

S E C R E T

W A R D I A R Y

N O R T H E R N G R O U P

Task Group 02.1
of the
Eastern Sea Frontier Force

MARCH - 1945

Original To: Commander in Chief
United States Fleet

Via: Commander Eastern Sea Frontier

SECRET

ABBREVIATIONS

ANO-JANO-JOO: Joint Army Navy Operations Office; adjoining the Headquarters of the Assistant Commandant (Operations) and Deputy Commander Northern Group and those of the (Naval) Task Unit Commanders of the Northern Group, 11th floor, 150 Causeway Street, Boston, Massachusetts.

CESF-COMEASTSEAFRON: Commander Eastern Sea Frontier Force, Task Force 02.

CNG-COMNORGROUP: Commander Northern Group, Task Group 02.1 of the Eastern Sea Frontier Force.

DCNG: Deputy Commander Northern Group.

HECP: Harbor Entrance Control Post. Those in the Northern Group are located at Fort Dawes (Boston), Beavertail, R.I., Portsmouth, N.H., and Fort Williams (Portland, Me.).

LRS: Loop Receiving Station. Those in the Northern Group are located at East Point, Nahant, Mass., Strawberry Point, Mass.; Bailey Island, Maine, Cape Elizabeth, Maine, and Block Island, R.I.

NAU-CNAU: (Commander) Northern Air Unit, Task Unit 02.1.3 of the Northern Group.

ASRU: Air/Sea Rescue Unit.

NHDU-CNHDU: (Commander) Northern Harbor Defense Unit, Task Unit 02.1.2 of the Northern Group.

NSU-CNSU: (Commander) Northern Surface Unit, Task Unit 02.1.1 of the Northern Group.

NIRO: Navigational information and Routing Office.

DCO: District Communications Office.

DCGO: District Coast Guard Office.

DIO: District Intelligence Office.

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WAR DIARY - NORTHERN GROUP

MARCH 1945

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CHAPTER I

ORGANIZATION OF GROUP

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CHAPTER I - ORGANIZATION OF GROUP.

A. Composition of Group.

The Northern Group is a Task Group of the Eastern Sea Frontier Force and consists of the following Task Units:

- 02.1.1 - Northern Surface Unit.
- 02.1.2 - Northern Harbor Defense Unit.
- 02.1.3 - Northern Air Unit.
- 02.1.4 - Cape Cod Canal Control Unit.
- 02.1.5 - Northern Coastal Guard Unit.

Commander Northern Group, Rear Admiral Felix X. Gyax, U.S.N., and Deputy Commander Northern Group, Captain V.D. Herbster, U.S.N., (Ret.) are located at Headquarters First Naval District, 150 Causeway Street, Boston 14, Massachusetts.

B. Operation Plans.

The Northern Group, Task Group 02.1, operates under the Eastern Sea Frontier Force, Task Force 02. of the Tenth Fleet (CESF is also Commander of Task Group 26.2, U.S. Atlantic Fleet) according to the following operation plans:

1. ComEastSeaFron Operation Plan No. 2-44 of 1 December 1944.*
2. ComNorGroup Operation Plan No. 1-45 of 15 February 1945.**
 - (a) Commander Northern Air Unit Operation Plan No. 1-43 of 21 June 1943.***
 - (b) Cape Cod Canal Control Unit Operation Plan No. 2-44 of 1 July 1944.
 - (c) Northern Coastal Guard Unit Operation Plan No. 2-44 of March 1944.

* See Annex I-A December 1944 War Diary.

** See Annex I-A February 1945 War Diary.

*** See War Diaries for months in which they were written.

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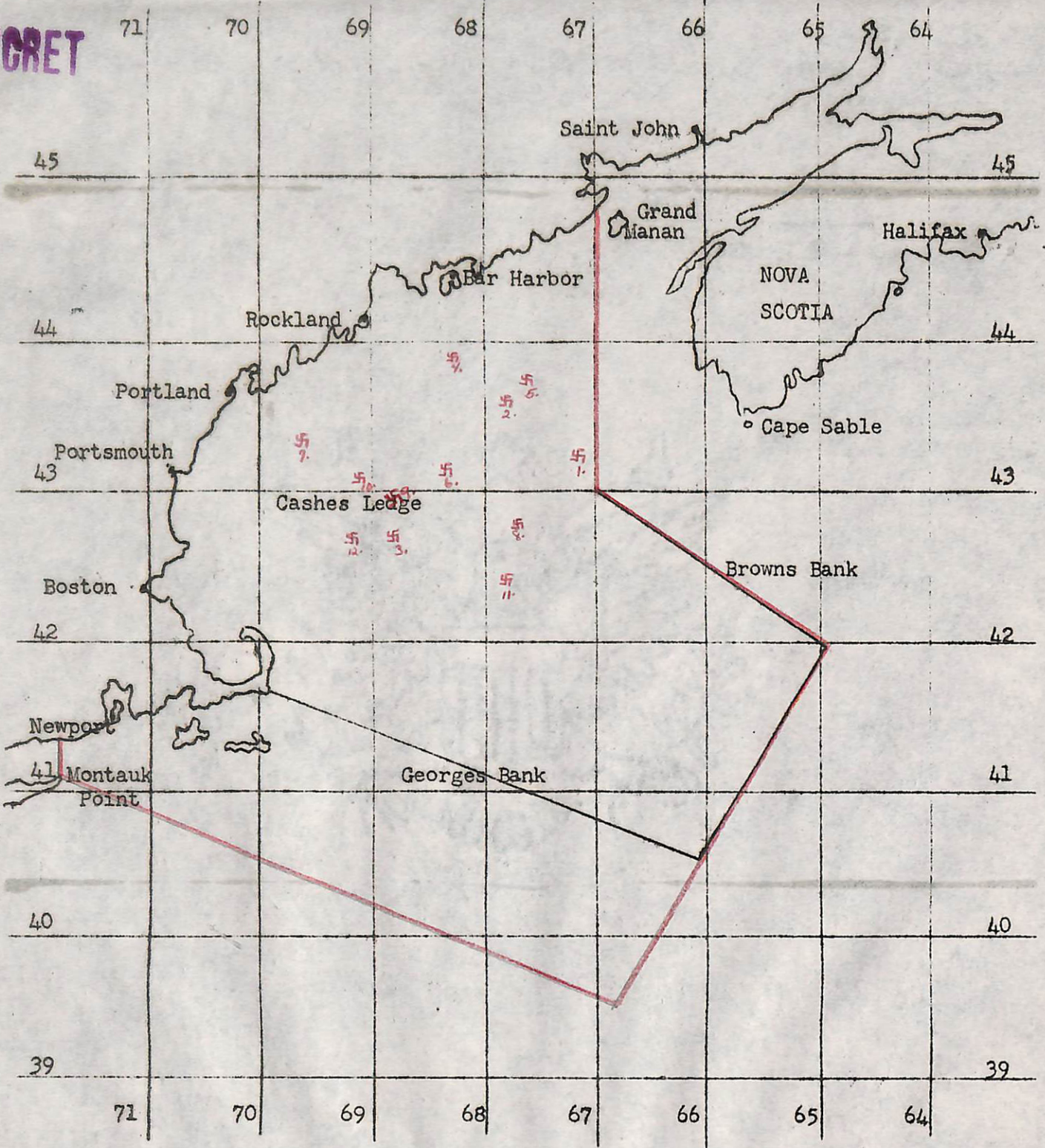
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CHAPTER II

ENEMY ACTIVITY - SUSPICIOUS EVENTS

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NORTHERN GROUP CONTACTS, SIGHTINGS, ETC.

(Series of contacts and sightings from 24 March to 31 March numbered chronologically. See following pages for details.)

Contact	1	43-17N,	67-06W
	2	43-37N,	67-55W
	3	42-54N,	68-49W
	4	43-58N,	68-11W
	5	43-47N,	67-45W
	6	43-09N,	68-18W
	7	43-28N,	69-38W
	8	42-54N,	67-38W
	9	42-58N,	68-48W
	10	43-07N,	69-03W
	11	42-28N,	67-50W
	12	42-52N,	69-08W

CHAPTER II - ENEMY ACTIVITY - SUSPICIOUS EVENTS.

The following events pointing towards the possibility of enemy activity are compiled from the B-3 Daily Submarine Estimates 1ND, the operational intelligence reports of Northern Group Ships, the "Mike" reports of aircraft, the weekly reports submitted by the several Northern Group Task Units, the logs of the Air and Surface Controllers in the Joint Army Navy Operations Office, 150 Causeway Street, Boston, and Enemy Contact Reports whenever such action occurs.

March 14 - Market Report from F/V SERAFINA.

At 1000 on 14 March a market report was received from the F/V SERAFINA out from New Bedford. The position given was 40-59N, 70-47W at 0800. This was approximately 14 miles south and $\frac{1}{2}$ mile east of No Man's Whistle Buoy. Acon Quonset was requested to investigate, and complied by ordering a PBV to search from 40-30N, 70-00W to 41-00N, 71-00W. The CG-83518 on duty at Block Island was ordered to investigate and 25 fishing vessels within a 5 mile radius of the sighting stood by awaiting further orders.

At 1630 the SERAFINA advised that the pigeon had been released merely for a routine position report and that no market report had been intended. The entire search was immediately secured by DCNG.

March 14 - Radar Blip by Brunswick Plane.

A pilot on Charlie Patrol from Brunswick had a disappearing radar blip at 141228 bearing 286° from 43-09N, 68-43W (the position was later corrected to 42-46N, 68-17W). Brunswick was ordered to send out an alert plane at once. At the same time the K-92 from South Weymouth was ordered to make an MAD and radar search, and the YMS-54 was diverted to the area.

An amplifying report stated that the blip was picked up at six miles, was held for about a minute and a half and was lost at three miles. ESF evaluated the incident as "doubtful."

Series of Contacts 24 March - 31 March.

Schnorchel, Possible Sighting of. (Contact #1)

At 1700 on 24 March DIO received information from Halifax that a plane moving from Boston to Yarmouth, N.S., sighted what was thought to be a schnorchel in 43-17N, 67-06W at 1545Q. The navigator got a fix just eight minutes before the pilot saw some bluish smoke on the surface of the water 10 miles on the starboard beam. The second pilot checked with his binoculars

CHAPTER II - ENEMY ACTIVITY - SUSPICIOUS EVENTS.

and noticed that the point of emergence of the smoke was moving quickly upwind on course 290° True. As the plane turned toward the smoke which had been sighted by the two navigators and another crew member, the point of emergence disappeared. The plane had turned on its SC radar shortly before to pick up a shore beacon, and it is believed that the sub picked up this transmission. The plane was flying at an altitude of 1000 feet when the smoke was first noted; and on coming down to 20 feet, the smoke was still visible in the area, but completely disappeared a half minute later. No device, metal, or wake was noted at any time. The sea was calm with only slightly ruffled water; ceiling and visibility unlimited. The crew was experienced, and the Captain of the plane felt certain that the smoke was from a schnorchel.

CESF, when made cognizant of the situation, stated that it was a likely area. Their estimate for that night was south of Cape Sable, but it could be as much as 100 miles farther west. A "possible" evaluation was given on the basis of area alone, but CESF was not sold on the sighting as such. Halifax stated that Ottawa shared this same opinion.

