

WAR DIARY

AIRSHIP PATROL SQUADRON 11
N.A.S. SOUTH WEYMOUTH, MASS.

Sept. 1 - 30, 1942.

(a) Composition of Unit.

ZN's from Z Pron 12, N.A.S. Lakehurst, N.J., stationed at N.A.S., South Weymouth, Mass. Blimps here attached operate out of South Weymouth for approximately seven days and are then flown back to Lakehurst to be serviced and exchanged for others from that base.

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

This Squadron is attached to Airship Patrol Group One, Eastern Sea Frontier, for administrative, personnel, and supply purposes and operates under Commander Northern Air Patrol, Northern Group, Eastern Sea Frontier, according to C.N.A.P. Operation Plan No. 1-42 of July 21, 1942.

(c) Armament and Equipment.

These have been found to vary somewhat in the different blimps which have operated out of Weymouth. The following is in general true of them all:

2 .30 cal. machine guns, 1 fore, 1 aft.

4 325 depth charges set at 25 ft.

M.A.D. equipment (which indicates the presence of submerged submarines and, unfortunately, submerged wrecks.)

Radar - (The blimps which carry radar always mention its use par.(d), Brief of Daily Operations.)

Radio

Fuel load usually carried is 600 gals. (This varies between 500 and 700 depending on the estimated duration of each mission. Blimps are able to operate for as long as 48 hours if necessary.)

(d) Brief of Daily Operations.

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

Sept. 1. K-4.

Task Force One: in flight 1025 - 1715. Wind, NNE, 8 Knots, visibility 6 miles; air speed 45 knots; ground speed 40 knots; distance covered, 240 miles; LCT position 1200, 42°32'N, 69°28'W.

Proceeded to Race Point, 1108, to Cashes Ledge, 1300. Investigated all Radar Signals in latter area and took 2 pictures of a ship there. Returned to base via Cape Ann.

Sept. 2. K-4.

Task Force One: in flight 0240 - 0805. Wind, 240°, 5 Knots; visibility 10 miles; air speed 50 knots; ground speed 48 knots; distance covered 192 miles.

Arrived Canal (East End), 0315, and patrolled ahead of 15 ship convoy forming then until relieved at dawn by VS-1D1.

WAR DIARY

AIRSHIP PATROL SQUADRON 11
N.A.S. SOUTH WEYMOUTH, MASS.

Sept. 1 - 30, 1942.

(d) Brief of Daily Operations. (Cont'd.)

Sept. 2. K-4. (Cont'd.)

Task Force Two: in flight 1540 - Sept. 3, 0928. Wind, 270°T, 14 knots; visibility 6 miles; air speed 45 knots; ground speed 30 knots; distance covered 515 miles; LCT position, 2000, 42-58N, 68-40W.

Proceeded to Cape Cod Lt., to 42°31'N, 68°43'W, to 42°59'N, 68°43'W, then West part Cashes Ledge until BX convoy was met. Escorted them due East until 0300 (Sept. 3). Flew west until 0445, at Cashes Ledge, then South (on Radar contact) and met ON' convoy position 42°20'N, 68°57'W. Escorted them until relieved by PBO at 0645. 0700, headed for base, conducting radar experiments en route. Radar operations, navigation, and mission successful.

Sept. 3. K-4.

Task Force One: in flight 1115 - 2051. Wind 10 knots; visibility 3 miles; air speed 47 knots; ground speed 43 knots; distance covered 266 miles; LCT position 1200, 42-07N, 70-22W; 2000, 41-47N, 70-28W.

Proceeded on course 084°T and intercepted convoy. Complying with orders, withdrew and reported position to CNAP. Although convoy was in expected position it was the wrong one. 1430, proceeded to search for correct convoy. 1447, radar signal indicated possible convoy which the blimp contacted at 1515 in approximately position 42°20'N, 69°47'W. This was the one designated, and the K-4 escorted it until it reached the dispersal point at East end of Canal, 2015.

Task Force Two: in flight 2145 - Sept. 4, 0945. Wind 25 knots; visibility 1/2 mile; air speed 40 knots; ground speed 30 knots; distance covered 375 miles; LCT position 0800/04 42-24N, 70-30W. Proceeded to 42° 51'N, 70°12'W where, at 2130, convoy was met, composed of 1 tug, 1 merchantman, one half a tanker,† and 1 corvette. Blimp escorted them (on course 195°T at 5 knots) to 42°20'N, 70°32'W, at 0920.

