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Serial: I/0177

UNITED STATES PACIFIC FLEET
PHOTOGRAPHIC INTERPRETATION SQUADRON TWO

RSW/krm

JUL 8 1945

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4 July 1945

PHOTOGRAPHIC INTELLIGENCE REPORT NO. 740

SHIPPING REPORT:

OMINATO HARBOR, HONSHU, JAPAN
41° 14' N., 141° 10' E.

Based on:

XVI Bom Com sortie 3PR5M306 of 29 JUNE 1945.

Reference:

(a) A.O.F. No. 90.5, Aomori.

I-7 B-26

folder said

SUMMARY

NAVAL

1 DE:
1 AM:
1 PC:
1 SC:
3 SCS (2 repairing).

MERCHANT

2,620 g.t., operational - 1 ship.
Ships under 200' not listed.

DETAIL

NAVAL

| <u>NO.</u> | <u>TYPE</u> | <u>LENGTH(oa)</u> | <u>REMARKS</u> |
|------------|-------------|-------------------|---|
| 1 | DE | 250-260 | DE-UN-1. Stack position further forward than usual. |
| 1 | AM | 230-240 | No. 7 class. |
| 1 | PC | 160-170 | |
| 1 | SC | 120-130 | Tied to quay. |
| 3 | SC | 90-100 | SCS-1 class. One tied to quay. Two in floating drydock. |

MERCHANT

| <u>NO.</u> | <u>TYPE</u> | <u>LENGTH(oa)</u> | <u>GROSS TONS</u> | <u>REMARKS</u> |
|------------|-------------|-------------------|-------------------|--|
| 1 | T | 300-310 | 2611-2632 | Probable TYOKO MARU class. Two lighters alongside. |

COVERAGE

Complete vertical 24" and 40"; altitude 25,000'.

R. De Lancia
R. De LANCIE,
Commanding.

VII. GENERAL TARGET EVALUATION AND WEAPON RECOMMENDATIONS

A. Target Evaluation

Except for the railroad ferries and ships, there are no priority strategic targets in the immediate vicinity of the TSUGARU STRAITS.

It is believed that any bombs not needed against ferries or ships could be expended most profitably in attacks against the following targets in the MURORAN Area, which is only about 40 miles north of HAKODATE:

Nihon Steel Works (Target No. 90.3 - 378), an important producer of heavy Naval and Army ordnance.

Wanishi Iron Works (Target No. 90.3 - 379). Destruction of the coke ovens at this plant would impose a heavy additional burden upon Japanese shipping.

Mitsubishi Coal Liquefaction Plant (Target No. 90.3 - 988), a producer of synthetic oil.

Attacks against the following targets of opportunity are recommended only for such bombing effort as cannot be delivered against the priority targets, i.e. ferries, ships, and the above-mentioned MURORAN plants:

NONAI Fueling Base and Oil Depot (Target No. 90.5 - 995)

AOMORI Ferry Terminal and Railroad Yards

HAKODATE Ferry Terminal and Railroad Yards

OMINATO Naval Base (Target No. 90.5 - 996)

OMINATO Fighter Plane Airfield

HAKODATE Dockyard (Target No. 90.4 - 974)

Eastern Wharves and Warehouses (Target No. 90.4 - 976)

Western Wharves and Warehouses (Target No. 90.4 - 975)

Fuel Oil Storage (Target No. 90.4 - 983)

B. Weapon Recommendations

Ferries:

These vessels have a draft of 15 feet. Water depths in the straits appear sufficient for the use of torpedoes, and these would be the preferred weapon. Of the bombs, the 500-lb. GP is considered preferable. Minimum altitude attack with 8 to 15 second delay tail fuzes would be the most effective bombing method. If minimum altitude attack is not feasible, preferable nose fuze would be the MK 243 water discriminating type. For the tail fuze, the 0.24 second primer detonator is recommended.

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22 July 1945

INDUSTRIAL REPORT NO. 74

90.5-2890; OMINATO AIRFIELD
90.5-2891, OMINATO SEAPLANE STATION

(41/14 N--141/09E)

Photos: 3PR5M 306--1V:64; 3:23-31; 5L:47-52; 29 June 1945

Previous report: CIU Airfield Report 111, 6 July 1945.

Reference: AAF Air Objective Folder 90.5, Aomori, page 10; 7 September 1944.

SUMMARY

Targets 2890 and 2891, together with naval servicing elements, constitute the most northern of Honshu's naval air bases. The entire compound has been designated Target 996 (see reference above) and lies on the N shore of Mutsu Bay about 3.5 miles SW of Chira Town.

Aircraft facilities include a general repair depot, an outfitting and possible winterization compound, and underground elements, the extent and purpose of which are unknown.