A PV covering the MT. VERNON was diverted to the area and was airborne at 1521. The USCG DIONE on Sub - 1 and 2 with the SC-1343 on Sub - 3 and 4 were also diverted to the scene. Pending the arrival of other units the DIONE was made OTC. Halifax reported that they intended to keep a Canso out for six hours and would relieve it by another which would also stay in the area six hours. In view of this air coverage, Scon decided to forego any more air coverage from ComOne after the recall of the PV at dusk. At 1807 the SC-1062 was ordered out with the DIONE and SC-1343. Later, at 2030, Scon reported from New York that CinClant had ordered TG 22.14 to the scene. CESF expected the group to report to them at which time control would be turned over to CTG O2.1.

At 2120 TG 22.14, which reported to CTG O2.1 for operational control, started a retiring search around 43-20N, 67-16W. In addition to the other vessels already mentioned, the SC-672 was enroute from Boston. CDR-17 in the MURPHY, with the PLUNKETT, FRANKFORD, and SATTERLEE left Casco at 250340 to relieve 22.14.

Evaluation.

In view of facts (1) submarine "JIG" has been unlocated since 17 March (2) preceding submarine "HOW" had been headed for Halifax when sunk by TG 22.14, this position was in an area in which an enemy submarine "JIG" might have been expected to operate. The fact that the Canso was using its radar, indicates the sub could have been warned by its GSR of the presence of a plane and pulled down its schnorchel before plane could see same or get a blip. Evaluation: "Possible".

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Sound Contact by USCG DIONE. (Contact #2)

At 251015 Scon passed to DIO the report of an intercept on 3000 kcs., "TG 22.14 from USCG DIONE: Sonar contact in 43-37N, 67-55W." At 251025 ComDesRon 17 in the U.S.S. MURPHY (DD-603) with the FRANKFORD (DD-497), PLUNKETT (DD-431), and SATTERLEE (DD-626) already enroute to relieve TG 22.14, was ordered to the scene as OTC by CTG O2.1.

In an amplifying dispatch the DIONE stated that she made two mouse trap runs on a sound contact. One explosion occurred on the first run; none on the second. When TG 22.14 arrived at the scene at 1134, the DIONE reported to them that the contact was doubtful, but showed a slight movement and down doppler. The contact was lost at 1115.

In the meantime the YMS-74 had been diverted from her patrol off Rockland, the K-69 from South Weymouth carrying sonobuoys, MAD, and Loran had been ordered to the area, and a PV from Brunswick had been ordered airborne.

DesRon 17, having arrived at 1440 and reported to CTG O2.1, worked in the area while TG 22.14 was ordered by it to proceed to the Cashes Ledge area and sweep. The DIONE, SC-1062, and SC-1343, in company with the YMS-74 proceeded to patrol between 42-53N, 63-57W and 43-54N, 68-04W. TG 22.13 was ordered to proceed out of Portland and report to DesRon 17. The GENERAL GREENE and SC-672 were patrolling between 42-45N, 68-00W and 43-47N, 68-00W.

By 1603 the K-69 had been ordered from her MAD search of the area to Brunswick to refuel and hold herself in readiness. The K-50 was patrolling the 50 fathom curve. Two SED's out of Squantum were on patrol from Squantum to Cashes Ledge, to Cultivator Buoy and return. These Canadian planes were also covering the area of the contact: 1 Ventura until 1700, 1 Liberator until 1630, 2 Cansos until 1900, 1 Canso covering KB down at 1910. Two Leigh Light planes went out at last light for patrol east of 67-30W.

Evaluation.

In view of (1) the distance (37 miles) and time 16 hours since possible schnorchel sighting, (2) direction of movement, i.e., toward Mt. Desert Rock (area in which V-1230 operated late November and early December 1944) in addition to (3) target movement and doppler reported, makes this contact appear "possible".

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Possible Sighting of Periscope and Attack. (Contact #3)

A Canso covering the XB-153 had a doubtful sighting of a periscope, but confirmed by radio sonobuoy, in 43-08N, 67-17W at 251100. "The wireless operator sighted a swirl about 4 to 5 miles away on a bearing of 240T from the plane. Three of the crew members saw it. There was also a long thin feather, and smoke was observed. On turning toward the area, the feather remained 1 minute, then disappeared leaving a thin streak of water turbulence and some wisps of smoke which soon disappeared. Nothing solid was noted. Plane arrived at the position too late to make an attack, but dropped a full pattern of sono-buoys on which prop beats about 100 to the minute were picked up, gaining in volume on the western sonobuoy and holding steady on the northern one. The noises were mostly mechanical, but at times they could hear the swish. At this time they were 12 miles 280T from the convoy, and they endeavored to communicate with the convoy to have them change course. But difficulty with their R/T prevented their transmission and the convoy proceeded into the pattern, and at 1618Z the prop beats of the escort vessel was picked up on the RSB system. At 1620Z the engineer reported sighting what appeared to be a squarish object, about 3 times as long as it was wide, appeared on the surface of the water, black underneath and shiny on top. He thought it was a log at first, but it submerged. It was too large for a schnorchel and is presumed to have been a conning tower. From all of the above, the sub was plotted on course 270T speed of 3 knots."

Word was immediately passed to the XB escorts, HMCS GODERICH and HMCS PORT HOPE. "The GODERICH had been navigating by RDF bearings and at 1208 EWT was steering 313T in 42.54.15N 68.48W. The Commodore was notified and he ordered an 045 turn to starboard followed by change of course to 360T at 1218. Between 1225 and 1235 HMCS GODERICH had a sound contact in 42.54.15N, 68.49 W. The traces were not good and there was no doppler; but to play safe attacks were carried out at 1237 and 1302 in that area. The Senior Escort considered the contact non-sub. In that area they saw some whales blowing, which may have been mistaken for 'feathers' and wakes; they also saw a spar floating on the water." About 1330 the Canso requested the SO of the convoy to clear the area, and a 600 pound D/C was dropped at the point of loudest sound in the pattern. A small disturbance resulted, but no additional sound was picked up on the buoys. The Escorts had both seen the sonobuoys and had been streaming cat gear, which might have explained some of the noises heard on the sonobuoys.

The PORT HOPE went on with the convoy and the GODERICH started an observant search during which Amen Rock Whistle Buoy was sighted - which indicates the contacts by both the surface craft and the Canso took place near Cashes Ledge and not at 43.08N, 67.17W as reported by the planes.

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The position of 43.10N, 68.41W in a prior dispatch is explained by the fact that the HMCS PORT HOPE had been covering the north and came up with that position by blinker to the GODERICH at the time of the contact; that position was used by the GODERICH without checking their own chart.

Upon receipt of the information of the sighting the Assistant Commandant (Operations) had ordered TG 22.14 to the area. At 1335 TG 22.13 was ordered out to the same area. The CTG was aboard the NEAL A. SCOTT (DE-769) with the SULTON (DE-771) and CARTER (DE-112). Two SBD's from Squantum also searched in the area.

Evaluation.

In view of the fact that Canso had contact on sonobuoys 12 miles ahead of the convoy (which may have been even further if the time of 1048 can be fixed to the position given by the escorts i.e. 42.54.15N, 68.49W), assuming that the noises heard by the plane from sonobuoys were not caused by the escorts or ships in the convoy, and assuming that the "doubtful" contact by the escorts was another one of these cases where the sub was actually there but a good contact was unobtainable, then a contact by both the plane and the surface craft may be evaluated "possible". This would be especially true considering the position is on a direct course for either Boston, Portsmouth or Portland using Cashes Ledge as an aviation aid. Compared to contacts 1, 2, and 5, however, these contacts, called #3, appear to be a bit more on the doubtful side.

Sub Contact by Sonobuoys. (Contact #4)

At 251745 Halifax reported a signal from a Canso that they had a "submerged contact" in 43-58N, 68-11W. This was presumed to be a contact by sonobuoys. In substance the report from the plane was as follows: "At 1355 in 43.59N, 68.11W on the second outward patrol, investigated an oil slick going north about $\frac{1}{4}$ of a mile, turning 070T for about $\frac{1}{3}$ of a mile. There were large bubbles of oil at the head of the slick which were very noticeable, and the slick was covered with scum and sewage. No escorts or aircraft near. 1 Merchant Vessel was about 5 miles north. One sonobuoy was dropped, and heard mechanical noises with nothing pronounced. Then dropped a full pattern and got various noises but were unable to track them. It was believed the sub was bottomed. Later, a regular pounding at 100 RPM was picked up which might have been a pump working. There was a definite noise of a steel door slamming against a bulk-head. Continuing the sweep at 1616 in 43.43N, 67.53W sighted 4 DD's and a blimp, to whom it was communicated

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that a sub contact had been made 315T 20 miles away. The group told the plane to wait. The plane returned to the area and circled for a half hour and at 1655 was still getting mechanical rhythmic noises. At 1836Q another sonobuoy was dropped over the contact with no results, so left the area for Base."

Grave doubt was expressed that this position, which is inside Mt. Desert Rock, could be correct - especially in view of the previous incident of a Canso giving a position in variance with that of surface craft. Halifax was requested to check the position.

Two SBD's on a patrol to Mt. Desert Rock which took off at 1638 saw a PBY between 1750 and 1755 in the Mt. Desert Rock area drop a smoke bomb and dye slick on the water. The PBY also released two red flares, which was a signal previously agreed upon for the preceding period. Neither SBD fired her guns. This indicated that a PBY had actually been in the area. The YMS-54 was ordered to make a radar and sonar search of the area covered by a semicircle 10 miles west of Mt. Desert Rock.

At 2140 Halifax reported that the PBY claimed his navigation was all right. He further stated that his sonobuoys were in excellent working order and that he could pick up what sounded like riveting as well as the slamming of a bulk-head door.

Evaluation.

The wreck of S/S CORNWALLIS, sunk on 3 December 1944, is believed to be in the area of 44.00N, 68.20W; the oil seen by the Canso may have been from that wreck. Unless one is experienced in evaluating sounds heard on sonobuoys, it is very easy to attribute to certain natural under water noises (eg. fish) unnatural meanings. It may be possible that the plane was hearing the various noises made by tidal currents around the wreck. In view of the fact the U-1230 operated in the area about Mt. Desert Rock for several days, the possibility of a sub's presence in that spot should not be overlooked. Evaluation: More doubtful than possible.

Attacks on Contact. (Contact #5).

At 252245 a dispatch from CDR 17 in the MURPHY was received, indicating that two D/C attacks had been made on a possible contact at 1736 in 43-47N, 67-45W. Results were negative, but a retiring search was conducted by the U.S.S. MURPHY.

The K-69, on the first of two trips, contacted TG 22.13 in 43-35N, 67-50W at 251330, and later contacted CDR 17 who instructed the K-69 to search the area around 43-35N, 67-50W. (original point of contact mentioned in Contact #2). On its second trip the K-69 operated again with CDR 17 and sighted at 252330 an

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oil slick about four to six miles in length which extended in a NE to SW course, starting in 43-15N, 68-35W. It was extremely zig-zaggy, and was diesel, not bilge. Over this slick the K-69 conducted an MAD search with negative results. In the SW end of the slick the blimp, at 260305, dropped a sonobuoy which picked up nothing until 0400 from which time until dawn metallic noises were heard.

Evaluation.

Quoting the contact report of CDS-17 which stated "possible" and considering the direct line between Contact #1, Contact #2, and Mt. Desert Rock, on which line falls this Contact #5, the evaluation ought to be "possible."

Periscope Sighting. (Contact #6).

At 260717 Halifax reported that a Canso sighted a periscope in 43-09N, 68-18W at 260659. "At 0644 an oil slick was sighted and then at 0659 two short feathers and what appeared to be the top portion of a conning tower were sighted. No smoke or steam was noted. (Average height during the patrol was 1000 feet, which is assumed height from which sighting was made.) Plane dove to 75 feet and dropped a 4 charge pattern set for 25 feet. No results observed. A pattern of 5 sonobuoys was dropped by 0708. A definite cavitation at 96 per minute (Halifax says these are definite enough to be picked up and are checked by a stop watch). Sonobuoys were dropped again singly at 0741, 0801, and 0833. The last drop gave no return. From the previous drops, however, it is believed the sub was on course 272°T."

