

Aircraft Action Reports

2--d (62) USS Savo Island

In reply reference

UNITED STATES PACIFIC FLEET
AIR FORCE
COMPOSITE SQUADRON NINETY-ONE

Serial: S-2

VC-91/P16-3/jbn

c/o Fleet Post Office,
San Francisco, California.
29 April 1945.

From: The Commanding Officer.
To: The Commanding Officer, U.S.S. SAVO ISLAND (CVE78).
Subject: Operations from 21 March 1945 to 29 April 1945.
Reference: (a) ESCarFor Inst. Section 5250.
(b) PasFit ltr. 101-45.
Enclosure: (A) ACA-1 Reports.

1. While embarked aboard the U.S.S. SAVO ISLAND, Composite Squadron NINETY-ONE participated in the invasions of the Kerama Retto and Okinawa Shima from 21 March 1945 to 29 April 1945.

2. Composite Squadron NINETY-ONE operated as follows:

| | |
|-------------------------------|--------|
| Number of operational sorties | 975 |
| Total hours | 3742.7 |
| Combat losses personnel | None |
| Operating losses personnel | None |
| Combat losses aircraft | None |
| Operating losses aircraft | 1 |

DAMAGE TO ENEMY

| <u>DESTROYED</u> | <u>DAMAGED</u> |
|---|---|
| 3 - Aircraft (ground) | 40 - Buildings (8 large, 4 med., 28 small). |
| 3 - Aircraft (ground probable) | 1 - Radio Tower |
| 29 - Trucks | 1 - Small locomotive |
| 19 - Gun Emplacements | 13 - Trucks |
| 60 - Buildings (20 large, 13 med., 27 small.) | 10 - Luggers |
| 3 - Warehouses | 5 - Gun Emplacements |
| 1 - Observation Post | 1 - Underground hangar |
| 2 - Command Posts | 1 - RR Passenger Car |
| 1 - Mill | 2 - Warehouses |
| 1 - Motor Torpedo Boat | 1 - Storage Dump |
| 2 - Fuel Dumps | 1 - Wharf |
| 3 - Storage Dumps | 1 - Bridge |
| 1 - Bridge | |
| 2 - Barracks | |
| 2 - Luggers | |

UNITED STATES PACIFIC FLEET
AIR FORCE
COMPOSITE SQUADRON NINETY-ONE

Serial: 5-2

29 April 1945.

Subject: Operations from 21 March 1945 to 29 April 1945.

3. On the basis of observation made during the Kerama
Retto - Okinawa operations, the following conclusions and recommend-
ations are submitted:

- (a) Earliest possible replacement of the four channel ARC-4 radio by the ten channel ARC-1 is recommended because its use overburdens each available channel in a many-phased operation where several control units are attempting to direct specific activities. This squadron ran into specific difficulty where it was necessary to operate planes with both ARC-1 and ARC-4 on the same mission. When this situation arose the group was cut to a three-channel radio because only three channels were available to both ARC-1 and ARC-4 radios.
- (b) Radio discipline, as in all operational reports, was again a headache. Group and squadron commanders must find some way to enforce radio discipline. As has been suggested many times monitoring of the call channels is probably the only way of determining who the offenders are. It is understood how difficult this could be, but if each division leader and combat team leader who knows the sound of the voices of his men could be instilled with the idea of how important radio discipline is in a large operation and could be depended on to see that corrective action is taken, it is felt this group-type of monitoring would be effective. There is absolutely no necessity of testing transmitters by blowing into the microphone, and no one can find use for the idle chatter and repartee that is constantly being used by so called "air-borne wits". Too many vital interceptions and important targets have been missed because of interference from this type transmission. Unnecessary radio transmissions could also be reduced if squadrons placed more emphasis on hand signals.

UNITED STATES PACIFIC FLEET
AIR FORCE
COMPOSITE SQUADRON NINETY-ONE

29 April 1945.

Subject: Operations from 21 March 1945 to 29 April 1945. (Cont'd).

- (c) Too many pilots ignore prescribed approach and identification procedures which not only endangers their own lives but the lives of their fellow pilots as well when, because of a few, our own forces cannot depend on all.
- (d) In view of the varied uses of Point Bolo in these operations as a reference point, it is believed that a reference chart (similar to the standard Air-Sea Rescue Charts, showing bearings and distances) would be a useful addition to the pilots charts.
- (e) More effort should be put forth by all concerned in the use of standard code names and designations (for example, code names of ships and code designations for radio channels) prescribed for a given operation. Too often confusion and misunderstanding result from the use of code names which were used in previous operations and which are no longer in use.
- (f) The Aircraft Action Report (ACA-1) could be revised to better facilitate the handling of ground support missions, and a provision should be made for a more accurate report on the use of airborne rockets. The use of ACA reports, except for engagement and missions of importance, could be eliminated giving the ACI Officer a better opportunity to make the report a more worthwhile evaluation of tactics, bombing accuracy, etc.
- (g) It is recommended that VF and VT from the same carrier be used together on support missions especially where there are only small groups of each type participating. This would permit a speedier and more effective rendezvous which could eliminate much of the unnecessary radio chatter that is used now when the VF and VT are from different carriers. Briefing would be easier and result in better planned and more coordinated attacks. It would also make easier the job of evaluation and assessment of damage with the proper credit going to the proper group.

F. M. BLANCHARD.

CVE78/A12-1/A16-3

95/jjb

Serial (037)

U.S.S. SAVO ISLAND (CVE78)

Care of Fleet Post Office,
San Francisco, California.

(7 MAY 1945)

C O N F I D E N T I A L

From: The Commanding Officer.
To: The Commander-in-Chief, United States Fleet.
Via: (1) The Commander Task Unit FIFTY-TWO POINT
ONE POINT ONE (ComCarDiv 26).
(2) The Commander Task Group FIFTY-TWO
POINT ONE (ComEsCarFor).
(3) The Commander Task Force FIFTY-TWO
(ComPhibsGroupONE).
(4) The Commander Task Force FIFTY-ONE
(ComPhibsPac).
(5) The Commander FIFTH Fleet.

Subject: Action Report of U.S.S. SAVO ISLAND for Operations
in Support of Landings on Nansei Shoto, Japanese
Empire, 21 March 1945 to 29 April 1945.

References: (a) U. S. Navy Regulations, 1920, Art. 712, 874(6).
(b) PacFlt Conf. Ltr 10L-45.
(c) ComTaskUnit 52.1.1 Op-Plan No. 2-45.
(d) ComTaskGroup 52.1 Op-Plan No. 2-45.
(e) ComPhibsPac Op-Plan No. A1-45.

Enclosure: (A) Subject Action Report.

1. Pursuant to references (a) to (e), inclusive, enclosure (A)
is submitted herewith.

W. D. ANDERSON.

Advance Copies To: Cominch (1)
(Via Airmail) CinCPac (3)
ComAirPac (1)
VC-91 (1)

C O N F I D E N T I A L

A C T I O N R E P O R T

OF

U.S.S. SAVO ISLAND (CVE78)

21 March 1945 to 29 April 1945

Enclosures: (A) Report of Lt. F. M. Blanchard,
Squadron Commander, VC-91 (To
which is attached copies of ACA-1
Reports, numbered 1 to 41, in-
clusive).

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C O N F I D E N T I A L

U.S.S. SAVO ISLAND (CVE78)

ACTION REPORT

PART I Narrative:

21 TO 25 MARCH 1945

This vessel left Rizal - Dulag Anchorage, Leyte Gulf, P.I., on 21 March 1945 and proceeded to Nansei Shoto, Japanese Empire, as a part of Task Unit 51.1.2, which was composed as follows:

| | |
|--------|---|
| CVE-77 | U.S.S. MARCUS ISLAND (F) (CTU 51.1.2 - R. Adm. Stump) |
| CVE-78 | U.S.S. SAVO ISLAND |
| CVE-57 | U.S.S. ANZIO (ASW) |
| DD-544 | U.S.S. BOYD (F) (Comdr. Maher) |
| DD-545 | U.S.S. BRADFORD |
| DE-415 | U.S.S. LAWRENCE C. TAYLOR (F) (Comdr. Jackson) |
| DE-416 | U.S.S. MELVIN R. NAWMAN |
| DE-417 | U.S.S. OLIVER MITCHELL |
| DE-418 | U.S.S. TABBERER |
| DE-419 | U.S.S. ROBERT F. KELLER |

Task Unit 51.1.2 was assigned the duty of protecting Task Unit 51.1.1 consisting of numerous transports, cargoes and other types of ships enroute to Nansei Shoto, from enemy air and undersea craft.

Enroute to Nansei Shoto, Combat Air and Anti-Submarine Patrols were flown daily as prescribed by CTU 51.1.2.

Prior to sortie on 21 March 1945, this ship, together with U.S.S. MARCUS ISLAND, left its anchorage in Leyte Gulf and proceeded to an area east of Cabugan Islands, Leyte Gulf, where its squadron, on 13 March, participated in a one day's rehearsal and training with units of TG 51.1, which was known as the Western Islands Attack Group. Twenty-three sorties of various natures were flown and the ship returned to anchorage on the following day.

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At 0650-I on 26 March the task unit arrived at a point about twenty-five miles south of Okinawa Shima and was dissolved.

26 TO 31 MARCH 1945

At 0759-I on 26 March 1945, this vessel joined Task Unit 52.1.1 which was under the command of Rear Admiral C.A.F. Sprague, U. S. Navy. The unit was known as Support Carrier Unit One, and was composed of the following ships:

| | |
|--------|--|
| CVE-70 | U.S.S. FANSHAW BAY (F) (CTU 52.1.1 - R. Adm. C.A.F. Sprague) |
| CVE-93 | U.S.S. MAKIN ISLAND (FF) (CTU 52.1 - R. Adm. Durgin) |
| CVE-94 | U.S.S. LUNGA POINT |
| CVE-62 | U.S.S. NATOMA BAY |
| CVE-26 | U.S.S. SANGAMON |
| CVE-57 | U.S.S. ANZIO (ASW) |
| CVE-78 | U.S.S. SAVO ISLAND |
| DD-386 | U.S.S. BAGLEY (F) (Captain Long) |
| DD-392 | U.S.S. PATTERSON |
| DD-594 | U.S.S. HART |
| DD-770 | U.S.S. LOWRY |
| DD-694 | U.S.S. INGRAHAM |
| DE-415 | U.S.S. LAWRENCE TAYLOR (F) (Comdr. Jackson) |
| DE-416 | U.S.S. MELVIN R. NAWMAN |
| DE-417 | U.S.S. OLIVER MITCHELL |
| DE-418 | U.S.S. TABBERER |
| DE-419 | U.S.S. ROBERT F. KELLER |
| DE-402 | U.S.S. RICHARD S. BULL (F) (Comdr. Bewick) |
| DE-403 | U.S.S. RICHARD M. ROWELL |
| DE-405 | U.S.S. DENNIS |
| DE-340 | U.S.S. O'FLAHERTY |

The task unit operated in the designated operating and retirement areas south of Kerama Retto and Okinawa Shima. This ship furnished such aircraft for various missions in connection with the occupation of Kerama Retto and the coming invasion of Okinawa Shima, as was directed by CTU 52.1.1.

