Sources for charts, cables, and memos: U.S. Navy Operational Archives, Naval Historical Center, Washington Navy Yard, Cuba History Files, boxes 68, 69, and 70

Sources for deck logs: U.S. National Archives, Record Group 24
DECLASSIFIED (classified upon removal of enclosures)

From: Commander Carrier Division SIXTEEN
To: Commander Naval Air Force, U. S. Atlantic Fleet

Subj: Cuban Crisis; documentation of

Ref: (a) CNAL msg 291931Z OCT
     (b) CTG 83.2 ltr FB2-16:31:mlw, 3300, ser 0030-62 of 13 Nov 62
     (c) CINCLANTFLTINST 03360.5F

Encl: (1) LCDR G. B. BIRD, USN, USS RANDOLPH (CVS 15) Memorandum for
      the Record of 31 Oct 62
     (2) Narrative of CDR L. M. MILLSAPS, USN, VS-36
     (3) Narrative of LT Dwight I. WORRELL, USN, VS-36
     (4) Narrative of CDR George W. COGSWELL, USN, HS-7
     (5) Narrative of LT Russell L. CLEMENT, USN, VS-26
     (6) Narrative of CDR John F. GILLOOLY, USN, VS-36
     (7) Narrative of LTJG William MORONEY, USN, VS-26
     (8) Narrative of CDR Hal A. HAMBERG, USN, VS-26
     (9) Narrative of LCDR Ed R. DAY, USN, VS-36
     (10) NARRATIVE of LT Russell C. DREW, USN, VS-26
      (11) NARRATIVE of LCDR James L. MILLER, USN, VS-26

1. Enclosures (1) through (11) are submitted in compliance with
   reference (a). These enclosures originally formed part of reference
   (b) which was submitted to Commander in Chief, U. S. Atlantic Fleet
   in accordance with reference (c).

Copy to:
USS RANDOLPH (CVS 15)
COMCVSG 58
Narrative by CDR L. M. MIELSAAS, USN, VS-36, Plane Commander of S2F-3, side number JT43 concerning participation in prosecution of contact C-19.

A confidential message had been received stating that a Russian "P" submarine had been sighted by a patrol aircraft operating out of Bermuda, but that the submarine had dived and contact had been lost. The RANDOLPH was ordered to the area to investigate.

Our operating area was covered with heavy weather, including a heavy squall line. The relaying officer informed us that the target was to be used were to be at our own discretion due to the 15 hour old datums, plus the ship's inability to communicate with the patrol aircraft presently on station.

The scheduled 0600Z launch of 27 October 1962 was delayed over two hours due to the weather being zero zero. We were finally catapulted at 0830Z into an extremely black, rainy night. CDR L. M. MIELSAAS, Executive Officer of the Anti-Submarine Squadron Thirty-Three was the pilot and Flight Leader. LCDR D. T. CLOVER, Jr., the Co-Pilot, and our regular crew members were PELLINO, AM1 and KNOTT, AN. Three other aircraft were launched to assist us in our mission. These were two other S2F Trackers, belonging to our sister squadron VS-25, and an EKA from VAM-12.

We were vectored to the east about 150 miles with orders to establish communications with the patrol aircraft on station and after evaluating the tactical situation, to set up a suitable search pattern.

About 100 miles east we established communications with the P3M aircraft on station. He was "cold" and had no further information to pass on to us except the initial sighting and a 15 hour datum. At that time, he had only one useful sound buoy in the water. Also present in the area was the Russian trawler SHYVAL, and we decided to use this trawler to locate a 26° 24'N 66° 28'W as our datum. He was dead in the water and would be a good visual and radar datum, plus presenting no interference to our sound buoys. At 0830Z we rendezvoused over the trawler with the P3M, received the SWAP report, assumed control area coordinates, and laid a JEZEBEL Son buoy. The position of the buoys was relayed to the RANDOLPH via the EKA, together with information on search plan.

At 0840Z, PELLINO, our JEZEBEL operator in the number four seat of the aircraft, called, "Drawing on MAYPOLE-9" (our westernmost sound buoy). I asked him for the lines he was receiving on his gram and after discussing it thoroughly, we agreed that it was a definite Russian FOKOT class submarine signature. Although the other S2F aircraft were not drawing, we instructed the aircraft nearest MAYPOLE-9 to close and drop codas on plants ALPHA and BRAVO while we closed the area.