A PV from Brunswick had previously reported to the SCOTT (CTG 22.13) at 0830 the sighting of a whale at or in the vicinity of the periscope sighting.

The K-15 was diverted to the area by Acon to make a special search.

Evaluation.

Since it was necessary to rely upon the story of the crew of the plane as to what they heard on the sonobuoys (they have no means of recording those sounds as do CVE Groups) and in view of the fact that one of our planes saw a whale in the area (HMCS GODERICH saw whales in the same general area the day before), this 6th contact, which was primarily another sonobuoy contact by Canadian aircraft lacking better description of what was seen, should be evaluated as "possible to doubtful".

CHAPTER II - ENEMY ACTIVITY - SUSPICIOUS EVENTS.

Attack on Sound Contact by CATES Group. (Contact #7).

The CATES Group, which had but recently departed from Portland to relieve TG 22.13, reported that it had attacked a sound contact at 1721 in 43-28N, 69-38W. CCD-35 also stated that he proposed to remain in the area a few hours at least before proceeding. With the CATES (DE-763) were the EVARTS (DE-5), NIBLACK (DD-424), and MAYRANT (DD-402). Acon immediately ordered a PV from Brunswick to the scene as well as the blimp K-124.

At 2055 HECP Portland reported an intercept on 3000 kcs. from the CATES to the blimp, "I have a good sonar contact. Will make head-on attack. I have a strong (may be 'wrong') contact by reason of rays (?). I shall drop markers and try to regain sonar contact."

At 2135 SOPA Casco reported to Scon that CCD-35 had reported that his target had been evaluated as non-sub. The date time group of the dispatch was 272340 (1940 EWT) which was an hour and fifteen minutes before the intercepts on 3000 kcs. noted above. In view of the difference in time, the evaluation by CCD-35 was held in abeyance.

At 280530 a dispatch from CCD-35 stated that the CATES Group had relieved TG 22.13 and was proceeding to carry out the search of the area assigned by CDS-17.

At 280900 the pilot of the K-124 was contacted at NAS Brunswick. He stated that he had not been able to contact the CATES. When he searched the spot at 1950Q, there were no vessels there; he picked up 3 DE's or DD's about 40 miles away and closed to 20 miles but they pulled away. (Probably CATES Group on way to relieve TG 22.13).

A check on the intercepts on the 3000 kcs. log at HECP Portland confirmed the statement of the pilot of the K-124 that he never contacted the CATES. The messages from an unknown sender to an unknown receiver appeared to fit in with the activity of the MURPHY Group (see Contact #8).

The holding of the evaluation by the CATES in abeyance was done in error, therefore, because of the confusion of HECP Portland of the several messages on 3000 kcs. at that time.

Attacks by MURPHY Group. (Contact #8).

At 271920 HECP Portland reported the following intercepts on 3000 kcs. (these continued until 1958): FRANKFORD to MURPHY, "We have made 3 attacks." MURPHY to FRANKFORD, "Have you regained contact?" FRANKFORD answered, "Negative." MURPHY to FRANKFORD, "Do you evaluate as sub?" FRANKFORD to MURPHY, "Affirmative." MURPHY to SATTERLEE, PLUNKETT, "Stand over at full speed & join me." Both ships rogered. PLUNKETT to MURPHY, "FRANKFORD is considerably north of stated position."

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At 272045 a dispatch from CDS-17 in the MURPHY was received, stating that in 43-05N, 67-35W at 1912 FRANKFORD made attacks on good contact.

At 272059 HECP Portland reported on 3000 Kcs.; MURPHY to PLUNKETT and SATTERLEE: "We have made several attacks and continue to make runs. Heading this way." SATTERLEE to MURPHY, "We are approaching."

At 272140 HECP Portland reported further traffic on 3000 Kcs. from the MURPHY, "We have made several attacks. Desire you to come over in case he surfaces. I fired on a target (garbled). I am in 43-14N, 67-41W."

The wreck of SS SKOTTLAND is plotted in 43-07N, 67-18W. The position of the FRANKFORD attack was 12-1/2 miles bearing 265°T and position of MURPHY attack was 18-1/2 miles bearing 291°T from the wreck. The distance between the two attacks was 8-1/2 miles and the time at least 2-1/4 hours apart.

At 272245 dispatch #280110 from CDS-17 reported that six attacks were made on good contacts; in 43-12N, 67-42W at present time conducting retiring search; request immediate air coverage.

At 280340 dispatch #280540 from CDS-17 stated that FRANKFORD had made attack at 2330 EWT on good sound contact in same area as previous attacks but no evidence of damage. SATTERLEE remained in close vicinity of last contact while remainder of the group conducted retiring search. Both FRANKFORD and MURPHY low on ammunition.

CNG replied by dispatch that when it became necessary individual ships might return to Casco for more ammunition.

At 281220 HECP Portland reported intercept on 3000 Kcs. from MURPHY to a Ventura: "Make sweep over area of attack last night X Report anything in line of oil, debris, etc. X Have you information where this area is."

At 281545 Opintel Portland reported the captain of the FRANKFORD had stated that they had a good sound contact and that sound conditions were excellent.

Dispatch #281930 from CDS-17 stated that SATTERLEE had made two D/C attacks on good sound contact in 42-54N, 67-38W. Search plan 13 started at 1510EWT (no time of contact given) with MURPHY and PLUNKETT.

Dispatch #290149 from CDS-17 stated that as of 290130 EWT he would set up patrol line from 43-26N, 66-50W to 42-55N, 66-20W to 42-30N, 66-38W to 42-30N, 67-19W to 42-30N 68-00W.

Upon report from CDS-17 that ceiling was unlimited and visibility was 10,000 yds. in the area, CNG informed group that a Ventura would report about 0800.

Dispatch #291945 from CDS-17 stated that he would sweep between 42-24N, 68-00W, 42-24N, 66-27W, and 43-14N, 66-27W at 15 K.

Attacks on Contact (Contact #9).

CCD 35 reported that in a heavy fog at 281220 a promising contact had been made in 42-58N, 68-48W. The traces, movement, echoes, and sound were all excellent in this contact that was held for three hours. The last attack made was a creeping attack on a bottomed object with magnetic settings. Three explosions were observed, but no wreckage or oil was brought up. The target appeared to move away slowly before the contact was lost. The area was searched for two hours without regaining the contact, which was classified by CCD 35 as "doubtful." "Since a pattern was dropped on the target with explosives, it seems incredible that a sub could escape this." Later reddish colored fish appeared. The opinion was held by CCD 35 that these fish, being deep in compact schools, make deceptive sub targets and that all contacts other than sightings should be treated with reserve, particularly if near ledges.

The fact that three magnetic charges exploded indicates that there must have been some metallic object at that point (no wrecks are plotted in that position), and the statement that the target moved away is also noteworthy.

Opintel Portland, upon request, checked with ASW experts at SOPA Casco for further information regarding the detonation of magnetic depth charges. He reported that these charges may have exploded (1) upon hitting the bottom, (2) because of water pressure (which would not ordinarily occur in less than 850 feet of water; at the scene of the contact there were about 78 fathoms), (3) due to faulty firing (which happens quite often), (4) due to magnetic influence of minerals in Cashes Ledge which was near by. The ASW experts, however, stated that there was insufficient information, such as time between firing and explosion, to make a proper evaluation.

By dispatch #301816 CCD 35 stated, "As long as fishing vessels operate in this area, oil slicks have no significance. Those investigated have had a distinct kerosene smell making this source obvious."

Dispatch #301803 from CCD 35 stated, "Request patrol craft my area be instructed to hold their contacts and delay attacking until I can form tight observant around them. This way we should get sure kill of sub." In response to this message CNG ordered all SC's and the NEMESIS to hold any contact obtained and delay attack until CCD 35 could form tight observant whenever CCD 35 was within visual range.

CNG, by dispatch #302330, sent the following to both CCD 35 and CDS 17: "Perhaps one school of fish may turn out to be a metallic fish equipped with diesel engines. Keep trying."

CHAPTER II - ENEMY ACTIVITY - SUSPICIOUS EVENTS.

Sub Contact (Contact #10).

A message from SC-1280 at 291615 reported a sub contact at 43-07-25N, 69-03W. Sub speed was 4 knots; course 300. The SC-1280 and SC-1301 were on patrol from 43-45N, 68-30W to 42-47N, 69-21W while the SC-672 and SC-1343 were on the southern leg out to 41-44N, 68-40W. The USCG DIONE was between 42-30N, and 43-30N, on 68-30W. The DIONE was ordered to proceed immediately to the scene and became OTC. The blimp K-100, which had been working with CATES Group, was ordered to the scene.

A message originated at 1735 from CATES Group indicated that they were proceeding to the point of the SC-1280 contact. The USCG NEMESIS, which was proceeding to relieve the DIONE, was then ordered to the position of contact.

The following interception from the MURPHY to the CATES was picked up, "I have excellent contact. Am expanding DC". (See Contact #11). A few minutes later the CATES in the clear asked CNG what he should do now that he had received a request for assistance from the MURPHY group. By dispatch #292311, again in the clear, CNG ordered the CATES Group to proceed and assist the MURPHY Group if the SC-1280 contact did not look promising. Meanwhile the MURPHY asked CNG to order the CATES Group to assist them at the same time the CATES Group was starting a retiring search (plan #27) at the SC-1280 contact. CNG by dispatch #292346 ordered the CATES Group to proceed to assist the MURPHY; before this could be received by the CATES, CCD 35 stated in dispatch #292351 he was sending the 2 DD's.

Dispatch #292340 from CCD 35 stated that as of 1940 EWT the two SC's, DIONE and CATES Group (all four) were present. This was somewhat of a surprise since CNG had ordered the CATES group to proceed to assist the MURPHY group. It should be noted that it was sent before #292351 which came in the clear stating that the NIBLACK and MAYRANT were being sent.

Dispatch #300042 from CCD 35 stated that he had learned from the MURPHY that the two destroyers would be sufficient; that he would stay with the CATES and EVARTS with the SC-1280 group since he had been informed that the contact "was not sighting but positive sub". This indicated that the SC-1280 and those present evaluated the sound contact as extremely good.

A mike report from two SBD's that went out to contact the SC-1280 group stated that contact was made by radio but that they could not see the SC-1280 because of haze in the area. (In other words, their presence was to no avail.)

Dispatches #300327 from USCG DIONE and #300332 from CCD 35 reported that DIONE and two SC's were carrying out retiring search plan #10 as of 292230 EWT from 43-13N, 69-00W while CATES and EVARTS had been carrying out plan #9 since 1908, working outside the smaller craft.

CHAPTER II - ENEMY ACTIVITY - SUSPICIOUS EVENTS.

Dispatch #300520 from the SC-1280 gave an amplifying report: "Contact at 1600, course 003T. Attacked with Mousetraps at 1619. Maintained contact, reattacked on 295T at 1638 with mousetraps. Reattack on 285T at 1659. Mousetrap detonated no debris or oil. Lost contact. Reattack with D/C at 1905, on 298T, dropping flare to mark pattern. Regained contact 000T at 600 yards. DD-402 (MAYRANT) reported contact and dropped distracting barrage determining lost contact evaluation positive submarine at mousetrap. Seven undamaged ammunition expended, 32 mousetraps, 7 D/Cs." Next to last sentence made no sense, but rest of message indicated the contact was held for better than 3 hours. The varying courses indicate evasive action by a sub.

