

CIVIL AIR PATROL HISTORICAL MONOGRAPH

EASTERN SEA FRONTIER AND GULF SEA FRONTIER WAR DIARIES

2013



NATIONAL HISTORY PROGRAM
HEADQUARTERS CAP



EASTERN SEA FRONTIER AND GULF SEA FRONTIER WAR DIARIES

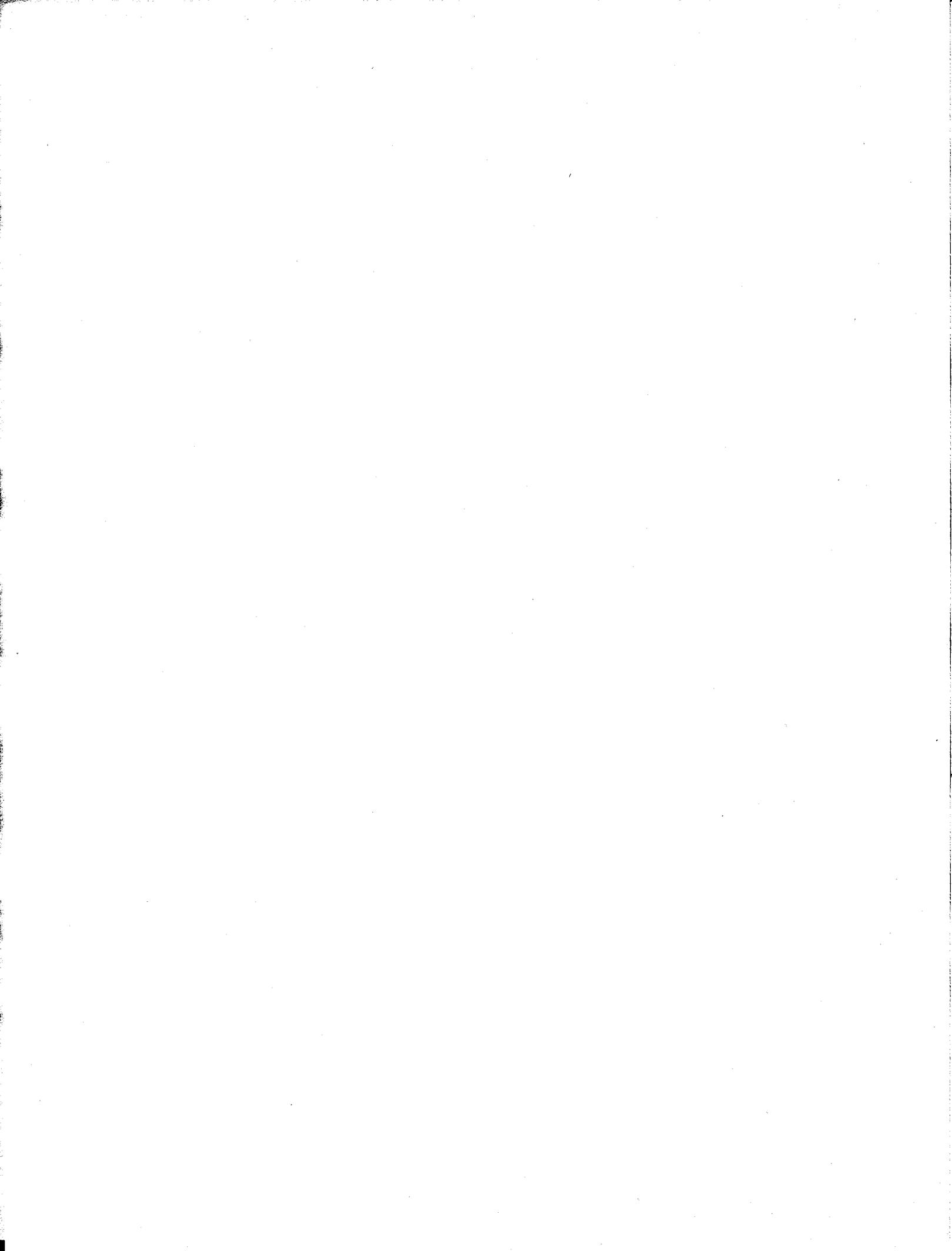
A COMPILIATION OF CAP REPORTS

By

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CAP NATIONAL HISTORY PROGRAM

2013



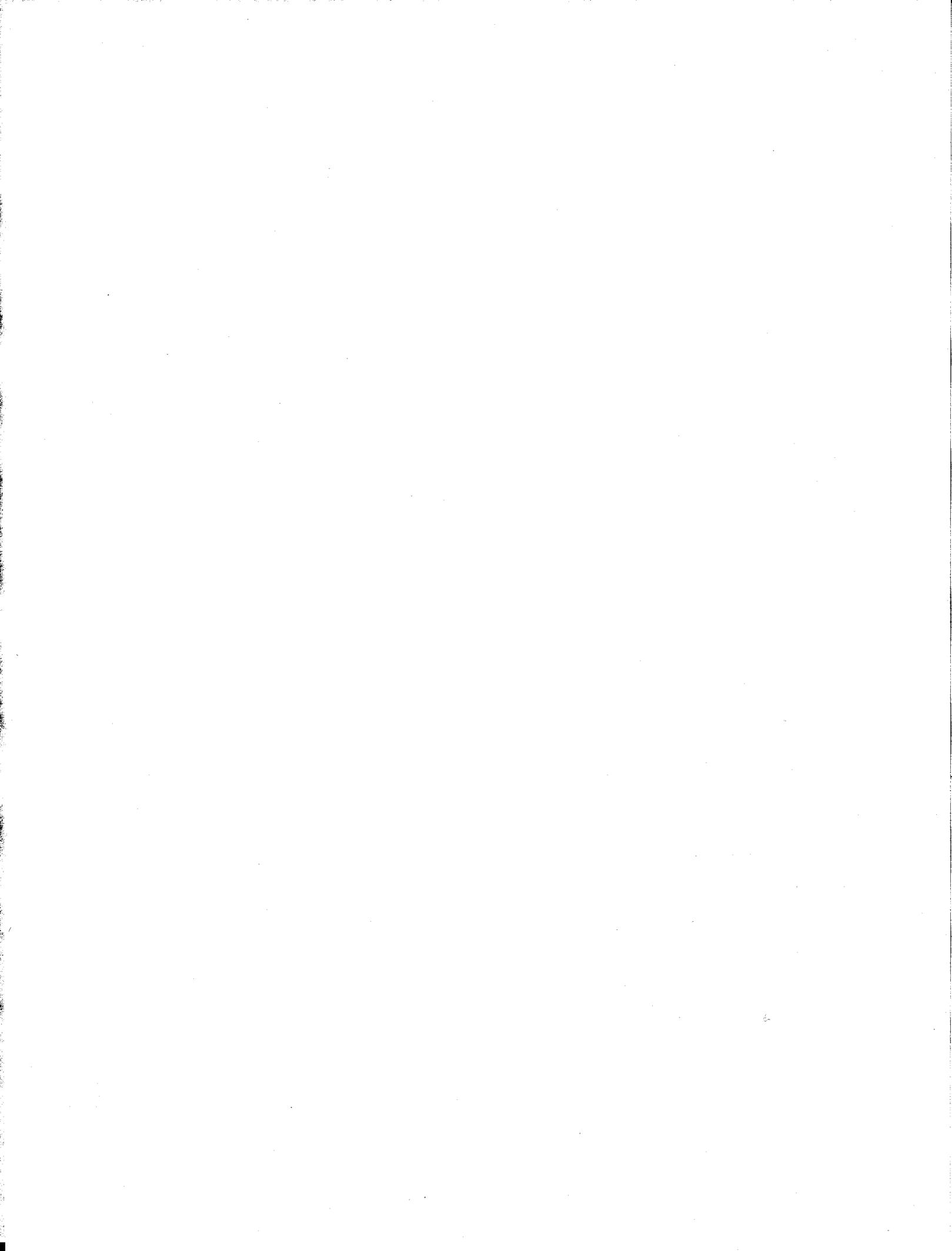
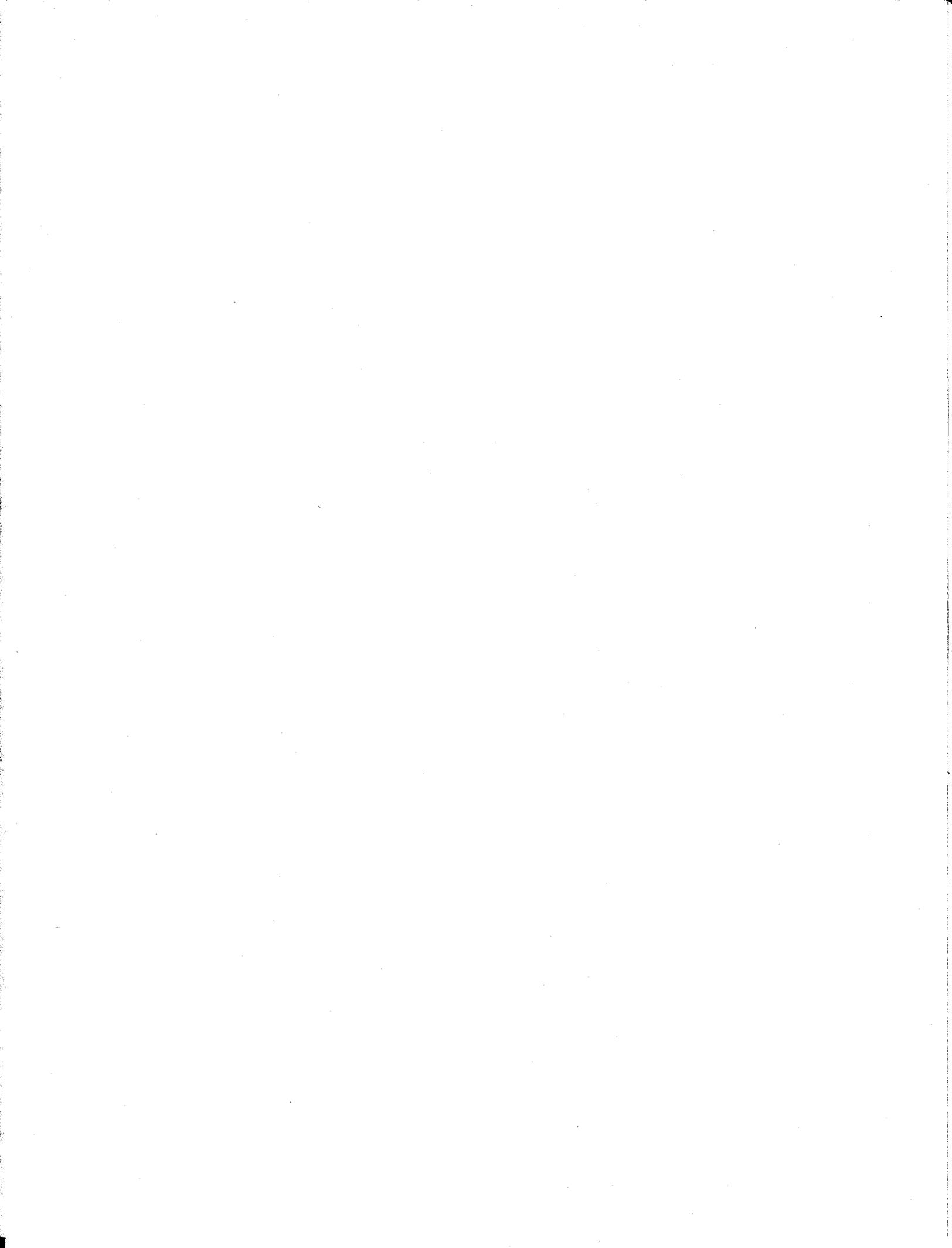