Sept. 4. K-4. (See par. (e) - Enemy Contacts)

Task Force One: in flight 1130 - Sept. 5, 0600. Wind 15 knots; Visibility 3 miles; air speed 50 knots; ground speed 40 knots; distance covered 760 miles; LCT position 1200, 42-12N, 70-17W; 2000, 43-11N, 69-12W.

† Took off from USNAS, South Weymouth, Mass., at 1130. It contacted convoy BX 38 B at 1355 and proceeded to patrol three (3) to five (5) miles in front of the convoy. At 1632 the airship made a MAD contact. General quarters were sounded and all battle stations were manned. The lead destroyer "RULER" was notified on the convoy frequency 2410 kilocycles, by voice and also by blinker. A float light and a bronze marker bomb were released on the contact. The area was searched for a period of one-half hour with negative results when the destroyer asked the airship if a contact could be made on a whale. The ship answered, "No". The destroyer then informed the airship

WAR DIARY

AIRSHIP PATROL SQUADRON 11
N.A.S. SOUTH WEYMOUTH, MASS.

Sept. 1 - 30, 1942.

(d) Brief of Daily Operations. (Cont'd.)

Sept. 4. K-4 (Cont'd.)

that there were sunken ships in the area. Although the water was 80 fathoms the pilot decided that due to the extreme noise of the area for the MAD gear it was not at all improbable that the gear was in error. Also, it was evident that the destroyer made no contact with their sound gear and was satisfied that there was nothing in the area. The airship then rejoined the convoy and continued its escort. At 1720 a small image was noticed on the Radar bearing 060°T and a distance of ten miles from the track of the convoy. Investigation disclosed this object to be a small fishing vessel. After investigating, the K-4 started back to the convoy. At 1750 while on the way back a periscope was sighted by the pilot at the elevator control, and by the forward lookout just forward of the port beam, about 150 yards from the K-4. The mechanic also sighted the periscope from his position at the mech's board. The periscope was broad on the port bow of the convoy, distant 6000 yards. The position at sighting was 629 - 724 (lat. 43-09N, and long. 69-18W). The pilot sounded general quarters. The crew immediately went to their battle stations. Full left rudder was given, the bomb bay was opened, the depth charges were armed, and the machine guns were manned. The destroyer escort was immediately notified on the convoy frequency by voice and this was paralleled by blinker when the ship was able to see through the haze. When the airship was over the position of the sighting a bronze marker bomb was released. The ship commenced to search the area. The periscope was sighted twice more, although these times it was not definitely defined as a periscope. The description of the second sighting was as follows: "it looked like a black arm sticking out of the water with a knob on the end of it". The observer of the third sighting stated that, "it was something that broke water and then disappeared." Aircraft float lights were released on each sighting on the approximate positions. Suddenly the K-4 made a perfect MAD contact. Two flares were released and the destroyer "RULER" was notified both by voice and blinker. At 1818 the pilot broke radio silence and notified the base of the sighting. The base ordered the pilot to transmit MO's on 375 kilocycles. In anticipation of the order the radio had been set up on the frequency. Immediately the MO's were transmitted. One destroyer reported a contact, and moved in. At 1851 the destroyer signaled the airship that it was going to release charges. At 1853 four depth charges were released over the stern of the destroyer. After circling the destroyer signaled that it believed the contact to be doubtful. The area was then completely searched again with negative results. The search was dropped at dark, by the K-4 and the escort vessels, and they proceeded to rejoin the convoy. The K-4 had rejoined the convoy when it was ordered to return to the submarine area, to come up on 3000 kilocycles, and to contact a destroyer which was on its way out. The K-4 returned to the area and patrolled it but did not establish contact with the destroyer either visually, by Radar, or on 3000 kilocycles. The order was sent from the base to search an arc 30 miles from Jeffrey's Bank to the

WAR DIARY

AIRSHIP PATROL SQUADRON 11
N.A.S. SOUTH WEYMOUTH, MASS.

Sept. 1 - 30, 1942.

(d) Brief of Daily Operations. (Cont'd.)