At 310700 a Mike report covering the operations of the K-100 stated that a "doubtful" MAD contact had been obtained at the point of the sound contact by the SC. (This may not have been as doubtful as was believed at the time.)

DCNG, after talking with SOPA Casco about the contact of the MURPHY Group, ordered CCD 35 to send the EVARTS over to CCD 17 and to have the MAYRANT sent back to the CATES Group.

The Captain of the SC-1301, which had been in the area with SC-1280 last night but had had to return with defective sound and radar gear, made the following report: "Since our sound gear was out, we could only follow the SC-1280. She made her attacks as indicated in her report on contacts, which must have been very good the way she maneuvered. At 1900 we made a D/C attack on a lead angle, which she gave us. The MAYRANT came up and instructed us to follow the SC-1280 which we did. The Destroyer made contact herself and carried out an attack. Since we had no sound gear, we had no contact but both the SC-1280 and the MAYRANT reported good contacts. Once we were all set to make a sweeping attack at request of SC-1280 when she ordered us to stand clear, stating that the target was closing."

At 312000 the Captain of the SC-1280 came aboard with his log and traces. He first cleared up the garble in the amplifying dispatch, "DD-403 reported contact and dropped distracting barrage. lost contact..evaluation positive..submarine at 300 ft.undamaged. ammunition unexpended..." The rest of his log fits in with his dispatch. His best contact was at 1656 (attack at 1659) when he had a double echo. The MAYRANT came up about 1910 and reported twice that he had contact but made no more attacks after the first one. At 2030 the MAYRANT stated that he was ordered elsewhere (see contact #11). The SC-1280 reported picking up a target at 1800, 1100, and 700 yards. The maximum target width was 10 degrees. He had a good echo but no clear metallic ping. Look-outs checked bearings on all contacts but could see no whales. An unofficial observer stated the traces looked to him like "fish!" The skipper of the SC-1280 thinks he had a sub.

CHAPTER II - ENEMY ACTIVITY - SUSPICIOUS EVENTS.

One Hedgehog exploded 15 seconds after firing in 60 fathoms of water (which was before hitting bottom), yet the explosion did not cause disturbance on surface of water. The captain stated that he had slight down doppler on the contact which he attacked at 1659 and again on the contact which was attacked with depth charges at 1906. During the time the other contacts were held it was very difficult to determine whether there was any doppler or not.

Evaluation.

Doubtful to possible contact on sub.

Contact and Attacks. (Contact #11).

At 291833 the following intercept on 3000 kcs. from the MURPHY to the CATES was picked up: "I have excellent contact. Am expending my DC." For patrol of MURPHY group see NI Report Contact #8.

Dispatch #292214 from CDS 17 stated that he was attacking sub contact at above position at 1800 EWT. About this time the CATES group had arrived at the scene of the SC-1280 contact (see NI Report Contact #10) and the MURPHY was asking the CATES for help.

Dispatch #292255 from the MURPHY to CNG requested that he direct the CATES group to assist since he was rapidly expanding his depth charges, CNG immediately ordered CCD 35 to proceed. This dispatch crossed one from CCD 35 stating that he was sending the NIBLACK and MAYRANT unless otherwise directed. A later dispatch (see contact #10) indicated that he thought that contact worthy of staying with while the MURPHY had stated that two destroyers would be sufficient. AIRCON planned to keep a PV with the MURPHY group all night, one plane relieving another.

At 292045 CDS 17 shifted his flag from the MURPHY to the PLUNKETT, and reported that retiring search plan #19 was started at 292010 EWT from 42-16N, 67-45W.

At 301215 Opintel Portland reported he had talked with the Captains of both the FRANKFORD and the MURPHY. At the same time the ASW Officer at SOPA Casco called DCNG. The substance of the two reports follows: "Both ships had good sound contacts with metallic return. There was little target movement. At one time the FRANKFORD had movement of 1 knot on course 225T and 2 knots at another time. The SATTERLEE had reported a 1 knot movement. Down doppler was noted, but the traces were not as definite as their other 'symptoms' would indicate. A slight oil slick and bubbles combined with sounds like those of pumps heard on hydrophones gave them the impression that the sub might have been trying to establish trim after the several attacks or was possibly making a turn."

CHAPTER II - ENEMY ACTIVITY - SUSPICIOUS EVENTS.

On the basis of this report and the suggestion of SOPA's ASW Officer, DCNG ordered the EVARTS to leave the CATES Group and report to CDS 17 with her modern equipment (eg. forward throwing equipment and magnetic charges). The MAYRANT was ordered to return to the CATES Group.

At 301835 CNG by Dispatch #302117 ordered CDR 17 upon the return of the FRANKFORD and MURPHY to send the NIBLACK over to CCD 35. He also recommended that the SATTERLEE or another DD be sent to the CATES Group when it could be spared. About the same time, however, Dispatch #301915 from CDS 17 indicated that the SATTERLEE was bound Casco for repairs, fuel and ammunition.

CDS 17 by Dispatch #302003 stated he was investigating sound contacts in 42-34N, 68-01W. "At 1630 EWT this group conducted 2 attacks on good sound contacts. No evidence of damage. Believe this attack and all preceding attacks to have been made on schools of fish due to invariable appearance of dead fish, multiplicity of targets, short ranges at lost contact, dispersion after initial attack and indeterminate movement of targets."

CDS 17 by Dispatch #302330 stated that during the night he would sweep through 42-33N, 42-15N 66-31W 68-00W. He had sent the MAYRANT back at 1700 to CCD 35, and had detached NIBLACK at 302045.

CDS 17 by Dispatch #311235 gave reference to CNG's message about metallic fish and stated that he appreciated the possibilities and would continue to give the best evaluation of all sound attacks.

Periscope Sighting. (Contact #12).

Acon was informed by NAS South Weymouth at 301715 that the K-50 had reported a periscope sighting at 42-52N, 69-08W. The Co-pilot at 1525 EWT sighted a periscope about 2 miles away. The sea was calm except for a slight ground swell. The periscope moved up wind with a definite feather. He watched it for 45 seconds, first with naked eye, then with glasses. About 4 feet of periscope were seen above the surface, but he could give no estimate of diameter. They dropped sonobuoys, five in all, and over a period of 35 minutes heard first on one, and then on another, a definite whine with prop beat first at 230 then 240 per minute. The closest surface craft was the SC-1280, 5 miles away, and its screw noises were not picked up until it came within 3/4 mile of the nearest sonobuoy. That noise was much different from those heard just after the sighting.

On the basis of the above information, CNG and CESF gave an evaluation of "probable".

CHAPTER II - ENEMY ACTIVITY - SUSPICIOUS EVENTS.

CCD 35, the NEMESIS, and all four SC's were immediately ordered to the above position. About this time CCD 35 reported that he had completed search plan #9 (see Contact #10) and was headed for 42-00N, 69-30W to begin a search northward, working east and west.

At 301820 SURCON reported an intercept from the MAYRANT to the CATES referring to a periscope sighting in 43-10N, 68-50W. (This was the start of a little snafu. CCD 35 reported by dispatch #302318 that he had passed within 10 yards of a floating swab handle at 301050 in 43-06N, 68-50W and suggested that this might be the periscope sighted in 43-10N, 68-50W. CNG replied that the only information about a sighting in 43-10N, 68-50W came by way of the intercept. CCD 35 amplified that the word had come from the MAYRANT which had received it from the PV which had had it from the beach. ACON Brunswick stated that it had been passed correctly from the base so that the snafu must have occurred between the plane and the CATES somewhere.) By 2030 the CATES, MAYRANT, and NIBLACK were working search plan #10 from the correct point of the sighting while the SC's with the NEMESIS were conducting a search within a radius of ten miles of the sighting.

The captain of the SC-1280 stated that he had seen the blimp drop a flare at 1700 EWT and had moved over to the spot. He requested a course on the sub, but none was given him. He started an observant at 1759 on course 180 from the point of contact. At 1859 he started search plan #7. While in that search the CATES came up. At 2259 with the SC's 1276 and 1292 a "W" search was conducted. He heard nothing nor did he get an echo ranging contact at any time during the search.

By 311718 CCD 35 had completed the search plan with negative results. At 312000 he was in position 42-12N, 69-17W with the NIBLACK, MAYRANT, and SATTERLEE ready to search east and west working north from 42-10N.

CCD 35 reported via dispatch #311812 that he had recovered in 43-05N, 69-27W a spar floating vertically, and 7 miles southeast a weighted piece of wreckage, both of which resembled a periscope at a short distance away. (These positions were both north of the sighting by the blimp and the normal drift is to south and east.)

WAR DIARY - NORTHERN GROUP

MARCH - 1945

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CHAPTER III

OPERATIONS OF GROUP TASK UNITS

SECRET

PART A

Northern Surface Unit 02.1.1

"...utilize available forces to protect friendly shipping where necessary. Cover sorties, when directed. Support operations and movements of the U.S. Atlantic Fleet. Sweep and patrol channels and approaches to Boston and Casco Bay."

SECRET

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

A. Northern Surface Unit.

1. Operations in General:

The operational percentages of ESF vessels at sea as tabulated by CESF placed New York Group first with 44%, Northern Group second with 39%, and Chesapeake Group third with 30%. With standby duty added, these results were obtained: Northern Group 53%, New York Group 50%, and Chesapeake Group 46%.

The vessels listed below include all those attached to ESF and all others attached to the Northern Surface Unit, Northern Group.

In addition to routine sweeping and patrolling of the channels and approaches to Boston and Casco Bay, Northern Surface Unit vessels made special searches for enemy forces whenever contacts were obtained, and acted as escorts and flank coverage for convoys and stragglers.

2. Areas of Operation.

See page 11 February 1945 War Diary.

3. Ships Assigned and March Employment Schedule.

	<u>AT SEA</u>	<u>STANDBY</u>	<u>REST PROV., & REFUEL</u>	<u>REPAIR</u>	<u>BY CLASS AT SEA</u>
ATR-14	10	16	-	5	
89	9	15	-	7	(2) 31%
CGC GENERAL GREENE	22	4	4	1	(1) 71%
GUINEVERE	26	5	-	-	
DIONE	22	2	7	-	
MIGRANT	21	3	-	7	
ARGO	11	1	-	19	
AMc-37	19	12	-	-	
AMc-68	17	14	-	-	
AMc-69	10	21	-	-	
CG-42020	13	16	-	2	
CG-47010	1	6	-	24	
CG-55001	13	18	-	-	
CG-74315	-	-	-	31	
CG-83428	10	10	8	3	
-83438	17	9	5	-	
-83440	12	10	6	3	
-83441 (28 days detached)	-	-	-	28	

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

	<u>AT SEA</u>	<u>STANDBY</u>	<u>REST PROV., & REFUEL</u>	<u>REPAIR</u>	<u>BY CLASS AT SEA</u>
CG-59003	15	16	-	-	
CG-83447	15	15	-	1	
83460	23	8	-	-	
83461	16	15	-	-	
83467 (28 days detached)	-	-	-	28	
83518	17	14	-	-	
83519	7	7	-	17	
83520	1	-	1	29	
83521	1	-	1	29	(12) 33%
92004	9	-	-	-	
AMc-49	-	-	-	5	
SC-672	23	3	4	1	
1002	8	1	7	15	
1019	7	2	4	18	
1022	21	3	7	-	
1062	18	3	9	1	
1276	20	6	3	2	
1277	18	2	5	6	
1280	21	5	5	-	
1292 (16 days)	9	-	5	2	
1301 (19 ")	9	-	2	8	
1343	15	2	5	9	(11) 54%
YMS-54	20	-	1	10	
57	24	-	2	5	
74	17	3	8	3	
105	11	-	6	14	
106	-	-	-	31	
178 (24 days detached)	-	-	-	24	
355	9	-	-	22	
371 (24 days detached)	-	-	-	24	
372 (15 days detached)	-	1	2	12	
417	21	2	2	6	
418 (24 days detached)	-	-	-	24	
460	-	-	-	31	(12) 31%

PART B

Northern Harbor Defense Unit 02.1.2

"....provide for the security of Fleet Bases in coordination with the U.S. Atlantic Fleet. Maintain Harbor Entrance Control Posts, net and boom defenses, and underwater protection devices. Maintain mine disposal units in readiness for action. Maintain examination vessels as required."