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CHAPTER 1

Introduction

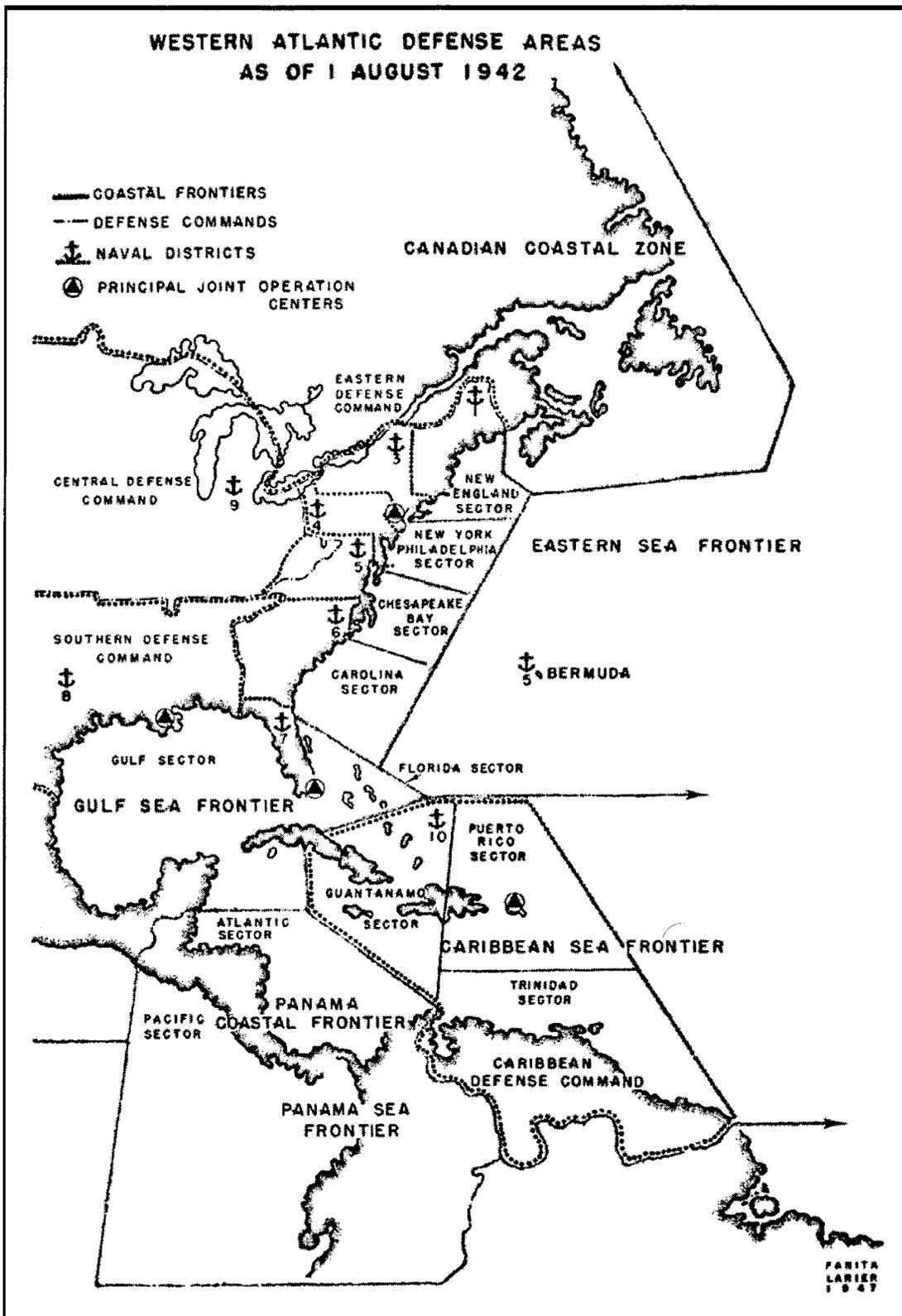
The information listed in the following databases all originates from the Eastern Sea Frontier (ESF) and Gulf Sea Frontier (GSF) War Diaries from March 1942 to August 1943. The data is not inclusive of every reported Civil Air Patrol (CAP) U-boat sighting or attack, air crash, or reports of unusual items. What the data does provide is greater insight into where, when, and what CAP coastal patrol operations sighted and did during their brief period of active duty service. Additional research is required in the war diaries of those subunits assigned to the ESF and GSF during this period to approximate the data figures listed in the August 1943 ESF War Diary attributed to all CAP coastal patrol activity. A long-term objective is to compare all reported CAP U-boat sightings and attacks with the German war records to attempt verification of the sightings and to properly assign credit to each patrol base for their activities.

The records of the CAP from which its data is summarized below have not been located, but the numbers are consistent to the war diaries. A search of the subordinate naval district war diaries should provide the information to tabulate this information, but of yet this work has not been undertaken.

This information is intended to be printed duplex, thereby allowing the reader to study the databases left to right.

CAP Coastal Patrol Operations Summary, 5 March 1942 – 31 August 1943
Eastern Sea Frontier War Diary, August 1943

Missions flown.....	86,685
Hours flown	244,600
Submarines on which positions were reported by radio	173
Vessels reported in distress.....	91
Irregularities observed at sea	836
Special investigations made at sea or along the coastline.....	1,046
Floating mines reported	17
Survivors reported.....	363
Dead bodies reported	36
Bombs dropped against enemy submarines.....	82
Enemy submarines definitely damaged or destroyed	2
Special convoy missions performed on request of the Navy.....	5,684
Airplanes lost	90
Fatalities.....	26
Personnel seriously injured.....	7



Source: Wesley Frank Craven and James Lea Cate, *Plans and Early Operations, January 1939 to August 1942*, vol. 1 of *The Army Air Forces in World War II* (1949; reprint, Washington, D.C.: Office of Air Force History, Government Printing Office, 1983), 543.



CHAPTER 2

U-boat Sightings Database Background Information

The following data is intended to serve as a point of departure for the study of sightings of German U-boat as reported by the CAP. This list is not inclusive of all reported CAP sightings but only those that are listed in the ESF and GSF War Diaries, covering the period of March 1942 to August 1943.

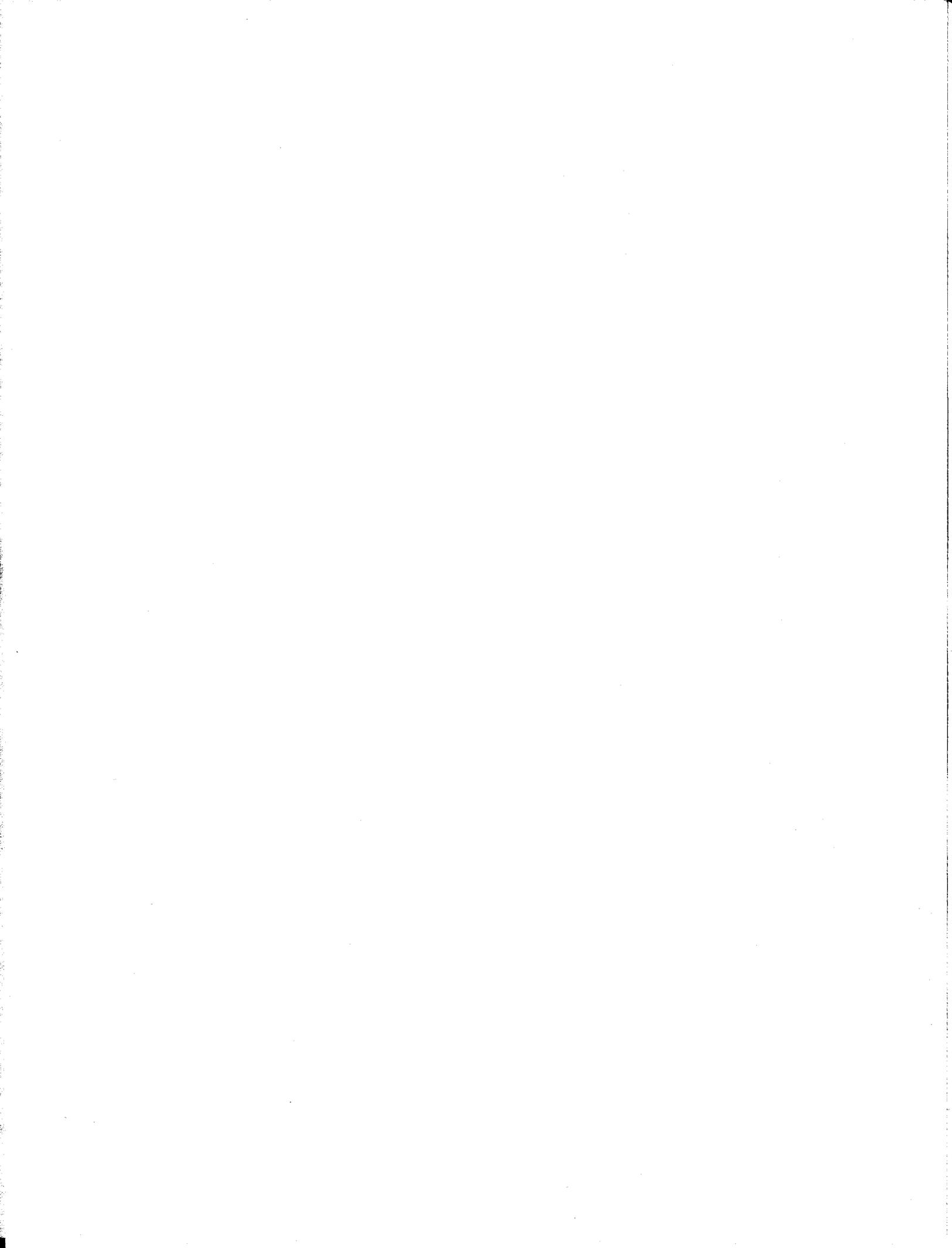
To understand the data presented, the following points of reference are included:

1. EWT and GWT stand for “Eastern War Time” and “Gulf War Time,” introduced following the institution of year-round daylight saving time on 9 February 1942 under the Roosevelt administration. EWT and GWT can be considered approximately interchangeable with Eastern Standard Time (EST) and Central Standard Time (CST).
2. The locations listed are those listed in the war diaries. When there is a variation in the exact position, either due to a typing error or garbled communication, the variation is listed with a comma or a forward slash.
3. Rarely is the reporting CAP coastal patrol (CP) base listed in the war diaries. The base listed is based on mapping the location of the reported sighting and comparing this information with the reported patrol location of each CAP CP and their date of initial patrol operations. When uncertainty exists as to which base can be credited, both are listed.
4. Reports of oil slicks (which could originate from a U-boat) are included in the sightings database.

5. The evaluations listed are only present if the military authorities evaluated the CAP sighting. The original war diary evaluation key is: AA = Positive; BB = Probable; CC = Possible; DD = Doubtful; NS = Non-Submarine.

6. For the attacks, the two primary armaments for CAP coastal patrol aircraft were typically an AN-M30 100-pound general purpose bomb or the Mark 17 325-pound depth bomb. The war diaries sometimes specify a plural number of bombs dropped, but lack exact numbers. This is indicated in the databases.

7. The notes section includes information paraphrased from the war diaries with specifics about the sighting and gives some insight into how the military evaluated the sightings.



ESF and GSF War Diaries - CAP U-boat Sightings				
Date	Time	Location	Base	Evaluation
				1942
11-Mar-42	2000 EWT	39.09N, 74.28W	CP-1	Doubtful
31-Mar-42	1830 EWT	37.55N, 74.57W	CP-2	
22-Apr-42	1320 EWT	39.40N, 73.55W	CP-1	
26-Apr-42	1235 EWT	38.22N, 74.57W	CP-4	
18-May-42	1535 EWT	38.30N, 75W	CP-2/4	
18-May-42	1630 EWT	37.33N, 75.30W	CP-4	
21-May-42	1211 GWT	30.10N, 81.07W	CP-5	Negative
22-May-42	1022 EWT	29.55N, 81.05W	CP-5	
22-May-42	1430 EWT	10 miles S of Lake Worth, FL, 4 miles offshore	CP-3	
22-May-42	1910 EWT	10 miles S of Lake Worth, FL, 4 miles offshore	CP-3	
22-May-42	1941 EWT	26.40N, 79.59W	CP-3/5	
22-May-42	2329 GWT	10 miles E of Lake Worth	CP-3	Negative
30-May-42	1800 EWT	37.18N, 75.33W	CP-4	Negative
7-Jun-42	0720 EWT	31.07N, 81.05W	CP-6	
11-Jun-42	1047 EWT	38.37N, 74.42W	CP-2	
22-Jun-42	1031 EWT	25.06N, 80.15W	CP-7	Negative
22-Jun-42	1140 EWT	5 miles, brng 110T frm Bay Point, near Parris Island, SC	CP-8	
26-Jun-42	0641 EWT	40.20N, 73.50W	CP-1	Negative
28-Jun-42	1410 EWT	39.15N, 74.20W	CP-1	
1-Jul-42	1350 EWT	39.29N, 73.58W	CP-1	
3-Jul-42	1100 EWT	37.08N, 75.35W	CP-4	
3-Jul-42	1850 EWT	37.30N, 75.28W	CP-4	
4-Jul-42	0952 EWT	28.51N, 80.40W	CP-5	
8-Jul-42	1905 EWT	37.37N, 75.24W	CP-4	
9-Jul-42	1555 EWT	39.40N, 74W	CP-1	
11-Jul-42	1307 EWT	39.07N / 39.15N, 74.13W	CP-1	
18-Jul-42	1045 EWT	29.13N, 80.40W	CP-5	
21-Jul-42	1533 EWT	39.41N, 74.03W	CP-1	
23-Jul-42	1005 EWT	28.55N, 80.25W	CP-5	
25-Jul-42	0905 EWT	39.15N, 74.10W	CP-1	Negative
29-Jul-42	2100 EWT	26.04N, 97.01W / 26.15N, 96.40W	CP-12	Possible
30-Jul-42	1340 EWT	28.25N, 80.20W	CP-12	
3-Aug-42	1055 EWT	31.55N, 80.5W	CP-6	
5-Aug-42		29.07N, 90.28W	CP-11	

Attack?	Notes
No	Submarine heading on course 300T, speed 3 knots; 2 USCG cutters sent to investigate.
No	Large oil slick spotted; Aircraft (bomber) wheel and other debris floating in middle of slick; no life rafts seen.
No	Blimp at 39.31N, 73.45W (10 miles from CAP position) circled oil slick with bubbles rising. Blimp dropped two smoke flares. Army plane dropped 3 Mk17s; second Army plane arrived, dropped 3 more Mk17s. At 1550 EWT, Blimp K-3 reported patrol boat had sound contact at 39.40N, 73.55W.
No	Oil slick and heavy boxes floating.
No	USN aircraft reported thick oil slick in position at 1835.
No	Army aircraft reported solid oil slick, empty raft, two masts floating in 37.30N, 75.30W at 1845.
No	Submarine submerged after sighting, ten miles south of sunken vessel off Jacksonville Beach.
No	Army planes investigated, but made no contacts.
No	Oil slick 1 mile long, four miles offshore spotted.
Yes - Mk17s (exact #?)	Lookout saw 3 CAP aircraft dropping depth charges.
No	
Yes	Four aircraft from NAS Banana River sent to scene, observed no submarine in area and result of their mission "definitely negative." Same report listed for 23 May 1942 GSF War Diary.
No	USN aircraft searched. Wreck near position.
No	
No	Submerged submarine, course 180T, speed 2 knots. USS <i>Zircon</i> and <i>Arctic Explorer</i> , together with Army and Navy aircraft exhausted depth charges. Sounds contacts considered whales, but <i>Arctic Explorer's</i> sound contact at 1734 considered reliable. <i>Zircon</i> standing by during night.
Yes - 3 Mk17s	Two CAP aircraft attacked submerged submarine. S.S. <i>Potrero Del Llano</i> sunk 14 May 42, 25.13N, 80.10W.
No	CAP reported "shattered object"; USMC pilot at 1507 dropped 2 bombs which failed to explode; returned 1820 with more ordnance but object disappeared.
No	Submerged submarine reported; OS2U-3 reported large whale at same position at 1205 hours.
No	Submerged submarine reported with oil slick.
No	Periscope sighted.
No	Oil slick sighted, 3-5 miles long, 8-10 feet wide; light yellow oil.
No	Oil slick sighted, 1/4 mile square; position where patrol boat depth charged 2 July 1942; several wrecks in area.
No	Submerged submarine; USN reported same submarine on surface, 1945 hours, 27.27N, 80.10W; third sighting at 2120 hours, 27.22N, 80.02W.
No	10-12 spots of rising air bubbles sighted; no recent action in area.
No	Submerged submarine, course 160 T, speed 6 knots.
No	Submerged submarine, course 280; globs of oil at distances of 15 feet and spreading; position changed to 39.15N, 74.13W, 3 miles west of wreck of S.S. <i>San Jose</i> , sunk 17 Jan 1942.
Yes - 2 M30 demos	Bombs listed as "200 lb. bombs."
No	Submerged submarine, course 60, speed 6 knots; circular oil slick moving with vessel; smoke bomb dropped. Two wrecks slightly north of position.
Yes	No detailed report.
No	Suspicious oil slick and periscope spotted; YP-355 and aircraft found "periscope" to be buoy marking wreck of S.S. <i>San Jose</i> sunk 17 Jan 1942 at 39.15N, 74.09W.
No	
Yes - M30 demos (exact #?)	No results reported.
No	Speed 5 knots.
No	CAP aircraft checking report of surfaced submarine saw Florida-type lugger meet alongside surfaced submarine for 30 minutes, then submerged after vessels separated and flashed signals. Gulf Refining Co. foreman witnessed event, but too far away to be positive.