AREA DATA

(Compound A only)

| | |
|--------------------|-------------------|
| Total ground area: | 1,900,000 sq. ft. |
| Percent built-up: | 11.7 |
| Total roof area: | 223,100 sq. ft. |
| Total floor area: | 269,550 sq. ft. |

ANALYSIS

Structures which might be used for production or repair are concentrated in four compounds: A, B, C and D.

Compound B is the south seaplane and airfield service station. There is no evidence here of industrial activity beyond first echelon aircraft repair and storage.

In Compound B are two seaplane ramps (137' wide and 110' wide, respectively), two medium sized hangars probably used in conjunction with the ramps, and four medium-sized hangars flanking the airfield.

Aircraft visible: 10 JAKES (at 36; five do not appear on the blowup), 2 PETES (at 35), 4 KATES (at 34), 1 possible BABS (at 33), 2 NELLIS (on field) and 2 unidentified aircraft in revetments.

Compound C is a housekeeping area and contains administrative and possibly messing, minor engineering, instrument maintenance and briefing facilities. Ten wooden buildings are in compound C; about half are two-storied.

Compound D is the north patrol seaplane and small craft station. Its aircraft services probably include routine check and refueling of patrol aircraft (3 EMILYS appear at 28 in the harbor) and general outfitting and/or conversion. The possible BABS (at 29), a reconnaissance aircraft, may be undergoing winterization.

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Industrial Report 74, Cont'd.

Compound D has two seaplane ramps, 137' and 20' wide, respectively; one large hangar, five medium-sized hangars, one small hangar, a powerhouse and a small craft quay. A pen (at 32) contains what are possibly cargo floats or midget submarines. The hulls of small craft are on the dock-side area (at 31). Seaplane pontoons (at 30) are stacked beside the large hangar.

Compound A is a shop and engine test area but offers no evidence of production. The size and construction of the wood frame buildings, the absence of heavy transportation facilities on the site and in the docking area, the absence of a predominant type of aircraft or aircraft component and the appearance of the crates in the storage areas lead to the conclusion that Compound A contains overhaul facilities. New engines may be tested here before installation. The four U-type, covered test cells (at 23) could not handle large scale production. The building at 10 is the principal shop unit. The fuselage S of the building (at 10) is probably that of a dive bomber. A fence encloses the area.

Small scale (six-inch focal length) photographs show extensive tunneling in the ravines W of the target area. Some entrances and probable underground activity are visible in the immediate vicinity of Compound A. A leveled area (at 19) may be a buried water reservoir or a covered building. Comparatively regular spots appear on the area, and may be the result of planting of vegetation for concealment or column footings for a structure. Slight irregularities and close spacing tend to discredit the latter assumption.

PRINCIPAL BUILDING DATA TABLE

| No. | Function | Dimensions | Area Sq.Ft. | Height Eave/Ridge | Floors | Roof Type | Const Mat'l | Prob. Spans OC/Main |
|-----|----------------------------------|-----------------------|------------------|----------------------|--------|-----------|----------------|---------------------------|
| 1 | Storage | 105' x 45' | 4,720 | 12/24 | 1 | R | W | |
| 2 | Prob. shop | 100' x 67' | 6,700 | 14/35 | 1 | R | W | |
| 3 | " " | 66' x 67' | 4,410 | 14/43 | | R | W | |
| 4 | " " | 95' x 65' | 6,160 | 14/43 | | R | W | |
| 5 | Storage | 100' x 41' | 4,100 | 12/24 | 1 | R | W | |
| 6 | | 112' x 51' | 5,720 | 22/40 | 2 | R | W | |
| 7 | Prob. adm. and/or engineering | 190' x 45' | 8,550 | 22/ | 2 | Prob.R | Poss.RC | /45 |
| 8 | Prob. garage, loading | 130' x 26' | 3,480 | 24/ | 2 | F | W | /26 |
| 9 | Prob. storage | 173' x 73' | 12,600 | 12/35 | | R | W | |
| 10 | Repair hangar | 352' x 135' | 47,500 | 34/55 | | R | S | 30&?/ |
| 11 | Poss. storage | 155' x 65' | 10,500 | 12/34 | 1 | R | Prob.W | |
| 12 | | 53' x 65' | 3,440 | 12/34 | 1 | R | W | |
| 13 | | 83' x 54' | 4,490 | 12/ | 1 | R | W | |
| 14 | Prob. shop | 270' x 39' | 10,500 | 12/ | 1 | R | Prob.W | |
| 15 | | 270' x 64' | 17,300 | 20/34 | | R | Prob.W | |
| 16 | Poss. Engineering | 270' x 62' | 16,700 | 24/ | 2 | F | Poss.RC | /31 |
| 17 | Boiler house | 83' x 46' | 3,820 | /26 | | R | W | /23 |
| 18 | Prob. Storage | 83' x 56' | 4,650 | 12/17 | 1 | R | W | |
| 19 | Underground structure | approx 300' x 135' | approx 40,500 | | | | | |
| 20 | | 70' x 64' | 5,000 | 12/26 | 1 | R | W | |
| 21 | | 150' x 64' | 9,600 | 17/ | | R | W | |
| 22 | Prob. shop | 135' x 65' | 12,000 | 10/34 | 2 | R | W | |
| 23 | Engine test cells | 100' x 83' | 3,300 | 43/ | | | | |
| 24 | | 124' x 51' | 6,320 | 12/31 | | R | W | |
| 25 | | 102' x 64' | 6,500 | 5/23 | 1 | R | W | |
| 26 | Shop | 215' x 95' | 20,400 | 12/45 | | R | S | |
| 27 | | 83' x 42' | 3,480 | 12/17 | 1 | R | W | |