Bogeys showed on the radar screen several times, and the ship was called to General Quarters on numerous occasions. No attack, however, was made on the ship or task unit by any enemy plane.

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1 TO 6 APRIL 1945

At 0600-I on 1 April 1945, CTF 51, Vice Admiral R. K. Turner, U. S. Navy assumed command of TF 52.

At 2303-I on 2 April the ship together with U.S.S. HART (DD-594) and U.S.S. RICHARD M. ROWELL (DE-403) withdrew from the unit and proceeded to Kerana Retto in order to replenish ammunition. Replenishment was completed on 3 April, and the ship, in company with U.S.S. PETROF BAY (CVE80), and five destroyer escorts, sortied from Kerana Retto Anchorage at 1900-I, 3 April. Several enemy air raids were made on task units close by during the time ammunition was being loaded aboard the ship, but no planes came through for an attack on any of the ships in the Kerana Retto Anchorage. The ship rejoined Task Unit 52.1.1 at 0606-I, 4 April.

From 1 April to 6 April 1945, TU 52.1.1 operated in the designated operating and retirement areas south of Okinawa Shima, and furnished aircraft for various missions in connection with the invasion and occupation of Okinawa Shima, as directed by CTU 52.1.1. No attacks were made on any of the ships in the task unit by any enemy air, underwater or surface craft during this period.

At 0846-I on 6 April 1945, the ship was detached from TU 52.1.1 and ordered to join TG 50.8 as relief for U.S.S. SHAMROCK BAY (CVE84), the latter taking the place of this ship in TU 52.1.1.

7 TO 16 APRIL 1945

At 0614-I on 7 April 1945, the ship joined task group 50.8 in an operating area about 250 miles southeast of Okinawa Shima. It, together with two screening destroyers, operated as TU 50.8.13 until April 16. During this period, the ship, together with one other CVE assigned to TG 50.8, furnished such aircraft as was necessary for the protection of the ships of TG 50.8 against enemy air and undersea attacks. No air attacks were made on the task group during this period and no enemy submarines were encountered. During flight operations the Commanding Officer of this ship was OTC of the two escort carriers and their screen.

At 0002-I on 16 April, TU 50.8.13 was dissolved, and the ship was detached from TG 50.8, and was ordered to join TU 52.1.1, to take the place of U.S.S. STEAMER BAY (CVE87), which had been ordered to join TG 50.8.

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17 TO 28 APRIL 1945

At 1330-I on 17 April, the ship rejoined TU 52.1.1 in its operating area southeast of Okinawa Shima. From 17 April to 27 April, TU 52.1.1 steamed in the operating and retirement areas south of Okinawa Shima, and this ship furnished its share of aircraft for various missions in connection with the occupation of Okinawa Shima and other islands in Okinawa Gunto.

On 27 April the task unit proceeded southwest to the operating area east of Sakishima Gunto, and on 28 April aircraft from the unit made strikes on the various islands of Sakishima Gunto.

During the entire period from 17 April to 28 April no attack was made on the unit by any enemy surface or undersea craft; and not until 28 April was the unit under threat of attack from enemy aircraft. During the late afternoon and early evening of 28 April, however, while steaming in operating area off of Sakishima Gunto, many bodies appeared on the radar screen, and apparently at least six potential raids by enemy aircraft were noted. Except for one raid which was broken up by the local combat air patrol when they shot down three Zekes, at 1843-I, none of the enemy planes succeeded in locating the task unit. One plane, during the early morning of 28 April, came close enough to the formation to be taken under fire by one of the ships of the screen, but it is not thought that he came in for an attack. Apparently, he was on a reconnaissance run and managed to escape.

On 22 April, the ship was temporarily detached from TU 52.1.1 and together with two destroyer escorts proceeded to Kerama Retto anchorage for replenishment of ammunition. Replenishment was completed on the same day, and at 1737-I that afternoon, the ship stood out of Kerama Retto Anchorage. Within ten minutes of the time of leaving the anchorage, the ships at anchor in the harbor were under an attack from enemy aircraft. No enemy aircraft made any attack on this ship although it could, of course, have been seen easily by enemy aircraft over Kerama Retto.

29 APRIL 1945

At 0056-I, 29 April, the ship and U.S.S. MAKIN ISLAND (CVE93) were detached from TU 52.1.1 and proceeded to Kerama Retto Anchorage arriving there at 0636-I that morning. While at anchor the officers and enlisted men of Composite Squadron NINETY-ONE were transferred to the U.S.S. MAKIN ISLAND (CVE93), and the officers and enlisted men of Composite Squadron EIGHTY-FOUR, which had been operating with the MAKIN ISLAND, were transferred to this ship. At 1134-I that day, the ship stood out of Kerama Retto Anchorage and at 1520-I rendezvoused with U.S.S. MARCUS ISLAND (CVE77) and U.S.S. SAGINAW BAY (CVE82). These three CVE's, together with screen, pursuant to

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orders theretofore received from CTG 52.1, proceeded enroute to Guan. The orders from CTG 52.1 to this ship directed that it be detached from TU 52.1.1 and be sent out of the combat area for the purpose of overhaul.

N O T E S

During the entire period from 21 March to 29 April (including 13 March Rehearsals), Composite Squadron NINETY-ONE flew many different missions including direct air support for troops on Kerana Retto and Okinawa Shina, pre-invasion strafing attacks and bombing runs, anti-shipping sweeps, combat air patrols, anti-submarine patrols, air observer patrols, smokers, photographic coverage and strikes on Sakishima Gunto. A total of 975 sorties were flown.

The squadron suffered no combat or operational losses of personnel. Likewise, it suffered no combat loss of any plane. Three FM-2's and one TBM-3 were lost operationally. One FM made a water landing due to inability of the pilot to lower the tail hook. One FM was stricken because of damage suffered at landing when the landing gear collapsed. One FM crashed into the water after its tail had broken off just forward of the landing hook, on landing. The fuselage had been cut by the propeller of another plane in a mid-air collision. The FM crashed into a TBM spotted forward prior to its crashing into the water, and the TBM was so badly damaged that it was stricken.

No contact was had with any enemy airborne aircraft by the squadron. Nine enemy aircraft were destroyed on the ground and three probably destroyed. A detailed account of the damage inflicted by Composite Squadron NINETY-ONE on enemy ships, planes and installations may be found in Part V hereof.

PART II

Preliminaries:

A. On leaving Rizal-Dulag Anchorage, Leyte Gulf, P.I., and while enroute to the Operating Area there were three escort carriers in TU 51.1.2 and seven screening destroyers and destroyer escorts, the names of which are set forth in page one hereof. After arriving in the operating areas, the ship joined Support Carrier Unit One, TU 52.1.1, which was composed of seven CVE's, five screening destroyers and nine destroyer escorts, the names of which are set forth in page two hereof. During the period in which this ship

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was attached to TG 50.8, she was in company with one other CVE and the many ships of TG 50.8.

B. The ship's operations from the time of sortie from its anchorage in Leyte Gulf to its arrival in the operating areas south of Kerama Retto and Okinawa, consisted of: (1) furnishing its share of air protection to Task Units 51.1.1 and 51.1.2 enroute to Nansei Shoto; (2) participating in the various ship and aircraft exercises as prescribed by CTU 51.1.2; and (3) refueling some of the ships of the screen.

C. The ship's mission was to furnish, through Composite Squadron NINETY-ONE, its share of aircraft: (1) for providing cover and support for TU 51.1.1 and TU 51.1.2 during their movement from Leyte Gulf to Nansei Shoto area; (2) for protecting all surface units of TF 51 in the operating areas around Kerama Retto and Okinawa Shima, against enemy air, underwater and surface attacks; and (3) for supporting the landings of the Army and the Marine Corps on the islands of Okinawa Gunto.

D. On sortie from Leyte Gulf, there were aboard twenty FM-2's and twelve TBM-3's all of which were operational, twenty VF pilots and seventeen VT pilots. Four of the FM pilots were new replacements and not fully available.

E. No enemy air, underwater or surface craft was encountered by the ship during the entire action. Several enemy planes were seen in the distance by some of the pilots on sorties at different times, but they were too far away for the pilots to catch them. On one occasion one of the ships of the screen took under fire an enemy plane, but it escaped.

PART III

Chronological Account of Action:

Ship:

The ship's action and movement, as contrasted with those of Composite Squadron NINETY-ONE, follow. All times are Iten Zone:

21 March 1945 (L-11 Day):

WEATHER: Light scattered showers; visibility, 15 miles; winds, strong, northerly; seas, rough; flying conditions, undesirable.

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AREA OF ACTION AND FORMATION: Leyte Gulf, P.I. and Pacific Ocean. Enroute to Nansei Shoto as a part of TU 51.1.2. CTU 51.1.1 OTC.

MOVEMENT AND ACTION:

1010 - Sortied from San Pedro Bay, Leyte Gulf, P.I.

1041 -- General Quarters.

1141 - General Quarters secured.

22 March 1945 (L-10 Day):

WEATHER: Scattered showers; visibility, 15 miles; winds, fresh, easterly; seas, moderate to rough; flying conditions, fair.

AREA OF ACTION AND FORMATION: Pacific Ocean. Enroute to Nansei Shoto as a part of TU 51.1.2. CTU 51.1.1 OTC.

MOVEMENT AND ACTION:

0807 - AA gunnery practice on towed sleeves.

23 March 1945 (L-9 Day):

WEATHER: Scattered showers; visibility, 15 miles; winds, moderate, northeast; seas, moderate; flying conditions, average.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

0604 - Unit tactical exercises.

1405 - Additional unit tactical exercises.

24 March 1945 (L-8 Day):

WEATHER: Partly cloudy; visibility, 10 miles; winds, moderate

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to fresh, northeast; seas, moderate; flying conditions, average.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

- 0613 - Refueled U.S.S. OLIVER MITCHELL (DE-417).
- 0735 - Refueled U.S.S. TABBERER (DE-418).
- 1037 - Refueled U.S.S. LAWRENCE C. TAYLOR (DE-415).

25 March 1945 (L-7 Day):

WEATHER: Skies cloudy; visibility, 8 to 10 miles; winds, moderate, northerly; seas, moderate; flying conditions, average.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

- 1250 - Received guard mail from U.S.S. BRADFORD (DD-545) alongside starboard quarter.
- 1656 - General Quarters. Bogey reported at 130° T., distant 15 miles, closing. No attack was made.
- 1703 - General Quarters secured.
- 1707 - General Quarters on report of more bogeys, but no attack materialized.
- 1745 - General Quarters secured.
- 1828 - General Quarters with one enemy aircraft reported, bearing 308° T., distant 8 miles. Other bogeys were noted, but again no attack followed.
- 1905 - General Quarters secured.

26 March 1945 (L-6 Day):

WEATHER: Skies cloudy; visibility, 15 miles; winds, moderate, easterly; seas, moderate; flying conditions, average.

AREA OF ACTION AND FORMATION: Pacific Ocean south of Kerama Retto and Okinawa Shima as a part of TU 51.1.2. CTU 51.1.1 OTC.