6-Aug-42	1840 EWT	25.58N, 79.58W	CP-7	Possible
9-Aug-42	1848 EWT	28.30N, 80.23W	CP-3	Doubtful
16-Aug-42	1230 EWT	28.30N, 91.17W	CP-9	Possible
26-Aug-42	1838 EWT	27.25N, 80.06W	CP-3	Doubtful
27-Aug-42	0930 EWT	38.43N, 74.40W	CP-2	
27-Aug-42	1231 EWT	26N, 96.49W	CP-12	Doubtful
27-Aug-42	1445 EWT	25.56N, 97.05W	CP-12	Doubtful
31-Aug-42	1840 EWT	36.05N, 75.30W	CP-16	Doubtful
12-Sep-42	1445 EWT	39.18N, 74.08W	CP-1	
17-Sep-42	1220 EWT	East of Atlantic City, NJ	CP-1	
18-Sep-42	1740 EWT	30.39N, 80.57W	CP-6	
21-Sep-42	1450 EWT	29.16N, 81.51W	CP-5	
23-Sep-42	0718 EWT	26.58N, 79.55W	CP-3	Probable
23-Sep-42	1249 EWT	33.00N, 79.06W	CP-8	
24-Sep-42	2030 EWT	29.05N, 89.50W	CP-9	
24-Sep-42	1935 EWT	29.52N, 85.30W	CP-14	
10-Oct-42	0809 GWT	29.45N, 88.33W	CP-11	Doubtful
13-Oct-42	1654 EWT	26.04N, 79.51W	CP-7	Doubtful
22-Oct-42		26.12N, 96.28W	CP-15	
27-Oct-42	1700 EWT	32.07N, 80.26W	CP-8	
28-Oct-42	1737 EWT	29.28N, 93.38W	CP-10	Non-submarine
29-Oct-42	1550 EWT	35.05N, 75.39W	CP-21/16	
30-Oct-42	1415 EWT	39.18N, 74.06W	CP-1	

No	Air bubbles reported. Evaluated as possible enemy submarine contact; USCG OS2U plane investigated; results negative.
Yes - 3 M30 demos	Bombs dropped on fresh oil slick. Position is wreck of S.S. <i>Laertes</i> .
No	At 1130 GWT, submerged submarine sighted in clear water, approximately 20-30 feet below surface. After turning, submarine lost and pilot unable to locate it again.
Yes - 1 M30 demo	Pilot saw crash diving submarine from approximately three miles and after investigating saw long black object shape of submarine. Dropped smoke bomb to mark position about 1 M30 demolition bomb. Results negative. Transmitter went dead and returned to base. Aircraft at 1500 feet altitude. Depth of water 8 fathoms, five miles offshore.
Yes - 1 Mk17	Submerged submarine reported; reappeared at 0936 hours.
No	Strip of broken water running 250 degrees true.
No	This is believed to be same object as reported above; object 200 feet in length, stationary at 62 feet underwater.
No	Submarine sighted but disappeared on sighting. Position near wreck of S.S. <i>Byron D. Benson</i> , sunk 4 April 42, 36.08N, 75.32W.
No	Oil bubbles reports; USCGC <i>Y439</i> sighted periscope in same vicinity at time of CAP sighting.
No	Submerged object sighted.
No	
Yes - 2 M30 demos	Oil slick 750 feet long, 10 - 15 feet wide. Head of slick was a square wooden object approximately 4-6 feet, appeared to be anchored. Position circled for approximately 15 minutes and two bombs dropped, 1 which failed to detonate; other hit within 10 feet. Results negative, but believe submerged submarine near. One aircraft bombed; two others in vicinity circling. Second CAP pilot in area reported slick 200 feet long extending north and south. No reason to suspect submarine in area. Position 29.13N, 80.53W. Slick reported increased by 50% after bombing.
Yes - 1 M30 demo	Pilot noticed what appeared to be a USCG boat, low in water. Aircraft flew over to investigate and when within 1-2 miles the vessel disappeared. Bubbles and fumes noticed in area where vessel disappeared. Submarine was on 300 degree course proceeding slowly. Plane dropped one bomb which failed to explode where vessel disappeared. Also dropped two smoke bombs, one of which fired.
Yes - 1 M30 demo	Submerged submarine sighted, one bomb dropped, buoy located in same position; 2 Army planes sent out.
No	Information sent to Army Intelligence via fishermen who reported information on sub sighting to CAP base. Sighting was on 20 September 1942.
No	Sighted "feather" or seaweed, foam, and slight oil slick on surface - possible submerged object stirring up bottom.
No	Large, suspicious oil slick; evaluated as bilge water from shipping routes.
No	Pilots Jacks and Woods patrolling at 300 feet altitude, course north, visibility 20 miles. Six or seven miles out Jacks sighted what he thought was a small coast guard boat on course south. Watched continuously for 2-3 minutes until he lost it in the "trough" at about two miles distance. Climbed to 550 feet and could not locate boat again. One minute later he arrived over point where he thought it disappeared and saw disturbed water, that was bubbly and light green in color, 150-200 feet long and 25-30 feet wide, coming to point at its southern limit. Disturbance remained stationary and was in evidence generally for approximately 25 minutes, gradually fading out. Remainder of sea was dark blue and very rough with numerous whitecaps. Woods saw nothing except disturbed water for 30-40 seconds. Smoke bombs dropped 50 feet from water disturbance.
No	Oil slick one mile long. May be from wreck of S.S. <i>Oaxaca</i> .
Yes - 1 Mk17	Suspicious object sighted; depth charge dropped with negative results; water depth 42 feet.
No	Observer claimed submarine surfaced, then crash-dive. Pigment bomb dropped. Water 7 fathoms in depth, and evaluated as probable gas fissure. Water too shallow for submarine operations.
No	Aircraft sighted small CG picket boat, 10-15 miles distant; object disappeared on approach, left visible disturbance in water. Position in center of mined area.
Yes	CAP aircraft observed air bubbles coming to surface; summoned armed CAP plane which attacked. Wrecks located in 39.15N, 74.09W and 39.23N, 74.07W.

4-Nov-42	0803 EWT	31.27N, 80.57W	CP-6	Possible
4-Nov-42	1530 EWT	29.59N, 85.38W 29.50N, 85.35W	CP-14	Non-submarine
4-Nov-42	1612 EWT	29.47N, 84.35W	CP-14	Negative
4-Nov-42	1630 EWT	34.05N, 75.50W	CP-21	Non-submarine
5-Nov-42	1640 EWT	39.05N, 74.20W	CP-1	Negative
8-Nov-42	1800 EWT	Off Brant Rock, near Plymouth, MA	CP-18	
14-Nov-42	1435 EWT	27.58N, 83.02W	CP-13	
17-Nov-42	1515 EWT	27.08N, 82.58W	CP-7	
23-Nov-42	0948 EWT	40.03N, 73.44W	CP-17/1	
23-Nov-42	1645 EWT	32.24N, 79.54W	CP-8	Positive
25-Nov-42	0827 EWT	30.20N, 81.05W	CP-6	Probable
21-Dec-42	1305 EWT	26.06N, 96.57W	CP-12	
23-Dec-42	1505 EWT	26.05N, 82.08W	CP-13	Non-submarine
24-Dec-42	1125 EWT	26.36N, 79.59W	CP-3	Non-submarine
				1943
9-Jan-43	1045 EWT	40.45N, 70.50W	CP-18	
14-Jan-43	1048 EWT	39.30N, 74.10W	CP-1	Doubtful
17-Jan-43	0805 EWT	38.42N, 74.55W	CP-2	Possible
7-Feb-43	0856 EWT	32.37N, 79.03W	CP-8	Possible
20-Feb-43	1545 EWT	40.57N, 72.06W	CP-17	Negative
13-Mar-43	0845 EWT	41.18N, 70.48W	CP-18	Negative

Yes - 1 M30 demo	Altitude 100 feet, saw flash in water, distance of 1000 feet; observed green streak in water; submarine emerged showing bow and conning tower while observing streak; flew over submarine between bow and conning tower; wake breaking behind conning tower; aft of conning tower hull not visible - quite positive of observations, color dark gray. Observed gun forward of conning tower quite clearly. Climbed to 800 feet and dropped 1 demolition bomb which failed to detonate. Submarine course SW; other sighting in area on 3 Nov. 42, 31.28N, 80.55W, 1430 hours.
No	Reported in ESF War Diary as 29.50N, 85.38W at 1630 hours. Believed to be school of shrimp.
No	2 CAP aircraft off Dog Island reported submerged submarine in 7 fathoms churning up mud, headed offshore. Report negative.
No	Two wrecks in area; sighted in 12 fathoms.
Yes - 2 Mk17s	Depth charges dropped on grey and purple streaks in water, 15 fathoms of water; results negative. CG vessel to area, dropped depth charges at 39.07N, 74.23W. No visible results. Known wreck at 39.06N, 74.33W.
No	CAP aircraft saw bubbles and oil slick; two USN aircraft investigated, reported fresh oil slick in "V" shape, 100 yards wide at large end, 5 miles east of Brant Rock. Water depth 25 fathoms. Surface vessels to scene. Time of received report 1800 EWT.
No	Oil slick reported with streaks of red running through it. Slick approx. 500' by 1500'. USCG vessel investigated with negative results.
No	Oil slick sighted one acre in size. Due to size and proximity to shipping lanes decided to be result of pumping of bilges. No further action taken.
No	Oil slick sighted.
No	Patch of pale blue smoke like from diesel engine coming from water and water swirl near buoy 4K1. Pilot and observers saw conning tower and decks awash.
No	Patrol boat or submarine sighted from altitude of 1100 feet; circled toward object, pilot saw it disappear in 30 seconds before plane could get in attack position. Arriving at scene, pilot and observer saw swirl and wake.
No	Black object, 75 feet long, lying 120 and 300 degrees, motionless, nearly submerged. Was not lying in the trough of the wave but across it. Plane at 700-800 feet altitude. Visibility poor, plane circled but could not relocate object. Water at point is about 10 fathoms.
No	Aircraft at 900 feet, course 120 degrees. Observer Brock directed pilot's attention to submarine 1.5 miles away. Pilot circled, came over to spot, and sighted a wake 20-30 feet long which he took to be a submerged submarine. No conning tower, guns, periscope, swirl, bubbles, oil slick or smoke was observed. Altitude at nearest approach was 300 feet, smooth sea with hazy visibility. Pilot has never seen submarine before and has only four months over-water flying. Observer Brock stated his attention was called to spot by wake. Thought he observed top of the conning tower just before it submerged. Seemed to be more wake in front of object than behind it. Estimated length of wake to be 75 feet, long and white. Depth of water at position only 48 feet; smooth water and sub crash diving would have left wake over almost one mile.
No	Water boil, wake then underwater swirl 35 feet long; no oil spotted. Vessel S.S. <i>Ohio</i> sunk in area believed to be source of boil.
No	Oil slick 200 yards long, narrow, stationary.
Yes - 1 Mk17	Object spotted breaking water between patrol vessels, moving seaward. Depth charge dropped; failed to detonate.
No	Dark object resembling small boat sighted; disappeared straight down as planes approached, no wake. Oil slick appeared, stationary, no head, 50 feet in diameter and appeared fresh. Dark smoke appeared simultaneously with objects disappearance. Position of events 2 miles South of radar contacts made by Fort Miles. Evaluated as possible mine laying submarine.
No	Apparent small boat spotted on course 270T, speed 12 knots at distance of 3-5 miles at 1300 feet altitude. As planes closes, large gray conning tower observed; object submerged to decks awash and then completely, leaving large wake. Assorted aircraft and vessels converged on areas.
No	Sighted in 9 fathoms. Military aircraft and vessels sent to area. ESF evaluates non-submarine.
No	Submarine spotted crash diving; water depth four fathoms.

