

Aircraft Action Reports

2--d (41) USS Lunga Point

CVE94/A12
Serial: 081

U.S.S. LUNGA POINT (CVE 94)
c/o Fleet Post Office,
San Francisco, California.

10/aoa

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

27 June 1945

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Via : (1) Commander Task Unit Fifty-Two Point One Point One.(C.T.U. 32.1.3),
(2) Commander Task Group Fifty-Two Point One.(C.T.G. 32.1).
(3) Commander Task Force Fifty-One.
(4) Commander Fifth Fleet.
(5) Commander in Chief, U.S. Pacific Fleet.

Subject: Action Report - Capture and Occupation of OKINAWA GUNTO, Phase One and Two, 21 March 1945 to 27 June 1945.

Reference: (a) CinCPac Confidential Letter 1CL-45.
(b) Escort Carrier Force Instructions (TFI-1A) 15 May 1945, Paragraph #6445.

Enclosures: (A) & (A 2) PART I: Brief Summary.
(B) & (B 2) PART II: Preliminaries.
(C) & (C 2) PART III: Chronology.
(D) & (D 2) PART IV: Ordnance.
(E) & (E 2) PART V: Damage.
(F) & (F 2) PART VI: Special Comments & Information.
(G) & (G 2) PART VII: Personnel Performance & Casualties.
(H) & (H 2) PART VIII: Lessons Learned, Conclusions & Recommendations.
(I) & (I 2) PHOTOGRAPHS Appendix #1 & #2 to PART III.

1. Enclosures (A) & (A 2) through (I) & (I 2) constitute the action report of this ship during the approach, assault and retirement phases of the capture and occupation of OKINAWA GUNTO, Phase One and Two. Enclosures (A) through (I) represent the period 21 March 1945 to 11 May 1945 and (A 2) through (I 2) represent the period 11 May through 27 June 1945.

2. East longitude dates are used throughout and Zone minus time except where indicated otherwise. All bearing are True.

G. A. T. WASHBURN

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U.S.S. LUNGA POINT (CVE 94)

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PART I

SUMMARY

The U.S.S. LUNGA POINT (CVE 94), operating with Support Carrier Unit ONE of Task Group 52.1, had as its primary mission the providing of air support for the seizure and occupation of Okinawa Gunto in the Nansei Shoto Group midway between Formosa and Japan.

With the Amphibious Support Force (Task Force 52) under command of Rear Admiral BLANDY, consisting of vessels of the Fire Support Group, Mine Flotilla, Underwater Demolition Flotilla, Advance Support Craft and Western Islands Attack Force, this ship arrived off the objective area at 2200, 24 March 1945. The ship then proceeded to areas assigned and operations began the following day. The taking of Kerama Retto to establish an anchorage and seaplane base was the immediate objective and was effected concurrently with strikes against Okinawa.

Landings were made on islands of the Kerama Retto beginning 26 March, and major landings on the Southeastern beaches of Okinawa took place 1 April. On 2 April, while replenishing ammunition in Kerama Retto, an enemy fighter dove on this ship and was shot down by anti-aircraft fire. After leaving the anchorage at 1735 the ship was again under attack, this time by at least six enemy planes, and four were brought down by gunfire from the LUNGA POINT and escorts. No damage was sustained.

This ship maintained continuous air support operations against Okinawa and adjacent islands until 26 April, when detailed to Oiler escort duty under CTG 50.8. From 26 April to 8 May, the vessel performed escort duties as directed in the fueling area, and at 1200 on 8 May was relieved by the STEAMER BAY, with orders to proceed to Guam for a 10-day availability period for interim upkeep.

During 32 days of continuous operations in the immediate vicinity of the objective, aircraft from this ship flew a total of 1111 sorties, 692 (62%) of which were over the target. Average daily sorties, excluding two days re-arming and two days refueling when minimum schedules were flown, was 38.5. Precision attacks directed at specific targets resulted in maximum destruction and damage with minimum expenditures of bombs, rockets and ammunition. Briefly, 10 aircraft were destroyed in the air; 74 buildings, 23 trucks, 16 gun positions, 7 warehouses, 5 fuel dumps, 2 ammunition dumps, and numerous diversified targets were destroyed on the ground; 17 small craft and 4 barges were sunk; 26 buildings, 26 trucks and 13 gun positions were damaged in close support of the ground forces; 5 small craft and 10 barges were damaged; and much other damage inflicted not assessable from the air. These results were produced with an expenditure of 867 100# bombs, 198 500# bombs, 1917 rockets, 27 Napalm bombs, and 210,000 rounds of .30 and .50 calibre machine gun ammunition.

Combat losses for the period were only two planes, one fighter and one torpedo plane, both shot down by A/A fire. One pilot and one aircrewman were recovered from the VT crash, despite the fact that the plane went down on land behind enemy lines. Operational losses were three fighters, with all personnel recovered in good condition. Availability of aircraft on board throughout the offensive phase of the operation was maintained at 99.69%.

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PART I

SUMMARY

On departing Apra Harbor, Guam, the U.S.S. LUNGA POINT (CVE 94) reported to Task Group 50.8 for escort duties. On being relieved, this ship joined Task Unit 32.1.1 covered the Sakishima Operation. Task Unit 32.1.1 then returned to her primary mission of supplying ground support for the capture of Okinawa. During this period TCAP was flown over the minesweeping operation in area Zebra. The LUNGA POINT next took part in the Sakishima operation attached to Task Unit 32.1.3. When Task Unit 32.1.3 was disbanded she again became part of Task Unit 32.1.1 which was to provide TCAP coverage for Zebra operations and also cover Sakishima. Zebra operations were completed on night of 23 June 1945 and Task Unit 32.1.1 retired to Leyte.

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PART II

PRELIMINARIES

A. TASK ORGANIZATION

52 Amphibious Support Force

Rear Admiral BLANDY

52.1 Support Carrier Group

Rear Admiral DURGIN

(a) 52.1.1 Support Carrier Unit One

Rear Admiral SPRAGUE

52.1.11

| | | | | |
|-------------------|--------|---|---------|-------|
| FANSHAW BAY (F) | CVE 70 | - | VOC 2 | 5 CVE |
| MAKIN ISLAND (FF) | CVE 93 | - | VC 84 | |
| LUNGA POINT | CVE 94 | - | VC 85 | |
| NATOMA BAY | CVE 62 | - | VC 9 | |
| SANGAMON | CVE 26 | - | CVEG 33 | |

52.1.12

Captain LONG

DesDiv 12 Less MUGFORD plus INGRAHAM

| | | |
|-----------|--------|------|
| INGRAHAM | DD 694 | 4 DD |
| PATTERSON | DD 392 | |
| BAGLEY | DD 386 | |
| HART | DD 394 | |

CortDiv 63 less EDMUNDS plus O'FLAHERTY, SEDERSTROM and FLEMING.

| | | |
|---------------------|--------|------|
| RICHARD S. BULL (F) | DE 402 | 6 DE |
| RICHARD M. ROWELL | DE 403 | |
| DENNIS | DE 405 | |
| O'FLAHERTY | DE 340 | |
| SEDERSTROM | DE 31 | |
| FLEMING | DE 32 | |

(b) 52.1.2 Support Carrier Unit Two

Rear Admiral HENDERSON

52.1.21

CarDiv 25 less NATOMA BAY plus WAKE ISLAND

| | | | | |
|-----------------|--------|---|-------------|-------|
| SAGINAW BAY (F) | CVE 82 | - | VC 88 | 6 CVE |
| SARGENT BAY | CVE 83 | - | VC 83 | |
| PETROF BAY | CVE 80 | - | VC 93 | |
| RUDYARD BAY | CVE 81 | - | VC 86 | |
| TULAGI | CVE 72 | - | VC 92 (ASW) | |
| WAKE ISLAND | CVE 65 | - | VOC 1 | |

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U.S.S. LUNGA POINT (CVE 94)

PART II

PRELIMINARIES (Cont'd)

52.1.21 Captain HUNTER

DesDiv 91 less TERRY and DAVID N.
TAYLOR plus LOWRY

| | | |
|----------------|--------|------|
| CAPPS (F) | DD 550 | 4 DD |
| EVANS | DD 552 | |
| JOHN D. HENLEY | DD 553 | |
| LOWRY | DD 770 | |

CortDiv 70 less GRADY and GILLIGAN
plus TISDALE and EISELE Commander CULLINAN

| | | |
|------------------------|--------|------|
| WILLIAM SEIVERLING (F) | DE 441 | 6 DE |
| ULVERT M. MOORE | DE 442 | |
| KENDALL C. CAMPBELL | DE 443 | |
| GOSS | DE 444 | |
| TISDALE | DE 33 | |
| EISELE | DE 34 | |

(c) 51.11.3 Support Carrier Unit Three Rear Admiral SAMPLE

CarDiv 22 less SANGAMON and SANTEE

| | | |
|-------------|------------------|-------|
| SUWANEE (F) | CVE 27 - CVEG 29 | 2 CVE |
| CHENANGO | CVE 28 - CVEG 24 | |

DesDiv 116 less SHIELDS and WILEY plus
DREXLER

| | | |
|------------------|--------|------|
| RALPH TALBOT (F) | DD 390 | 3 DD |
| METCALF | DD 595 | |
| DREXLER | DD 741 | |

J.C. BUTLER 1 DE

(d) 51.1.2 Support Carrier Unit Four Rear Admiral STUMP

| | | |
|-------------------|----------------------|-------|
| MARCUS ISLAND (F) | CVE 77 - VC 87 | 3 CVE |
| SAVO ISLAND | CVE 78 - VC 91 | |
| ANZIO | CVE 57 - VC 13 (ASW) | |

DesDiv 92 less BROWN and COWELL Captain SWEETSER

| | | |
|----------|--------|------|
| BOYD | DD 544 | 2 DD |
| BRADFORD | DD 545 | |

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PART II

PRELIMINARIES (Cont'd)

CortDiv 72 less LeRAY WILSON

Commander JACKSON

LAWRENCE C. TAYLOR DE 415
MELVIN R. NAWMAN DE 416
OLIVER MITCHELL DE 417
ROBERT F. KELLER DE 419
TABBERER DE 418

5 DE

(e) 51.13.3 Support Carrier Unit Five

Captain PETERSON

SANTEE (F) CVE 29 - CVEG 40
STEAMER BAY CVE 87 - VC 90

2 CVE

DesDiv 89 less BENNET, HUDSON and HALFORD
plus HELM.

Captain DANIEL

FULLAN (F) DD 474
GUEST DD 472
HELM DD 388

3 DD

EDMONDS DE 406

1 DE

NOTE: Subsequent changes in organization are covered in PARTS II and III.

B. APPROACH PHASE (For positions, times of sunrise, sunset, moonrise and moonset see Table and Track Chart at end of PART III).

The U.S.S. LUNGA POINT (CVE 94) got underway at 0639(K) 21 March 1945, and took departure from ULITHI at 0713(K), to participate in the operations against Kerama Retto and Okinawa Gunto in the Nansei Shoto (Southwestern Island).

This ship was a member of Support Carrier Unit One (52.1.1) under the command of Rear Admiral SPRAGUE, one of five Support Carrier Units commanded by CTG 52.1, Rear Admiral DURGIN. Support Carrier Units One and Two were assigned to the Amphibious Support Force of CTF 52, Rear Admiral BLANDY.

Following sorties from the harbor, ships of the unit formed in column and conducted A/A practice, beginning at 0843(K) and completing fire at 1047(K). All ships then entered cruising formation 5-R with this vessel in Station 3 (2.072), the MAKIN ISLAND OTC and Guide, with escorts on a circular screen and Support Carrier Unit Two on a parallel course just over the horizon. At 1054(K) the NATOMA BAY assumed OTC and guide. The MAKIN ISLAND took station No. 2.

A weak tropical front created 15-25 knot ENE'ly winds and heavy seas during the first part of the approach period and flight operations were kept at a minimum.

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PART II
APPROACH PHASE (Cont'd)

Two FM-2's were flown aboard from ULITHI at 1206, bringing the ship's complement of aircraft up to 18 VF and 12 VT. At 1900(K) clocks were set back one hour and all times henceforward are Zone minus nine, Item time.

Heavy seas cancelled flight operations on the 22nd.

Weather improved rapidly as the force steamed toward higher latitudes and on the 23rd air patrols were maintained over this Task Unit and ships of the Amphibious Support Force. Two DE's were fueled during the day, the DENNIS at 0925 and the R. S. BULL at 1232.

On the 24th a twin-engine Japanese bomber was sighted by aircraft 48 miles to the Northwest at 1037. A total of 28 sorties, anti-submarine and combat air patrols, were flown. The following day (L-7) operations were begun against the islands of Okinawa Gunto.

C. The mission of this vessel as a part of the Support Carrier Group was to provide air cover enroute and air support at the objective area.

Preliminary landings were planned on islands of the Kerama Retto to the Westward of Okinawa and the major effort was directed at these targets, initially. An anchorage and seaplane base there was to be secured prior to L-Day, April 1, 1945.

Air and submarine interference was expected due to the proximity of enemy-held bases in the Nansei Shoto, Formosa and the Empire. Such interference was to be reduced by coordinated strikes by Task Force 58, elements of the British Fleet (Task Force 57) and the Army Air Force.

Surface attack by major units of the enemy fleet was a possibility, and air search was intensified to permit ample notice of such intent. Surface attack by small craft and offensive submarine activity was a probability and visual day search and radar night search constantly maintained. Weather was expected to be good during this season of the year.

D. On the morning of 25 March 1945, L-7 day, carriers of Support Carrier Units One and Two, operating as two groups, within TBS range, proceeded to areas assigned to the South of Okinawa. Other elements of TF 52 moved into stations as assigned by ComPhibsPac Operation Plan No. Al-45, and preparation for the landings began.

E. No enemy forces were encountered prior to arrival at the objective area, with the exception of the twin-engine bomber sighted by aircraft on the 24th.

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PART II

PRELIMINARIES

A. TASK ORGANIZATION

Same as in enclosure (B) until modified by Operation Plan from ComPhibPac's OpPlan A 1-45 as modified to 30 May 1945, Serial 00015.

32.1 Support Carrier Group

Rear Admiral DURGIN

32.1.1 Support Carrier Unit ONE

Rear Admiral SPRAGUE
(actually Rear Admiral
MARTIN on HOGGATT BAY)

NEHENTA BAY (F)
MAKIN ISLAND (FF)
WAKE ISLAND
NATOMA BAY
SALAMAUA
HOGGATT BAY
GILBERT ISLAND

7 CVE's

Screen

RALPH TALBOT
CAPPS
WILKES
HELM
WOODWORTH
NICHOLSON
J.D. HENLEY

7 DD's

ROBERTS

1 DE

32.1.3 Support Carrier Unit THREE

Rear Admiral SAMPLE

SUWANNE
CHENANGO
SANTEE
BLOCK ISLAND

4 CVE's

Screen

LAND
STACK
LANSLOWNE
LARDNER
FARENHOLT

5 DD's

HEMMINGER
TILLS

2 DE's

B. APPROACH PHASE

The LUNGA POINT had availability in Apra Harbor during period 11 June until 23 May when she sortied and took departure for area of T.G. 50.8, joining on 26 May 1945.

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PART III

NARRATIVE

(Note: For daily positions, times of sunrise, sunset, moonrise and moonset, see Table and Track Chart at end of Part III).

25 March 1945 - Love Minus Seven Day

Operations the first day at the objective were favored by good weather and 27 sorties were flown by the squadron. Targets were buildings and suspected tank shelters in the Kerama Retto and small craft in NAHA harbor, Okinawa. Two buildings were destroyed, four barges and one smaller boat sunk, and two STD's and six barges damaged. Three VT equipped to make smoke were on station from 1130 - 1545 but were not required by surface forces. The morning photo flight, under fighter escort, ran verticals of the Eastern shoreline from the South tip to Awashi and the afternoon flight the Western shoreline from Ohikawa to Yahiku.

At 1150, a TBM from the PETROF BAY, landing aboard low on fuel, was damaged when the tail hit the ramp. There were no casualties and the plane's personnel were returned to their ship by the GILLET (DE 31). At 1215 the DENNIS (DE 405) came alongside and was fueled. Two mines were exploded near the force by DE's ROWELL and BULL in the afternoon.

Bogeys appeared in the area about 1800 and firing was observed on the horizon. Two enemy planes were reported shot down by the CAP.

26 March 1945 - Love Minus Six Day

Initial landings began on beaches of islands in the Kerama Retto on the 26th to provide an anchorage and seaplane base prior to major landings on Okinawa. Direct support missions bombed, rocketed and strafed supply dumps and buildings on Tokashika, leaving a supply dump in flames and destroying six buildings and damaging three. Others continued the air assault against targets on Okinawa, destroying 9 buildings near Kadena and Yonabaru airfields, and attacking A/A positions with unobserved results. Photo flights mapped Tonachi Shima and the Eastern Islands. A total of 42 sorties were flown, 40 of which were over the target areas.

DE's SEDERSTROM and FLEMING left the formation at 0604 and the LOWRY (DD 770) joined. The ANZIO and escorts returned from night ASW operations at 0815. As in previous operations the ANZIO (CVE 57), L.C. TAYLOR (DE 415), M.R. NAWMAN (DE 416), MITCHELL (DE 417), TABBERER (DE 418) and R.F. KELLER (DE 419) operated as an ASW unit, usually steaming independently between sunset and sunrise, and on Hunter-Killer operations as required. Three red alerts were called during the day but no enemy aircraft approached the near vicinity of this unit.

27 March 1945 - Love Minus Five Day

At 0328 on the 27th a bogey approached the formation and closed to 3 miles. The force was alerted but no attack was made.

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NARRATIVE (Cont.)

PART III

27 March 1945 - Love Minus Five Day (Cont.)

Strike missions were continued in support of the landings on Kuba Shima and Tokashika Shima. On Okinawa strike groups fired a barracks area, severely damaging 10 buildings, and attacked coastal defense gun positions. Propaganda leaflets were dropped by one VT on five designated towns. Photo flights took obliques of Southwestern Okinawa beaches from Itoman to Sobe and verticals of Yontan airfield and South central Okinawa. Although fighters escorted the photographic VT, A/A was so intense from the latter area that after two runs the mission was cancelled. The plane was holed in the port stabilizer but returned to base safely. Forty-two sorties were flown for the day, 33 of which were over the target area.

28 March 1945 - Love Minus Four Day

Flying conditions continued favorable on the 28th and planes from this vessel made concentrated low level attacks on gun positions and supply buildings near Yontan and Naha airfields, destroying 6 buildings and silencing many guns. Photo flights mapped the shoreline of preferred beaches to 2000 yards inland. Fighter escorts equipped with K-25 cameras in fuselage mounts made shore line obliques below 100 feet altitude with excellent results. General Quarters sounded twice during the day but no enemy aircraft closed this force.

29 March 1945 - Love Minus Three Day

Two red alerts occurred before dawn on the 29th, one at 0018 and the second at 0250. No attacks were made on this force. The ship was fueled in the operating area, commencing at 0806, by the ASTABULA (AO 51), taking aviation gasoline and fuel oil. At 1355 a TBM piloted by Lt.(jg) W.J. MURRAY, USNR, accidentally fired a short burst with wing guns upon landing. No casualties resulted. At 1428 the MITCHELL came alongside with Officer-Messenger mail.

During the day 44 sorties were flown, 36 over the target and 8 local patrols. One bridge was destroyed and another damaged on the Southeast coast of Okinawa and buildings and military installations severely damaged in Minatoga, Kuba and Toma towns and around Yontan, Naha and Kadena airfields. Smoke planes were maintained on station from 1000 - 1730 and photo flights took verticals of Yontan, Kadena, Machinato, Naha and Yonabaru airfields and obliques of the Eastern Shoreline from Awashi to Toyama. Fighter escorts made low level obliques of the Western beaches from Sunabe to Chatan and of the Eastern shore of Nakagusuku Wan in vicinity of Yonabaru airfield.

A fighter support group of 12 VF returned late, necessitating night landings. Two were taken aboard the SAVO ISLAND. One landed on the MAKIN ISLAND, crashing the barrier. Nine were taken aboard this vessel, two of which crashed the barrier with minor damages and one crashed in the gear when drag link carried away and landing gear collapsed.

This flight, due to land at 1815, was assigned a mission at 1820 by the control ship which delayed its return to base. None of the pilots had ever made a night landing aboard a carrier and were extremely fortunate to have sustained no personnel injuries. One fighter, the one that crashed on the MAKIN ISLAND, was damaged beyond repair, and one with damaged landing gear down for a day. Except in emergency it is imperative that flights be released to land aboard at scheduled times.

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NARRATIVE (Cont.)

PART III

30 March 1945 - Love Minus Two Day

On the 30th, aircraft of this vessel destroyed 2 fuel tanks and one truck in the Naha area, sank 4 barges and one smaller craft on the SE coast of Okinawa, and exploded one mine. A low ceiling prohibited dropping propaganda leaflets in the morning but a second attempt in the afternoon was successful. It was discovered that the propaganda bombs required reinforcing with tape to withstand the shock of a catapult launching. Several were spilled in the bomb-bay on the morning flight, repacked and taped, with satisfactory results in the afternoon.

At 0916 the RIDDLE (DE 185) delivered pre-Love Day photographs to this vessel for air courier delivery to CTF 51, CTF 53 and CTF 55, approaching with assault echelons 450 miles to the Southeast. Two VT, equipped with bomb-bay fuel tanks, took off at 0940 to land aboard carriers escorting the transports. Weather turned them back some 200 miles South and ultimate delivery was made by the PATTERSON (DD 392) about 0600 the following day, Love minus One.

The two fighters landing on the SAVO ISLAND the night before returned at 0945 and the pilot who barrier-crashed on the MAKIN ISLAND was returned by the PATTERSON (DD 392) at 1059.

The morning photo mission found the weather unsuitable and was returned to base early. The afternoon flight ran verticals of Yontan, Kadena and Naha airfields and a coastal strip from Chatan to Zampa-Misaki. Fighter escorts made low-level obliques of the Unten-Ko area in search of reported submarine pens.

Weather conditions deteriorated during the period. Visibility was about one mile and intermittent rain squalls dotted the area. Winds from 17-20 knots from the Southeast gradually backed into the East by the end of the day.

31 March 1945 - Love Minus One Day

At 0505 the MAKIN ISLAND with escorts ROWELL and TAYLOR departed for Kerama Retto to replenish ammunition. The DENNIS (DE 405) was fueled at 1157 and the BAGLEY (DD 386) at 1348. At 1559 the DENNIS and O'FLAHERTY left the formation for duty with Support Carrier Unit Two and DE's SEDERSTROM, FLEMING, TISDALE and EISELE from Unit Two joined this formation. Army observers were taken on board from the LOWRY (DD 770) at 1649. Throughout the afternoon and evening large convoys of transports were visible on the horizon toward Okinawa.

Strike groups hammered central Okinawa, particularly installations, vehicles and gun positions around Yontan and Kadena airfields. Eight trucks were destroyed and damage inflicted on numerous buildings in the area. Two Army Observers were called to observe the landings on Keise Shima, a group of small islands just off the preferred beaches, where artillery units were to be installed.

The morning photo flights made low altitude verticals of Yontan, Kadena and Naha airfields and verticals and obliques of the shore line from Zampa-Misaki to Chatan where troops were scheduled to land the following day. The afternoon flight

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NARRATIVE (Cont.)

