

Aircraft Action Reports

2-d (61) USS Sargent Bay



CVE-83/A16-3  
Serial: 032

U.S.S. SARGENT BAY  
c/o Fleet Post Office,  
San Francisco, Calif.

28 June 1945

CONFIDENTIAL

From: The Commanding Officer.  
To: The Commander-in-Chief, United States Fleet.  
Via: (1) Commander Task Unit 32.1.1 (Commander Carrier Division  
TWENTY-THREE).  
(2) Commander Task Group 32.1 (Commander Escort Carrier Force,  
Pacific Fleet).  
(3) Commander Task Force 31 (Commander FIFTH Amphibious Force,  
Pacific Fleet).  
(4) Commander THIRD Fleet.  
(5) Commander-in-Chief, U.S. Pacific Fleet and Pacific Ocean  
Areas.

Subject: Action Report, RYUKYUS Operation, 21 March 1945 to 23 June  
1945 inclusive.

References: (a) Commander THIRD Fleet Standard Instructions, 1 - 45.  
(b) Pacific Fleet Confidential Letter 1CL-45.

Enclosure: (A) Subject Action Report.

1. In compliance with references (a) and (b), subject Action  
Report is herewith submitted.

R. M. OLIVER

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ENCLOSURES & ANNEX "A" (Action Report of Composite Squadron EIGHTY-THREE,  
21 March to 23 June 1945)



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PART I

BRIEF SUMMARY

<u>Dates</u>	<u>Location</u>	<u>Employment</u>
21-25 March	Enroute ULITHI to objective.	LCAP, LASP and TASP for TF 54 training.
25 March-7 April	Off OKINAWA.	Strikes on objective prior to landings, direct support missions after landings, TCAP, TASP, LCAP and LASP.
7 - 18 April	Vicinity 23° - 30' N. 132° - 30' E.	LCAP, LASP for T.G. 50.8.
18 April-15 May	Off OKINAWA.	Direct Support missions, TCAP, TASP, LCAP and LASP.
15 May - 2 June	Enroute SAIPAN-GUAM and return to objective.	Ten day availability routine dry docking.
2 - 20 June	Off OKINAWA - SAKISHIMA.	Strikes, direct support missions, TCAP, TASP, LCAP and LASP.
20 - 23 June	Enroute LEYTE.	

PART II

PRELIMINARIES

<u>Dates</u>	<u>Unit to which attached</u>	<u>Commander Task Unit</u>
21 March-26 March	T.U. 52.1.2	Rear Admiral G.R. HENDERSON
26 March-7 April	T.U. 52.1.2	Rear Admiral F.B. STUMP
7 - 18 April	T.U. 50.8.13	Captain W.D. ANDERSON
18 April-15 May	T.U. 52.1.2 T.U. 52.1.1 T.U. 52.1.1	Rear Admiral F.B. STUMP Rear Admiral E.W. LITCH Rear Admiral G.R. HENDERSON
15 - 19 May	-----	Captain R. M. OLIVER



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19 - 29 May	Comseron 10 for availability	(SAIPAN - GUAM)
29 May-2 June	TU 94.15.6.	Captain R. M. OLIVER
2 - 20 June	TU 32.1.1.	Rear Admiral H. M. MARTIN
20 - 23 June	- - - - -	Captain R. M. OLIVER

PART III

CHRONOLOGICAL ACCOUNT OF ACTION

ENCLOSURES: (B) Photographs, Number 1 - 18.  
(C) Weather Summary for 4 - 5 June 1945.

TIME ZONES: ITEM (-9) in objective area and West of 139° East.  
KING (-10) East of 139° East.

No daily mention of weather or times of sunrise or sunset is made unless they have some effect on operations.

21 March

At 0657 sortie was made from ULITHI with Task Unit 52.1.2 enroute to operation areas off OKINAWA JIMA. Ships of Task Unit formed a column and fired gunnery exercises at target drone and towed sleeves. Eight (8) FM-2 and ten (10) TBM-3 were landed aboard from ULITHI, filling the ship's complement of planes.

Ship's positions:

0800	-	- - - - -	- - - - -
1200	-	10° 41' N.	139° 50' E.
2000	-	11° 55' N.	138° 19' E.

22 March

No flight operations were conducted, due to rough sea with heavy swells.

Ship's positions:

0800	-	14° 24' N.	136° 31' E.
1200	-	15° 03' N.	135° 52' E.
2000	-	16° 47' N.	134° 46' E.



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23 March

Furnished four (4) VF and four (4) VT planes for attack exercise Number 6 (D), USF-10A.

Ship's positions:

0800 - 19° 21' N.	133° 14' E.
1200 - 20° 04' N.	133° 10' E.
2000 - 21° 23' N.	132° 42' E.

24 March

A Jap plane (IRVING) was sighted by a TBM from TU 52.1.1, a distance of forty (40) miles from this ship. The Jap plane, presumably on reconnaissance, escaped into cloud cover. GQ was sounded at 1117 for an unidentified aircraft in vicinity which was later identified by our fighters to be a friendly TBM.

Ship's positions:

0800 - 22° 54' N.	130° 26' E.
1200 - 23° 24' N.	129° 53' E.
2000 - 24° 50' N.	129° 18' E.

25 March

At 0500, Task Unit 52.1.2 arrived at Lat. 25° 30' N., Long. 127° 39' E. Combat strikes by ship's aircraft were made against KERAMA RETTO and OKINAWA JIMA. Due to the presence of unidentified aircraft, the last flight of planes was given attack rendezvous, and was later landed aboard after dark. One (1) VT crashed barrier. There were no injuries to personnel, but the plane was damaged beyond repair and, after cannibalizing for parts, it was jettisoned.

Ship's positions:

0800 - 25° 07' N.	127° 25' E.
1200 - 25° 24' N.	127° 34' E.
2000 - 25° 41' N.	127° 55' E.

26 March

Support group sorties were flown against OKINAWA JIMA and KERAMA RETTO targets. At 1915 three (3) VT planes from U.S.S. BATAAN (CVE-29), which had become lost, were landed aboard. Due to the presence



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of many Jap planes in the area GQ was sounded four (4) times during the day. At 1935 Rear Admiral F. B. STUMP, U.S. Navy, assumed command and OTC of Task Unit 52.1.2.

Ship's positions:

0800 - 25° 25' N.	127° 25' E.
1200 - 25° 33' N.	127° 30' E.
2000 - 25° 24' N.	127° 36' E.

27 March

Combat sorties of ship's aircraft near NAHA Airfield on OKINAWA JIMA encountered moderate to intense anti-aircraft fire but received no hits. Three (3) VT planes from the BATAAN were launched for return to parent carrier. Refueled the U.S.S. EVANS (DD-552) underway. During early night, one (1) unidentified aircraft approached close enough to this Task Unit for a destroyer of its screen to open fire, after which the plane withdrew.

Ship's positions:

0800 - 25° 30' N.	127° 14' E.
1200 - 25° 26' N.	127° 16' E.
2000 - 25° 24' N.	127° 54' E.

28 March

At 1251 GQ was sounded due to unidentified aircraft being in the vicinity. Our fighters later identified the aircraft to be two (2) TBMs and a PB4Y. Combat flights were conducted over OKINAWA JIMA with one (1) VT plane dropping propaganda bombs.

Ship's positions:

0800 - 25° 35' N.	127° 28' E.
1200 - 25° 24' N.	127° 20' E.
2000 - 25° 22' N.	128° 17' E.

29 March

Report having been received that a portion of the Jap fleet had been sighted rounding southern KYUSHU, and that enemy planes had landed during the previous night on fields within striking range of our forces, a long range sector search was assigned to planes of this ship. This search was flown by five (5) VTs and five (5) VFs covering 10° sectors to a distance of 300 miles north of OKINAWA JIMA. The search proved negative.



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While near OKINAWA JIMA a FM-2 plane from this ship was shot down by a friendly ship and the pilot rescued, uninjured. Two (2) GQs were sounded for unidentified aircraft in the area which later proved to be friendly. Fueled from U.S.S. ASHTABULA (AO-51) while underway.

Ship's positions:

0800 - 25° 39' N.	127° 24' E.
1200 - 25° 49' N.	128° 06' E.
2000 - 26° 14' N.	129° 14' E.

30 March

As the Task Unit operated in fueling area, no flights were made against target by ship's aircraft.

Ship's positions:

0800 - 25° 25' N.	127° 27' E.
1200 - 25° 23' N.	128° 10' E.
2000 - 24° 54' N.	128° 50' E.

31 March

At 0130 left formation with escorts U.S.S. ULVERT M. MOORE (DE-442) and U.S.S. KENDALL C. CAMPBELL (DE-443) for KERAMA RETTO to replenish ammunition. At 0825 anchored there in Berth K-99. At 1704 GQ was sounded for an unidentified aircraft which did not close. The ship got underway at 1843 with the same escorts for return to the operating area.

Ship's positions:

0800 - - - - -	- - - - -
1200 - - - - -	- - - - -
2000 - 25° 56' N.	127° 18' E.

1 April

Rejoined TU 52.1.2 at 0430. Ship's aircraft flew twenty-six (26) sorties against OKINAWA JIMA in support of Marine and Army forces, which landed on the western beaches.

Ship's positions:

0800 - 25° 55' N.	128° 43' E.
1200 - 26° 00' N.	129° 05' E.
2000 - 25° 45' N.	129° 00' E.



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2 April

Unidentified aircraft picked up by radar at 0402 and again at 1836 proved friendly, though GQ was sounded both times. Marine pilots with two (2) USMC observers, who had been on board on temporary duty, flew two (2) OY-1 planes to newly captured YONTAN airfield. Returning from flights against OKINAWA JIMA two (2) FM's crashed the barrier.

Ship's positions:

0800 - 25° 55' N.	128° 32' E.
1200 - 25° 52' N.	128° 36' E.
2000 - 25° 54' N.	128° 49' E.

3 April

At 1359 refueled U.S.S. JOHN D. HENLEY (DD-553) underway. At 1720 the ships of the Task Unit were in the formation shown on enclosure (B-1). With the ship at GQ, unidentified aircraft appeared at 1732 bearing 345° T, 27 miles, course 180°, closing. Four (4) of this ship's FM's flying LCAP were directed to intercept. Two (2) Jap planes, a ZEKE and a JILL, were sighted at 010° T, 15 miles. One (1) FM chased and fired at the ZEKE, which escaped, while two (2) others went after the JILL, which headed towards the Unit formation. Enclosure (B-2) shows one (1) FM on JILL's tail, while (B-3) pictures both FM's maneuvering into position to hit the Jap. Under their fire, he splashed off the port bow of the U.S.S. CAPPS (DD-550) as shown in enclosure (B-4). Simultaneously, two (2) other ZEKES got inside the screen and attacked the U.S.S. WAKE ISLAND (CVE-65). As shown in enclosure (B-5), the first splashed near her port side fore-castle. The second, fired at by this ship's AA, splashed close aboard her starboard side. See enclosures (B-6) and (B-7).

Ship's positions:

0800 - 25° 58' N.	128° 38' E.
1200 - 25° 56' N.	128° 47' E.
2000 - 26° 11' N.	129° 16' E.

4 April

GQ was sounded three (3) times when unidentified aircraft were picked up by radar, but did not close. Ground forces on OKINAWA JIMA advanced so rapidly that it was difficult to select targets which ship's planes could strike to best advantage.



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Ship's positions:

0800 - 25° 44' N.	128° 00' E.
1200 - 25° 33' N.	128° 15' E.
2000 - 25° 28' N.	128° 47' E.

5 April

Direct Support strikes scheduled to hit OKINAWA were cancelled because ground forces were advancing so rapidly. USMC Observers, who had been aboard this ship, were transferred to the U.S.S. BRADFORD (DD-545) for further transfer. While alongside, BRADFORD was refueled underway.

Ship's positions:

0800 - 25° 39' N.	128° 40' E.
1200 - 25° 48' N.	128° 43' E.
2000 - 25° 07' N.	128° 48' E.

6 April

The ship went to GQ four (4) times during the day, but no unidentified aircraft approached within this ship's firing range. Flights over OKINAWA JIMA included one (1) photographic VT with VF escort.

Ship's positions:

0800 - 25° 32' N.	128° 30' E.
1200 - 25° 38' N.	128° 40' E.
2000 - 25° 29' N.	128° 45' E.

7 April

Enemy planes in the vicinity of the Task Unit caused GQ to be sounded twice during the morning. Upon completion of day's strikes against OKINAWA targets, this ship was detached from TU 52.1.2 at 1230 and proceeded on duty assigned, with escorts U.S.S. GOSS (DE-444) and U.S.S. DENNIS (DE-405). At 1520 an unidentified aircraft bearing 120° T., 24 miles, course 300°, speed 180 knots, was picked up on radar. GQ was sounded at 1522. At 1523 the plane was bearing 110° T., 16 miles, course 350°, and at 1525, 095° T., 11 miles, course 335°. At the time, U.S.S. SITKOH BAY (CVE-86) and U.S.S. BRETON (CVE-23), carrying F4U's and Marine pilots as garrison forces for YONTAN airfield, OKINAWA JIMA, were on this ship's port beam. Intercepted by an F4U, the plane proved to be a Jap BETTY. Set on fire by the fighter, the suicider made futile shallow dive for the SITKOH BAY but was hit again by AA fire from the CVE and splashed well clear of the ship.



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Ship's positions:

0800 - 25° 48' N.	128° 40' E.
1200 - 25° 37' N.	128° 40' E.
2000 - 25° 01' N.	130° 30' E.

7 - 18 April

During this period away from objective area, the ship operated as part of TG 50.8 in replenishment areas southeast of OKINAWA JIMA, relieving U.S.S. MAKASSAR STRAIT (CVE-91). Air cover through LASP and LCAP sorties was provided for ships present by this ship and U.S.S. SAVO ISLAND (CVE-78), and by the fast carriers when they were present for replenishment. On 16 April, in preparation for return to TU 52.1.2, refueled underway from U.S.S. CHICOPEE (AO-34), then proceeded alongside U.S.S. LAS VEGAS VICTORY (AK-229) and rearmed at sea. This was the first time the LAS VEGAS VICTORY had delivered ammunition at sea, and the first time this ship had received it. The operation was conducted without difficulty. The LAS VEGAS VICTORY did not have enough men and loading facilities to keep the nets filled. This slowed down the operation. Routine patrols were launched and recovered on this date, along with refueling and rearming. At 2300 on 17 April this ship was detached by CTG 50.8, proceeded with escorts U.S.S. MITCHELL (DE-43) and U.S.S. REYNOLDS (DE-42), and rendezvoused with relief for the replenishment duty, U.S.S. RUDYERD BAY (CVE-81) at 0618 on 18 April. Then with U.S.S. ROBERT F. KELLER (DE-419) and U.S.S. MELVIN R. NAWMAN (DE-416) as escorts, this ship proceeded and at 0849 reported for duty to CTU 52.1.2. At 1019 refueled underway alongside U.S.S. SUAMICO (AO-49). At 1601, after all ships in the Task Unit had refueled, the carriers present exercised at AA gunnery practice, firing on towed sleeves, enroute to operating area off OKINAWA JIMA.

19 April

This was the date of the all-out attack by our forces against the enemy on southern OKINAWA, including demonstration landings on the southeastern beaches, and the greatest armada of aircraft ever used in direct support. This Task Unit alone sent in sixty-eight (68) planes on the special strike.

Ship's positions:

0800 - 25° 29' N.	128° 17' E.
1200 - 25° 06' N.	128° 16' E.
2000 - 25° 12' N.	128° 04' E.



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20 April

Direct support planes were assigned principally OKINAWA JIMA towns to strike.

Ship's positions:

0800 - 25° 29' N.	128° 17' E.
1200 - 25° 06' N.	128° 16' E.
2000 - 25° 12' N.	128° 04' E.

21 April

The first of the assignments during the operation to this ship's aircraft to drop supplies back of our lines on OKINAWA JIMA, was successfully carried out on this date.

Ship's positions:

0800 - 25° 32' N.	128° 15' E.
1200 - 25° 24' N.	128° 19' E.
2000 - 25° 19' N.	128° 10' E.

22 April

Lieutenant Commander BILLY VICTOR GATES, Commanding Officer of Composite Squadron EIGHTY-THREE, embarked in this ship, failed to return from combat mission against OKINAWA JIMA, and was listed as missing in action. It is possible that his plane was one of two in a mid-air collision seen to fall in enemy territory. This proved to be the only loss in personnel during the entire operation. At 1620 refueled the U.S.S. BOYD (DD-544) underway.

Ship's positions:

0800 - 25° 32' N.	128° 15' E.
1200 - 25° 24' N.	128° 19' E.
2000 - 25° 19' N.	128° 10' E.