MOVEMENT AND ACTION:

- 0650 - TU 51.1.2 dissolved, and commanding officer U.S.S. SAVO ISLAND (CVE78) assumed tactical command of U.S.S. SAVO ISLAND, U.S.S. ANZIO (CVE57), and escorts of CortDiv 72.
- 0759 - Joined up with and became a part of TU 52.1.1. CTU 52.1.1 OTC.
- 0840 - General Quarters. Bogeys which were reported on radar screen failed to attack.
- 0902 - General Quarters secured.
- 0925 - General Quarters. More bogeys reported on radar screen but failed to materialize.
- 0945 - General Quarters secured.
- 1409 - Received official mail from U.S.S. PATTERSON (DD-392) alongside starboard quarter.
- 1833 - General Quarters. No planes closed for an attack.
- 1910 - General Quarters secured.

27 March 1945 (L-5 Day):

WEATHER: Skies cloudy; visibility, 8 to 10 miles; winds, fresh, southeast; seas, moderate to rough; flying conditions, fair.

AREA OF ACTION AND FORMATION: Operating and retirement areas, Pacific Ocean, south of Kerama Retto and Okinawa Shima as a part of TU 52.1.1. CTU 52.1.1 OTC.

MOVEMENT AND ACTION:

- 0331 - General Quarters. Bogey reported at 040° T., distant 16 miles, closing. Planes did not make an attack.
- 0400 - General Quarters secured.
- 0809 - Refueled U.S.S. LOWRY (DD-770).
- 1209 - Refueled U.S.S. OLIVER MITCHELL (DE-417).
- 1409 - General Quarters. Bogeys reported on radar screen. No attack was made.
- 1410 - General Quarters secured.
- 1629 - General Quarters. Bogey reported at 280° T., distant 21 miles. The bogey failed to close.
- 1637 - General Quarters secured.

28 March 1945 (L-4 Day):

WEATHER: Skies partly cloudy; visibility, 15 miles; winds, gentle, northwest shifting to easterly; seas, slight; flying conditions, average.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

- 1107 - Received aviation supplies from U.S.S. RICHARD M. ROWELL (DE-403) alongside starboard quarter.
- 1225 - Received official mail from U.S.S. TABBERER (DE-418) alongside starboard quarter.
- 1257 - General Quarters. Bogeys on radar screen, but no attack was made.
- 1305 - General Quarters secured.
- 1645 - General Quarters. No attack developed.

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1711 - General Quarters secured.

29 March 1945 (L-3 Day):

WEATHER: Overcast skies with light rain; visibility 8 to 10 miles; winds, gentle, easterly; seas, slight; flying conditions, fair.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

0008 - General Quarters on receipt of Flash Red from OTC.

0026 - General Quarters secured.

0250 - General Quarters on receipt of Flash Red from OTC.
No bogeys shown on ship's radar screen.

0312 - General Quarters secured.

0711 - Took U.S.S. ESCALANTE (AO-70) in tow alongside to starboard for fueling ship and receiving aviation gas.

0945 - Secured from receiving fuel oil amounting to 309,179 gallons.

1000 - Secured from receiving aviation gasoline amounting to 42,000 gallons.

1009 - Cast off U.S.S. ESCALANTE.

1332 - General Quarters. Unidentified aircraft reported, bearing 005° T., distant 36 miles. The plane did not close to attack.

1341 - General Quarters secured.

1408 - Received official mail from U.S.S. OLIVER MITCHELL (DE-417).

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30 March 1945 (L-2 Day):

WEATHER: Overcast skies with light rain; visibility, 4 to 5 miles; winds, fresh, southeast; seas, moderate; flying conditions, poor.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

0918 - Delivered material to U.S.S. O'FLAHERTY (DE-340) alongside starboard quarter.

31 March 1945 (L-1 Day):

WEATHER: Partly cloudy skies; visibility, 15 miles; winds, moderate, easterly; seas, moderate; flying conditions, average.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

Routine.

1 April 1945 (Love Day):

WEATHER: Skies clear; visibility, 25 miles; winds, northeast, fresh; seas, moderate; flying conditions, good.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

1055 - Received radio gear from U.S.S. RICHARD S. BULL (DE-402) alongside starboard quarter.

1256 - Received guard and U. S. mail from U.S.S. PATTERSON (DD-392), alongside starboard quarter.

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2 April 1945 (L/1 Day):

WEATHER: - Low scattered clouds; visibility, 15 miles; winds, moderate, northeast; seas, moderate; flying conditions, good.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

2133 - General Quarters. Flash red from OTC. No attack resulted.

2144 - General Quarters secured.

2303 - Detached from TU 52.1.1, and in company with U.S.S. HART (DD-594) and U.S.S. RICHARD M. ROWELL (DE-403) proceeded to Kerana Retto for rearming.

3 April 1945 (L/2 Day):

WEATHER: No change.

AREA OF ACTION AND FORMATION: Pacific Ocean and East China Sea. Enroute to and from Kerana Retto, and in Kerana Retto Anchorage. Commanding Officer, U.S.S. SAVO ISLAND (CVE78) OTC.

MOVEMENT AND ACTION:

0434 - General Quarters. Bogey reported, bearing 294° T., distant, 4 miles. No attack developed.

0735 - General Quarters secured.

0746 - Anchored in berth 85 in Kerana Retto Anchorage.

1159 - General Quarters on flash red from SOPA.

1204 - General Quarters secured, no attack having been made.

1235 - Commenced receiving ammunition from U.S.S. LAS VEGAS (AK-229).

1721 - General Quarters on flash red from SOPA.

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- 1812 - General Quarters secured as no attack developed.
- 1813 - Completed receiving ammunition aboard from U.S.S. LAS VEGAS VICTORY.
- 1835 - Stead out of Kerana Retto Anchorage.
- 1900 - Joined with U.S.S. PETROF BAY (CVE80), U.S.S. HART (DD-594), U.S.S. RICHARD M. ROWELL (DE-403), U.S.S. ULVERT M. MOORE (DE-442) and U.S.S. KENDALL C. CAMPBELL (DE-443) to form cruising disposition for return to TU 52.1.1. Commanding Officer, U.S.S. SAVO ISLAND (CVE78) OTC.

4 April 1945 (L/3 Day):

WEATHER: Skies clear; visibility, 10 miles, hazy; winds, moderate, southerly; seas, moderate; flying conditions, average.

AREA OF ACTION AND FORMATION: Pacific Ocean enroute from Kerana Retto to rejoin TU 52.1.1. CO, U.S.S. SAVO ISLAND OTC.

MOVEMENT AND ACTION:

- 0255 - U.S.S. PETROF BAY (CVE80), U.S.S. ULVERT M. MOORE (DE-442) and U.S.S. KENDALL C. CAMPBELL (DE-443) detached so as to proceed to their TU 52.1.2.
- 0606 - Rejoined TU 52.1.1, and for remainder of day in operating and retirement areas, Pacific Ocean, south of Kerana Retto and Okinawa Shima as part of TU 52.1.1. CTU 52.1.1, OTC.
- 0829 - Received guard mail from U.S.S. OLIVER MITCHELL (DE-417), alongside starboard quarter.
- 1422 - Refueled U.S.S. TABBERER (DE-418).

5 April 1945 (L/4 Day):

WEATHER: Overcast skies with intermittent rain; visibility, 10 miles; winds, fresh, southerly; seas, rough; flying conditions, undesirable.

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AREA OF ACTION AND FORMATION: Operating and retirement areas, Pacific Ocean, south of Kerama Retto and Okinawa Shima as a part of TU 52.1.1. CTU 52.1.1 OTC.

MOVEMENT AND ACTION:

1019 - Refueled U.S.S. HELM (DD-388).

6 April 1945 (L/5 Day):

WEATHER: No change.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

0846 - Detached from TU 52.1.1, and in company with U.S.S. RICHARD S. BULL (DE-402) and U.S.S. RICHARD M. ROWELL (DE-402) proceeded enroute to rendezvous with TG 50.8. Commanding Officer, U.S.S. SAVO ISLAND (CVE78) OTC.

7 April 1945 (L/6 Day):

WEATHER: Skies overcast; visibility, 12 miles; winds, north-east, fresh; seas, rough; flying conditions, average.

AREA OF ACTION AND FORMATION: Pacific Ocean enroute from Nansei Shoto to point of rendezvous with TG 50.8. CO, U.S.S. SAVO ISLAND (CVE78) OTC.

MOVEMENT AND ACTION:

0614 - Joined TG 50.8. CTG 50.8 OTC.

0736 - Received personnel from U.S.S. REYNOLDS (DE-42) alongside starboard quarter.

0807 - Received additional personnel from U.S.S. REYNOLDS alongside starboard quarter.

0925 - Received guard mail from U.S.S. REYNOLDS alongside starboard quarter.

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1418 - Received officer messenger mail from U.S.S. LOVERING (DE-39), alongside starboard quarter.

8 April 1945 (L7 Day):

WEATHER: Scattered clouds; visibility, 15 miles; winds, moderate, easterly; seas, moderate; flying conditions, good.

AREA OF ACTION AND FORMATION: Pacific Ocean about 100 miles southeast of Okino Daito Jima, as a part of TU 50.8.13, attached to TG 50.8. CTG 50.8 OTC.

MOVEMENT AND ACTION:

- 0727 - Commenced receiving fuel oil from U.S.S. CHIKASKIA (AO-54).
- 0731 - Commenced receiving aviation gas from U.S.S. CHIKASKIA.
- 0905 - Completed receiving fuel oil.
- 0934 - Transferred officer and personnel to U.S.S. MC KEE (DD-575), alongside port quarter.
- 0955 - Transferred officer messenger and U. S. mail to U.S.S. DONALDSON (DE-44), alongside port quarter.
- 1027 - Completed receiving aviation gas from U.S.S. CHIKASKIA.
- 1606 - Received officer messenger mail from U.S.S. LYMAN (DE-302) alongside port quarter.

9 April 1945 (L8 Day):

WEATHER: No change.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

- 0958 - Transferred officer and U.S. mail to U.S.S. DONALDSON (DE-44) alongside starboard quarter.

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10 April 1945 (L/9 Day):

WEATHER: No change, except intermittent, light rain.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

1248 - Transferred officers to U.S.S. TRATHEN (DD-530) along-
side starboard quarter.

1625 - Received mail from U.S.S. THORN (DD-647).

11 April 1945 (L/10 Day):

WEATHER: Overcast skies, light rain; visibility, six miles;
winds, fresh, southerly; seas, moderate; flying conditions, un-
desirable.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

1347 - Received mail from U.S.S. HICKOX (DD-673).

12 April 1945 (L/11 Day):

WEATHER: Overcast skies; visibility, 12 miles; winds, moderate,
southwest; seas, moderate; flying conditions, good.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

Routine.

13 April 1945 (L/12 Day):

WEATHER: Skies clear; visibility, 20 miles; winds, moderate,
easterly; sea, moderate; flying conditions, good.

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AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

1131 - Received materiel from U.S.S. SANDERS (DE-40).

1616 - Received mail from U.S.S. BUCHANAN (DD-464).

14 April 1945 (L/13 Day):

WEATHER: No change.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

1206 - Transferred officers to U.S.S. DONALDSON (DE-44).

1425 - Received officers from U.S.S. SANDERS (DE-40).

