

16.1 U564 wird angegriffen mit Artilleriefeuer von ein Geleitschiff am 05/05/42

DBF record #36732, of **U564** (Suhren) indicates she was attacked by artillery by an escort vessel at 0715 hours, May 5, 1942, in grid DB9736. This KTB is also on Jerry's site: U-boat Archive and translated into English. Position is given as DB9736, U564 escaped on the surface. I've attached the excerpt of the **COMGULFSEAFRON** war diary for May 5, 1942 indicating the **USCGC NIKE** opened fire on a U-boat and had a surfaced engagement between 0145 and 0259/Q (Q=EWT) when she lost contact. It was believed the U/B submerged but according to the KTB U564 got away on the surface. The position is only given as off St. Lucie Buoy, Florida. Checking reveals that the St. Lucie Inlet is given position 27.09N 80.09W (DB9765) and clearly the engagement would have been seaward of the inlet. The positions are a good match and times though not coinciding perfectly with the 6 hour difference, are off by only minutes. No doubt about this match.

<https://catalog.archives.gov/id/133937623> (see image 13)

The VIGILANT patrolling sea lanes from Bethel Shoal to Jupiter.
At 0145 EWT, the NIKE located enemy submarine surfaced at St. Lucie Buoy. Closed in and attacked with gunfire.
At 0200 EWT, Squadron VP-81, Key West, reported two ships burning; the first at lat. 25° 13' N. Long 84° 47' W., the other at lat. 25° 39' N. Long. 84° 47' W. No help at hand. Survivors in boats. Both ships are burning and will sink.
At 0230 EWT, the NIKE was engaging submarine. At 0259 EWT, she reported that the submarine dived and they lost contact.

16.2 U98 greift Geleitschiff an, und wird angegriffen, am 05/05/42.

DBF records #3455 & #3456, of **U98** (Schulze) on May 5, 1942. At 0733 hours she fired a 4 torpedo spread at a destroyer that all missed. She went to the bottom in shallow water and reported being damaged by 8 depth charges between 0736 and 0850 hours. All of this action is reported in the DBF in grid DB91.

WAR DIARY EXCERPT

USS NOA (DD343)

May 5, 1942.

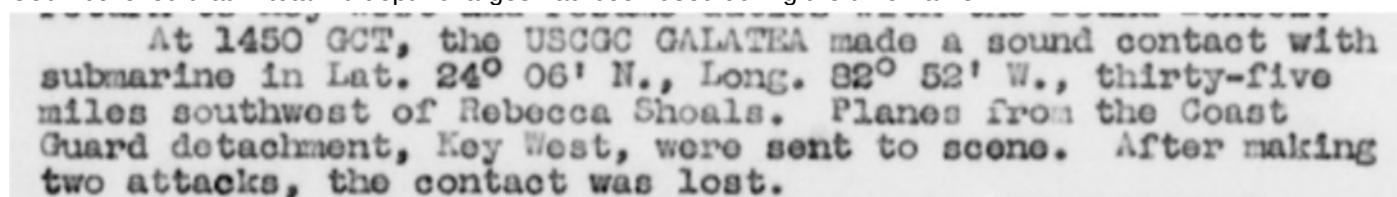
At 0136, sighted submarine dead ahead, crossing from port to starboard and crash diving, position Lat. 29° 19' N., Long. 80° 50' W. Swung hard right attempting to ram. Submarine submerged forward of the starboard beam, distant approximately 200 yards. At 0137 fired #5 K-gun and dropped one depth charge. Submarine apparently maneuvered inside our turning circle and evaded effective attack. Continued searching area and at 0231 made sound contact. Five minutes later made full depth charge attack and continued searching area until about 0340 without further contact at which time further search of immediate area was abandoned as directed by Commander Gulf Sea Frontier. Until about noon continued anti-submarine patrol in area from St. Augustine Inlet to Ponce de Leon Light. Investigated several sound contacts all of which proved to be non-sub. About 1230 formed convoy, acting as escort for convoy of twelve tankers and two freighters enroute Key West, Florida. Three ships of convoy were unable to maintain speed and the NOA directed U.S.C.G. PANDORA to drop back and escort these stragglers. Although reports at hand indicated several submarines in immediate area, rest of day was passed without positive contact.