23 April

Diversified targets on OKINAWA hit by air support sorties and destroyed or heavily damaged, included an important military road, an observation post, a gun position, five (5) buildings, and an unobserved number of caves.



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Ship's positions:

0800 - 25° 24' N.	128° 04' E.
1200 - 25° 26' N.	128° 09' E.
2000 - 25° 01' N.	128° 01' E.

24 April

Refueled the U.S.S. BRADFORD (DD-545) underway at 1343. Due to unfavorable weather over OKINAWA, no target assignments were given ship's aircraft launched for direct support. At 2123 the ship left the formation with U.S.S. JOHN D. HENLEY (DD-553), underway for KERAMA RETTO for replenishment.

Ship's positions:

0800 - 25° 21' N.	127° 56' E.
1200 - 25° 24' N.	128° 17' E.
2000 - 25° 02' N.	128° 08' E.

25 April

At 0612 anchored in Berth K-98 KERAMA RETTO anchorage. Ammunition and supplies were taken aboard. At 1755 underway for operating area southeast of OKINAWA JIMA.

Ship's positions:

0800 - - - - -	- - - - -
1200 - - - - -	- - - - -
2000 - 25° 51' N.	127° 22' E.

26 April

No support missions were assigned, due to weather being closed in over target.

Ship's positions:

0800 - 25° 11' N.	128° 11' E.
1200 - 25° 09' N.	128° 08' E.
2000 - 25° 18' N.	128° 29' E.



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27 April

At 0836 fueled from U.S.S. NIORARA (AO-72) while underway. At 1043 U.S.S. JOHN D. HENLEY (DD-553) came alongside to transfer personnel to this ship. Four (4) pilots were flown aboard from U.S.S. SAGINAW BAY (CVE-82), assigned to VC-83 for duty. The Task Unit operated in a fueling area, and ship's sorties included local patrols only.

Ship's positions:

0800 - 24° 44' N.	130° 50' E.
1200 - 25° 36' N.	130° 24' E.
2000 - 25° 41' N.	130° 04' E.

28 April

After completing TCAP over OKINAWA, two (2) VFs intercepted and splashed one (1) Jap plane (VAL) just north of IE SHIMA. For still pictures enlarged from gun camera moving picture film, see enclosures (B-8), (B-9) and (B-10).

Ship's positions:

0800 - 25° 24' N.	128° 24' E.
1200 - 25° 33' N.	128° 34' E.
2000 - 25° 14' N.	128° 16' E.

29 April

This ship reported for duty to CTU 52.1.1., Rear Admiral E. W. LITCH, U.S. Navy. Three (3) pilots were flown aboard from YONTAN airfield OKINAWA, assigned to VC-83 for duty. One fighter division on TCAP was directed to intercept an unidentified aircraft north of IE SHIMA which developed an ultimate speed of 670 knots, as reported by the controlling fighter director. Interception was impossible. GQ was sounded at 1942 when a PBM failed to show identification.

Ship's positions:

0800 - 25° 20' N.	127° 48' E.
1200 - 25° 28' N.	128° 00' E.
2000 - 25° 21' N.	127° 54' E.

30 April

At 1314 U.S.S. BOYD (DD-544) came alongside and transferred



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personnel to this ship. TASP sorties off OKINAWA, which also hit AGUNI SHIMA, were the only target flights assigned.

Ship's positions:

0800 - 25° 19' N.	128° 04' E.
1200 - 25° 17' N.	128° 14' E.
2000 - 25° 07' N.	128° 10' E.

1 May

Refueled the U.S.S. BRADFORD (DD-545) underway at 0934. Direct support sorties were flown against OKINAWA JIMA targets.

Ship's positions:

0800 - 25° 28' N.	127° 54' E.
1200 - 25° 05' N.	128° 08' E.
2000 - 25° 00' N.	127° 55' E.

2 May

U.S.S. LAWRENCE C. TAYLOR (DE-415) came alongside at 1202 for transfer of personnel to this ship. Through arrangements made by Commander Air Support Control with GTU 52.1.1, three (3) officers from this ship were flown to OKINAWA JIMA for observation ashore. Only local flights were made because of bad weather over OKINAWA target areas, and around the ship in late afternoon. At 2002 the ship left the formation and escorted by U.S.S. RICHARD S. BULL (DE-402) and U.S.S. EVANS (DD-552) departed for KERAMA RETTO for replenishment.

Ship's positions:

0800 - 25° 26' N.	128° 24' E.
1200 - 25° 18' N.	128° 00' E.
2000 - 24° 58' N.	128° 06' E.

3 May

At 0757 anchored in Berth K-99, KERAMA RETTO harbor. Ammunition was loaded aboard. While at anchor, ship went to GQ five (5) times when enemy aircraft were reported in the area. At 1837 underway for operating area southeast of OKINAWA JIMA.



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Ship's positions:

0800 - - - - -	- - - - -
1200 - - - - -	- - - - -
2000 - 25° 55' N.	127° 26' E.

4 May

At 0200 this ship and escort, U.S.S. RICHARD S. BULL (DE-402) rejoined the formation. Three (3) TASP were only sorties assigned in OKINAWA target area.

Ship's positions:

0800 - 25° 30' N.	128° 21' E.
1200 - 25° 21' N.	128° 36' E.
2000 - 25° 17' N.	128° 40' E.

5 May

Fueled from U.S.S. CHIPOLA (AO-63) at 0615 while underway. Task Unit operated in fueling area, flights being confined to local area. At 1015 U.S.S. MILES (DE-183) came alongside and transferred personnel to this ship.

Ship's positions:

0800 - 25° 23' N.	131° 26' E.
1200 - 25° 48' N.	132° 02' E.
2000 - 25° 15' N.	130° 57' E.

6 May

One (1) VT was flown to YONTAN airfield with two (2) observers. Direct support strikes on OKINAWA JIMA continued to prove effective.

Ship's positions:

0800 - 25° 02' N.	128° 16' E.
1200 - 25° 09' N.	128° 07' E.
2000 - 24° 58' N.	127° 50' E.

7 May

All flights on this date were local, except one (1) photographic sortie over OKINAWA.



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Ship's positions:

0800 - 24° 47' N.	128° 01' E.
1200 - 24° 58' N.	128° 13' E.
2000 - 25° 07' N.	128° 03' E.

8 May

No sorties were flown because of low visibility and rough to very rough sea.

Ship's positions:

0800 - 25° 05' N.	128° 11' E.
1200 - 25° 16' N.	127° 54' E.
2000 - 24° 55' N.	128° 03' E.

9 May

Refueled the U.S.S. LAWRENCE C. TAYLOR (DE-415) underway at 1330. Improved weather permitted resumption of target sorties against OKINAWA JIMA. At 1900 Rear Admiral G. R. HENDERSON, U.S. Navy, became CTU 52.1.1.

Ship's positions:

0800 - 25° 07' N.	127° 38' E.
1200 - 25° 12' N.	127° 42' E.
2000 - 25° 14' N.	128° 09' E.

10 May

At 1537 refueled the U.S.S. BAGLEY (DD-386) underway. OKINAWA JIMA targets were pounded.

Ship's positions:

0800 - 25° 22' N.	127° 48' E.
1200 - 25° 24' N.	128° 21' E.
2000 - 25° 15' N.	128° 25' E.

11 May

TASP and one (1) photographic were only sorties flown over OKINAWA area on this date by ship's aircraft. GQ was sounded at 0910 for unidentified aircraft at 40 miles which withdrew without closing.



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Ship's positions:

0800 - 25° 22' N.	127° 48' E.
1200 - 25° 24' N.	128° 21' E.
2000 - 25° 15' N.	128° 25' E.

12 May

Support missions against OKINAWA targets were reported to be highly successful in knocking out enemy gun positions.

Ship's positions:

0800 - 25° 20' N.	128° 01' E.
1200 - 25° 26' N.	128° 13' E.
2000 - 25° 16' N.	127° 54' E.

13 May

All forty-nine (49) sorties flown by ship's aircraft were over the target at OKINAWA JIMA.

Ship's positions:

0800 - 25° 03' N.	128° 00' E.
1200 - 25° 22' N.	128° 34' E.
2000 - 25° 06' N.	127° 58' E.

14 May

Caves reported to contain artillery positions on OKINAWA JIMA were sealed by the direct support sorties.

Ship's positions:

0800 - 25° 23' N.	127° 56' E.
1200 - 25° 21' N.	128° 34' E.
2000 - 25° 09' N.	128° 08' E.

15 May

At 1525 a VF, approaching the ship for landing, spun in about 150 yards astern. The pilot was rescued with only slight injuries. Only three (3) VTs were flown on direct support missions, due to unfavorable weather over OKINAWA targets. At 1933 this ship was detached by CTU 52.1.1 and in obedience to orders from CTG 52.1 departed for a 10-day availability



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period in SAIPAN and GUAM, with U.S.S. RICHARD S. BULL (DE-402).

Ship's positions:

0800 - 25° 07' N.	127° 58' E.
1200 - 25° 09' N.	127° 49' E.
2000 - 25° 25' N.	128° 17' E.

16 May

Gunnery exercises were conducted, ship's guns firing at surprise bursts put up by escort.

Ship's positions:

0800 - 23° 57' N.	130° 45' E.
1200 - 23° 26' N.	131° 34' E.
2000 - 22° 47' N.	133° 21' E.

17 May

Fighter director problems were conducted, with one (1) VT as the service plane simulating suicide attacks on the ship. Gunnery exercises were conducted, ship's guns firing at surprise bursts put up by escort.

Ship's positions:

0800 - 21° 28' N.	135° 42' E.
1200 - 21° 00' N.	136° 27' E.
2000 - 20° 02' N.	137° 59' E.

18 May

Gunnery exercises were conducted, ship's guns firing at surprise bursts put up by escort.

Ship's positions:

0800 - 18° 35' N.	140° 34' E.
1200 - 18° 11' N.	141° 22' E.
2000 - 17° 12' N.	142° 44' E.

19 May

Gun crews exercised at gunnery drills, firing on towed sleeve.



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at 1353 anchored in Berth L-28, SAIPAN harbor.

Ship's positions:

0800 - 15°44' N.	144° 38' E.
1200 - 15° 17' N.	145° 26' E.
2000 - - - - -	- - - - -

20 - 24 May

At anchor, SAIPAN harbor. On 20th all pilots and aircrewmen of VC-83 left the ship for air transportation to GUAM for a 9 day rest period. This period of availability was devoted to loading of stores, taking fuel oil and aviation gas aboard, and routine maintenance and repairs. At 1819 on 24th, underway for GUAM, escorted by U.S.S. RICHARD S. BULL (DE-402).

25 May

At 0605 launched seven (7) VF and two (2) VT which landed at N.A.B., OROTE, GUAM. At 1238 moored in dry dock, ABSD No. 6, APRA harbor GUAM.

Ship's positions:

0800 - 13° 28' N.	144° 32' E.
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26 - 27 May

In dry dock, APRA harbor, GUAM. This period of availability was spent scraping the outer hull, repainting, effecting routine maintenance and repairs, and taking supplies aboard. At 1607 on 27th departed drydock, and at 1723 anchored in Berth 502, APRA harbor, GUAM.

28 May

Effective 0100 (1500 GCT 27 May) this ship was placed under operational control of Commander Third Fleet. At anchor, continued painting ship and taking supplies and ammunition on board. Pilots and aircrewmen of VC-83 returned aboard from 9 day rest period.

29 May

Planes were loaded aboard to complete the ships complement of aircraft. Five VF (FG-2) placed aboard for ferrying. At 1539 underway on



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return to operating area . With U.S.S. SNYDER (DE-745) and U.S.S. RICHARD S. BULL (DE-402) as escorts, the three (3) ships comprised TU 94.15.6, OTC aboard this ship. Gun crews exercised at gunnery drills, firing on towed sleeve.

Ship's positions:

2000 - 14° 24' N.                      144° 09' E.

30 May

With tail hook stuck, a FM was directed to make water landing. Pilot was rescued uninjured by escort. Enclosures (B-11) and (B-12) show pilot abandoning plane just as it sank a few seconds after landing, and being returned to this ship from U.S.S. RICHARD S. BULL (DE-402). Gunnery exercises were conducted, ship's guns firing at surprise bursts put up by escorts.

Ship's positions:

0800 - 16° 27' N.                      141° 51' E.  
1200 - 16° 58' N.                      141° 07' E.  
2000 - 17° 56' N.                      139° 43' E.

31 May

Only local CAP and ASP sorties covering this ship and escorts were flown by ship's aircraft.

Ship's positions:

0800 - 19° 31' N.                      136° 53' E.  
1200 - 20° 04' N.                      136° 00' E.  
2000 - 21° 11' N.                      134° 09' E.

1 June

Again only local sorties were flown covering this ship and escorts.

Ship's positions:

0800 - 22° 37' N.                      131° 27' E.  
1200 - 22° 04' N.                      130° 22' E.  
2000 - 23° 41' N.                      129° 22' E.



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2 June

At 0339 arrived at Lat. 25° 20' N., Long. 128° 00' E., rendezvoused with TU 32.1.1., and reported for duty to CTU 32.1.1., Rear Admiral H. M. MARTIN, U.S. Navy, at which time TU 94.15.6 was dissolved. Two (2) VTs from U.S.S. GILBERT ISLANDS (CVE-107) landed aboard with extra pilots, and returned those planes and the five (5) ferried VFs (FG-2) to the parent carrier. At 1338 refueled the U.S.S. CAPPS (DD-550) underway. Eight (8) TCAP were flown over OKINAWA JIMA.

Ship's positions:

0800 - 25° 06' N.	127° 56' E.
1200 - 25° 10' N.	128° 10' E.
2000 - 24° 14' 40" N.	126° 23' E.

3 June

At 0946 refueled the U.S.S. RICHARD S. BULL (DE-402) and at 1355 the U.S.S. NICHOLSON (DD-442) underway. Two (2) VFs crashed the barrier, and one (1) went into the catwalk on landing, no injuries to personnel. Rain and limited visibility in Task Unit area made flying conditions difficult. TASP sorties around OKINAWA were only target missions of the day assigned ship's aircraft.

Ship's positions:

0800 - 24° 57' N.	127° 04' E.
1200 - 25° 11' N.	128° 15' E.
2000 - 25° 03' 30" N.	128° 16' E.

4 June

With the Task Unit operating in a fueling area, fueled from U.S.S. SARANAC (AO-74) at 0847 while underway. To avoid a typhoon reported approaching from the south, the Task Unit departed from the fueling area in early afternoon. The southeast quadrant of the storm was circled by steering easterly and southeasterly courses. See enclosure (C) for Weather Summary of 4 - 5 June.

Ship's positions:

0800 - 23° 34' 30" N.	129° 49' E.
1200 - 23° 02' 00" N.	130° 06' E.
2000 - 22° 11' 00" N.	131° 01' 20" E.



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5 June

No flight operations on this date due to very rough seas. Continued circling storm by steering southerly and southwesterly courses.

Ship's positions:

0800 - 21° 00' N.	132° 43' 30" E.
1200 - 20° 50' N.	133° 09' E.
2000 - 20° 54' N.	132° 04' E.

6 June

With the Task Unit again heading west for return to the operating area, gun crews exercised at gunnery drills, firing at towed sleeve.

Ship's positions:

0800 - 22° 17' N.	129° 57' E.
1200 - 22° 52' 30" N.	129° 13' E.
2000 - 24° 06' N.	127° 42' E.

7 June

At 0639, with ship still at routine GQ, three (3) Jap suiciders got inside the screen undetected. One (1), a JUDY, splashed off the WOODWORTH (DD-460). Another, a ZEKE, hit the U.S.S. NATOMA BAY (CVE-62) well forward on flight deck, crashing through to forecastle. The third, a ZEKE, made a strafing dive on this ship, was diverted by hits from ship's AA fire shown in enclosure (B-13), and splashed 100 yards dead ahead. Enclosures (B-14) and (B-15), photographs taken from NATOMA BAY, show ZEKE in dive on this ship, and splashing. In latter, note smoke from burst of lone 5" VT fused shell fired. Enclosure (B-16) pictures parts of plane and shells found on flight deck after ZEKE passed overhead. Six (6) of ship's personnel were slightly injured by pieces of shrapnel, and two (2) FM's were slightly damaged by ejected shell cases from the diving plane. Returning from strike at MIYARA airfield, ISHIGAKI SHIMA, SAKISHIMA RETTO, shown in enclosure (B-17), engine failure forced one (1) FM to make water landing at 1225 only three (3) miles off shore. Pilot was rescued uninjured at 1345 by U.S.S. SPIKEFISH (SS-404), lifeguard sub stationed in area.

Ship's positions:

0800 - 24° 32' N.	126° 40' E.
1200 - 24° 12' N.	126° 27' E.
2000 - 24° 49' N.	127° 10' E.



