15 miles; average wind, 17 knots from 040° T; average air speed 48 knots; average ground speed 40 knots; distance covered, 265 miles. LCT position: 1200, 40°48'N, 72°25'W.

Delivered K-5 from NAS Lakehurst to NAS South Weymouth.

Task Force Two: in flight 1702 - July 24, 0802. Average visibility, 20 miles - fog cleared about 2200, visibility good until morning. 20 knot wind from 035° T.; average air speed 45 knots; average ground speed 40 knots; distance covered, 600 miles. LCT position, 40°15'N, 69°38'W.

Proceeded on mission to pick up and escort convoy. At 1728 ship reached estimated convoy position, vicinity of Nantucket Is. No contact made - heavy fog and approaching darkness. Convoy finally contacted at 2205, position 40°45'N, 70°09'W. Escorted same until July 24, 0604 leaving it in position 41°19'N, 71°20'W.

July 24. K-5.

Task Force One: in flight 1132 to July 25, 1004. Visibility averaged 2 miles - intermittent fog. Wind 14 knots; average air speed, 45 knots; average ground speed, 46 knots; distance covered, 1070 miles. LCT position: 1200, 42°09'N, 70°35'W.

Carried out secret mission and patrol as ordered in Nantucket Shoals area. Enroute, encountered several lone vessels which were photographed. Scouted large area South and East Nantucket Shoals Light, and made designated rendezvous at 1940. Escorted ships until 2300. Ordered to be at grid position 674-623 at 0200, make rendezvous (75 miles away) and escort until after daylight. Decided to try to make rendezvous although moon had set and contact was doubtful. Two hours of search revealed no sign of convoy. About to head homeward, a fresh and very prominent oil slick was sighted, and it was decided to follow this to the Westward. Within five minutes the slick led the blimp to the convoy - composition, 38 vessels. Escorted same until sun up, and then returned to base.

July 25. K-5.

Task Force One: in flight 1235 - 1702. Visibility averaged 4 miles - large amount of haze and light fog; wind, 3 knots from 200° T.; average air speed 50 knots; average ground speed 46 knots; distance covered, 173 miles.

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July 25. K-5. (Continued)

Task Force One:

Patrolled from North River - canal - Race Point, then recalled. At 1500, arrived North River, and was ordered to continue patrol until 1630. Patrolled outer approaches of Boston Harbor as far North as Marblehead, and then returned to base.

Task Force Two: in flight 1846 - July 26, 0918. Visibility 5 miles, sky partly cloudy; wind 16 knots from 080° T.; average air speed 48 knots; average ground speed 45 knots; distance covered, 653 miles. LCT position 2000, 42°30'N, 70°07'W.

Picked up convoy according to orders at 1925, position 42°24'N, 70°24'W and escorted same until July 26, 0918, leaving her at position 42°59'N, 68°05'W.

July 26. K-5.

Task Force One: in flight 0955 - 1605. Visibility 5 - 7 miles - slight haze; wind, 10 knots from 060°; average air speed, 44 knots; average ground speed 38 knots; distance covered, 230 miles. LCT position: 1200, 42°10'N, 70°16'W.

Patrolled according to orders from Cape Ann to Cape Cod, from there on a different course to Cape Ann, and returned to base.

July 27. K-5.

Task Force One: in flight 0930 - 1355. Visibility $\frac{1}{4}$ mile - fog; wind, 5 knots from 090° T.; average air speed 50 knots; average ground speed 48 knots; distance covered, 170 miles. LCT position: 1200, 42°57'N, 69°33'W.

Patrolled to Cape Ann - fog and mist over entire route, ceiling 50 - 150 feet. Whale sighted at 1030, 15 miles off Cape Ann. Headed for base at 1200.

July 28. K-5.

Task Force One: in flight 1300 - 1739. Visibility, 1 mile - low ceiling, fog and haze, 4 knot wind from NE.

Patrolled Cape Cod Bay and Mass. Bay areas, in accordance with orders, until recalled at 1700.

July 29. No flight - bad weather.

July 30. K-4.

(In the morning, ZNP K-4 was flown from Lakehurst to South Weymouth to relieve the K-5. The K-5 was returned to Lakehurst during the day.)

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July 30. K-4. (Continued)

Task Force One: took off (South Weymouth) at 1846; on patrol 1928 - July 31, 0610. Visibility good - 8 miles; very little wind; average air speed 48 knots; average ground speed 33 knots; distance covered, 230 miles. LCT position: 2000, 42°08'N, 70°39'W. Covered BX-31 convoy, according to instructions, from 1928 at position 41°58'N, 70°22'W, until relieved by CG amphibian on July 31, 0610, at position 42°57'N, 69°15'W. Coverage excellent, thanks to ideal weather conditions; no unusual incidents occurred.

July 31. K-4.

Task Force One: in flight 1016 - 1720. Visibility, 4 miles - light haze; wind, 10 knots from 170° T.; average air speed, 47 knots; average ground speed 45 knots; distance covered, 300 miles. LCT position: 1200, 41°20'N, 71°27'W.

Headed for canal, following orders to cover 14 ship convoy forming there. Enroute, ordered to search Point Judith area where a positive sub contact had been made. This done with negative results, K-4 was next ordered to proceed immediately to a point 1 mile NE Block Island to direct a 4 ship search for a sub reported in that area. K-4 directed the 3 ships which were met there by voice, and swept the entire area herself with all available equipment on board. Results of K-4 search negative. Headed for South Weymouth at 1530.

Task Force Two: in flight 1857 - August 1, 0906. Average visibility, 1/8 mile; fog, haze clearing to high broken clouds, and heavy rain during night with cold front passage about 2400; 25 - 30 knot winds shifting to SE; average air speed 47 M.P.H.; average ground speed, 20 M.P.H.; distance covered, 245 miles. LCT position: 2000, 42°05'N, 70°24'W.

Escorted BX-31B convoy according to orders. Made rendezvous at 1930, position 42°12'N, 70°26'W. Convoy proceeded at 10 knots on course 345° T. until 2030, and on course 046° T. until blimp left her, August 1, 0515, blimp then proceeded to base, via Cape Ann and North River, landing at 0906.