PART III

likewise concentrated on this area, mapping terrain behind the beaches to 5000 yards inland while camera-equipped fighter escorts made fast, close-in wave-top runs on the landing beaches from Sobe to Chatan. All negatives were dropped by chute on the control ship.

1 April 1945 - Love Day

Marine Corps and Tenth Army troops landed on Okinawa as scheduled April First and rapidly secured the beachhead. A total of 52 sorties were flown this date which included 18 direct support, 6 observer, 4 spotter, 4 smoker, 6 photo and 14 combat air patrol. Targets for support planes were gun positions, bridges, barracks, a radio station and several warehouses. The radio station and 6 warehouses were destroyed. Seven barracks buildings were heavily damaged and three guns near the front lines put out of action. TCAP shot down one Tony 18 miles west of Kerama Retto.

At 0509 the NATOMA BAY with DE's KELLER and TABBERER left the formation for ammunition replenishment in Kerama Retto. The SANGAMON and DE's SEDERSTROM, EISELE, TISDALE and FLEMING left at 0709 to join Support Carrier Unit Three. The MAKIN ISLAND and escorts returned to the force from Kerama Retto at 0715. The STEAMER BAY and DD's PATTERSON and HELM joined the formation at 0805. At 1210 U.S. and guard mail came aboard from the ROWELL and at 1610 Army personnel were transferred to the HART for delivery to the STEAMER BAY and MAKIN ISLAND. This was done to permit spotters and observers to fly from other carriers while their own was absent replenishing, the next day being the LUNGA POINT'S turn in KERAMA RETTO. At 1652 the ROWELL again came along side with more mail.

2 April 1945 - Love Plus 1 Day

On 2 April this vessel was detached with escorts MITCHELL, M.R. NAWMAN and PATTERSON to proceed to Kerama Retto anchorage to replenish ammunition. A four-plane CAP was launched at 0515 and 2 VT Artillery Spotters at 0540, all to land on the ANZIO and return the following day. The ship passed the anti-submarine net at the South entrance to the Retto at 0757 and anchored in Berth K-99 at 0810.

At 0850 two enemy aircraft were reported South of the anchorage and a few minutes later a plane approached at 6000 feet from that direction, weaving in and out of clouds to avoid A/A fire from several destroyers outside the harbor.

The plane, a fighter, probably a TONY, TOJO or ZEKE, dove out of the sun, which was then on the starboard bow, and directly at this ship. Forty millimeter and twenty millimeter batteriers opened fire at maximum range and at 1800 feet the aircraft pulled up sharply to his left into a cloud, turned and reappeared, diving at the SAGINAW BAY, anchored about 560 yards off the starboard quarter.

At five hundred feet, the plane leveled off, cut across astern, pulled up into a left wingover, spiraled out and down in a vertical dive, apparently out of control, and crashed 60 feet from LST 735, 1150 yards astern of this ship. For detail, diagram and photos, see enclosures (D), Ordnance, and (F), Photographs.

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NARRATIVE (Cont.)

PART III

Bogies were reported in the area frequently throughout the day. Being land-locked, radar perception was poor, and to safeguard the vessel all A/A batteries were manned continuously. No further attacks developed and replenishing was accomplished from LCM's without interruption. At 1635 the SAGINAW BAY got underway and stood out of the harbor. This vessel completed loading and got underway at 1735, passing through the anti-submarine net at 1755. Escorts MITCHELL, NAWMAN and PATTERSON joined at 1823, with the NAWMAN and MITCHELL on the port and starboard bows and the PATTERSON astern. MinDiv 60, consisting of 5 DD's was ahead 4 miles, and on the starboard quarter distant 6 miles a large group of transports were proceeding on a parallel course.

Bogies were reported to the North and Southwest and shortly after 1840 two bandits were sighted on the starboard quarter, closing. The A/A batteries opened fire outside effective range and one plane came in to 1500 yards, turned and disappeared. The second plane, taken under fire by this ship, the MITCHELL and PATTERSON, finally turned to his starboard low on the water and crashed some distance out. Two more enemy fighters approached low on the water to port. They were taken under fire by the NAWMAN and probably MinDiv 60; one exploded in the air and the other crashed in flames. At 1845 an unidentified plane started a diving attack on the port beam. All guns opened up and the plane turned at 1000 yards range and headed away. Damaged and believed to have crashed, this plane was seen no more. At the same time a NICK started a dive on our starboard bow, turned at 1200 yards, zoomed the MITCHELL, dropping two small bombs which fell close astern, and headed for this ship. Apparently hit, he turned away smoking, and crash-dived into an APD believed to be the DICKERSON, starting a fire.

Attacks on the transports were observed during this period and several planes were seen shot down.

Throughout the foregoing and until complete darkness, the ship maintained flank speed and maneuvered radically.

When the attacks began MinDiv 60 was requested to form a circular screen and did so at 1915, somewhat delayed by poor communications. At 2130 they were released and this vessel with escorts proceeded independently.

3 April 1945 - Love Plus 2 Day

At 0559 the LUNGA POINT and escorts rejoined T.U. 52.1.1 in the operating area. At 0930 4 FM-2's from the SAVO ISLAND landed aboard.

While changing course from 235° to 070° at 1045 the ship rolled 23° and an FM-2 on the starboard after corner of the flight deck broke its mooring lines and went overboard. The lookout, BANTA, J.R. Slc, jumped over the side to avoid being hit. He was recovered unhurt by the PATTERSON. At 1130 the 2 Marine OY's were flown off to Yontan field.

Rear Admiral C. T. DURGIN, Commander Escort Carrier Force, landed aboard for an informal visit at 1141, returning to the flagship at 1334. Seaman BANTA was

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was returned by the PATTERSON at 1201 and Army Observers were transferred. The ANZIO and TABBERER joined the formation at 1559. At 2336 the STEAMER BAY, HELM and TAYLOR left on duty assigned.

Thirty sorties comprised the days flying and gun positions, trucks, buildings and small craft were targets. Four trucks were destroyed and fires started among buildings in Kin Town. Two small boats were sunk, and one pier, two small boats and four barges damaged. Propaganda leaflets were dropped on designated areas. Weather prohibited photo missions in the morning but two flights in the afternoon mapped all of the Eastern Islands, ran vertical strips of Naha - South Central Okinawa area, and made obliques of cliff positions near the SouthEast coast. The planes flown off prior to entering Kerama Retto the day before returned to the ship.

4 April 1945 - Love Plus 3 Day

At 0515 the 4 VF from the SAVO ISLAND were launched and their parent ship with the HART and R.M. POWELL rejoined the formation at 0618. At 0728 the PATTERSON delivered aviation supplies and the MITCHELL put official mail aboard at 1050. Three Army Observers were transferred to the LOWRY at 1421. The MAKIN ISLAND with the LOWRY and BULL left the formation for Keramo Retto at 2236. Three photo flights again were called and missions included verticals of Southeast Okinawa and obliques of fortifications, caves and gun emplacements on the rim of Baten-Ko. No support missions were flown this date. An observer flight damaged three trucks and photo escorts strafed A/A positions around Naha Airfield. TASP planes damaged a railroad station and one truck on Ike Shima. In the late afternoon a cold front coupled with drifting smoke from Okinawa reduced ceiling and visibility to 2000 feet and 6 miles.

5 April 1945 - Love Plus 4 Day

With the exception of two artillery spotter missions flight operations this date were confined to local combat air and anti-submarine patrols. The passage of the cold front the previous day left 10/10 cloud cover and moderate Northerly winds. No photo missions were practicable. At 0600 the STEAMER BAY, MILLER and TAYLOR joined the formation.

6 April 1945 - Love Plus 5 Day

The MITCHELL departed at 0530 the 6th and the MAKIN ISLAND, BULL and LOWRY rejoined. The LOWRY was detached at 0640.

Despite heavy, low clouds over the objective area, direct support and TCAP planes turned in a good day's work. Three guns were destroyed and three damaged in the concentrated defense sectors of Southern Okinawa. Eleven buildings and one truck were destroyed in a suspected communications center. A group of camouflaged trucks discovered near our own front lines was attacked with the destruction of 14 and damage to 13. In addition one fuel dump and one ammunition dump were destroyed. On Ie Shima buildings and a field observation tower were attacked. Four buildings were destroyed and the tower damaged. Numerous gun positions were strafed and damaged.

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In the afternoon a heavy air raid developed and four fighters diverted from support missions intercepted eight enemy aircraft destroying 2 VALS and 3 ZEKE 52's. Four other fighters on TCAP sighted 2 VAL's and one OSCAR shooting down all three.

One fighter piloted by Lieutenant (junior grade) Adrian S. BAZZELL, left the formation following the action to make an emergency landing on Yontan field because of lack of fuel. The plane was unreported there and after two days an AP, the U.S.S. BUTTE, reported recovering a body in shallow water near the beach identified as BAZZELL's from marks on clothing. This was the only loss resulting from either action.

The photo flight mapped zones of enemy activity near Baten-Ko and a North-South strip along the West Coast from Zampa-Misaki to the Southern tip and one adjacent small island.

At 1907 the formation set course 098° for fueling rendezvous.

7 April 1945 - Love Plus 6 Day

The oiler group was sighted at 0557, together with the U.S.S. ATTU (CVE 102). Several floating mines were destroyed by escorting vessels in the formation while this vessel fueled from the U.S.S. GUADALUPE (AO 32). Fueling was completed at 0959. At 0900 Rear Admiral E.W. LITCH relieved Rear Admiral C.A.F. SPRAGUE as ComCarDiv26 and C.T.U. 52.1.1 and hoisted his flag on the FANSHAW BAY. Six pilots and 4 aircrewmen were delivered to this ship by the HART at 1114. The LOWRY passed U.S. Mail aboard at 1209. At 1343 the SHAMROCK BAY joined and upon completion of fueling at 1619 the Unit set course to return to the operating area. During the day this ship furnished 4 LCAP and 4 LASP. Six VF replacements were received from the ATTU.

8 April 1945 - Love Plus 7 Day

Low clouds over the objective made bombing impossible on the first support mission of the day. One VT of this flight was shot down by A/A near the East Coast of Okinawa, behind enemy lines. Unable to make a water landing Lieutenant (junior grade) CRON, pilot, made a wheels-up landing about 5000 yards inside Japanese territory on the East side of the Island at 0845. Both pilot and crewmen escaped the smoking plane in time to avoid the explosion of its 10 - 100# bombs which detonated within three minutes. They made their way to the East Shore, where, pursued by two Jap riflemen, the pilot and one crewman scaled the sea wall and reached a small reef beyond range of the soldiers' fire. One crewman was not successful. Several hours later an OY saw their dye-marker and radioed for aid. Two OS2U's picked them up at 1300 after more than three hours in the water.

Close support occupied the target missions with A/A and Artillery positions the chief objectives. A suspected sub base was damaged and four buildings destroyed. Photo flights made large scale verticals of South Central Okinawa.

At 1622 the BULL delivered Officer-Messenger Mail. At 1830 a TBM from the

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PART III

SANTEE landed aboard to remain over night.

9 April 1945 - Love Plus 8 Day

At 0604 the STEAMER BAY joined the formation. The K.C. CAMPBELL left on duties assigned at 0853. Forty-three of the forty-four sorties flown on the 9th were over the objective area. The fourth and last propaganda flight scheduled to be made by aircraft from this ship was completed. Leaflets were dropped on designated towns by one VT. Three photo missions were executed over the strongly fortified areas of Southern Okinawa in the vicinity of Shuri, Southward. Close support operations were concentrated on camouflaged artillery positions, caves and barracks buildings near the front lines. Three gun positions were damaged but accurate assessment was not possible.

10 April 1945 - Love Plus 9 Day

At 0754 the INGRAHAM came alongside and was fueled. Radio parts were delivered by the TABBERER at 1232. Flight operations were light and confined to anti-submarine and combat air patrols.

11 April 1945 - Love Plus 10 Day

Strike groups attacked a warehouse and an ammunition dump on Okinawa, destroying both, and harassed enemy artillery and mortar positions in support of the ground forces. A photo flight took 1/5000 verticals for damage assessment in the Naha-Shuri area, through heavy A/A fire. A light schedule for the day totalled 35 sorties.

12 April 1945 - Love Plus 11 Day

Tactical Air Observers and three photo planes were the only flights over the objective area this date, the balance of the day's 42 sorties being anti-submarine and combat air patrols. Air Observers located several aircraft shelters concealed along the base of a low ridge on the Southern part of the island. Photo planes flew vertical and oblique coverage of Izena Shima in addition to large scale vertical coverage of Southern Okinawa. On the latter mission the pilot shot down a VAL which crashed and burned in a small ravine. At 1944 the HART was detached to proceed on duty assigned.

13 April 1945 - Love Plus 12 Day

At 0800 a destroyer exploded a floating mine 4000 yards ahead of the formation. At 1306 colors were half-masted in mourning of the death of President Roosavelt. The BAGLEY fueled at 1409 and at 2210 the NATOMA BAY and ROWELL left the formation.

Forty-three sorties were flown over the target comprised of 24 Direct Support, 12 TCAP, 3 Photo, and 4 Tactical Air Observer Flights. Two buildings were destroyed and gun positions bombed, rocketed and strafed in close support operations. The morning photo plane mapped the Machinato Airfield area and landed at Yontan field,

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returning to the ship at 1145. The afternoon flight mapped small islands to the North of Okinawa, and a third photo plane took pictures urgently required for damage assessment.

14 April 1945 - Love Plus 13 Day

During the early morning of the 14th two Sonar contacts were made, one at 0242 and the second at 0357. Results were negative. Of the 43 sorties flown 30 were local patrols, the balance Direct Support, Photo and Air Observer missions. Two troop shelters were destroyed in an attack on troop concentrations and two buildings knocked out adjacent to a radio station. Camouflaged gun positions and hangars in Southern Okinawa were attacked with unobserved results. The one Photo plane called mapped all land and reef areas North of Motobu Peninsula at a scale of 1/15,000.

At 2200 the SHAMROCK BAY and BULL left on duty assigned.

15 April 1945 - Love Plus 14 Day

At 0627 the NATOMA BAY and ROWELL joined the formation. Three pilots were transferred to the NATOMA BAY and STEAMER BAY via the PATTERSON at 1034 and two Army Observers reported aboard. At 1849 the Observers were flown aboard the SUWANEE.

Flight operations for the day totalled 47 sorties. Troop and gun positions in Northern Okinawa and Ie Shima were principal targets and 10 guns were definitely destroyed and 4 damaged. One large building and a fuel dump on Ie Shima, six huts, believed to shelter troops, on Yoron Shima, and an observation post on Motobu peninsula were destroyed. Photo flights mapped enemy strong points on Motobu peninsula and the adjacent isthmus.

At 2355 enemy aircraft approached the formation to within 11 miles but none closed.

16 April 1945 - Love Plus 15 Day

At 0600 the SHAMROCK BAY and BULL rejoined the formation. U.S. Mail was received from the PATTERSON at 1221 and Officer-Messenger Mail at 1519. At 1719 the FLEMING joined the formation. At 1940 a bogey closed to 7 miles but faded.

Flight operations were light, consisting chiefly of local patrols. Two VT were returned from the SUWANEE at 1545 and one VT flown to the NATOMA BAY for replacement.

17 April 1945 - Love Plus 16 Day

Scheduled to fuel on the 17th the Unit sighted three oilers at 0530. The NATOMA BAY and FLEMING were detached at 0550 to proceed to Guam. Fueling operations were conducted between 0719 and 0918 with the USS SAUMICO (AO 49). The STEAMER BAY and ROWELL left the formation at 1237. U.S. Mail was transferred to the PATTERSON at 1301 and at 1513 the ship was maneuvered into formation 5-R to return to the operating area off Okinawa. The only flights of the day were 4 LCAP and 4 LASP.

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NARRATIVE (Cont.)

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Excellent weather and smooth seas favored fueling.

18 April 1945 - Love Plus 17 Day

On the 18th 52 sorties were flown over the target consisting of 27 Direct Support, 24 TCAP and one Photo. Strike and Combat Air Patrol groups attacked caves along a ridge on the Western side of the island that was taken the following day by U.S. troops. A radio station was bombed and one large building and transmitter destroyed, one tower and smaller building damaged. Numerous gun positions were strafed and rocketed on Okinawa and three buildings, an observation tower and gun positions on Kume Shima were damaged with three guns definitely destroyed. Vertical photos were taken of Onna-Take near Kimmu-Wan by the single photo plane supplied this date. Two Army observers were delivered by the TABBERER at 1658 and two more flown aboard from the ANZIO at 1745. At 2100 the FANSHAW BAY, with escorts L.C. TAYLOR and TABBERER departed to rearm the following day at Kerama Retto.

19 April 1945 - Love Plus 18 Day

Five tactical Air Observers and 2 photo missions were flown over the objective, the balance of the day's 39 sorties consisting of local patrols. Photo missions were oblique coverage of a ridge in Southern Okinawa and a strong point on the Isthmus North of Motobu Peninsula.

At 0941 the FANSHAW's CAP landed aboard. At 2204 this vessel was detached with the LOWRY and joined the SAGINAW BAY at 2300 to proceed to Kerama Retto and rearm.

20 April 1945 - Love Plus 19 Day

At 0515 a 4 VF LCAP was launched to cover the ship's entrance into Kerama Retto. This flight was recovered by the FANSHAW BAY. At 0657 the ship passed through the anti-submarine nets, and at 0716 dropped anchor in Berth K-99, Kerama Retto Anchorage. Re-arming commenced at 0815. Provisions and aviation and photographic supplies were loaded throughout the day. The balance of parachute air supplies on board were discharged, as the Third Marine Amphibious Corps on Okinawa did not contemplate the need of further supply by air. Unlike the previous visit to Suicide Gulch on Love Plus 1 Day, this day passed without incident.

At 1552 4 VF were launched to act as CAP on sortie from the anchorage and the ship got underway at 1600, passing through the nets at 1620, just astern of the SAGINAW BAY. One bogey was reported at 32 miles at 1841 but did not close. At 2215 made radio contact with T.U. 52.1.1 on night retirement course.

21 April 1945 - Love Plus 20 Day

On the 21st Aircraft from this vessel flew 46 sorties over the target, destroying one barracks building and ten smaller buildings on Okinawa near Awacha. A fuel storage area in the hills west of Yonabaru was attacked and 3 fires started. An

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XCAP flight on a sweep over Kume Shima damaged three small boats and started numerous fires in villages on the island. At 2058 the SAVO ISLAND left the formation with two escorts on duty assigned.

22 April 1945 - Love Plus 21 Day

Flight operations were light on the 22nd with one photo and three observer missions in the objective area and the balance local patrols. One VT landed on Yontan Airfield with a hydraulic leak and remained overnight.

At 0610 the ROWELL left the formation. Army Observers were flown aboard from the SAVO ISLAND at 0930. On this operation Army Observers were passed around among the CVE's like chips in a poker game. At 2300 the MAKIN ISLAND and KELLER departed for Kermam Retto.

23 April 1945 - Love Plus 22 Day

Forty-six missions were flown on the 23rd. Three mines were exploded and 5 small boats sunk near Kume Shima. Two photo planes were utilized on numerous call missions over Southern Okinawa and routine patrols were maintained over the force without incident.

The SAVO ISLAND and escorts rejoined the formation at 0557 and the HELM was fueled at 0801. At 1145 the INGRAHAM delivered mail. The VT that had landed on Yontan Field the previous day returned.

24 April 1945 - Love Plus 23 Day

At 0610 the MAKIN ISLAND and KELLER rejoined the formation. At 1035 the ROWELL delivered U.S. Mail. The SHAMROCK BAY and HELM departed at 2131.

Flight operations were light with 23 sorties. Four VT on direct support were turned back by weather. Target CAP strafed small craft at Kume Shima, sinking 5. Army Observers were flown to Kadena Field in two VT, and were henceforth to operate from Okinawa.

25 April 1945 - Love Plus 24 Day

The 25th marked the end of the first month of offensive operations for this vessel against the enemy in Okinawa Gunto. A light schedule of 12 TCAP, 16 LCAP and 3 VT supply planes constituted the days flights. Four small craft were sunk off Kume Shima by fighters. The 3 VT landed at Yontan Airfield and loaded supplies for the Marines but weather prohibited dropping. Marines were advancing so rapidly that by the time the weather cleared the supplies were not needed.

At 1912 this vessel with the BULL was detached to join T.G. 50.8 for escort duty. The following message, received visually, said in part: "...HOPE YOU ENJOY THE WELL DESERVED REST YOU ARE GOING TO HAVE IN THE NEXT FEW DAYS."

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26 April to 8 May, 1945 -- Love Plus 25 to 37 Day

Rendezvous with TG 50.8 was effected the morning of the 26th in latitude, 24° - 30' North, longitude, 132° - 30' East. Tactical command of TU 50.8.13 was assumed by this vessel at 2000, 26 April, 1945. On the 27th the RUDYERD BAY, the other combat escort carrier present with CTG 50.8, was relieved by the PETROF BAY.

At 0950, 26 April, the EULL came alongside and received mail for further transfer. At 0958 the FARRAGUT took off guard mail and was detached from the formation at 1349.

On the 27th this vessel conducted fueling operations with the U.S.S. ENOREE (AO 69), also receiving some provisions. Official mail was placed aboard the MILLER at 1011. Mail again left the ship via the AYLWIN at 0919 on the 29th. Official mail was received from the DENNIS at 0700 on the 30th, and U.S. Mail put aboard the DALE at 0612 on the same date.

On May 2nd two Corsairs were taken aboard from the ATTU. Ferry pilots were returned by the KYNE. The tail assembly of one Corsair was damaged upon landing. The ATTU then departed the formation and the two planes were flown aboard the WINDHAM BAY on 4 May. U.S. Mail was again taken off on 3 May by the CONKLIN.

Flight operations during this period were extremely light, consisting of routine patrols over the oiler group. Duty was alternated daily with the PETROF BAY, and both ship and crew profited by reduced schedules. Motion pictures were again shown nightly on the hangar deck and all hands enjoyed the brief respite. This interval was utilized to do the many small jobs about the ship that had accumulated during the 32 days of continuous offensive operations against OKINAWA. Minor repairs to aircraft that could not be undertaken with heavy combat schedules to meet were accomplished during this period. As a majority of planes on board at this time had flown many hours, these items were numerous. Such "breathers" are of inestimable value and should be regularly scheduled if at all possible during any period of extended operations.

On 8 May this ship was relieved by the STEAMER BAY. Prior to departing for Guam for a ten-day period of availability for interim upkeep, an exchange of planes was effected with the PETROF BAY. Six VT and 8 VF were flown off and 5 VT and 4 VF received. At 1211 the LUNGA POINT, with the NAWMAN and TABBERER, was detached from TG 50.8 and set course for Guam. At 1530 all clocks were set ahead one hour.

On the morning of 11 May tow planes were furnished from the beach and the ship exercised at gunnery practice.

Arrived Guam 1210 (K), 11 May, 1945.

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PART III

B. WEATHER

APPROACH PHASE - March 21-25, 1945.

A weak tropical front passed to the southward over Ulithi at 0400 March 21. The U.S.S. LUNGA POINT was under way at 0639K. The wind was North-easterly 15-25 knots from the area of Ulithi northward to 20° North latitude. These winds were encountered along the route until the afternoon of March 23. A few light showers were encountered a few hours after leaving Ulithi. On March 22, heavy swells from the Northeast made flight operations hazardous to the extent that they were cancelled for that day. Low cumulus clouds covered 2/10 - 5/10 of the sky during the period March 21 to March 23.