Sept. 4. K-4 (Cont'd.)

"Fippinies and return to the base at 0030. The ship swept the area with MAD gear, and Radar but had negative results. The K-4 left at 0030 to return to the base. The ship arrived at USNAS, South Weymouth, Mass., at 0550 and was landed at 0600."

CNAP orders prior to take off: "Contact and escort BX 36 B until relieved by VS10r until ordered to return to base. Rendezvous 1045 Queen - 054°(T), speed 10 knots. There will be 14 ships and 5 escorts. Convoy will change course to 090°(T) at 1830 Queen. Submarine at Cashe's Ledge, or to the east - be alert. A three masted yacht, THE GUINEVERE is off Cashe's Ledge. Use her for support on 3000 kilocycles."

Orders received in flight: "II - 041750 GCT - Convoy sailed on time on scheduled course and speed. Search accordingly.

III - 042230 GCT - Send MO's on 375.

IV - 050050 GCT - Remain in submarine area.

V - 050110 GCT - Remain in submarine area, and search with DD. Keep on 2410 kilocycles, then go to 3000 kilocycles when approaching area and DD.

VI - 050255 GCT - Report arrival at area to DD. Search arc 30 miles from Jeffrey's Bank to Fippinies, then return to base at 0030."

Sept. 5. K-4.

Task Force One: in flight 0700-1430. Wind, 15 knots; Visibility 3 miles; air speed 40 knots; ground speed 38 knots; distance covered 300 miles. LCT position 0800, 42-24N, 70-08W; 1200, 42-30N, 69-00W.

Headed N.W. in compliance with orders to pick up and escort 1 tanker and 1 DD. By 0800, visibility reduced to 1 mile by low fog; ceiling 400 ft. At 0930, vicinity of Jeffreys Bank, requested RDF bearings and sent MO's. At 1020, received position (43°20'N, 68°30'W) and changed course to 200°T to intercept mission. At 1230, blimp was recalled and proceeded to South Weymouth at best possible speed. 1330, challenged by DD which was escorting a sub.

Task Force Two: in flight 1635 - Sept. 6, 0525. Wind 350°T, 25 knots; visibility 20 miles, air speed 40 knots; ground speed 35 knots; distance covered 350 miles; LCT position 2000, 42-55N, 69-28W.

Headed for Cape Ann. En route, sighted BX 36 C convoy which was to be escorted. K-4 patrolled to the north until scheduled time of contact, returning to the convoys position (approximately 42°47'N, 69°45'W) at 1835. Scouted ahead of convoy on her course of 060°T until darkness, reducing coverage from then on to the convoys limits. Completed escort at 0100, proceeded south to 42°20'N, 68°25'W, then back to base.

SECRET

WAR DIARY

AIRSHIP PATROL SQUADRON 11
N.A.S. SOUTH WEYMOUTH, MASS.

Sept. 1 - 30, 1942

Sept. 6. K-5.

Task Force One; in flight 1525-Sept. 7, 0730. Wind 15 knots 255°; visibility 15 miles; air speed 50 knots; ground speed 38 knots; distance covered 589 miles. LCT position 2000, 42-27N, 68-30W. Proceeded via Race Pt. to 41°56'N 69°08'W (30 miles south of convoys estimated position at 1900). Headed north, and at 1750, sighted designated convoy. Swept area to the south and east, contacted it at 1900 (approximate position 42°29'N 68°35'W), and provided coverage until 0615 (Sept. 7), position 6 miles north of Race Pt. Escort was carried out from as great a distance as visibility permitted.

Sept. 7. K-5.

Task Force One: in flight, 1030-1415. Wind 13 knots; visibility 20 miles; air speed 53 knots; ground speed 35 knots; distance covered 188 miles. LCT position 1200, 42-31N, 69-28W. Proceeded from North River on course 066°T to 42°41'N 69°23'W, (1148); south to 42°18'N 69°23'W, (1230); and back to base.

Task Force Two: in flight 1601-Sept. 8, 0838. Wind 24 knots, 240°; visibility 30 miles; air speed 45 knots; ground speed 43 knots; distance covered 314 miles.