Total plotted: 223,100
 Total unplotted: Negligible
 Total: 223,100

Enclosures: 3PR5M306-1V:64; 3:30 annotated
 3PR5M306-5L:49, blow-up annotated

Approved: *E. W. Webster* 12/14/44 AC
 HAMILTON D. DARBY,
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16 May 1945

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KEY

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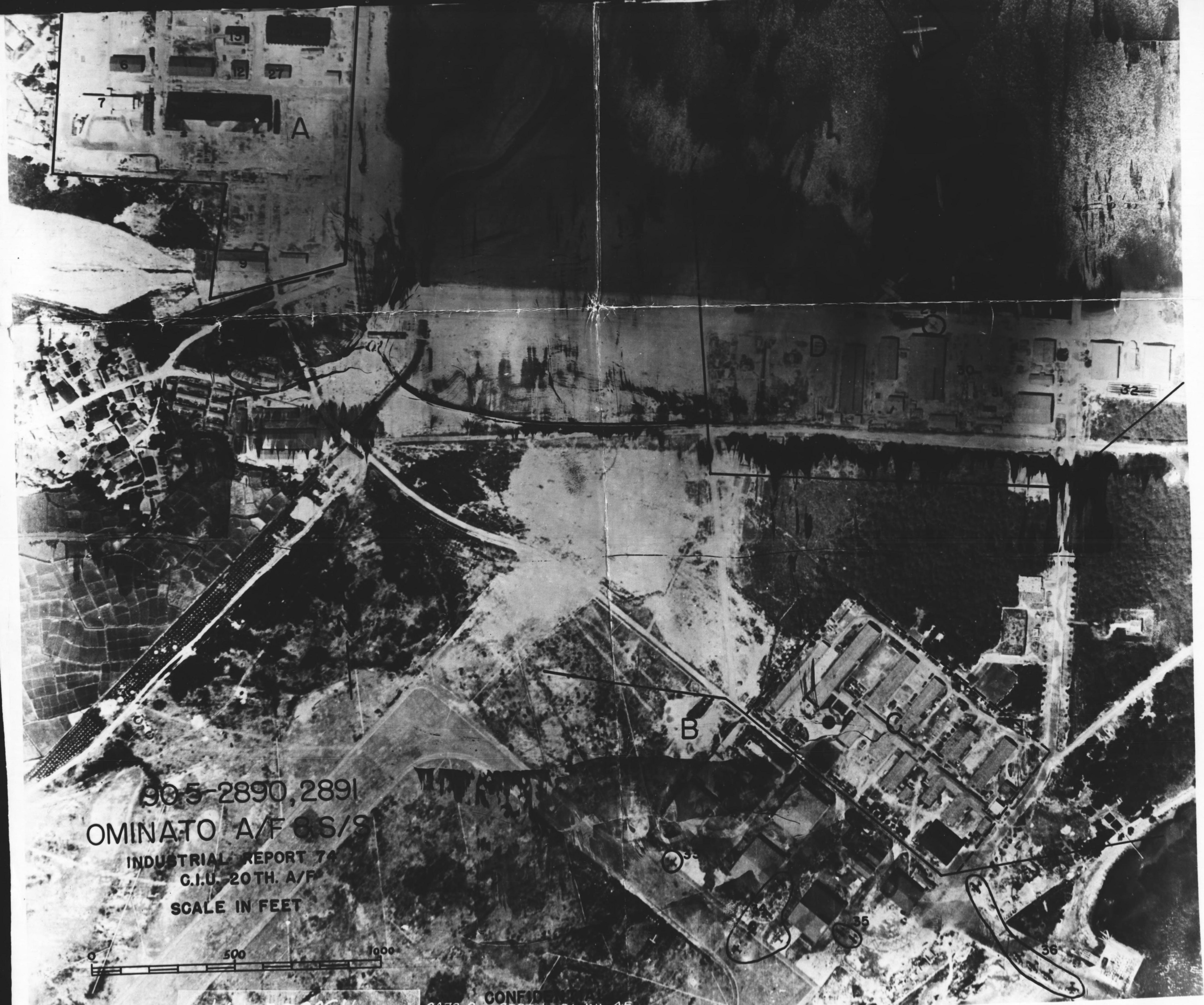
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