

WAR DIARY

AIRSHIP PATROL SQUADRON ELEVEN;
ZNP BASED AT NAS, SOUTH WEYMOUTH, MASS.

June 1 - 15, 1942

(a) Designation Next Higher Echelon of Command.

This unit operates under Commander Inshore Patrol.

(b) Operation Orders.

Verbal orders over command line from CIP unless otherwise stated.

(c) Brief of Daily Operations.

June 3: K-3. Orders phoned from Sector Headquarters.

Area covered: Northern Coastal Frontier.

LCT Positions: 0800 - 43-32N, 69-20W.
1200 - 43-09N, 70-15W.
2000 - at Base.

Weather: fog, poor visibility, low ceiling over land areas.

0517 - 1930: on patrol.

1445: met 27 ship British convoy, 4 escorts, eastbound.

1630: entered overcast - returned on Boston beam, ceiling 200 feet to zero.

June 4: K-3.

LCT Positions: 0800 - 41-30N, 70-15W.
1200 - just off Newburyport, Mass.
2000 - at Base.

Weather: morning, haze and fog, visibility, 1/4 mile, 150' ceiling, 8 knot NE wind. Afternoon, occasional fog, visibility and ceiling improved. Choppy sea throughout day.

0510 - 1830: on patrol.

In morning, asked to be on lookout for plane missing since June 1, believed to be in sector approximately 110° - 143° T, 300 miles from Quonset. Reported results of mission negative, 1210; ordered to standby.

1220: ordered to assume patrol between Cape Ann and Newburyport to search for reported sub. Results negative.

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ZNP BASED AT N.A.S., South Weymouth, Mass.

June 1-15, 1942 (continued)

June 5: K-3; Operation Order No. 1-42.

Areas: various areas covered on lifeboat search

L.C.T. positions: 0800 - 69°25'N 40°45'W
1200 - 69°33'N 40°50'W
2000 - at base

Weather: dense fog.

0355 - 2000: on patrol. Flew Boston beam south to Canal. Failed to contact "GENERAL GREENE" due to fog - survivor search negative.

1720: cleared fog bank on northerly course 50 miles south of Nantucket Island.

1826: passed British tankers on northerly course off Pollack Rip Lightship.

1930: investigated American freighter off North River, Mass.

June 6: K-3

Areas: south to 40°10'N, east to 68°15'W.

Weather: fog, haze, 0-0 visibility - occasional openings in fog bank.

0647 - 2457: on patrol.

0725: met twenty-one ship convoy (merchant), two British DD's (#139 and 169) escorting.

0854: flew over fresh oil slick 41°55'N 69°50'W; results negative.

1100: left Orion Shoals for position 40°15'N - 68°15'W where lifeboat was reported.

1330: visibility zero, lifeboat search negative; left for Cape Cod.

1555: met General Greene - explained above negative results.

1720: departed to contact boat containing 20 men, at 40°10'N - 69°40'W

2030: searched area with negative results; visibility poor.

June 7: K-3

Areas: between latitudes 42°17'N/ and 41°N and longitudes 70°30'W and 69° W.

L.C.T. positions: 0800 - 42°05'N - 70°22'W
1200 - 41°46'N - 70°30'W
2000 - at base

Weather: winds up to 30 knots from 220°; visibility fair, ceiling unlimited.

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ZNP BASED AT N.A.S., South Weymouth, Mass.

June 1-15 (continued)

June 7: K-3 (continued)

- 0547 - met merchant convoy, 42° 17'N, 69°56'W, course 243°, 7 knots.
1305: ordered to cruise slowly to Hen and Chickens Light, then to Nantucket Shoals and return to base before dark.
1410: left convoy, 41°26'N, 71°W to follow above orders.
1600: left Nantucket Shoals; landed at base, 1800.

June 8: K-3.

L.C.T. positions: 0800 - 41°43'N, 70°29'W
1200 - 41°44'N, 70°20'W
2000 - at base.

Weather: dense fog all morning which burned off around 1200; fair weather and good visibility rest of day.