I think the following extract from the **COMGULFSEAFRON** war diary for May 1942 leaves no doubt what destroyer was involved with U98. Times are pretty much an exact match when comparing EWT to GST (6 hours difference) and 29.19N 80.50W = DB9112. I think it safe to add the **USS NOA** as the destroyer both missed by the attack of U98 and then the subsequent hunter afterwards. The DBF does not specifically say this but it appears U98 attacked on the surface and was forced to crash dive by the NOA. Her tactic of laying on the bottom was successful in this instance. Must have been terrifying for the crew, trapped in shallow water and it was indeed fortunate for them that the search was ordered to cease by ComGulfSeaFron.

USS NOA's war diary for May 1942 is also available online: <https://catalog.archives.gov/id/133930205>

16.3 U507 wird angegriffen von ein Geleitschiff am 17/05/42

DBF (record #28793) **U507** (Schacht) reports depth charge attacks between 1602 and 1815 hours with light damage, grid DM19. The translated KTB of this patrol is also available to view at Jerry's U-boat Archive site. There a little additional information can be gleaned. The attack was in DM1974, began at some time after 1602 hours and that U507 believed that in total 10 depth charges had been used during the time frame.

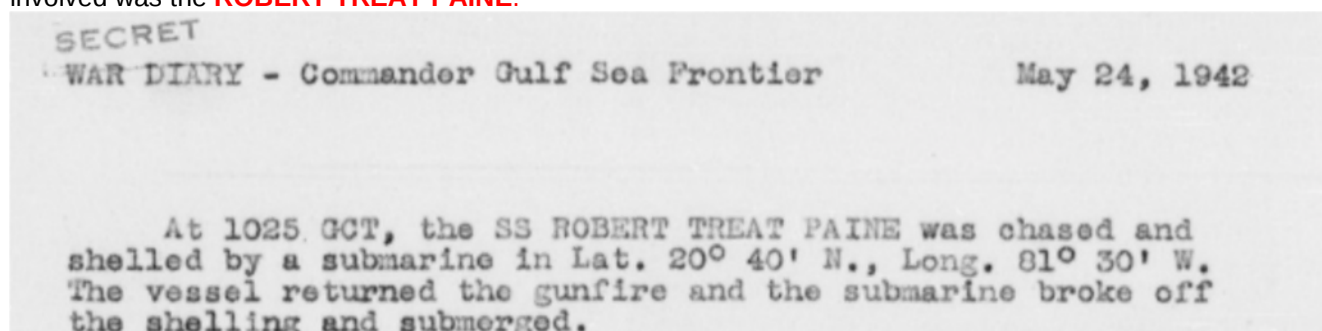


At 1450 GCT, the USCGC GALATEA made a sound contact with submarine in Lat. 24° 06' N., Long. 82° 52' W., thirty-five miles southwest of Rebecca Shoals. Planes from the Coast Guard detachment, Key West, were sent to scene. After making two attacks, the contact was lost.

Extract from the **COMGULFSEAFRON** war diary for May 17, 1942, interesting that the time is recorded in GCT here as usually these diaries used EWT. Position 24.06N 82.52W equates to DM1974. There is no doubt about this match here, the **USCGC GALATEA** was the vessel that attacked U507.

16.4 U103 attacks a freighter, freighter that returns fire, on 24/05/42

DBF (#38320 & #3686) **U103** (Winter) encounters and attacks a freighter – the freighter returns fire. The vessel involved was the **ROBERT TREAT PAINE**.