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8 June

Strikes against southern OKINAWA targets by VT's in direct support sorties were interrupted by a smoke screen friendly ground forces effectively laid with white phosphorous shells. Enclosure (B-18) shows results, with NAHA airfield in background. Refueled the U.S.S. WILKES (DD-441) while underway at 1344.

Ship's positions:

0800 - 25° 17' N	127° 57' E.
1200 - 25° 07' 30" N	128° 04' E.
2000 - 25° 10' 05" N	128° 08' 30" E.

9 June

Tombs and caves, in extreme southern tip of OKINAWA JIMA, were assigned as targets for support sorties flown by ships' aircraft.

Ship's positions:

0800 - 25° 13' N.	128° 03' E.
1200 - 25° 25' N.	128° 00' E.
2000 - 25° 09' N.	128° 14' E.

10 June

Fifty-two target sorties scheduled for this ship were cancelled because of bad weather over OKINAWA JIMA target areas. No aircraft were flown.

Ship's positions:

0800 - 25° 14' 30" N.	128° 02' E.
1200 - 25° 06' 30" N.	128° 06' E.
2000 - 25° 00' N.	127° 55' E.

11 June

All twenty-five (25) sorties flown by ship's aircraft were in OKINAWA JIMA area.

Ship's positions:

0800 - 25° 08' N.	128° 07' E.
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1200 - 25° 17' N.      128° 09' E.  
2000 - 25° 05' N.      128° 08' E.

12 June

Ship's aircraft were again assigned caves and bombs in  
ridges of southern OKINAWA JIMA tip as important target.

Ship's positions:

0800 - 25° 15' N.      128° 06' E.  
1200 - 25° 05' N.      128° 02' E.  
2000 - 25° 01' N.      127° 52' E.

13 June

Task Unit operated in fueling area, where this ship fueled  
from U.S.S. HOUSATONIC (AO-35) at 1105 while underway. Only local sorties  
were flown.

Ship's positions:

0800 - 25° 09' 30" N.    128° 02' 30" E.  
1200 - 25° 08' 40" N.    127° 06' E.  
2000 - 25° 18' N.      127° 45' E.

14 June

The CAP sorties flown covered mine sweeping operations near  
MIYAKO JIMA, while planes on direct support were striking extreme southern  
OKINAWA JIMA targets. One VT crashed the barrier with no injury to pilot  
or crew. At 2222 the ship left the formation with the U.S.S. WOODWORTH  
(DD-460) for KERAMA RETTO for replenishment.

Ship's positions:

0800 - 25° 23' N      127° 42' E.  
1200 - 25° 19' 30" N.    127° 25' E.  
2000 - 25° 15' N.      127° 37' E.

15 June

At 0730 anchored in berth K-17, KERAMA RETTO harbor.  
Ammunition and supplies were taken aboard. At 1514, with WOODWORTH still  
escorting, underway for operating area southeast of OKINAWA JIMA. Rejoined  
T.U. 32.1.1 at 1817.



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Ship's positions:

0800 - - - - -  
1200 - - - - -  
2000 - 25° 20' 30" N. 127° 20' E.

16 June

CAP sorties again covered mine sweeping operations. At 2305 an unidentified aircraft was picked up on radar at 50 miles, G. Q. sounding at 2317. Since it crossed nine miles north of the ship on a heading of 270° (t) toward SAKISHIMA GUNTO, it was believed to be a Jap plane. It disappeared at 53 miles.

Ship's positions:

0800 - 25° 16' N. 127° 40' E.  
1200 - 25° 10' N. 127° 22' E.  
2000 - 25° 17' N. 127° 25' E.

17 June

CAP sorties were still over mine sweeping operations. For the second day in this operation, ship's aircraft flew strike sorties against targets on ISHIGAKI SHIMA, SAKISHIMA RETTO.

Ship's positions:

0800 - 24° 40' N. 126° 52' E.  
1200 - 24° 20' 40" N. 126° 37' E.  
2000 - 24° 41' N. 126° 59' E.

18 June

CAP sorties continued covering mine sweeping operations. One VF (FG-2) left behind on OKINAWA JIMA by U.S.S. GILBERT ISLANDS (CVE-107) flew aboard this ship for ferrying to parent carrier at LEYTE.

Ship's positions:

0800 - 25° 17' 30" N. 127° 38' E.  
1200 - 25° 28' N. 127° 33' E.  
2000 - 25° 11' 30" N. 127° 20' E.



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19 June

The last of the CAP sorties by this ship over the mine sweeping operations were flown. At 0642, an unidentified aircraft at 295° 40 miles, speed 165 knots, was cause for G. Q. to be sounded. After completely circling the Task Unit formation, but never approaching closer than 21 miles, it disappeared, undoubtedly a Jap plane snooping. G. Q. was sounded twice more during the day for unidentified aircraft that did not close. Refueled the U.S.S. TALBOT underway at 1402.

Ship's positions:

0800 - 25° 15' N.	127° 22' E.
1200 - 25° 15' N.	127° 29' E.
2000 - 25° 02' 30" N.	127° 17' 30" E.

20 June

Refueled U.S.S. PATTERSON (DD-392) underway at 1340. At 1900, this ship was detached from T.U. 32.1.1 and reported to CTG 32.1 for duty. Ship was detached from TG 32.1 at 2019, and in formation with U.S.S. OKLAHOMA CITY (CL-91), and escorts U.S.S. HEMMINGER (DE-746) and U.S.S. RICHARD S. BULL (DE-402), departed Lat. 24° 43' N, Long. 127° 12' E. en-route to LEYTE on duty assigned.

Ship's positions:

0800 - 25° 08' N.	128° 02' E.
1200 - 25° 11' 30" N.	127° 49' E.
2000 - 24° 38' N.	127° 10' E.

21 June

No aircraft were flown on this date.

Ship's positions:

0800 - 21° 39' 30" N.	127° 09' E.
1200 - 20° 35' N.	127° 09' E.
2000 - 18° 30' N.	126° 57' E.

22 June

One VT towed a target for ships' gun crews to fire on, and



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four (4) VF were furnished for spotting and fighter direction exercises.

Ship's positions:

0800 - 15° 37' 30" N. 126° 44' E.  
1200 - 14° 40' N. 126° 36' 30" E.  
2000 - 12° 40' N. 126° 22' E.

23 June

Gunnery exercised were conducted, ship's guns firing on sleeve towed by one VT. The ferried VF (FG-2) was launched for return to parent carrier, U.S.S. GILBERT ISLANDS (CVE-107). At 1240 anchored in southern sector berth 54, SAN PEDRO BAY, LEYTE, thus completing this ship's participation in the RYUKUS operation.

Ship's positions:

0800 - 10° 35' 30" N. 125° 58' E.

PART IV

ORDNANCE

A. Performance of ship's ordnance material and equipment.

1. Detailed information on ship's gunnery:

a. AMMUNITION EXPENDED:

In Action Against Enemy

<u>Date</u>	<u>5"/38 Cal.</u>	<u>40mm</u>	<u>20mm</u>
3 April 1945	0	10	265
7 June 1945	1*	77	848
Total	1	87	1104

\* "VT" Fused Projectile Mark 40 Mod. 1

In Target Practice

<u>Date</u>	<u>5"/38 Cal.</u>	<u>40mm</u>	<u>20mm</u>
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21 March 1945	17	1423	5414
18 April 1945	4	807	3187
16 May 1945	12*		
17 May 1945		193	116
18 May 1945		252	319
19 May 1945	7	2935	4891
29 May 1945	1	742	864
6 June 1945	8	2152	3677
22 June 1945	19	3057	916
23 June 1945	5	985	234
Total	<u>73</u>	<u>12,546</u>	<u>19,618</u>

\* Test firing Mark 32 Mod. 10 "VT" Fused Projectiles.

- b. Under strafing attack by a Japanese ZEKE aircraft, fire discipline was excellent. All men performed their duty most satisfactorily under pressure of attack. Gunnery communications were adequate. An analysis of unidentified aircraft is put on the Gunnery circuit by a talker in CIC which keeps all hands well informed.
- c. Anti-aircraft gunnery was effective in producing hits on the Japanese suicide attempt against this ship which diverted the attack.
- d. This ship had no material or training deficiencies.

B. Performance of enemy ordnance material and equipment.

1. The strafing accuracy of the attacking Japanese ZEKE, which was armed with 20mm and .50 caliber machine gun, was very poor, inasmuch as only a few rounds of 20mm and .50 caliber projectiles hit this ship, causing a few minor casualties. Most of them landed in the water about fifty yards on the starboard bow.



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PART VI  
SPECIAL COMMENTS AND INFORMATION

Enclosure: (D) ACA-1 Reports, VC-83, Number 47-140 inclusive.

PART VI B. 1.  
DAILY PLANE AVAILABILITY AND TOTALS OF SORTIES FLOWN

DATE	PLANE AVAILABILITY		STRIKE & DIRECT SUPPORT		AIR COORDINATOR		TCAP	TASP	LCAP	LASP	* OTHERS		TOTALS	
	VF	VT	VF	VT	VF	VT					VF	VT	VF	VT
21 March	18	13											0	0
22 March	18	13											0	0
23 March	18	13						2	4	2	4	4	16	16
24 March	18	13						2	4	2			8	24
25 March	18	13	12	10				6	4				32	56
26 March	18	10	16	11	2	1							30	86
27 March	18	10	20	16							2	1	39	125
28 March	19	10	15					12	8		1	1	37	162
29 March	18	10	12					6			5	5	28	190
30 March	18	10							24	4			28	218
31 March	18	10							4				4	222
1 April	14	10	16	9	1				8				34	256
2 April	17	9	18	12	1		4		4			5	44	300
3 April	15	9	4	4			4		12			6	30	330
4 April	16	8	4	7	1		12		4		1	1	30	360
5 April	16	12						3	16			1	20	380
6 April	16	12						4	16		1	1	22	402
7 April	16	12	7	6	1				16	4			34	436
8 April	17	12											0	436
9 April	14	12								7			7	443
10 April	14	12								6			6	449
11 April	14	11								6			6	455
12 April	14	12							16	7			23	478
13 April	18	12							16	3			19	497
14 April	19	12								3			3	500
15 April	19	12								6			6	506
16 April	20	12								12			12	518
17 April	21	12								12			12	530
18 April	21	12							8	6			14	544
19 April	20	12	16	20					8				44	588
20 April	20	12	8	8		1	8		16			2	43	631
21 April	19	12	8	8					20	4	1	3	44	675
22 April	20	11		8	1		24		8			9	50	725
23 April	19	11	8	16			4		12				40	765



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DAILY PLANE AVAILABILITY AND TOTALS OF SORTIES FLOWN

DATE	PLANE AVAILABILITY		STRIKE& DIRECT SUPPORT		AIR COORDINATOR		TCAP	TASP	LCAP	LASP	*OTHERS		TOTALS	
	VF	VT	VF	VT	VF	VT	VF	VT	VF	VT	VF	VT	DAILY	CUMULATIVE
24 April	19	10		3			4		8				15	780
25 April	19	10							4				4	784
26 April	19	10					16		12	2			30	814
27 April	19	10							8	4			12	826
28 April	19	12					20		16				36	862
29 April	19	12					32	2					34	896
30 April	19	12					24	3		8			35	931
1 May	19	12		12			32						44	975
2 May	18	12							20	4			24	999
3 May	19	12							8				8	1007
4 May	19	12						3	24	12			39	1046
5 May	18	12							4	4			8	1054
6 May	19	12		12			32						44	1098
7 May	19	12						6	28	8		1	43	1141
8 May	19	12											0	1141
9 May	19	12		12			24					1	37	1178
10 May	18	12		8			32						40	1218
11 May	18	10					4	3	24	8		1	40	1258
12 May	19	12		8			24						32	1290
13 May	19	12		16		1	32						49	1339
14 May	17	11		4	1	1	4	3	24	8			45	1384
15 May	18	11		3		1	31						35	1419
16 May	17	11							16	4			20	1439
17 May	17	11							16	4			20	1459
18 May	17	11							14	4			18	1477
19 - 29 May														
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PART VI B. 1. (continued)  
 DAILY PLANE AVAILABILITY AND TOTALS OF SORTIES FLOWN

DATE	PLANE AVAILABILITY		STRIKE & DIRECT SUPPORT		AIR COORDINATOR		TCAP	TASP	LCAP	LASP	* OTHERS	TOTALS	
	VF	VT	VF	VT	VF	VT	VF	VT	VF	VT	VF/VT	DAILY	CUMULATIVE
12 June	16	12		4	1				24	4		33	1810
13 June	16	12							4			4	1814
14 June	16	12		17		2	24					43	1857
15 June	17	10							8			8	1865
16 June	17	12					24			8		32	1897
17 June	17	12	4	10			14		12	8		48	1945
18 June	16	11					32					32	1977
19 June	16	12					16					16	1993
20 June	18	12							8			8	2001
21 June	18	12										0	2001
22 June	18	12									4 1	5	2006
23 June	18	12									1	1	2007

\* Included in this column are the following:

Exercises	6 VT	8 VF
Photographic	8 VT	4 VF (escort)
Propaganda	2 VT	2 VF (escort)
Search	5 VT	5 VF
Air Observer	12 VT	
Supply drop	11 VT	

NOTE: In the daily totals of sorties flown listed above, planes not reaching target or assigned area of operation are omitted. The figures include only regularly assigned flights, and do not contain courier, utility, familiarization or test hops.



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PART VI B. 2.  
TABLE OF AMMUNITION EXPENDED AT TARGET BY MISSION

ACA-1 REPORT VC-83#	TYPE OF MISSION	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TARGET		AMMUNITION EXPENDED		FUSING	
				GENERAL	SPECIFIC	VF	VT	NUMBER	TYPE	NOSE	TAIL
47	Strike	3/25	0757	KERAMA RETTO	ZAMIMI SHIMA	6	5	6	55 gal. Napalm	Inst.	
								50	100 lb. GP	Inst.	Inst.
								19	5"/(HE)HVAR	Plug	.02
								35	5"/(HE)AR	Plug	.02
								1,050	.30 cal.		
								7,450	.50 cal.		
48-49	TASP	3/25	1327	KERAMA RETTO	Small boats	2	2	4	3.5" solid head AR		
								500	.30 cal.		
								900	.50 cal.		
50	Strike	3/25	1532	OKINAWA JIMA	TERA & NAGUSUKU towns	2	5	19	100 lb. GP	Inst.	Inst.
								28	5"(HE)HVAR	Plug	.015
								1,800	.50 cal.		
51	Direct Support	3/26	0559	KERAMA RETTO	Gun and boats	4	4	4	Napalm	Inst.	
								35	100 lb. GP	Inst.	.025
								52	5"(HE)AR	Plug	.02
								500	.30 cal.		
								4,700	.50 cal.		
52	Direct Support	3/26	0757	KERAMA RETTO	Supplies	5	3	4	Napalm	Inst.	
								20	100 lb. GP	Inst.	.025
								12	5"(HE)HVAR	Plug	.02
								30	5"(HE)AR	Plug	.02
								800	.30 cal.		
								5,100	.50 cal.		
53	Direct Support	3/26	1126	KERAMA RETTO	Buildings	4	1	10	100 lb. GP	Inst.	.025
								5	5"(HE)HVAR	Plug	.02
								24	5"(HE)AR	Plug	.02
								150	.30 cal.		
								2,350	.50 cal.		
54	Direct Support	3/26	1327	OKINAWA	KOMESU town	4	0	24	5"(HE)AR	Plug	.02
								3,100	.50 cal.		
55	Direct Support	3/26	1527	OKINAWA	YANABARU A/F	1	4	40	100 lb. GP	Inst.	.025
								12	5"(HE)HVAR	Plug	.02
								21	5"(HE)AR	Plug	.02
								700	.30 cal.		
								1,700	.50 cal.		
56	Direct Support	3/27	0545	OKINAWA	Caves	12		64	5"(HE)AR	Plug	.02
								10,150	.50 cal.		