During the afternoon of March 23, the wind decreased rapidly to 8 - 12 knots but remained East North-easterly in direction. At 0400 March 23, a weak cold front was encountered. A low overcast of stratocumulus clouds and light showers were associated with the front. The wind backed to North 15-20 knots, behind the front. The sea conditions were not as severe as on the previous day and flight operations were not interrupted but landing operations on the flight deck remained hazardous.

PRE-LANDING PHASE - March 25 - April 1, 1945.

The operating area of this ship was located to the Southeast of Okinawa and as a result was under no influence of any land mass or island weather with respect to diurnal weather influences. On March 24 at 0600 a cold front, associated with a moderate low pressure center located in central Japan, passed through the Okinawa area. There were scattered showers along the frontal zone with an average of 9/10 - 10/10 Stratocumulus clouds with bases between 1000 and 2000 feet. Ceilings lowered to 200 - 300 feet and visibility reduced to $\frac{1}{2}$ mile in showers. The wind became northerly 18 - 20 knots for a 24 hour period following the frontal passage. Although landing of aircraft was hazardous, flight operations were maintained. On March 25 the sky cleared to 3/10 cumulus 2500 feet and the wind veered to easterly 12 - 15 knots. The high pressure area following the front was shallow and rapid moving which resulted in the rapid deterioration of good weather. On 26 March the convoy area had come under the influence of southerly flow aloft and a cold front type occlusion passed through the area during the afternoon of March 27. On March 26, pilots of TBM-3 planes reported that ceilings of 2000 feet over Okinawa had made targets difficult to locate and that attack was dangerous due to the low ceiling. With the approach and passage of the weak occlusion on March 27, the wind veered to Southerly and increased in velocity to 17 - 20 knots. Behind the front it became Westerly 10 - 15 knots. Air operations were not hindered by conditions of weather on March 27. At 0400 March 28, a secondary cold front passed through the area with no weather associated except a sharp zone of cumulus clouds at 2000 feet and a veering of the wind to North 15 - 18 knots. The cloud cover remained 3/10 to 5/10 cumulus over open sea but returning pilots reported that targets were difficult to locate over Okinawa and some attacks were cancelled.

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WEATHER (Cont'd)

As the occluded system moved North-eastward from Japan, a wave formed North of Formosa on the associated cold front. On March 29 we came under the influence of this wave as it passed to the South of the Okinawa area. There was an overcast of stratocumulus 3000 - 4000 feet during the afternoon and night of March 29. On March 30, the ceiling lowered to an average of 1500 - 2500 feet with intermittent rain squalls. The wind was Southeasterly as the wave approached, Easterly as it passed to the South, then Northeast after passage. Velocities averaged 14 - 22 knots during the entire period. Two flights of fighter planes reported that they were unable to locate their assigned targets due to low clouds and poor visibility. Flight operations from the carrier were not interrupted.

GROUND SUPPORT PHASE - April 1-26, 1945.

During the previous ten days, two severe tropical storms, of hurricane intensity, had moved erratically about in the area East of the Philippine Islands. After April 1st they moved Northeast on a course which passed three hundred miles Southeast of the Okinawa area. Four days following April 1st, the area experienced Northeast to East winds 18 - 25 knots with heavy swells from the East. The wind and swells were produced by the tropical storms as they moved Northeast. During this period the sky remained clear and the visibility averaged 15 - 18 miles. Landing aircraft was hazardous due to the heavy sea swells.

During the afternoon of April 4, a cold front approached this area from the Northwest. The East wind subsided and became Northerly 5 - 11 knots in the frontal zone. From 1400 - 1600 there was extremely low visibility of $\frac{1}{2}$ mile in the carrier area due to smoke brought southward by the wind from the Okinawa area. Landing operations were delayed until the carrier group moved from the smoke area. The frontal zone passed through this area April 4, at 2300.

During the morning of April 5, the sky was covered with a thick layer of stratocumulus and cumulus clouds which extended from 2000 feet up to 14000 feet. Over land visibility and ceilings remained near zero. No ground support, photographic or observation flights could be made but local anti-submarine patrol and local combat air patrol flights were made on schedule. During the two days following the frontal passage the wind remained northerly 17 - 25 knots, the sky remained overcast at 3 - 4000 feet, and sea swells averaged 10 - 15 feet from the North. Flight operations were carried out on schedule.

The period of April 7 to April 10 inclusive was a period of local showers, 5/10 - 7/10 cumulus clouds, low morning visibility over land and winds 11 - 15 knots veering to the South. A wide spread trough formed along the East coast of China and moved into this area by 0300 April 10. During the afternoon the sky was 10/10 stratocumulus, with ceilings 300 - 500 feet. The air was unstable and turbulent with frequent rain squalls encountered. The wind became Easterly 16 - 19 knots. All direct support and observation flights were cancelled. On the following morning at 0300 April 11, a secondary cold front

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WEATHER (Cont'd)

passed through the area with north winds 25 - 30 knots developing behind the front. The ceiling lifted to 4000 feet by 0500 but the wind averaged 18 - 25 knots until 1200. Flight operations were carried out on schedule April 11.

The most favorable weather of the entire period for aircraft operations during the Okinawa operation, occurred April 12 to April 18. During this period, warm, weak high pressure air masses moved Eastward from China across the area. The winds remained Easterly to Southeasterly 11 - 15 knots. The average cloud cover was 3/10 - 6/10 cumulus 2000 - 2500 feet at sunrise but averaged only 1/10 to 3/10 during the remainder of the period. The visibility averaged 10 - 15 miles with ceilings unlimited except during a period of 3 to 4 hours each morning. There were no weather phenomena which delayed or prevented effective flight operations during this period.

The period of April 19 to April 26 was characterized by one major outbreak of cool air, a period of good weather then a period of four days with a succession of weak waves passing Eastward over the area and blocked from following a Northeast path by a widespread stagnant high pressure area centered just East of central Japan. A cold front, associated with a deep occluded system off East Japan, moved through the Okinawa area 2000 April 19. With the approach of the cold front, the wind veered to South and increased in velocity to 18 - 20 knots but dropped to 7 - 9 knots as the front moved into the area. Post frontal wind was North 20 - 26 knots with a slight sea developing. The ceiling lowered to 2 - 500 feet in shower areas with visibility decreasing to 2 - 4 miles. Air operations were continued except for ground support flights. April 21, 22, and 23 experienced good weather due to the high pressure existing over this area. The wind remained light North-easterly with visibility and ceiling unlimited. By the end of the day, April 22, a high overcast 4000 - 5000 feet had developed as a result of a wave forming on the cold front near Formosa. The first of a series of three waves moved into the Okinawa area by morning of April 23. All ground support air operations were cancelled as visibility and ceilings had become zero over land and 500 - 1500 feet with 1 - 2 miles visibility over water. The wind varied from Southeast to South 10 - 12 knots. As the centers of the waves moved to the North of the Okinawa area the wind only varied in South-erly direction as the second wave moved into the area on April 24. Scattered showers, low ceilings low visibility caused the cancellation of ground support flight operations on this day. This situation showed little improvement April 25 as the third small wave moved into the area. The U.S.S. LUNGA POINT departed from the Okinawa assault area.

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

U.S.S. LUNGA POINT (CVE 94)

PART III

B. WEATHER (Cont'd.)

ESCORT DUTY, Period From April 25 - May 8, in area of RASA SHIMA.

As the U.S.S. LUNGA POINT retired from the immediate area of Okinawa toward Rasa Shima, an Easterly course was followed which kept pace with a series of waves along a stationary cold front lying in an East-West direction along the route. The major high pressure air masses were at this time pushing Eastward from continental Asia in latitudes which were far enough North that the area of Rasa Shima was in the mean path of chains of waves which formed on cold fronts which pushed into the area from the North but remained stationary at that latitude. There were rain showers in the area April 26 and April 27. The ceiling averaged 2000 to 3000 feet and visibility was 6 - 10 miles. There were brief periods when the visibility dropped to 3 - 4 miles in showers. The wind was Southwesterly 10 - 15 knots April 26-27 but became North-easterly with the passage of the last wave of the series to the South of the area on April 28. The wind remained Northeast 17-22 knots April 28 and April 29. During this period the cloud cover averaged 3/10 to 5/10 stratocumulus in patches. The sea condition was slight April 26 and 27, becoming negligible April 28-29-30.

By April 30 the wind began to veer to the South as the high pressure moved to the Northeast of Iwo Jima. A deep low pressure center moved Eastward from Manchuria and the trailing cold front reached the Rasa Shima area on May 3. During the period May 1 to May 3 the wind remained Southerly 10-18 knots with an average of 6/10-8/10 warm sector cumulus cloudiness.

The front passed through the area at 0530 May 3, accompanied by light showers and 10/10 stratocumulus clouds at 1500 feet. The wind became West 11-15 knots, then began to back to the South, indicating the approach of a wave from the South. The wave passed to the South of the area with low ceilings of 0 to 1500 feet, rain areas, and average visibility of 1-6 miles. The winds continued backing to the East, then Northeast, while increasing to an average of 18-25 knots. Flight operations were cancelled May 4 and May 5. The period of May 6 and May 7 had mostly clear sky, North-east wind 20-25 knots, excellent visibility and moderate Northeast sea swell. By May 7, the ship passed under the warm front of a deep wave approaching the area of Rasa Shima from the West. By midday we had passed into the warm sector with South winds 23-25 knots, present. With a rapidly falling barometer and an approaching cold front with high winds and rough seas, the U.S.S. LUNGA POINT left the area for Guam, remaining ahead of the cold front until we were clear of the waves influence

RETIREMENT PHASE (RASA SHIMA TO GUAM)

May 8 - 11, 1945.

No air operations were carried out during this period. As the course was to the Southeast from the RASA SHIMA area, our position was maintained in the warm sector with the cold front approaching from the Northwest. The wind remained Southwest 12-25 knots May 8, but as we increased our distance from the wave center the wind dropped to 11-15 knots and backed to Southerly on May 9. On May 9 and 10 the sky remained 3/10 - 5/10 swelling cumulus with an 8-11 knot wind which backed slowly to ESE as we passed through the Western extension of the semi-permanent high pressure area. Scattered showers were encountered in a weak frontal zone on May 11 near Guam.

U.S.S. LUNGA POINT (CVE 94)

S-O-N-F-I-D-E-N-T-I-A-L

PART III

TABLE OF DAILY POSITIONS, TIMES OF SUNRISE, SUNSET, MOONRISE AND MOONSET

(NOTE: All positions are North and East, Times Zone -9, except where indicated)

| <u>DATE</u> | <u>TIME</u> | <u>LATITUDE</u> | <u>LONGITUDE</u> | <u>SUNRISE</u> | <u>SUNSET</u> | <u>MOONRISE</u> | <u>MOONSET</u> | <u>PHASE</u> |
|-------------|-------------|-----------------|------------------|----------------|---------------|-----------------|----------------|--------------|
| 3/21 | 0800 | | | 0644(K) | | | | |
| | 1200 | | | | | | | |
| | 2000 | 12-04.5 | 138-35 | | | | | |
| 3/22 | 0800 | 14-37 | 136-39 | 0653(K) | 1905(K) | | | |
| | 1200 | 15-25 | 136-03 | | | | | |
| | 2000 | 17-06.5 | 135-02 | | | | | |
| 3/23 | 0800 | 19-33 | 133-24.5 | 0610 | 1828 | | | |
| | 1200 | 20-20 | 133-35 | | | | | |
| | 2000 | 21-40 | 132-53 | | | | | |
| 3/24 | 0800 | 23-08 | 130-45 | 0617 | 1835 | | | |
| | 1200 | 23-33 | 130-07.5 | | | | | |
| | 2000 | 24-35 | 129-16 | | | | | |
| 3/25 | 0800 | 25-14 | 127-30 | 0630 | 1841 | 1547 | 0432 | |
| | 1200 | 25-34.5 | 127-34 | | | | | |
| | 2000 | 25-33 | 127-44 | | | | | |
| 3/26 | 0800 | 25-29 | 127-10 | 0627 | 1842 | 1640 | 0510 | |
| | 1200 | 25-42.3 | 127-25 | | | | | |
| | 2000 | 25-34.5 | 127-43.5 | | | | | |
| 3/27 | 0800 | 25-37.5 | 127-14 | 0626 | 1843 | 1732 | 0545 | |
| | 1200 | 25-26.4 | 127-26 | | | | | |
| | 2000 | 25-26.5 | 128-00 | | | | | |
| 3/28 | 0800 | 25-28 | 127-37 | 0625 | 1844 | 1823 | 0618 | Full |
| | 1200 | 25-29.5 | 127-45.5 | | | | | |
| | 2000 | 25-39.5 | 128-21 | | | | | |
| 3/29 | 0800 | 25-27 | 127-38 | 0624 | 1844 | 1844 | 0650 | |
| | 1200 | 25-51.5 | 128-17.9 | | | | | |
| | 2000 | 26-37.5 | 129-37 | | | | | |
| 3/30 | 0800 | 25-20 | 127-42 | 0623 | 1845 | 2005 | 0722 | |
| | 1200 | 25-16.5 | 127-58.5 | | | | | |
| | 2000 | 25-07 | 128-27 | | | | | |
| 3/31 | 0800 | 25-56 | 126-59 | 0622 | 1845 | 2056 | 0754 | |
| | 1200 | 25-26 | 127-26 | | | | | |
| | 2000 | 25-12 | 128-01 | | | | | |

U.S.S. LUNGA POINT (CVE 94)

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

PART III

TABLE OF DAILY POSITIONS, TIMES OF SUNRISE, SUNSET, MOONRISE AND MOONSET (Cont.)

(NOTE: All positions are North and East, Time Zone -9, except where indicated)

| <u>DATE</u> | <u>TIME</u> | <u>LATITUDE</u> | <u>LONGITUDE</u> | <u>SUNRISE</u> | <u>SUNSET</u> | <u>MOONRISE</u> | <u>MOONSET</u> | <u>PHASE</u> |
|-------------|-------------|-----------------|------------------|----------------|---------------|-----------------|----------------|--------------|
| 4/1 | 0800 | 25-29 | 127-16 | 0621 | 1845 | 2147 | 0829 | |
| | 1200 | 25-07.5 | 127-40.3 | | | | | |
| | 2000 | 25-09.5 | 127-43 | | | | | |
| 4/2 | 0800 | KERAMA RETTO | | 0620 | 1846 | 2241 | 0903 | |
| | 1200 | KERAMA RETTO | | | | | | |
| | 2000 | 26-00 | 127-43 | | | | | |
| 4/3 | 0800 | 25-33 | 127-51 | 0619 | 1847 | 2335 | 0944 | |
| | 1200 | 25-33 | 128-07 | | | | | |
| | 2000 | 25-29 | 128-14.5 | | | | | |
| 4/4 | 0800 | 25-19.5 | 128-08 | 0618 | 1847 | ----- | 1029 | |
| | 1200 | 25-30.8 | 128-00 | | | | | |
| | 2000 | 25-19 | 128-19 | | | | | |
| 4/5 | 0800 | 25-14 | 127-55 | 0617 | 1848 | 0030 | 1118 | Last Qtr. |
| | 1200 | 25-27 | 128-08.5 | | | | | |
| | 2000 | 25-02 | 128-14 | | | | | |
| 4/6 | 0800 | 25-07 | 128-18.4 | 0615 | 1849 | 0124 | 1213 | |
| | 1200 | 25-24.5 | 127-45.8 | | | | | |
| | 2000 | 25-18.5 | 128-04.8 | | | | | |
| 4/7 | 0800 | 25-01 | 131-18 | 0614 | 1849 | 0217 | 1313 | |
| | 1200 | 25-30 | 131-39 | | | | | |
| | 2000 | 25-25 | 131-30 | | | | | |
| 4/8 | 0800 | 25-23 | 128-33.5 | 0613 | 1849 | 0307 | 1413 | |
| | 1200 | 25-27.5 | 128-04 | | | | | |
| | 2000 | 25-12 | 127-46 | | | | | |
| 4/9 | 0800 | 25-10 | 127-50 | 0613 | 1849 | 0354 | 1517 | |
| | 1200 | 25-15 | 127-33 | | | | | |
| | 2000 | 25-11 | 127-40 | | | | | |
| 4/10 | 0800 | 25-28 | 127-45.5 | 0612 | 1850 | 0439 | 1624 | |
| | 1200 | 25-17 | 127-36 | | | | | |
| | 2000 | 25-06 | 127-53.5 | | | | | |
| 4/11 | 0800 | 25-04 | 128-00 | 0611 | 1850 | 0522 | 1731 | |
| | 1200 | 25-12 | 127-28 | | | | | |
| | 2000 | 25-17 | 127-52 | | | | | |

U.S.S. LUNGA POINT (CVE 94)

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

PART III

TABLE OF DAILY POSITIONS, TIMES OF SUNRISE, SUNSET, MOONRISE AND MOONSET (Cont.)

(NOTE: All positions are North and East, Times Zone -9, except where indicated)

| <u>DATE</u> | <u>TIME</u> | <u>LATITUDE</u> | <u>LONGITUDE</u> | <u>SUNRISE</u> | <u>SUNSET</u> | <u>MOONRISE</u> | <u>MOONSET</u> | <u>PHASE</u> |
|-------------|-------------|-----------------|------------------|----------------|---------------|-----------------|----------------|--------------|
| 4/12 | 0800 | 25-17 | 127-30.5 | 0609 | 1851 | 0605 | 1838 | New |
| | 1200 | 25-09.5 | 125-36.2 | | | | | |
| | 2000 | 25-04 | 127-55 | | | | | |
| 4/13 | 0800 | 25-17 | 127-32 | 0608 | 1851 | 0647 | 1945 | |
| | 1200 | 25-16.5 | 127-59 | | | | | |
| | 2000 | 25-12 | 127-59.2 | | | | | |
| 4/14 | 0800 | 25-16 | 127-33 | 0607 | 1852 | 0731 | 2053 | |
| | 1200 | 25-21.9 | 127-49 | | | | | |
| | 2000 | 25-07 | 127-35 | | | | | |
| 4/15 | 0800 | 25-22 | 127-35 | 0606 | 1852 | 0817 | 2159 | |
| | 1200 | 25-28.6 | 127-43.4 | | | | | |
| | 2000 | 25-21 | 128-34 | | | | | |
| 4/16 | 0800 | 25-26.5 | 127-18 | 0606 | 1852 | 0906 | 2303 | |
| | 1200 | 25-23.8 | 127-47 | | | | | |
| | 2000 | 25-18 | 128-41 | | | | | |
| 4/17 | 0800 | 25-08 | 131-26 | 0605 | 1853 | 0959 | ---- | |
| | 1200 | 25-09 | 132-02 | | | | | |
| | 2000 | 25-11 | 131-35 | | | | | |
| 4/18 | 0800 | 25-12 | 128-46 | 0604 | 1854 | 1054 | 0004 | |
| | 1200 | 25-15.5 | 128-03 | | | | | |
| | 2000 | 25-01 | 127-43 | | | | | |
| 4/19 | 0800 | 25-24 | 127-54 | 0603 | 1854 | 1151 | 0101 | 1st. Qtr. |
| | 1200 | 25-18 | 127-49 | | | | | |
| | 2000 | 25-10 | 127-53 | | | | | |
| 4/20 | 0800 | KERAMA RETTO | | 0602 | 1855 | 1247 | 0148 | |
| | 1200 | KERAMA RETTO | | | | | | |
| | 2000 | 25-20 | 127-25 | | | | | |
| 4/21 | 0800 | 25-07 | 128-03 | 0601 | 1855 | 1342 | 0232 | |
| | 1200 | 25-16.5 | 128-05.5 | | | | | |
| | 2000 | 25-09 | 128-12 | | | | | |
| 4/22 | 0800 | 25-14 | 127-59 | 0559 | 1856 | 1435 | 0312 | |
| | 1200 | 25-23.8 | 128-18.2 | | | | | |
| | 2000 | 25-13 | 128-04 | | | | | |

U.S.S. LUNGA POINT (CVE 94)

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PART III

TABLE OF DAILY POSITIONS, TIMES OF SUNRISE, SUNSET, MOONRISE AND MOONSET (Cont.)