15 April 1945 (L/14 Day):

WEATHER: Scattered clouds; visibility, 15 miles; winds, moderate, easterly; sea, moderate; flying conditions, average.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

1030 - Received officer from U.S.S. LEWIS (DE-535).

1133 - Received U. S. mail from U.S.S. HOBBY (DD-610).

1411 - Commenced receiving fuel oil from U.S.S. TAPPAHANNOCK.

1415 - Commenced receiving aviation gasoline.

1505 - Completed receiving aviation gasoline.

1511 - Completed receiving fuel oil.

1637 - Transferred officers and materiel to U.S.S. LEWIS.

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16 April 1945 (L/15 Day):

WEATHER: No change.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

0602 - TU 50.8.13 dissolved and the ship was detached from TG 50.8. In company with two destroyer escorts, this ship proceeded enroute to rendezvous with TU 52.1.1. Commanding Officer U.S.S. SAVO ISLAND (CVE78) OTC.

1631 - Received officer from U.S.S. AYLWIN (DD-355) alongside starboard quarter.

17 April 1945 (L/16 Day):

WEATHER: No change.

AREA OF ACTION AND FORMATION: Pacific Ocean enroute to rendezvous with TU 52.1.1. Commanding Officer U.S.S. SAVO ISLAND OTC.

MOVEMENT AND ACTION:

1321 - Received official mail from U.S.S. AYLWIN (DD-355) alongside starboard quarter.

1330 - Joined TU 52.1.1 in operating territory southeast of Okinawa Shima. CTU 52.1.1 OTC.

18 April 1945 (L/17 Day):

WEATHER: No change.

AREA OF ACTION AND FORMATION: Operating and retirement areas, Pacific Ocean, south of Kerama Retto and Okinawa Shima as a part of TU 52.1.1. CTU 52.1.1 OTC.

MOVEMENT AND ACTION:

1721 - Received from U.S.S. TABBERER (DE-418) seven U.S. Army Air Observers.

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1856 - CTG 52.1, Rear Admiral Durgin, assumed tactical command of TU 52.1.1.

19 April 1945 (L/18 Day):

WEATHER: Cloudy; visibility, 12 miles; winds, southerly, moderate; seas, moderate; flying conditions, good.

AREA OF ACTION AND FORMATION: Operating and retirement areas, Pacific Ocean, south of Kerama Retto and Okinawa Shima as a part of TU 52.1.1. CTG 52.1 OTC.

MOVEMENT AND ACTION:

Routine.

20 April 1945 (L/19 Day):

WEATHER: Scattered clouds; visibility, 15 miles; winds, fresh, northerly; seas, moderate; flying conditions, good.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

0715 - CTU 52.1.1 resumed tactical command of TU 52.1.1.

21 April 1945 (L/20 Day):

WEATHER: Scattered clouds; visibility, 12 miles; winds, moderate, easterly; seas, moderate; flying conditions, good.

AREA OF ACTION AND FORMATION: Operating and retirement areas, Pacific Ocean, south of Kerama Retto and Okinawa Shima as a part of TU 52.1.1. CTU 52.1.1 OTC.

MOVEMENT AND ACTION:

2103 - The ship was detached from TU 52.1.1 and proceeded with two destroyer escorts enroute to Kerama Retto

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Anchorage. Commanding Officer, U.S.S. SAVO ISLAND
(CVE78) OTC.

22 April 1945 (L/21 Day):

WEATHER: No change:

AREA OF ACTION AND FORMATION: Pacific Ocean and East China Sea.
Enroute to, and from Kerama Retto, and in Kerama Retto Anchorage.
Commanding Officer, U.S.S. SAVO ISLAND (CVE78) OTC.

MOVEMENT AND ACTION:

- 0621 - Anchored in Berth 91, Kerama Retto Anchorage, Okinawa Gunto.
- 0713 - General Quarters, Flash Red from SOPA. No attack developed.
- 0733 - General Quarters secured.
- 0825 - General Quarters, Flash Red from SOPA. No attack developed.
- 0848 - General Quarters secured.
- 0925 - Commenced receiving ammunition.
- 0928 - Commenced diving operations.
- 1114 - Secured from diving operations.
- 1445 - Completed receiving ammunition aboard.
- 1737 - Stood out of Kerama Retto anchorage, and proceeded enroute to rendezvous with TU 52.1.1.
- 1747 - General Quarters. Leaving harbor and threatened air attack. The air attack developed after the ship had stood out of the harbor, but was made on the ships in the harbor and none was made on this ship.
- 1955 - General Quarters secured.

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23 April 1945 (L/22 Day):

WEATHER: Skies overcast; visibility, 12 miles; winds, gentle, easterly; seas, slight; flying conditions, good.

AREA OF ACTION AND FORMATION: Pacific Ocean enroute from Kerama Retto to rejoin TU 52.1.1. CO, U.S.S. SAVO ISLAND OTC.

MOVEMENT AND ACTION:

0621 - Rejoined TU 52.1.1 and for remainder of day in operating and retirement areas, Pacific Ocean, south of Kerama Retto and Okinawa Shima as part of TU 52.1.1. CTU 52.1.1 OTC.

0800 - Transferred officers and personnel to U.S.S. INGRAHAM (DD-694) alongside starboard quarters.

24 April 1945 (L/23 Day):

WEATHER: Skies overcast, with intermittent rain; visibility, 9 miles; winds, westerly, gentle; seas, slight; flying conditions, average.

AREA OF ACTION AND FORMATION: Operating and retirement areas, Pacific Ocean, south of Kerama Retto and Okinawa Shima as a part of TU 52.1.1. CTU 52.1.1 OTC.

MOVEMENT AND ACTION:

1206 - Received mail from U.S.S. RICHARD M. ROWELL (DE-403).

1624 - General Quarters, Flash Red from OTC. No attack developed.

1630 - General Quarters secured.

25 April 1945 (L/24 Day):

WEATHER: No change.

AREA OF ACTION AND FORMATION: No change.

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MOVEMENT AND ACTION:

Routine.

26 April 1945 (L/25 Day):

WEATHER: No change.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

- 0957 - Tock U.S.S. AUCILLA (AO-56) in tow, alongside starboard.
- 1002 - Commenced receiving fuel oil.
- 1011 - Commenced receiving aviation gasoline.
- 1106 - Received officer messenger and guard mail from U.S.S. PATTERSON (DD-392) alongside port quarter.
- 1126 - Completed receiving fuel oil.
- 1143 - Completed receiving aviation gasoline.
- 1153 - Cast off U.S.S. AUCILLA (AO-56).
- 1429 - Commenced gunnery exercises, target being towed sleeve.
- 1451 - Completed gunnery exercises.
- 1751 - Received guard mail from U.S.S. PATTERSON (DD-392)

27 April 1945 (L/26 Day):

WEATHER: Scattered clouds and showers; visibility, 15 miles; winds, easterly, moderate; seas, moderate; flying condition, good.

AREA OF ACTION AND FORMATION: No change.

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MOVEMENT AND ACTION:

0702 - Received mail from U.S.S. PATTERSON (DD-392).

28 April 1945 (L/27 Day):

WEATHER: No change.

AREA OF ACTION AND FORMATION: Pacific Ocean enroute operating area southeast of Sakishima Gunto as a part of TU 52.1.1. CTU 52.1.1 OTC.

MOVEMENT AND ACTION:

0341 - General Quarters. Several bogies on radar scope, one of which bearing 250° T., distant 5 miles, was taken under fire by U.S.S. LOWRY (DD-370). The plane retired.

0429 - General Quarters secured.

0540 - Operating in Pacific Ocean in operating territory southeast of Sakishima Gunto.

1119 - General Quarters, Flash Red from OTC. No attack developed.

1138 - General Quarters secured.

1309 - Refueled U.S.S. TAMBERER (DE-418).

1555 - Received officer from U.S.S. LOWRY (DD-770), alongside starboard quarter.

1653 - General Quarters. Bogey had been sighted at 080° T., distant 42 miles. It crossed north of the task unit and was last tracked at 270° T., distant 62 miles.

A second raid was noted from the northwest, and the combat air patrol was sent on interception. They closed with four Zekes about 25 miles from the formation and splashed three of them. The fourth one evidently escaped.

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1745 - Enroute to operating and retirement areas south of Kerama Retto and Okinawa Shima.

1828 - General Quarters. Several bogies on screen. None closed. A little later a four-plane bogey was noted at 350° T., distant 50 miles. They crossed north of the course of the task unit and faded off the screen at 050° T., distant 36 miles.

Another bogey appeared at 190° T., distant 47 miles, closed to 43 miles and turned and faded.

A bogey was registered on the radar screen at 220° T., distant 22 miles. It likewise faded a little later at 170° T., distant 23 miles.

A later potential raid was noted at 330° T., distant 44 miles. The bogey crossed north of the formation and disappeared at 25° T., distant 45 miles without having made any attack.

2017 - Bogey reported at 250° T., distant five miles. The plane did not close for an attack.

2127 - General Quarters secured.

29 April 1945 (L/28 Day):

WEATHER: No change.

AREA OF ACTION AND FORMATION: No change.

MOVEMENT AND ACTION:

0056 - The ship in company with the U.S.S. MAKIN ISLAND and three destroyer escorts was detached from TU 52.1.1, and proceeded enroute to Kerama Retto Anchorage. CO, U.S.S. SAVO ISLAND (CVE78) OTC.

0608 - Stead in to Kerama Retto Anchorage.

0910 - Detached officers and enlisted personnel of Composite Squadron NINETY-ONE for transfer to U.S.S. MAKIN ISLAND (CVE93).

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- 0920 - Received aboard for transportation and duty officers and enlisted personnel of Composite Squadron EIGHTY-FOUR.
- 1134 - In company with one destroyer escort stood out of Kerana Retto Anchorage enroute to rendezvous with U.S.S. MARCUS ISLAND (CVE77) and U.S.S. SAGINAW BAY (CVE82).
- 1520 - Rendezvoused with U.S.S. MARCUS ISLAND and U.S.S. SAGINAW BAY and reported to Commander Carrier Division TWENTY-FOUR in U.S.S. MARCUS ISLAND for duty. Com-CarDiv 24 OTC.

Squadron:

The following chronology sets forth the sorties flown by VC-91 and many of the more important results. For further details, reference is made to the Squadron ACA-1 Reports attached to the report of Lt. F. M. Blanchard, Squadron Commander, VC-91, Enclosure "A" hereto. All times are Item Zone:

13 March 1945:

1130 - 2 VT on CASP.

4 VF on LCAP.

1230 - 6 VT in rehearsal simulated attack in support of landing force.

1345 - 2 VT on CASP.

2 VT on LASP.

1645 - 3 VT on CASP.

4 VF on LCAP.

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21 March 1945 (L-11 Day):

1230 - 2 VT on CASP.

1530 - 2 VT on CASP.

22 March 1945 (L-10 Day):

0555 - 4 VT on ASP.

4 VF on CAP.

0930 - 8 VF on CAP.

1230 - 4 VT on ASP.

4 VF on CAP.

23 March 1945 (L-9 Day):

1215 - 4 VF on CAP.

1525 - 4 VT on ASP.