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PART VI. B. 2. (continued)  
TABLE OF AMMUNITION EXPENDED AT TARGET BY MISSION

ACA-1 REPORT VC-83#	TYPE OF MISSION	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TARGET		AMMUNITION EXPENDED		FUSING	
				GENERAL	SPECIFIC	VF	VT	NUMBER	TYPE	NOSE	TAIL
57	Direct Support	3/27	0744	OKINAWA	Caves E. of YONTAN		8	16 40 43 2,750 5,630	500 lb. GP 100 lb. GP 5" (HE) HVAR .30 cal. .50 cal.	Inst. Inst. Plug	.025 .025 .02
58	Direct Support	3/27	1320	OKINAWA	AA E. of KADENA A/F		6	16 28 48 2,900 4,260	500 lb. GP 100 lb. GP 5" (HE) HVAR .30 cal. .50 cal.	Inst. Inst. Plug	.025 .025 .02
59	Direct Support	3/27	1517	OKINAWA	NAHA A/F	8		48 4,650	5" (HE) AR .50 cal.	Plug	.02
60	Direct Support	3/28	0738	OKINAWA	KAMIYANA town	4		23 2,800	5" (HE) AR .50 cal.	Plug	.02
61	TASP	3/28	0730	OKINAWA	Small boats		4	1 12 1,500	350 lb. DB 3.5" solid AR .50 cal.	Hydro 25 ft	
62	Direct Support	3/28	0956	OKINAWA	Buildings	11		58 6,610	5" (HE) AR .50 cal.	Plug	.02
63	TASP	3/28	1235	OKINAWA	Buildings		2	6 300 300	5" solid AR .30 cal. .50 cal.		
64	Direct Support	3/29	0957	OKINAWA	Guns	12		28 10,750	5" (HE) AR .50 cal.	Plug	.02
65	TASP	3/29	1259	OKINAWA	Boats		1	50 200	.30 cal. .50 cal.		
66	Direct Support	4/1	0957	OKINAWA	Caves	4		16 1,660	5" (HE) HVAR .30 cal.	Plug	.02
67	Direct Support	4/1	1145	OKINAWA	Radio station, caves.	1	9	16 50 60 1,400 4,380	500 lb. GP 100 lb. GP 5" (HE) HVAR .30 cal. .50 cal.	Inst. Inst. Plug	.025 Inst. .02
68	Direct Support	4/1	1519	OKINAWA	Buildings and caves	12		56 12,700	5" (HE) AR .50 cal.	Plug	.02



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PART VI B. 2. (continued)  
TABLE OF AMMUNITION EXPENDED AT TARGETS BY MISSION

ACA-1 REPORT VC-83#	TYPE OF MISSION	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT		AMMUNITION EXPENDED		FUSING	
				GENERAL	SPECIFIC	VF	VT	NUMBER	TYPE	NOSE	TAIL
69	Direct Support	4/2	0556	OKINAWA	Houses	1	7	12	500 lb. GP	Inst.	.025
								40	100 lb. GP	Inst.	Inst.
								39	5" (HE) HVAR	Plug	.02
								6	5" (HE) AR	Plug	.02
								2,100	.30 cal.		
3,580	.50 cal.										
70	Direct Support	4/2	0727	OKINAWA	Small boats	12		63	5" (HE) AR	Plug	.02
								13,380	.50 cal.		
71	TCAP	4/2	1155	OKINAWA	Small boats	4		3,100	.50 cal.		
72	Direct Support	4/2	1313	OKINAWA	Caves		5	50	100 lb. GP	Inst.	Inst.
								24	5" (HE) HVAR	Plug	.02
								1,100	.30 cal.		
880	.50 cal.										
73	Tacti- cal Air Observer	4/2	0554	OKINAWA	Build- ings, trucks, caves.		5	36	5" (HE) AR	Plug	.02
74	Direct Support	4/2	1515	OKINAWA	Troop concent- rations	6		35	5" (HE) AR	Plug	.02
								4,150	.50 cal.		
75	Direct Support	4/3	0728	OKINAWA	Caves	4		24	5" (HE) AR	Plug	.02
								3,000	.50 cal.		
76	Direct Support	4/3	1002	OKINAWA	Huts		4	8	500 lb. GP	Inst.	.025
								20	100 lb. GP	Inst.	Inst.
								21	5" (HE) HVAR	Plug	.02
								800	.30 cal.		
								700	.50 cal.		
77	Tacti- cal Air Observer	4/3	0554	OKINAWA	Docks, boats, houses.		6	47	5" (HE) AR	Plug	.02
								2,200	.30 cal.		
								2,600	.50 cal.		
78	LCAP	4/3	1515	Near TU 26-07 N 128-52E	JILL and ZEKE	4		2,660	.50 cal.		
79	Direct Support	4/4	0545	OKINAWA	Emplace- ments		3		500 lb. GP	Inst.	.025
								10	100 lb. GP	Inst.	Inst.
								22	5" (HE) AR	Plug	.02
								1,100	.50 cal.		



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PART VI B. 2. (continued)  
TABLE OF AMMUNITION EXPENDED AT TARGET BY MISSION

ACA-1 REPORT VC-83#	TYPE OF MISSION	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TARGET		AMMUNITION EXPENDED		FUSING	
				GENERAL	SPECIFIC	VF	VT	NUMBER	TYPE	NOSE	TAIL
80	Direct Support	4/4	1003	OKINAWA	Boats	5		30 4,400	5" (HE)AR .50 cal.	Plug	.02
81	Direct Support	4/4	1208	OKINAWA	Caves		4	4 20 8 18	500 lb. GP 100 lb. GP 5" (HE)HVAR 5" (HE)AR	Inst. Inst. Plug Plug	.025 Inst. .02 .02
82	Direct Support	4/7	0735	OKINAWA	Barracks and caves	5	2	20 41	100 lb. GP 5" (HE)AR	Inst. Plug	Inst. .02
83	Direct Support	4/7	0837	TSUKEN SHIMA	Beaches	3	3	24 12	5" (HE)HVAR 5" (HE)AR	Plug Plug	.02 .02
84	Direct Support	4/19	0715	OKINAWA	Ridge and caves	8	12	119 20 100 570 2,320	100 lb. GP 5" (HE)HVAR 5" (HE)AR .30 cal. .50 cal.	Inst. Plug Plug	Inst. .02 .02
85	Direct Support	4/19	1119	OKINAWA	Trucks, stores.	8		4 42 5,800	5" (HE)HVAR 5" (HE)AR .50 cal.	Plug Plug	.02 .02
86	Direct Support	4/19	1155	OKINAWA	Command posts		8	79 61 350 1,230	100 lb. GP 5" (HE)AR .30 cal. .50 cal.	Inst. Plug	Inst. .02
87	Direct Support	4/20	0526	OKINAWA	5" gun position		4	40 27 980	100 lb. GP 5" (HE)AR .50 cal.	Inst. Plug	Inst. .02
88	Direct Support	4/20	1001	OKINAWA	ZAWA town	4		3,250	.50 cal.		
89	Direct Support	4/20	1202	OKINAWA	Gun positions		5	4 36 1,300 2,440	100 lb. GP 5" (HE)AR .30 cal. .50 cal.	Inst. Plug	Inst. .02
90	Direct Support	4/20	1515	OKINAWA	KOKUDA town	4		24 6,000	5" (HE)AR .50 cal.	Plug	.02
91	Direct Support	4/21	0511	OKINAWA	Trucks, oil dumps	4	4	40 35 1,100 5,780	100 lb. GP 5" (HE)AR .30 cal. .50 cal.	Inst. Plug	Inst. .02



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PART VI B. 2. (continued)  
TABLE OF AMMUNITION EXPENDED AT TARGET BY MISSION

ACA-1 REPORT VC-83#	TYPE OF MISSION	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TARGET		AMMUNITION EXPENDED		FUSING	
				GENERAL	SPECIFIC	VF	VT	NUMBER	TYPE	NOSE	TAIL
92	Direct Support	4/21	1200	OKINAWA	AA posi- tions	4	4	8	250 lb. GP	Inst.	.025
								20	100 lb. GP	Inst.	Inst.
								88	5" (HE)HVAR	Plug	.02
								30	5" (HE)AR	Plug	.02
								400	.30 cal.		
								3,930	.50 cal.		
93	TCAP	4/22	1204	OKINAWA	Strafe KUME SHIMA	11		5,500	.50 cal.		
94	Direct Support	4/22	1335	OKINAWA	Caves		8	16	250 lb. GP	Inst.	.025
								40	100 lb. GP	Inst.	Inst.
								6	5" (HE)HVAR	Plug	.02
								56	5" (HE)AR	Plug	.02
								400	.30 cal.		
								200	.50 cal.		
95	Direct Support	4/23	0515	OKINAWA	Gun posi- tions		8	16	250 lb. GP	Inst.	.025
								39	100 lb. GP	Inst.	Inst.
								64	5" (HE)AR	Plug	.02
								600	.30 cal.		
								2,300	.50 cal.		
96	Direct Support	4/23	1001	OKINAWA	GUSUKUMA town	4		12	5" (HE)HVAR	Plug	.02
								6	5" (HE)AR	Plug	.02
								3,500	.50 cal.		
97-98	Direct Support	4/23	1201	OKINAWA	Build- ings		8	20	250 lb. GP	Inst.	.025
								12	100 lb. GP	Inst.	Inst.
								64	5" (HE)AR	Plug	.02
								1,500	.30 cal.		
								600	.50 cal.		
99	Direct Support	4/23	1516	OKINAWA	Radio towers	4		24	5" (HE)AR	Plug	.02
100	TCAP	4/28	1515	Over IE SHIMA	VAL	7		2,400	.50 cal.		
								3,420	.50 cal.		
101	TASP	4/29 4/30	0928	OKINAWA	AGUNI SHIMA radio towers		4	7	solid AR		
								950	.30 cal.		
102	Direct Support	5/1	0559	OKINAWA	Bridge		4	8	500 lb. GP	Inst.	.025
								20	100 lb. GP	Inst.	Inst.
								32	5" (HE)AR	Plug	.02
								300	.50 cal.		



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PART VI B. 2. (continued)  
TABLE OF AMMUNITION EXPENDED AT TARGET BY MISSION

ACA-1 REPORT VC-83#	TYPE OF MISSION	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TARGET		AMMUNITION EXPENDED		FUSING	
				GENERAL	SPECIFIC	VF	VT	NUMBER	TYPE	NOSE	TAIL
103	Direct Support	5/1	1125	OKINAWA	NAKAZA and HANAGUSUKU town		4	8 20 32 1,430	500 lb. GP 100 lb. GP 5" (HE)AR .50 cal.	Inst. Inst. Plug	.025 .025 .02
104	Direct Support	5/1	1515	OKINAWA	Bridge		3	11 24	500 lb. GP 5" (HE)AR	Inst. Plug	.025 .02
105	Direct Support	5/6	0557	OKINAWA	Near SHURI town		4	8 20 32 300 1,270	500 lb. GP 100 lb. GP 5" (HE)AR .30 cal. .50 cal.	Inst. Inst. Plug	.025 Inst. .02
106	Direct Support	5/6	1121	OKINAWA	Sugar mill		4	8 20 32 450	500 lb. GP 100 lb. GP 5" (HE)AR .50 cal.	Inst. Inst. Plug	.025 Inst. .02
107	Direct Support	5/6	1511	OKINAWA	Barges, skidway		4	8 20 6 24 150 1,800	500 lb. GP 100 lb. GP 5" (HE)HVAR 5" (HE)AR .30 cal. .50 cal.	Inst. Inst. Plug Plug	.025 Inst. .02 .02
108	Direct Support	5/9	0556	OKINAWA	Gun po- sitions		4	8 20 30 465	500 lb. GP 100 lb. GP 5" (HE)AR .50 cal.	Inst. Inst. Plug	.025 Inst. .02
109	Direct Support	5/9	1128	OKINAWA	Trucks		4	8 20 12 16 1,620	500 lb. GP 100 lb. GP 5" (HE)HVAR 5" (HE)AR .50 cal.	Inst. Inst. Plug	.025 Inst. .02
110	Direct Support	5/9	1518	OKINAWA	Gun po- sitions		4	4 30 18 6 1,100	500 lb. GP 100 lb. GP 5" (HE)HVAR 5" (HE)AR .50 cal.	Inst. Inst. Plug Plug	.025 Inst. .02 .02
111	Direct Support	5/10	1127	OKINAWA	Troop areas		4	8 13 758 750	500 lb. GP 100 lb. GP 5" (HE)AR .50 cal.	Inst. Inst. Plug	.025 Inst. .02



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TABLE OF AMMUNITION EXPENDED AT TARGET BY MISSION

ACA-1 REPORT VC-83#	TYPE OF MISSION	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TARGET		AMMUNITION EXPENDED		FUSING	
				GENERAL	SPECIFIC	VF	VT	NUMBER	TYPE	NOSE	TAIL
112	Direct Support	5/10	1514	OKINAWA	Gun po- sitions		4	8 20 32 450	500 lb. GP 100 lb. GP 5" (HE)AR .50 cal.	Inst. Inst. Plug	.025 Inst. .02
113	Direct Support	5/12	0558	OKINAWA	Gun po- sitions		4	8 20 32	500 lb. GP 100 lb. GP 5" (HE)AR	Inst. Inst. Plug	.025 Inst. .02
114	Direct Support	5/12	1126	OKINAWA	Gun po- sitions		4	8 20 32 350	500 lb. GP 100 lb. GP 5" (HE)AR .50 cal.	Inst. Inst. Plug	.025 Inst. .02
115	Direct Support	5/13	0729	OKINAWA	Gun po- sitions		8	79 4 52 2,605	100 lb. GP 5" (HE)HVAR 5" (HE)AR .50 cal.	Inst. Plug Plug	Inst. .02 .02
116	Direct Support	5/13	1310	OKINAWA	Gun po- sitions		5	39 24 300 1,720	100 lb. GP 5" (HE)AR .30 cal. .50 cal.	Inst. Plug	Inst. .02
117	Direct Support	5/13	1512	OKINAWA	Gun po- sitions		4	34 22 250	100 lb. GP 5" (HE)AR .50 cal.	Inst. Plug	Inst. .02
118	Direct Support	5/14	0928	OKINAWA	Caves		4	40 32 1,150	100 lb. GP 5" (HE)AR .50 cal.	Inst. Plug	Inst. .02
119	TCAP	5/14	1310	KUME SHIMA	Boats		4	4,750	.50 cal.		
120	Direct Support	5/15	1159	OKINAWA	Barracks		3	29 19 325	100 lb. GP 5" (HE)AR .50 cal.	Inst. Plug	Inst. .02
121	Strike	6/7	0527	SAKI- SHIMA GUNTO	ISHIGAKI Air- fields	8	6	58 84 180 7,280	100 lb. GP 5" (HE)AR .30 cal. .50 cal.	Inst. Plug	Inst. .02
122	Strike	6/7	0726	SAKI- SHIMA GUNTO	ISHIGAKI Air- field	6	6	57 81 3,650	100 lb. GP 5" (HE)AR .50 cal.	Inst. Plug	Inst. .02



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PART VI B. 2. (continued)  
TABLE OF AMMUNITION EXPENDED AT TARGET BY MISSION

ACA-1 REPORT VC-83#	TYPE OF MISSION	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT		AMMUNITION EXPENDED		FUSING	
				GENERAL	SPECIFIC	TARGET		NUMBER	TYPE	NOSE	TAIL
						VF	VT				
123	Strike	6/7	1026	SAKI- SHIMA GUNTO	ISHIGAKI Air- field	8	4	15 65 500 7,780	500 lb. GP 5" (HE)AR .30 cal. .50 cal.	Inst. Plug	.025 .02
124	Strike	6/7	1259	SAKI- SHIMA GUNTO	ISHIGAKI Air- field	8	6	60 94 300 3,300	100 lb. GP 5" (HE)AR .30 cal. .50 cal.	Inst. Plug	Inst. .02
125	Strike	6/7	1539	SAKI- SHIMA GUNTO	ISHIGAKI Air field	6	2	6 47 9,600	500 lb. GP 5" (HE)AR .50 cal.	Inst. Plug	.025 .02
126	Direct Support	6/8	0554	OKINAWA	Gun po- sitions		5	16 36 300 1,550	500 lb. GP 5" (HE)AR .30 cal. .50 cal.	None Plug	4 sec. .02
127	Direct Support	6/8	0934	OKINAWA	Caves		4	39 32 650 1,360	100 lb GP 5" (HE)AR .30 cal. .50 cal.	Inst. Plug	Inst. .02
128	Direct Support	6/8	1130	OKINAWA	Caves & trucks	1	5	49 42 1,500	100 lb GP 5" (HE)AR .50 cal.	Inst. Plug.	Inst. .02
129	Direct Support	6/8	1533	OKINAWA	Caves	1	3	29 26 1,130	100 lb. GP 5" (HE)AR .50 cal.	None Plug	4/5sec .02
130	Direct Support	6/9	1134	OKINAWA	Tombs & caves	1	2	8 19 600 1,200	500 lb. GP 5" (HE)AR .30 cal. .50 cal.	None Plug	4 sec .02
131	Direct Support	6/9	1307	OKINAWA	Caves	1	2	4 18 1,400	500 lb. GP 5" (HE)AR .50 cal.	None Plug	4 sec .02
132	Direct Support	6/11	1131	OKINAWA	KIYAMU town	1	4	16 35 1,025	500 lb. GP 5" (HE)AR .50 cal.	Inst. Plug	.025 .02
133	Direct Support	6/12	1249	OKINAWA	Caves	1	4	16 33 1,100	500 lb. GP 5" (HE)AR .50 cal.	Inst. Plug	.025 .02



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PART VI B. 2. (continued)  
TABLE OF AMMUNITION EXPENDED AT TARGET BY MISSION

ACA-1 REPORT VC-83#	TYPE OF MISSION	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TARGET		AMMUNITION EXPENDED		FUSING	
				GENERAL	SPECIFIC	VF	VT	NUMBER	TYPE	NOSE	TAIL
134	Direct Support	6/14	0725	OKINAWA	MAKABE town		4	15	500 lb. GP	Inst. Plug	.025 .02
								31	5" (HE)AR		
								600	.30 cal.		
								2,620	.50 cal.		
135	Direct Support	6/14	0930	OKINAWA	KUMESU town		6	24	500 lb. GP	Inst. Plug	.025 .02
								44	5" (HE)AR		
								1,125	.50 cal.		
136	Direct Support	6/14	1315	OKINAWA	Caves		4	16	500 lb. GP	Inst. Plug	.025 .02
								31	5" (HE)AR		
								200	.30 cal.		
								1,600	.50 cal.		
137	Direct Support	6/14	1531	OKINAWA	Caves		5	47	100 lb. GP	Inst. Plug	.025 .02
								40	5" (HE)AR		
								1,320	.50 cal.		
138	Strike	6/17	0516	SAKI- SHIMA GUNTO	ISHIGAKI, MIYARA Airfield	4		16	5" (HE)AR	Plug	.02
								5,200	.50 cal.		
139	Strike	6/17	1121	SAKI- SHIMA GUNTO	ISHIGAKI, MIYARA Airfield	4		37	100 lb. GP	Inst. Plug	.01 .02
								32	5" (HE)AR		
140	Strike	6/17	1528	SAKI- SHIMA GUNTO	ISHIGAKI, MIYARA Airfield	6		16	500 lb. GP	Inst. Plug	.01 .02
								54	5" (HE)AR		
								1,100	.50 cal.		