(NOTE: All positions are North and East, Times Zone -9, except where indicated)

| <u>DATE</u> | <u>TIME</u> | <u>LATITUDE</u> | <u>LONGITUDE</u> | <u>SUNRISE</u> | <u>SUNSET</u> | <u>MOONRISE</u> | <u>MOONSET</u> | <u>PHASE</u> |
|-------------|-------------|-----------------|------------------|----------------|---------------|-----------------|----------------|--------------|
| 4/23 | 0800 | 25-31 | 127-56 | 0558 | 1856 | 1528 | 0349 | |
| | 1200 | 25-21 | 128-01 | | | | | |
| | 2000 | 25-04 | 127-56 | | | | | |
| 4/24 | 0800 | 25-29 | 128-00 | 0558 | 1857 | 1619 | 0421 | |
| | 1200 | 25-30 | 128-09 | | | | | |
| | 2000 | 25-08 | 128-17 | | | | | |
| 4/25 | 0800 | 25-47 | 128-01 | 0557 | 1857 | 1708 | 0453 | |
| | 1200 | 25-18.5 | 128-00.5 | | | | | |
| | 2000 | 25-21.5 | 128-37.6 | | | | | |
| 4/26 | 0800 | 24-45 | 131-48 | 0544 | 1844 | 1748 | 0512 | |
| | 1200 | 24-08.5 | 131-45.5 | | | | | |
| | 2000 | 23-51.5 | 130-44 | | | | | |
| 4/27 | 0800 | 24-35 | 131-54 | 0542 | 1842 | 1839 | 0544 | Full |
| | 1200 | 24-52 | 131-17 | | | | | |
| | 2000 | 25-11 | 130-12 | | | | | |
| 4/28 | 0800 | 23-52 | 130-46.5 | 0542 | 1843 | 1927 | 0618 | |
| | 1200 | 24-03 | 131-15 | | | | | |
| | 2000 | 24-08 | 132-25 | | | | | |
| 4/29 | 0800 | 22-54 | 131-44 | 0542 | 1843 | 1931 | 0618 | |
| | 1200 | 23-18 | 132-11 | | | | | |
| | 2000 | 23-31.5 | 132-31.5 | | | | | |
| 4/30 | 0800 | 23-03 | 131-18 | 0541 | 1848 | 2119 | 0731 | |
| | 1200 | 23-16.5 | 131-33.5 | | | | | |
| | 2000 | 23-32.5 | 132-12 | | | | | |
| 5/1 | 0800 | 23-25.5 | 130-46 | 0540 | 1848 | 2214 | 0813 | |
| | 1200 | 23-07 | 131-10 | | | | | |
| | 2000 | 23-28 | 131-04 | | | | | |
| 5/2 | 0800 | 23-30 | 130-57 | 0542 | 1849 | 2307 | 0901 | |
| | 1200 | 23-47 | 131-32 | | | | | |
| | 2000 | 24-05 | 132-15 | | | | | |
| 5/3 | 0800 | 23-52 | 131-04 | 0539 | 1849 | ----- | 0954 | |
| | 1200 | 24-04 | 131-46 | | | | | |
| | 2000 | 24-08 | 132-23 | | | | | |

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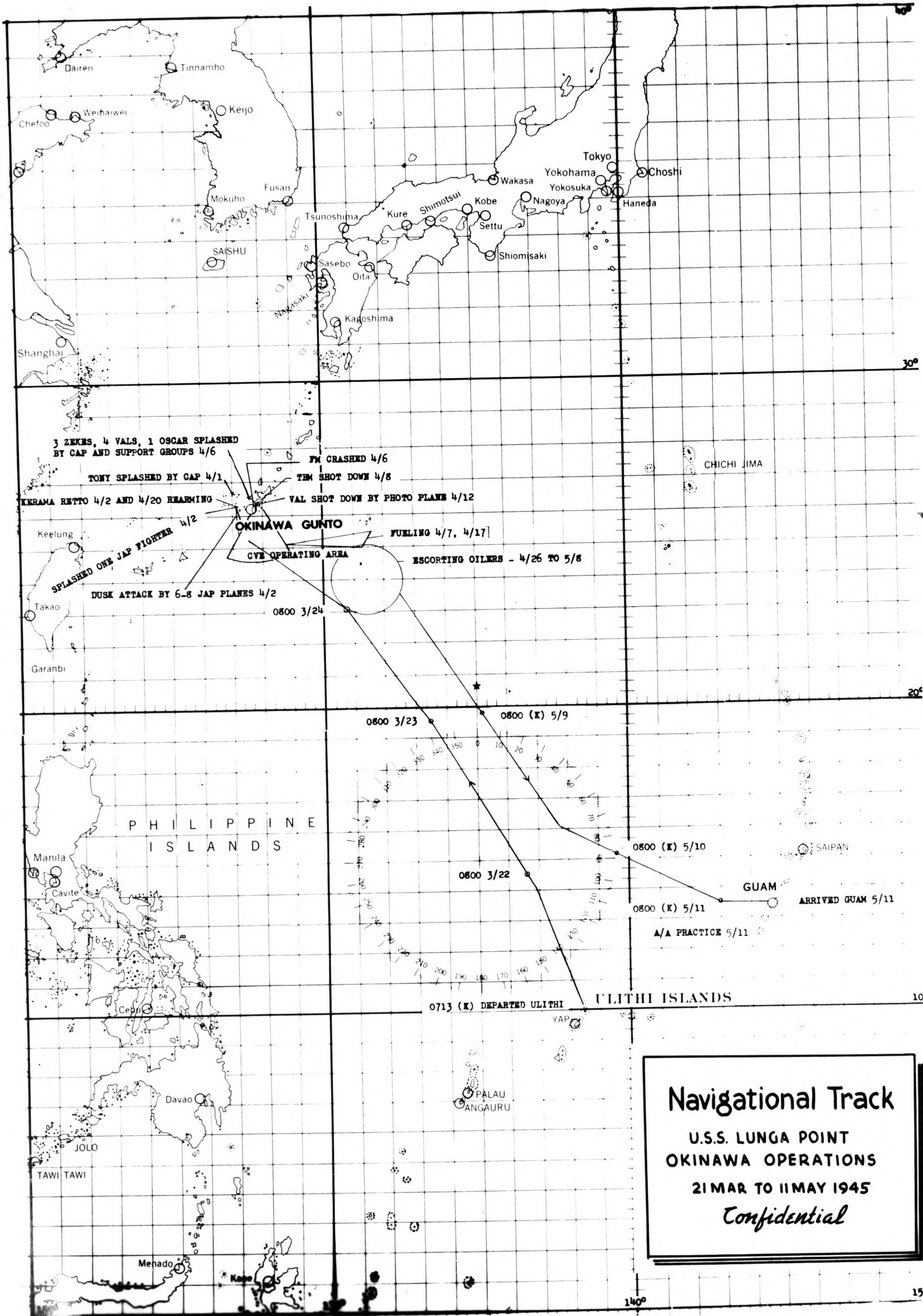
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PART III

TABLE OF DAILY POSITIONS, TIMES OF SUNRISE, SUNSET, MOONRISE AND MOONSET (Cont.)

(NOTE: All positions are North and East, Times Zone -9, except where indicated)

| <u>DATE</u> | <u>TIME</u> | <u>LATITUDE</u> | <u>LONGITUDE</u> | <u>SUNRISE</u> | <u>SUNSET</u> | <u>MOONRISE</u> | <u>MOONSET</u> | <u>PHASE</u> |
|-------------|-------------|-----------------|------------------|----------------|---------------|-----------------|----------------|--------------|
| 5/4 | 0800 | 23-42 | 131-04 | 0538 | 1850 | 0000 | 1050 | |
| | 1200 | 23-59.5 | 131-29 | | | | | |
| | 2000 | 23-29 | 132-16 | | | | | |
| 5/5 | 0800 | 23-22 | 130-50 | 0537 | 1851 | 0049 | 1149 | Last Qtr. |
| | 1200 | 23-05 | 130-55.5 | | | | | |
| | 2000 | 23-49.1 | 132-06 | | | | | |
| 5/6 | 0800 | 23-50 | 130045.5 | 0536 | 1851 | 0136 | 1251 | |
| | 1200 | 23-55 | 131-28 | | | | | |
| | 2000 | 24-35 | 132-05 | | | | | |
| 5/7 | 0800 | 23-38 | 130-57 | 0535 | 1852 | 0221 | 1354 | |
| | 1200 | 23-56 | 131-32.5 | | | | | |
| | 2000 | 24-11 | 132-29 | | | | | |
| 5/8 | 0800 | 23-38 | 131-15 | 0532 | 1945(K) | 0303 | 1458 | |
| | 1200 | 23-31 | 131-45.5 | | | | | |
| | 2000(K) | 22-18 | 132-58 | | | | | |
| 5/9 | 0800(K) | 19-50 | 135-22 | 0629(K) | 1921(K) | | | |
| | 1200(K) | 19-16 | 136-06 | | | | | |
| | 2000(K) | 17-44 | 137-19 | | | | | |
| 5/10 | 0800(K) | 15-37 | 139-45 | 0604(K) | 1853(K) | | | |
| | 1200(K) | 15-11 | 140-24 | | | | | |
| | 2000(K) | 14-25 | 141-41 | | | | | |
| 5/11 | 0800(K) | 14-30 | 143-00 | 0601(K) | | | | |
| | 1210(K) | Arrived Guam. | | | | | | |



Navigational Track
 U.S.S. LUNGA POINT
 OKINAWA OPERATIONS
 21 MAR TO 11 MAY 1945
Confidential

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

U.S.S. LUNGA POINT (CVE 94)

PART III

NARRATIVE

Approach and Escort Phase

Granted availability in Apra Harbor, Guam, from 11 May to 23 May, the LUNGA POINT drydocked and effected routine repair during this period.

23 May 1945

This ship sortied from Apra Harbor along with her escorts, the NAWMAN (DE 416) and TABBERER (DE 418) later joined by the SALAMAUA (CVE 96) forming T.U. 94.15.4. Conducted gunnery practice during morning. The new squadron, VC-98, flew aboard the same morning.

24 and 25 May 1945

While enroute to the fueling area southeast of OKINAWA, normal flight operations were conducted and in addition various training flights were scheduled for the new squadron.

26 May 1945

The SALAMAUA and TABBERER were detached and T.U. 94.15.4 disbanded. At 1227 T.G. 50.8 was sighted and the LUNGA POINT took position in formation with T.U. 50.8.13.

27 May 1945

T.G. 50.8 replenished various units of T.F. 58 with the LUNGA POINT providing LASP during the operation.

28 May 1945

The fleet designation was changed to Third Fleet, with Admiral William F. Halsey, Jr., USN, Commanding. The organization is as listed in enclosure (B 2) of PART II.

29 May 1945

At 1227, two F6F's and one TBM with tractor gear were landed aboard this ship. These planes were flown off the NEHENTA BAY (CVE 74) and at 1348 the LEWIS (DE 535) came alongside to take off and return the pilots. The LUNGA POINT was designated duty carrier and when the NEHENTA BAY was detached, assumed C.T.U. 30.8.13.

30 May to 3 June 1945

During this period routine flight operations were conducted for the fueling group, LASP and LCAP being flown when required. This period was also used to good advantage for conducting extra training flights for the new squadron VC-98.

U.S.S. LUNGA POINT (CVE 94)

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

PART III

TYPHOON AND OKINAWA SUPPORT PHASE

4 June 1945

At 0445, the LUNGA POINT maneuvered inside the screen for flight operations while units of T.G. 30.8 took stations to replenish T.G. 38.1.

This ship was relieved at 0858 by the SALAMAUA and proceeded to rendezvous with T.U. 32.1.1. This unit was sighted at 1209 and joined at 1320. O.T.C. (CTU 32.1.1) was Rear Admiral Martin with guide in the HOGGATT BAY (CVE 75). C.T.G. 32.1, Rear Admiral C.T. Durgin was in the NATOMA BAY (CVE 62) with the SARGENT BAY (CVE 83), NEHENTA BAY (CVE 74), WAKE ISLAND (CVE 65) and the SHAMROCK BAY (CVE 84) in company.

A typhoon, which had been threatening for the past day, was reported to the Southwest and moving in a Northerly direction. Course was set to Southeast and soon a shift in wind indicated typhoon would pass safely to the West of us. Shortly thereafter, however, another shift in wind indicated possibility of another typhoon to South which was later verified by dispatch weather reports. As the wind and seas increased the course was continued to the East - Southeast to avoid as much heavy weather as possible. At 2200 the velocity of the wind reached 40 knots.

5 June 1945

The typhoon reached its height at 0415 and rolls of 40° both to port and starboard were recorded by the bridge, with wind in gusts to 55 knots. Course was changed as wind hauled to right so that wind was always about 10-15 degrees on the starboard bow, this greatly decreased rolling tendency. Towards noon the wind and sea decreased and by 1630 the sea had calmed sufficiently to respot the deck which had been secured for the typhoon. None of the planes were damaged and the ship weathered the storm with only slight superficial damage.

6 June 1945

T.U. 32.1.1 resumed course to Sakishima. All anti-aircraft batteries were manned at 0918 and gunnery practice on a towed sleeve continued until 1125. During the afternoon LCAP was flown.

7 June 1945

At 0440, T.U. 32.1.1 took position to strike Sakishima while 32.1.3 fueled. General Quarters was sounded and at 0636 an enemy plane was seen to crash into the forward end of the flight deck of the NATOMA BAY. At 0639 another enemy plane was observed diving on the SARGENT BAY ultimately crashing ultimately crashing into the water fifty yards off the starboard bow of the HOGGATT BAY. The latter was not damaged and word was received from the NATOMA BAY that she was able to maintain her station in formation and her flight deck would be operational in two hours. This attack occurred in position, latitude 24°-41' N, longitude 126°-36' E. The pilots flying LCAP saw the planes only when they had dropped through the overcast and were going into their dives. The cloud condition in addition to haze favored the

U.S.S. LUNGA POINT (CVE 94)

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

PART III

NARRATIVE (Cont.)

attackers and the fact that they had sneaked in without being picked up by the radar further lessened the chance of their being intercepted. Bogies again approached the formation at 1016 but after looking it over retired before interception could be made. At 1056 condition I Easy was set. That day the LUNGA POINT flew a total of 40 LCAP and 16 LASP sorties.

8 June 1945

The SHAMROCK BAY with the SNYDER (DE 745) as escort left the formation for Kerama Retto to rearm. VC-98 flew its first support missions, hitting targets as directed on Okinawa throughout the day.

9 June 1945

The NEHENTA BAY rejoined the formation along with her escort, the R.S. BULL (DE 402) at 0526. The LUNGA POINT fueled the WOODWORTH (DD 460). At 1837 the SHAMROCK BAY and her escort, the SNYDER were sighted.

10 June 1945

At 0542, the R.S. BULL was despatched to escort the SHAMROCK BAY back to the formation. The latter had made contact with a submarine earlier and the SNYDER her escort had remained to carry on a search. Obtaining no further contacts, however, the SNYDER rejoined the formation at 1943.

11 June 1945

At 0524 the DENNIS (DE 405) joined the formation.

12 June 1945

The PATTERSON (DD 392) joined the formation and took station in the screen at 1834. Support missions were again flown over Okinawa where the Army and Marine Corps were getting the situation in hand, forcing the enemy farther to the Southern end of the island.

13 June 1945

The LUNGA POINT took position in the fueling line at 0745, taking on fuel oil and aviation gas. This operation was accomplished by 1219.

14 June 1945

The SARGENT BAY was detached and proceeded to Kerama Retto to rearm. T.U. 32.1.1 took on additional duties flying TCAP for minesweep group in Area Zebra. Twenty-four TCAP sorties were flown over the minesweeping operation in Area Zebra, while twenty ground support sorties reported over Okinawa. The Air Coordinators continued their favorable comments regarding VC-98's work in the area.

U.S.S. LUNGA POINT (CVE 94)

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

PART III

NARRATIVE (Cont.)

15 June 1945

Rear Admiral C.T. Durgin, USN, flew aboard the LUNGA POINT at 1205, on an official visit. Quarters were held at 1250 for the presentation of medals by ComEsCarPac to Captain G.A.T. Washburn, USN, Commanding Officer of the LUNGA POINT, three officers and eight enlisted personnel. Rear Admiral Durgin flew off the ship at 1347 and returned to the NATOMA BAY. The SARGENT BAY rejoined the formation and at 2200 the NEHENTA BAY left to rearm.

16 June 1945

At 2304, a bogie was reported at 18 miles. General Quarters was sounded, as it closed to six miles, but were secured when it continued on its course and was fifty miles distant. This was possibly a patrol plane failing to show its IFF.

SAKISHIMA GUNTO PHASE

17 June 1945

At 0144 LUNGA POINT departed T.U. 32.1.1 and set course to join T.U. 32.1.3 enroute to refueling area. When a mile to the rear of this formation, the R.S. BULL was released and returned to T.U. 32.1.1. Fuel oil and aviation gas were taken aboard during the morning after the LUNGA POINT took her place in the formation. A course was set for Sakishima Gunto.

18 June 1945

Flight Operations were resumed with strikes being flown against Ishigaki and Miyara airfields on Ishigaki Shima, Sakishima Gunto. An emergency turn was made during the afternoon when a submarine contact was made by one of the escorts. This contact was later evaluated as being non-submarine.

19 June 1945

Requisitions for ammunition and provisions were put aboard the TILLS (DE 748) to be delivered to Kerama Retto and at 1925 the TILLS, along with the SHIPLEY BAY, left to rearm.

20 June 1945

The DALEY (DD 519) was fueled by the LUNGA POINT, and shortly thereafter T.U. 32.1.1 was sighted. When T.U. 32.1.1 joined the formation T.U. 32.1.3 was disbanded. The NATOMA BAY with ComEsCarPac on board, WAKE ISLAND and MANILA BAY departed for Guam, and the SARGENT BAY and OKLAHOMA CITY for Leyte. T.U. 32.1.1 remaining consisted of HOGGATT BAY, with C.T.U. 32.1.1 aboard, NEHENTA BAY, SHAMROCK BAY, STEAMER BAY, SHIPLEY BAY, FANSHAW BAY (ComCarDiv26), LUNGA POINT and VICKSBURG. Shortly thereafter the LUNGA POINT along with the WILKES (DD 440) was detached to proceed to KERAMA RETTO for rearming and provisioning.

CONFIDENTIAL

U.S.S. LUNGA POINT (CVE 94)

PART III

NARRATIVE (Cont.)

SAKISHIMA GUNTO PHASE

21 June 1945

VF were launched at 0459 to provide LCAP and land was sighted about one hour later. At 0651, the LUNGA POINT dropped anchor in Kerama Retto. At 0800, flash red by SOPA as a bogie closed to three miles. The plane opened and finally disappeared from the screen and area returned to flash white. Ammunition and provisions were loaded and the LUNGA POINT got underway at 1433. The decision to spend no more time than necessary in what is locally known as "Bogie Bay" was amply justified when reports that Kerama Retto was under attack reached this ship at about 1900. At the time of this attack, however, our position was some sixty miles away from the action. Among the ships reported damaged were the CURTISS (AV 4) and the KENNETH WHITING (AV 14). At 2123 this ship joined T.U. 32.1.1 in formation of seven carriers, the VICKSBURG (CL 86) and a thirteen ship screen.

22 June 1945

A dispatch was received stating that all organized resistance on Okinawa had ceased on 21 June, and small isolated pockets of the enemy were being cleaned out by the Army and Marine Corps. All anti-aircraft batteries were manned at 1454 as the ship went to general quarters. The bogey showed at seven miles bearing 270° T opened and faded. The airfields of Ishigahi and Miyara on Ishigake Shima were again the target for our planes, 28 sorties being sent against them. The STEAMER BAY and the SHIPLEY BAY departed for Ulithi that evening.

23 June 1945

The tankers were sighted at 0535 15 miles off, bearing 175° T and fueling exercises were commenced. Anti-aircraft batteries were manned at 1712 and gunnery practice was conducted until 1824. LCAP and LASP were launched during the day as directed.

RETIREMENT PHASE

24 June 1945

In early pre-dawn hours, word was received that operations in area Zebra had been completed and T.U. 32.1.1 immediately took departure for Leyte.

25 June to 27 June 1945

Inroute Leyte, routine flight operations. Conducted AA practice on 26th. Arrived Leyte 27 June anchored in San Pedro Harbor at

1539

C O N F I D E N T I A LPART IIIB. WEATHERAPPROACH PHASE - Guam to Rasa Shima

The course followed from Guam to Rasa Shima passed through the westward extension of the semi-permanent high pressure cell in the Western Pacific. No fronts were encountered in the stable, divergent flow, air stream. Visibility averaged 15 miles, the wind was easterly 10-15 knots at Guam and veered to SW'ly 10-15 knots as we passed across the periphery of the high pressure area. Patrol and search operations were carried out on schedule without interference from weather phenomena.

LOGISTICS SUPPORT GROUP PHASE (0800 May 26 to 0800 June 4)

During the entire period the ship remained within 100-200 miles of the frontal zone which passes through Formosa, Okinawa and Iwo Jima. As we maintained our position to the south of the frontal zone, the weather experienced was largely determined by a series of stable waves passing eastward along the frontal zone. The wind direction varied between SE and SW with velocities averaging 10-18 knots. Showers were experienced when the quasi-stationary sections of the fronts moved to a position near Rasa Shima. Visibility averaged 15 miles and ceilings were never below 2000 ft. except for brief periods in showers.

On June 1 the high pressure cell to the east weakened markedly and the upper winds at Saipan became SE'ly which was a good indication that the tropical storm reported near 12N - 128E, would move northward. At the same time a cool air mass moved eastward from North China causing the stable waves to the south to deepen. Little change in the weather was experienced until June 3 when the sky became overcast with cirrostratus and the typhoon was reported approaching from the south. The wind became SE'ly 17-20 knots by 0800 June 4. Squalls were seen on the southwestern horizon. The ship was detached from the Logistics Support Group and made a course of 110 degrees to avoid the storm.

RETIREMENT PHASE IN EXECUTION OF TYPHOON PLAN "WILLIAM" 0800 June 4 to 0800 June 6.

As was later discovered, there were two typhoons. The first typhoon was successfully avoided. The winds veered to the south by 1600 and the squalls disappeared. At this time the wind suddenly backed to NE, heavy swells developed from the SE and by 1800 the ship was again in squalls. The typhoon developed in regular pattern. The maximum intensity of the typhoon was encountered 0300 June 5 to 0800 June 5. During this time the wind was S'ly 45-50 knots, swells south 45-60 feet, ceiling 0-50 feet, visibility 0- $\frac{1}{2}$ mile and heavy squalls were encountered. After 0800 there was a slow general improvement with the swell subsiding radically and the wind becoming SW'ly 25 knots by 1200. At this time course was set for Sakashima. No flight operations were carried on from 0800 June 4 to 0800 June 6 due to above typhoon conditions.

SAKISHIMA STRIKE PHASE (0800 June 6 to 0800 June 8)

A course of 320 degrees was maintained on June 6 in order to reach position for striking Sakishima. The last traces of the typhoon disappeared except for a

C O N F I D E N T I A LPART IIIB. WEATHER (Cont.)SAKISHIMA STRIKE PHASE (0800 June 6 to 0800 June 8) (Cont.)

moderate SW wind and low swell. As the Sakishima Area was approached during the night a cold mass of air, which had been pulled southward by the intense circulation of the typhoon, was encountered. As the front passed the wind became W'ly 17-20 knots then slowly veered to N 12-17 knots and remained in this direction during the remainder of the period. During the day of June 7 the air operations were not delayed or prevented by weather except that visibility over the central parts of the islands of the Sakashima group was limited to 4-6 miles by low broken clouds.

OKINAWA SUPPORT OPERATIONS PHASE (0800 June 8 to 0800 June 11)

During this period the wind veered from N'ly to E'ly as a deep low formed near southern Formosa and the front remained to the south of the Okinawa area. The entire period remained cloudy with an average ceiling of 2500-3000 feet. The moderate E'ly winds created a slight to moderate E'ly swell which made flight operations hazardous but did not delay the air operations schedule.

SECOND RETIREMENT PHASE IN EXECUTION OF TYPHOON PLAN WILLIAM 0800 June 11 to 12.

By 0800 June 11 the deep low south of Formosa was reported as a major typhoon and all ships in the Okinawa area were ordered to proceed eastward in execution of plan William. Flight operations were suspended. As the typhoon followed a N'ly course, no effects of its presence was felt by this vessel. Support flight operations were resumed at 0800 June 12. The warm front passed to the north of our area with no appreciable change in the weather and once more the operating area came under the influence of S'ly winds and fair weather conditions were present.

SECOND OKINAWA DIRECT SUPPORT PHASE (June 12 to June 17).

During this entire period the weather conditions were excellent in all respects for flight operations. The operating area remained to the South of the frontal zone in the divergent S'ly air flow. There was an average of 1-3 tenths fair weather cumulus with scattered patches of cirrus present. Visibility at sea and in the target area was good. Ceilings were unlimited except during the afternoon over land where it became 2500-3000 feet. Wind velocities averaged 10-16 knots.

SECOND SAKISHIMA STRIKE PHASE (June 18 to June 21).

Flight operations over the Sakishima group were carried out without interference except for low visibility and ceiling over the central portion of the islands. Planes were unable to locate targets assigned in these sections of the islands. On June 18 the area remained in the fair weather area to the south of the frontal zones. The wind remained S'ly and sea conditions were negligible. On June 19 a weak cold front pushed southward to the Sakishima area with showers and 1000 foot ceilings present. A photo plane was forced to make runs at an extremely low level due to the low ceilings. Other strike flights carried out their assigned strikes without interference as the frontal zone was very narrow. On June 20 the frontal zone retreated northward and fair weather was present.

U.S.S. LUNGA POINT (CVE 94)

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

PART III

B. WEATHER (Cont.)

REPLENISHMENT OF AMMUNITION - Kerama Retto (June 21) and SAKASHIMA STRIKE OPERATIONS (June 22 to June 23).

As the ship proceeded northward the weak cold front was again encountered and showers were present in the frontal zone. At Kerama Retto, no flight operations were carried out. The wind was N'ly 15-20 knots with a partly cloudy sky. Visibility averaged 15 miles. At 1400 June 21, the ship moved southward to rejoin the strike group at Sakashima. The wind remained N'ly throughout the remainder of the period. On June 22 strike operations were resumed with partly cloudy skies present. The wind backed to west 10-15 knots. No weather difficulties were encountered.