24 March 1945 (L-8 Day):

0555 - 8 VF on CAP.

0900 - 4 VT on ASP.

4 VF on CAP.

1530 - 8 VF on CAP.

25 March 1945 (L-7 Day):

0550 - 4 VT on ASP.

4 VF on CAP.

0905 - 8 VF on CAP.

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1230 - 4 VT on LASP.

4 VF on LCAP.

4 VF on CCAP.

1530 - 4 VF on CCAP.

26 March 1945 (L-6 Day):

0930 - 2 VT on LASP.

7 VT on Direct Support Mission. Set fire to several large buildings in Tokashiki Town.

0945 - 4 VF on LCAP.

1125 - 8 VF on Direct Support Mission. Set fire to several buildings in each of two villages on Tokashiki Shina.

2 VT on TASP.

1525 - 8 VT on Direct Support Mission. The strike was on Machinato Airfield, Okinawa, and it was rendered temporarily inoperational. A storage dump was fired. Naha Airfield was also damaged.

27 March 1945 (L-5 Day):

0530 - 4 VT on LASP.

4 VF on LCAP.

0545 - 4 VF on Direct Support Mission. Strafed and fired rockets on pillboxes and caves, on four small buildings, and on one light anti-aircraft position.

0745 - 1 VT Air Coordinator.

3 VT on Direct Support Mission. Area bombing.

0930 - 8 VF on LCAP.

1330 - 4 VT and 4 VF on Direct Support Mission. Bombed and rocketted Kadena A/F and revetments. Serious damage.

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1530 - 1 VT Air Coordinator.

1 VT on Direct Support Mission. Area bombing with damage to gun positions and storage dump.

4 VT on LASP.

28 March 1945 (L-4 Day):

0520 - 4 VF on Direct Support Mission.

0730 - 4 VF on Direct Support Mission. Several buildings were seriously damaged and two AA emplacements damaged.

0925 - 1 VT Air Coordinator.

3 VT Direct Support Mission. Destroyed two large buildings and covered designated area by saturation bombing.

1525 - 4 VT Direct Support Mission. Yontan Airfield and re-ventments bombed with considerable damage.

1530 - 8 VF on LCAP.

29 March 1945 (L-3 Day):

0515 - 4 VT on LASP.

4 VF on LCAP.

4 VF on Direct Support Mission. Destroyed on ground: two Oscars, one Judy and four u/i, s/e planes; probably destroyed on ground: one Judy and one u/i, t/e plane.

0745 - 1 VT Air Coordinator.

3 VT on Direct Support Mission. Bombed wharves and docks, Naha Harbor, and Naha Airfield destroying an u/i, s/e plane on the ground.

0930 - 8 VF on LCAP.

1330 - 3 VT as Snokers.

1330 - 2 VT and 4 VF on Direct Support Mission. Destroyed three buildings and saturated with bombs area in rear of landing beaches.

1530 - 1 VT Air Coordinator.

4 VT on LASP.

30 March 1945 (L-2 Day):

0510 - 4 VF on TCAP.

0745 - 4 VF on Direct Support Mission. Damaged one u/i, s/e plane on the ground and three small boats, Motobu Peninsula. Destroyed large building, Hanza Town.

1 VT as Smoker.

0925 - 1 VT Air Coordinator.

3 VT on Direct Support Mission. Bombed area back of demonstration landing beaches and seriously damaged amphibious boat shelters.

1530 - 8 VF on LCAP.

4 VT on Direct Support Mission. Temporarily knocked out highway bridge.

31 March 1945 (L-1 Day):

0515 - 4 VF on Direct Support Mission. Destroyed one 25' boat and oil dump.

0535 - 5 VT on Direct Support Mission. Damaged Yontan Airfield, storage dump and two gun emplacements.

0915 - 8 VF on LCAP.

1 VT Air Coordinator.

4 VT on Direct Support Mission. Destroyed small highway bridge and five houses near Nagahana Town.

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1125 - 1 VT Air Coordinator.

5 VT on Direct Support Mission. Damaged two caves and revetments, and one large building destroyed.

4 VF on LCAP.

1525 - 12 VF on Direct Support Mission. Strafed Nagahama Town and area east of Yontan Airstrip causing much damage.

1 April 1945 (Love Day):

0515 - 4 VF on LCAP.

0545 - 1 VT Air Coordinator.

6 VT on Direct Support Mission. Bombed enemy troop concentration with heavy damage.

0745 - 4 VF and 2 VT on Direct Support Mission. Destroyed one gun emplacement and damaged three others.

0930 - 8 VF on LCAP.

1330 - 5 VT on Direct Support Mission. Damaged a gun emplacement.

1525 - 1 VT Air Coordinator.

2 VT and 12 VF on Direct Support Mission. Destroyed one gun emplacement and damaged another.

2 April 1945 (L-1 Day):

0515 - 4 VT on LASP.

4 VF on LCAP.

0545 - 4 VF on Direct Support Mission. Damaged one gun emplacement.

0735 - 4 VF on TCAP.

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0930 - 6 VT on Direct Support Mission. Destroyed one truck and damaged a large part of Tanosuki Town.

4 VF on TCAP.

1125 - 4 VT on LASP.

3 VF on TCAP.

4 VF on Direct Support Mission. Strafed and damaged Chatu Town, Itoman Town and Yonabaru Town.

1325 - 4 VF on TCAP.

1525 - 1 VT Air Coordinator.

6 VT on Direct Support Mission. Destroyed 30' motor-boat and one large building, and damaged a large section of Minatoga Town.

3 April 1945 (L/2 Day):

0515 - 4 VF on LCAP.

4 April 1945 (L/3 Day):

0530 - 4 VF on TCAP.

0745 - 1 VT on Photographic Coverage.

0930 - 3 VT on TASP.

1130 - 4 VF on TCAP.

1345 - 3 VT on TASP.

5 April 1945 (L/4 Day):

0930 - 4 VF on TCAP.

1400 - 4 VT on Direct Support Mission. Destroyed one mortar emplacement; damaged another.

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1530 - 4 VF on TCAP.

1 VT Air Coordinator.

4 VT on Direct Support Mission. Seriously damaged
three gun emplacements.

6 April 1945 (L/5 Day):

0910 - 2 VT on LASP.

4 VF on LCAP.

1210 - 2 VT on LASP.

4 VF on LCAP.

1510 - 2 VT on LASP.

4 VF on LCAP.

7 April 1945 (L/6 Day):

1130 - 8 VF on CAP.

3 VT on ASP.

8 April 1945 (L/7 Day):

0550 - 3 VT on ASP.

0900 - 3 VT on ASP.

1155 - 3 VT on ASP.

1515 - 3 VT on ASP.

9 April 1945 (L/8 Day):

0525 - 3 VT on ASP.

1515 - 3 VT on ASP.

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C O N F I D E N T I A L

10 April 1945 (L/10 Day):

0845 - 3 VT on ASP.

1200 - 3 VT on ASP.

11 April 1945 (L/11 Day):

0520 - 3 VT on ASP.

1500 - 3 VT on ASP.

12 April 1945 (L/11 Day):

0835 - 3 VT on ASP.

8 VF on CAP.

1200 - 3 VT on ASP.

1500 - 8 VF on CAP.

13 April 1945 (L/12 Day):

0520 - 3 VT on ASP.

0630 - 8 VF on CAP.

1150 - 3 VT on ASP.

8 VF on CAP.

1500 - 3 VT on ASP.

1 VT Tow Plane.

14 April 1945 (L/13 Day):

0520 - 3 VT on ASP.

0830 - 3 VT on ASP.

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C O N F I D E N T I A L

1145 - 3 VT on ASP.

15 April 1945 (L/14 Day):

0520 - 3 VT on ASP.

1500 - 3 VT on ASP.

16 April 1945 (L/15 Day):

0520 - 2 VT on ASP.

4 VF on CAP.

0830 - 2 VT on ASP.

1 VT on Special Search.

4 VF on CAP.

1145 - 2 VT on ASP.

4 VF on CAP. Ens. Metzger made a controlled water landing on return to ship due to inability to lower tail hook.

1505 - 2 VT on ASP.

4 VF on CAP.

17 April 1945 (L/16 Day):

0520 - 2 VT on ASP.

4 VF on CAP.

0835 - 2 VT on ASP.

4 VF on CAP.

1150 - 2 VT on ASP.

4 VF on CAP.

18 April 1945 (L/17 Day):

0505 - 4 VF on TCAP.

0545 - 1 VF Air Coordinator.

4 VF on Direct Support Mission. Damaged radio tower and station and one large building. Destroyed a 3-ton truck.

0740 - 1 VT on Photographic Coverage.

2 VF on TCAP.

0925 - 10 VT on Direct Support Mission. Destroyed four gun emplacements and one observation post and command station.

1130 - 1 VF Air Coordinator.

4 VF on TCAP.

4 VF on Direct Support Mission. Damaged one railroad locomotive. Destroyed twenty $2\frac{1}{2}$ -ton trucks. Damaged installations, revetments and enemy troops.

19 April 1945 (L/18 Day):

0545 - 8 VF and 8 VT on Direct Support Mission. Saturation attack on area in rear of demonstration landing beaches.

0745 - 1 VT Air Coordinator.

4 VF on TCAP.

0930 - 1 VT Air Observer.

1 VT Air Coordinator.

4 VF on TCAP.

1330 - 1 VT Air Observer.

4 VF on TCAP.

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C O N F I D E N T I A L

1330 - 8 VT on Direct Support Mission. Destroyed three gun emplacements and large buildings, Itonan Town. Damaged installations in several caves and numerous buildings in Itonan Town and Naha Town.

20 April 1945 (L/19 Day):

0500 - 8 VF on TCAP. Destroyed one factory and seriously damaged another.

0555 - 1 VT Air Observer.

0740 - 1 VT Air Observer. Sank one Motor Torpedo Boat and damaged three trucks.

8 VF on TCAP.

0925 - 4 VT on Direct Support Mission. Almost completely destroyed all buildings in the village of Chan.

1 VT Air Observer.

1125 - 1 VT Air Observer. Destroyed one 105MM gun emplacement and one medium truck.

4 VF on TCAP.

4 VF on Direct Support Mission. Serious damage to the village of Yonawa and probable destruction of five trucks.

1325 - 1 VT Air Observer.

4 VF on TCAP.

4 VF on Direct Support Mission. Destroyed several buildings in the town of Machishi.

1530 - 4 VT on Direct Support Mission. Serious damage to underground hangar and destruction of two AA gun positions.

1 VT Air Observer.

21 April 1945 (L/20 Day):

0530 - 8 VF on TCAP.

0545 - 1 VT Air Observer. Probably sank three 20' boats.

0745 - 8 VF on TCAP.

1 VT Air Observer.

0925 - 1 VT Air Observer. Partially demolished railroad passenger car.

1130 - 1 VT Air Observer.

8 VF on Direct Support Mission. Destroyed gun emplacement in cave and strafed Jap troops, thereby permitting immediate advance of friendly troops in territory.

1330 - 8 VF on TCAP.

1 VT Photographic Coverage.

1 VT Air Observer.

1530 - 1 VT Air Observer. Seriously damaged two artillery gun emplacements.