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PART VI B. 3. a.  
AIRCRAFT LOST AND RESCUE OPERATIONS

DATE	TIME OF LAUNCH	TYPE PLANE	CIRCUMSTANCES OF LOSS OF AIRCRAFT, PLACE, AND RESCUE METHODS	NO. PILOTS LOST	NO. PILOTS SAVED
29 March	0559	FM-2	Lt.(jg) John MORRIS in FM-2 was accompanying Lt.(jg) C. A. KENT, Jr., in TBM-3 on a sector search north of OKINAWA. Soon after departure, pilots were notified of FLASH RED and to avoid friendly ships. Before planes could act, a small friendly escort opened fire, hitting the VF. The pilot landed plane in water, getting into life raft, as plane sank in 10 seconds. Unhurt, he was picked up in 10 minutes by U.S.S. HENRY A. WILEY (DM-29), and was later returned to this ship.	0	1
22 April	0519	FM-2	Lt. Comdr. Billy Victor GATES, C.O. of VC-83, failed to return from combat mission over OKINAWA JIMA. It was reported that at about 0800 a mid-air collision appeared to take place, and that later the wreckage of 2 planes was seen on the ground in enemy territory. It is believed possible that one of them was the FM piloted by Lt. Comdr. GATES. No rescue operations could be conducted.	1	0
15 May	1125	FM-2	Making approach for landing aboard, Lt.(jg) John MORRIS lost flying speed and spun in about 150 yards astern of the ship. Plane sank in few seconds, pilot out in life raft. He was picked up in a few minutes by U.S.S. ROBERT F. KELLER (DE-419), suffering only minor injuries, and transferred to this ship.	0	1
30 May	0913	FM-2	On completion of routine flight, Lt. D. O. McNINCH unable to release tail hook, was directed to make water landing. Plane sank in few seconds, but pilot got out uninjured and was immediately picked up and returned aboard by ship's escort, U.S.S. RICHARD S. BULL (DE-402)	0	1
7 June	1031	FM-2	Returning from strike on ISHIGAKI SHIMA, Ens. Hugh CULLEN was forced by engine failure to make water landing when only about 3 miles from enemy shore. Uninjured, he was soon in life raft. With planes from his flight circling overhead and directing rescue sub USSC. SPIKEFISH (SS-404) to scene, pilot was picked up after only 80 minutes in the water for return at a later date to his squadron.	0	1



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PART VI B.3.C.

PLANE CASUALTIES

(1) OPERATIONAL (Away from ship)

Type	Bureau No.	Description
FM-2	73929	Shot down by own forces at sea. Plane sank.
FM-2	75028	Engine failed, made water landing. Plane sank.
TBM-3	68769	Wing gun broke loose from mount. Shot holes in wing. Wing replaced.
TBM-3	23179	Port gun broke loose from mount. Shot holes in wing.
TBM-3	68631	Return blast from exploding rockets damaged cooling fins. Engine replacement required.
TBM-3	68575	32 inch hole in radio compartment, 25 small holes in wings and fuselage, from own bombs or enemy AA.
TBM-3	68307	Holes in starboard flap and rudder tab from own bombs or enemy AA.
TBM-3	68786	Holes in starboard wing and port elevator from own bombs or enemy AA.
TBM-3	68819	9 inch hole in fuselage from own bombs or enemy AA.
TBM-3	68769	Hole in wing and fuselage from own bombs or enemy AA.
TBM-3	68708	Holes in aileron from own bombs or enemy AA.

(2) OPERATIONAL (On or near ship)

TBM-3	68837	Plane bounced barrier, struck bridge, wing and engine damaged beyond repair. Stripped for parts and jettisoned.
FM-2	55553	Spun in on landing approach. Plane sank.
TBM-3	68819	Struck by VF out of control on flight deck. Fuselage badly twisted. Stripped for parts and jettisoned.
FM-2	74177	Tail hook stuck, water landing ordered. Plane sunk.
FM-2	74404	Barrier crash. Engine change required.
FM-2	74945	Barrier crash. Engine change required.
TBM-3	68708	Barrier crash. Engine change required.
FM-2	73586	Barrier crash. Prop change required.
FM-2	74372	Barrier crash. Prop change and new tire required.
FM-2	73985	Barrier crash. Prop change required.
FM-2	74497	Barrier crash. Prop change required.
FM-2	74510	Barrier crash. Prop change required.
FM-2	55646	Barrier crash. Prop damage, repairable.
FM-2	74452	Struck by taxiing VF prior to pre-dawn take off. Tail wrecked.



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(2) OPERATIONAL (On or near ship) con't.

FM-2	74365	Struck by taxiing VF. Prop change required.
FM-2	73985	Prior to pre-dawn takeoff, taxied into plane. Prop change required.
FM-2	73586	Landing gear collapsed. Prop change required.
TBM-3	68575	Struck by VF taxiing prior to pre-dawn take off. Tail and wing damaged.
TBM-3	68786	Struck by taxiing VF. Fuselage damaged.
FM-2	73940	Tail hook pulled out after catching wire. One (1) wheel went over flight deck edge. Starboard wing damaged.
TBM-3	68590	Struck by taxiing VF. Tail damaged.
FM-2	55203	Port wing holed by MG from accidental firing of own gun in folded wing.
TBM-3	68708	Holes in wing from accident on flight deck.
FM-2	57067	Landing gear collapsed, blew tire. Replaced tire.
FM-2		Plexiglass canopy holed by shell case dropped to flight deck from diving suicide ZEKE.
FM-2		Wing holed by shell case dropped from suicide ZEKE.

(3) DAMAGED BY ENEMY ACTION

TBM-3	23571	Windshield broken by small caliber shell from enemy gunfire.
FM-2	56940	48 sq. in. area wing damaged by flak.
TBM-3	68573	Small caliber holes through wing from AA.
TBM-3	68631	Slight damage to elevator from AA.
TBM-3	23094	Bomb bay damaged by .30 cal. AA.
TBM-3	68769	Hole in fuselage from small AA. Tail chain broken.
TBM-3	68573	Small holes in both wings from light AA.
TBM-3	68307	.30 cal. bullet in gas tank, other minor damage from AA.

(4) AIRCRAFT LOST IN COMBAT

FM-2	74105	Pilot (Lt. Comdr. BILLY VICTOR GATES, Commanding Officer, VC-83) missing in action. Plane believed crashed on OKINAWA JIMA in enemy held territory.
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PART VI B. 4. a.

ENEMY PLANES DESTROYED IN COMBAT

ACA-1 REPORT VC-83 #	DATE	TIME OF LAUNCH	LOCATION	ENEMY AIRCRAFT DESTROYED IN AIR GROUND OR WATER
78	3 Apr	1515	55 Miles SE of OKINAWA JIMA, 26°-07'N 128°-52'E	1-ZEKE
100	28 APR	1515	Over I.E. SHIMA	1-VAL

PART VI B. 4. b.

DAMAGE TO LAND TARGETS

25 March -- The village AMA, on ZAMIMI-SHIMA (KERAMA RETTO) was partially destroyed, and two-thirds of ZAMIMI, the only important settlement on the island, was completely destroyed. Small boats on TONAKI SHIMA and AGUNI SHIMA were rendered unserviceable.

26 March -- On KERAMA RETTO, 7 small boats were destroyed, a coastal defense gun either seriously damaged or destroyed, and a power plant damaged by fire and explosion. Two large and one small buildings were destroyed. A brick factory and large building in KOMESU town OKINAWA were destroyed. The runway at YONABARU airfield on OKINAWA JIMA was cratered by bomb hits, and two adjacent villages partially damaged.

27 March -- Caves near AWARE-KO on FOKASHIKI SHIMA, reported to contain enemy personnel and equipment, were hit with rockets, damage unobserved. Buildings and caves east of YONTAN air field were destroyed. Three AA positions just east of KADENA airfield were destroyed, as was one at NAHA airfield, OKINAWA JIMA.

28 March -- Three large barracks were burned at KAMIYAMA town OKINAWA JIMA. Fourteen small boats were damaged as were a lighthouse, a factory and 2 houses.

29 March -- A cave in northern OKINAWA reported to contain guns was destroyed. Two small boats at KUME were made inoperative.



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1 April -- North and east of YONTAN airfield, caves were closed, radar antennae and building were destroyed, as were three buildings.

2 April -- Many caves northeast of YONTAN airfield were closed, one truck and 30 small buildings were destroyed. In same area, town of YONAMINE was completely burned, and wooded section reported to contain troop concentrations was rocketed and strafed.

3 April -- Caves northeast of YONTAN airfield were closed, eight huts near AFUSO town destroyed, and 5 small boats badly damaged.

4 April -- Two boats were destroyed, a ridge containing many caves and probable gun positions was demolished, and a large building was damaged, all in northern OKINAWA.

7 April -- Three large barracks north of NAHA were burned, and in same area caves reported to contain hidden artillery and equipment were destroyed. Three houses on TSUKEN SHIMA beaches were damaged.

19 April -- A ridge containing many caves southwest of NAHA airfield, reported to conceal enemy positions, was hit with bombs, rockets and strafing. A large truck and a pile of stores in southern OKINAWA were destroyed. Six buildings were destroyed, and two small villages were burned.

20 April -- A 5" gun position was completely wiped out near TAIRA town. An unobserved number of buildings, including small warehouses, was burned in ZAWA town, and many houses were destroyed in BEATEN and KCKUDA villages, OKINAWA.

21 April -- Three trucks were damaged, one destroyed, and oil drums were burned in area south of NAHA. AA gun positions east of NAHA were damaged, if not destroyed, by heavy rocket and bombing attack.

22 April -- Five fires were started in 2 small villages in KUME SHIMA from strafing. Five cave entrances in area southeast of NAHA were hit by bombs and sealed, caves reported to contain equipment.

23 April -- Gun positions on hill at TANABARU town were blown up. Though it had been previously attacked, a rocket and strafing assault completely leveled by fire and explosives the town of GUSUKUMA, reportedly containing many troops. Three large buildings in the northern outskirts of NAHA were extensively damaged.

29 April -- Radio towers and buildings of radio station in AGUNI SHIMA were strafed and hit with rockets, extent of damage undetermined. Similar attacks the next day were made with comparable results.



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1 May -- Eleven fires raged in NAKAZA and HANAGUSUKU towns following a vicious attack which practically levelled both. The heavy explosions, and black and yellowish smoke resulting, indicated that possibly ammunition and fuel dumps had been destroyed.

6 May -- Near YUZA town a sugar mill, previously hit, was completely destroyed, six buildings were burned. An ammunition dump, several buildings in an area where gun emplacements were reported, and two trucks were also destroyed.

9 May -- Locations where artillery had been reported were destroyed near SHURI town. An underground storage for trucks was sealed, and one truck and 5 piles of oil drums burned near TOMUSU town, OKINAWA JIMA.

10 May -- Many pill-boxes, slit trenches, and revetments a short distance north of NAHA were pounded, undoubtedly killing many enemy personnel reported in them. Mortar and machine gun positions were destroyed south of NAHA.

12 May -- An area where machine gun and artillery positions were reported, just east of NAHA airfield, was hit so accurately that many must have been seriously damaged or destroyed. Many caves southeast of NAHA airfield with similar installations were closed.

13 May -- Gun emplacements southeast of NAHA were damaged or destroyed, as were similar positions in caves east of NAHA airfield.

14 May -- Gun positions in caves and revetments near SHURI town, OKINAWA were damaged and destroyed. At KUME SHIMA 36 small boats were damaged by strafing.

15 May -- Three barracks buildings were seriously damaged in the southeastern outskirts of NAHA.

7 June -- MIYARA and HEGINA airfields on ISHIGAKI SHIMA, SAKISHIMA GUNTO were strike targets. One ZEKE was destroyed, 5 single engine and 2 twin engine operational planes were damaged. Many revetments and dispersal areas were damaged. Bomb hits cratered both fields, and at least two AA emplacements were hit, damage undetermined. Several buildings in SHIRAHU town nearby were burned.



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8 June -- One 20MM gun emplacement, an undetermined number of machine guns, 2 trucks, and a large building were destroyed on SENAGA SHIMA and near KOMESU town and other nearby areas in the extreme southern part of OKINAWA JIMA.

9 June -- Caves, tombs, guns and troop concentrations were in target areas hit, many of which were undoubtedly damaged or destroyed. All were in southern tip of OKINAWA.

11 June -- Houses and buildings in KIYAMU town in southern OKINAWA were demolished or burned.

12 June -- Caves and tombs, reportedly containing emplacements and supplies, along a ridge north of KIYAMU town on tip of southern OKINAWA, were sealed or damaged.

14 June -- Military positions and caves on ridges in southern OKINAWA were damaged or destroyed, and many buildings in KOMESU and MAEABE towns were burned or demolished.

17 June -- AA positions, revetments, and plane dispersal areas surrounding MIYARA airfield, ISHIGAKI SHIMA, SAKISHIMA GUNTO were damaged or destroyed. Several already inoperative lanes on the ground were further damaged.

#### PART VI B

##### 5. Night Operations.

Although there were no scheduled night operations, it was frequently necessary to land the last flight of the day during evening twilight. Ultra violet illumination of the Landing Signal Officer was the only light used. This made dusk landings as easy as day, as long as the pilot could see a sharp outline of the deck. Ultra violet sensitive cloth was used both for paddles, and for arm and leg stripes of the Signal Officer's suit.

On two occasions the presence of enemy aircraft near the formation at sunset necessitated night landings of the last flight, about an hour later than scheduled. Flight deck lighting, as originally installed, was used. The planes had no difficulty identifying the glow lights. Under a completely dark sky, and with light wind conditions (25 knots over the deck), 12 fighters, 9 of our Torpedo planes and 3 visiting CVL Torpedo Planes made normal landings, except for one Torpedo plane which floated into the barriers and struck the island. In spite of this one crash, the two night operations were considered highly successful, and the credit is given to the training of the pilots.



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Fortunately, the ships' Squadron, VC-83, had been trained for ASW, and had completed a tour of duty as such on another carrier, and the visiting planes were from a night operational group.

7. Photographic Missions.

A total of eleven photographic missions were attempted. Three (3) did not complete their missions because of weather at the target. For all except one, the unprocessed negatives were dropped at some previously designated point. All drops were recovered by the proper activity, but the results of the missions were never made known to this command. One mapping mission was made, for which 300 negatives and 900 prints were processed aboard in 28 hours and delivered to proper authority by plane courier. The only comment received was from ComEsCarForPac, who stated they were excellent.

8. Operations.

A total of 2007 sorties was flown during these 82 days of operating. One pilot and five aircraft were lost. Two aircraft were damaged beyond shipboard repair and were jettisoned to make room for replacements.