RETIREMENT TO LEYTE PHASE

At 0200 June 23 the task force set a course of 185 degrees for Leyte. The wind backed to SE during the early morning hours as the weak frontal zone was crossed. Partly cloudy skies and a light SE'ly wind were experienced until 1500 June 24 when light squalls were encountered in an inter-tropical front. There were short periods of low visibility and ceiling. During the rest of the period and until 1800 the following day SE winds 12-17 knots and a slight to moderate swell was encountered. A second inter-tropical front was encountered. Light showers and cumulus activity characterized the frontal zone. As the course of the ship was parallel to the front, showers persisted until 1200 June 26. No interference to flight operations was encountered during the retirement phase.

C O N F I D E N T I A LPART IIITABLE OF DAILY POSITIONS, TIMES OF SUNRISE, SUNSET, MOONRISE AND MOON SET

(NOTE: All positions are North and East, Times Zone -9, except where indicated)

| <u>DATE</u> | <u>TIME</u> | <u>LATITUDE</u> | <u>LONGITUDE</u> | <u>SUNRISE</u> | <u>SUNSET</u> | <u>MOONRISE</u> | <u>MOONSET</u> | <u>PHASE</u> |
|-------------|-------------|-----------------|------------------|----------------|---------------|-----------------|----------------|--------------|
| 5/23 | 0800 K | 13-30 | 144-22 | 0553(K) | 1905(K) | 1558(K) | 0329(K) | 1st quarter |
| | 1200 K | 14-09 | 144-17 | | | | | |
| | 2000 K | 15-29.5 | 142-54 | | | | | |
| 5/24 | 0800 K | 17-09 | 140-25 | 0603(K) | 1915(K) | 1643(K) | 0401(K) | |
| | 1200 K | 17-23 | 140-12 | | | | | |
| | 2000 K | 18-17 | 138-37 | | | | | |
| 5/25 | 0800 K | 19-52 | 131-06 | 0161(K) | 1936(K) | 1740(K) | 0434(K) | |
| | 1200 K | 20-17.5 | 135-12 | | | | | |
| | 2000 K | 21-19 | 133-32 | | | | | |
| 5/26 | 0800 K | 22-45 | 131-25 | 0627(K) | 1858 | 1832 | 0519 | |
| | 1200 | 23-05.5 | 130-23 | | | | | |
| | 2000 | 23-06 | 131-43.5 | | | | | |
| 5/27 | 0800 | 23-17 | 129-53 | 0525 | 1853 | 1927 | 0547 | Full |
| | 1200 | 22-53 | 129-08 | | | | | |
| | 2000 | 22-15 | 128-10 | | | | | |
| 5/28 | 0800 | 23-33 | 130-20 | 0525 | 1853 | 2023 | 0629 | |
| | 1200 | 23-20.2 | 130-47 | | | | | |
| | 2000 | 22-35 | 131-35 | | | | | |
| 5/29 | 0800 | 23-15 | 130-30 | 0525 | 1853 | 2117 | 0718 | |
| | 1200 | 22-38 | 130-45 | | | | | |
| | 2000 | 22-44 | 130-02 | | | | | |
| 5/30 | 0800 | 23-27 | 130-18 | 0530 | 1858 | 2210 | 0806 | |
| | 1200 | 23-02 | 130-50 | | | | | |
| | 2000 | 23-10 | 129-46 | | | | | |
| 5/31 | 0800 | 23-52 | 128-51 | 0530 | 1858 | 2301 | 0902 | |
| | 1200 | 24-20 | 129-17 | | | | | |
| | 2000 | 24-11 | 128-28 | | | | | |
| 6/1 | 0800 | 23-52 | 128-41 | 0530 | 1858 | 2349 | 1010 | |
| | 1200 | 24-25 | 129-11 | | | | | |
| | 2000 | 23-51 | 128-33 | | | | | |
| 6/2 | 0800 | 23-19 | 130-23 | 0530 | 1858 | - - - | 1102 | |
| | 1200 | 22-53.5 | 130-50 | | | | | |
| | 2000 | 22-26 | 131-58 | | | | | |

PART IIITABLE OF DAILY POSITIONS, TIMES OF SUNRISE, SUNSET, MOONRISE AND MOONSET

(NOTE: All positions are North and East, Times Zone -9, except where indicated)

| <u>DATE</u> | <u>TIME</u> | <u>LATITUDE</u> | <u>LONGITUDE</u> | <u>SUNRISE</u> | <u>SUNSET</u> | <u>MOONRISE</u> | <u>MOONSET</u> | <u>PHASE</u> |
|-------------|-------------|-----------------|------------------|----------------|---------------|-----------------|----------------|--------------|
| 6/3 | 0800 | 23-08 | 130-36 | 0530 | 1858 | 0034 | 1201 | Last Quarter |
| | 1200 | 22-41 | 131-06 | | | | | |
| | 2000 | 23-15 | 130-21 | | | | | |
| 6/4 | 0800 | 23-16 | 128-55 | 0530 | 1858 | 0115 | 1303 | |
| | 1200 | 22-56 | 129-56 | | | | | |
| | 2000 | 21-58 | 131-12 | | | | | |
| 6/5 | 0800 | 21-15 | 132-54 | 0537 | 1916 | 0156 | 1406 | |
| | 1200 | 20-52 | 133-01 | | | | | |
| | 2000 | 20-56 | 131-57 | | | | | |
| 6/6 | 0800 | 22-17 | 129-51 | 0538 | 1853 | 0236 | 1508 | |
| | 1200 | 22-53 | 129-02 | | | | | |
| | 2000 | 24-06 | 127-38 | | | | | |
| 6/7 | 0800 | 24-30 | 126-35 | 0541 | 1921 | 0315 | 1613 | |
| | 1200 | 24-12 | 126-16 | | | | | |
| | 2000 | 24-47.5 | 127-10 | | | | | |
| 6/8 | 0800 | 25-05 | 127-56 | 0541 | 1921 | 0358 | 1718 | |
| | 1200 | 25-08.5 | 127-59 | | | | | |
| | 2000 | 25-12 | 127-49 | | | | | |
| 6/9 | 0800 | 25-09 | 127-56 | 0541 | 1921 | 0444 | 1824 | |
| | 1200 | 25-24 | 127-55 | | | | | |
| | 2000 | 25-05 | 128-11 | | | | | |
| 6/10 | 0800 | 25-12 | 127-55 | 0541 | 1922 | 0535 | 1931 | New |
| | 1200 | 25-08 | 128-01.5 | | | | | |
| | 2000 | 25-04 | 127-51 | | | | | |
| 6/11 | 0800 | 25-12 | 128-02 | 0537 | 1918 | 0629 | 2030 | |
| | 1200 | 25-10 | 128-05 | | | | | |
| | 2000 | 24-57.5 | 127-56 | | | | | |
| 6/12 | 0800 | 24-57 | 128-08 | 0537 | 1918 | 0726 | 2131 | |
| | 1200 | 25-05 | 127-58 | | | | | |
| | 2000 | 25-00 | 127-44.7 | | | | | |
| 6/13 | 0800 | 25-10.5 | 127-55 | 0537 | 1918 | 0826 | 2225 | |
| | 1200 | 25-10.8 | 127-06 | | | | | |
| | 2000 | 25-17.5 | 127-42 | | | | | |

U.S.S. LUNGA POINT (CVE 94)

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

PART III

TABLE OF DAILY POSITIONS, TIMES OF SUNRISE, SUNSET, MOONRISE AND MOONSET

(NOTE: All positions are North and East, Times Zone -9, except where indicated)

| <u>DATE</u> | <u>TIME</u> | <u>LATITUDE</u> | <u>LONGITUDE</u> | <u>SUNRISE</u> | <u>SUNSET</u> | <u>MOONRISE</u> | <u>MOONSET</u> | <u>PHASE</u> |
|-------------|-------------|-----------------|------------------|----------------|---------------|-----------------|----------------|--------------|
| 6/14 | 0800 | 25-29 | 127-44 | 0537 | 1918 | 0924 | 2309 | |
| | 1200 | 25-22.5 | 127-20 | | | | | |
| | 2000 | 25-16 | 127-32 | | | | | |
| 6/15 | 0800 | 25-15 | 127-29 | 0537 | 1918 | 1028 | 2349 | |
| | 1200 | 25-20 | 127-19 | | | | | |
| | 2000 | 25-23 | 127-18 | | | | | |
| 6/16 | 0800 | 25-19 | 127-37 | 0537 | 1919 | 1118 | | |
| | 1200 | 25-13 | 127-28 | | | | | |
| | 2000 | 25-22 | 127-21.5 | | | | | |
| 6/17 | 0800 | 23-53 | 129-31 | 0537 | 1919 | 1210 | 0025 | 1st Quarter |
| | 1200 | 23-18 | 129-14 | | | | | |
| | 2000 | 23-49 | 127-54 | | | | | |
| 6/18 | 0800 | 24-53.5 | 127-04 | 0542 | 1926 | 1300 | 0058 | |
| | 1200 | 24-41 | 126-57 | | | | | |
| | 2000 | 24-31 | 127-05 | | | | | |
| 6/19 | 0800 | 24-40 | 127-04 | 0542 | 1924 | 1351 | 0130 | |
| | 1200 | 24-31 | 127-05 | | | | | |
| | 2000 | 24-23.5 | 127-09 | | | | | |
| 6/20 | 0800 | 24-44 | 127-10 | 0542 | 1925 | 1441 | 0201 | |
| | 1200 | 24-47 | 126-56.5 | | | | | |
| | 2000 | 24-46 | 126-58 | | | | | |
| 6/21 | 0800 | Anchored | Kerama Retto | 0542 | 1925 | 1533 | 0233 | |
| | 1200 | Anchored | Kerama Retto | | | | | |
| | 2000 | 24-55.5 | 127-18 | | | | | |
| 6/22 | 0800 | 24-31 | 127-53 | 0542 | 1925 | 1625 | 0307 | |
| | 1200 | 24-44.5 | 126-56.5 | | | | | |
| | 2000 | 24-36 | 127-11 | | | | | |
| 6/23 | 0800 | 23-36.5 | 129-38 | 0537 | 1919 | 1718 | 0344 | |
| | 1200 | 23-11 | 129-05 | | | | | |
| | 2000 | 24-00.5 | 128-04.5 | | | | | |
| 6/24 | 0800 | 23-30 | 127-30 | 0537 | 1919 | 1914 | 0424 | |
| | 1200 | 22-45.7 | 127-21 | | | | | |
| | 2000 | 21-01. | 127-18 | | | | | |

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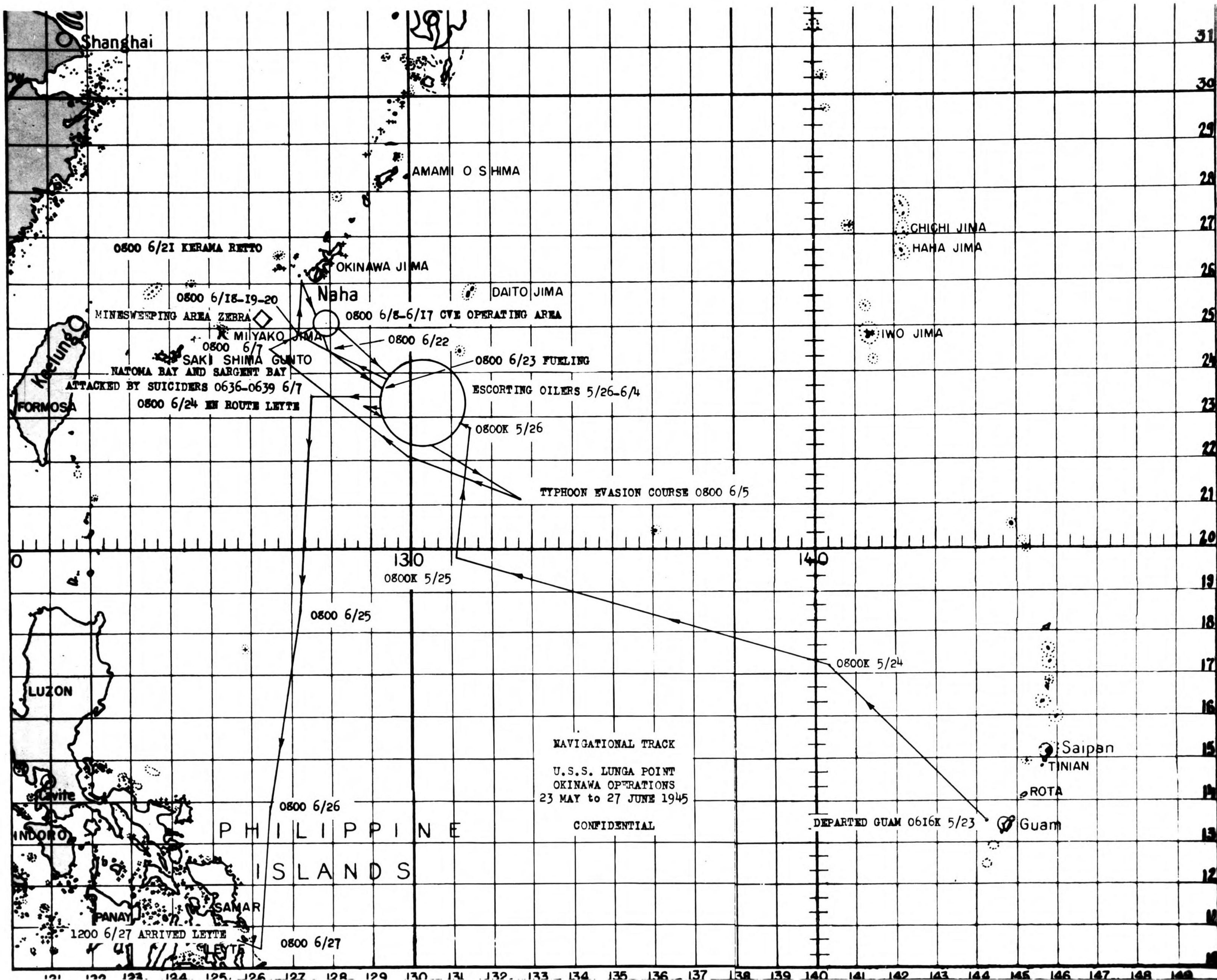
C-O-N-F-I-D-E-N-T-I-A-L

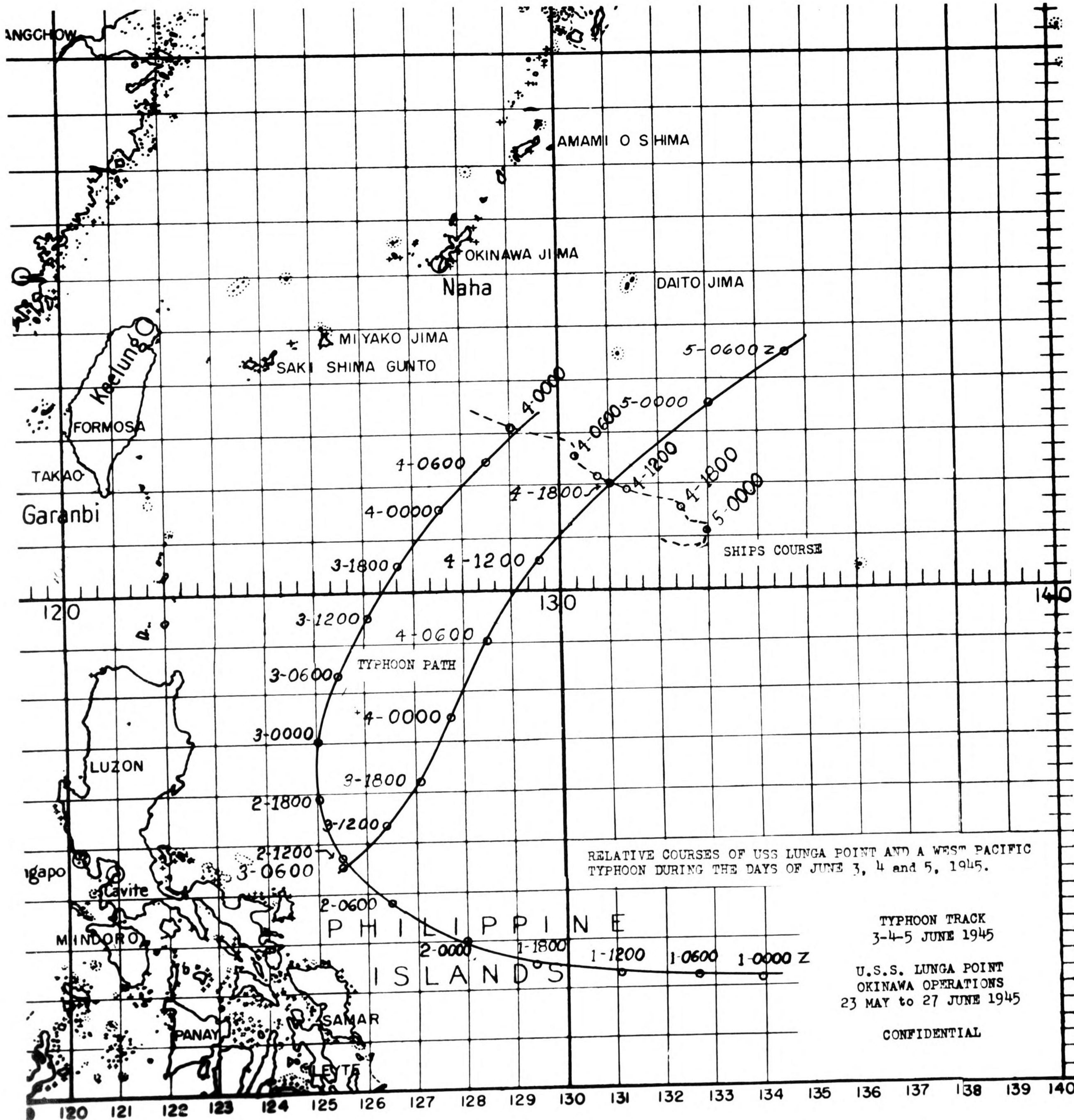
PART III

TABLE OF DAILY POSITIONS, TIMES OF SUNRISE, SUNSET, MOONRISE AND MOONSET

(NOTE: All positions are North and East, Times Zone -9, except where indicated)

| <u>DATE</u> | <u>TIME</u> | <u>LATITUDE</u> | <u>LONGITUDE</u> | <u>SUNRISE</u> | <u>SUNSET</u> | <u>MOONRISE</u> | <u>MOONSET</u> | <u>PHASE</u> |
|-------------|-------------|-----------------|------------------|----------------|---------------|-----------------|----------------|--------------|
| 6/25 | 0800 | 18-33 | 127-12.5 | 0556 | 1909 | 1910 | 0513 | Full |
| | 1200 | 17-40 | 127-09 | | | | | |
| | 2000 | 16-21 | 127-01 | | | | | |
| 6/26 | 0800 | 13-50 | 126-24 | 0607 | 1902 | 2005 | 0600 | |
| | 1200 | 12-59 | 126-17 | | | | | |
| | 2000 | 11-28 | 126-32.5 | | | | | |
| 6/27 | 0800 | 10-32 | 126-12 | 0617 | 1906 | 2058 | 0655 | |
| | 1200 | 10-41 | 125-42 | | | | | |





U.S.S. LUNGA POINT (CVE 94)

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

PART IV

ORDNANCE

ACTIONS OF SHIP'S GUNNERY DEPARTMENT

2 April 1945

Morning Action

Time: 0855 - 0856 (Item).

Place: Kerama Retto, Okinawa Gunto.

Weather: Sun shining, 5/10 cloud cover, good visibility.

Target: One ZEKE, TONY, or TOJO.

AA Batteries Firing: Four twin 40 MM mounts (Batteries 1 & 7)
Ten 20 MM guns (Batteries 3, 4 & 5)

Range at Open Fire: 2000 yards (Plane in 80° dive)

Range at Cease Fire: 500 yards (Plane in cloud).

Method of Control: 40 MM - Mk51 director; 20 MM - Mk14 sight.

Total rounds fired: 40 MM - 101 HEI-T
20 MM - 75 HEI, 37 HET
5" - 1 AA common after action to unload gun.

Percentage of Service Ammunition Expended: 40 MM - 0.42%; 20 MM - 0.18%; 5" AA
Common - 0.33%

Casualties: None.

Score: One Jap Fighter by combined fire of this ship and SAGINAW
BAY.

Evening Action

Time: 1840 - 1848 (Item).

Place: South of Kerama Retto, Okinawa Gunto.

Weather: Sky hazy, Low ceiling, poor visibility.

Targets: Four enemy fighters (1 Jack, 2 Nicks, 1 Zeke or Oscar).

U.S.S. LUNGA POINT (CVE 94)

C O N F I D E N T I A L
Evening Action (Cont'd)

AA Batteries Firing: 40MM - 8 twin mounts (all batteries)
20MM - 20 guns (all batteries)
5 inch.

Range at Open Fire: 3000-4000 yards, all targets.

Range at Cease Fire: 1000-2000 yards.

Method of Control: 40MM - Mk. 51 director; 20MM Mk 14 sight; 5" local.

Total rounds: 40MM - 922 HEI-T
20MM - 2180 (1454 HEI; 726 HET)
5" - 21 AA common.

Percentage of Service Ammunition Expended: 40MM - 3.8%; 20MM - 3.6%; 5" AA
Common - 7.0%.

Casualties: None.

Score: Three assists. (MITCHELL, PATTERSON and NAWMAN were
also firing).

NARRATIVE

At about 0100 the LUNGA POINT with the NAWMAN, MITCHELL and PATTERSON were detached from Task Unit 52.1.1 and ordered to proceed to Kerama Retto anchorage for replenishment of supplies. The day started out uneventfully enough, the usual morning bogeys were reported but the usual "Flash White" followed and condition watches were set after anchorage in Kerama Retto at 0810. However, at about 0830 bogeys were again reported and the harbor went to "Flash Blue" followed shortly thereafter by "Flash Red", "Control Green".

At about 0852 a Jap plane, either a Zeke, Tony or Tojo (Various reports on type were received and pictures are not conclusive), was sighted to the Southard, ducking in and out of the clouds at about 6000 feet altitude. He appeared to be in a diving position several times but each time he pulled up into a cloud and orbited. Finally at about 0855 he started down in a steep dive on our starboard bow; our heading was approximately 130° T. We threw everything we had at him and appeared to be hitting, (elevation of forward 40MMs was 80°). At about 1800 feet he pulled up and to his left in a cloud for a second or so and then resumed his dive, this time it appeared at the SAGINAW BAY, anchored about 560 yards bearing 288° T from us, or possibly between us. Our after 40MMs appeared to be hitting and at about 500 feet he leveled off and cut across our stern and pulled up into a left wingover as if to dive on the SAGINAW BAY or this ship. He spiraled out and down instead, however, evidently out of control, and in a vertical dive crashed close aboard the LST 735 (anchored 304° distance 1150 yards from us) about 60 feet from its bow.

U.S.S. LUNGA POINT (CVE 94)

C-O-N-F-I-D-E-N-T-I-A-L
NARRATIVE (Cont'd)

It is believed that we hit him in the first dive sufficiently for the Nip pilot to change his mind and then on his second dive our fire plus the fire of the SAGINAW BAY so damaged the plane that the pilot lost partial if not complete control. The wingover maneuver was very poorly executed and would more logically be associated with a plane out of control.

The thrill value of this attack was in no way lessened, however, by the timely demise of the Jap even though it was unorthodox from his point of view. One Jap by combined fire of LUNGA POINT and SAGINAW BAY.

Through the remainder of our time at anchor in Kerama Retto the harbor was at "Flash Blue", "Control Green". Gun crews were kept at their stations and the remainder of the ship's company conducted replenishment operations. Everyone worked, the idea in all minds being to get out as soon as possible.