26-Mar-43	1330 EWT	43.38N, 68.59W	CP-20	Possible
30-Mar-43	0740 EWT	25.33N, 80.03W	CP-7	Doubtful
10-Apr-43	1420 EWT	26.28N, 79.48W	CP-3	Doubtful
13-Apr-43	0930 EWT	29.02N, 80.41W	CP-5	
16-Apr-43	0925 EWT	31.55N, 80.22W / 80.32W	CP-6	Doubtful
16-Apr-43	1845 EWT	29.50N, 85.50W	CP-14	Doubtful
24-Apr-43	1207 EWT	38.47N, 74.40W	CP-2	Doubtful
27-Apr-43	1645 EWT	32.32N, 79.35W	CP-8	Doubtful
1-May-43	0659 EWT	43.42N, 69.25W	CP-19	Doubtful
2-May-43	1530 EWT	28.20N, 95.46W	CP-15	
3-May-43	1854 EWT	27.01N, 96.55W	CP-12	Doubtful
5-May-43	1400 EWT	26.21N, 80W	CP-7	
6-May-43	0808 EWT	41.03N, 71.43W	CP-18	Doubtful
17-May-43	1520 EWT	34.53N, 75.42W	CP-21	Negative
21-May-43	1020 EWT	28.57N, 92.10W	CP-10	Non-submarine
21-May-43	1030 EWT	32.48N, 79.25W	CP-8	Doubtful
30-May-43	0730 EWT	35.58N, 75.05W	CP-16	Negative

No	2 periscopes sighted by F/V <i>Eugene Staples</i> and YP-547 and YP-213, AM-94, and CAP aircraft dispatched to search. Negative search, but CAP Observer reported seeing two periscopes, 18 inches apart about 4 to 5 inches in diameter. Cominch ordered no action be taken without more positive identification as 2 friendly submarines were operating in the area.
No	Aircrew spotted a small boat pitching heavily and when they arrived at the scene the boat had disappeared. Pilot thought due to heavy seas that he had sighted what might be waves breaking over the conning tower of a submarine. Depth of water at point between 25 - 78 fathoms. During interview, pilot stated that on approaching item he is convinced that what he saw was a conning tower, gray in color, with some markings visible. Object rode through three waves and was only about half visible on the next one. Immediately thereafter, the object disappeared. Observed from 1000 feet for about one minute. No guns or periscope observed and little wake seen. No surface swirl observed, although pilot described a circular swirl, 50 feet in diameter, below the surface. Pilot has seen submarines, has seen them crash dive, is confident that object sighted was a submarine. GSF evaluation doubtful, that improbable a submarine would surface so close to shore, in such heavily patrolled position so long after daybreak.
Yes - 1 M30 demo	Periscope spotted 13.5-14 miles east of Delray Beach, FL, from a distance of 1/2 mil, at altitude of 1000 feet. Observed for about one minute and appeared heading SW, making distinctive wake. Both observers reported outlined of what appeared to be a submarine just under the surface of the water. Described as being as large or larger than submarines previously sighted by pilot in Key West area. Plane attacked with one M30 demolition bomb within 30 feet of periscope. Periscope then disappeared. Reappeared 10 minutes after bomb, but course now approximately NW. Both observers reported distinct shape of submarine seen some 5 feet below surface but without discernible details. Plane circled area for one hour and five minutes and dropped smoke bombs to mark position. Army Controller asked CAP plane to refuel and proceed back to area of sighting. GSF: Unlikely that submarine would show periscope 15 minutes after attack by aircraft or travel at periscope depth in heavily patrolled area at speed to create a definite wake or feather by periscope.
No	Oil slick spotted, 25' by 100'; believed source was a motor boat.
Yes - 2 M30 demos	Both CAP aircraft reported sighting submarine; submerged then resurfaced twice. Neither M30 exploded. Several military aircraft and surface craft dispatched to scene of sighting; attack brought up one large and one small whale.
No	Plane at 800 feet sighted at one mile a disturbance in water. Upon flying closer and inspecting he noticed disturbed water and streak in water 500 feet long, 10 feet wide. Reported he could see something bare under the water. Position 12 miles from shore in 12 fathoms of water. Combat intelligence thinks caused by school of fish.
Yes - 1 Mk17	Depth charge failed to detonate; 1300 hours, another CAP plane sighted a whale in same position; USN aircraft search negative.
No	Submerged vessel sighted 5 miles SE of buoy C-1 in 7-9 fathoms of water.
No	Submarine reported crash diving.
No	Oil slick reported in shape of a large V. Slick appeared to be heading southwest and approximately one mile wide at one end. Pilot attached no particularly significance to slick; no action taken.
No	Plane at altitude of 1000 feet, sighted what appeared to be small USCG vessel from distance of 3-4 miles. Upon approach, vessel no longer seen. Pilot nor observer had glasses, or had ever seen a submarine. No surface vessels in this position; depth of water approximately 25 fathoms.
No	Oil slick sighted, six USN boats, six USN patrol bombers, and 2 army bombers seen in area.
No	Periscope sighted disappearing at end of oil slick.
No	Two CAP aircraft sighted apparent submarine submerging. Wreck with mast visible in 34.52N, 75.51W. ESF evaluated non-submarine.
No	Possible periscope sighted, disappeared after sighting; mud and oil streaks seen but no "possible periscope" seen by other CAP aircraft. Depth of water is 72 feet. Believed to be wreck of <i>Cities Service Toledo</i> .
No	Dark submerged object sighted; smoke bomb dropped. Water 8 fathoms depth, no wrecks.
No	Bluish grey object sighted at 3 miles, disappeared under water 1.5 miles, leaving slight ripple. Identified as wreck with spars showing.

2-Jun-43	0825 EWT	34.32N, 76.48W / 76.46W	CP-21	Doubtful
6-Jun-43	0710 EWT	32.43N, 79.35W	CP-8	
6-Jun-43	1220 EWT	33.03N, 79.05W	CP-8	Doubtful
8-Jun-43	0800 EWT	34.07N, 77.08W	CP-21	Negative
17-Jun-43	0615 EWT	35.30N, 75.10W	CP-16	Negative
24-Jun-43	1220 EWT	29.40N, 87.45W	CP-14	Doubtful
6-Jul-43	0815 EWT	27.30N, 83.20W	CP-13	
7-Jul-43	0805 EWT	27.18N, 82.56W	CP-13	
17-Jul-43	0945 EWT	26.29N / 26.34N, 80.02W	CP-3	
19-Jul-43	1900 EWT	25.05N, 80.18W	CP-7	
27-Jul-43	0745 EWT	29.35N, 85.19W	CP-14	Non-submarine
30-Jul-43	1425 EWT	29.53N, 80.37W	CP-5	
6-Aug-43	1228 EWT	25.36N, 79.56W	CP-7	Negative
20-Aug-43	0832 EWT	35.20N, 75.15W	CP-16	Doubtful

No	Conning tower sighted in 10 fathoms. Object believed to be submarine 20 feet under water; wreck with 2 masts showing close to sighting; Search by aircraft and USCG vessels met with negative results.
No	Fresh oil slick sighted.
Yes - 1 M30 demo	Long low object just beneath surface, 200-250 feet long, oblong projection in center and oval shape spotted; bomb dropped then marker.
No	Submerged object sighted; evaluated as wreck, no action taken.
No	Fresh oil slick sighted. Blimp sent to evaluate reported oil slick and stationary MAD target; evaluated as wreck (several in vicinity).
No	Aircraft at 5000' altitude, flying due north; object seemed to be moving on a course of 270T, speed of approximately 10 knots. A wake estimated by pilot to be from 400 - 600 feet long was visible. Pilot stated object appeared to be about the size of "something between a large Coast Guard vessel and a small tanker." When plane made a head-on approach to the object, it remained in sight continuously until plane was two miles away at altitude of 2500 feet, then disappeared from sight, leaving wake that persisted for one minute. Pilot sighted oil slick about one mile long, light in color, about a mile northeast of position of sighting. No conning tower visible, guns, men, or periscope. Depth of water 23 fathoms. Object estimated later to be 160 feet in length. Pilot and observer have over 700 hours in antisubmarine patrol in area, but neither have previously seen any submarine activity.
No	Circular oil slick about 200 feet in diameter spotted. Pilot stated that oil appeared to be still coming up as circle grew larger. No wrecks in area.
No	Large oil slick spotted.
No	Long, fresh oil slick sighted.
No	Circular oil slick, apparently fresh and covering approximately a mile and half in area, center of slick heavier than rest and heavier part covered area approximately 1/2 mile. Wooden boxes scattered throughout the slick. Slick stationary and greenish-blue in color. About 77 miles from position of attack on K-74.
No	Circular, white, foaming swirl in 4.5 fathoms. Possibly a wave breaking over the St. George Whistle Buoy.
No	Heavy oil slick about 35-40 miles east of St. Augustine, extending over an area of four miles but no signs of wreckage or survivors.
No	Object sighted underwater in middle of large oil slick with bubbles rising to surface. Object disappeared during time plane observed the object, but the large air bubbles still seen rising.
Yes - 1 M30 demo	Surfaced submarine sighted at altitude of 1500 feet, 10 miles distant; 3 miles submarine observed submerging. 1 bomb dropped; failed to detonate. Blimps, aircraft, vessels sent to area; ESF evaluation doubtful.