A study of wind conditions throws some interesting light on the tables of loss and damage. Approximately 36% of the landings were made with less than 26 knots of wind over the deck. This percentage further breaks down as:

Knots	25	24	23	22	21	20 and less
%	12	09	03	06	05	01

One plane loss resulted from a stall and spin just aft of the ramp in the groove. The wind over the deck was only 15 knots, which very probably affected the pilot's sense of speed and reaction to the signals. The total of 10 barrier crashes was restricted to 8 operating days, with deck wind as follows:

Knots	19	23	25	26 and over
Crashes	1	1	3	5

One unusual accident is included in the above. The FM tail wheel, instead of the hook, engaged number 4 wire, and ran out the pendant almost normal length before the tail fork sheared. The sudden release allowed the tail to rise from the deck just long enough to prevent engaging the 8th wire. Number nine wire was engaged, and the barrier did only minor damage to the propeller.

The second strike by damage, resulted from loss of control of an FM on a wet slippery deck. The plane eased into the empennage of a TBM, and the propeller twisted the fuselage just aft of the turret.



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There were only 2 FM drag link failures, One resulted in damage requiring the replacement of one wing, the engine and the propeller. There was one tail hook failure in landing. After a some what off-center engagement with 22 knots of wind, the tail hook was wrenched from its track. The partially arrested fighter careened up the wet slippery deck and finally stopped with one wheel over the deck edge. Damage to the aileron and its control horn required fabrication of those parts on board.

Fifteen planes returned to the ship with flak or shrapnel damage. Some of this damage could possibly have been caused by bombs and rockets from the attacking plane. Terrain, atmospheric visibility, ability to distinguish the target, and low ceilings were all contributing factors. The pleas of the ground troops, and the necessity of eliminating certain types of objectives, affected the pilots' decisions of calculated risk. Results were usually in keeping with the mission.

The only planes damaged by enemy aircraft were two fighters planes on deck, holed by falling empty shell cases from a strafing Kamikaze.

A note worthy side light to the operations is the large number of visiting aircraft handled as a result of courier missions, landing patrols from ships which had entered a replenishment harbor, and taking deferred landings from ships not in the immediate vicinity. Standardized squadron and carrier doctrine made this an easy routine matter. This ship handled 37 visiting planes from 10 different parent vessels, and our own planes had occasion for landing on 11 other carriers.

#### PART VI D. 1.

#### COMBAT INFORMATION CENTER

- a. Summary of C.I.C. operations on two dates of enemy attack.  
(1) At 1720, 3 April 1945 the SK picked up two or three unidentified planes bearing 005°(t), distance 32 miles, closing on course 180°(t), speed 180 knots, designated as Raid I. This raid closed to 012°(t), distance 18 miles and faded, reappearing at 1732, bearing 045°(t), distance 17 miles, course changed to 010°(t), opening. This raid was never positively identified. Under control of the Force Fighter Director Officer, the CAP tallyhoed a TBM which was evaluated not to be the original unidentified contact.



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Condition One was maintained in CIC, and at 1732, amid a large group of returning friendlies, the SK operator detected some unidentified planes bearing 345°(t) 27 miles closing on course 180°(t), speed 120 knots.

Based on the good work of the operator, CIC made the initial report to the Force Fighter Director Officer, who designated this as Raid II. SARGENT BAY CAP were vectored, and tallyhoed several Jap planes at 010°(t), 15 miles.

Subsequent evaluation indicates that upon tallyho, the enemy planes split and approached the formation on either beam. Those off the starboard beam were engaged by this ship's CAP. One JILL was shot down. One ZEKE escaped, smoking. Those approaching the port beam seem to have avoided the CAP and came in to attack the USS WAKE ISLAND (CVE-65).

(2) There were no unidentified aircraft contacts on either the SK or SG radars of this ship the morning of 7 June 1945 when the Task Unit was attacked by three (3) ZEKES.

At the time of the attack, the CIC of the SARGENT BAY was controlling the WAKE ISLAND'S CAP, upon direction of the Force Fighter Director Officer, to determine the identity of a plane which was showing intermittent IFF and which was believed to be a plane of the USS LUNGA POINT (CVE-94) on ASP. During the final, critical stages of the friendly tallyho, bearing 220°(t), distance 20 miles, this formation was attacked from the northeast.

The first indication that CIC had of Jap planes in the vicinity, was word over the J A circuit, and from our Visual Fighter Director Officer that the USS NATOMA BAY (CVE-62) off our starboard quarter, had been hit by a suicide plane. Shortly thereafter, a Jap plane was observed by our Visual Fighter Director Officer. It was starting to dive on the ship. He alerted the Bridge, and Gunnery Control.

It is the belief of CIC that the enemy planes approached the formation, either flying very low over the water and rapidly gaining attack altitude just before their strike, or that the enemy planes were indicating friendly.



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This last possibility is suggested inasmuch as CIC had observed a friendly indication on the screen, circling the formation from south to north, some 12 to 14 miles eastward of the formation, indicating Code 3.

The Force Fighter Director Officer questioned the USS NEHEMIA BAY (CVE-74) who was controlling LASP about this character, since it was not our patrol. It was suggested it might be the PBM assigned to the group for air-sea rescue work, but no radio communication had been effected with the PBM at the time. This plane was not identified positively, hence could have been Jap showing IFF.

PART VI D. 1. c.

RADAR COUNTER MEASURES

(3) Deception by enemy.

On 6 April 1945 an unidentified aircraft closed to within 9 miles at 0423. It came from 000°(t) and opened on a course of 000°(t). Reflectors were dropped by this plane on its way out at 9, 35, and 41 miles. No difficulty was experienced in tracking the plane because only two or three reflectors were dropped each time. Reflectors were visible for about 15 minutes.

At 1906, 6 April 1945 an unidentified aircraft was picked up at 240°(t), 28 miles. The plane believed by a night fighter to be a FRANCIS, was using radar. Our AN/SPA-1 RCM receiver showed it to be 150 m.c. signal with a pulse frequency of 1000 PPS and a pulse width of 4 microseconds.



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PART VI D. 2.

COMMUNICATIONS

- a. Radio Communication on medium, high, and low frequency channels was generally excellent. The Task Force Common gave trouble on occasion when interference, poor sending, and atmospheric made reception difficult. The change of frequency late in the operation made for more unified control and consequent over-all improvement. The service in relaying rendered by the control stations was laudable.
- b. The handling of traffic on visual channels was excellent. "Nancy" gear came of age during this operation as far as this force was concerned and was highly satisfactory.
- c. Intercepts were satisfactory on NPM primary repeat circuits, Force "Fox", Local Task Group Commanders Circuit, and the Air Support Command Circuit. When repeat stations faded on their medium high frequency relays of primary "Fox" dependable service was realized in a direct intercept of radio Honolulu's High Frequency Channels. When skip-distance effect and fading were especially bad, a modified dual-diversity system (two receivers on separate antennae) held the schedule and made copy possible.
- d. TBS circuits were consistently good. Circuit discipline both on primary and secondary channels was greatly improved.
- e. On several occasions references for action or information to the date-time groups of messages sent on the Task Force Common could not be gratified owing to signal wash-out, poor sending, and interference. As most of this traffic is repeated on the Force "Fox", an infinitely more readable circuit because of its automatic keying and lack of interference, receipt of the reference can be taken for granted. The added advantage of a "Love" serial number in addition to a date-time group used in a reference operating signal would be realized.
- f. It is recommended that operators using speed keys be qualified in their use before being allowed to clutter up command circuits. Most "bug" senders heard during this operation spent much of their time correcting mistakes. It is suggested that a couple of turns of wire solder around the key weights will slow the "bug" to a sensible speed and guarantee solid, readable characters.



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PART VI D. 6.

SUPPLY

- a. GENERAL SUPPLY.  
(1) In general, supplies were adequate.
- b. AVIATION SUPPLY.  
(1) At no time during the operation covered by this Action Report was a plane grounded for lack of parts. Cooperation of other ships in the Task Unit was very helpful in this respect.

PART VI D. 7.

MEDICAL

- a. The Medical Department was called upon to treat six (6) members of the crew for minor injuries resulting from shell fragments.

PART VI E

SPECIAL FEATURES

- a. Including only those flights launched while the ship was in operating areas, a total of 1782 completed sorties was flown, 1264 of which were VF, and 518 of which were VT.
- b. The flying hours for those VF sorties were 4704, for the VT sorties 1923, totalling 6627.

Including the sorties outside the operating areas (on oiler duty and while enroute to and from operating areas) and incomplete flights, the total number of hours flown from 21 March to 20 June was 7517.

- c. A total of 1834 catapult launchings was made during the period covered by this report.
- d. The following totals of bombs, rockets and ammunition were expended on targets during the period covered by this report:

Napalm bomb	14	Solid head rocket	27
500 # G.P. Bomb	352	5" (HE) HVAR	482
350 # G.P. Bomb	7	5" (HE) AR	2788
250 # G.P. Bomb	56	.50 Cal. MG	283305
100 # G.P. Bomb	1801	.30 Cal. MG	36970



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- e. During the period covered by action report, 21 March to 23 June 1945 inclusive, this ship steamed 29721 engine miles, was underway for 2000 hours, and was not underway for 281 hours.

PART VIII.

LESSONS LEARNED, CONCLUSIONS, AND RECOMMENDATIONS

ENCLOSURE: (E) One photograph.

- a. AIR OPERATIONS. Constant stress on the fundamentals of carrier operation and attention to detail were necessary to keep the pilots and deck crews operating at peak efficiency and with minimum casualties. The breaks in routine provided by re-fueling, replenishment of ammunition at KERAMA RETTO, and by rotating carriers between the support units and Task Group 50.8 were particularly helpful. Air schedules were entirely satisfactory, and it is believed that a maximum of bombs and rockets was placed on the objective. There was a feeling among pilots that more effective results could have been obtained if they had had more target information. Specific target information was not expected, but it was thought that an interpreted mosaic of the objective would have been helpful. By study of this, the pilots would have been better prepared to execute their attacks when a target was assigned. Photographs with enlarged target area grids were received about two weeks before the end of the action, by which time the majority of the area covered had already been captured. Having these at a much earlier date, even before the start of the action, if possible, would have been of untold value to pilots. More damage to the enemy could be accomplished if CVE's carried more and a greater variety of offensive munitions at the expense of a reduction in .50 Cal. and .30 Cal., and 40MM and 20MM. For this operation, the amounts used of these items were small in comparison to the amounts carried.
- b. ANTI-AIRCRAFT ACTION BY SURFACE SHIPS. While not new, the following points were noted as being particularly significant:

A percentage of suicide planes will always get through the radar net, CAP, and the screen to a position where they can attack a heavy ship. Supporting ships can not do much to help the ship being attacked. The burden is on the ship under attack to defend itself. Successful or near successful suiciders get into position close aboard by use of cloud cover, or by a diversionary attack. Their attacks develop and are over in an incredibly short space of time. In order to have a chance of countering one of these attacks, a ship must:-



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- (a) Have all guns manned and ready.
- (b) Maintain efficient lookout and recognition, and achieve rapid transmission of contacts.
- (c) Have flexible "commence fire" doctrine.
- (d) Have sufficient volume of fire to obtain a great number of hits.

It is recommended that a "lookout methods and equipment development unit" be established to improve our methods and equipment in this regard in the same way that the ASW development unit improved ASW technique. Rough ideas for development are submitted as follows:

- (a) Place lookout behind a screen so he can see out only in his assigned sector.
- (b) Increase the number of sectors, so that knowing a particular sector has contact, will give a rough estimate of bearing and position angle.
- (c) Provide rapid means of transmission of lookout contact reports - an electrical push button for the lookout to indicate to main gun control and sector control that he has a contact.

It is recommended that fire power of CVE's be increased by substituting twin 20MM mounts or multiple 50MM mounts for the 20MM now installed. Weight compensation may be effected by removal of gun sponson shields. The shields as installed do not afford much real protection against strafing attacks.

It is important that there be no hesitancy about opening fire. Authority to open fire has been delegated down to the gunner or director operator in cases where the ship is definitely being attacked. There have been no breaches of fire discipline. Carrier personnel are familiar with friendly types and the motions that may be expected from friendly types in the vicinity. They can readily distinguish between what is an attack and what is not.

The problem of having all guns manned and ready is not an easy one when a ship is required to operate a month or more in an area where attacks are probable. A program has been initiated to train volunteers from engineer and radio watch standers, and other below-deck personnel as gunners so that they can obtain their rest, and standby a gun at the time. In this manner, two full watches will be obtained which will permit manning of all guns during daylight hours.



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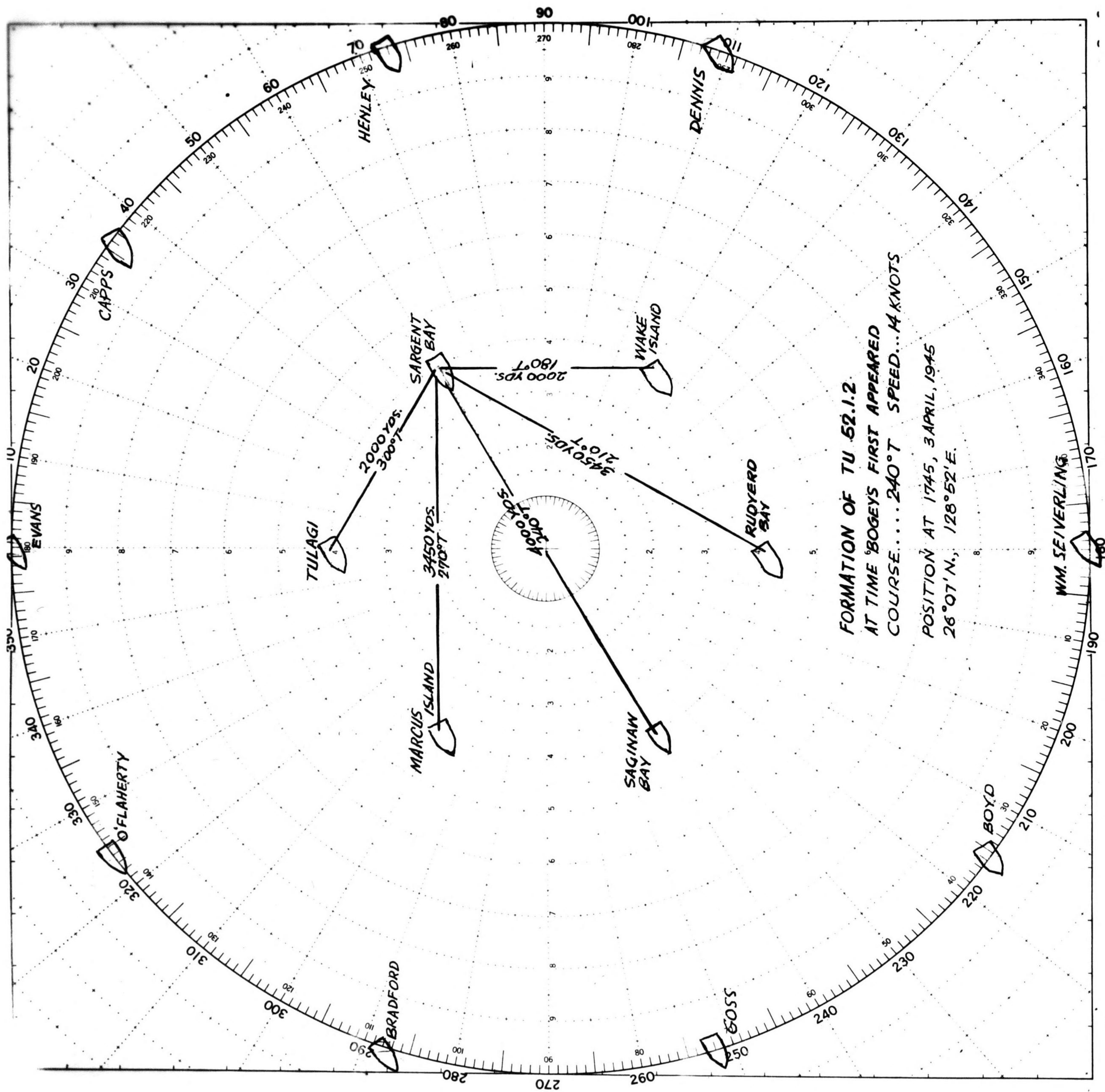
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Subject: Action Report - RYUKUS Operation.  
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- c. FUELING AT SEA. In fueling at sea eight times during this operation, three methods with respect to tow line were tried. Weather was uniformly good, and no difficulty was experienced. Taking the tow line from the oiler was least desirable. If passed, the tow line should be passed by other ship keeping position. This places the conning officer in direct communication with the personnel controlling the tow line. No tow line is necessary under normal weather conditions. This method was used the last three times the ship was refueled.
- d. RE-ARMING AT SEA. While attached to T.G. 50.8, the ship re-armed from the LAS VEGAS VICTORY (AK-229). It was found that the CVE tow pendant was too long for towing a Victory Ship with the # 3 hold abreast the airplane boom. This situation automatically took care of itself, as the LAS VEGAS did not have a strap and pelican hook for securing the tow line. They took aboard a good part of the tow pendant and took turns around their bitts. It was found that the Victory ship did not have close speed regulation. To prevent surging, it was necessary to keep a good strain on the tow line. 2000 lb. lifts were handled readily by the airplane boom. Ten lifts of four 500 lb. bombs each were handled in twenty-two minutes. Handling of smaller items such as 100 lb. bombs and rockets was slower inasmuch as the VICTORY had only a small crew, and therefore insufficient manpower to load the cargo nets rapidly. Neither this ship nor the LAS VEGAS VICTORY (AK-229) had performed this exercise before. See ENCLOSURE (E).