Proceeded to 42°27'N 67°54'W where at 1940, convoy XB 37 was picked up. Escorted it, course 264°T, until 0400, at which time it was lost in the extreme darkness. Proceeded to Race Pt. to await daylight. Picked up convoy again at 0605, position 42°12'N 69°53'W, and escorted it until relieved by 2 OS2U-3's at 0715, position 42°10'N 70°07'W.

Sept. 8. K-5.

Task Force One: in flight 1636-Sept. 9, 0516. Wind 25 knots; visibility 1 mile; air speed 51 knots; ground speed 30 knots; distance covered 280 miles. LCT position 2000, 43-10N 69-08W. Headed for BX 37B convoy position, approximately 12 miles north of Cashe's Ledge. Blimp arrived there at 2000 but failed to find convoy - very poor visibility. Searched area with negative results. Got lost, and headed west. Arrived position 5 miles west of Bald Head Cliff at 0115 (Sept. 9) and flew back to base.

Sept. 9. No flights - unsuitable weather.

Sept. 10. K-5.

Task Force One: in flight 1423-1915. Wind 10 knots, 280°; visibility 1 mile; air speed 50 knots; ground speed 42 knots; distance covered 200 miles.

Proceeded north along coast to pick up Panamanian tanker PHOEBUS out of Portland, Me., bound for Cape Cod Canal. Met mission 5 miles northeast Boon Is. at 1610, escorted her to position east of Newburyport, at 1750, and returned to base.

SECRET

WAR DIARY

AIRSHIP PATROL SQUADRON 11
N.A.S. SOUTH WEYMOUTH, MASS.

Sept. 1 - 30, 1942

Sept. 11. No flights - unsuitable weather.

Sept. 12. K-5.

Task Force One: in flight 1010-1710. Wind 10 knots, SE; visibility 10 miles; air speed 40 knots; ground speed 35 knots; distance covered 171.5 miles. LCT position 1200, 42-21N 70-52W.

Brief of day's Operations:

Proceeded via North River, to Boston Harbor, and patrolled this area. Received radio message at 1235 to return to North River area. Here, a large Naval Auxiliary was contacted and escorted until 1245, at which time a radio message was received to return to Boston Light to contact and escort 2DD's and two Naval auxiliaries in group Y. Escorted group Y until 8 miles from canal. K-5 then returned to Boston Light, on orders received at 1440 to contact the "SEMINOLE", group X 1515, contacted the "SEMINOLE" and escorted group until reaching a position 6 miles from canal. Returned to base, on orders received at 1710.

Summary of important orders received:

Task Force One - "Two ships, the "PARISSIMA" and the "SEMINOLE" are scheduled to leave Boston at 0900 Queen. According to H.E.C.P., they have not passed through the gate. These ships intended to swing compasses in Massachusetts Bay before proceeding to Cape Cod Canal. No information is available as to whether this plan will be adhered to, or changed. Both ships carry valuable cargo and passengers. In dispatches these ships will be called Group X. Their speed is 12 knots. The ANCON and CHICOPLE, two DD's, will be departing from Boston at 1200 Queen enroute to Cape Cod Canal. Their speed is 14 knots. This group will be called Group Y in any dispatch. The K-5 will cover the PARISSIMA and the SEMINOLE upon their departure from Boston. It may be necessary to put the K-5 on the second group, in which case a dispatch will be sent to K-5 to cover Group Y. It is intended to use airplanes whenever they can operate, in which case the K-5 may be detached and sent elsewhere. The U.S.S. "PRAIRIE" is enroute from Boston to Portland. Salem is attempting to cover. In the event it is necessary for the K-5 to cover, this group will be known as Group Z. The position of the PRAIRIE at 1000 Queen is approximately 581-698, course 170(T). Its speed is 9 knots. At 1245 Q. orders were received from the station to proceed to initial point 570-694. Escort group Y, which left gate at 1215 Queen. At 1440 Queen, orders were received from station to escort Group X, the "SEMINOLE". This ship passed Boston Light at 1515 Queen. Orders were received from the base at 1710 Queen to return to base and to send an E.T.A."

SECRET

WAR DIARY

AIRSHIP PATROL SQUADRON 11
N.A.S. SOUTH WEYMOUTH, MASS.

Sept. 1 - 30, 1942

Sept. 12. (Cont.)

Task Force Two: in flight 1911-2211. Wind 140° 14 knots; visibility 1 mile; air speed 45 knots; ground speed 40 knots; distance covered 120 miles. LCT position 41-46N 70-30W.