- 0447 - 1935: on patrol
0525: investigated American freighter not far from Gurnet Point, heading NE at 10 knots.
0528: proceeded east toward 12 ship convoy spotted by Radar.
1546: met group of fishermen off Plymouth.
0548: assumed course 221°T for Canal.
0627: sighted convoy group forming on NE side of Canal; airship scouted on a 10 mile radius in front of this group while waiting for other vessels to proceed through the Canal to join it.
0627 - 1100: scouted lower basin of Cape Cod Bay.
1125: began first leg of triangular tour of Bay - ceiling and visibility zero.
1230: met 12-ship convoy (merchant) and two DD escorts which proceeded on a 050°T course, staggered formation, at 12 knots
1300: convoy passed tip of Cape Cod.
1340: two British corvettes joined escort, taking up positions on flanks and to rear of convoy.
1735: K-3 left convoy and proceeded to Base.

June 9: K-3.

L.C.T. positions: 0800 - 42°42'N - 67°47'W
1200 - 42°42'N - 67°47'W
2000 - 42°42'N - 67°47'W

Weather: haze and reduced visibility

- 0350: left base for patrol with 790 gallons of fuel.
0430: position 10 miles distant from Race Point Light.

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ZNP BASED AT N.A.S., South Weymouth, Mass.

June 1-15, (continued)

June 9: (continued)

- 0530: set course for Cashe's Ledge.
- 0630: received message that convoy was now inside Cape Race and to return and escort same to Canal. During decoding of message, Radar operator reported large group of ships about 20 miles ahead. At this time also, a Canadian Lockheed bomber appeared, circled K-3, and proceeded in direction of these ships. Since the approximate location of the Radar-sighted vessels was Cashe's Ledge, an excellent submarine operating area, blimp proceeded there to investigate
- 0650: forward look-out reported convoy 10 miles distant. The pilot trained his glasses on it in time to see a large water spout rise from bow of the last ship in No. 10 column. Evaluating this as a torpedo explosion, he gave full throttle, ordered general quarters, and sent to base a plain language request for support. Again focussing his glasses on the convoy, he sighted a second explosion on the same ship.
- 0700: (about) Blimp arrived on the scene. Torpedoed ship proved to be the KRONPRINSEN - 10,000 ton armed Norwegian freighter from Oslo with a cargo of U.S. Army trucks and cars. She was the largest of a thirteen-ship eastbound convoy, escorted by British DD-174 and corvettes #140 and #141; her crew was abandoning her as the blimp flew over. Blimp circled the convoy which was by now in a state of collective jitters with their guns blazing away in all directions, and no sign of submarines anywhere. K-3 then began a search of the area, followed shortly after by the three British escorts who left the Canadian bomber to guard the convoy. One corvette dropped a pattern of depth charges and marked the spot, but no contact was made. The water was approximately 100 fathoms in this area, and the submarine had probably submerged after the torpedoing and remained silently on the bottom for the rest of the day. The three British ships continued the search all morning, one corvette returning to the convoy about noon.

The K-3, on returning to vicinity of the KRONPRINSEN, observed that she had stopped settling and was on an even keel slightly down by the bow. (Her stern had been almost completely blown off.) Believing both ship and cargo could be salvaged, K-3 requested tugs from base.

Continued submarine search with the escorts - results negative both from air and surface.

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ZNP BASED AT N.A.S., South Weymouth, Mass.

June 1-15, (continued)

June 9: (continued)

- 1100: requested escorts to get KRONPRINSEN crew back to ship since salvaging was possible. All crew back aboard by 1200. KRONPRINSEN soon got up steam and maintained visual communications with K-3. Visual signals also had to be used with escorts; they knew nothing about "Z" signals and were unable to maintain 3000 kcs. frequency.
- 1230: informed Base that K-3 would stand by area and search until after dark.
- 1250: informed KRONPRINSEN of message from Base that additional air and surface support were enroute, and that tugs would arrive by next morning. Norwegians morale greatly improved.
- 1300: One Navy PBV located K-3; had arrived late due to probable navigation trouble. K-3's dead reckoning position was out 50 miles from British DD's position - both of which RDF reckoning proved wrong.
- 1430: two Army bombers arrived to aid in search; still no contact.
- 1540: K-141 got three manila lines over to KRONPRINSEN which broke with first strain.
- 1700: DD-174 got ship in tow with wire.
- 1910: U.S. DD-487 arrived at full speed, crew at general quarters. Informed her no contact had been made since torpedoing. DD Captain thanked K-3 for standing by; had had to locate position by finding K-3 with Radar - visibility had closed to 4 miles.
- 2240: began return trip of 130 miles to base; fuel remaining - 300 gallons.
- 2400: Radar worked splendidly, indicating ships behind and land ahead.