B-1 (See Part III 3 April) One JILL was shot down by SARGENT BAY fighters and two ZEKES splashed near U.S.S. WAKE ISLAND (CVE-65) on this day of much action.

ENCLOSURE AB-1



B-2 (See Part III 3 April) SARGENT BAY fighter  
pours lead into JILL, diverting Jap's suicide  
attack on ships.

JAP  
FM-2

ENCLOSURE e B-2





B-3 (see Part III 3 April) Two fighters from  
SARGENT BAY hit JILL again and again. Jap  
soon splashed, doing no damage.

FM-2

JAP

FM-2

ENCLOSURE B-3





B-4 (See Part III 3 April) JILL splashes off  
port bow of U.S.S. CAPPS (DD-550) as victorious  
SARGENT BAY fighters withdraw.

FM-2

FM-2

ENCLOSURE # B-4






ENCLOSURE B-5



] B-5 (See Part III 3 April) A ZEKE suicider splashes  
near port side forecastle of U.S.S. WAKE ISLAND  
(CVE-65). [



ENCLOSURE # B6



B-6 (See Part III 3 April) A second ZEKE making  
suicide dive on U.S.S. WAKE ISLAND (CVE-65) was  
fired at by AA from SARGENT BAY.



ENCLOSURE B-7



B-7 (See Part III 3 April) The second ZEKE splashes  
close aboard starboard side of U.S.S. WAKE ISLAND  
(CVE-65) after possibly being diverted by AA fire.






B-8 (See Part III 28 April) Two SARGENT BAY FM's  
on TCAP near OKINAWA JIMA intercepted and shot  
down a VAL, here pictured by gun camera under  
heavy strafing attack.

ENCL. I B 8






B-9 (See Part III 28 April) Machine gun fire from  
SARGENT BAY FM "strikes home" on VAL intercepted  
by two fighters near OKINAWA JIMA.

ENCL. ~~2~~ B9





8 ] B-10(See Part III 28 April) On fire and out of control VAL dives to watery grave, shot down after interception by two SARGENT BAY FM's near OKINAWA JIMA. ] 1

ENCL. B 10



ENCL - B 11

B-11 (See Part III 30 May) Pilot jumps from plane into water as FM sinks. Water landing was purposely made when tail hook would not release.



B-12 (See Part III 30 May) Picked up by U.S.S. RICHARD S. BULL (DE-402) after only a few minutes in water following water landing FM pilot was safely returned to the SARGENT BAY.



ENCL B-12



ENCL B13

B-13 (See Part III 7 June) Suicide ZEKE strafing,  
dives on SARGENT BAY through heavy AA fire from  
ship, which scores many hits and diverts Jap enough  
to splash him 100 yards ahead of ship.



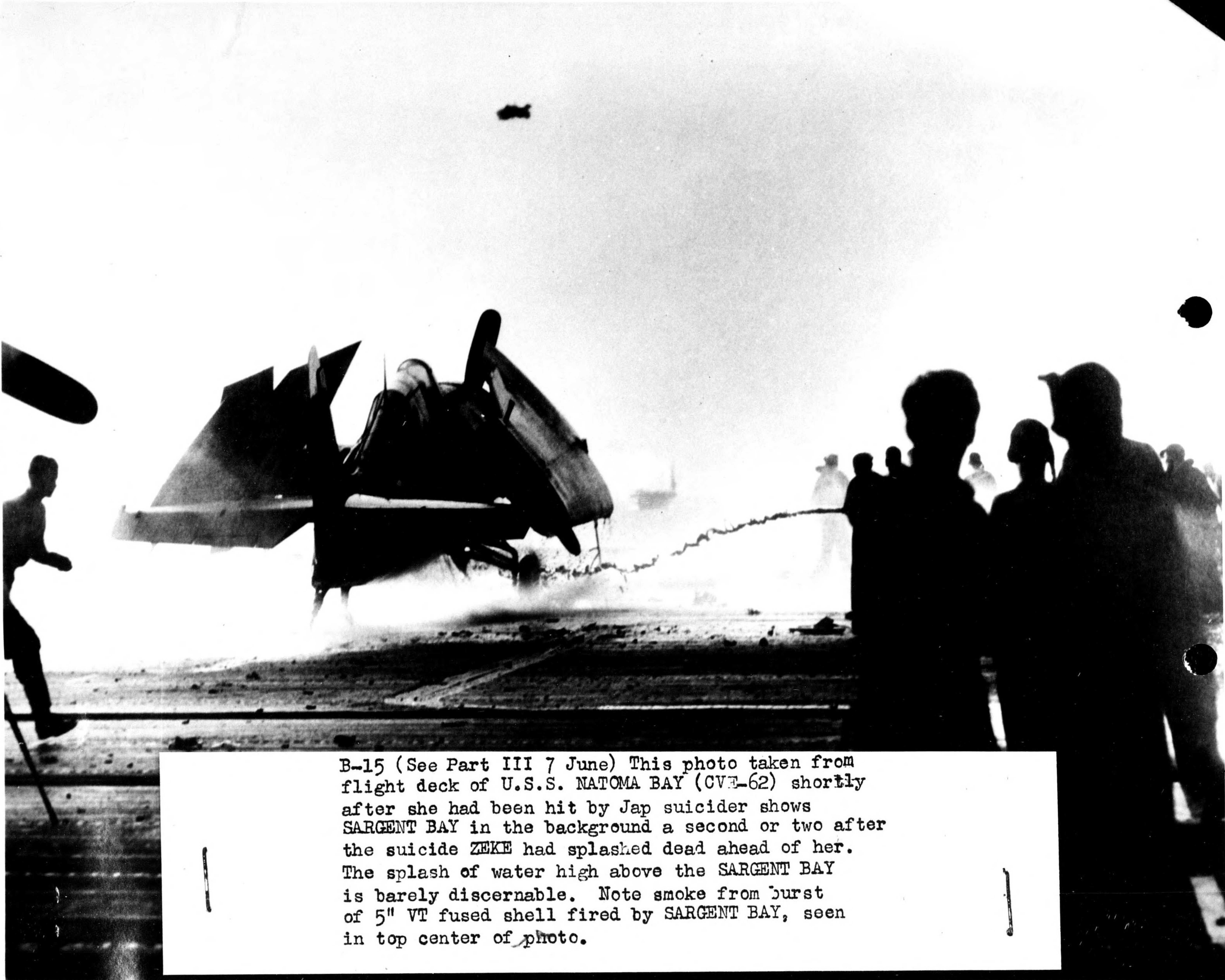
ENCL B14



B-14 (See Part III 7 June) This photo of suicide ZEXE in its dive on SARGENT BAY was taken from flight deck of U.S.S. NATOMA BAY (CVE-62).



ENCL B 15



B-15 (See Part III 7 June) This photo taken from flight deck of U.S.S. NATOMA BAY (CVE-62) shortly after she had been hit by Jap suicider shows SARGENT BAY in the background a second or two after the suicide ZEKE had splashed dead ahead of her. The splash of water high above the SARGENT BAY is barely discernable. Note smoke from burst of 5" VT fused shell fired by SARGENT BAY, seen in top center of photo.



B-16 (See Part III 7 June) Debris recovered from SARGENT BAY flight deck after suicider ZEKE, diverted by ship's AA fire, passed directly overhead and splashed. Shrapnel from Jap's strafing slightly injured six of ship's personnel.

20 MM FRAGMENTS  
FROM LIFE RAFTS

PLEXIGLASS FROM  
CANOPY OF  
JAP PLANE

PIECES FROM SKIN  
OF JAP PLANE  
(DARK GREEN PAINT)

5<sup>1</sup>/<sub>38</sub> CAL.  
FRAGMENT

20 MM AND 12.7 MM EMPTY CASES AND CLIPS

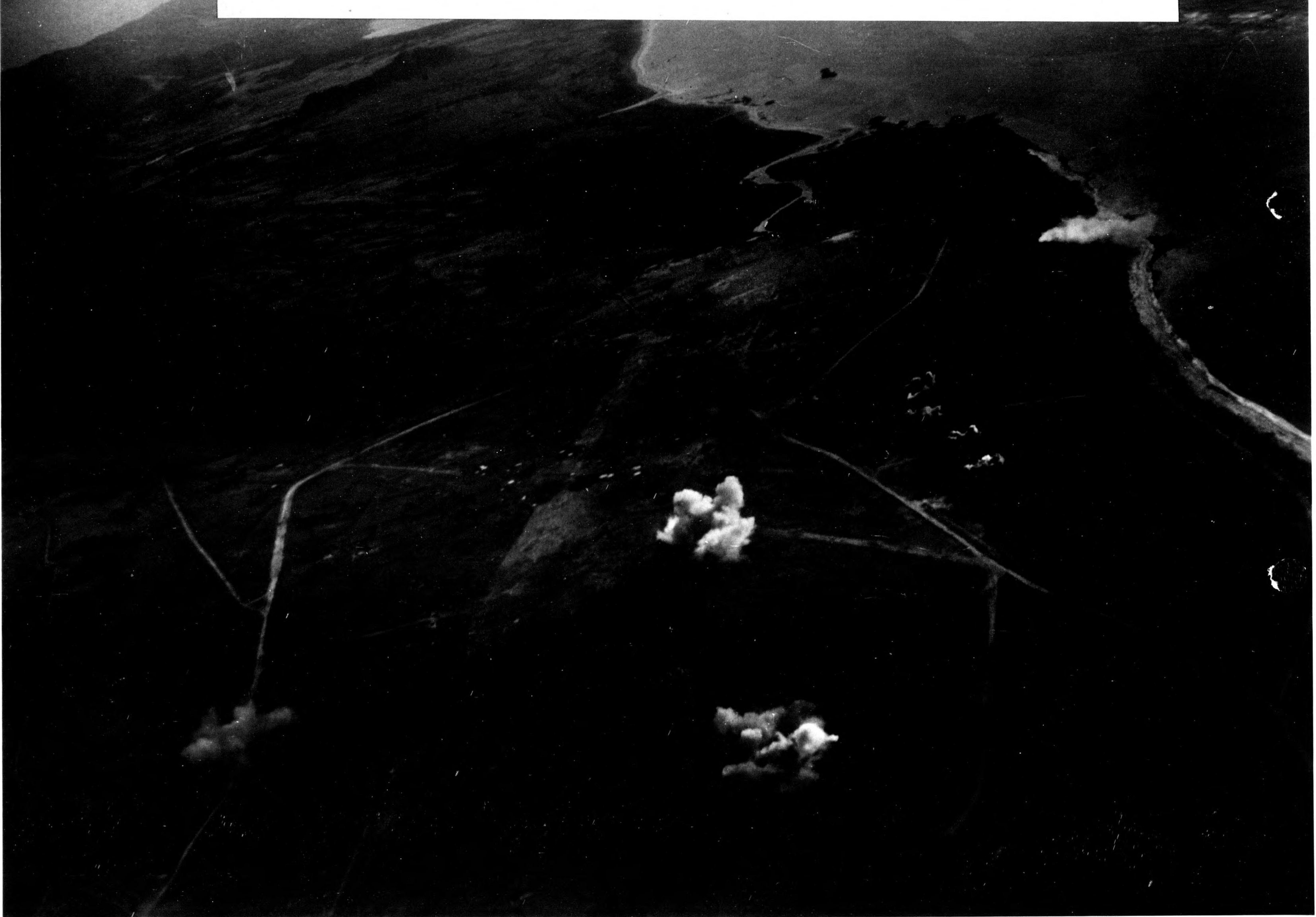
PHOTO LAB

Strateline

ENCL B1L



B-17 (See Part III 7 June) 100 lb. and 500 lb.  
GP bombs, and rockets hit dispersal areas,  
revetments and AA emplacements on MIYARA airfield,  
ISHIGAKI SHIMA, SAKISHIMA RETTO.



ENCL B17



B-18 (See Part III 8 June) Direct support strikes  
against southern OKINAWA JIMA targets were  
interrupted by a smoke screen laid by friendly  
forces with white phosphorous shells. NAHA  
airfield is in the background.



ENC 818



CVE-83/A16-2  
 Serial: 032

U.S.S. SARGENT BAY  
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CONFIDENTIAL

Subject: Action Report - RYUKUS Operation.

WEATHER SUMMARY

4 June 1945

Sunrise: 0537

Sunset: 1915

Time	Temp	Dew Pt.	Pressure (Mbs)	Wind Dir. & Veloc.	HIGH CLOUDS			LOW CLOUDS		
					Type	Amt.	Height	Type	Amt.	Height
0500	78	77	1007.0	145° 7 K	AcAs	3	7500	Sc	7	1200
0600	81	74	1007.0	125° 13 K	AcAs	7	7000	Sc	3	1500
0700	81	74	1007.3	130° 14 K	AcAs	8	7500	St	2	1500
0800	83	75	1007.0	125° 15 K	AcAs	7	8500	CuSc	1	1500
0900	83	75	1006.9	120° 20 K	AsAc	8	8500	St	1	1500
1000	83	75	1007.0	120° 21 K	AcAs	7	8500	Sc	2	1500
1100	84	77	1007.2	130° 18 K	AcAs	8	8500	Sc	2	1800
1200	78	77	1006.6	130° 20 K	As	7	7000	CuSc	3	1200
1300	78	76	1006.5	135° 20 K	As	9	7000	St	1	1000
1400	73	72	1006.0	155° 18 K	As	4	7000	St	6	1000
1500	76	75	1004.7	130° 15 K	As	3	7000	St	7	1000
1600	77	74	1003.1	075° 12 K	As	8	7000	Sc	2	1000
1700	80	76	1002.3	085° 16 K	As	7	7000	Sc	3	1000
1800			1002.4	090° 27 K	As	3	7000	Sc	7	1200

Time	Ceiling	Visibility (Scale 0-9)	Weather	Flying Conditions	State of Sea
0500	1200	8	Lt. Rain	Undesirable	Slight
0600	7000	8	Overcast	Average	Slight
0700	7500	8	Overcast	Average	Slight
0800	8500	8	Overcast	Average	Slight
0900	8500	8	Overcast	Average	Moderate
1000	8500	8	Overcast	Average	Moderate
1100	8500	8	Overcast	Average	Moderate
1200	7000	7	Lt. Rain	Undesirable	Moderate
1300	7000	7	Lt. Rain	Undesirable	Moderate
1400	1000	5	Mod. Rain	Undesirable	Moderate
1500	1000	6	Lt. Rain	Undesirable	Moderate
1600	7000	8	Threat.	Average	Slight
1700	7000	7	Lt. Rain	Undesirable	Moderate
1800	1200	6	Mod. Rain	Undesirable	Rough

ENCLOSURE (C)



CVE-83/A16-2  
 Serial: 032

U.S.S. SARGENT BAY  
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Subject: Action Report - RYUKUS Operation.

WEATHER SUMMARY

4 - 5 June 1945

Time	Temp	Dew Pt.	Pressure (Mbs)	Wind Dir. & Veloc.	HIGH CLOUDS			LOW CLOUDS		
					Type	Amt.	Height	Type	Amt.	Height
1900	-	-	1002.2	110° 25 K	As	6	7500	CuSc	4	1500
2000	-	-	1002.2	110° 25 K	As	5	7500	CuSc	5	1200
2100	-	-	1001.3	095° 28 K	As	6	7500	CuSc	4	1500
2200	-	-	1001.1	110° 29 K	As	5	6500	CuSc	5	1200
2300	-	-	1000.4	113° 32 K	As	5	6500	CuSc	5	1200
2400	-	-	998.9	135° 30 K	As	3	6500	CuSc	7	1200
0100	-	-	997.3	145° 40 K	-	-	-	-	-	-
0200	-	-	997.0	150° 45 K	-	-	-	-	-	-
0300	-	-	996.7	155° 50 K	-	-	-	-	-	-
0400	-	-	997.0	162° 46 K	-	-	-	-	-	-
0500	-	-	997.8	174° 44 K	-	-	-	-	-	-
0600	-	-	998.7	185° 38 K	As	2	5000	St	8	500

Time	Ceiling	Visibility (Scale 0-9)	Weather	Flying Conditions	State of Sea
1900	7500	7	Lt. Rain	Undesirable	Rough
2000	1200	6	Mod. Rain	Bad	Rough
2100	7500	7	Lt. Rain	Undesirable	Rough
2200	1200	6	Mod. Rain	Bad	Very Rough
2300	1200	6	Mod. Rain	Bad	Very Rough
2400	1200	6	Lt. Rain	Bad	Very Rough
0100	-	-	-	-	High
0200	-	-	-	-	High
0300	-	-	-	-	Very High
0400	-	-	-	-	High
0500	-	-	-	-	High
0600	500	5	Lt. Rain	Bad	High

ENCLOSURE (C)



CVE-83/A16-2  
 Serial: 032

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Subject: Action Report - RYUKUS Operation.