Proceeded, according to orders, to Buzzards Bay to cover ships at anchor there until daylight. K-5 met poor weather conditions and at 2030 headed back to base.

Sept. 13. K-5.

Task Force One: in flight 0959-1903. Wind, 380°, 11 knots; visibility 10 miles; air speed 46 knots; ground speed 44 knots; distance covered 375 miles. LCT position 1200, 42-08N, 70-07W.

Headed for Halibut Pt. to patrol, as ordered, between there and Cape Cod Light. Reached former point at 1110, the latter at 1135, and headed back towards Cape Ann. At 1213 position 42°23'N, 70°20'W, began patrol Love according to orders received at 1145. At 1710, K-5 was recalled and returned to base.

Sept. 14. K-5 and K-3.

Task Force One(K-5): in flight 0510-1653. Wind variable; visibility 25 miles; air speed 45 knots; ground speed 45 knots; distance covered, 540 miles; LCT position 0800, 42-52-N, 68-42W, 1200, 42-53N, 69-18W.

Patrolled outer limits of area Love until 0930. Returning to base, made a MAD contact at 0955, position (approximate) 42°53'N, 69°18'W. Object remained constant and stationary. K-5 was joined by B-25 and 4 patrol planes; contact was developed with flares and bomb markers and the blimp remained on the job until relieved at 1500 by the K-3.

Task Force Two:(K-3) in flight 1240 - Sept. 15, 0517. Wind, 195° 9 knots; visibility 10 miles; air speed 40 miles; ground speed 38 miles; distance covered, 620 miles; LCT position, 43-15N, 69-45W at 2000.

K-3 proceeded to area of K-5's contact, arriving at 1420. Continued search until about 2400 with negative results. It is believed that the indications on K-5's equipment were noise signals. Two DD's (No.'s 446 and 603), a British Trawler, and several aircraft were also searching. At 1704, DD-446 made a slight sound contact and dropped one charge with negative results. The DD's ceased the hunt at 2115, and the K-3 departed at 2400. Blimp arrived at Race Pt. about 0300 Sept. 15, and then flew back to base.

Sept. 15. K-3.

Task Force One: in flight 1451 - Sept. 16, 0146. Wind, 219°, 20 knots; visibility 10 miles; air speed 50 knots; ground speed 38 knots; distance covered 435 miles; LCT position 2000, 42-55N, 70-00W.

Proceeded to 42°00'N, 70°32'W on patrol Love. 1747 proceeded towards Jeffrey's Ledge Buoy according to despatch orders to contact and

WAR DIARY

AIRSHIP PATROL SQUADRON 11
N.A.S. SOUTH WEYMOUTH, MASS.

Sept. 1 - 30, 1942.

Sept. 15. K-3. (Cont'd.)

escort a freighter from there. En route, received cancellation of escort orders (ship had not left Portland) and at 2025, was recalled.

Sept. 16.

No flights - mouldy weather.

Sept. 17. K-3.

Task Force One: in flight 1155 - 2100. Wind 6 knots; visibility 2 miles; air speed 49 knots; ground speed 42 knots; distance covered 295 miles; LCT position, 1200, 42-10N, 70-50W, 2000, 42-12N, 70-42W.

Proceeded to Canal in search of cargo passenger ship there bound. Arrived 1235 without meeting mission. Searched with negative results along course she would follow. Complied with despatch orders to proceed to 614 704, to Cape Ann, and return to base.

Sept. 18. K-11 and K-3.

Task Force One (K-11): in flight 1542 - 1922. Wind 145°, 10 knots; visibility 5 miles; air speed 55 miles; ground speed 45 miles, distance covered 175 miles; LCT position none.

Proceeded to a point 12 miles off Portsmouth to pick up a British trawler following a coastwise route to Canal at 8.5 knots.

Arrived at 1620: no trawler. Searched with negative results for 2 hours and 20 minutes and headed south. At 1845, it was decided to return to base. The sun had set, and in the reduced visibility which followed, the chances of sighting the trawler were very small.

Task Force Two (K-3): in flight 1723 - Sept. 19, 1150. Wind 110°, 12 knots; visibility 3 miles; air speed 45 knots, ground speed 30 knots, distance covered 540 miles; LCT position, 0800, 42-00 N, 70-22W, 2000, 42-28N, 68-56W.