- June 10: 0200: RDF position indicated blimp had made good less than 60 miles. Discovered co-pilot had been flying at 400 feet against 50 knot head wind instead of at 200 feet-as ordered at 2240-where head winds were slight; had used over half the remaining 300 gallons of fuel. Slowed engines from 1600 RPM to 1400 RPM, leaned mixture as much as possible, and valved for one minute.
- 0500: Head-winds still 40 knots at 150 feet. Took ship to 500 feet; still far from land although a few navigation lights were visible. Less than 100 gallons of fuel on hand.
- 0600: crossed coast at Nantasket Beach; 35 gallons of fuel left. Both mechanics standing by wobble pumps and fuel system due to danger of losing suction when ship inclines to land.
- 0630: valved for 3 1/2 minutes.
- 0640: landed at Base. Controller (Boston) reported KRON-PRINSEN safely headed for Nova Scotian Port.

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ZNP BASED AT N.A.S., South Weymouth, Mass.

June 1-15 (continued)

June 10: K-3.

Area: Cape Cod Bay, Buzzards Bay, Montauk Point - Manasquan Inlet.

Weather: haze, visibility 12, wind 240^o, 8 - 15 knots.

0812 - 1643: on patrol.

1100: having searched Cape Cod Bay until this hour, proceeded over Canal. At Canal entrance was a 10 - 15 ship convoy, two British destroyer escorts, #G-95 and #172. From there proceeded to HEN AND CHICKENS LIGHTSHIP, to Montauk Point, Long Island, and to Manasquan Inlet, - investigating small fishing vessels.

1643: based at Lakehurst.

Orders received: search Cape Cod Bay until 1100 after which you are released.

June 11: K-6

Areas: shore of Long Island, Buzzards Bay, Cape Cod.

Weather: dense fog lifting to slight haze in afternoon.

Orders: Patrol Buzzards Bay, from HEN AND CHICKENS to Cape Cod Bay; cover convoy being formed in Cape Cod Bay.

Proceeded from Lakehurst to Montauk Point; dense fog. Proceeded above fog to Newport and from there, through Buzzards Bay and Canal.

Entered Cape Cod Bay - made tests over wreck with MAD equipment, and patrolled.

Departed for base, landed 1617.

Proceeded on indoctrination flight, landed 1945.

June 12: K-6

Areas: Race Point - Gurnet Point, and Cape Cod Bay NW to Caches Ledge.

Weather: low haze developing into heavy fog from SW at dusk.

L.C.T. positions: 0800 - 42^o48'N, 69^o15'W
1200 - 42^o10'N, 70^o05'W

Proceeded to Race Point, and from there, 100 miles on course 070^oT, then 20 miles N, and back to Race Point.

Located convoy forming off Canal; patrolled Race Point to Gurnet Point, remaining in area until heavy fog at 1810 forced return to Base. Landed 1853.

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ZNP BASED AT N.A.S., South Weymouth, Mass.

June 1-15 (continued)

June 13: K-6

Areas: Race Point to N of Cashe's Ledge, and back to Cape Cod Bay.

L.C.T. positions: 0800 - 43°00'N, 69°00'W (Position doubtful)
1200 - 41°58'N, 70°16'W
2000 - at Base

Weather: low hanging fog until 1000. Steady wind, 11 knots; visibility 2 miles in forenoon, unlimited in afternoon.

Orders: search east from Race Point to 69°50'W, thence north to Cashe's Ledge. Cover this area thoroughly and return via Platt's Bank and criss-cross area thus bounded. Then, if time, cover Buzzards Bay.

0445 - 1053: on patrol.

0445 - 0540: flew to Race Point.

0540: proceeded from Race Point on course 080° until 0640 when oil slick was sighted over southern tip of Cashe's Ledge. Circled spot 1/2 hour, dropped flares, received one positive MAD indication. Results negative.

1710: resumed course.

0730: weak MAD indication; results negative.

0820: passed over Cashe's Ledge, then headed for Cape Cod Bay, entering same at 1000.

1035: challenged southbound British DD and 3 corvettes, receiving proper replies.

1100: Sighted Gurnet Point, and made for Provincetown.