WEATHER SUMMARY

5 June 1945

Sunrise: 0537

Sunset: 1915

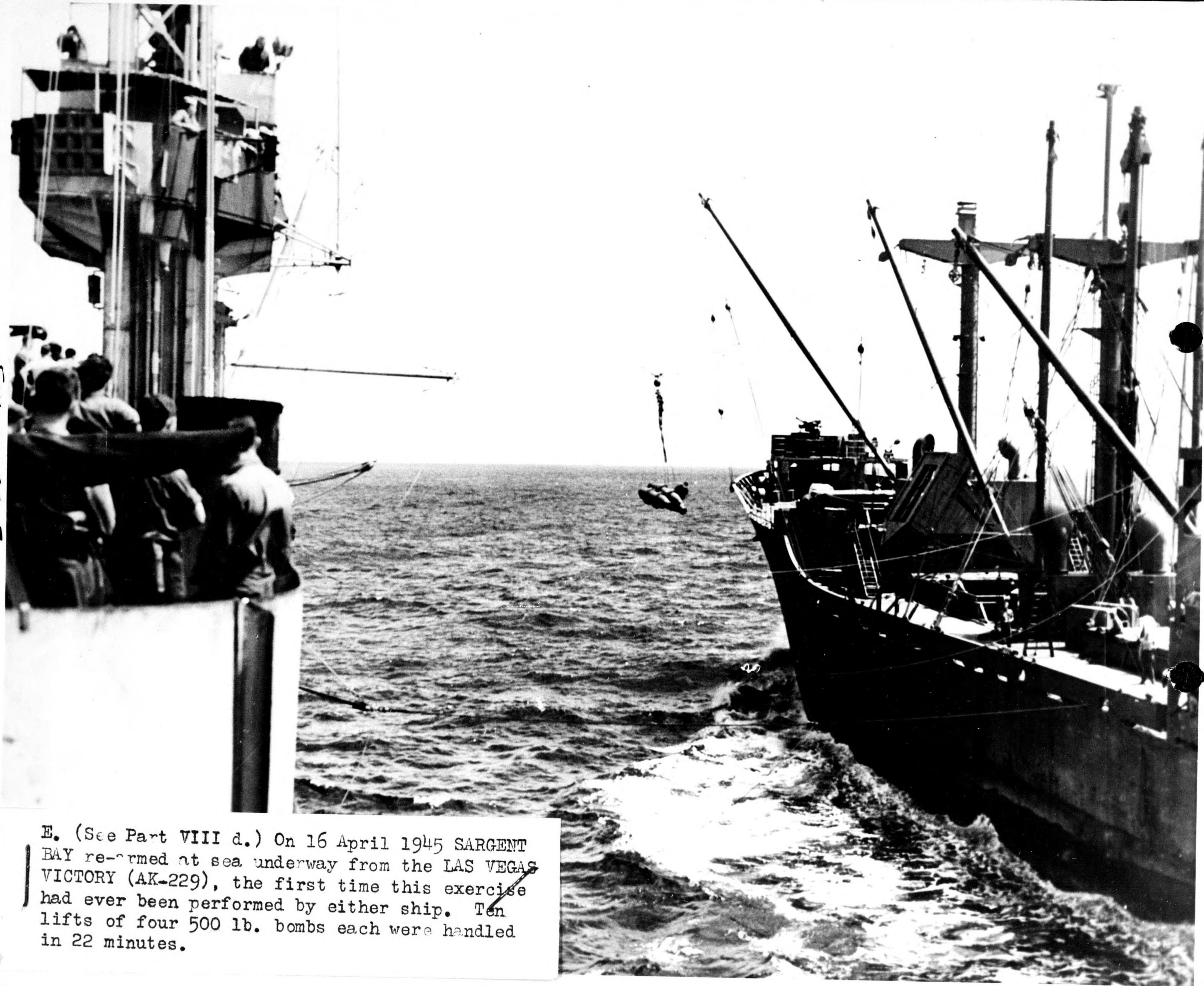
Time	Temp	Dew Pt.	Pressure (mbs)	Wind Dir. & Veloc.	HIGH CLOUDS			LOW CLOUDS		
					Type	Amt.	Height	Type	Amt.	Height
0700	81	--	1000.5	198° 37 K	As	4	5500	CuSc	6	600
0800	81	--	1001.4	205° 30 K	As	6	6000	CuSc	4	1000
0900	82	--	1002.7	205° 29 K	As	7	7000	CuSc	3	1500
1000	82	--	1003.5	195° 27 K	As	7	7500	CuSc	3	1500
1100	82	--	1004.1	205° 23 K	As	4	7500	Sc	6	1800
1200	82	--	1004.1	210° 20 K	As	4	10,000	CuSc	2	1800
1300	83	--	1004.4	230° 18 K	Cs	4	--	CuSc	2	1800
1400	84	--	1004.0	210° 17 K	Cs	5	--	CuSc	2	1800
1500	84	--	1003.9	215° 20 K	Cs	4	--	CuSc	3	1800
1600	84	--	1004.0	220° 21 K	Cs	4	--	CuSc	4	1800
1700	84	--	1004.1	225° 19 K	As	3	10,000	CuSc	4	1800
1800	84	--	1004.2	235° 21 K	Cs	5	--	Cu	3	1800

Time	Ceiling	Visibility (Scale 0-9)	Weather	Flying Conditions	State of Sea
0700	600	5	Lt. Rain	Bad	High
0800	6000	7	Overcast	Undesirable	High
0900	7000	7	Overcast	Undesirable	High
1000	7500	8	Overcast	Undesirable	High
1100	1800	8	Overcast	Undesirable	Very Rough
1200	Unlimited	8	Overcast	Undesirable	Very Rough
1300	Unlimited	8	Overcast	Undesirable	Rough
1400	Unlimited	8	Overcast	Average	Rough
1500	Unlimited	8	Overcast	Average	Rough
1600	Unlimited	8	Overcast	Average	Rough
1700	Unlimited	8	Overcast	Average	Rough
1800	Unlimited	9	Overcast	Average	Rough

ENCLOSURE (C)



ENCLOSURE E



E. (See Part VIII d.) On 16 April 1945 SARGENT BAY re-armed at sea underway from the LAS VEGAS VICTORY (AK-229), the first time this exercise had ever been performed by either ship. Ten lifts of four 500 lb. bombs each were handled in 22 minutes.



UNITED STATES PACIFIC FLEET  
AIR FORCE  
COMPOSITE SQUADRON EIGHTY-THREE

23 June 1945

CONFIDENTIAL

From: Commanding Officer.  
To: Commander in Chief, United States Fleet.  
Via: (1) Commanding Officer, U.S.S. SARGENT BAY (CVE-83).  
(2) Commander Carrier Division TWENTY-FIVE.  
(3) Commander Task Unit 52.1.2.  
(4) Commander Task Unit 32.1.1 (formerly TU 52.1.1).  
(5) Commander Task Group 32.1 (formerly TG 52.1).  
(6) Commander Task Force 52.  
(7) Commander Task Force 31 (formerly TF 51).  
(8) Commander Fifth Fleet.  
(9) Commander Third Fleet.  
(10) Commander in Chief, United States Pacific Fleet.

Subject: Action Report, Occupation of Kerama Retto and Okinawa Jima,  
21 March to 23 June 1945.

Reference: (a) PacFlt. Conf. Ltr. 1CL-45.

1. This squadron returned to Ulithi from the Iwo Jima operation on 14 March, and one week later, on 21 March, sortied from Ulithi for the Kerama Retto and Okinawa Jima operation. The U.S.S. SARGENT BAY finally left the Okinawa area on 20 June, and arrived at Leyte on 23 June. The participation of this squadron and the U.S.S. SARGENT BAY in the Okinawa operation may conveniently be divided into three periods. During the first period, from 21 March to 7 April, the ship was attached to Task Unit 52.1.2 and the squadron actively participated in the strikes against Kerama Retto and Okinawa Jima. From 7 April to 18 April, the ship was attached to Task Group 50.8 and the squadron flew LCAP and LASP over the oiler group. On 18 April the ship returned to Task Unit 52.1.2 in the Okinawa area and from then until 15 May, the squadron again participated in the strikes against Okinawa. During this period Units 1 and 2 of Task Group 52.1 were combined and the ship became a part of Task Unit 52.1.1. On 15 May, the ship again left the area and departed for Saipan and later Guam, for ten days availability. On 20 May, the squadron was disembarked and flown to the Fleet Personnel Rehabilitation Camp at Guam where they remained for a much needed rest until 28 May, when they again embarked on the U.S.S. SARGENT BAY. The ship returned to the Okinawa area on 3 June and became a part of Task Unit 32.1.1, the Third Fleet having, on 27 May, superseded the Fifth Fleet in the Okinawa operation. The squadron furnished its share of the air support on Okinawa from then until 20 June and also participated in the strikes against Sakishima Gunto on 7 June and 17 June. On the whole, both ship-board operations and operations over the targets went very well.



COMPOSITE SQUADRON EIGHTY-THREE

VC-83/A16-3

CONFIDENTIAL

Subject: Action Report, Occupation of Kerama Retto and Okinawa Jima,  
21 March to 23 June 1945.

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2. During the three periods of its participation in the operation the squadron flew a total of 6627.8 hours, of which 4704.7 hours were in VF and 1923.1 hours in VT. In addition the squadron, on oiler duty and while enroute to and from the target area, flew a total of 867.9 hours of which 495.8 hours were in VF and 372.1 hours were in VT. These figures do not include incomplete flights totalling 21.5 hours so that the total number of hours flown from 21 March to 20 June was 7517.2. A total of 1782 completed sorties were flown in the three periods; of these, 1264 were VF and 518 were VT. The VF sorties consisted of 566 LCAP, 391 TCAP, 54 ZCAP, 205 Strike, 15 Escort, 13 Air Coordinator, 20 Miscellaneous. The VT sorties consisted of 104 LASP, 54 TASP, 297 Strike, 8 Air Coordinator, 8 Photographic, 2 Propaganda, 12 Tactical Observers, 5 Long Range Search, 11 Supply, 17 Miscellaneous.

3. Although there was considerable enemy air activity at Okinawa, only three airborne enemy aircraft were encountered by this squadron's planes, two on 3 April and the third on 28 April. The first two at least, were obviously suicide planes about to make an attack on the Task Unit. One of these, a Jill, was splashed by our LCAP just as it reached the screen. The other, a Zeke, got away after a 50 mile chase by our LCAP. The third plane was splashed by our TCAP over Aguni Shima.

4. The Squadron Commander was reported missing in action on 22 April after his plane collided in mid-air with another plane while he was on a mission as Air Coordinator. No other squadron personnel were killed or injured during the operation, nor were any planes lost due to enemy action. One FM-2 was shot down by AA from friendly ships but the pilot escaped without injury. Three other planes made water landings but in each instance the pilot was rescued. In the early stages of the operation enemy AA fire was at times intense but our planes suffered very little damage from this source.

5. As at Iwo Jima, military installations and defenses on the islands of Kerama Retto and on Okinawa Jima were difficult to spot from the air. For the most part they were well hidden in caves and revetments similar to those found on Iwo Jima and since there were many hundreds of such caves and revetments it was well nigh impossible to assess accurately the damage to military installations as a result of strikes by our aircraft. However, many such caves and revetments were destroyed and on the basis of the reports of the controlling CASCU's, many of them contained military installations. The observable damage inflicted by our aircraft to buildings, bridges, small boats, etc., was considerable and is set forth in detail in the Ship's action report and in the Squadron's ACA-1 Reports numbers 47 to 140 inclusive.



CONFIDENTIAL

Subject: Action Report, Occupation of Kerama Retto and Okinawa Jima,  
21 March to 23 June 1945.

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6. In this operation planes were loaded with either 100 lb. or 500 lb. bombs. Except in a few instances all had instantaneous nose fuzes and either .010 or .025 seconds delay tail fuzes. For most purposes in an operation of this kind this would be proper fuzing, but it is extremely difficult to get direct bomb hits on small cave openings in the sides of hills and in ravines, in a normal glide bombing attack. Where AA fire is very meagre as at Okinawa, more accurate bombing of these caves could be accomplished by a low altitude bombing attack. This can be done with the use of 4-5 second delay fuzes. On several occasions this squadron used the 4-5 second delay fuze on both the 500 lb. and the 100 lb. bomb and released the bombs at altitudes of from 150 to 300 feet with greatly increased accuracy. The longer delay fuze is also essential when low ceiling conditions exist, as not infrequently happened at Okinawa.

7. The division of the target areas into zones of responsibility with a different CASCU controlling each zone worked excellently in practice. Also the splitting of direct support groups into small groups for attacks was a decided improvement and gave better results. More frequent use of VF and VT from one squadron in the same attack group was likewise highly beneficial. Even greater use of this procedure cannot be too highly recommended. In almost every instance better coordinated attacks were made when VF and VT from this squadron operated together than when they were paired with either VF or VT from other squadrons.

8. The Flight Leader and the Air Coordinator are two entirely distinct tasks and should not be the responsibility of one pilot. The Air Coordinator cannot efficiently perform his functions if he must at the same time lead a formation of planes. On the other hand, Air Coordinators are essential in direct support work and results during the periods when they were dispensed with was most unsatisfactory. It is hoped that specially trained Air Coordinators may be used in the future and it is suggested that, whenever possible, they land ashore for a short briefing on the current tactical situation before proceeding on their mission.

9. For the most part, aircraft communications were very good with little difficulty being encountered except on 140.58 mcs., which is hopelessly overcrowded. Radio discipline by carrier based aircraft was likewise excellent and in sharp contrast to an almost complete lack of radio discipline by shore based aircraft. The most annoying problem in aircraft communications was the use of many different systems of frequency designators. The various Op-plans prescribed three different systems, the code word system (Queen, Uncle, Victor, etc.), the King-number system, and the Yoke-Zebra system. The pilots were briefed on the use of all three systems



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only to discover after they were airborne that some Fighter Directors used the button designation, which was not called for in any of the Op-plans. This last system was the most confusing of all because the same frequency is not necessarily set up on the same channel or button on all radio gear. It is strongly urged that one system of frequency designators be set up, prescribed uniformly in all Op-plans, and adhered to by all concerned.

10. The question of the value of pre-dawn flights remains the same. It is believed that, in most cases, a delay of 15 or 20 minutes in launching will result in little or no delay in the mission and the flight will be much safer. Furthermore, in pre-dawn periods it is impossible for ships' gunners to recognize planes which are above them or which come near them in their attempt to rendezvous. In times of alert when enemy air attack is expected this situation could prove embarrassing.

11. A better flow of intelligence material to the squadrons after the invasion is under way would be most helpful. Practically no new intelligence was sent to the CVE's after this operation started and yet the ground troops undoubtedly learned much that would have been valuable to the squadrons furnishing aircraft for direct support. For instance, at the beginning of the operation pilots were briefed on the burial vaults typical of Okinawa and were told that the enemy would probably use them for military purposes. Not until weeks after the invasion started did the Squadron A.C.I. Officer learn on a visit to one of the LanFor CASCU's on Okinawa that there was very little, if any use of the crypts for this purpose. In addition, information as to the type of camouflage actually used by the enemy, the methods of installing and concealing gun positions, the probable location of such positions, the numerous circular grist mills which looked so deceptively like gun positions from the air, and much other similar information would have been invaluable. The visits of the Squadron A.C.I. Officer and some of the pilots to Okinawa was most enlightening, but much of the knowledge then gained could and should have been available much sooner.

12. Information as to the approximate location of our own front lines should be made available daily. This information reached this squadron irregularly and rarely was the information less than 48 hours old. It is suggested that at the close of operations each day the spotting squadron in the Task Unit advise all other CVE's in the Unit of the approximate location of our own front lines.



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13. With the ever increasing demands of clerical work on the squadron, one yeoman is not enough. In addition to the routine reports and administrative work there are ACA-1 Reports, ASR Reports, Recommendations for Awards, special reports and news stories, publicity data, Squadron History, and many others. The need for two yeomen and two typewriters cannot be too strongly stressed. The Ship has been most cooperative in lending typewriters and yeomen in rush periods, but even with that help and the aid of three men in the squadron who could type, the volume of the paper work has been almost prohibitive.

*M. S. Worley*

M. S. WORLEY





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