SECRET
WAR DIARY - Commander Gulf Sea Frontier May 24, 1942

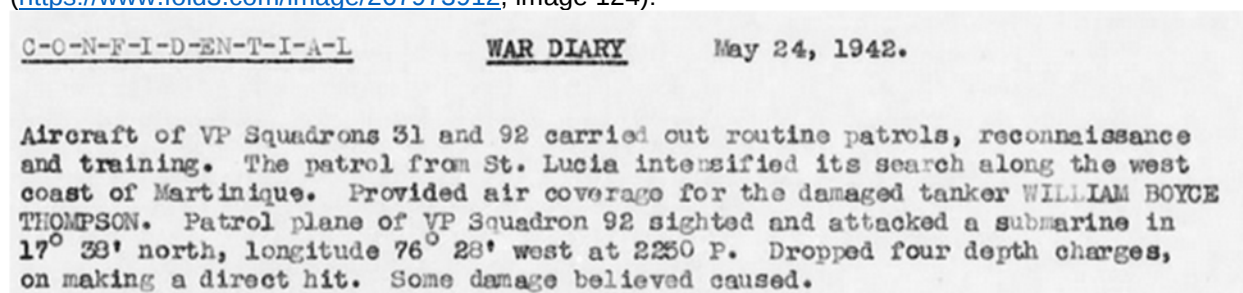
At 1025 GCT, the SS ROBERT TREAT PAINE was chased and shelled by a submarine in Lat. 20° 40' N., Long. 81° 30' W. The vessel returned the gunfire and the submarine broke off the shelling and submerged.

20.40N 81.30W equates to DM8182. The DBF records the action in DM73 which is close, the KTB of U103 for this patrol is also available to be viewed translated to English on Jerry's site. It indicates that at 1257 hours U103 was in grid DM8172. A bit of further research indicates the ROBERT TREAT PAINE was an American Liberty ship. Brand new, launched in May 1942. 7,176 GRT.

16.5 U558 was attacked by a ,flying boat' on 25/05/42

DBF (#36139) U558 (Krech) attacked in EC1456 at 0350 hours, Flying boat - 4 depth charges. This was a Catalina (PBV-5A) of USN squadron VP-92 piloted by ensign J.M. Larson. You can find further details in the current version of AC ATTACK that you have.

The COMCARIBSEAFRON war diary for ,1 Apr 1942 - 30 Jun 1942' gives for May 24, 1942: (<https://www.fold3.com/image/267973912>, image 124):



C-O-N-F-I-D-E-N-T-I-A-L WAR DIARY May 24, 1942.

Aircraft of VP Squadrons 31 and 92 carried out routine patrols, reconnaissance and training. The patrol from St. Lucia intensified its search along the west coast of Martinique. Provided air coverage for the damaged tanker WILLIAM BOYCE THOMPSON. Patrol plane of VP Squadron 92 sighted and attacked a submarine in 17° 39' north, longitude 76° 28' west at 2230 P. Dropped four depth charges, on making a direct hit. Some damage believed caused.

and...

(<https://www.fold3.com/image/267973923>, image 126):

At 2100 P, the SS BEATRICE reported that she had been fired on by a submarine in latitude 17° 21' north, longitude 76° 07' west at 2045 P. This was immediately followed by another message saying the ship was being attacked by a submarine and requesting aircraft assistance." The Commandant, Naval Operating Base, Guantanamo Bay advised the Commander, Caribbean Sea Frontier that he was sending plane assistance to the ship. Caribbean War warning issued.

At 2323 P, one patrol seaplane from Guantanamo Bay attacked an enemy submarine on surface in latitude 17° 23' north, longitude 76° 28' west. Four bombs were dropped and one direct hit was believed to have been made.

Despite the minor differences in positions both of the above attacks are actually the same one. It was carried out by Catalina P-6/VP-92 piloted by Ens. J.M. Larson. It was sent to assist the merchant vessel SS BEATRICE which was under surface attack by U558 (KL Günther Krech). The following is the DBF (# 36139 on May 25th because of the time difference) entry which has been supplemented by Frans: U558 attacked the BEATRICE by gunfire at 0141 in position EC1471 setting her afire. She eventually sank. At 0350 - EC1556 (but certainly a misprint for EC1456) approached by a flying boat showing navigation lights. Crash dive - 4 bombs. No damage. The Catalina narrative from the attack report (where the attacking unit has been misnamed as VP-02, again confirming we are not the only generation to struggle with typo mistakes :) On A/S patrol the aircraft responded to a SOS from the SS BEATRICE which was under artillery attack by a U-boat. While flying at 500 feet the U-boat was sighted fully surfaced under the starboard bow (the burning BEATRICE was also visible at this time). The aircraft was close and had to pass over the U/B to get into an attacking position. On return it released 4 DCs set to 50 foot depth from an altitude of 100 feet. The C/T had submerged 5 seconds before the bomb explosions. The first DC was estimated to be on the swirl and the others in line up to 75 feet away. No results to the attack are mentioned in the report although at least some damage was assumed.