1130: above British ships were again sighted, giving rise to the following exchange of communications:

The destroyer signalled in blinker asking,

"How are you?"

"Very well," replied the K-6.

"You look lovely," blinked back the destroyer.

"So do you," replied the K-6, "but your slip's showing."

1132: Sighted 50-ship convoy (merchant) at south end of Bay. Informed British destroyer.

1300: cruising at reduced speed among convoy - positive magnetic contact by MAD equipment 1/2 mile north of convoy anchorage. Dropped flare and began systematic search.

1330: several similar contacts made, indicating movement of contacted object to SW at 1/2 - 1 knot speed. British DD and corvettes began circling area where flare was dropped, and messages were blinked to these ships explaining contact. Ships perplexed - knew nothing of MAD equipment, failed to understand method of contact.

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ZNP BASED AT N.A.S. , South Weymouth, Mass.

June 1-15 (continued)

June 13: K-6 (continued)

1400: Requested Base to send plane support.
Very strong magnetic contact; marked spot twice and dropped a bomb (position SW where other contacts had been made). Results negative.

1430: several more contacts. The flares dropped indicated that object was still moving SW, away from convoy and toward coast. Made very strong contact and dropped bombs(two).

Four Squantum planes arrived. A few minutes later dropped final bomb as a result of another contact. Searched area systematically for one hour - no debris or oil slicks appeared. The search was supported by the British DD and 3 corvettes, none of which were able to make a contact.

Despite several visual "Z" signals to shift frequency the British ships could not be raised on 3,000 kcs. where communications would have been much better. Moreover, the lack of knowledge on their part that K-6 carried MAD and Radar equipment caused delay and confusion. It is believed that co-operation between surface and air ships would be greatly improved with a mutual understanding of each others equipment and capabilities.

1540: after marking the spot where last contact was made, K-6 returned to Base for more bombs, landing at 1653. Engine trouble, however, kept her from returning to scene of action until next morning.

Message Received:

1330: Received coded message regarding the passage through Canal of a Netherlands submarine. This was received after K-6 had sighted her. Since this occurred while numerous magnetic contacts were being received in the midst of a convoy, the tardy arrival of this message might have had serious consequences. However, this submarine gave the proper smoke signals promptly as K-6 headed for her.

June 14: K-6. Operation Order No. 1-42 by Commander ZP Group One.

L.C.T. positions: 0800 - 42°35'N, 69°53'W
1200 - 41°38'N, 70°45'W
2000 - 41°56'N, 70°29'W

Weather: heavy fog in morning, lifting, but still causing reduced visibility after 1000.

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ZNP BASED AT N.A.S., South Weymouth, Mass.

June 1-15 (continued)

June 14: (continued)

- 0436 - 2136: on patrol; attempted with negative results to regain contact of June 13. Patrolled Cape Cod and Buzzards Bay.
- 1800: ordered home.
While circling landing field, ordered on sub search, at position $41^{\circ}50'N$, $70^{\circ}08'W$.
- 1920: arrived above position. Fog, low ceiling caused difficulty in finding station. There were many unlighted obstructions in this locality.
- 1930: recalled due to weather.

June 15: K-6

- L.C.T. positions: 0800 - $41^{\circ}58'N$, $70^{\circ}20'W$
1200 - $42^{\circ}08'N$, $70^{\circ}38'W$.

Weather: dense fog till 1200; wind 35 knots from 340° .

- 0450 - 2030: on patrol. Mission to Cash's Ledge and Platt's Bank cancelled due to weather; patrolled instead areas Cape Cod Bay and Race Point.
- 1200: escorted two ships from Canal to Provincetown Harbor.
- 1245: above joined by two more ships. Patrolled vicinity Provincetown Harbor during fueling operations of above ships; departing 1925 for base.

WAR DIARY

ZNP BASED AT NAVAL AIR STATION, South Weymouth, Mass. June 16-30, 1942.

(a) Designation Next Higher Echelon of Command:

This unit operates under Commander, Northern Air Patrol.

(b) Operation Plan or Order.

Covered by CNAP Operation Plan No. 2-42 which took effect June 16, 1942.

CNAP orders given daily via Air Controller over Command Line unless otherwise stated.

(c) Brief of Daily Operations.

June 16: K-6

Areas: to Race Point to 610 694, back to Cape Cod Bay, up to Cape Ann and return to station.