22 April 1945 (L/21 Day):

0530 - 4 VF on LCAP.

1 VT Ferry Army Air Observers to U.S.S. LUNGA POINT (CVE94).

23 April 1945 (L/22 Day):

0515 - 4 VF on TCAP.

0545 - 4 VT on Direct Support Mission. Seriously damaged large building, probably prison, in Naha Town, and disrupted enemy troops and installations in designated target area.

0750 - 4 VF on TCAP.

1 VF Air Coordinator.

4 VF on Direct Support Mission. Destroyed one warehouse. Damaged Jap troop concentration and gun emplacements in area immediately in front of our lines.

0930 - 1 VF Air Coordinator.

4 VF on Direct Support Mission. Worked over town of Gusukuna.

1130 - 3 VF on Direct Support Mission. Destroyed one gun emplacement and worked over two others and also Jap troop concentration.

4 VF on LASP.

1 VF on TASP.

4 VF on TCAP.

1330 - 1 VF Air Coordinator.

4 VF on Direct Support Mission. Seriously damaged gun emplacements and troop concentrations and probably destroyed three trucks.

1530 - 1 VF Air Coordinator.

4 VF on TCAP.

4 VF on LCAP.

25 April 1945 (L/24 Day):

0515 - 4 VF on LASP.

0740 - 4 VF on LASP.

4 VF on TCAP.

1125 - 4 VF on TCAP.

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C O N F I D E N T I A L

1330 - 4 VF on TCAP.

1550 - 4 VT on LASP.

4 VF on TCAP.

26 April 1945 (L/25 Day):

0515 - 4 VT on LASP.

8 VF on TCAP.

1215 - 1 VF Trip to U.S.S. MAKIN ISLAND (CVE93).

1330 - 1 VT Tow plane.

1525 - 4 VF on LCAP.

27 April 1945 (L/26 Day):

0515 - 8 VF on TCAP.

0545 - 1 VT on TASP.

0745 - 1 VT on TASP.

4 VF on TCAP.

0925 - 1 VT on TASP.

4 VF on TCAP.

1130 - 8 VF on TCAP.

1330 - 4 VF on TCAP.

1525 - 4 VF on TCAP.

28 April 1945 (L/27 Day):

0545 - 8 VF and 8 VT on strike over Ishigaki Shima. Destroyed two gun emplacements and other installations, Ishigaki Airfield.

1125 - 4 VF on strike over Miyako Retto. Destroyed one Sally in revetment and strafed installations, Hirara Airfield, Miyako Shima. Burned barracks on Yerabu Shima.

2 VF to U.S.S. SHAMROCK BAY (CVE84).

1450 - 1 VT to U.S.S. MAKIN ISLAND (CVE93).

8 VF and 4 VT on strike over Ishigaki Shima. Destroyed two gun emplacements, Ishigaki Airfield.

PART IV

Ordnance

A. Performance of own ordnance material and equipment:

1. The ship's ordnance and equipment were used only in training exercises enroute to and from the combat areas. They were satisfactory in all respects. Those of the squadron are covered by ACA-1 Reports referred to above.

The following ammunition was expended:

Ship: - None, (except in training).

Aircraft: 198,000 - Rds. .50 cal.
7,000 - Rds. .30 cal.
773 - 100# G.P. Bombs
28 - 250# G.P. Bombs
208 - 500# G.P. Bombs
4 - 350# Depth Bombs
7 - 3.5" Solid Head Rockets
1121 - 5" H.E. Rockets.

B. Performance of enemy ordnance material and equipment:

1. The ship encountered no torpedo attacks, no aircraft attacks and no surface attacks. The squadron encountered no gunfire from enemy planes. Some of the pilots did meet with anti-aircraft fire on different occasions. Such fire as was met with varied in size and was generally meager. None of it was accurate.

PART V

Damage

A. Battle damage to own units:

1. To ship: No battle damage to the ship was suffered during the action.
2. To aircraft: Except for a few minor, quickly repairable, AA hits, no battle damage was sustained by any of the planes.

B. Battle damage to enemy units:

1. By ship: No damage to the enemy was inflicted by the ship.
2. By air attack: A summary of the damage inflicted by the squadron to enemy combat units follows. Details are contained in the ACA-1 Reports already referred to.

(a) Combatant Surface Ships:

Sunk: MTB - 1

(b) Aircraft on Ground:

Destroyed: Oscars - 2
Judys - 1
u/i, s/e - 6

Probably
Destroyed: Tony - 1
Judy - 1
Sally - 1
u/i, t/e - 1

PART VI

Special comments and information

A. Surface gunnery operations: None.

B. Air Operations:

1. Table of sorties and plane availability by days:

DAILY TOTALS OF SORTIES

| DATE | AVAILABILITY | | AT TARGET | | | SEARCH | | SHIPS | ASP | | OTHER | |
|------|--------------|----|------------------|----|-----|--------|----|-------|-----|----|-------|---|
| | VF | VT | STRIKES & SWEEPS | | CAP | VF | VT | CAP | VF | VT | VF:VT | |
| | | | VF | VT | | | | | | | | |
| 3/21 | 20 | 12 | | | | | | | | | 4 | |
| 3/22 | 19 | 12 | | | | | | 3 | | | 16 | |
| 3/23 | 19 | 11 | | | | | | 4 | | | 4 | |
| 3/24 | 19 | 12 | | | | | | 20 | | | 4 | |
| 3/25 | 19 | 11 | | | | | | 24 | | | 3 | |
| 3/26 | 20 | 10 | 8 | 15 | | | 4 | | | | 5 | |
| 3/27 | 20 | 10 | 8 | 9 | | | 12 | | | | 8 | |
| 3/28 | 20 | 11 | 8 | 4 | 4 | | 8 | | | | 8 | |
| 3/29 | 20 | 12 | 7 | 8 | | | 12 | | | | 3 | |
| 3/30 | 18 | 12 | 4 | 8 | 4 | | 8 | | | | 1 | |
| 3/31 | 18 | 12 | 16 | 16 | | | 12 | | | | | |
| 4/1 | 19 | 11 | 16 | 18 | | | 12 | | | | | |
| 4/2 | 19 | 11 | 12 | 13 | 11 | | 4 | | | | 8 | |
| 4/3 | 19 | 11 | | | | | 4 | | | | | |
| 4/4 | 19 | 11 | | | | | | | | | 6 | 1 |
| 4/5 | 19 | 11 | 5 | 4 | 8 | | | | | | | |
| 4/6 | 19 | 11 | | | 8 | | 12 | | | | 6 | |
| 4/7 | 14 | 11 | | | | | 8 | | | | 6 | |
| 4/8 | 14 | 11 | | | | | | | | | 12 | |
| 4/9 | 14 | 11 | | | | | | | | | 6 | |
| 4/10 | 14 | 11 | | | | | | | | | 6 | |
| 4/11 | 14 | 11 | | | | | | | | | 6 | |
| 4/12 | 14 | 11 | | | | | 16 | | | | 6 | |
| 4/13 | 14 | 11 | | | | | 16 | | | | 9 | 1 |
| 4/14 | 14 | 11 | | | | | | | | | 9 | |
| 4/15 | 18 | 11 | | | | | | | | | 6 | |
| 4/16 | 17 | 12 | | | | | 1 | 16 | | | 8 | |
| 4/17 | 19 | 12 | | | | | | 12 | | | 6 | |
| 4/18 | 19 | 12 | 10 | 18 | 24 | | | | | | | 1 |
| 4/19 | 19 | 11 | 9 | 16 | 12 | | | | | | | 3 |
| 4/20 | 19 | 11 | 8 | 8 | 24 | | | | | | | 6 |
| 4/21 | 19 | 10 | 8 | | 24 | | | | | | | 7 |
| 4/22 | 19 | 10 | | | | | | 4 | | | | |
| 4/23 | 19 | 10 | 24 | 8 | 8 | | | 4 | | | 7 | |
| 4/24 | 19 | 11 | 4 | | 20 | | | | | | | |
| 4/25 | 19 | 11 | | | 16 | | | | | | 12 | |
| 4/26 | 19 | 11 | | | | | | 8 | | | 4 | 1 |
| 4/27 | 18 | 11 | | | 32 | | | | | | 3 | |
| 4/28 | 17 | 8 | 18 | 12 | | | | | | | | |
| 4/29 | 17 | 8 | | | | | | 4 | | | 2 | |

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2. TABLE OF BOMBS, ROCKETS, TORPEDOES, AND MINES DROPPED AT THE TARGET BY STRIKE.

| STRIKE NO. | DATE | TIME OF LAUNCH | TARGET ATTACKED | | SORTIES AT TARGET | | BOMBS, ROCKETS, TORPEDOES, AND MINES NUMBER AND TYPE | FUZING | |
|------------|------|----------------|----------------------|-------------------------|-------------------|----|--|--------|------|
| | | | GENERAL | SPECIFIC | VF | VT | | NOSE | TAIL |
| 4 | 3/26 | 0930 | Tokashiki Town | Several Houses | -- | 7 | 8 - 500# G.P. 36 - 100#, 32 Rockets | Inst. | .01 |
| 6 | 3/26 | 1130 | Mae & Toka-shiki Is. | Bldgs. & Warehouses | 8 | -- | 18 - Rockets | " | N.D. |
| 7 | 3/26 | 1530 | Okinawa | Machinato & Naha A/F | -- | 8 | 20 - 500# G.P. 20 - 100#, 8 Rockets | " | .01 |
| 2 | 3/27 | 0545 | Tokashiki & Kuba Is. | Pillboxes & Position | 4 | -- | 12 - Rockets | " | N.D. |
| 4 | 3/27 | 0745 | Okinawa | Installations | -- | 4 | 6 - 500# G.P. 18 - 100#, 16 Rockets | " | .01 |
| 7 | 3/27 | 1330 | Okinawa | Revetments & Kadana A/F | 4 | 5 | 4 - 500# G.P. 19 - 100#, 40 Rockets | " | .01 |
| 8 | 3/27 | 1530 | Okinawa | Installations | -- | 2 | 4 - 500# G.P. 10 - 100#, 8 Rockets | " | .01 |
| 3 | 3/28 | 0730 | Okinawa | Buildings | 4 | -- | 18 Rockets | " | N.D. |
| 4 | 3/28 | 0930 | Okinawa | Bldgs.; Installations | -- | 4 | 8 - 500# G.P. 20 - 100#, 15 Rockets | " | .01 |
| 7 | 3/28 | 1530 | Okinawa | Revetments & Planes | -- | 4 | 8 - 500# G.P. 16 - 100#, 15 Rockets | " | .01 |
| 4 | 3/29 | 0745 | Okinawa | Installations | -- | 4 | 8 - 500# G.P. 19 - 100#, 16 Rockets | " | .01 |
| 7 | 3/29 | 1530 | Okinawa | Caves; Installations | 4 | 2 | 4 - 500# G.P. 10 - 100#, 18 Rockets | " | .01 |
| 3 | 3/30 | 0515 | Ie Shima | Boats; Caves | 8 | -- | 24 Rockets | " | N.D. |
| 4 | 3/30 | 0930 | Okinawa | Docks & Warehouses | -- | 4 | 8 - 500# G.P. 10 - 100#, 7 Rockets | " | .01 |
| 8 | 3/30 | 1530 | Okinawa | Bridge | -- | 4 | 8 - 500# G.P. 12 - 100#, 8 Rockets | " | .01 |
| 2 | 3/31 | 0545 | Okinawa | Gun Emplacements; Mound | -- | 5 | 10 - 500# G.P. 20 - 100#, 15 Rockets | " | .01 |