Proceeded on course 079° T. to meet and escort KAWEAH and RAVEN. Met ships in approximate position 42°31' N, 68°30' W. at 2100, and escorted them on course 263° T. until 0300 (Sept. 19). Fog set in, and blimp complied with orders to leave convoy and stand into Cape Cod Bay. She stayed there until fog lifted, and then returned to base.

Sept. 19. K-14.

Task Force One: in flight 1500 - 1801. Wind 120°, 13 knots; visibility 7 miles; air speed 53 knots, ground speed 44 knots, distance covered 57 miles.

Proceeded towards position of reported sub-sighting 43°30' N, 70°08' W. Met with dense fog and so informed base. Was instructed to continue on course sending back hourly weather reports. At 1600, visibility was zero, and at 1630, in position off Cape Ann, blimp was recalled.

Sept. 20. No flights. K-11 out of commission repairing tire and wheel.

WAR DIARY

AIRSHIP PATROL SQUADRON 11
N.A.S. SOUTH WEYMOUTH, MASS.

Sept. 1 - 30, 1942.

Sept. 21. K-14.

Task Force One: in flight 0433 - 1832. Wind 021°, 23 knots, visibility 14 miles, air speed 53 knots, ground speed 31 knots, distance covered 450 miles. LCT positions, 0800, 42-58, N, 69-56 W. 1200, 43-53 N, 68-27 W.

Patrolled to the northeast and explored possible sites for an expeditionary ZNP base at Deblois, Bar Harbor, and Rockland, Me.

Sept. 22. K-11 and K-14.

Task Force One (K-11): in flight 0629 - 1326. Wind 045°, 36 knots, visibility 3 miles, air speed 58 knots, ground speed 25 knots, distance covered 175 miles. LCT positions, 0800, 42-34 N, 69-45 W. 1200, 42-10 N, 69-55 W.

Ordered to search area of 42°47' N, 69°05' W. where GUINEVERE had sighted sub. "Rough air" and gusty winds from NE made searching difficult. Flew to above position; NE to 43°20' N, 69°53' W, SW to 42°36' N, 68°48' W, and back to base. No sign of GUINEVERE or sub was seen.

Task Force Two (K-14): in flight 2015 - Sept. 23, 0525. Wind 290°, 10 knots; visibility 10 miles, air speed 50 knots, ground speed 45 knots, distance covered 360 miles.

Escorted merchantman JAMES G. BLAINE (bound from Portland to New York) from position 5 miles east of Boon Is., at 2215, to position 5 miles east of Manomet Pt. in Cape Cod Bay.

Sept. 23. K-11 and K-14.

Task Force One (K-11): in flight 0605 - 1427. Wind, 20 knots, visibility 15 miles, air speed 48 knots, ground speed 40 knots, distance covered 320 miles. LCT positions, 0800, 42-02 N, 69-11 W, 1200, 43-23 N, 69-25 W.

Routine patrol Love.

Task Force Two (K-14): in flight 1818 - Sept. 24, 0934. Wind, 120°, 15 knots, visibility 10 miles, air speed 50 knots, ground speed 38 knots, distance covered 462 miles. LCT positions, 0800, 42-31 N, 70-32 W. 2000, 42-43 N, 70-31 W.

Searched for COL. JAMES A MOSS along her estimated course, (0090 T. at 11 kts; estimated 1900 position, 43°26' N. 70°24' W.). Results negative. At 2009 proceeded to Sequin Is., near which a sub had been reported. Searched with negative results. Resumed search for ship at 0130, and continued with no luck until it was time to return to base. It was later learned that the ship had not left Portland.

Sept. 24. K-11.

Task Force One: in flight 0020 - 0820. Wind 215°, 15 knots, visibility 6 miles, air speed 49 knots, ground speed 38 knots, distance covered 330 miles

SECRET

WAR DIARY

AIRSHIP PATROL SQUADRON 11
N.A.S. SOUTH WEYMOUTH, MASS.

Sept. 1 - 30, 1942.

Sept. 24. K-11. (Continued)

Proceeded to intercept a 3 ship convoy (corvette, tug, and PC boat) at Race Pt. Visibility was reduced: fog. Made broad sweep from Race Pt., but was unable to locate ships.