L.C.T. Positions: 0800 - position doubtful, N of Race Pt.
1200 - 42°00'N, 70°32'W

Weather: strong wind from N, dense fog over ocean in morning; improved visibility in afternoon, fog after 1500.

0445 - 1500: on patrol.

0525: arrived Race Point; headed for 42°23'N, 69°08'W, position of reported torpedoing. Two miles N of Race Point met freighter with survivors; relayed to HQ message that some needed medical attention.

0900: headed back towards Bay; dense fog made ship search impossible.

0930 - 1145: patrolled Bay, then proceeded N along coast to Cape Ann.

1400: ordered home.

MAD out of order; operations in heavy fog unsatisfactory.

June 17: K-6 - Orders: verbal from Commander Airship Patrol Group 1

Areas: to NAS Lakehurst, N.J. on course 220°

L.C.T. Positions: 0800 - 41°17'N, 72°W.

Weather: at S. Weymouth - drizzle, ceiling 0, visibility 1/2 mile. Providence - Lakehurst, 8 mile visibility, ceiling 1000 to unlimited.

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ZNP BASED AT NAVAL AIR STATION, South Weymouth, Mass. June 16-30, 1942.
(continued)

(c) June 17: (continued)

Landed Lakehurst 1130 - first leg of flight on Providence beam; from Quonset Point - Lakehurst, on contact.

June 18: Task Forces One and Two: K-4

Task Force One: verbal Orders from Commander ZP Group One.

Task Force Two: phoned from Commander Northern Air Patrol.

Areas: #1 - NAS Lakehurst to NAS South Weymouth, Mass.
#2 - S. Weymouth to Cape Cod Bay and back.

L.C.T. Positions: 0800 - 40°35'N, 72°37'W
1200 - 41°41'N, 70°40'W

0630 - 1335 (Task Force #1) flight from NAS Lakehurst N.J. - NAS S. Weymouth, patrolling coast, Cape Cod Bay to North River.

1405 - 2000 (Task Force #1 on patrol).
Searched Cape Cod Bay to locate and escort 14 ship convoy (merchant) to Canal. Tested all equipment and both machine guns. Radar out, MAD working badly.

1630: conducted search 15 miles SE Cape Ann for submarine reported there at 0900. Results negative.

1710: top speed to Boston Harbor; met convoy off Graves, escorted same to Manomet Point Buoy.

1930: recalled.

June 19: K-4 Orders from Commander Group One.

L.C.T. Positions: 0800 - 41°52'N, 68°41'W
1200 - 42°06'N, 67°51'W
2000 - 43°01'N, 68°57'W

Weather: satisfactory.

0340 - 2340: on patrol. Searched for convoy with negative results. Made Radar contact, enroute from convoy search to Cape Cod, which proved to be a friendly submarine conducting practise firing on surface.
Searched Cape Cod Bay for convoy - negative results.
Proceeded to 43°08'N, 69°04'W; then to 43°12'N, 68°37'W where sub had made an attack - result of search negative.

WAR DIARY

ZNP BASED AT NAVAL AIR STATION, South Weymouth, Mass.

June 16-30
(continued)

(c) June 19: (continued)

Searched Jeffrey's Bank and Cashe's Ledge - negative results - then raced home in front of a thunderstorm which K-4 just preceded in.
During the day, K-6 fulfilled 5 missions and was in the air approximately 20 hours.

June 20: K-4

L.C.T. positions: 0800 - 42°42'N, 68°28'W
1200 - 42°54'N, 69°22'W.

Weather: foggy.

0536 - 1912: on patrol.

Headed for Cashe's Ledge via Fippanies Ledge. Investigated MAD contact made enroute; results negative. Several times sun glare on floating sea growth was mistaken for oil slicks.

From Cashe's Ledge, headed for Jeffrey's Bank.

1245: second MAD contact - results negative.

From Jeffrey's Bank, headed for NAS - patrolling enroute.

1315: arrived Race Point; remained here until ordered on new patrol mission.

1620: changed course to investigate lone ship 14 miles East of Marblehead on course 115°T, 10 knots. Identified as freighter WEST NERIS, Eire; patrolled in front of it, 1/2 hour.

1715: investigated second lone ship - British Tanker, headed 110°T, 10 knots.

1800: investigated three-masted Latvian schooner, bearing 180°T, 22 miles from Cape Ann on course 145°T, at 6 knots.