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| STRIKE NO. | DATE | TIME OF LAUNCH | TARGET ATTACHED | | SORTIES AT | | BOMBS, ROCKETS, TORPEDOES, AND MINES NUMBER AND TYPE | FUZING | |
|------------|------|----------------|-----------------|---------------------------|------------|----|--|--------|--------------------|
| | | | GENERAL | SPECIFIC | TARGET | VF | | VT | NOSE |
| 4 | 3/31 | 0930 | Okinawa | Installations | -- | 5 | 8 - 250# G.P., 20 - 100#, 31 Rockets | Inst. | N.D. |
| 5 | 3/31 | 1130 | Okinawa | Revetments & Bldgs. | -- | 6 | 20 - 250# G.P. 37 - Rockets | " | N.D. |
| 3 | 4/1 | 0745 | Okinawa | Gun Emplacements | 4 | 8 | 40 - 100# G.P. 45 - Rockets | " | N.D. |
| 7 | 4/1 | 1530 | Okinawa | Gun Emplacements | 12 | 4 | 20 - 100# G.P. 28 - Rockets | " | N.D. |
| 4 | 4/2 | 0930 | Okinawa | Trucks & Emplac. | -- | 6 | 12 - 500# G.P. 10 - 100#, 24 Rockets | " | N.D. |
| 7 | 4/2 | 1530 | Okinawa | Minatoga Town | -- | 7 | 12 - 500# G.P. 29 - 100# & 24 Rockets | " | N.D. |
| 6 | 4/5 | 1410 | Okinawa | Mortar Emplacement | -- | 4 | 8 - 500# G.P. 10 - 100# & 8 Rockets | " | N.D. |
| 7 | 4/5 | 1530 | Okinawa | Gun Emplac. | 5 | -- | 6 - Rockets | " | N.D. |
| 2 | 4/18 | 0545 | Okinawa | Bldgs; Trucks | 5 | -- | 12 - Rockets | " | N.D. |
| 4 | 4/18 | 0930 | Okinawa | Gun Emplacements | -- | 10 | 16 - 500# G.P. 60 - 100#, 48 Rockets | " | N.D. |
| 5 | 4/18 | 1130 | Okinawa | Locomotive | 5 | -- | 22 Rockets | " | .02 |
| 7 | 4/18 | 1530 | Okinawa | Gun Emplacements & Trucks | -- | 8 | 12 - 500# G.P. 49 - 100# G.P. 33 - Rockets | " | .01 |
| 2 | 4/19 | 0545 | Okinawa | Demonstration Beaches | 8 | 8 | 80 - 100# G.P. 72 - Rockets | " | N.D. |
| 6 | 4/19 | 1330 | Okinawa | Gun Emplacement & Bldg. | -- | 8 | 79 - 100# G.P. 64 - Rockets | " | .02 |
| 4 | 4/20 | 0925 | Okinawa | MTB & Buildings | 4 | 5 | 3 - 500# G.P. 29 - Rockets 20 - 100# G.P. | " | .01 .02 N.D. |

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| STRIKE NO. | DATE | TIME OF LAUNCH | TARGET ATTACKED | GENERAL | SPECIFIC | SORTIES AT | TARGET | BOMBS, ROCKETS, TORPEDOES, AND MINES | NUMBER AND TYPE | FUZING | NOSE | TAIL |
|------------|------|----------------|-----------------|-------------|-------------|------------|--------|--------------------------------------|-----------------|--------|------|------|
| | | | | | | VF | VT | | | | | |
| 7 | 4/20 | 1530 | Okinawa | Misc. Tar- | gets | -- | 4 | 24 - Rockets | | Inst. | .02 | |
| | | | | | | | | 20 - 100 $\frac{1}{2}$ G.P. | | " | N.D. | |
| | | | | | | | | 6 - 500 $\frac{1}{2}$ G.P. | | " | .01 | |
| 2 | 4/23 | 0545 | Okinawa | Troops & | Prison | -- | 4 | 8 - 500 $\frac{1}{2}$ G.P. | | " | .01 | |
| | | | | | | | | 19 - 100 $\frac{1}{2}$, 16 Rockets | | " | N.D. | |
| 3 | 4/23 | 0745 | Okinawa | Troops & | Warehouse | 4 | -- | 16 - Rockets | | " | .02 | |
| | | | | | | | | | | | | |
| 5 | 4/23 | 1130 | Okinawa | Billboxes & | Gun Emplac. | -- | 3 | 4 - 500 $\frac{1}{2}$ G.P. | | " | .01 | |
| | | | | | | | | 20 - 100 $\frac{1}{2}$ G.P. | | " | N.D. | |
| | | | | | | | | 16 - Rockets | | " | .02 | |
| 6 | 4/23 | 1330 | Okinawa | Gun Emplac. | | 4 | -- | 16 - Rockets | | " | .02 | |
| 2 | 4/23 | 0545 | Sakishima | Gun Emplac- | | 8 | 8 | 39 - 100 $\frac{1}{2}$, 92 Rockets | | " | N.D. | |
| | | | Gunto | ments | | | | 12 - 500 $\frac{1}{2}$ G.P. | | " | .01 | |
| 7 | 4/28 | 1455 | Sakishima | Gun Emplac- | | 8 | 4 | 20 - 100 $\frac{1}{2}$, 30 Rockets | | " | N.D. | |
| | | | Gunto | ments | | | | 6 - 500 $\frac{1}{2}$ G.P. | | " | .01 | |

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3. Own losses and rescue operations:

(a) Aircraft:

| DATE | TIME OF LAUNCH | TYPE A/C | CIRCUMSTANCES, PLACE, AND CAUSE OF PLANE LOSS | NO. : NO. AIR : | | NO. : NO. AIR : | |
|------|----------------|----------|---|-----------------|-------------|-----------------|--------------|
| | | | | PILOTS : LOST | CREW : LOST | PILOTS : SAVED | CREW : SAVED |
| 4/16 | 1145 | FM-2 | Water landing, hook failed to release | -- | -- | 1 | -- |
| 4/19 | 0553 | FM-2 | Landing gear collapsed, crashed on deck | -- | -- | 1 | -- |
| 4/28 | 1125 | FM-2 | Tail broke off forward of landing hook | -- | -- | 1 | -- |
| 4/28 | On Deck | TBM-3 | Hit by FM-2, which had its tail broken off | -- | -- | -- | -- |

(b) Rescue operations: None.

4. Damage to enemy:

(a) Enemy planes destroyed in combat on land or water and enemy ships sunk, probably sunk, and damaged by strikes:

| STRIKE NO. | DATE | TIME OF LAUNCH | LOCATION | ENEMY A/C DES. | | ENEMY SHIPPING | |
|------------|------|----------------|--------------------------|----------------|---------------------------------|----------------|---------|
| | | | | IN AIR | ON GROUND | SUNK | DAMAGED |
| 1 | 3/29 | 0515 | Yontan Airfield, Okinawa | -- | 2 Oscars 1 Judy 5 u/i,s/e | -- | -- |
| 4 | 3/29 | 0745 | Yontan Airfield, Okinawa | --- | 1 u/i,s/e | -- | -- |
| 3 | 3/29 | 0740 | Okinawa | -- | -- | MTB | -- |

All of the above claims are unconfirmed.

(b) Damage to land targets:

26 March: A large part of Tokashiki Town on Tokashiki Shima was damaged, several buildings being burned and destroyed. Also two warehouses and several other buildings in two other villages on Tokashiki Shima

were burned and severely damaged.

The Machinato Airfield on Okinawa Shima was rendered temporarily inoperational. A storage dump nearby was destroyed. Naha Airfield was damaged.

27 March: Pillboxes and caves on Tokashiki Shima were strafed and bombed with undetermined damage. Serious damage was inflicted on four small buildings and one AA gun emplacement on Kuba Shima.

A general area, was supposed to have contained many enemy installations, on Okinawa Shima was saturated by 500# and 100# bombs. The Kadena Airfield and surrounding revetments were bombed and rocketted with serious damage, the airstrip being rendered temporarily inoperational.

Several gun positions and storage dumps were bombed on Okinawa Shima at Jina Saki.

28 March: Two gun emplacements in the village of Inasoni, Okinawa Shima were knocked out and several buildings in the same town were set afire by strafing and rockets. Likewise several buildings, including a barracks, in the village of Tonsusu were destroyed.

In Tokashiki Town one large factory was destroyed, and a second was probably destroyed. A heavily wooded area near the town which was supposed to have contained enemy installations was thoroughly bombed with undetermined results.

Yontan Airfield, on Okinawa Shima, and revetments were bombed with considerable damage resulting.

29 March: On Yontan Airfield, the following planes were destroyed: two Oscars, one Judy and four unidentified, single-engine planes. Probably destroyed were: one Tony, one Judy and one unidentified, twin-engine plane.

Wharves and docks in Naha Harbor were bombed with many direct hits, and one building was completely destroyed.

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Naha Airfield was likewise attacked, and the NW/SE runway was severely damaged. One unidentified, single-engine plane was destroyed on the ground.

Three buildings were destroyed, and the entire area back of the landing beaches on Okinawa was strafed and bombed, with the amount of damage undetermined.

30 March: Three small boats (luggers) were destroyed near the town of Tokugi, Okinawa. One unidentified, single-engine plane was seriously damaged on the ground on Yontan Airfield. One large building was destroyed in Hanza Town.

Serious damage was inflicted to an amphibious boat shelter on the southeast coast of Okinawa near the demonstration landing beaches. The area back of the beaches was thoroughly strafed and bombed.

A highway bridge in Matanbashi Town was partially destroyed.

31 March: A 25-foot boat found on the Bisha River, just south of Yontan Airfield, was destroyed. An oil dump on the shore close by was also destroyed.

Yontan Airfield was attacked, and a storage dump and two gun emplacements were seriously damaged.

One small highway bridge and five cars near Nagahama Town were destroyed. Some caves and revetments near the town of China-Misaki were strafed and bombed and one large building close by was destroyed. Nagahama Town was attacked with much damage resulting.

1 April: Material damage was inflicted by bombing enemy troop concentrations just east of the town of Sakurawa, Okinawa. A gun emplacement adjoining Naha Airfield was destroyed and three other gun emplacements close by were seriously damaged. Later on two other gun emplacements were damaged, and one was destroyed in the same area around Naha Airfield.

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2 April: One gun emplacement east of Uchitonari, Okinawa was damaged. One truck was destroyed in Tangusuki Town, and a majority of the buildings in the town were burned or wrecked by bombing.

The towns of Chatu, Itonan and Yonabaru were all bombed and strafed with material damage to each resulting.

One 30-foot motorboat was destroyed on the coast of Okinawa near Minatoga Town. One large building in the town was burned and much damage was done to other parts of the town by bombing attack.