We were underway at 1735, cleared the nets at 1755 and took departure for the operating area, course 180° T, speed 15 knots. At about 1820 bogeys were again reported to the North and to the Southwest at quite some distance. Planes were heard being vectored out, so not too much concern was taken of this and at 1823 changed course to 140° T with the NAWMAN and the MITCHELL on the port and starboard bows respectively and the PATTERSON astern, all at about 1000-1500 yards. At this time Mine Division 60 consisting of 5 DDs was on our port bow on approximately the same course in column with the near ship about 6000 yards. A large group of transports was also retiring on a parallel course on our starboard quarter distance about 12000 yards.

The bogey reported to the Southwest closed to distance 30 miles bearing 240°. Our CIC still reported someone was vectoring fighters to intercept. The bogey was then reported at 20 miles and at the same time the transport group was observed under attack. This was at 1840. Flank speed was rung up and the Engine Room told to make all speed possible without smoke.

Shortly thereafter two enemy planes were observed heading for the LUNGA POINT on our starboard quarter. We opened fire, as did the MITCHELL and the PATTERSON and the first plane turned to his starboard at about 1500 yards and disappeared. The MITCHELL later reported this plane to be a Wildcat but it appeared enemy to us (probably a Jack). A Nick was the second plane, and was taken under fire by the MITCHELL, PATTERSON and LUNGA POINT. The Nick finally turned to his starboard low on the water at about 1200 yards and was seen to crash by the MITCHELL on her starboard beam, some distance out.

At about this time the NAWMAN opened fire at two enemy fighters with her 5 inch battery. The two fighters were coming in low, some distance out off her port quarter and off the LUNGA POINT'S port beam. It is believed that Mine Division 60 also fired. The NAWMAN reported one exploded in the air and one crashed in flames.

We turned to course 050° at 1845 as an unidentified Jap came at the LUNGA POINT on the port beam in a low glide and a Nick started a diving attack on our

U.S.S. LUNGA POINT (CVE 94)

C-O-N-F-I-D-E-N-T-I-A-L
NARRATIVE (Cont'd)

starboard bow. All guns, port and starboard, were firing but our chances appeared very slim. These two Nips were the 8th and 9th attempted "Kamikaze" attacks on this ship since January 4th and the question through everyone's mind was "how long can we keep this up"? The maximum volume of fire was going out and it was in the right place; the plane on the port beam turned to his port at about 1000 yards and headed away. He had undoubtedly been hit, was damaged and probably crashed. The Nick on the starboard bow turned to his left at about 1200 yards and headed for the MITCHELL, zoomed the MITCHELL, dropping two small bombs which fell close astern, the Nick then started to turn toward us. Changing his mind; he turned to his left smoking and crash dived into an APD believed to be the DICKERSON and started a furious fire.

Throughout these attacks all automatic weapons opened fire outside of their effective range and kept firing. It is believed that this blanket of fire accurately aimed caused these planes to turn away at about 1000-1500 yards. A concentration of tracers coming at a pilot, especially in the failing light of sunset, is bound to have some effect on his desire to die for the Shinto even if the gun fire is not hitting, and when he comes close enough and they do start hitting he still has time to retire and look for a less resistant target. However, once he has committed himself in much closer than that, he realizes his chances of turning away are very poor and thus is more or less forced to expend himself in accordance with good Shinto principles.

There were numerous other enemy planes sighted but none closed the LUNGA POINT Unit and the only action taken was to turn the ship to bring the enemy planes abaft the beam. Several planes were observed to fall in flames over the Transport Group and two ships in addition to the APD were observed burning. Throughout the close attack and until well away the ship was maneuvered constantly to keep all targets or possible targets abaft the beam and on the quarter for maximum fire.

The ship was kept at flank speed until complete darkness in order to put as much distance between the enemy planes and us as possible.

The various courses steered by the LUNGA POINT during the action, and directly following were as follows:

| | | |
|------|--------------------------------|------|
| 1823 | Course | 140° |
| 1845 | Course | 050° |
| 1858 | Course | 140° |
| 1859 | Course | 120° |
| 1901 | Course | 110° |
| 1906 | Course | 060° |
| 1909 | Course | 120° |
| 1913 | Course | 100° |
| 1934 | Course | 146° |
| 1939 | Course | 106° |
| 1942 | Secured from General Quarters. | |

The gun crews and "all hands" turned in an outstanding job throughout the attacks. The engineering gang made 172 RPMs without smoke and at times even

U.S.S. LUNGA POINT (CVE 94)

C-O-N-F-I-D-E-N-T-I-A-L
NARRATIVE (Cont'd)

surpassed this. The U.S.S. PATTERSON, NAWMAN and MITCHELL turned in an outstanding performance of maneuvering and shooting. They cannot be praised too highly. Score: 1 Nick - combined fire of MITCHELL, PATTERSON and LUNGA POINT; 2 Jap Fighters by NAWMAN; 1 Nick badly damaged (crashed APD); 1 Jap Fighter probable - combined fire of PATTERSON and LUNGA POINT.

Some lessons and opinions as a result of this action are as follows:

- (1) Speed with maneuvering does throw the enemy planes off, particularly when acting singly.
- (2) Do not let the enemy plane get set off either bow.
- (3) Commence firing even when enemy plane is outside of effective range.
- (4) Volume of gun fire with effectiveness has a decided effect on the present type Jap pilot.
- (5) With CVE class 55 ship maneuver so as to have full effective fire on each quarter and to make 5-inch effective.
- (6) Control of all fire must be given to each battery officer. The Commanding Officer and Gunnery Officer cannot hope to see or keep track of all targets.
- (7) The directors on the forward 40 MMs should be forward of the guns so they will be out of the smoke from the guns.

U.S.S. LUNGA POINT (CVE 94)

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

PART IV

| <u>By Ship</u> | <u>AMMUNITION EXPENDED</u> | | |
|-------------------------|-----------------------------|-------------|-------------------------------------|
| | <u>20MM</u> | <u>40MM</u> | <u>5 inch</u> |
| Action: 2 April 1945 | | | |
| Morning | 75 HEI 37 HET | 101 HEI-T | 1 |
| Evening | 1454 HEI 726 HET | 922 HEI-T | 21 |
| Training, 21 March 1945 | 4526 HEI 2262 HET | 3012 HEI-T | 5 |
| Training, 11 May 1945 | 4000 HEI <u>2000 HET</u> | 4000 HEI-T | 43 AA Common <u>5 VT Special</u> |
| TOTAL | 15080 | 8035 | 75 |

By VC-85

| Date | VF & VT | VT | ROCKETS | | BOMBS | | | | |
|------|---------|------|---------|-----|--------|--------|---------|--------|--------|
| | | | 3.5" | 5" | 100#GP | 500#GP | 500#SAP | 350#DC | NAPALM |
| | .50 | .30 | | | | | | | |
| 3/23 | 600 | | | | | | | | |
| 3/24 | 300 | | | | | | | 3 | |
| 3/25 | 3285 | 100 | | 47 | 30 | | | | |
| 3/26 | 11740 | 915 | 6 | 184 | 79 | | | | 12 |
| 3/27 | 14390 | 540 | | 175 | 70 | | | | |
| 3/28 | 9635 | 1110 | | 86 | 80 | | | | |
| 3/29 | 16225 | 1325 | | 183 | 80 | | | | |
| 3/30 | 8970 | 700 | | 60 | | 18 | | | 5 |
| 3/31 | 6650 | 100 | | 96 | 8 | | | | |
| 4/1 | 11530 | 830 | | 106 | 30 | | | | |
| 4/2 | - - - | - - | - | - - | - - | - - | - - | - - | - - |
| 4/3 | 11070 | 1975 | 8 | 32 | 40 | | | | |
| 4/4 | 1410 | 230 | 10 | | | | | 3 | |
| 4/5 | 340 | | | | | | | | 5 |
| 4/6 | 15445 | 920 | 15 | 111 | 80 | | | 3 | |
| 4/7 | 160 | | | | | | | | |
| 4/8 | 3995 | 775 | 6 | 73 | 80 | | | | 5 |
| 4/9 | 3865 | | 20 | 55 | | | | | |
| 4/10 | 940 | | | | | | | | |
| 4/11 | 8515 | 225 | 20 | 93 | 40 | | | | |
| 4/12 | 1560 | 25 | 7 | | | | | | |
| 4/13 | 1610 | 500 | 18 | 49 | | 60 | | | |
| 4/14 | 3750 | 800 | 4 | 16 | | 24 | | 3 | |
| 4/15 | 10620 | 600 | | 124 | | 56 | | | |
| 4/16 | 500 | | | | | 8 | | 3 | |
| 4/17 | 250 | | | | | | | | |
| 4/18 | 26400 | 1000 | | 101 | 90 | 8 | 24 | | |
| 4/19 | 1720 | | | 4 | | | | 3 | |
| 4/20 | - - - | - - | - | - - | - - | - - | - - | - - | - - |

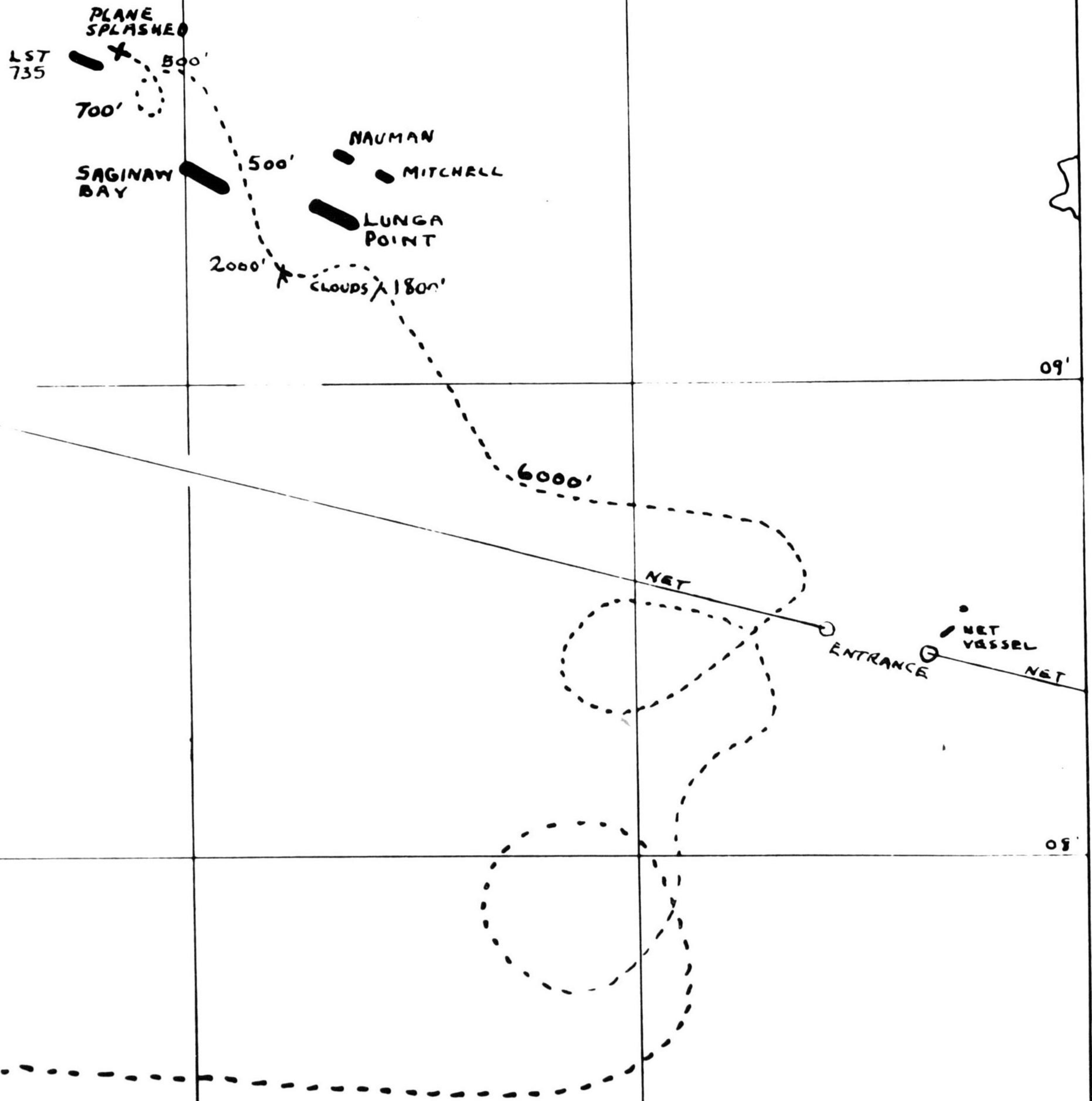
U.S.S. LUNGA POINT (CVE 94)

C-O-N-F-I-D-E-N-T-I-A-L-
AMMUNITION EXPENDED (Cont'd)

By VC-85

| Date | VF & VT | VT | ROCKETS | | BOMBS | | | | |
|---------------------|--------------|------------|-------------|-----|------------|------------|-----------|-----------|-----------|
| | | | 3.5" | 5" | 100#GP | 500#GP | 500#SAP | 350#DC | NAPALM |
| | .50 | .30 | | | | | | | |
| 4/21 | 7610 | | | 185 | 160 | | | | |
| 4/22 | 1280 | 480 | | 8 | | | | | |
| 4/23 | 7720 | | 6 | 8 | | | | | |
| 4/24 | 3350 | | | 1 | | | | | |
| 4/25 | 100 | | | | | | | | |
| TOTAL-196485 | 13150 | 120 | 1797 | | 867 | 174 | 24 | 18 | 27 |

ATTACK IN KERAMA RETTO
BY JAP ZEKE, TONY OR TOJO
0855(I) 2 APRIL, 1945



Encl.(D) Appendix #1 to Part IV, Action Report, U.S.S. LUNGA POINT

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

ACTION BY LUNGA POINT
AND ESCORTS
2 APRIL 1945
1842 to 1848 ITEM

DISTANCES ESTIMATED
COURSES AND BEARINGS TRUE

30 SOLID LINES - Ship Positions
and Plane Track on
Course 140°T.

---DOTTED LINES - Ship
Positions and Plane
Track on Course
050°T.

EXPLODED
FIGHTER AS
REPORTED BY
NAWMAN.

CRASHED FIGHTER
AS REPORTED BY
NAWMAN.

UNIDENTIFIED
JAP DAMAGED
AND PROBABLY
CRASHED.

U.S.S. PATTERSON

U.S.S. PATTERSON

U.S.S. LUNGA POINT

U.S.S. NAWMAN

U.S.S. MITCHELL

MINE DIV. 60
T.U. 52.3.4

SUNSET
1845

NUMEROUS PLANES
OBSERVED IN THIS AREA
MAKING ATTACKS ON
TRANSPORTS. TWO
OBSERVED SHOT DOWN
IN FLAMES.

DISTANCE
ABOUT 3 MILES.

"NICK" CRASHED
AS REPORTED BY
MITCHELL.

UNIDENTIFIED PLANE
FIRED UPON BUT NOT
HIT.

APD BELIEVED TO BE
DICKERSON HIT BY "NICK"
IN SUICIDE DIVE.

CONFIDENTIAL

U.S.S. LUNGA POINT (CVE 94)

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

PART IV

AMMUNITION EXPENDED

By Ship

| | <u>20MM</u> | <u>40MM</u> | <u>5 inch</u> |
|------------------------|----------------------|-------------|---------------|
| Training, 23 May 1945 | 4644 HEI 2322 HET | 3778 HEI-T | 64 |
| Training, 6 June 1945 | 4068 HEI 2034 HET | 2565 HEI-T | 51 |
| Training, 23 June 1945 | 2516 HEI 1258 HET | 1743 HET | 18 |
| Training, 26 June 1945 | 264 HEI 132 HET | 448 HET | 5 |
| TOTAL | 17238 | 8534 | 138 |

By VC-98

| <u>Date</u> | <u>VF & VT</u> | | <u>ROCKETS</u> | | <u>BOMBS</u> | | | | |
|-------------|--------------------|------------|----------------|-----------|---------------|---------------|----------------|---------------|---------------|
| | <u>.50</u> | <u>.30</u> | <u>3.5"</u> | <u>5"</u> | <u>100#GP</u> | <u>500#GP</u> | <u>500#SAP</u> | <u>350#DC</u> | <u>NAPALM</u> |
| 5/24 | | | | 126 | | | | | |
| 5/25 | 20020 | 4500 | | 40 | | | | | |
| 5/26 | 4641 | | | | | | | | |
| 5/27 | | | | | | | | | |
| 5/28 | | | | | | | | | |
| 5/29 | 140 | | | 24 | | | | | |
| 6/10 | 3000 | | | 24 | 40 | 12 | | | |
| 6/11 | | | | 24 | | 12 | | | |
| 6/12 | 480 | | | 120 | | 60 | | | |
| 6/14 | 2400 | | | 24 | | 12 | | | |
| 6/15 | 850 | | | 302 | 200 | | | | |
| 6/18 | 24045 | 225 | | 96 | 30 | 4 | | | |
| 6/19 | 10120 | | | 72 | | 28 | 20 | | 9 |
| 6/20 | 14200 | | | 163 | 60 | 18 | | | |
| 6/22 | 10575 | | | | | | | | |
| TOTAL | 90471 | 4725 | | 1017 | 330 | 146 | 20 | | 9 |

U.S.S. LUNGA POINT (CVE 94)

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

PART V

BATTLE DAMAGE

A. BATTLE DAMAGE TO OWN UNITS.

1. None was sustained by this ship.
2. Damage to own aircraft is included in PART VI, Paragraph (B), Air Operations.

B. BATTLE DAMAGE TO ENEMY UNITS.

1. Damage inflicted by this ship on enemy units is included in PART IV, Ordnance.
2. Damage to enemy units by Composite Squadron EIGHTY-FIVE is included in PART VI, Air Operations, and is fully covered by ACA-1 reports forwarded seperately.

U.S.S. LUNGA POINT (CVE 94)

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

PART V

BATTLE DAMAGE

A. BATTLE DAMAGE TO OWN UNITS.

1. None was sustained by this ship.
2. No damage was sustained by our aircraft so as to render them inoperative.

B. BATTLE DAMAGE TO ENEMY UNITS.

1. No damage was inflicted by this ship on enemy units.
2. Damage to enemy units by Composite Squadron NINETY-EIGHT is included in PART VI, Air Operations, and is fully covered by ACA-1 reports forwarded seperately.

U.S.S. LUNGA POINT (CVE 94)

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

PART VI

Special Comments and Information

1. Table of sorties and plane availability by days.

| DATE | AVAILABILITY | | | | AT TARGET | | | | | | | | | | TOTAL | | GRAND TOTAL | |
|------|--------------|----|----|----|-----------|------|-------|--------|------|------|-------|----|----|----|-------|----|-------------|----|
| | VF | VT | VF | VT | TCAP | TASP | PHOTO | *OTHER | LCAP | LASP | OTHER | VF | VT | VF | VT | | | |
| 3/21 | 16 | 12 | 16 | 12 | | | | | | 4 | 4 | | | 4 | 4 | 8 | | |
| 3/22 | 18 | 12 | 18 | 12 | | | | | | | | | | | | | | |
| 3/23 | 18 | 12 | 18 | 12 | | | | | | 8 | 4 | | | 16 | 4 | 20 | | |
| 3/24 | 18 | 12 | 18 | 12 | | | | | | 12 | 4 | | | 24 | 4 | 28 | | |
| 3/25 | 18 | 12 | 18 | 12 | 7 | 3 | | | | 4 | 2 | 3 | | 16 | 12 | 27 | 20 | 47 |
| 3/26 | 18 | 12 | 18 | 12 | 20 | 8 | | | 6 | 4 | 2 | | | | 2 | 24 | 18 | 42 |
| 3/27 | 18 | 12 | 18 | 12 | 20 | 7 | | | | 4 | 2 | 1 | | 4 | 4 | 28 | 14 | 42 |
| 3/28 | 18 | 12 | 18 | 12 | 4 | 8 | 4 | | | 4 | 2 | | | 8 | 4 | 20 | 14 | 34 |
| 3/29 | 18 | 12 | 18 | 12 | 20 | 8 | | | | 4 | 2 | 2 | | 4 | 4 | 28 | 16 | 44 |
| 3/30 | 15 | 12 | 14 | 12 | 5 | 6 | | | | 4 | 2 | 2 | | 8 | 4 | 17 | 16 | 33 |
| 3/31 | 17 | 12 | 17 | 12 | 12 | 4 | | | | 4 | 2 | 2 | | 14 | 4 | 30 | 13 | 43 |
| 4/1 | 17 | 12 | 17 | 12 | 15 | 3 | | | | 4 | 2 | 14 | | 14 | | 33 | 19 | 52 |
| 4/2 | 17 | 12 | 17 | 12 | | | | | | | | 2 | | 4 | | 4 | 2 | 6 |
| 4/3 | 13 | 10 | 13 | 10 | | 4 | 8 | | | 4 | 3 | 7 | | 4 | | 16 | 14 | 30 |
| 4/4 | 20 | 12 | 20 | 12 | | | 8 | 6 | | 4 | 3 | 4 | | | 1 | 13 | 13 | 26 |
| 4/5 | 16 | 12 | 16 | 12 | | | | | | | | 2 | | 24 | 8 | 24 | 10 | 34 |
| 4/6 | 15 | 12 | 15 | 12 | 10 | 8 | 8 | | | 2 | 1 | 1 | | 4 | 1 | 25 | 10 | 35 |
| 4/7 | 14 | 12 | 14 | 12 | | | | | | | | | | 4 | 4 | 4 | 4 | 8 |
| 4/8 | 20 | 12 | 20 | 12 | 5 | 8 | 8 | | | | 2 | | | | | 13 | 10 | 23 |
| 4/9 | 20 | 11 | 20 | 11 | 10 | 8 | 16 | 2 | | | 3 | 4 | | | 1 | 27 | 17 | 44 |
| 4/10 | 20 | 11 | 20 | 11 | | | | | | | | | | 24 | 8 | 24 | 8 | 32 |
| 4/11 | 20 | 11 | 20 | 11 | 14 | 4 | 12 | | | | 2 | 3 | | | | 26 | 9 | 35 |
| 4/12 | 20 | 11 | 20 | 11 | | | | | | | 3 | 7 | | 24 | 8 | 24 | 18 | 42 |
| 4/13 | 20 | 11 | 20 | 11 | 9 | 15 | 12 | | | | 3 | 4 | | | | 21 | 22 | 43 |
| 4/14 | 20 | 11 | 20 | 11 | | 6 | | | | | 1 | 6 | | 24 | 6 | 24 | 19 | 43 |
| 4/15 | 20 | 11 | 19 | 11 | 21 | 14 | 8 | | | | 2 | | | | 2 | 29 | 18 | 47 |
| 4/16 | 20 | 11 | 19 | 11 | | 2 | | | | | | | | 24 | 8 | 24 | 11 | 35 |
| 4/17 | 20 | 12 | 20 | 12 | | | | | | | | | | 4 | 4 | 4 | 4 | 8 |
| 4/18 | 20 | 12 | 20 | 12 | 10 | 17 | 24 | | | | 1 | | | | | 34 | 18 | 52 |
| 4/19 | 20 | 12 | 20 | 12 | | | | | | | 2 | 5 | | 24 | 8 | 24 | 15 | 39 |
| 4/20 | 20 | 12 | 20 | 12 | | | | | | | | | | 8 | 1 | 8 | 1 | 9 |
| 4/21 | 16 | 11 | 16 | 11 | 10 | 16 | 20 | | | | | | | | 1 | 31 | 16 | 47 |
| 4/22 | 20 | 12 | 20 | 12 | | | | | | | 1 | 3 | | 24 | 8 | 24 | 12 | 36 |
| 4/23 | 20 | 11 | 20 | 11 | | | 8 | 1 | | | 2 | 3 | | 24 | 8 | 32 | 14 | 46 |
| 4/24 | 20 | 12 | 20 | 12 | | 4 | 16 | | | | | 3 | | | | 16 | 7 | 23 |