CHAPTER 3

Sightings of Unusual Items

CAP patrols did not just hunt for U-boats but reported sighting anything unusual on their flights. Data listed here does not include every reported sighting by the CAP but only those listed in the ESF and GSF War Diaries.

To understand the data, the following points of reference are included:

1. The locations listed are those listed in the war diaries. When there is a variation in the exact position, either due to a typing error or garbled communication, the variation is listed with a comma or a forward slash.
2. The reporting CAP coastal patrol (CP) base was often listed in the GSF War Diary. The ESF War Diary did not include many CAP non-submarine sightings, and as such the bulk of this data is attributed to the GSF War Dairy. When not explicitly stated in the records, the base listed is approximated by mapping the location of the reported sighting and comparing this information with the reported patrol location of each CAP CP and their date of initial patrol operations.
3. Reports of oil slicks (which could originate from a U-boat) are included in the sightings database and not included in this database, unless the sighting was not considered to originate from a submarine but a sinking or non-event.

ESF and GSF War Diaries - CAP Sightings of Unusual Items				
Date	Time	Location	Base	Item
				1942
15-Mar-42	0800 EWT	39.15N, 74W	CP-1	Sunken Ship
15-Mar-42	0807 EWT	39.02N, 74.30W	CP-1	Survivors
31-Mar-42	1830 EWT	37.55N, 74.57W	CP-2	Crashed Aircraft
28-Apr-42	1148 EWT	37.58N, 75.06W	CP-2	Fishing Vessel
4-May-42	0755 EWT	27.20N, 80.10W	CP-3	Vessel Aground
6-May-42	0715 EWT	27.15N, 80.00W	CP-3	Sunken Ship
6-May-42	0900 EWT	near Bethel Buoy, FL	CP-3	Burning Ship
8-May-42	0715 EWT	38.57N, 74.47W	CP-2	Crashed Aircraft
18-May-42	2010 EWT	38.55N, 74.55W	CP-2	Mine
22-May-42	1235 EWT	29.53N / 29.55N, 81.05W	CP-5	Survivor
1-Jun-42	0950 EWT	31.20N, 80.55W	CP-6	Sunken Ship
5-Jun-42	1009 EWT	39.20N, 74.15W	CP-1	Survivor
12-Jun-42	1145 EWT	38.40N, 74.55W	CP-2	Survivor
15-Jun-42	1250 EWT	39.30N, 73.50W	CP-1	Burning Ship
24-Jul-42	1250 EWT	25.40N, 80W	CP-7	Mine
25-Jul-42	0810 EWT	2 miles east of Fowey Rocks Light	CP-7	Life Raft
7-Sep-42		Entrance to Tampa Bay, FL	CP-13	Wreckage
11-Sep-42		20 miles SW of Panama City, FL; 5 miles offshore	CP-14	Sinking Ship
12-Sep-42	1700 GWT	26.02N, 97.02W	CP-12	Life Raft
20-Sep-42	1422 GWT	26.45N, 97.20W and 26.33N, 97.17W	CP-12	Life Rafts
25-Sep-42	1230 EWT	28.24N, 80.18W	CP-5	Wreckage
27-Sep-42	1106 EWT	garbled	?	Survivor
10-Oct-42	1540 GWT	29.44N, 87.53W	CP-11	Wreckage

Notes

Tanker underwater; small boat and life raft in vicinity; no survivors observed. One life boat sighted 2 miles north of tanker.

Oil slick with bodies in it, "some apparently alive."

Large oil slick; airplane (bomber) wheel and other debris floating in middle of slick. No life rafts seen.

Fishing vessel *Reliance* spotted in oil slick 100 feet in diameter. Three men and large hose on deck; vessel moved when plane approached and stopped when aircraft withdrew.

Tanker aground.

CAP plane saw tanker afire and "blow up." CAP plane, 2 miles NE of position saw sunken ship with masts showing, surrounded by barrels, crates, oil, 2 overturned lifeboats, 2 rafts and other wreckage. Possibly from S.S. *Amazon*.

CAP aircraft observed tanker sinking with two lifeboats alongside.

USCG to investigate.

Round knob with hook seen on mine.

Man on raft; not found as of 1800 EWT.

Ship's bridge and other wreckage; no reported sinkings in this vicinity.

Man on raft; Widgeon (ASR) dispatched to scene; no further report.

Life raft with one man aboard, flying white flag. Surface craft dispatched; 1456 EWT plane sighted raft 13 miles away - empty.

Blimp and plane search produced nothing.

Floating mine or buoy sighted. Life raft also sighted in same vicinity. Reported mine sunk by .50 caliber machine gun at 1556 EWT. Antenna float for mark six mine.

Large raft, with suspected survivors under canvas; turned out to be large supply of provisions.

Scattered wreckage, including parts of ship's cabin, bridge, life preservers, and board with letter "N". Believed wreckage may be from sunken tug *Wiley Moore*.

Boat sinking, awash and on side. No personnel visible; USCG to investigate.

Life raft floating with keg and oars. Appears to have been in water for long time.

Marked by sea gulls or paint. No life aboard.

Two life rafts spotted ashore with equipment aboard resembling beds and barrels. Tracks resembling those of an automobile were seen in sand. Naval Intelligence informed.

Object sighted about five feet in diameter, 15 feet long, tubular shaped. Seemed to have six floats supporting object rimmed about outer edge. Canvas or cloth or some kind and grayish white in color.

Survivor observed on life raft but position garbled. USCG vessel one quarter mile away.

Metal ball sighted, four feet in diameter. Painted white with one yellow and one black stripe around circumference. Light chain attached to ring hanging from it into the water. Second ball painted silver with shackle on top with attached cable observed at 29.45N, 88.98W.

11-Oct-42	1435 EWT	32.30N, 80W	CP-8	Survivors
17-Oct-42	1215 EWT	25.07N, 80.13W	CP-7	Sunken Ship
26-Oct-42	1600 EWT	25.33N, 80W	CP-7	Abandoned Vessel
29-Oct-42	0825 EWT	2-4 miles E, 2 miles N of Tavernier, FL	CP-7	Abandoned Vessel
31-Oct-42	1910 EWT	1 mile NE of Soldiers Key, FL	CP-7	Vessel Aground
6-Nov-42	Morning	28.06N, 96.47W	CP-15	Life Boat
10-Nov-42	1600 EWT	28.07N, 80.03W	CP-3	Abandoned Vessel
13-Nov-42	0948 GWT	26.20N, 97.02W	CP-12	Life Raft
23-Nov-42	0948 EWT	41.03N, 71.14W	CP-18	Wreckage
29-Nov-42	1310 GWT	29.39N, 93.51W	CP-10	Life Raft
4-Dec-42	1520 EWT	off Boynton, FL	CP-7	Wreckage
10-Dec-42	0919 EWT	6 miles south of Fowey Rocks, FL	CP-7	Crashed Aircraft
12-Dec-42	1700 EWT	25.30N, 79.55W	CP-7	Floating Tree
15-Dec-42	1640 EWT	41.27N, 70.57W	CP-18	Mine
20-Dec-42	0900 EWT	25.38N, 80.19W	CP-7	Body
23-Dec-42	1232 EWT	27.52N, 96.24W	CP-15	Parachute
28-Dec-42	1745 EWT	29.10N, 90.06W	CP-9	Wreckage
				1943
1-Jan-43	1700 EWT	29.24N, 84.23W	CP-14	Abandoned Vessel
26-Jan-43	1755 EST	1.5 miles off Clearwater Beach, FL	CP-13	Vessel in Distress