16.6 U157 wird verfolgt – und versenkt - im Juni 1942

I was unable to locate the COMGULFSEAFRON war diary for June 1942.

There is however a 6 page preliminary report from **COMGULFSEAFRON** dated June 18, 1942, on the subject of a „Killer hunt“ for enemy submarine 10-14 June' (see <https://catalog.archives.gov/id/133911317>) but apparently no complete diary available for the month.

The killer hunt referred to is a good description of the hunt for **U157** (KK Wolf Henne) that resulted in the destruction of the boat by the **USCGC THETIS** e.a. (see points 11 till 16 of the above report).

I adjusted ACATTACK (ACATTACK is Eric's database documenting 4700+ aircraft attacks on u-boats) to reflect what is given in this report. As far as the DBF is concerned it lists the SS HAGAN sunk June 11, 1942 by U157. Although this vessel was torpedoed at 2122/10 EWT or Q, this, when converted to the time kept by U-boats would indeed be on the 11th and thus as the DBF standard is to report it's times as those given by the u-boats I would recommend no change in this record.

However, the DBF (#5526) records that U157 was attacked twice (0305 & 0520Q/13) by B-18s of the USAAF 20th BS. This is incorrect. In both those instances a radar equipped B-18 (it was the same a/c in both cases) made contact with a submarine (certainly U157) but there was no actual attack either by weapons dropped or strafing, nor was there any return fire. In both cases U157 was able to crash dive early enough that an attack was not carried out (Below is the excerpt from the noted report). I leave it up to you to decide whether the record should be adjusted and remain in DUKBOOT or be deleted. If it remains then I would note that there were several other contacts by aircraft that were hunting U157 that are not currently in the DBF.

SECRET

AL6-3:GSF:34

JFWV:iwb

Serial: 0030

HEADQUARTERS GGSF

June 18, 1942.

7. At 2250, June 12, a B-18 aircraft on patrol got an ASV contact at Lat.23-36 Long.81-27. Screen contact indicated submarine dove as plane approached before visual contact. No attack was made.

Aircraft then continued patrol for 30 minutes and returned. At 2345, a second ASV contact was obtained, about one mile bearing 330° from first position. Plane homed and made visual contact on submarine in process of crash dive. Due to extreme darkness, no attack was made, although the wake and swirl were clearly discerned.

Unfortunately, this aircraft suffered a radio transmitter failure and was unable to report either of the above contacts by radio. It landed at Key West at 0135 and made the reports to the G.S.F. Operations Room by telephone at 0140.

8. It was now apparent that the submarine had successfully eluded the Nicholas Channel patrol, and it appeared probable that it was attempting to cross the Florida Straits on the surface during darkness, in order to fix position on Sand Key Light before dawn. On this assumption, a B-18 (radar) was despatched at 0200 to the predicted 0230 position of the submarine (Lat. 24-40, Long. 81-40) and directed to search a thirty mile radius from that point. At 0305, this aircraft obtained an excellent ASV contact and a brief visual on the submarine which crash-dived as he approached, Lat. 24-00, Long. 81-42. At 0502 a second contact was obtained by this aircraft at Lat. 23-56, Long. 81-58. The submarine again crash-dived as the plane approached. Aircraft then maintained close patrol over the area until 0700, and was relieved by four non-radar planes.

16.7 Flugzeugangriff auf U154 am 04/07/42

In DBF (#5370) attack by a/c on **U154** (KK Walther K lle) – July 4, 1942, 1951 hours - DL92 - 2 bombs light damage. I've no absolute proof but am convinced this attack was by a **Kingfisher of USN squadron VS-2-D7**. Further information from Frans indicates the attack was in DL9252 (20.57N 86.03W = Yucatan Channel) with 2 bombs of small calibre. The extracts below support this theory.