1837: headed home.

June 21: K-4

L.C.T. positions: 0800 - 40°21'N, 69°28'W
1200 - 42°08'N, 70°50'W

weather: favorable.

0335 - 1215: on patrol.

0500 (about): sighted POLLACK RIP LIGHTSHIP and headed for rendezvous with British steamers WALDON and HAND - position 41°08'N, 69°30'W. WALDON proved to be tanker - probable destination Boston. (Failed

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ZNP BASED AT NAVAL AIR STATION, South Weymouth, Mass.

June 16-30
(continued)

June 21: K-4 (continued)

- to communicate with her - she couldn't receive K-4 blinker, K-4 couldn't read her flashlight). HAND not located at this time; escorted WALDON to Race Point.
- 0745: sighted large air bubble one mile ahead, off starboard bow of tanker. Probable cause: submarine flooding auxiliary tank after sighting blimp with periscope. Raced to vicinity, searched thoroughly with negative results. Tanker safely escorted past.
- 0830: investigated wake which proved to be PC-495 headed south searching for WALDON.
- 0900: overtook WALDON again - escorted her north.
- 1000: recalled.
- 1045: sighted HAND 7 miles east of Race Point.

June 22: K-4 Operation Order 1-42 by Commander Group One.

L.C.T. positions: 0800 - 48°35'N, 70°37'W
1200 - 41°56'N, 70°23'W
2000 - 42°06'N, 70°15'W

Weather: Heavy fog, early morning; 0750 on, general haze. 18 knot wind from 230° - 310°.

- Dawn: left NAS and patrolled area, Cape Cod - Cape Ann with occasional sweeps into Cape Cod Bay and to seaward.
- 1537 - 2053: routine patrol.
- 1540: at 42° 15' N, 70° 15' W periscope sighted approximately four miles distant bearing 355° relative. Searched area thoroughly.
- 1610: left scene temporarily to bring two PC's, which were cruising 8 miles to south, to the location. Rejoined search, found 3 planes doing likewise. No further contact made.
- 1910: headed home.

June 23: K-4.

L.C.T positions: 0800 - 41°58'N, 70°25'W.

Weather: mostly fair except for early morning fog and rain. Low clouds obscured mainland; slight fog encountered halfway through convoy mission.

- 0240 - 1136: convoy escort duty.
Proceeded to Race Point.

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ZNP BASED AT NAVAL AIR STATION, South Weymouth, Mass.

June 16-30
(continued)

June 23: K-4 (continued)

- 0400: located designated convoy at 0400, escorted same until it reached canal entrance, 0950. Passed a number of small fishing craft 7 miles, bearing 45° from Canal.
- 1025: convoy having entered canal, K-4 headed for Mass. Bay.
- 1035: (about) recalled.

First two hours of mission was carried out in the darkness; rain, and fog. Radar functioned perfectly, picking out not only the convoy, but also a collection of fishing boats of assorted sizes - all in the same general vicinity. Even with Radar, however, the problems of such night operations are acute. Had a submarine drawn close to the convoy and attacked, any distinction between friend and foe would have been necessarily the result of the flimsiest guess work, and any retaliation on the part of the blimp would probably have been disastrous. Under such circumstances, if she^{had} even remained in the vicinity, she might well have been brought down by the submarine's gun fire. The elimination of fishing boats from the convoy routes would ameliorate this situation.

June 24: K-4

Areas:

Cape Cod Bay, Canal, and Massachusetts Bay.

L.C.T. positions: 0800 - 40°42'N, 70°39'W
1200 - 42°01'N, 70°39'W

Weather: favorable.

- 0437 - 1637: convoy escort duty.
- 0600: reached Canal as first ships cleared Canal; assumed radio silence.
- 0830: sighted British K-234 joining up as escort.
- 0845: British DD's 172 and 163, and K-153 joined up as escorts. Faster ships began Canal transit, slower tankers headed N at 7-1/2 knots, for rendezvous.
- 1000: planes arrived.
- 1200: convoy formed.
- 1545: sighted large column of water ahead; evaluated as depth charge dropped by small ship just visible. Raced to location at full speed, all hands at general quarters, and found four planes circling the position, and the small escort vessel signalling frantically. This ship turned out to be the Am-135.

WAR DIARY

ZNP BASED AT NAVAL AIR STATION, South Weymouth, Mass.