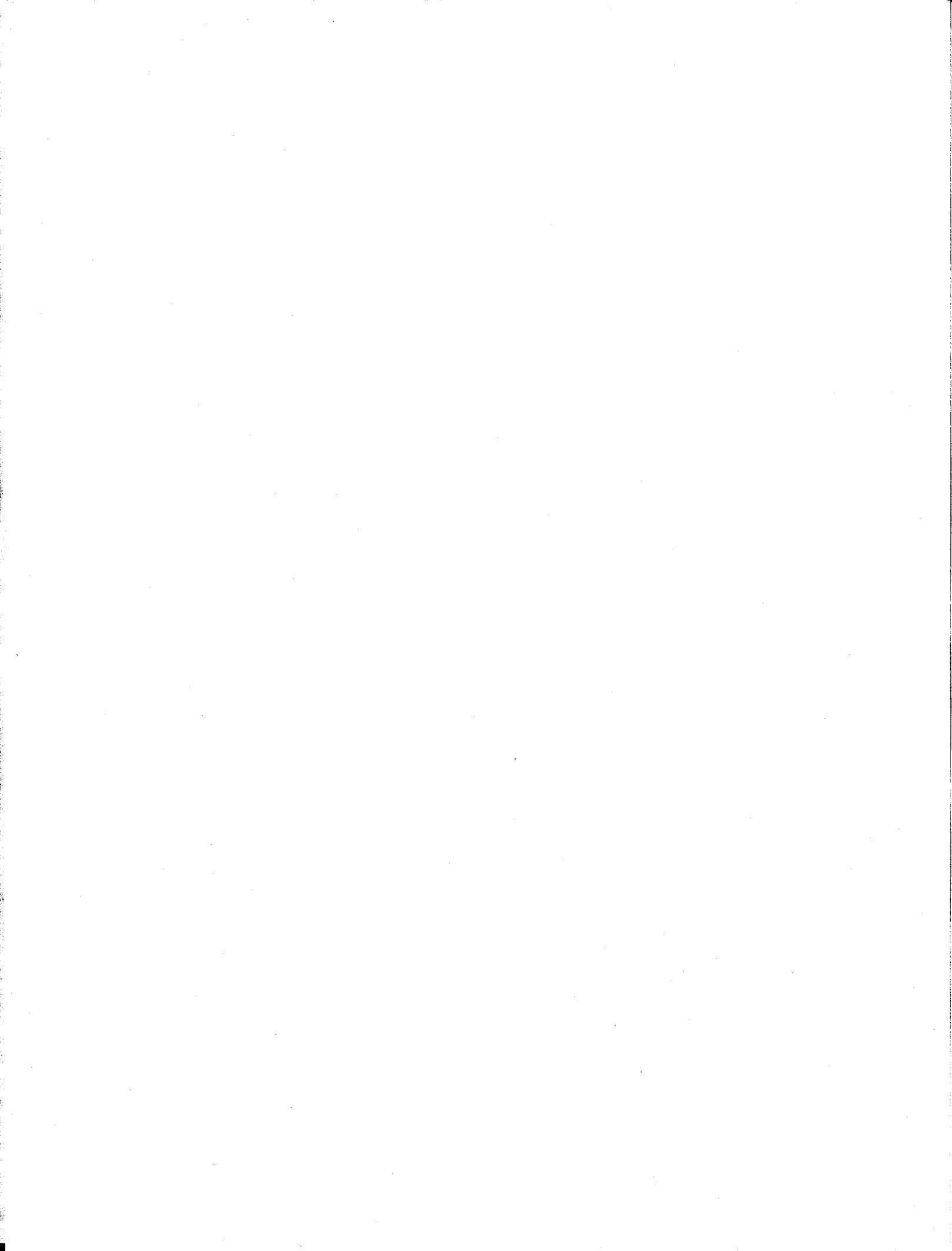
Men sighted on life raft. Aircraft circled; <i>SC-634</i> proceeded to scene. Survivors of CAP air crash.
Submerged rowboat 5 miles offshore; also sighted wreckage and bilge oil between Fowey Rocks and Molasses Reef, FL.
Overtaken lifeboat spotted. Plane dropped smoke bomb and <i>CG-223</i> located boat and towed to Miami. Boat was 12-foot double-ender, white with green and red trim, bearing name "Verdulindu."
18-20 foot empty motorboat sighted. USCG investigated and no motorboat found. On 30 Oct 42, at 1515 EWT, reported boat was being salvaged.
25-30 foot motor fishing vessel aground, 4-5 people aboard. USCG reported at 2020 EWT boat floated free with tide.
Washed ashore at 28.06N, 96.47W, where it was examined by a CAP flight that landed on the beach. Sail marked "S.S. <i>American Trader No. 3</i> " and boat contained full provisions and equipment. Four oars lashed down and stern was damaged. Boat gave no evidence of having been occupied.
Empty motor sailer, 35 feet long, low in water sighted.
Wooden life raft sighted and observed again at 1201 GWT. Spotted again at 2010 GWT at position 26.14N, 97.01W.
Floating yellow ball and box, 28 miles and 93 degrees from Montauk, NY.
Raft sighted and apparently provisioned and showed no signs of long exposure. CP-10 also reported raft at 1340 GWT at 29.23N, 93.56W and 29.23N, 93.58W at 1338 GWT.
Parachute or target sleeve, floating in water. Item recovered by <i>YP-535</i> and determined to be aerial target sleeve.
Army B-34R, serial number AJ-347, from 8th Antisubmarine Squadron crashed and crash boat at scene picked up three survivors.
Huge tree, roots up, drifting northward at 4 knots.
Floating mine with "camouflaged top", 200 yards offshore.
Body floating in water and recovered by USCG at 1114 EWT. Identified as B.G. Brinkman, local winter resident who with companion, G.C. Sedano, aboard Brinkman's boat, the BGD, had been reported missing since 18 Dec 42 along the Keys south of Miami. Body of Sedano recovered by <i>CG-38516</i> at 1750 EWT. Boat never found. CAP pilots who first spotted Brinkman given reward of \$500.
Parachute proved to be an old original whistle buoy which appears on USCG chart no. 1117, in 27.51N, 96.27W.
New painted grey wreckage observed. Close by is a red flag, apparently attached to wreckage. Also tow flags noticed on Timbalier Island, one red and one blue, on same flag pole. Wreck of S.S. <i>Benjamin Brewster</i> is at 29.03N, 90.09W. May be wreck observed.
Grey, 16-foot rowboat sighted, containing several small paper packages. USCG advised that they had a boat in the area at the same time. Assumed CAP sighting was this USCG boat.
Fishing vessel in distress; <i>CGR-7030</i> dispatched and at 1845 EWT had vessel in tow back to Tampa Bay, FL.

28-Jan-43	1225 EWT	Off Flagler Beach, FL	CP-5	Parachute
30-Jan-43	1150 EWT	5 miles W of Soldiers Key, Miami, FL	CP-7	Vessel Aground
11-Feb-43	1432 EWT	28.04N, 80.26W	CP-7	Parachute
11-Feb-43	1815 EWT	21.01N, 96.40W	CP-15	Life Ring
15-Feb-43	1700 EWT	27.33N, 82.54W	CP-13	Wreckage
16-Feb-43		26.45N, 82.50W	CP-13	Wreckage
26-Feb-43	1235 EWT	29.32N, 92.28W	CP-9	Crashed Aircraft
28-Feb-43	1320 EWT	29.33N, 92.25W	CP-10	Body
4-Mar-43	0936 EWT	27.46N, 82.59W	CP-13	Abandoned Vessel
11-Mar-43		27.39N, 82.40W	CP-13	Crashed Aircraft
14-Mar-43	1030 EWT	27.04N, 79.56W	CP-3	Parachute
21-Mar-43	1811 EWT	37.51N, 74.49W	CP-4	Crashed Aircraft
11-Apr-43	2015 EWT	25.35N, 79.50W	CP-7	Wreckage
15-Apr-43	1035 EWT	26.37N, 79.54W	CP-3	Wreckage
22-Apr-43	1400 EWT	27.06N, 82.41W	CP-13	Abandoned Vessel
24-Apr-43		25.36N, 79.48W	CP-7	Wreckage
28-Apr-43		29.55N, 88.30W	CP-11	Wreckage
29-Apr-43	1100 EWT	25.28N, 80.17.5W	CP-7	Crashed Aircraft
29-Apr-43	1125 EWT	29.23N, 93.23W	CP-10	Raft
29-Apr-43	1240 EWT	5 miles due E of Jupiter Inlet, FL	CP-3	Wreckage

CAP reported parachute with man clinging to it. USCG reported object sighted was a target sock. No man or parachute discovered in area.
Tug boat with three barges in tow aground. USCG located tug and barges, Tug, <i>Bremen</i> , being refloated.
Parachute sighted floating in water. USCG search results negative.
Ring-type life preserver sighted in water.
Wreckage of large wooden boat with boxes and other debris scattered over large area. May be wreckage of dredge <i>Gulfport</i> reported adrift and later sunk in area.
Aircraft sighted a deck cabin with number #17392 on it drifting southward. As possible navigation hazard, USCG boat dispatched to pick up cabin.
Wrecked bomber aircraft located from air, leaking oil with deflated rubber boat seen on beach. Two men on horseback and small boat in vicinity directed by CAP planes to the scene.
Body sighted wearing Mae West lifejacket. Identified as Staff Sgt. Billy T. Davenport, crew member of B-34 bomber which crashed on 24 Feb 43 at 1730 EWT while on regular target towing mission.
One large barge and two small ones adrift. <i>LT-331</i> by 1235 EWT had barges in tow.
Aircraft sighted down on beach, with either pilot or guard standing near plane. Apparently AT-6, #6734.
Parachute or target sleeve spotted. CAP aircraft dropped smoke flares directing USN surface in vessel to item.
Believed to be wreckage of missing CAP aircraft. USS <i>Alabaster</i> and <i>YP-221</i> searched area with negative results.
Wreckage consisted of bedding, life preservers, deck house, window sills, and boards. No survivors, oil slick, or visible disturbances observed.
Approximately 30 loaded crates awash. About 4x10 feet in size and covered area of one mile. Vessels dispatched to site returned with negative results.
Capsized, flat-bottom boat, approximately 17 feet in length spotted. Bottom side up, painted yellow with white sides. No sign of life in vicinity.
Railing sighted, believed to be from boat. 75 feet long, 15 inches wide, about 6 inches thick.
Observers reported spherical object, with handrail and ropes dangling, about 5 feet in diameter.
Aircraft wreck entirely submerged and demolished. No survivors sighted. Oil slick in area. CAP aircraft dropped message to small boat which recovered several small pieces of yellow and green wreckage. One body recovered but identification impossible because of its condition. Second body recovered but not identified. Apparently an SNJ-3 aircraft was reported missing with two aboard since 1000 EWT. Later identified as this aircraft.
Unoccupied wooden raft, 8 feet by 10 feet. Contained a fruit crate and large box. No visible identification marks.
Black rounded object sighted, 4 feet in diameter and 8 feet long. Apparently lost buoy.