(<https://catalog.archives.gov/id/133952511>, images 12 & 13)

(5) 91.2.5. Aircraft Assigned to Squadron VS2D7 based at Advanced Base, San Julien, Cuba:

<u>Number Assigned</u>	<u>Type</u>	<u>Armament</u>	<u>Location</u>	<u>Unit</u>
9	OS2U-3	2 depth bombs	Advanced Base, San Julien, Cuba	VS2D7

Based at Advanced Base, San Julien, Cuba: Planes are used for escort, striking force, and regular patrol duty. Three, two-plane patrols (morning, mid-day, and evening) are flown covering area of Yucatan Channel. Track - from base passing 5 miles north of Cape San Antonio across Yucatan Channel to Blanca Island,

thence north 15 miles, thence north-easterly, parallel to course out, to point at Lat. 22° 15' N., Long. 85° 00' W., thence east to coast of Cuba, thence return to base.

Unfortunately the below page included in the **COMGULFSEAFRONT** war diary on July 1942 has no follow up. The sketch, said to be in enclosure, is not present in the COMGULFSEAFRON war diary for July 1942. The subsequent pages are missing but I believe it quite likely that the reference is to the attack on U154 and therefore would confirm the link to VS-2-D7.

(<https://catalog.archives.gov/id/133952511>, image 69)

NG2(11)/A16-2
Serial No. 0139
JLK:FRD:rlb
CONFIDENTIAL

SECRET

FIRST ENDORSEMENT on Action Report by
C.O. Scouting Squadron 2-D7, VS-2-D7
A9-4/(JME:wjj), July 8, 1942. July 18, 1942.

From: The Commander, Gulf Sea Frontier
To: Commander-in-Chief, U.S. Fleet

Subject: Action Reports-VS-2-D7/A9-4(JME:wjj),
dated July 8, 1942.

Enclosure: (A) Sketch of action against enemy submarine
in Yucatan Channel.

1. All indications are that the object attacked was a submarine, and that it was probably damaged. This opinion is somewhat substantiated by the fact that the U.S.C.G. NEMESIS, four days later in the same locality investigated a suspicious oil slick reported to her by planes of VS-2D7 and made sound contact with a damaged submarine. Her attack is reported in separate correspondence.

16.8 Flugzeugangriff auf U129 am 05/07/42

U129 (KL Hans Ludwig Witt) was attacked twice in this same vicinity on 05/07/42 by aircraft of VS-2D7, this has been confirmed, even though details in this instance are also very sketchy in the war diary of this sea frontier.

(<https://catalog.archives.gov/id/133952511>, image 62 05/07/42)

At 0845 EWT patrol plane from Squadron VS2D7, San Julien, reported that she was attacking submarine at Lat. 21° 40' N. Long 85° 40' W. Submarine was making 12 knots speed on course 180°

0845EWT = 1245Z = 1445DSZ; 2140N 8540W = DL6869

U129 reports to have been attacked 05/07/42 in DL68 at 1437DSZ

(<https://catalog.archives.gov/id/133952511>, image 64, 05/07/42)

At 1130 EWT Patrol Squadron VS2D7 reported that submarine contacted by plane at Lat. 21° 50' N., Long. 85° 20' W. was believed to have been sunk.

At 1146 EWT VS2D7 patrol advised that she believed submarine sunk at Lat. 21° 50' N., Long. 85° 20' W., and asked that one plane be sent.

2150N 8520W = DL6943; 1130EWT = 1530Z = 1730DSZ

U129 reports to have again been sighted by an A/C 05/07/42 in DL68 at 1710DSZ, dived, and was bombed.

Incidentally while looking into this I discovered that the entries for the air attacks on U129 on July 5, 1942 (#43745 & #4841) both place the action in the North Atlantic in the Operations Area field. All other entries for U129 surrounding this date, name the Western Atlantic (WA) as the zone of operations and as these attacks were in the Yucatan Channel clearly this would be more appropriate.

16.9 Flugzeugangriff auf U129 am 18/07/42

DBF (#4845) air attack on U129 (KL Hans Ludwig Witt). Ref AC ATTACK, Attack credited to a Kingfisher. This can now be fleshed out a bit more using the COMGULFSEAFRON war diary.