U.S.S. LUNGA POINT (CVE 94)

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

PART VI

Special Comments and Information

1. Table of sorties and plane availability by days. (Cont'd.)

| DATE | AVAILABILITY | | | | AT TARGET | | | | LCAP | LASP | OTHER | | TOTAL | | GRAND TOTAL | | | | | |
|--------|--------------|----|----|----|-----------|------|------|-------|------|------|--------|----|-------|-----|-------------|----|----|-----|-----|------|
| | VF | VT | VF | VT | SUPP'T | TCAP | TASP | PHOTO | | | *OTHER | VF | VT | VF | | VT | | | | |
| 4/25 | 20 | 12 | 20 | 12 | | 12 | | | 3 | 16 | | | | 28 | 3 | 31 | | | | |
| 4/26 | 20 | 12 | 20 | 12 | | | | | | | 2 | | | | 2 | 2 | | | | |
| 4/27 | 20 | 12 | 20 | 12 | | | | | | | 12 | | | | 12 | 12 | | | | |
| 4/28 | 20 | 12 | 20 | 12 | | | | | | | | | | | | | | | | |
| 4/29 | 20 | 12 | 20 | 12 | | | | | | 20 | 13 | 1 | | 20 | 14 | 34 | | | | |
| 4/30 | 20 | 12 | 20 | 12 | | | | | | | | 1 | | | 1 | 1 | | | | |
| 5/1 | 20 | 12 | 20 | 12 | | | | | | | 12 | | | | 12 | 12 | | | | |
| 5/2 | 20 | 12 | 20 | 12 | | | | | | | | | | | | | | | | |
| 5/3 | 20 | 12 | 20 | 12 | | | | | | 20 | 12 | 1 | | 20 | 13 | 33 | | | | |
| 5/4 | 20 | 12 | 20 | 12 | | | | | | | | | | | | | | | | |
| 5/5 | 20 | 12 | 20 | 12 | | | | | | 8 | 6 | | | 8 | 6 | 14 | | | | |
| 5/6 | 20 | 12 | 20 | 12 | | | | | | | | | | | | | | | | |
| 5/7 | 20 | 12 | 20 | 12 | | | | | | | 12 | | | | 12 | 12 | | | | |
| 5/8 | 16 | 11 | 16 | 11 | | | | | | | | 8 | 6 | 8 | 6 | 14 | | | | |
| 5/9 | 16 | 11 | 16 | 11 | | | | | | | | | | | | | | | | |
| 5/10 | 16 | 11 | 16 | 11 | | | | | | | | | | | | | | | | |
| 5/11 | 16 | 11 | 16 | 11 | | | | | | | | | | | | | | | | |
| TOTALS | | | | | | 192 | 153 | 184 | 15 | 42 | 45 | 81 | | 376 | 185 | 12 | 16 | 806 | 495 | 1301 |

AVAILABILITY -- 99.8 %
 3/30 - 1 VF down for 1 day.
 4/15 - 1 VF down for 2 days.

*46 Tactical Air Observers
 14 Artillery Spotters
 9 Smokers
 5 Propaganda Leaflet Drops
 5 Air Supply
 2 Ferry

U.S.S. LUNGA POINT (CVE 94)

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

PART VI (Cont.)

Special Comments and Information

2. Table of Bombs, Rockets and Ammunition Expended at Target.

| MISSION | DATE | T/O | TARGET ATTACKED | | SORTIES AT TARGET | | BOMBS, ROCKETS, AMMUNITION | | | | | |
|---------|------|------|---|----------|-------------------|----|----------------------------|------|------|----------|----------|--|
| | | | GENERAL | SPECIFIC | VF | VT | 100# | 500# | RKTS | CAL. .50 | CAL. .30 | |
| SUPPORT | 3/25 | 1130 | KERAMA RETTO-beaches; NAHA-shipping in hbr. | | 1 | 3 | 26 | | 24 | 1000 | | |
| SUPPORT | 3/25 | 1330 | TOKASHIKA SHIMA- beaches. | | 6 | | | | 16 | 1360 | | |
| SUPPORT | 3/26 | 0745 | KERAMA RETTO-tank shelters; AKA SHIMA- supply dump. | | 4 | | | | 24 | 1240 | | |
| SUPPORT | 3/26 | 0930 | TOKAHIKA TOWN-bldgs. | | 8 | | | | 48 | 5750 | | |
| SUPPORT | 3/26 | 1330 | KADENA A/F-A/A posi- tions; KOMESU TOWN- bldgs. | | | 8 | 79 | | 64 | 1780 | 980 | |
| SUPPORT | 3/26 | 1530 | YONABARU A/F. | | 8 | | | | 46 | 2260 | | |
| SUPPORT | 3/27 | 0545 | TOKASHIKA-caves KUBA SHIMA-bldgs. | | | 3 | 30 | | 34 | 360 | 30 | |
| SUPPORT | 3/27 | 0930 | OKINAWA-barracks and bldgs. | | 8 | | | | 44 | 4470 | | |
| SUPPORT | 3/27 | 1130 | ARAGASUKU-barracks; TOYAMA-bldgs. | | | 4 | 37 | | 32 | 1270 | 510 | |
| SUPPORT | 3/27 | 1530 | OKINAWA-coastal defense guns. | | 12 | | | | 72 | 6320 | | |
| XTCAP | 3/28 | 0515 | YONTAN A/F-dispersal areas, gun positions. | | 4 | | | | | 500 | | |
| SUPPORT | 3/28 | 0545 | NAHA-gun positions. | | | 4 | 40 | | 30 | 320 | 350 | |
| SUPPORT | 3/28 | 1130 | YONTAN A/F-supply bldgs. KURAWA TOWN " " | | | 4 | 40 | | 30 | 915 | 730 | |
| SUPPORT | 3/28 | 1330 | NAHA-gun positions; YONTAN A/F-revetments. | | 4 | | | | 22 | 3600 | | |

U.S.S. LUNGA POINT (CVE 94)

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

PART VI (Cont.)

Special Comments and Information

2. Table of Bombs, Rockets and Ammunition Expended at Target. (Cont.)

| MISSION | DATE | T/O | TARGET ATTACKED | | SORTIES AT TARGET | | BOMBS, ROCKETS, AMMUNITION | | | | | |
|---------|------|------|---------------------------|----------|-------------------|----|----------------------------|------|-------|------|------|--|
| | | | GENERAL | SPECIFIC | VF | VT | 100# | 500# | RKTS. | CAL. | CAL. | |
| SUPPORT | 3/29 | 0545 | OKINAWA (EAST COAST)- | | | 4 | 38 | | 32 | 915 | 760 | |
| | | | small bridge. | | | | | | | | | |
| SUPPORT | 3/29 | 0930 | KADENA A/F-installations; | | 8 | | | | 48 | 6250 | | |
| | | | KUBA AND TOMA TOWNS. | | | | | | | | | |
| SUPPORT | 3/29 | 1130 | YONTAN A/F; SOUTHEAST | | | 4 | 40 | | 32 | 2160 | 1300 | |
| | | | BEACHES-bldgs. | | | | | | | | | |
| SUPPORT | 3/29 | 1530 | YONTAN A/F-various. | | | 12 | | | 71 | 5100 | | |
| SUPPORT | 3/20 | 0515 | OKINAWA-small craft | | | | 4 | 8 | 18 | 2030 | 450 | |
| | | | SE coast. | | | | | | | | | |
| SUPPORT | 3/30 | 1130 | TSAKEN. SHIMA-D/P guns. | | | 1 | 2 | 4 | 12 | 310 | 250 | |
| SUPPORT | 3/30 | 1330 | NAHA A/F-fuel storage, | | | 4 | | | 24 | 2650 | | |
| | | | gun positions. | | | | | | | | | |
| PHOTO | 3/30 | 1330 | OKINAWA-A/A guns. | | | 2 | 1 | | | 2600 | | |
| SUPPORT | 3/31 | 0545 | YONTAN, KADENA A/F's- | | | | 4 | 8 | 26 | 550 | | |
| | | | A/A positions. | | | | | | | | | |
| PHOTO | 3/31 | 0745 | OKINAWA, CENTRAL PART- | | | 2 | 1 | | | 2800 | | |
| | | | A/A positions. | | | | | | | | | |
| SUPPORT | 3/31 | 0745 | YONTAN AREA-bldgs. | | | 12 | | | 66 | 3010 | | |
| XTCAP | 4/1 | 0515 | AGUNI SHIMA-radio | | | | 12 | | 69 | 7050 | | |
| | | | station, barracks; | | | | | | | | | |
| | | | KUME SHIMA-bldgs. | | | | | | | | | |
| SUPPORT | 4/1 | 0745 | OKINAWA-gun positions. | | | 2 | | | 6 | 900 | | |
| SUPPORT | 4/1 | 0930 | OKINAWA-bridge, barracks. | | | 1 | 3 | 29 | 24 | 940 | | |
| PHOTO | 4/1 | 1330 | OKINAWA-various. | | | 2 | 1 | | | 2450 | 100 | |
| PHOTO | 4/3 | 1330 | OKINAWA-various. | | | 2 | 1 | | | 2550 | 500 | |

U.S.S. LUNGA POINT (CVE 94)

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

PART VI (Cont.)

Special Comments and Information

2. Table of Bombs, Rockets and Ammunition Expended at Target. (Cont.).

| MISSION | DATE | T/O | TARGET ATTACKED | | SORTIES AT TARGET | | BOMBS, ROCKETS, AMMUNITION | | | | | | |
|----------|------|------|---------------------------|----------------------|-------------------|----|----------------------------|------|------|----------|----------|--|--|
| | | | GENERAL | SPECIFIC | VF | VT | 100# | 500# | RKTS | .50 CAL. | .30 CAL. | | |
| SUPPORT | 4/3 | 0545 | OKINAWA- | trucks | | 4 | 40 | | 32 | 1000 | 400 | | |
| OBSERVER | 4/3 | 0545 | OKINAWA- | trucks | | 1 | | | 4 | 1970 | 675 | | |
| XTCAP | 4/3 | 1330 | OKINAWA (KIN TOWN)- | bldgs. | 4 | | | | | 1600 | | | |
| OBSERVER | 4/4 | 0545 | OKINAWA (CENTRAL)- | trucks. | | 1 | | | 4 | 100 | | | |
| PHOTO | 4/4 | 0745 | NAHA A/F-gun | positions. | 2 | 1 | | | | 440 | | | |
| TASP | 4/4 | 1130 | IKE SHIMA- | R/R station, trucks. | | 2 | | | 12 | 630 | 30 | | |
| SUPPORT | 4/6 | 0545 | OKINAWA-gun | positions. | | 4 | 40 | | 31 | 1050 | 75 | | |
| XTCAP | 4/6 | 0745 | IE SHIMA-bldgs. near | A/F and in IRIE-MAE. | 4 | | | | | 1190 | | | |
| SUPPORT | 4/6 | 0745 | OKINAWA-trucks, ammo. | dump. | 5 | | | | 29 | 1400 | | | |
| PHOTO | 4/6 | 0745 | OKINAWA-trucks, fuel | dump. | 2 | 1 | | | | 3200 | | | |
| SUPPORT | 4/6 | 1130 | OKINAWA-bldgs. | | | 4 | 28 | | 30 | 1420 | 1350 | | |
| XTCAP | 4/6 | 1330 | KERAMA RETTO-aircraft, | trucks. | 4 | | | | | 3500 | | | |
| SUPPORT | 4/6 | 1330 | OKINAWA-aircraft, trucks. | | 5 | | | | | 2600 | | | |
| SUPPORT | 4/8 | 0545 | OKINAWA-gun | positions. | | 4 | 15 | | | 14 | | | |
| SUPPORT | 4/8 | 0745 | OKINAWA-artillery | positions. | 5 | | | | 30 | 1040 | | | |
| SUPPORT | 4/8 | 1130 | OKINAWA-gun | positions. | | 4 | 40 | | 32 | 130 | 250 | | |
| SUPPORT | 4/8 | 1330 | OKINAWA-bldgs., and | suspected sub base. | 5 | | | | | 1300 | | | |

Special Comments and Information

2. Table of Bombs, Rockets and Ammunition Expended at Target. (Cont.)

| MISSION | DATE | T/O | TARGET ATTACKED | | SORTIES AT TARGET | | BOMBS, ROCKETS, AMMUNITION | | | | | |
|----------|------|------|--|----------|-------------------|----|----------------------------|------|------|----------|----------|-----|
| | | | GENERAL | SPECIFIC | VF | VT | 100# | 500# | RKTS | .50 CAL. | .30 CAL. | |
| XTCAP | 4/9 | 0745 | OKINAWA-camouflaged artillery positions. | | 8 | | | | | | 350 | |
| OBSERVER | 4/9 | 1130 | OKINAWA-gun positions. | | | 1 | | | 8 | | 125 | |
| SUPPORT | 4/9 | 1330 | OKINAWA-gun positions. | | 5 | | | | | | 2140 | |
| SUPPORT | 4/11 | 0830 | OKINAWA-supply warehouse. | | 4 | | | | 21 | | 1350 | |
| SUPPORT | 4/11 | 0930 | OKINAWA-gun positions. | | 5 | | | | 26 | | 1800 | |
| SUPPORT | 4/11 | 1130 | OKINAWA-artillery positions. | | | 4 | 40 | | 31 | | 825 | 225 |
| SUPPORT | 4/11 | 1330 | OKINAWA-caves and gun positions. | | 5 | | | | 24 | | 2930 | |
| OBSERVER | 4/12 | 0545 | OKINAWA-gun positions. | | | 1 | | | | | 400 | |
| SUPPORT | 4/13 | 0745 | OKINAWA-gun positions. | | | 7 | | 28 | | | | |
| XTCAF | 4/13 | 0930 | OKINAWA-bldgs. | | 4 | | | | | | 360 | |
| SUPPORT | 4/13 | 1330 | OKINAWA-gun positions. | | | 8 | | 32 | | | 100 | |
| SUPPORT | 4/14 | 0745 | OKINAWA-troop concentrations. | | 4 | | 16 | | | | 1275 | 550 |
| SUPPORT | 4/14 | 1330 | OKINAWA-camouflaged positions. | | 2 | | 8 | | | | | |
| OBSERVER | 4/14 | 1530 | OKINAWA-bldgs. | | 1 | | | | | | 585 | 280 |
| SUPPORT | 4/15 | 0545 | OKINAWA-troops IE SHIMA-troops. | | 7 | | 28 | | | | 900 | 100 |
| SUPPORT | 4/15 | 0745 | OKINAWA, IE SHIMA-gun positions. | | 7 | | | | 41 | | 2140 | |

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PART VI (Cont.)

Special Comments and Information

2. Table of Bombs, Rockets and Ammunition Expended at Target. (Cont.)

| MISSION | DATE | T/O | TARGET ATTACKED | | SORTIES AT TARGET | | BOMBS, ROCKETS, AMMUNITION | | | | |
|---------|------|------|-----------------------------|--|-------------------|----|----------------------------|------|------|---------|---------|
| | | | GENERAL | SPECIFIC | VF | VT | 100# | 500# | RKTS | CAL. 50 | CAL. 30 |
| SUPPORT | 4/15 | 0930 | OKINAWA, | IE SHIMA- gun positions. | 7 | | | | 42 | 2460 | |
| SUPPORT | 4/15 | 1130 | OKINAWA, | IE SHIMA- gun positions. | | 7 | | 19 | | 550 | 500 |
| SUPPORT | 4/15 | 1330 | IE SHIMA-guns; | YORON SHIMA-troop shelters. | 7 | | | | 41 | 4250 | |
| SUPPORT | 4/18 | 0745 | OKINAWA- | gun positions. | 5 | | | | 28 | 4450 | |
| SUPPORT | 4/18 | 0545 | OKINAWA (SHURI TOWN)- | suspected HQ and comm- unications center. | | 8 | | 32 | | 150 | 500 |
| XTCAP | 4/18 | 0500 | OKINAWA- | gun positions. | 8 | | | | | 3140 | |
| SUPPORT | 4/18 | 0930 | OKINAWA- | gun positions. | | 2 | 20 | | 16 | 200 | |
| XTCAP | 4/18 | 0930 | KUME SHIMA- | bldgs. | 4 | | | | | 2650 | |
| SUPPORT | 4/18 | 1130 | OKINAWA- | gun positions. | | 7 | 70 | | 27 | 1140 | 680 |
| XTCAP | 4/18 | 1130 | KUME SHIMA- | bldgs. | 8 | | | | | 9600 | |
| SUPPORT | 4/18 | 1330 | OKINAWA-heavy coastal | guns in caves. | 5 | | | | 29 | 3600 | |
| SUPPORT | 4/21 | 0745 | OKINAWA- | barracks. | 1 | 8 | 80 | | 66 | 390 | |
| SUPPORT | 4/21 | 1330 | OKINAWA-fuel storage tanks. | | 9 | 8 | 77 | | 117 | 3300 | |
| XTCAP | 4/21 | 0930 | KUME SHIMA-targets of | opportunity. | 8 | | | | | 3020 | |

Special Comments and Information

2. Table of Bombs, Rockets and Ammunition Expended at Target. (Cont.)

| MISSION | DATE | T/O | TARGET ATTACKED | | SORTIES AT TARGET | | BOMBS, ROCKETS, AMMUNITION | | | | | |
|---------|------|------|------------------------------------|----------|-------------------|-----|----------------------------|------|------|----------|----------|--|
| | | | GENERAL | SPECIFIC | VF | VT | 100# | 500# | RKTS | CAL. .50 | CAL. .30 | |
| XTCAP | 4/23 | 0930 | KUME SHIMA-targets of opportunity. | | 4 | | | | | 3700 | | |
| XTCAP | 4/23 | 1330 | KUME SHIMA-targets of opportunity. | | 4 | | | | | 2500 | | |
| XTCAP | 4/24 | 1130 | KUME SHIMA-targets of opportunity. | | 4 | | | | | 2300 | | |
| XTCAP | 4/25 | 1330 | KUME SHIMA-targets of opportunity. | | 4 | | | | | 500 | | |
| TOTAL | | | | | 263 | 156 | 809 | 183 | 1669 | 158960 | 11775 | |

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PART VI

Special Comments and Information

3. Table of Combat and Operational Losses.

| DATE | T/O | TYPE A/C | CIRCUMSTANCES, PLACE, CAUSE | NO. | NO. | NO. | NO. |
|---------------|------|-------------------|--|----------------|-----------------|-----------------|------------------|
| | | | | PILOTS LOST | AIRCREW LOST | PILOTS SAVED | AIRCREW SAVED |
| 3/29 | 1530 | FM-2 | Crashed barrier in night landing on MAKIN ISLAND | 0 | | 1 | |
| 4/3 | | FM-2 | Broke moorings when ship rolled 23° and went over the side at starboard after corner of flight deck - no casualties | 0 | | | |
| 4/5 | 1130 | FM-2 | Barrier Crash | | | 1 | |
| 4/6 | 1330 | FM-2 | Detached from division low on fuel to make emergency landing YONTAN Field. Failed to arrive and presumed lost | 1 | | | |
| 4/8 | 0545 | TBM-3 | Hit in engine at low altitude by A/A and forced down behind enemy lines. Pilot and one crewman escaped to water and were rescued by Kingfishers. | 0 | 1 | 1 | 1 |
| TOTALS | | | | | | | |
| | | 4 FM-2's, 1 TBM-3 | | 1 | 1 | 3 | 1 |

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PART VI

4. Table of Enemy Aircraft Destroyed, Shipping Sunk, Probably Sunk, or Damaged.

| MISSION | DATE | T/O | LOCATION | ENEMY A/C DESTROYED | | | ENEMY SHIPPING | |
|----------------|------|------|-----------------------|--------------------------|-----------|----------|--------------------------|---------------------|
| | | | | IN AIR | ON GROUND | ON WATER | SUNK | DAMAGED |
| Direct Support | 3/25 | 1330 | NAHA Harbor | | | | | 2 STD's 6 barges |
| Direct Support | 3/30 | 0515 | OKINAWA S.E. Coast | | | | 4 barges 1 cabin boat | |
| Photo | 3/30 | 0745 | OKINAWA | | | | 1 mine 1 small boat | |
| XTCAP | 4/1 | 0515 | OKINAWA | 1 TONY | | | 1 fishing boat | |
| Direct Support | 4/3 | 0545 | OKINAWA | | | | 2 small craft | 4 barges |
| Observer | 4/3 | 0545 | OKINAWA | | | | 1 pier | 2 small boats |
| XTCAP | 4/3 | 0745 | IE SHIMA | | | | | 3 small boats |
| TCAP | 4/6 | 1330 | KERAMA RETTO | 2 VALS 1 OSCAR | | | | |
| Direct Support | 4/6 | 1330 | OKINAWA | 2 VALS 3 ZEKE 52's | | | | |
| Photo | 4/12 | 1330 | OKINAWA | 1 VAL | | | | |
| XCAP | 4/21 | 0930 | OKINAWA | | | | | 3 small boats |
| XCAP | 4/23 | 0930 | OKINAWA | | | | 3 mines | |
| XCAP | 4/23 | 1330 | KUME SHIMA | | | | 5 small craft | |
| XCAP | 4/24 | 1130 | KUME SHIMA | | | | 4 small craft | |

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PART VI

Special Comments and Information (Cont'd)

5. Table of damage to land targets.

| <u>DATE</u> | <u>TARGET</u> | <u>LOCATION</u> | <u>DAMAGE</u> |
|-------------|--|-------------------------------------|---|
| 3/25 | Buildings | KERAMA RETTO - Beach Area | 2 Buildings destroyed |
| 3/25 | Suspected Tank Shelter | TOKASHIKA | Unobserved |
| 3/26 | Tank Shelters - Supply Dump Buildings. | AKA and TOKASHIKA | Supply dump area fired. |
| 3/26 | Buildings | TOKASHIKA TOWN | 6 Buildings destroyed 3 Buildings damaged |
| 3/26 | A/A positions Buildings | KADENA Airfield KOMESU Town | Unobserved 3 Buildings destroyed |
| 3/26 | Buildings | YONABARU Airfield | 6 Buildings destroyed |
| 3/27 | Caves and Buildings | TOKASHIKA SHIMA KUBA SHIMA Town | Not observed 6 Buildings destroyed |
| 3/27 | Barracks and Buildings | OKINAWA | 10 Buildings seriously damaged. Barracks area left burning. |
| 3/27 | Barracks and Buildings | OKINAWA-ARAGUSUKU and TOYAMA Towns | Not assessible due previous damage. |
| 3/27 | Coastal Defense Guns | OKINAWA-YONABARU Harbor | Not assessible. |
| 3/28 | Dispersal areas, YONTAN A/F, gun emplacements. | OKINAWA | Not observed. |
| 3/28 | Dual purpose guns. | S.E. NAHA | Not observed. |
| 3/28 | Supply buildings | East of YONTAN A/F | 6 Buildings destroyed |
| 3/28 | Gun positions. | YONTAN-NAHA | Not observed |
| 3/29 | Bridges Buildings | S.E. Coast OKINAWA MINATOGA Town | 1 bridge destroyed 1 bridge damaged Not observed |

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PART VI

Special Comments and Information (Cont.)