1-May-43	1300 EWT	26.33N, 79.40W	CP-3	Wreckage
2-May-43	0805 EWT	41.53N, 70.30W	CP-18	Burning Ship
13-May-43	1900 EWT	25.03N, 80.11W	CP-7	Wreckage
17-May-43	0930 EWT	25.31N, 80.10W	CP-7	Vessel in Distress
6-Jun-43	0850 EWT	27.20N, 80.10W	CP-3	Wreckage
20-Jun-43	1858 EWT	27.36N, 83.09W	CP-13	Vessels in Distress
1-Jul-43	1250 EWT	26.37N, 79.55W	CP-7	Wreckage
5-Jul-43	1545 EWT	27.22N, 82.52W	CP-13	Wreckage
7-Jul-43	0805 EWT	27.26N, 82.59W	CP-13	Wreckage
7-Jul-43	1638 EWT	7 miles N of AWS Post at Bunnell, FL	CP-5	Crashed Aircraft
9-Jul-43	1730 EWT	26.05N, 80W	CP-7	Wreckage
9-Jul-43	2000 EWT	27.22N, 83.07W	CP-13	Wreckage
12-Jul-43	0929 EWT	29.38N, 87.48W	CP-11	Crashed Aircraft
27-Jul-43	1510 EWT	30.12N, 85.53W	CP-14	Crashed Aircraft

Oil slicks and debris, including boxes approximately 1 foot square and what appeared to be crates about the size of orange crates. Search by <i>CGR-1467</i> with negative results.
Burning boat sighted; identified as <i>CG-58012</i> , completely destroyed and sunk. Crew suffered burns and exposure, but all rescued by <i>F/V Leonard A.</i>
Hexagon-shaped metal object about five feet wide and projected about two feet above the surface sighted. Six miles northeast of position pilot sighted some wreckage, including hatch-cover.
60-foot schooner sighted flying distress signals. Heavy seas running and vessel appeared to be hard aground. Plane dropped a message asking the crew to continue waving a white flag if they were in urgent distress. Vessel identified as <i>Caridad</i> , floated and towed to Miami by <i>CG-54011</i> .
Boxes and pieces of wood sighted.
Two fishing boats in distress; <i>CG-97002</i> and <i>CGR-1460</i> dispatched to scene. At 0120 EWT on 21 Jun 43, two boats, sailboats <i>Natural</i> and <i>Sue</i> , in tow.
Silvery object sighted resembling a plane wing, 2 feet by 15 feet, pointed at once end and lying at a 10 degree angle in 143 fathoms of water. No aircraft reported missing. <i>YP-433</i> investigated with negative results.
Eight logs and packing case observed in water.
Large floating timber.
Two CAP aircraft sighted burning aircraft with Army insignia and open parachute on ground in vicinity. Plane believed to be B-25, five occupants killed. Tail Number 42-32369.
Oil slick one mile in diameter with boxes, small bags, and two bright orange canvas sheets floating near center. Oil slick caused by empty yellow oil can with small water-logged orange target attached.
Floating debris and packing cases sighted. No vessels or oil slicks observed in area. Position may be same wreckage spotted by CAP on 5 Jul 43.
PBY-5 reported missing on 11 Jul 43. CAP aircraft reported sighting object and flotsam, appearing to be fabric.
Aircraft with red fabric wings disclosed by Eglin Field as a Culver Cadet for experimental work in remote-control operations of planes. No one aboard when it crashed.



CHAPTER 4

CAP Air Crashes

During the period of CAP coastal patrol operations, the patrol bases reported 90 aircraft lost during operations, with 26 fatalities and 7 serious injuries. The ESF and GSF war diaries only list 23 of these crashes, but many of the others are documented elsewhere. The assigned base, if not outright listed in the war diaries, is approximated based on the area of the reported crash and the proximity to the nearest CAP coastal patrol base.

ESF and GSF War Diaries - Reported CAP Air Crashes			
Date	Time	Location	Base
			1942
13-Jun-42	1115 EWT	37.45N, 75.29W	CP-4
21-Jul-42	1800 EWT	38.06N, 74.55W	CP-2
11-Sep-42		30N, 85.43W	CP-14
11-Oct-42	1435 EWT	32.30N, 80W	CP-8
28-Oct-42	1515 EWT	1 mile offshore, and 3 miles N of St. Augustine Light	CP-5
11-Nov-42	1240 GWT	29.20N, 93.22W	CP-10
16-Nov-42	1450 EWT	1 mile NE of Fowey Rocks, FL	CP-7
22-Nov-42	1030 EWT	12 miles east of Daytona Beach, FL	CP-5
			1943
4-Jan-43	1805 EWT	29.50N, 85.50W	CP-14
17-Jan-43	1621 EWT	Few hundred feet from Molasses Reef Light, FL	CP-7
29-Jan-43	1230 EWT	Petit Bois Island, MS	CP-11

Notes

Crew of 3 picked up uninjured by USCG vessel at 1210 EWT.

One man rescued by CAP amphibian plane; other occupant believed lost. On 23 Jul 42, at 1530 EWT, 104th Observation Squadron found small oil slick with body of man in it, "believed to be lost CAP observer."

Crew safe on wing of aircraft. Rubber life raft dropped to survivors by other planes and vessels of Coastal Auxiliary Patrol proceeded to scene to rescue men.

Crew recovered by USS *SC-634*. NOTE: Crash not outright reported in ESF War Diary.

USN crash boat rescued crew of two.

Fairchild aircraft made forced landing, 18 miles south of Cameron, LA. Aircraft sank and Pilot Taylor and Observer Kyom remained afloat in life jackets. At 1311 GWT, ComGulf advised NAS Corpus Christi to dispatch planes to the scene. At 1458 GWT, Corpus Christi advised that PBY sent to scene reported another CAP plane, Sikorsky amphibian had accepted a rescue, but was itself sinking. At 1330 GWT inshore patrol craft dispatched to scene. By 1619 GWT, two boats at scene; first survivor picked up by YP-162; at 2110 GWT this boat also picked up the second survivor. Both men were apparently dead but artificial respiration being applied. At 1750 GWT, both men from amphibian were picked up and attempt made to tow aircraft into Sabine Pass but sank while in tow. Both Taylor and Koym declared dead.

Two aircraft flying overhead; *YP-535*, *CG-83001*, *CG-41012*, and *CGR-7010* dispatched to scene to pick up two crewmen. USCG Douglas amphibian attempted pick up but damaged float in attempt. *CG-42023* picked up men at approximately 1550 EWT and towed in amphibian.

Plane floated for 15 minutes, then sank. *CG-46028*, *CG-46023*, *CG-38034* and *CGR-2152* dispatched to scene. Second CAP aircraft remained on scene. OS2U-3, O-47, DB-y also dispatched. Two crewmen picked up by USN PBY Mariner.

Aircraft with tail number NC-19490 crashed with Pilot Alvie P. Vaughn and Observer Curtis P. Black. While on patrol, plane went into spin from 800 feet, and demolished as it hit the sea and sank within 30 minutes. Sister patrol aircraft witnessed accident and reported it to HQ. By 1900 EWT, USCG boat and Tyndall Field crash boat at scene. Second plane stayed in area for 35 minutes after crash and reported no signs of survivors. On 6 Jan 43, Army Air Controller reported at 2045 EWT that aircraft was a total loss and no effort at salvage will be made. Wreckage in 132 feet of water and position not marked because of heavy seas.

Stimson Voyager had forced landing because of engine trouble. USCG rescue boat at scene within 10 minutes. Pilot Charles Baner and Observer Harris Collier both recovered uninjured. USCG attempted to tow plane, badly damaged, to shore and at midnight it had been towed into shallow water. Salvage work planned.

Forced landing on island; aircraft overturned on landing. Damage not serious and no occupants injured.

15-Feb-43	1220 EWT	7 miles NW of Port Arthur, TX	CP-10
18-Feb-43	1300 EWT	5 miles east of Miami Beach, FL	CP-7
24-Feb-43	1030 EWT	29.42N, 81.05W	CP-5
26-Feb-43	1235 EWT	29.32N, 92.28W	CP-9
26-Feb-43	1735 EWT	29.45N, 88W	CP-11
15-Mar-43	1300 EWT	26.31N, 82.20W	CP-13
19-Mar-43	1727 EWT	37.55N, 74.56W	CP-4
25-Apr-43		23.20N, 93.44W	CP-10
14-May-43	0950 EWT	No further details. CP-12 arranging for assistance.	CP-12
28-May-43	0610/29 EWT	12 miles due east of Indian River CG Station	CP-2
6-Jun-43	1909 EWT	29.16N, 94.01W	CP-10
28-Jul-43	0920 EWT	25.40N, 80.15W	CP-7

<p>Stinson 10A with tail number NC-3942 crashed due to engine failure. Pilot and observer suffered only minor bruises.</p>
<p>Aircraft, BK-34, and crew of Lt. Eark Penn and Flight Officer Sanders picked up by <i>PC-1225</i>.</p>
<p>Stinson B-10 suffered engine failure due to stoppages in the gas line. Tail number NC-36733. Two crewmen uninjured in crash and waited in life raft for one hour. Recovered by freighter <i>S.S. Leland Stanford</i>.</p>
<p>While locating a crashed bomber, CAP plane No. 10-23 while attempting a beach landing overturned and was destroyed by fire. Occupants uninjured and recovered.</p>
<p>Aircraft reported missing and did not return at 1700EWT. Initial position at 24 miles, 170 degrees from Mobile Light, location of last radio message. Aircraft a Blue Beechcraft, tail number NC-15402. A CAP airplane and two USN aircraft dispatched to scene of last radio report to search. Results negative. At 2025 EWT, NAS Pensacola reported oil slick bearing 045 degrees from point of search. Two USCG boats dispatched to scene of oil slick. On 28 Feb 43, <i>YP-160</i> found a half-submerged, partially inflated life raft in 20.06N, 88.01W. Extensive search of area made but no survivors found.</p>
<p>Aircraft, DH-3, crashed. Pilot Harry Woohams and Observer Harry Ackley in water in life jackets, appeared unhurt. One plane standing by, two planes and crash boat sent to scene. Survivors recovered at 1540 EWT. Wreckage of plane marked with two ring buoys in 15 feet of water at 26.23N, 81.54W.</p>
<p>Two CAP aircraft down; USS <i>YP-355</i>, <i>CG-79001</i>, <i>PT-178</i>, PBM Mariner and B-18 dispatched to assist. On 20 Mar 43, ESF War Diary reports one of two CAP aircraft towed into Assateague Inlet; both crew members in good shape, plane slightly damaged. Other aircraft and crew never located despite air and surface search.</p>
<p>Stinson, tail number NC-13463, crew of three, forced down in Gulf. Crew recovered by USN vessel.</p>
<p>Both occupants in life raft. VS-36 aircraft circling; 2 amphibians, crash boat, <i>CG-83370</i>, 2 picket boats, and 2 search boats dispatched. Men rescued at 0642 EWT by picket boat.</p>
<p>Forced landing in gulf. Two crash boats and Galveston and three craft from Sabine dispatched to scene. Pilot and observer seen in rubber boat; 2 CAP aircraft circled overhead. By 0243 EWT on 7 Jun 43, reported that Pilot S.C. Evans and Observer R.H. Winfield picked up by <i>CG-80011</i> and brought to Galveston.</p>
<p>Crashed in water one mile east of Chapman Field. Crash boat from the field rescued the two-man crew. Rescue operations on plane underway.</p>