SECRET

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

B. Northern Harbor Defense Unit.

1. Boston Frontier Base.

Drills and instruction with weekly barracks, personnel, and materiel inspections continued as usual. Fire drills were held regularly at Lockwood, Pier #1, and National Docks.

Commonwealth Pier #1.

The training program of the Anti-Submarine Warfare Unit continued with scheduled classes for officer and enlisted personnel. The number of men given instruction is shown below in the totals of the three divisions of the Unit.

	<u>Men Instructed</u>	<u>Runs Made</u>
Attack Teacher	269	361
Night Visual	295	
Machine Gun Trainer	807	

Ships Assigned and March Employment Schedule.

<u>SHIP</u>	<u>DUTY</u>	<u>STANDBY</u>	<u>REPAIR</u>
YNg-1	31	-	-
YNg-40	31	-	-
YNg-42	31	-	-
YNg-43	31	-	-
YF-525	-	31	-
YTL-293	20	-	11
C-12706	31	-	-
C-12707	31	-	-
C-12710	31	-	-
LV-106	31	-	-
DISTURBANCE	-	-	31
YP-104	-	-	31

2. HEGP Boston - Fort Dawes.

During the month 2069 inbound and 2080 outbound vessels stood through the gate as compared with 1904 and 1864 respectively for February. The traffic totals for inbound and outbound vessels were as follows:

	<u>INBOUND</u>	<u>OUTBOUND</u>
Naval and Coast Guard	607	655
Army	369	382

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

	<u>INBOUND</u>	<u>OUTBOUND</u>
Merchantmen (Ocean Going)	156	143
Coastwise (Self Propelled)	113	107
Tugs with Tows	109	78
Tugs without Tows	102	70
Fishermen (Off Shore)	295	328
All Others	348	317
Total	2069	2080

The tug TROJAN on 6 March passed the Exam Vessel without contacting her and anchored two barges in the restricted waters inside the minefield. On requesting permission to enter she was ordered to await an Army boat and remove the barges under Army supervision. This was accomplished without fouling any cables.

On 7 March two LCM's from Ipswich with civilian crews failed to answer the light for a reply to their challenge.

The PYc-35 FELICIA on 12 March after receipting for a message advising a delay, went through the gate against the signal set for an inbound freighter.

On the same day, the CGAR 1 stood out against a signal set for inbound, and backed down across the channel outside the gate causing interference.

On 14 March the F/v LYDIA R stood out without clearance from the inner Picket Boat or Boston Life Boat Station. She was examined by the boarding officer of the Exam Vessel and claimed permission had been granted by the Gate Vessel (denied by O-in-C of the Gate Vessel). When her papers proved to be in order, she was allowed to proceed.

On 19 March six American Military Government student officers from Harvard were received aboard for one week's training.

The YSD-41 violated traffic signals on two occasions by standing out when the signal was set for inbound.

On 26 March the tug MARGOT MORAN with tow failed to contact the inner Picket Boat for clearance outbound. She also passed through the Gate against the signal with a fishing boat in the Gate. When she was contacted by the Sub Base running boat, the Captain of the tug intimated "we could go to blazes." The action was reported to the proper authority.

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

Important Naval Units entering or leaving the Port of Boston during the month included:

- | | |
|---|---|
| March 1 - XB-148 in.
WAKEFIELD out. | March 14 - BELLE ISLE out. |
| 3 - BX-148 out. | 17 - XB-151 in. |
| 5 - UC-57B in. | 18 - BX-151 out. |
| 6 - MT. VERNON out.
XB-149 in. | 19 - ST. PAUL (CA-73) out.
LOUIS F. MILNE (USAHS) out. |
| 8 - BX-149 out.
CU-61 out. | 20 - XB-152 in. |
| 9 - WEST POINT out. | 21 - GENERAL RICHARDSON in. |
| 10 - TOPEKA (CL-67) in. | 23 - BX-152 out. |
| 11 - XB-150 in. | 25 - MT. VERNON in.
XB-153 in. |
| 13 - BX-150 out. | 26 - REBOBOTH out. |
| 14 -SURPRISE out.
BEAUFORT out.
TENACITY out. | 27 - BX-153 out. |
| | 31 - XB-154 in.
GENERAL RICHARDSON out.
CYRUS FIELD in. |

3. LRS's East Point, Nahant; Strawberry Point, Scituate; Block Island, Rhode Island.

Normal station routine at the Loop Receiving Stations continued throughout March with periodic materiel and personnel inspections, practice alerts, and small arms practice. All equipment was maintained in good operative condition.

During the night of 19 March the DD-404 anchored on the tail cable of Loop 1 and put it out of action. When getting underway in the morning, the DD fouled her anchor in the cable and had to cut the cable to free it.

Loop signatures at Block Island were as follows for the month:

<u>Loop</u>	<u>Seen</u>	<u>Unseen</u>
Number 1	286	532
Number 2	60	46
Number 3	94	113
Number 4	74	178
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Total	514	869

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

4. HECP Portsmouth.

During the month 281 inbound and 286 outbound vessels stood through the gate.

Continuous exam vessel duty was maintained throughout March with the following vessels present:

<u>SHIP</u>	<u>DUTY</u>	<u>STANDBY</u>	<u>REPAIR</u>
CG-74315	-	-	31
CG-83438	20	11	-
CG-83447	14	17	-

5. JOO Newport.

Ships Assigned and March Employment Schedule:

<u>SHIP</u>	<u>DUTY</u>	<u>STANDBY</u>	<u>REPAIR</u>
ATR-14	19	-	3
AMc-69	10	21	-
CG-83460	23	8	-
CG-83461	16	15	-
CG-59003	15	16	-
CG-83518	17	14	-
CG-83519	7	7	17
CG-42020	13	16	2
CG-55001	13	18	-
CG-47010	1	6	24
C-12704	15	16	-
AMc-37	19	12	-
AMc-68	17	14	-
AMc-49	-	-	5
ATR-89	3	11	-

6. Portland Detachment.

(a) General:

On 14 March at 2120 the LV112 NANTUCKET reported that a plane had crashed approximately one mile distant on the port side. The plane, a TBM #23346 out of Sanford, went into a straight dive, burst into flames and crashed into the water, remaining visible about three minutes after hitting the water. At 2121 the PE56 EAGLE which had been operating with the Sanford squadron in Brunswick Area Obce

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

proceeded to the position of the crash. The C-12708 KING-FISHER, Witch Rock Guardship, proceeded to the scene at 2123. Position given as bearing 103° true from Portland Head and 052° true from Cape Elizabeth. Brunswick operations ordered out the Crash boat C-26581 at 2141 and the Coast Guard sent the lifeboat CG-63003 at 2205. Inner Loop Patrol, C-12702 AVE MARIA was ordered to join the search at 2234. One plane, a PBY, was also searching. About midnight the search was secured except for the Eagle which remained in the area until morning 15 March when the CG ILEX started grappling operations. No attempt was made to salvage the plane and all operations were secured on 16 March.

At 1810 on 28 March Commander Portland Detachment was advised that the Portland Harbor Defenses intended removing the hydrophones in the Main Channel. Northern Group Headquarters discussed the matter with the Army Headquarters in Boston and the order was cancelled at 0846.

The Commander of Net and Boom Defenses, Portland as of 1130 on 29 March was requested to extend the Littlejohn Passage Net. Work was completed the following day with the net extended forty-eight feet.

The following ammunition was expended in training:

<u>.30 cal.</u>	<u>.50 cal.</u>	<u>1 pounder</u>
2000 rds.	552 rds.	4 rds.

Patrols Maintained.

See page 18 February 1945 War Diary.

Ships Assigned and March Employment Schedule:

<u>SHIP</u>	<u>DUTY</u>	<u>STANDBY</u>	<u>REPAIR</u>
ADAMANT (AMc-62)	8	-	23
ADVANCE (AMc-63)	20	2	9
AGGRESSOR (AMc-64)	-	-	31
SECURITY	19	1	11
YMS-54	18	-	13
YMS-57	23	-	8
AVE MARIA	20	1	10
BOSTON COLLEGE	15	-	16
KINGFISHER	20	-	11

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

<u>SHIP</u>	<u>DUTY</u>	<u>STANDBY</u>	<u>REPAIR</u>
ELVIRA	21	1	9
CAPRONIA	23	-	8
BLUE DOLPHIN (IX-65)	21	-	10
YNg-2	-	-	31
YNg-25	-	31	-
YNg-26	-	31	-
YNg-41	-	31	-
GUMTREE (AN-18)	31	-	-
HAIGLAR	31	-	-
RELIEF	3	-	-
NANTUCKET	29	-	2
C-10142	-	-	31
C-10143	-	31	-
EAGLE (PE-56)	31	-	-

(b) HECP Portland - Fort Williams.

During March 1501 inbound and 1515 outbound vessels stood through all channels as compared with 1094 and 1114 respectively for February.

Throughout the period 1 vessel passed coastwise and 9 vessels entered the port without HECP's having received any prior notice.

Five vessels were observed operating in restricted areas and one vessel stood through the gate without having received any clearance.

On 12 March arrangements were made with SOPA Training Officer to run an IFF test for Army radar men education. One fleet unit in area M-1 set the IFF for various codes during period 0900 - 1000 on 13 March. The test was apparently successful and the Army expressed appreciation.

On orders of the Commander Portland Detachment a Joint Operations Center was established at this station on 17 March.

The Army's request to clear Casco Bay area for 40 MM AA firing from Fort Williams was denied on 20 March because it was a continuation of the firing schedule for the previous day which could have been completed if the drone planes had operated successfully.

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

On the order of CPD the Loop Patrol changed from courses outside the loops to the area between the loops and the channels on 23 March.

On 25 March the SWENNING (DE-394) arrived in Portland without prior notice. This is the first major warship ever to arrive here without any previous notice.

(c) LRS's Bailey Island and Cape Elizabeth.

Operations at the Loop Receiving Stations were routine with the usual number of breakdowns and repairs, inspections, and drills. Routine preventive maintenance on all equipment was carried out.

Twenty-nine loop crossings were recorded for the month at Bailey Island.

(d) Naval Net Depot - South Portland.

The Quonset Barge, USCG ILEX, NND's I and III, and the USS AN-18 were active during the month replacing worn material, keeping the gate and vessels in good operative condition, and maintaining all installations in good protective condition.

The USCG ILEX made two inspections in March of the net and boom installations at the Main Ship Channel, Whitehead Passage, Hussey Sound, Chandler Cove and Little John Island.

Ships Assigned and March Employment Schedule:

<u>SHIP</u>	<u>DUTY</u>	<u>STANDBY</u>	<u>REPAIR</u>
ILEX	23	8	-
AN-18	24	7	-
QUONSET BARGE	10	21	-
NND I	22	9	-
NND III	17	14	-

PART C

Northern Air Unit 02.1.3

"...destroy enemy forces. Patrol Northern Group waters as necessary. Aid and protect friendly shipping. Cooperate with surface forces. Maintain appropriate units in a ready condition to meet unforeseen and changing conditions."