We commenced pointing on ALFA and BRAVO plants at 0622Z. With the use of the relater our best lines gave a bearing of 360° from the plants.
On both aircraft flew 397P magnetic loops to determine CHS and DELTA to obtain our gross bearings. Gross bearings were then magnetically projected from plants CHARLIE and DELTA. This gave us a fix approximately 5 miles due east of plants A and B and 15 miles north of plants A and B.

Immediately after obtaining the fix, we called for Allied V2 and helicopter bids, plus our own USS-LAY assistance from the RANDOLPH, plus a surface attack unit of destroyers.

Upon arrival at our fix at 0647P, we dropped the SPOC warning as prescribed by the Department of Defense and broadcasted by message to nations of the world, to warn all submarines in the area of the Cuban quarantine.

This warning brought no results, and we commenced JULIE offset bombing after receiving a close-in "A" range on our datum submarine. While setting the 3000 yard, five point, MAD pattern, we were joined by three other VS aircraft. One other set aircraft was placed in the 3000 yard bombing pattern until they could be used. Aircraft were placed in a 1500 yard, MAD pattern around the unit. All attacks pattern of bombings was 180 degrees off course and all bombs fell in position by 1300. A second "A" range was received at this time (0705P) on our datum JULIE submarine, indicating close proximity to that submarine, but the periscope bombing gave negative results.

At 0723P, after being cleared for 20 minutes, the aircraft and helicopter we had previously requested arrived on station and SNAF was executed. We were told to return to the RANDOLPH, and left station at 0725P. The remaining aircraft continued to prosecute the contact.

The Russian PEKTOOT submarine was subsequently surfaced later in the day a few miles to the northwest of our datum.

Task Force ALFA, whose primary mission is protection of the Eastern coast of the United States, and to whom the RANDOLPH is assigned as the Anti-Submarine Warfare carrier, did its job, when it counted most.

The comparatively new VS aircraft and its associated electronics performed splendidly. Good liaison between aircraft and sister squadrons, plus all other units involved, added up to a "first" for the United States Navy that will long be remembered. Also say, in closing, it was a personal experience that we will never forget.

CONFIDENTIAL

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DECK
LOG BOOK

OF THE

U.S.S. DEALS

DD 471

IDENTIFICATION NUMBER

COMMANDED BY

R. J. Loomis, Commander, U.S.N.

TWO HUNDRED EIGHTY SECOND Division,

TWENTY EIGHTH Squadron,

FOURTH Flotilla,

SECOND FLEET Fleet,

FIFTH Naval District,

Attached to

Commencing 2031 OCTOBER 1942,

at NORFOLK, VIRGINIA

and ending 2400 31 OCTOBER 1942,

at SEA

TO BE FORWARDED DIRECT TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH.
00-04 Underway in accordance with CONAIRMOBILE of OBO 16-62 in company with 23 OBO, less USS CONWAY (DD-507), USS MURRAY (DD-576), USS LOWRY (DD-770) and USS WALLER (DD-466). Ships present are the USS RANDOLPH (CV-15), USS BATES (DD-470), USS CONY (DD-503) and USS SULLIVAN (DD-592). CO in OBO 83.2 in the RANDOLPH. The ship is in station 2 of an 1100x10 CO, course 1145 north, heading 2000. When on station the guide, the USS RAHOLPH, bears 000°, 4,000 yards. The task group is enroute to relieve TN 01, in their prosecution of an unidentified submarine contact. Readiness condition IV, material condition 5A3S is set through. 0023 Maneuvering to make a SE drop. OCS to 15°, OCS to 15kts. 0015 c/a to 11kts. 0310 c/a to 10kts. 0338 c/a to 15kts. 0350 c/a to 20kts.

R. W. BALE
LORO
USN

04-03 Steaming as before. 0415 Maneuvering to make SE drop. 0436 c/a to 050°, c/a to 15 knots. Maneuvering to regain station. RANDOLPH operating aircraft. 0445 Aircraft operations complete. Turned navigational lights on. 0500 c/a to 11kts, c/a to 20kts. 0514 OBO 83.2, with LOWRY, CONWAY, WALLER and MURRAY joined rendezvous. Maneuvering to station 7 of eight ship circular screen, on circle 5. 0536 On station with guide bearing 315°, distance 5000 yards. 0555 c/a to 010°. 0607 c/a to 11kts. 0712 c/a to 10kts. 0730 c/a to 20kts. 0750 c/a to 025°.