(<https://catalog.archives.gov/id/133952511>, image 197, 18/07/42)

At 1530 EWT, Miami Controller informed Intelligence that at 1505 EWT, Lt. Ennis, pilot of the plane that made contact with the submarine in the Yucatan Channel at Lat. 22° 20' N., Long. 85° 35' W., now reports sighting a submarine on a course of 150° surfaced, speed 20 knots, quote and I mean 20, unquote. It submerged as he made an attack with two depth charges. The submarine was heading on a collision course for SC-539 Convoy. All available planes are ordered out to area to search.

Lt. J.M. Ennis was the c/o of USN squadron VS2-D7, no doubt this was the squadron involved.

16.10 Flugzeugangriff auf U134 am 21/07/42

DBF record (#5058) air attack on U134 (KL Rudolf Schendel) - 2103 hours - DB77 - 3 bombs, no damage.

(<https://catalog.archives.gov/id/133952511>, image 234, 21/07/42)

Submarine Situation: At 1520 EWT, a PBY from Pensacola sighted a surfaced U-boat at Lat. 27° 35' N., Long. 88° 05' W. on course 285T and at speed of 12 knots. The submarine dived as the plane approached. Within one minute after the U-boat submerged, the plane dropped three depth charges 100 feet ahead on submarine's course; the charges were set for 50 feet. The PBY remained on the scene until about 1920 EWT when she was relieved by another PBY which is to remain with the contact until moonset (about 0300 EWT).

There is a small time difference of 17 minutes in the reported actions but 27.35N 88.05W = DB7712. This is pretty certain to be the attack reported by U134.

(2) 91.5.2 Naval Air Station, Pensacola, Commandant:

All planes are used primarily for training purposes. Three PBY's armed with four depth bombs each, and three OS2U-3's armed with two depth bombs each are available daily as emergency striking force, or for emergency search missions, as ordered by the Commander, Gulf Sea Frontier. They are also available for escort duty when no other planes are available. In addition, PBY's on navigational training flights carry four depth bombs each, and may be directed during flight to hunt or attack a submarine. Routine patrols consist of navigational training flights for students. Six navigational problems are in current use. Each problem consists of flight on a course over the Gulf away from Pensacola for a distance of 250 miles, thence a 90° turn to the right for a distance of 50 miles, thence return to Pensacola, distance 250 miles. The six problems or tracks are laid out in a fan shape covering the Gulf from the mouth of the Mississippi River to Cedar Keys, Florida. All tracks are not necessarily covered each day, but usually at least four are. Time of departure, early morning and noon.

The attacking aircraft is named in my correspondence with our late friend Ragnar as VN8D8-A, no source was named. VN is definitely the USN designation for a training squadron, although to my mind to maintain consistency I would think that it would be VN-8-D8A the D8 referring to USN naval district 8, I'm not sure what the A would represent.

16.10 Flugzeugangriffe auf U171 am 28/07/42 und 01/08/42 (see also Q013.pdf)

I'm pretty comfortable with the entries you've added to the DBF in regards to U171 (KL Günther Pfeffer). I think they are about as correct as they can be made as per our earlier discussions on this topic. In one small addition I would recommend adding WA to the Ops Area field for the attack on U171 by the USCG Widgeon on July 31, 1942. (#214164), the field is currently just blank.

16.11 U508 greift an und wird angegriffen 06/08/42

The following entries involving U508 (KL Georg Staatts) are in DUKBOOT for this date:

(#37387) 0115 - DM43 - A convoy of 20 ships with air escort is sighted

(#31844) 0155 - DM43 - U508 attacks 2 x 1 fired torpedoes

(#37388) 0230 - DM43 - the boat reports 5 depth charges which caused light damage

Looking back 6 hours (the relevant time difference EWT ⇔ DSZ) the entries in the COMGULFSEAFRON war diary that can add to the U508 information are found on August 5th, 1942. In addition to the excerpts below the war diary holds the action report of P-7 VP-81 piloted by Lt.(jg) L.T. Wilds.

