

CONFIDENTIAL.

(V) REMARKS.

Much native sailboat traffic was encountered during this patrol in Areas C-3 to 4 close in to the coast. Few were the times that they did not interfere with working the coast both at night on the surface and in the day submerged. Traffic varied with the weather to a marked extent. It was not unusual to have 6 to 10 sailboats in sight on each one minute look. The average was about 3 to 4. During one look forty-seven (47) sailboats were counted. This traffic was not molested, hoping for better game, and in the belief that it was mostly native traffic.

Japanese coastal shipping was highly disappointing. There was no small maru or sea truck traffic. All shipping encountered was coast hugging following the beach within a mile and always inside the 10-20 fathom curve. All traffic stopped in the dark of the moon and immediately picked up as the moon became bright. This shows that the Jap definitely respects our night surface tactics which he lays to our PT boats. All of our coast submerged work was conducted within 2-3 miles of the beach. With 6 feet of scope the surf was visible most of the time. This may have been too close but it was our intent that nothing should pass between us and the beach unobserved.

~~Camranh Bay~~ appears to be dead. Nothing was observed to enter or leave it, and we kept a close watch on it for almost three weeks. No regular patrol operates at its entrance. No activity was noted there at anytime, air or otherwise. We looked in numerous times from less than two miles.

In dealing with Jap radar equipped planes the following procedure was used: - The SPA-1 scope was marked off vertically into five equal divisions, 5 being full saturation signal. A close watch was kept on the APR-1 and SPA-1. When contact was made, we endeavored to determine the type radar from all available information keeping the bridge informed of the type radar and signal strength. It was planned to key the SD when the signal strength reached 5, but practice showed that this often allowed the plane to get within 3 to 4 miles. We finally settled on the following procedure: When the radar was identified as airborne and reached a signal strength of 3, the SD was keyed three times (5 seconds in each minute). At this time we believe that the