June 16-30
(continued)

June 24: K-4 (continued)

K-4 asked by blinker if she had made a contact. The AM-135 replied by semaphore that she was only testing for depths. The K-4 returned to Base to change crews, as ordered, landing 1637.

1745: having changed crews, K-4 proceeded to convoy rendezvous - 42°24'N, 70°30'W. Contacted convoy as per schedule, and escorted it without incident until after sun up.

June 25: 0548: departed for Base, landing 0806.

June 25: K-4 Orders: From Commander Group One.

L.C.T. positions: 1200 - 40°55'N, 71°55'W
2000 - 39°40'N, 74°03'W.

Weather: favorable.

0858 - 2225: on patrol.

1032: reached HEN AND CHICKENS Lightship and headed for Point Montauk - keeping five or six miles from coastline. Changed course at Block Island to avoid any friendly submarines operating in that area.

1110: Hit Point Montauk and headed for Lakehurst, via Fire Island Light, and Ambrose Light. At Lakehurst, ordered to proceed to assist K-2, position 39°40'N, 74°03'W. (Conditions unsuitable for landing at Lakehurst.)

On approaching above area, sighted large oil slick extending 200 yards N and S. Oil looked much too heavy to be Diesel oil. Depth of water here is 7-8 fathoms.

1625; and 1635: YMS-23 released one and two charges, respectively, in this area.

1650: ordered magnetic mine sweeps to leave area. Their magnetic gear gave erroneous readings on blimp's MAD equipment.

1703: AMc-48 released two depth charges. No new oil appeared as a result of any of these explosions. Made thorough search of area with negative results. Continued search within a radius of 10 miles to seaward until dark, then headed for Lakehurst at 2100.

June 26: Task Forces One and Two; K-8

Orders: Task Force One - Commander Airship Group One and CNAP
Task Force Two - CNAP

WAR DIARY

ZNP BASED AT NAVAL AIR STATION, SOUTH WEYMOUTH, MASS.

June 16 - 30
(continued)

June 26: (continued)

LCT Positions: 0800 - 73-31N, 40-26W.
1200 - 71-01N, 41-27W.
2000 - 42-26N, 70-08W.

Weather: favorable for both Task Forces.

0645 - 1333: (Task Force one) on patrol.
0821: began investigation of unidentified night shipping, CG Station 82, Fire Island, N.Y. to point 40-30N, 73-00W. Finished mission 0905, results negative.
1100: arrived HEN AND CHICKENS Lightship (via Montauk Point and Block Island), and patrolled Buzzards Bay Inlet. 1145, traversed Canal - met DD-461 leading the first of a twenty-seven ship convoy through the Canal, saw the remainder crowded at east end of Canal. Proceeded home via Provincetown and North River, landing at Base at 1333.
1402: To June 27, 0026 on patrol. Headed for Cashe's Ledge, point 85 NE North River.
1555: Sighted floating object 42-42N, 69-19W.
1600: Object identified as dead man held afloat by white cork life jacket of the kind used in passenger ships. Half mile from body, sighted another jacket and partially submerged boat.
1640: Another body found. Notified Base, marked spot, and resumed patrol.
1817: Sighted empty life raft - built of oil drums - type carried by United Nations ships for quick launchings. Further investigation disclosed nothing.
1800: Ordered to investigate Boston Harbor. Headwind hampered progress - arrived too late for effective investigation.
Returned to Base.

June 27: K-8

LCT Positions: 0800 - position doubtful.
1200 - 42-50N, 70-09W.
2000 - 42-43N, 69-59W.

Weather: morning haze, visibility 2 - 5 miles.

0437 - 2223: on patrol.
Headed for Cashe's Ledge. The two ships compasses were found to differ about 20 degrees; chose wrong one and ended up at Jeffrey's Bank 0730. Ascertaining
/ 69'

SECRET

WAR DIARY

June 29: K-6 (continued)

Weather: haze over water, moderate winds.