J. W. FOSTERSON
LORO
USN

08-12 Steaming as before. 0818 Made daily inspection of magazines and smokeless powder samples; conditions normal. 0913 c/a 120°. 1018 c/a 050°. 1030 c/a 050°. 1033 c/a 050°. 1037 c/a 050°. 1056 c/a 030°. 1111 c/a 060°. 1145 Set condition of readiness III.

J. W. BALE
LORO
USN

12-16 Steaming as before. 1223 c/a to 060°. 1230 c/a to 060°. 1237 c/a to 340°. 1312 c/a to 060°. 1327 Shifted the electrical load to #2 ship service generator while repairing #1 ship service generator. 1340 c/a to 340°. 1432 c/a to 060°. 1450 c/a to 290°. 1450 c/a to 060°. 1504 c/a to 060°. 1527 c/a to 060°. 1530 Detached to proceed in company with the USS CONWAY and the USS MURRAY on sec 320 ap 25kts. Set condition of readiness III. OCS USS BEALE in SAVON Commander.

R. W. BALE
LORO
USN

16-18 Steaming and before. 1630 c/a to 18 knots. 1631 Processing to close contact, classified possible submarine by MURRAY. 1646 All ships holding contact. Maneuvering to pinwheel counter-clockwise on circle 9. 1659 Dropped 3 hand grenades as challenge to submarine for identification. No response. 1710 Challenged submarine on radio. No response. 1733 All ships completed challenges to submarines. No response. 1740 Moved to pinwheel circle 13.

J. W. FOSTERSON
LORO
USN

APPROVED

R. W. BALE
W. W. CONWAY, LORO, SAV

EXAMINED

W. W. CLASSE, LORO, SAV
18-20  Steaming as before. 1847 Assumed control of S2F aircraft at datum. 1920 Relieved as OIC by CO of 81-03. 0930 COMMENCE 20TP. Continuing the pinwheel on unidentified sonar contact.

20-24  Maneuvering as before. 2050 Submarine identified as USSR type "FOXHOT" surfaced at 27°35'N, 66°00'N on easterly course, slow speed. 2052 Aircraft commenced illumination and photographic runs on submarine. 2148 Set condition 1AW. Set material condition 2240. 2200 Commenced approach from astern of submarine for close-in photo run. Maneuvered to pass 500 yards on parallel course. Conducted illumination with 24" searchlight and aircraft searchlights. 2220 Photo run completed maneuvering to regain pinwheel. 2331 Set material condition TACCB. 2343 Secured from condition 1AW. Set condition of Readiness III.
DECK LOG BOOK

OF THE

U.S.S. CONTY

DD-508

IDENTIFICATION NUMBER

COMMAND BY

W. H. MORGAN, CDR., U.S.N.

TWO EIGHTY TWO

Division

TWENTY EIGHT

Squadron

_ATTACHED TO_

FOUR

Flotilla

ATLANTIC

Fleet

FIFTH Naval District

Commencing 0001 (+40), 1 October, 1942

at DESTROYER SUBMARINE PIER, NORFOLK, VIRGINIA

(location)

and ending 2400 (+40), 31 October, 1942

(location)

1942

1942

at 25°03'N, 71°27'W
Steering as before. 1640- Maneuvering on various courses at various speeds while call helicopter range "contact." 1642- SET Condition 1ASW. "Secure contact." Maneuvering to remain within 3000 yards of contact. 1729- Challenged submarine contact by dropping five (5) hard grenades. 1753- Secured from Condition 1ASW. 1900- CTU 83.2 resumed command. IOMY replaced MURRAY in pinch role circle three.

Steering as before. 2052- Submarine surfaced. 2120- Submarine identified as KORABLY, nationality: USSR, on course 090°, speed 5 knots. 2227- Passed submarine 100 yards to starboard for better identification. 2308- Maneuvering to remain within 3000 yards of KORABLY.