SECRET

C. Northern Air Unit.

1. Operations in General:

Routine dawn and dusk patrols* were flown on practically all days that weather conditions were favorable for flights. Since the days vary with the station, discussion of this will be found in the comments under each station.

The squadrons almost daily escorted merchant shipping along the New England coast and as far out to sea as was consistent with the range of the planes, danger along the course involved, value of the movement concerned, and prevailing weather conditions. Escort was also provided for the more important naval movements. They covered all BX Convoys during their making up in Massachusetts Bay and continued the coverage as far to seaward as possible; incoming XB Convoys were similarly met at sea and escorted to Boston or the Cape Cod Canal.

The squadrons also completed many special missions such as looking for capsized fishermen, and lost planes, investigating oil slicks, and conducting searches on each of the submarine contacts, sightings, and suspicious events listed in Chapter II.

2. Squadron Operations.

(a) VS-31 Squadron, Squantum, Mass.

Fourteen SBD's were attached to this Unit throughout the month.

In addition to routine patrols, planes from Squantum were engaged in 17 escort missions, 4 special searches, 3 special patrols, and 5 coastal sweeps.

Unfavorable weather conditions forced the cancellation of all patrols on 5 days: March 3, 6, 16, 21, and 22.

The following ammunition was expended for training and operational purposes:

.50 cal. 2840 rounds

* See April 1944 War Diary.

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

NAAF Beverly, Mass.

During March the following services were rendered and facilities furnished heavier-than-air units of the Fleet and visiting aircraft generally in addition to routine patrols of Coast Guard aircraft:

Serviced 41 Fleet aircraft.
Serviced 83 Coast Guard aircraft.
Serviced 10 Army aircraft.
Serviced 7 Station aircraft.

Repaired 4 Fleet aircraft requiring 4 3/4 man-hours.

Field used by 231 VF-21, VT-21, VT-39 and VT-151 aircraft -
Glide angle calibration, dive bombing and FCLP.

Field used by 38 aircraft of VS-31 - patrol and escort.

Field used by 49 miscellaneous Fleet aircraft.

Field used by 18 Army aircraft.

Field used by 8 Coast Guard aircraft - Air/Sea Rescue
missions.

Field used by 116 miscellaneous Navy and Coast Guard
aircraft, including 2 helicopters.

(b) ZP-11 Blimp Squadron, South Weymouth, Mass.

Ships available during the month were:

K-15
K-19 transferred to NAS, Lakehurst, 18 March.
K-50
K-61
K-69
K-82 received from Blimp Hedron ONE, 17 March.
K-92
K-100
K-124

Blimp Squadron ELEVEN operates from NAS South Weymouth, under Commander Task Group 02.1.3 (Commander Northern Air Unit), Commander Task Group 02.1 (Commander Northern Group) and Commander Task Force 02 (Commander Eastern Sea Frontier). This Blimp Squadron has no subordinate units, but operates ZNP K-type airships assigned to it by Commander Fleet Airships, ATLANTIC.

Armament and equipment, so far, has varied with the different blimps. In general, they carry two free .30 cal. machine guns, one fore, and one aft, four 325 pounds depth

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

charges set for 50 feet, MAD equipment, Radio (2 transmitters), and Radar. Fuel load usually carried is 600 gallons, the exact volume varying between 500 and 700 gallons, according to the estimated duration of each patrol. Blimps are able to operate for as long as 48 hours if necessary. (For full details on these blimps, see Chapter IV, page 5, "History of Group One Operations" which was included as Annex A (No. 7) of the December '42 War Diary.)

Because of unfavorable weather conditions all flying was secured on 7 days: March 3, 6, 7, 11, 16, 21, and 22.

This Squadron made a total of 87 flights which were subdivided as follows:

Escort	6
Night Escort	5
Patrol	31
Night Patrol	10
Training	22
Others	13

Total	87

In March when 809 hours were spent in the air, 657 at sea, and 501 on mission; 61 vessels were escorted. Of the total 33557 miles flown, 27345 were flown over water.

The following ammunition was expended for training and operational purposes:

<u>.50 cal.</u>	<u>.30 cal.</u>	<u>Miniature Bombs</u>
1740 rds.	112 rds.	6
<u>MK-17 DC's</u>	<u>Float Lights</u>	<u>Bronze Slicks</u>
37	208	105

Special Accounts

On 25 March the K-69 took off on a special patrol in the area 43-35N, 67-50W where surface craft had made what appeared to be a good sound contact with a U-Boat. Upon arrival the K-69 reported to ComDesron 17 and was instructed to make an MAD search over the point of contact. The K-69 did so with negative results.

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

Meanwhile because of probable activity of enemy submarines in the Bay of Maine and the possibility of extended operations north of 43-00, two air crews were sent from South Weymouth to the Advanced Base at Brunswick, Maine, and the K-69 was ordered to land there. The K-69 landed at 1942Q, refueled, and took off again at 2050Q and reported again to ComDesron 17. At 0230 the K-69 sighted a long narrow oil slick extending 4 to 5 miles. An MAD search produced negative results as did a sonobuoy dropped at the southeast corner of the slick.

On 26-28 March ships operating from South Weymouth maintained barrier patrols at designated areas across the approaches to Massachusetts Bay and operated on several missions with Desron 17 and CortDiv 35, investigating promising sound contacts of surface craft and other aircraft.

The K-100 on 29 March was in the area of 43-07N, 69-03W at 1800, standing by while SC-1280 and SC-1301 developed a sound contact. At 1830 the K-100 began making MAD runs over the area of the sound contact and dropped a Float Light to mark the spot of a doubtful signal which, however, coincided with the sound contacts of the SCs. Both SCs layed depth charge patterns over the area with no observable results.

On 30 March the K-50 proceeding from base to Cashes Ledge to report to CortDiv 35, sighted what appeared to be a submerging periscope at 1525Q at a distance of about two miles. The ship altered course for the point of the sighting (42-52N 69-08W) and laid down a sonobuoy pattern. Strong positive propeller beats were heard on four of the buoys. Revolutions of propeller were clocked twice at 240 RPM and 230 RPM and the speed estimated at 8 knots. The intensity of the sonobuoy reception gradually diminished until contact was lost. MAD runs produced negative results. At 1635 CortDiv 35 instructed the K-50 to stay with the contact and continue to search. At 2010, without further contact, the K-50 was relieved by the K-69 and returned to base.

No further contacts were obtained in this area. The K-50's sighting was evaluated by CESF and Cominch as probable.

PART D

Cape Cod Canal Control Unit 02.1.4

"Insure safe entrance into, transit of, and exit from, the Cape Cod Canal."

SECRET

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

D. Cape Cod Canal Control Unit.

Fog, storms, wind and sea made the boarding of vessels and the placing of pilots aboard inadvisable for a period of 76 hours.

During this period the training of all personnel at all units under the jurisdiction of the Captain of the Port was conducted in accordance with the regular training program. Classes were held in Seamanship, Semaphore and Blinker, Lifesaving and Lifeboat, Beach Apparatus, Boat and Infantry Drills.

Vessels under repair, upkeep, etc., were as follows:

CG-38309) - CG Repair Base, Constitution Wharf, Boston for
CG-56304) - engine repairs and general overhaul.

CG-38524 - Sandwich, Mass. - hull repairs.

CG-38525 - Sandwich, Mass. - engine repairs.

CG-56303 - Sandwich, Mass. - engine repairs.

In addition to routine operations* eleven assistances were rendered.

Events of importance during this period were:

21 March

0100 - Canal closed to traffic during operations to refloat
SS PLYMOUTH, aground in Hog Island Channel.

0210 - SS PLYMOUTH refloated. Canal reopened to traffic.

26 March

0944 - CG-38636 departed to tow Navy 20-man life-raft, reported
aground, from Brewster to Sandwich.

27 March

1745 - CG-38636 returned to Basin, towing Navy life-raft.

* See January 1944 War Diary.

CHAPTER III - OPERATIONS OF GROUP TASK UNITS.

During March 692 eastbound and 748 westbound vessels transited the Canal. Of these, 1178 were American and 262 were foreign vessels.

Breakdown of Shipping:

Merchant Vessels	1009
Military & Naval Vessels (Exclusive of COTP)	256
Vessels attached, or operating under COTP, CCC	41
Fishing vessels and small craft under 100 tons	134

Fishing vessels and small craft granted clearance through the Captain of the Port Office during this period:

91 vessels

Convoys transitting Canal Westbound. (These totals are included in the totals listed above).

XB-148	6 ships
XB-149	24 ships
XB-150	7 ships
XB-151	14 ships
XB-152	7 ships
XB-153	2 ships
XB-153a	7 ships

Total - 7 Convoys 67 ships.

Pilots assigned and put aboard during this period:

Canal Pilots -	480
Coast Pilots -	67

PART E

Northern Coastal Guard Unit 02.1.5

"....maintain careful watch for enemy vessels or enemy activities while continuing normal functions of Light House Service and Life Saving Service."

6 April 1945

From: The Officer-in-Charge, Mine Disposal Unit, FIRST Naval District.
To: The Chief of Naval Operations.
Via: (1) Commander, Harbor Defense Unit.
(2) Commander, Northern Group.
Subj: Activities of the Mine Disposal Unit, FIRST Naval District, from 28 February 1945 to 31 March 1945 - Report on.
Ref: (a) CNO conf. ltr. OP-30-3M-ETW, (SC) S81-1, serial 01289330, dated 12 October 1944.

1. In compliance with reference (a) herewith is submitted a report of the activities of the Mine Disposal Unit, FIRST Naval District from 28 February 1945 to 31 March 1945.

2. Activities are dated and set forth below:

(a) March 1-2. The Mine Disposal Unit returned from Provincetown, Mass., to search for an unarmed depth charge accidentally lost from the U.S.S. COVINGTON (PF-56) on 25 February. The position of the charge was given as being three (3) miles bearing 317°T from Graves Light in about 40-50 feet of water.

The U.S.S. YTL-293 was rigged for diving and three dives were made in the area. A search of an area of radius nearly 300 feet was made in order to cover the plotted area and that in which a buoy was dropped, three hundred feet away from the given bearing. It was impossible to find the charge in such a rocky area and it was felt that no danger could arise from the unarmed depth charge, as the launching fork was said to have been in place.

(b) March 3. A dive was made on the YMS-74 to remove several turns of 2" line from the port screw and to check the damage on the screw, one blade of which was found nicked.

(c) March 5-12. The Unit returned to Race Point, Provincetown, Mass., to resume operations for the recovery of six Mark 25 inert mines. (ND1/S81-1 serial 2-45).

Since February 28 a total of 14 dives were made by personnel of the Unit. One mine had been recovered by divers of the U.S.S. YDT-6; two were recovered by this

SECRET

ANNEX III-A

Subj: Activities of the Mine Disposal Unit, FIRST Naval District, from 28 February 1945 to 31 March 1945 - Report on.

Unit, the last three were impossible to recover as they were too deeply imbedded in the soft sand. Those recovered were not buried as the bottom was fairly hard. Blowing out and digging for the mines were considered futile with such a current and sandy bottom.

The prevailing conditions were: (1) a fast easterly and westerly tide with about 15 minutes at slack tide; (2) quick-changing winds making mooring difficult; (3) the mines were not easily accessible since the cables from mine to buoy anchor, ran perpendicular to the tide. Previously divers from the U.S.S. YDT-6 used the buoy line as a descending line then pulled themselves along the bronze cable to the mine 150 feet away becoming exhausted by the time the mine was reached.