- 0440 - 2153: on patrol.
Headed for Pollack Rip; skirted east coast of Cape
to avoid fog bank, then headed east.
- 1000 - 1015: sighted three bodies and wreckage, vicinity
42°30'N, 68°53'W.
- 1045: resumed course for Cashe's Ledge.
- 1130: headed for Platt's Bank.
- 1255: established position over Whistle buoy 2JL. Both
compasses had been off on E and W headings.
- 1300: at 3 miles south of Buoy 2JL, flying at 450 feet,
sighted suspicious V-shaped wake, bearing about
330°, distant 150 yards. At 250 feet obtained
sharp MAD contact and released bomb which detonated
50 yards ahead of ripple. Called for plane and
surface support. Numerous passes over contact
spot and vicinity brought no further results. Bomb
left residue and slick - probably TNT slick. Dragged
cloth through residue - nothing was absorbed.
- 1320: two ~~SB2U's~~ arrived.
- 1325: sighted DD-488 (McCALLA) which joined search when
informed of contact.
- 1400: two ~~SB2U's~~ and one Navy Amphibian joined search.
- 1415: one Army bomber arrived to support.
- 1430: without a word, all planes left area; unable to
raise them via radio.
- 1615: DD-488 asked if she could be of further help; K-6
requested further search assistance to which she
agreed. (with DD)
- 1730 - 1830: contact/lost off and on with closing visibility;
regained by Radar.
- 1830: recalled. Notified DD-488 before leaving.

June 30: Task Forces One and Two: K-8

Orders for Task Force One: from CNAP.

Orders for Task Force two: Commander Z Pron 11.

L.C.T. positions: 0800 - 41°58'N, 69°38'W
1200 - 42°11'N, 70°18'W
2000 - 41°36'N, 70°43'W

Weather: Winds moderate to strong, visibility good.
(Task Force Two - high S.W. winds)

0445 - 1725: (Task Force One) on patrol. To Race Point,
to Pollack Rip, to Race Point to Cape Ann.
From Cape Ann, turned and patrolled to Race
Point; then to Pollack Rip and patrolled to
Cape Ann.

120.
SECRET

WAR DIARY

June 27: (continued)

correct position by radio fix from CG, K-8 set course for Cashe's Ledge and patrolled that area until 1030. During this time, sighted DD's 488, 599 and three others who warned K-8 to keep clear.

1030: headed for position 42°24'N, 70°32'W, for rendezvous with convoy.

1050: passed overturned life raft, partially shattered by seas - no survivors or bodies.

1245: met and covered tanker until near to Boston Harbor.

1415: sighted designated convoy - three tankers, 3 cargo vessels, escorted by two corvettes and a British four-stacker destroyer. Escorted all these from 42°20'N, 70°30'W to 42°43'N, 69°50'W. At dark, returned to Base.

June 28: K-8

L.C.T. positions: 0800 - 42°17'N, 69°07'W
1200 - 42°07'N, 69°53'W
2000 - 42°05'N, 70°15'W

Weather: clouds and haze - maximum visibility 5 miles.
Moderate winds.

0442 - 2133: on patrol.

Flew to Race Point, then took course 076°T

0629: met convoy, 42°20'N, 69°30'W, established visual communications with escorting Canadian corvette K-101.

0725: position 42°17'N, 69°02'W, sighted floating body - no clothes or life jacket - in poor condition. Marked position and informed corvette. Corvette looked at but did not stop to pick up body.

0752: found another body, 42°17.3'N, 69°05'W with life jacket. Again informed Corvette which passed near enough to examine the body, but did not stop to pick it up. Both of these bodies were about one mile distant from convoy.

0905: position 42°14'N, 69°19'W sighted third body - an American soldier in full khaki uniform and life jacket. Corvette investigated and signalled that they believed body to have come from U.S. ship lost a week previous.

1603: left convoy at 42°03'N, 69°49'W to patrol Cape Cod and Massachusetts Bay, and then returned to Base.

June 29: K-6

L.C.T. positions: 0800: 41°56'N, 69°55'W
1200 - 43°08'N, 69°20'W
2000 - 42°48'N, 70°44'W

WAR DIARY

June 30: (continued)

1545: recalled.

1800 - 0520: (Task Force Two) flight to Naval Air Station Lakehurst to exchange blimps. Flew low at slow speed against headwinds. Army and CG searchlights practiced on blimp all the way making it difficult for blimp crew to adapt eyes to dark.

June 22:

N.A.S. South Weymouth notified of practice air raid alert by headquarters, Northern Air Patrol.

1155: N.A.S. South Weymouth reported back that the alarm had been sounded 40 seconds after notification had been given, and that all passive defense measures had been taken within 4 minutes.