Task Force Two: Wind 20 knots, visibility 15 miles, air speed 45 knots, ground speed 30 miles, distance covered 187 miles, LCT position, 1200, 41-46 N, 69-65 W.

Flight to photograph Nauset Harbor entrance and the South Weymouth base.

Sept. 25. K-3 and K-11.

Task Force One (K-3): in flight 0803 - 0212. Wind, 270°, 12 knots; visibility 40 miles, air speed 50 miles, ground speed 43 miles, distance covered 500 miles. LCT positions, 1200, 43-48 N, 70-07 W. 2000, 42-46 N, 70-30 W.

Proceeded to Portland, Me., arriving at 1020. Contacted mission "A" (BB MASSACHUSETTS) and carried out secret escort orders as assigned prior to take off. Cleared Portland at 1625 and headed for base. At 1650 proceeded in compliance with dispatch orders to pick up British tanker en route from Portland and escorted her to the Canal, arriving at 1245. From there, proceeded to South Weymouth.

Task Force Two (K-11): in flight 1445 - 0100. Wind, 15 knots, visibility excellent, air speed 50 knots, ground speed, 40 knots, distance covered 400 miles. LCT position, 2000 42-41 N, 70-30 W.

Indoctrination flight; began modified Love patrol. 1735, proceeded to 12°39' N, 70°20' W. where sub had been bombed by planes. Arrived at 1850, contacted planes and dropped flares, as directed, on position of bombing. Continued search until recalled at 2400. Results negative.

Sept. 26. K-11 and K-3.

Task Force One (K-11): in flight 0610 - 2217. Wind 115°, 20 knots, visibility 20 miles, air speed 42 knots, ground speed 30 knots, distance covered 480 miles. LCT positions, 0800, 42-28 N, 69-44 W. 1200, 43-10 N, 69-03 W. 2000, 42-13 N, 69-45 W.

Made Love patrol. Sighted disabled fishing vessel (MARIETTA and MARY) at 0940, approximate position 43°06' N, 69°08' W. Remained with fisherman until ordered at 1645, to pick up freighter MEDINA, 50 miles south and escort her to Boston. Met ship at 1810, and escorted her to 42°10' N, 69°58' W, and returned to base. British trawler scheduled to relieve blimp failed to arrive in time to do so.

135.
SECRET

WAR DIARY

AIRSHIP PATROL SQUADRON 11
N.A.S. SOUTH WEYMOUTH, MASS.

Sept. 1 - 30, 1942.

Sept. 26. K-11 and K-3 (Continued)

Task Force Two (K-3): in flight 1310 - 2055. Wind, 110°, 20 knots, visibility 8 miles, air speed 50 knots, ground speed 50 knots, distance covered 325 miles. LCT position, 2000, 42-25 N, 70-38 W.

Escorted DD-126 and Naval Auxiliary F-20 from 5 miles south of Platt's Bank, at 1530, until 1815, position (approximate) 43°08' N, 68°55' W., and returned to base. At 1735, was informed by base that K-11 was on a mission in the Boston and Cape Cod area; that she would be flying at 500 ft.; that the K-3 should fly at 1000 ft. while returning to base through that area.

Sept. 27. No flights: miserable weather.

Sept. 28. K-3.

Task Force One: in flight 1744 - Aug. 29, 1603.

Escorted WALDEN towing group from 42°17' N., 69°23' W., at 1900, to 42°04' N., 70°24' W. at 0500, Aug. 29, at which time, in view of the length of her patrol, she was recalled.

Sept. 29.

No further flying this date.

Sept. 30. K-3.

Task Force One: in flight 0030 - 0800. Wind 205°, 12 knots, visibility 15 miles, air speed 42 knots, ground speed 45 knots, distance covered 300 miles. LCT position, 0800, 44-27 N, 68-22 W.

Flight to Municipal Airport, Bar Harbor, Me. Although the trip came off without incident of any kind, the good weather conditions and the newness of the area covered had an almost lyric effect on the crew of the blimp. The following contribution, an excerpt from the report of young Ensign Doyle, the pilot, will doubtless live on in the annals of Naval Red Tape as the purplest passage on record. "At 0450, Queen, in the cold, calm darkness just before dawn, the peacefully sleeping hamlets of Ellsworth and Bar Harbor were awakened by the gentle roar of the K-3's engine, as altitude was reduced from 3000 to 500 feet over the picturesque Municipal Airport."