(<https://catalog.archives.gov/id/133952511>, image 34, 05/08/42)

(5) The KN-127 Convoy, departed the convoy anchorage, Key West, at 0800 EWT, for Norfolk, speed 10 knots. She is composed of twenty-seven merchant vessels escorted by the destroyers DECATUR and BAINBRIDGE, the IMPULSE (PG-68), the PG-560, and the CGC CALYPSO. A PBV plane from Key West gave air escort from time of departure until dark. Her 2400 EWT position was Lat. 24° 00' N., Long. 81° 15' W., southeast of American Shoals.

(<https://catalog.archives.gov/id/133952511>, images 36 & 37, 05/08/42)

(3) At 1958 EWT, a PBV from Key West, escorting the KN-127 convoy, sighted a submarine firing a torpedo at the leading merchant vessel in the convoy. A depth charge from the plane deflected the course of the torpedo, averting damage. This positive contact occurred

at Lat. 24° 05' N., Long. 81° 58' W. The USS DECATUR, senior escort vessel, dropped a depth charge pattern.

Then, at 2030 EWT, the USS BAINBRIDGE, another escort in the KN-127 convoy, made sound contact and depth charge attack at Lat. 24° 01' N., Long. 82° 40' W. Fifteen minutes later the submarine fired a torpedo at the USS BAINBRIDGE, but no damage resulted. The PG-544 (enroute to join the YMS-1 convoy to Havana) was ordered to this position, south of Land Key, at Lat. 24° 03' N., Long. 81° 42' W., to join in the hunt. The BAINBRIDGE remained at the scene until the convoy had passed out of the danger area, at which time it proceeded to rejoin the convoy.

(Walter: the war diary of USS BAINBRIDGE (cf. <https://catalog.archives.gov/id/133967272>, image 88) makes no mention of a torpedo-attack on the BAINBRIDGE, neither does the KTB U508. See hereafter)

The actual KTB U508 can be accessed online (through Jerry's site, Wojciech Laskowski has made the individual KTBs for all? of the U-boats available for download) This is the extract of U508s KTB:

6.8. 0115	Vor Habana DM 4336 Lage 90 Torpedoboot, hohe Fahrt. Bei weiteren Rundblick sehe ich in rw. 350 Grad, Geleitzug etwa 20-30 Schiffe, Bug rechts 50-80, Entfernung etwa 5000 em, Kurs 100 - 110 Grad. Schiffe beladen. Vorn Feger, rechts Seitenzerstörer, einer hinten, darüber 3 Flugzeuge, darunter 2 Flugboote. Auf Verlechtsstationen, alle Rohre klar ausser III. Vielleicht komme ich noch ran. Beide GF. Seitenzerstörer geht mit	Auf Sehrohtiefe sehe ich in 2000 m Bug rechts
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6.8.

Lage r. 30 etwa 300 m vor dem Bug vorbei. Namen gesehen, etwa "Pecco". Verband hat etwa Lage r. 100. Anscheinend dreier-Kiellinie. E = 30hm Die Dampfer überlappen fast alle vollständig. So schiesse ich auch bei der stumpfen Lage 5 gezielte Einzelschüsse aus 3 Pulks mehrerer sich überlappenden Dampfer.

0155

0 2-3, See 2, weinige hohe Wolken, 1017 mb. Fallen die Schüsse Rohr II, IV, I, 2 Atos, 1 Eto.

	Eto	Atos	I
Rohr	II	IV	I
vt	30	40	40
T	3	3	3
vg	9	9	9
gamma	r.130	r.133	r.136
beta	13	9,5	9
E	35	35	35

Da keine weitere Schussgelegenheit und Flugzeuge Ato-Laufbahn sehen müssen, Befehl auf A+20. Schuss Rohr I ist nicht gefallen, Mündungsklappe nicht schliessbar. Auf A+-0, 350 Grad gegangen. Nach 3 Min. 10 sec. einwandfreie Torpedodetonation. 5 -10 sec. später 2 laute Detonationen, dann Wasserbomben. In diese Detonationen muss der 2. Treffer gefallen sein, der vorn und achtern einwandfrei gehört wird. Bei den sich überlappenden Dampfern Fehlschuss nicht möglich.