5 April: One gun emplacement on the edge of Nakana, was destroyed and another was damaged. Three more gun emplacements southeast of the town were damaged by bombing later on.

18 April: A radio tower and station near the town of Shuri, Okinawa, were seriously damaged by rockets and strafing. One large three-story building in the town was partially destroyed. A three-ton truck was destroyed. Four gun emplacements east of the Town of Sakugawa were attacked and destroyed. An observation post and command station about 1000 yards north of Yonabaru Town were bombed and destroyed. A small railroad locomotive near Oroku, Okinawa Shima was damaged by rockets and strafing.

Twenty-five trucks were located in a parking area about 1000 yards southwest of Tomui, and were attacked with rockets and strafed with bullets. Twenty were destroyed and five were seriously damaged.

Three gun emplacements about 500 yards west of Kanizato Town, Okinawa were bombed and destroyed. A concentration of enemy troops along a highway near Tera Town was strafed with undetermined results.

Three trucks in revetments 250 yards west of Kanizato were destroyed by strafing and bombing.

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19 April: Area in rear of demonstration landing beaches, Okinawa was thoroughly saturated by bombing and strafing. Three gun emplacements and a large building in Itoman Town were destroyed. Enemy installations in several caves between Itoman Town and Naha Town were damaged. Several smaller buildings in Naha and Itoman Town were also damaged.

20 April: One large warehouse in Toishima Town, Kune Shima was destroyed and a mill near the town was likewise set afire and probably destroyed.

A large building in O Shima Town, Kune Shima was likewise destroyed, and the whole of Zanta Village was set afire. Three medium-sized trucks were probably destroyed on a highway near Naha Harbor.

The village of Chan, Okinawa, was bombed, strafed and rocketted and was practically wiped out. Likewise another town close by Chan, name unknown, was seriously damaged by many rocket hits and incendiary bullets. In the second town, five trucks of medium size were hit and rendered inoperational. One 105MM gun emplacement, direction finder and a small truck close by, situated in a small unnamed town about 800 yards south of Mezado Town, Okinawa were destroyed.

Underground hangar just south of Itoman Town was hit by a 500# bomb but the damage could not be determined. Two anti-aircraft guns in Dakeshi Town were destroyed. Yonawa Town was seriously damaged by strafing and rockets and five trucks close by were probably destroyed.

Several buildings in the town of Machishi were strafed and hit by rockets and set on fire.

21 April: Three 21-foot boats in one of the northern inlets to Naha Gulf were sunk. A railroad passenger car was partially demolished. It was in the mouth of a tunnel just north of Inasoni Town.

One 105MM gun emplacement was destroyed on a hill just west of Gaia Town, Okinawa. One gun emplacement in a cave about 500 yards east of Kuran Town, Okinawa was

destroyed and Jap troops coming from the cave were strafed. Several houses in the vicinity of the cave were burned.

23 April: Bombed area covered with thick foliage 1500 yards east of Dakeshi Town, Okinawa. Area was supposed to contain enemy installations, but the amount of damage could not be ascertained.

Partially destroyed a long, two-story "V" shaped building in Naha City. The building was formerly a prison and was thought to be presently in use by the Jap Army.

Destroyed, by burning, five houses in the town of Gusukuma. Strafed and rocketted enemy troops concentrations east of the town of Gusukuma, Okinawa, causing much damage. Blew up one large warehouse on south-east edge of Naha City. Bombed enemy troop concentrations, gun emplacements and revetments near the town of Nakama. The amount of damage was undetermined. Damaged one gun emplacement and knocked out another in an area about 1000 yards west of Urasoe-Mura.

Strafed and rocketted enemy trenches, caves and gun emplacements in area approximately 1200 yards west of Gisuhi Town. Serious damage must have been done although the amount could not be determined. Near the same area, three 5-ton trucks were strafed and burned and one medium-sized building was likewise set afire by incendiary bullets.

28 April: On strike over Ishigaki Shima, Sakishima Gunto, the Ishigaki Airfield and revetments were bombed and strafed. Two gun emplacements close to the airfield were knocked out and other enemy installations were damaged.

A second strike in the same area resulted in the destruction of two more gun emplacements near the airfield.

A VF strike on Hirara Airfield, Miyako Shima resulted in the destruction of one Sally in a revetment and damage to installations bordering the field. Barracks on Yerabu Shima, Sakishima Gunto, were burned by strafing.

A recapitulation of damage to land targets by the ship's aircraft is as follows:

Destroyed:

| | |
|------------------|------|
| Gun Emplacements | - 21 |
| Trucks | - 29 |
| Observation Post | - 1 |
| Command Stations | - 2 |
| Buildings | - 60 |
| Warehouses | - 3 |
| Mill | - 1 |
| Fuel Dumps | - 2 |
| Storage Dumps | - 3 |
| Bridge | - 1 |
| Barracks | - 2 |
| Luggers | - 2 |

Damaged:

| | |
|----------------------|------|
| Buildings | - 40 |
| Radio Tower | - 1 |
| Small R/R Locomotive | - 1 |
| Trucks | - 13 |
| Luggers | - 10 |
| Gun Emplacements | - 6 |
| Underground Hangar | - 1 |
| R/R Passenger Car | - 1 |
| Warehouses | - 2 |
| Storage Dump | - 1 |
| Wharf | - 1 |
| Highway Bridge | - 1 |

C. Amphibious Action: None.

D. Special Comments:

1. Combat Information Center:

(a) See "Communications".

2. Communications, own and enemy, general:

"In preparation for this operation, the operation plans and intelligence material were not all received in time for sufficient planning purposes. Operation plans and intelligence material destined for the U.S.S. SHIPLEY BAY were later made available to the U.S.S. SAVO ISLAND.

"General conditions for radio communications were good. NPM "H" Fox was reliable and little difficulty was experienced in intercepting this circuit. Task Force Common (371 kcs) and Expeditionary Force Fox (483 kcs) were reliable circuits during daytime operation but difficulty at night was encountered on these two frequencies when operating outside of the 150 mile radius from the objective. It is recommended that a frequency within range of 2000 to 4000 kcs be utilized as a back-up for low frequency fox circuits during periods of darkness. Attempts of enemy to jam our circuits were not observed.

"TBS primary operated very well and was used for all ship maneuvering. Difficulty previously experienced due to TBS reception blanking out was corrected by relocating the TBS antenna to a position further away from the bridge tower structure. The secondary TBS was used for flight operational traffic and was a reliable circuit.

"Intermediate frequency voice was limited mostly to 3115 kcs, Local Air Warning and LASP control. Excellent results were obtained at all times and it is our expressed opinion that more use should be made of these frequencies to relieve jamming of the VHF channels. Excellent reception was possible at all times on the air coordinator, observer reporting circuits which were monitored during the operation. Direct air support circuits were piped through the RBO entertainment system to the ready room for ready information to the pilots.

"Upon joining TU 52.1.1 considerable confusion was experienced by the lack of this ship not having the proper VHF crystals for the air-craft channels. Other units, especially those that had come north with us, apparently had the same difficulty. We had previously made every effort to obtain crystals at supply bases and supply ships at Manus, Ulithi, and Leyte without avail. Differences between the various types and flexibilities of the ARC-1 and the ARC-4 airborne radio and the ARC-5 radio supplied as ships equipment was responsible for the majority of the difficulty.

Different types and fundamentals are required for all the crystals supplied these units. Part of our fighters aboard ship being supplied with one type and others with a different set. Failure of the ARC-4 to go below 140.58 mcs. resulted in more confusion. Our BC-640 equipment operated with excellent results but was again limited in range of frequency by lack of proper crystals, as crystals for ARC-5 are the only available source for this type of apparatus. Flexibility was materially increased by the construction of a grid circuit tuner for the crystal stage which permitted the BC-640 to be brought on any frequency desired. This could easily be a part of the equipment supplied with these units. On April 23rd we received and installed an ARC-1 radio, operating this from the spare A3K motor generator. This increased flexibility of the frequencies for VHF use.

"No failures of equipment were experienced during the operation but lack of centralized control due to poor arrangement of the ship's installation necessitates much delay in changing frequencies, receiving positions, and controls. It is anticipated that this will be remedied by the forthcoming repairs and overhaul for which this vessel is scheduled.

"The allowance of radio technicians for this ship is adequate but that allowance has never been obtainable. For the amount of electronic shipboard equipment installed and the continued use of that equipment over a long period of time, it is important that sufficient technicians be available for repair, upkeep and new installations.

"Visual responsibility was clearly defined by the Flag's use of specific "T"s" instead of depending on general visual responsibility rules, which left no doubt as to ships to whom despatches should be passed."

3. Use of smoke, camouflage, deception: No remarks.
4. Navigation: No remarks.
5. Engineering: No remarks.
6. Supply: No remarks.

7. Medical:

[REDACTED]

"There have been no combat injuries during the period--nor have there been any serious injuries or illnesses among the ship's company. One VF pilot suffered a fractured phalanx in his right index finger and contusions when the tail assembly of his plane pulled loose in an arrested landing and the plane went through the barriers and overboard on the port side.

"This has been the longest period of continuous operations yet experienced by the ship's company--over five weeks of steady steaming, with frequent general quarters and watches. The conditions of temperature and humidity have been much better during this operation, than in previous ones and living conditions have therefore been more comfortable."

[REDACTED]

"No personnel were lost or injured during this operation. There have been accidents involving aircraft but of a minor nature.

"Morale and flight efficiency during this operation has been below average. This squadron has been operating under adverse circumstances due to the untimely loss of its commanding officer. The loss might have been compensated for had opportunity been offered to participate in operations in the Lingayen Area, but the fact that the U.S.S. KITKUN BAY was damaged and not capable of operating, further lowered morale and efficiency. The pilots of this group have not had ample opportunity to prove their true worth.

"It is suggested that in future composition of squadrons of this type more than one older and more experienced pilot with a quality of leadership be included in the roster of officers.

"This group should be reorganized before being permitted to participate in any major operation again."

C O N F I D E N T I A L

C O N F I D E N T I A L

PART VII

Personnel performance and casualties: No remarks.

PART VIII

Lessons learned, conclusions, and recommendations:

This ship participated in no direct enemy action and observed very little indirect action which was distinctly different from previous operations. The only indirect enemy action observed was while in or departing from Kerama Retto.

The numerous IFF failures in the early part of the operation were unnecessary. A very limited number of electronic failures may be anticipated, but even these can be greatly eliminated by periodic as well as routine inspections, both prior to and after flight. It does not hold that just because equipment has functioned properly that it will continue to do so. Preventive measures and positive corrective action will reduce possible failures. Perfection should be the objective, not a high percentage thereof. This ship experienced no IFF failures.

For a period of approximately ten days this ship operated under CTG 50.8, (Logistics), as a rest period. A second CVE was also present. The rest period came at a time when the squadron was just beginning to operate smoothly and in no way needed a rest. The result being that this period of reduced operations retarded instead of built up the squadron's efficiency. It is believed that one CVE could adequately and without overwork render required air coverage to the Logistics Group under current conditions. At the same time the squadron's efficiency could be maintained.

The air schedules demonstrated careful planning and as a result at no time was this ship hard-pressed to meet its commitments. Flights were returned on schedule which greatly facilitated operations.