WAR DIARY

AIRSHIP PATROL SQUADRON 11
N.A.S. South Weymouth, Mass.

September 1 - 30, 1942

(e) Enemy Contact Reports.

K-4: Submarine Contact Report Number 1 - Sept. 4, 1942

At 1632 a MAD contact was made at lat. 43-04N, and long. 69-29W. A flare and a bronze powder bomb were dropped.

The destroyer was notified on the convoy frequency 2410. It's call was "HULER". It was also notified by blinker.

The contact was investigated for a period of one-half hour with negative

The destroyer asked us if a magnetic contact could be made on a whale. We answered negative.

He then informed us that "there are sunken ships".

Though the water was at 80 fathoms the possibility of a false signal due to the extreme noise in the area, we decided to return to the convoy.

The lead destroyer was evidently satisfied so we rejoined convoy.

K-4: Submarine Contact Report Number 2 - Sept. 4, 1942

At 1750 a periscope was sighted by the pilot at the elevator control, the forward lookout, and the mechanic at the mechanics panel.

The destroyer was immediately notified by voice. When we could see him he was informed by blinker.

The position was 629 - 724. Depth of water 100 fathoms.

A bronze bomb was dropped in the area.

The periscope was sighted two times after the first sighting. These times it was not definitely defined as a periscope. However on the second sighting the observer stated that it looked like "an arm sticking out of the water with a knob on the end of it". The color was black. On the third sighting an other observer just saw an object break water.

Flares were dropped both times.

Destroyer reported contact but couldn't hold it.

The airship had a MAD contact. Two flares were dropped.

After asking the destroyer if they wanted CNAP notified and receiving no answer the pilot decided to notify the base and break radio silence.

The ship was ordered to send MO's on three seventy five. This was done.

The ship then told the destroyer if they had contact to move in. The pilot thought that the destroyer was sitting off and waiting for the airship to drop charges.

The second destroyer then reported a contact. We told them to move in.

The base asked us for the weather. Which we did.

At 1851 the destroyer signaled the airship that it was going to release charges.

At 1853 it dropped four charges.

The destroyer signaled that it thought that the contact was doubtful.

SECRET

WAR DIARY

AIRSHIP PATROL SQUADRON 11
N.A.S. South Weymouth, Mass.

September 1 - 30, 1942

(e) Enemy Contact Reports.

K-4: Submarine Contact Report Number 2 - Sept. 4, 1942 (Continued)

The area was searched again with negative results.

The search was given up at dark and the ships and the King 4 rejoined the convoy.

We were then ordered to return to submarine area and come up on 3000 and try and contact destroyer which was on way out.

We patrolled area and were unable to contact destroyer.

We left 0030 to return to base.

S. W. HUGHES,

Ensign, U. S. N. R.

AL6-3/ZP11(CNAPMB)

7 September 1942

ADDENDA

(to K-4 Submarine Contact Report Number 2 - ZPron 11)

1. When the periscope of the submarine was first sighted, this periscope was forward of the port beam of the airship at a distance of about 300 yards. The submarine was headed in the opposite direction to that of the airship. The submarine was sighted ahead and on the port bow of the convoy heading towards the convoy, apparently making its approach for attack.

2. A bronze buoy and a flare were dropped from the airship at once to act as a reference point. The airship immediately turned to make an attack upon the submarine. The turn, however, took about three-and-a-half minutes, after which the airship headed for the submarine area making an MAD contact several minutes after making the turn. The airship did not drop bombs immediately after making her MAD contact because

- (a) The contact had not been fully developed
- (b) The submarine had been submerged for over three minutes (The depth-bomb submergence was for 50 feet)
- (c) A surface vessel had been notified and was enroute
- (d) If bombs were dropped, there would be an error of between 500 and 720 feet due to the lag of MAD and speed of the airship.

3. The Escort Commander was notified immediately after sighting by voice transmission, followed by blinker. A destroyer, attached to the Escort, arrived at the submarine area minutes after the sighting report was made.

* Commander Northern Air Patrol

(initialed) V. D. H.*