The procedure employed by this officer was as follows: A buoy boat raised the buoy anchor on deck and a two-inch line was shackled onto the bronze cable from mine to buoy anchor. Then the two-inch line was hauled on deck of the diving vessel after the buoy was thrown back into the water such that the shackle slid along the one hundred and fifty foot bronze cable, until the half-way mark could be reached. Then a 75 foot descending line bronze cable was used by the diver to reach the mine minimizing his effort and exhaustion. The matter of raising the mine with a five-inch line was not difficult.

An attempt was made to free one mine off the bottom by straining on the bronze cable but it snapped. The 5/8" bronze cable could not stand any great strain. Furthermore, the shackles employed on the bronze cable were not secured tightly enough before the mines were laid so that the strands were chafed.

It was felt that no more could have been done under such conditions as aforementioned and operations were secured.

(d) March 5. While at Provincetown, Mass., a report was made to the FIRST Naval District of a black round object four feet in diameter drifting in position 41°43'N and 69°55'W. A Coast Guard vessel was requested at Chatham, Mass., to search for this object and was found to be a channel buoy.

SECRET

Subj: Activities of the Mine Disposal Unit, FIRST Naval District, from 28 February 1945 to 31 March 1945 - Report on.

(e) March 8. At 1900, the Unit was requested to investigate a hedgehog that was picked up by a fishing vessel about 10 miles south of Race Point. It was found to be a Mark IV hedgehog, T.N.T. loaded, and the nose contained a tetryl booster over which was screwed a cup. The charge was destroyed.

(f) March 16. A dive was made on the U.S.S. SC-1002 to check the damage on the sound box and screws that may have been damaged when the ship became fouled in the nets near the gate vessel at Boston Harbor. The sound box was found undamaged; one port screw blade was nicked; the strut veering on the starboard screw was loose.

(g) March 17. A dive was made on the U.S.S. LCI-515 to remove the heaving line fouled in the starboard screw while the ship was docking at Commonwealth Pier #1, East Boston, Mass., on March 17, 1945.

(h) March 27. The Unit was ordered to investigate a depth bomb picked up by a fishing vessel "Ronald Dorothy" twenty miles south east of Norman's Woe off Gloucester, Mass. The charge was found to be an AN Mark 17-2, 325 lb. T.N.T. aircraft bomb and it was on the dock at State Pier, New Bedford, Mass. The case was marked: 325 lb. aircraft depth bomb - Mark 17-2. The pistol was marked: AN BF Mark 19-2 lot 331-B; N.G.F.-1942 J.R.R. 284376-2. Two tetryl boosters were found in the nose, 180 grams of granular, grade A, T.N.T.

Examination of the nose pistol showed it to be in the uncocked position (no space between the outer sleeve and striker). No vanes remained on the vane carrier. Removal of the complete fuse showed the fuse to be unarmed for the internal rotors and sleeves had not lined up with the firing train and firing pin, and the extension shear pin had not been broken.

(i) March 30. A dive was made on the YMS-355 to remove several turns of three inch line from the starboard screw. This line had been fouled when the ship left Oran sometime in January.

(j) No mines reported swept or adrift.

(k) No enemy ordnance was encountered during this period.

P.G. JAMESON,
Lieut., USNR.

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III-B

CONFIDENTIAL

16 April 1945

To: Commander Eastern Sea Frontier.

Subj: Inspection Made by Northern Group Inspection Board During Month of March 1945.

Ref: (a) CESF Conf. Ltr. File No. P11-1 Ser. O1555 of 2 Sept. 1942.

1. The following inspection has been made by the Inspection Board during the month of March 1945:

USS FELICIA (PYc-35) - Underway off Boston, Mass., on 28 March 1945. This vessel's primary duties are as a school-ship for students from the Communication School at Harvard University. Ship handling and maneuvering were ably carried out by the Commanding Officer, who is considered well qualified for his assignment. Department heads are cognizant of their duties and administrative responsibilities. Conditions of cleanliness and material upkeep were found to be very good throughout this vessel. A new yardarm with more room for flag hoists is needed and has now been completed and will be installed shortly. At the time of the inspection this vessel had not been docked for a considerable length of time. Following the inspection availability was granted and the vessel has now been docked and her bottom put in first class shape. Emergency drills were satisfactory. However, there is room for improvement in the use and care of Damage Control equipment. The ship has been instructed to rewrite its Battle Bill to cover all prescribed conditions of readiness and to emphasize training of personnel.

2. The reorganization of activities under the Northern Group has now been completed and inspections of all vessels under this Command have been actively resumed.

V. D. HERBSTER
Captain, USN (Ret.)
Deputy Commander Northern Group

SECRET

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III-C

MONTHLY RECORD OF KNOWN CASES (DISTRESS OR POTENTIAL DISTRESS) - 62

Form ASR #3

Office of CTG: Air/Sea Rescue, Boston.

March 1945

SECRET

<u>Date Time (Q)</u>	<u>Case</u>	<u>First Source</u>	<u>Position</u>	<u>Details</u>	<u>Assistance</u>
012032	Plane Crash	Air/Con Squantum	42-04N 70-21W	Plane crashed into (AG-82) Schenk while making target run.	Salem JRF; Quonset PBY; 1-F6F Charlestown; 2 TBM's out of Martha's Vineyard; SC-1280, diverted CG-63047.
012326	Broad IFF	Army Boston	140°T 40 miles from HECP Boston.	Two planes out of Groton; were lost over water; Mickey vectored planes safely into Martha's Vineyard.	No ASR Assistance required.
021320	Reported plane crashing.	ASR Quonset	20 miles south Montauk Pt.	Plane landed safely at Charlestown, R.I.	Quonset PBY
021411	F/V broken down	DIO Boston	42-53N 70-21W	ASR plane rendezvoused F/V and CG-99001.	Salem JRF, CG-99001.
021413	Plane whereabouts	ASRU Brunswick	Sanford to Creeds, Field, Va.	Plane landed safely at destination.	No assistance rendered.
022315	Plane Crash	Air/Con Quonset	Vicinity of Charlestown	Plane crashed on land immediately after take-off; pilot lost.	Quonset PBY, 4-63'; Pt. Judith 63'

<u>Date Time (Q)</u>	<u>Case</u>	<u>First Source</u>	<u>Position</u>	<u>Details</u>	<u>Assistance</u>
022317	Missing Plane	Air/Con Quonset	Vicinity of Martha's Vineyard.	Plane last seen in a diving turn with and by accompanying planes.	Hyannis J2F6; CG-83486; Salem PBY, 45'
061855	Airborne Chute	ASR/ Brunswick	Near Metinic Is.	Civilian Reported "Parachute with man falling" Negative.	Brunswick PBY searched area.
070132	F/V Disabled	DIO Boston	60 miles from Boston L/V	ASR Plane rendezvoused F/V and CG-85001.	Provincetown CG-85001; Salem PBY.
071045	Broad IFF	ASR Brunswick	240° 52 miles from Casco	Plane had IFF on appar- ently in error.	Brunswick dispatched J2F.
071205	Broad IFF	Army Boston	174° 26,700 yds. from HECP, Boston.	Apparently in error.	Quonset PBY; Brunswick J2F.
072140	Broad IFF	Army Boston	Over HECP Boston	Plane lost bearings. Mickey & Squantum vectored plane safely into E. Boston Airport.	Salem PBY
081148	Plane Crash	ASR Quonset	7 miles N.E. Martha's Vineyard.	Plane crashed in shallow water. Pilot saved.	Quonset PBY; Hyannis J2F6; Vineyard Haven 83'
082249	B-24 pre- sumed in trouble.	Army flight service.	Round Robin over water nav hop from Westover.	Presumed to be in trouble because of failure to send position reports. Contact established by LaGuardia and plane re- turned Westover.	Alerted D/F net.

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<u>Date Time (Q)</u>	<u>Case</u>	<u>First Source</u>	<u>Position</u>	<u>Details</u>	<u>Assistance</u>
091240	Sighting of plane wreckage	ASR Quonset	5 mi. East of Cape Page, Martha's Vine- yard.	Wreckage of F6F partially submerged sighted by aircraft, - Old wreck - no bodies.	Rescue 1 & 2; Grey 6 to scene. Wreckage buoyed by Grey 6.
091529	SNJ Crash	ASR Quonset	1½ miles N. of Bradford, R.I.	SNJ out of Westerly, R.I. crashed on shore killing two occupants.	Rescue 1 to scene. No assistance.
091610	Broad IFF	Army Liaison JOC	19 mi. due S. of Block Is.	Surface & aircraft using code 4 for exercise - apparently.	Rescue 1 located plane and surface craft responsible for signal. No assistance.
091638	Sighting of yellow slick.	AC Squantum.	10-20 mi. 140° T from Southern tip Cape Ann.	Yellow slick sighted by Squantum TBM turned out to be oil slick.	Salem PBY (08066) located oil slick.
091746	Overdue plane	AC Brunswick	Round Robin Brunswick White Mts. Bar Harbor Millinocket, Brunswick.	Plane reported overdue turned out to have landed at Brunswick. Net failed to notify tower.	None
092110	Broad IFF	ASR Quonset	Ranging from 280°T-45 mi. from Mickey to 5 mi. SSW of Boston.	C-54 "Accidental (?)" Emergency IFF.	Salem alerted. No assistance required.
101245	Broad IFF	ASR Quonset	Ranging from 10 mi. S to 33 mi. S.S.E. of Boston.	Emergency IFF turned to Code 1 shortly after which contact lost.	Salem PBY dispatched to investi- gate. Re- called when dis- appeared on Code 1. No assistance.

SECRET

<u>Date Time (Q)</u>	<u>Case</u>	<u>First Source</u>	<u>Position</u>	<u>Details</u>	<u>Assistance</u>
101258	Broad IFF	HECP Boston	Ranging 7 mi. 150° to 85 mi. 016° from HECP Boston.	Army C-54 responsible (Accidental.)	Brunswick PBY dis- patched to inves- tigate- recalled when identifica- tion made and air- craft turned off Code 7. No Assis- tance.
101336	PV over- due Bruns- wick.	ASR Brunswick	Floyd Bennett to Brunswick.	Determined PV had re- turned to Floyd Bennett at 1115 but Brunswick had not been notified.	None
101735	SBD-Engine trouble.	A/Con Squantum	Returning from patrol.	Plane developed engine trouble landed safely.	Salem alerted - no assistance necessary.
120924	Broad IFF	Sugar	Portland, Me. to Brunswick	Unidentified plane show- ing IFF - no apparent distress.	No assistance.
121549	TBM #24142 overdue	ASR Quonset	Norfolk to Quonset	Plane landed at Mitchell field.	Alerted CAA
130830	TKR-Gulf King	S/Con Boston	Cleveland Ledge	Ship aground.	Rescue 1 -CGC OJIBWA - CG- 38691 - New York to take charge of op- erations. Salem CG- 63047 out of Province- town - no assistance rendered.
141815	Plane Crash	ASR Quonset	Near No Man's Land	Ditched Plane personnel picked up safely by crash boat.	Quonset PBY, Grey 6-45 ft. crash boat from Vine- yard Haven.