0200

Schleichfahrt. Im Rohr I läuft mit lautem Krach der G.A. Rohr I macht stark Wasser. 2 Zerstörer laufen jeweils in rechten Winkeln. Achteraus genommen.

0230

1 mal 3, 2, mal je 5 gutliegende Wasserbomben. Anscheinend nicht starke Ladung. Geringe Schäden. Beide Horchgeräte ausgefallen. Dann Hagel von etwa 12-15 unregelmässig fallenden, anscheinend kleineren Wasser- oder Fliegerbomben. Harte Schläge, geringe Schäden. Inzwischen ist es dunkel geworden und die G.A.-Luft ist oben nicht mehr zu sehen.

0310

Horchgeräte wieder klar (Sicherungen). Keine Peilung Geleitzug.

So putting this all together as how it affects the DBF: Clearly the convoy sighted and attacked by U508 was KN-127. One of U508s torpedoes fired at 0155/6 was sighted running at 1958/Q/5 (this entire action is remarkable for how perfectly the times of the various reports correspond to each other, given the 6 hours time difference EWT ⇔ DSZ) by the escorting Catalina. In an attempt to divert or explode the torpedo a single DC was dropped along its run path and following the wake 3 further DCs were released around the estimated position of the submerged U/B. Contrary to what the war diary says the first DC did not affect the run of the torpedo (see attack report) which in any case did not hit its target. The KTB and ASS both indicate that the explosions heard on the boat following the attack led U508 to claim damaging 2 ships, this should probably be reflected in the DBF. As no ships were hit and the reported explosions were at about the same time as the VP-81's depth charges were detonating it seems that indeed the U-boat crew took these explosions as hits. The U-boat was never physically seen during the PBY's attack and indeed seems not to have realized she was the target of aircraft attack. The US destroyer DECATUR also dropped a pattern of depth charges at about this time (Walter: not mentioned in DECATUR's war diary at <https://catalog.archives.gov/id/134029955?objectPage=50>) and these may also have added to U508s perception that it had made a successful attack. The depth charge attack at 0230/6 which shook up U508 is definitely the attack by USS BAINBRIDGE at 2030Q (again perfect match) in 24.01N 82.10W (=DM1998). In AC ATTACK I indicate an attack on U508 by Catalina P-7 VP-81 but I leave it to you and Frans to decide whether you want to add an additional entry into the DBF.

16.12 U164 wird von Flugzeuge angegriffen am 31/08/42

DBF holds information on two air attacks on U164 (KK Otto Fechner)
 (#5812) 1455 – DL936 - 2 bombs, no damage. Attacker correctly identified as Ki S2/VS-2D7 (USN)
 (#5813) 1825 – DL9369 - 1 bomb, light damage.
 Both attacks were made by Kingfishers of VS-2D7 (USN)
 (<https://catalog.archives.gov/id/133952511>, image 263, 31/08/42)

(1) At 0852 EWT, an OS2U-3 plane from Squadron VS2D7, San Julien, sighted and attacked a submarine at Lat. 20° 49' N., Long. 84° 50' W. HMS CLARKIA and the GARNET (PY-15) notified.
 At 1124 EWT, Commander, Gulf Sea Frontier ordered Commanding Officer of Squadron VS2D7, San Julien, to maintain coverage of area of submarine sighting at 0852 EWT until relieved by plane from Baldpate about dusk August 31st. Do not reduce coverage on TAW SLOW in complying.
 At 1205 EWT, from Squadron VS2D7: My contact report. Lat. 20° 49' N., Long. 84° 50' W., sighted five miles fully surfaced. Not underway. Two depth charges dropped 30 seconds after submerging but never exploded. Another plane guarding area.
 (2) At 1230 EWT, plane from Squadron VS2D7, San Julien, sighted and attacked submarine at Lat. 20° 40' N., Long. 84° 58' W. Same submarine as mentioned above.

The Gulf War Diary holds the attacking report of both Kingfishers (<https://catalog.archives.gov/id/133952511>, images 265 and following). The second Kingfisher attacking at 1230/Q in 20.40N 84.58W (=DL9391) was S-11/VS-2D7 piloted by Lt.(jg) A.V. Vorndam