SECRET

<u>Date Time (Q)</u>	<u>Case</u>	<u>First Source</u>	<u>Position</u>	<u>Details</u>	<u>Assistance</u>
142130	Plane Crash	Army Boston	Near Portland L/V	Plane plunged in water, burst into flame upon impact. Personnel lost.	Brunswick PBY; crash boat CG- 63003; Salem JRF; Casco 63'; Ports- mouth CGAR-2.
161625	Emergency IFF	ASR/NY	Near New Bedford.	B-25 out of Grenier be- lieved to be plane with IFF on in error.	Roslyn, Mickey, Madame - Plotted, course.
161718	Circling Plane	ASR Brunswick	10 mi. due E. of Sanford, Me.	Weather bad. Circling plane thought to be in trouble. Plane apparently circled to check bearings. They con- tinued flight.	Radar units failed to pick up any emergency signals. Check of nearby fields failed to reveal any plane in trouble.
162220	Martha's Vineyard 45' Crash boat liberty party to Woods Hole.	ASR Quonset	Between Martha's Vineyard & Woods Hole.	Weather closed in. Boat not contacted by radio. Put into the Vineyard following morning.	Mickey & Madame tried to raise boat. Negative.
171900	F/V Mishaum	CG Block Is. Dispatch 17/ 1310.	26 Mi. S.E. of No Man's Buoy.	F/V lost rudder. Visibility bad. Following morning plane rendezvoused F/V & CG-71001.	D/F net. Quonset PBY; CG-71001.
181620	Net alert for plane bearings.	Net alerted by NMF.	41-30 N 47-15 W	Plane first believed to be in trouble, but developed to be in routine check for bearings.	HF/DF net provided bearings.

SECRET

<u>Date Time (Q)</u>	<u>Case</u>	<u>First Source</u>	<u>Position</u>	<u>Details</u>	<u>Assistance</u>
190855	F/V Marietta & Mary	Opintel Boston	42-13 N 68-57 W	F/V effected temporary repairs & proceeded to Port.	CG-85001 & Salem PBM dispatched & cancelled as F/V effected repairs.
191018	Tail of Plane sight- ed in water.	Opintel Boston.	5 mi. S.E. of Whitehead LBS	LBS observer reported sighting tail of plane in water. Fog in area. Check revealed no planes crashed.	Whitehead 38'; Rockland crash boat. Negative.
191245	Emergency IFF	ASR Quonset	From Mickey 310°T-35mi.	C-54 #7465 turned on in error. HECF Portland con- tacted plane to turn off Code 7.	Radar units Mick- ey; HECF Boston, Portsmouth & Portland.
191303	Emergency IFF	ASR/CESF	4 mi. south of Squantum.	Code 7 changed to Code 1. Believed to be C-54 plane.	Salem JRF inves- tigated until Signal changed to Code 1.
192206	Plane Crash	ASR Quonset	15 mi. S. of Martha's Vine- yard.	Fog conditions. Plane last seen in tight left spiral by accompanying planes. Three men lost.	CG-83486 equipped with Radar only effective sur- face craft due to dense fog. Grey 9 & 20, ATR 89 & Quonset PBY em- ployed as fog lift- ed. Easy 1 used.
191540	Emergency IFF	ASR/CESF	41-45 N 69-00 W	Code 7 turned into Code 1. Madame was conducting drill had not informed necessary sources.	Roslyn picked & up Code 7. Mickey, Waldo alerted.

<u>Date Time (Q)</u>	<u>Case</u>	<u>First Source</u>	<u>Position</u>	<u>Details</u>	<u>Assistance</u>
192241	Plane Crash	ASR Quonset	Off Gay Head	Fog Conditions. Plane crashed just off Gay Head mainland. Pilot saved, 2 men lost. Fog delayed search.	CG-38688; Grey 8; Quonset PBY.
201508	Plane Crash	Opintel Boston	Near Manomet	Plane crashed in water off Manomet. Pilot pick- ed up by CG Boat.	Salem JRF; Hyannis plane a- lerted. No assis- tance required.
201510	Reported "Fire or Crash"	Opintel Boston	Near Bass Rocks Gloucester	Search revealed negative results.	Salem JRF; Straitsmouth CG-38694, CG- 30327, searched area.
202010	Cross Country hop of B-24 out of Westover.	Westover Flight Control.	25 mi. N.E. of Norfolk.	Westover reported plane not heard on schedule re- port. Suffolk tower heard plane. Plane landed Westover 2120.	HF/DF net gave position. Radar units alerted.
210620	F/V Mary Mullen	Opintel Boston	10 mi. ESE Eastern Point of Gloucester.	CG Dispatched CG-99001 which struck submerged object. S/ Con dispatched YMS-417 which towed F/V into Boston.	CG-99001 & ATR-417.
211725	F/V Driftwood overdue.	Opintel Boston	3 mi. S.E. Petit Manan Light	F/V came into port under own power.	CG-36395 went to assist.
220858	Scow Aground	Opintel Boston	Provincetown Beach	Scow succeeded in getting off beach.	CG-36433 dis- patched from Provincetown. No assistance needed.

SECRET

<u>Date Time (Q)</u>	<u>Case</u>	<u>First Source</u>	<u>Position</u>	<u>Details</u>	<u>Assistance</u>
221521	Emergency IFF	ASR Quonset	10 mi. S.E. of Hartford	Radar Units tracked plane on airway route, steady course. Emergency IFF faded out N of Boston.	Radar Units tracked signal until it dis- appeared.
241856	Amphibious Jeep	ASR Brunswick	S.E. of George- town Island.	"Weasel" (jeep) stalled while crossing Little River. Seen bailing craft by accompanying craft. Craft unlocated & results negative.	Popham Beach L.B. Damariscove L.B. Booth Bay 63' Brunswick PBY Rockland 63'; Casco Bay 63'.
242030	Plane out of Bruns- wick requested bearings.	Air/Con Boston	Vicinity of Brunswick.	Plane reported low on fuel & sending MO's. DF stations alerted. Plane crashed 100 yds. S. of runway. Minor injuries to personnel.	HF/DF Radar units aided.
250230	Failure of plane to report on schedule.	AFS Boston	Nantucket - Hatteras	Westover B-24 last heard an hour ago-weak signals. Roslyn picked up plane which later landed at Westover.	HF/DF & Radar nets.
250710	Plane - po- sition un- reported.	ARCC Manchester	34-56N 41-56W	B-24 enroute Bermuda to Azores; passed info to ASR/NY.	No assistance.
251136	Green dye marker	ASR Quonset	near Race Pt.	Plane sighted dye marker; Salem JRF con- ducted search. Results negative.	

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251442	SOS on 500 kc.	ARCC Manchester	Vicinity of Quebec.	Planes reported hearing transmission 500 kc. too fast to copy. Reported transmission believing it to be distress.	No assistance.
251700	"Mayday" on 2670 kc.	DCGO Boston	Unknown	CG RDO Marshfield heard May- day twice. Unheard by anyone else on net.	No assistance.
252143	Garbled SOS on 4220 kc.	ARCC Manchester	25-27N 83-35W	WYZ received voice SOS on 4220 kc. at 0130Z. Believed to be plane re- questing QTF.	No assistance.
260623	Blimp un- reported for two hours.	Air/Con Boston	43-05 N 69-32 W	Radar on Blimp out. Wey- mouth reported Blimp sighted. Landed Weymouth.	Brunswick PBY alerted. No as- sistance render- ed.
260802	F/V Elinor & Jean	Opintel Boston	Vicinity of Kennebec L.B.S.	F/V Elinor & Jean taken in tow by another F/V. No further assistance required.	CGAR-4 search- ed area. No assistance re- quired.
260932	Plane overdue	"Waldo"	Between San- ford Me. & Charlestown, R.I.	Plane overdue-unheard since take-off. Plane landed Quonset at 0938.	Brunswick PBY alerted. Radar net alerted.
260959	American launch fired on by Can- adian aircraft.	Opintel Boston	44-00 N 68-06 W	Launch mistaken for sub- marine. Launch was SC- 1343. No hits.	Brunswick PBY; Weymouth blimp K-15 reported no casualties.

SECRET

<u>Date Time (Q)</u>	<u>Case</u>	<u>First Source</u>	<u>Position</u>	<u>Details</u>	<u>Assistance</u>
261926	Plane with engine trouble.	Air/Con Boston	Vicinity of Beverly, Mass.	Plane returned to base at Squantum.	HECP & Radar nets alerted. Salem alerted.
270208	Emergency IFF	Army Boston	Vicinity of Fishers Is.	C-54, 2946 from LaGuardia to Stephenville had broad IFF signal on, apparently in error. Boston contacted plane at 0250 and instructed plane to turn it off.	Radar units tracked course of signal.
270810	Pilot bailing out of plane over water.	ASR Brunswick	South of Con- anicut Island.	Pilot picked up by Army work boat (L83). Pilot O.K. Plane crashed on land.	Quonset 63' (Grey 4) PBY, 63' (Grey 7) went to assistance.
271004	F/V Lida & Dick	Opintel Boston	Vicinity of Vinalhaven.	F/V caught net in wheel, radioed WOU for aid. 94001 out of Rockland towed F/V to Vinalhaven.	Brunswick J2F aided in search.
272114	Emergency IFF	Army Boston	080° 18 miles from Mickey.	Plane was lost- homed plane into town.	Mickey Charles- town. Radar units reported bearings.
280340	B-24 SOS on 6705 kc.	ARCC Manchester	Unknown.	ASR/NY notified and took action. Plane landed at 0514.	No Gander, assistance.
290000	CG-38352 overdue	ASR Salem	1 mile South of Baker's Is.	CG-38352 left Boston for Gloucester. CG-36461, CG-30304 & CG-38522 searched. CG-36461 towed CG-38352 into Gloucester.	Salem JRF rendezvoused CG-36461 & CG-38352.

<u>Date Time (Q)</u>	<u>Case</u>	<u>First Source</u>	<u>Position</u>	<u>Details</u>	<u>Assistance</u>
290848	F/V Jeanie overdue.	Quonset ASR	11 mi. SE of Block Is.	F/V overdue. CG-71001 & CG-38681 searched. F/V Jeannie stood into Block Island, under own power at 1120Q.	Quonset PBV searched area.
291232	Man over- board from YF-256.	Sur/Con Boston	056°T dis- tant 7½ mi. from Boston L/V.	Salem JRF, Weymouth blimp, AMC-110, Nemesis, Wandank & CG-83428 searched area. Negative.	Salem JRF searched area; negative.
291529	SOS (auto- matic sig- nal) on 500 kc.	Opintel Boston	Vicinity of Cape Elizabeth.	Brunswick PBV & Casco Bay 63' searched. Airfield checked. Negative results.	Brunswick PBV & 63' out of Casco Bay. Negative.
291735	Plane with engine trouble.	Air/Con Squantum	41-38 N 69-54 W	Salem plane alerted. Radar units alerted. Plane landed Squantum safely.	No assistance.
300340	F/V Mary F Curtis	Opintel Boston	42-07 N 66-16 W	Halifax & Canadian DF nets alerted. ATR-14 dispatched HF/DF net alerted. Bruns- wick PBV directed ATR-14 to F/V.	HF/DF assistance.
300620	Position of K-69.	Air/Con Boston	423 on 69-02 W	Alerted Radar units for position on blimp. Blimp not in distress status.	No assistance.
301037	Injured man on F/V Serafina.	Opintel Boston	Vicinity of Booth Bay.	Brunswick PBV and crash boat alerted. Secured when F/V in- formed proceeding to Booth Bay as F/V would arrive in port.	Brunswick PBV & crash boat from Poplor Beach divert- ed. No as- sistance re- quired.

Date
Time
(Q)

Case

First
Source

Position

Details

Assistance

311152

F6F
Crash

ASR
Quonset

1 mi. S. of
Quonset Boat
House.

F6F 13V19 crashed in
position indicated at
1021.

Pilot Setoner
rescued by
Grey 7 ASR crash
boat.

SECRET