5. Table of damage to land targets.

| <u>DATE</u> | <u>TARGET</u> | <u>LOCATION</u> | <u>DAMAGE</u> |
|-------------|-------------------------------------|-----------------------------------|---|
| 3/29 | Field Installations - Bldgs. | KADENA A/F KUBA and TOMA Towns | Not observed 3 damaged seriously |
| 3/29 | Camouflaged trucks | OKINAWA | 4 trucks destroyed |
| 3/29 | Bldgs - Revetments | YONTAN A/F | 3 bldgs. damaged |
| 3/30 | Dual purpose guns | TSUKEN SHIMA | Not observed |
| 3/30 | Gun positions Fuel storage tanks | S.E. NAHA A/F | 2 oil tanks destroyed |
| 3/30 | Trucks | S.E. NAHA | 1 destroyed |
| 3/31 | A/A positions | YONTAN/KADENA | Not observed |
| 3/31 | Revetments and Buildings | YONTAN A/F | Severe damage |
| 3/31 | Trucks | Central OKINAWA | 8 destroyed |
| 4/1 | Radio station barracks bldgs. | AGUNI and KUME SHIMA | Radio station destroyed 4 Bldgs. seriously damaged |
| 4/1 | Gun positions | Front lines | Guns silenced |
| 4/1 | Bridge and Bks. | Near DOMA Town | Serious damage to barracks. |
| 4/1 | Warehouses | OKINAWA | 6 destroyed |
| 4/2 | Trucks | OKINAWA | 4 trucks damaged |
| 4/3 | Gun positions | South OKINAWA | Not observed |
| 4/3 | Trucks | OKINAWA | 4 destroyed |
| 4/3 | Buildings | OKINAWA - KIN Town | 3 fires started |
| 4/4 | Trucks | OKINAWA | 3 damaged |
| 4/4 | Gun positions | OKINAWA | Not observed |

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PART VI

Special Comments and Information (Cont.)

5. Table of damage to land targets.

| <u>DATE</u> | <u>TARGET</u> | <u>LOCATION</u> | <u>DAMAGE</u> |
|-------------|---|------------------|---|
| 4/4 | Railroad station; trucks | IKE SHIMA | R/R station, slight damage 1 truck damaged |
| 4/6 | Gun positions | Southern OKINAWA | 3 guns destroyed 3 guns damaged |
| 4/6 | Gun positions Buildings Field Tower | IE SHIMA | 4 bldgs. burned Tower damaged |
| 4/6 | Camouflaged trucks Ammo dump and caves | OKINAWA | 13 trucks destroyed 12 trucks damaged Ammo dump destroyed |
| 4/6 | Trucks and fuel dump | OKINAWA | 6 trucks damaged Fuel dump destroyed |
| 4/6 | Buildings | OKINAWA | 11 buildings destroyed damage to others not assessed |
| 4/6 | Trucks | OKINAWA | 1 truck destroyed |
| 4/8 | Gun positions | OKINAWA | Not observed |
| 4/8 | Buildings and Sub Base | OKINAWA | 4 buildings destroyed Damage to sub base not observed |
| 4/8 | Artillery positions | OKINAWA | Not observed |
| 4/9 | Artillery positions | OKINAWA | Not observed |
| 4/9 | Bks. buildings | OKINAWA | Not observed |
| 4/9 | Gun positions | OKINAWA | 3 gun positions damaged |
| 4/9 | Artillery positions | OKINAWA | Not observed |
| 4/9 | Haystacks believed to conceal guns | OKINAWA | Not observed |

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PART VI

Special Comments and Information (Cont'd)

5. Table of damage to land targets.

| DATE | TARGET | LOCATION | DAMAGE |
|------|--|------------------------------|----------------------------|
| 4/11 | Supply warehouse | YONABARU Town, OKINAWA | Destroyed warehouse |
| 4/11 | Mortar positions | MACHINATO A/F, OKINAWA | Not observed |
| 4/11 | Artillery positions and ammo dump | OKINAWA | Ammo dump destroyed |
| 4/11 | Artillery positions in caves on ridge | OKINAWA | Not observed |
| 4/12 | Gun positions | OKINAWA | Not observed |
| 4/13 | Gun positions along ridge | OKINAWA | Not observed |
| 4/13 | Buildings | OKINAWA | 2 bldgs. destroyed |
| 4/13 | Gun positions along ridge | OKINAWA | Not observed |
| 4/14 | Troop concentrations | MOTOBU Peninsula, OKINAWA | 2 troop shelters destroyed |
| 4/14 | Camouflaged gun positions | OKINAWA | Not observed |
| 4/14 | Radio station Camouflaged hangars | OKINAWA | 2 bldgs. destroyed |
| 4/15 | Troop positions | N. OKINAWA | Not observed |
| | Troop positions | IE SHIMA | Not observed |
| 4/15 | Gun positions | MOTOBU Peninsula | 4 guns destroyed |
| | Gun positions | IE SHIMA | 4 guns damaged |
| 4/15 | Gun positions | IE SHIMA | 2 guns destroyed |
| | Gun positions | IE SHIMA | 4 guns destroyed |
| | Gun positions | MOTOBU Peninsula | Not observed |
| 4/15 | Observation post | MOTOBU Peninsula | Destroyed |
| | Caves | IE SHIMA | Not observed |

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PART VI

Special Comments and Information (Cont'd)

5. Table of damage to land targets.

| <u>DATE</u> | <u>TARGET</u> | <u>LOCATION</u> | <u>DAMAGE</u> |
|-------------|---|-------------------------|--|
| 4/15 | Gun positions, buildings and fuel dumps; Huts | IE SHIMA YORON SHIMA | 1 large bldg. destroyed 1 fuel dump destroyed 6 huts destroyed |
| 4/18 | Caves on ridge | OKINAWA | 3 caves damaged |
| 4/18 | Bldgs, radio station | SHURI Town, OKINAWA | 1 large bldg. destroyed 1 transmitter destroyed 1 tower damaged 1 bldg. damaged |
| 4/18 | Gun positions | OKINAWA | Not observed |
| 4/18 | Gun positions along ridge | OKINAWA | Not observed |
| 4/18 | Bldgs. Observation tower | KUME SHIMA | Not observed |
| 4/18 | Gun positions | OKINAWA | Not observed |
| 4/18 | Buildings | KUME SHIMA | 3 bldgs. damaged |
| 4/18 | Caves - guns | KUME SHIMA | 3 guns destroyed |
| 4/21 | Barracks and small bldgs. | OKINAWA near AWACHA | 1 barracks destroyed 10 small bldgs. destroyed |
| 4/21 | Fuel dumps | OKINAWA | 3 large fires started |
| 4/21 | Village and A/F | KUME SHIMA | Started fire |
| 4/23 | Various | KUME SHIMA | 3 mines exploded |
| 4/25 | Concrete emplacements and grounded plane | KUME SHIMA | Not observed |

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PART VI (Cont'd)

D. COMBAT INFORMATION CENTER

GENERAL

The LUNGA POINT acted as a radar guard ship on this operation performing various guard duties as assigned by the OTC on a daily basis. Both SK and SG radars were used continuously during the operation. Performance of both radars was good. During the 52 days of continuous operation the SK was down for a total of 2 hours 58 minutes, and the SG for a total of 1 hour 30 minutes.

This operation was our first experience operating with SP equipped ships. Both the FANSHAW BAY and the SANGAMON were so equipped. The advantages of the SP were very apparent. In addition to supplying angels information the SP's consistently reported low flying air contacts at from 10 to 15 miles outside of the range on SK or SC. This additional warning on a low flying attack can easily mean the difference between a successful enemy attack and a successful interception. It was noted that the SP frequently picked up low contact at a range greater than it could pick up IFF signals. Very often SP bogeys were reported which later showed friendly as soon as they showed up on the SK and SC screens.

This ship had its BL equipment replaced with BM equipment immediately prior to this operation. Our experience was that the BM gave longer and stronger IFF pips and made it possible for the operators to be more positive in their identification of weak and distant friendlies. The BM has a tendency to get out of tune more often than the BL. This can be overcome by a schedule of more frequent tune ups.

It appears that some progress has been made in the maintenance of airborne IFF in our unit. The instances of friendly TBM's alerting the force due to faulty IFF were very rare. The practice followed of assigning one ship as Fox guard to keep a careful track of the anti-sub patrol has proved of value. Under this system when the IFF equipment of an anti-sub patrol plane fails during the flight the plane is usually recognized as friendly by the Fox guard ship and is returned to base before he can cause trouble. The PEM planes flying long range anti-sub patrols were the chief faulty IFF offenders.

Aircraft communications were improved. At no time was any overcrowding encountered on the channels used to control the local CAP. The only channel that was seriously overcrowded was the guard channel which was used by our force as an aircraft homing channel and was also in use as a SAD channel. This situation which has also occurred on past operations will not be relieved until all TBM's and FM's are equipped with ARC-1 radios.

FIGHTER DIRECTION

Considering the length of the operation very little actual fighter direction was done by the force. Following is a chronological report of raids made against our force;

25 March. At 1755 a bogey estimated at 4 to 6 planes was picked up by the

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COMBAT INFORMATION CENTER (Cont'd)

FANSHAW BAY on the SP at 230° 40 miles Angles 1 closing. The Bogey closed to 30 miles and changed to a crossing course of about 100°. This raid was picked up by SK radars at about 32 miles and was reported as a large bogey. Two divisions were sent to intercept from each of the two carrier divisions which were operating close together. Weather and visibility conditions were extremely unfavorable. Three divisions of fighters were merged with the bogey for several minutes before a tally-ho was made by TULAGI fighters. Two Frances and one Tojo were splashed by the fighters who reported two Frances got away. This was the one occasion in our experience on which the Jap used window effectively. The window was used in such a manner that all ships with SK radars reported the bogey as large. The ships with SP radars consistently reported only 4 to 6 planes in the raid.

On 26 March at 0606 a small raid was picked up to the west on a course closing toward Okinawa. Two Tonys were intercepted at 270° 30 miles by MAKIN ISLAND fighters controlled by the MAKIN ISLAND. One Tony was splashed, the second one opened in the direction of Okinawa.

On 2 April the ship was anchored in Kerama Retto harbor. One division of CAP was overhead at angels 3 for low cover. The surrounding land blocked out the SK radar in most directions. At 0855 a single plane bogey was picked up at 260° 12 miles by the SK radar. CAP was given a Snap Vector but no contact was made. The bogey was picked up by the SG radar and followed on its approach to the ship where it was splashed by ship's gunfire.

At 1820 a bogey was picked up at 260° 45 miles. At this time the ship was on sortie just outside of Kerama Retto harbor and no CAP was airborne. The bogey was tracked in and closed the ship.

RADAR COUNTERMEASURES.

During this operation no reports of enemy radar signals were received from ships equipped with intercept receivers. Radar jamming gear was not used.

Nearly all of the actual bogey contacts were accompanied by the use of window. Only on the raid of 25 March was the use of window effective. On all other occasions it was quickly recognized and caused no confusion to the radar operators.

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PART VI

Special Comments and Information

1. Table of sorties and plane availability by days.

| DATE | ABOARD | | AVAIL | | SUPP'T | | TCAP | TASP | | PHOTO | | *OTHER | LCAP | LASP | | OTHER | | TOTAL | | GRAND TOTAL |
|--------|--------|----|-------|----|--------|----|------|------|----|-------|----|-------------|------|-----------------|-----|-------|-----|-------|----|-------------|
| | VF | VT | VF | VT | VF | VT | | VF | VT | VF | VT | | | VF | VT | VF | VT | VF | VT | |
| 5/24 | 20 | 12 | 20 | 12 | | | | | | | | | | | | 40 | 24 | 40 | 24 | 64 |
| 5/25 | 20 | 12 | 20 | 12 | | | | | | | | | | | | 32 | 16 | 32 | 16 | 48 |
| 5/26 | 20 | 12 | 20 | 12 | | | | | | | | | | | | 8 | 8 | 8 | 8 | 16 |
| 5/27 | 20 | 12 | 20 | 12 | | | | | | | | | | 12 | | | | | | 12 |
| 5/28 | 20 | 12 | 20 | 12 | | | | | | | | | | | | | | | | |
| 5/29 | 20 | 12 | 20 | 12 | | | | | | | | | 20 | 12 | | 2 | | | | 34 |
| 5/30 | 20 | 12 | 20 | 12 | | | | | | | | | 16 | 12 | | | | | | 28 |
| 5/31 | 20 | 12 | 20 | 12 | | | | | 2 | 1 | | | 4 | 12 | | | | | | 19 |
| 6/1 | 20 | 12 | 20 | 12 | | | | | | 2 | | | 4 | 12 | | 2* | | | | 20 |
| 6/2 | 20 | 12 | 20 | 12 | | | | | | 1 | | | 16 | 12 | | | | | | 29 |
| 6/3 | 20 | 12 | 20 | 12 | | | | | | | | | 20 | 13 ^o | | | | | | 33 |
| 6/4 | 20 | 12 | 20 | 12 | | | | | | | | | | 3 | | | | | | 3 |
| 6/5 | 20 | 12 | 20 | 12 | | | | | | | | - Typhoon - | | | | | | | | |
| 6/6 | 20 | 12 | 20 | 12 | | | | | | | | | 8 | | | | | | 8 | 8 |
| 6/7 | 20 | 12 | 20 | 12 | | | | | | | | | 40 | 16 | | | | 40 | 16 | 56 |
| 6/8 | 20 | 12 | 20 | 12 | | 20 | | | | | | | 24 | | | | | 24 | 20 | 44 |
| 6/9 | 20 | 12 | 20 | 12 | 16 | 11 | | | | | | | | | | | | 16 | 11 | 27 |
| 6/10 | 20 | 12 | 20 | 12 | 4 | | | | | | | | | | | | | 4 | | 4 |
| 6/11 | 20 | 12 | 20 | 12 | | 8 | | | | | | | 24 | 4 | | | | 24 | 12 | 36 |
| 6/12 | 20 | 12 | 20 | 12 | | 4 | 20 | | | | | | | | | | | 20 | 4 | 24 |
| 6/13 | 20 | 12 | 20 | 12 | | | 4 | | | | | | | | | | | 4 | | 4 |
| 6/14 | 20 | 12 | 20 | 12 | | 20 | 24 | | | | | | | | | | | 24 | 20 | 44 |
| 6/15 | 20 | 12 | 20 | 12 | | | 24 | | | | | | | 12 | | 2 | | 24 | 14 | 38 |
| 6/16 | 20 | 12 | 20 | 12 | | | 25 | | | | | | | | | | | 25 | | 25 |
| 6/17 | 20 | 12 | 20 | 12 | | | | | | | | | | | | | | | | |
| 6/18 | 20 | 12 | 20 | 12 | | | | | | | | | | | | 24 | 24 | 24 | 24 | 48 |
| 6/19 | 20 | 12 | 20 | 12 | | | | | | | | | 16 | 12 | 12 | 4 | | 28 | 16 | 44 |
| 6/20 | 20 | 12 | 20 | 12 | | | | | | 1 | | | 16 | 4 | 17 | 12 | | 33 | 17 | 50 |
| 6/21 | 20 | 12 | 20 | 12 | | | | | | | | | 16 | | | | | 16 | | 16 |
| 6/22 | 20 | 12 | 20 | 12 | | | | | | | | | 12 | 4 | 16 | 12 | | 28 | 16 | 44 |
| 6/23 | 20 | 12 | 20 | 12 | | | | | | | | | 8 | 4 | | | | 8 | 4 | 12 |
| 6/24 | 20 | 12 | 20 | 12 | | | | | | | | | 16 | 4 | | | | 16 | 4 | 20 |
| 6/25 | 20 | 12 | 20 | 12 | | | | | | | | | | | | | | | | |
| 6/26 | 20 | 12 | 20 | 12 | | | | | | | | 1 | 16 | 8 | | | | 9 | 16 | 25 |
| TOTALS | | | | | 20 | 63 | 97 | | 2 | 5 | | 1 | 276 | 156 | 151 | 104 | 531 | 344 | | 875 |

AVAILABILITY — 100%

- * 2 F6F transfer to WINDHAM BAY.
- o One LASP replacement.

U.S.S. LUNGA POINT (CVE 94)

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

PART VI

Special Comments and Information

2. Table of Bombs, Rockets and Ammunition Expended at Target.

| MISSION | DATE | T/O | TARGET ATTACKED | | SORTIES AT TARGET | | BOMBS, ROCKETS, AMMUNITION | | | | |
|---------|------|------|-----------------|--|-------------------|----|----------------------------|------|------|---------|---------|
| | | | GENERAL | SPECIFIC | VF | VT | 100# | 500# | RKTS | CAL. 50 | CAL. 30 |
| SUPPORT | 6/8 | 0730 | OKINAWA- | caves and pill boxes | | 6 | 35 | | 42 | 350 | |
| SUPPORT | 6/8 | 1130 | OKINAWA- | Hqtrs. Command, also SENEGA SHIMA-Gun emplacements | | 4 | 40 | | 32 | 100 | |
| SUPPORT | 6/8 | 1315 | OKINAWA- | Gun Emplacements | | 6 | | 18 | 36 | 60 | |
| SUPPORT | 6/9 | 0600 | OKINAWA- | Troop entrenchments | 4 | 4 | 40 | | 48 | 7215 | 30 |
| SUPPORT | 6/9 | 0730 | SENEGA SHIMA- | caves, gun positions | 9 | 4 | | | 12 | 1000 | |
| SUPPORT | 6/9 | 0930 | SENEGA SHIMA- | gun positions | 4 | 2 | 20 | | 40 | 4550 | |
| SUPPORT | 6/10 | 1315 | SENEGA SHIMA- | troops on wooded ridge | 4 | | | | 24 | 3000 | |
| SUPPORT | 6/10 | 1340 | OKINAWA- | troops deployed on ridge | | | | | 18 | 5000 | |
| SUPPORT | 6/11 | 0950 | OKINAWA- | town of NAGASUKU | | 4 | 40 | | | | |
| SUPPORT | 6/11 | 1130 | OKINAWA- | town of NAGASUKU | | 4 | | 24 | 12 | | |
| SUPPORT | 6/12 | 1315 | OKINAWA- | large cave | | 8 | | 12 | | 550 | |
| SUPPORT | 6/14 | 0600 | OKINAWA- | town of MABUNI | | 6 | | 18 | 36 | 1265 | 30 |
| SUPPORT | 6/14 | 0930 | OKINAWA- | town of KOMESU | | 4 | | 12 | 24 | 275 | |
| SUPPORT | 6/14 | 1130 | OKINAWA- | caves and gun positions | | 6 | | 18 | 36 | | |
| SUPPORT | 6/14 | 1630 | OKINAWA- | caves and gun positions | | 4 | | 13 | 24 | 650 | |

U.S.S. LUNGA POINT (CVE 94)

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

PART VI (Cont'd.)

Special Comments and Information

2. Table of Bombs, Rockets and Ammunition Expended at Target (Cont'd).

| MISSION | DATE | T/O | TARGET ATTACKED | | SORTIES AT TARGET | | BOMBS, ROCKETS, AMMUNITION | | | | | |
|-------------------|------|------|--|----------|-------------------|----|----------------------------|------|------|----------|-------------|---|
| | | | GENERAL | SPECIFIC | VF | VT | 100# | 500# | RKTS | CAL. .50 | CAL. .30 NA | |
| SUPPORT | 6/15 | 1130 | OKINAWA-troops deployed in woods | | | 4 | | 12 | 24 | | | |
| STRIKE | 6/18 | 0815 | SAKISHIMA GUNTO- Ishigaki Shima Ishigaki and Miyara Air Fields | | 8 | 8 | 80 | | 110 | 10690 | | |
| STRIKE | 6/18 | 1445 | SAKISHIMA GUNTO- Ishigaki Shima Ishigaki and Miyara Air Fields | | 8 | 8 | 80 | | 100 | | | |
| STRIKE | 6/19 | 0730 | SAKISHIMA GUNTO- Ishigaki Shima- Town of Shiraho | | 4 | | | | 24 | 3000 | | |
| STRIKE | 6/19 | 1530 | SAKISHIMA GUNTO- Ishigaki Shima- Ishigaki and Miyara Air Fields | | 8 | 4 | 30 | 4 | 48 | 7525 | | |
| STRIKE & PHOTO | 6/20 | 0600 | SAKISHIMA GUNTO- Ishigaki Shima- Ishigaki and Miyara Air Fields | | 4 | 7 | | 24 | 24 | 4050 | | |
| STRIKE | 6/20 | 0845 | SAKISHIMA GUNTO- Miyako Shima- Nobaru and Hyrara Towns | | 8 | | | | 24 | 7000 | | 8 |
| STRIKE | 6/20 | 1430 | SAKISHIMA GUNTO- Ishigaki Shima- Ishigaki Air Field | | 4 | 6 | | 24 | 24 | 2750 | | |
| STRIKE | 6/22 | 1030 | SAKISHIMA GUNTO- Ishigaki Shima- Hegina Air Field | | 8 | 6 | | 24 | 48 | 4375 | | |
| STRIKE | 6/22 | 1530 | SAKISHIMA GUNTO- Ishigaki Shima- Hegina Air Field | | 8 | 6 | | 24 | 84 | 5600 | | |

PART VISpecial Comments and Information

5. Table of damage to land targets.

| <u>DATE</u> | <u>TARGET</u> | <u>LOCATION</u> | <u>DAMAGE</u> |
|-------------|---------------------------------|-----------------|---|
| 6/8 | Pill Boxes and caves | OKINAWA SHIMA | Caves well hit, one pill box destroyed |
| 6/8 | Headquarters, Command | OKINAWA SHIMA | Unassessed |
| 6/8 | Gun emplacements | OKINAWA SHIMA | Two direct hits on caves - two fires started, serious damage. |
| | Gun emplacements | SENEGA SHIMA | Unassessed |
| 6/9 | Troop entrenchments | OKINAWA SHIMA | Unassessed |
| 6/9 | Caves and gun emplacements | SENEGA SHIMA | Unassessed |
| 6/9 | Gun emplacements | SENEGA SHIMA | Three gun emplacements destroyed |
| 6/10 | Troops deployed on wooded ridge | OKINAWA SHIMA | Unassessed |
| 6/10 | Troops deployed on wooded ridge | OKINAWA SHIMA | Unassessed |
| 6/11 | Nagasuku Town | OKINAWA SHIMA | Unassessed |
| 6/11 | Nagasuki Town | OKINAWA SHIMA | Low clouds covered target, six fires observed. |
| 6/12 | Large cave | OKINAWA SHIMA | Eight direct hits |
| 6/14 | Mabuni Town | OKINAWA SHIMA | Blockhouse badly damaged, gun emplacements well hit. |
| 6/14 | Komesu Town and ridge to North | OKINAWA SHIMA | Two fires started, serious damage to buildings, slight damage on ridge. |
| 6/14 | Caves and gun positions | OKINAWA SHIMA | Area well covered, damage unassessed. |
| 6/14 | Caves and gun positions | OKINAWA SHIMA | One gun position destroyed, two buildings burned. |
| 6/15 | Troops deployed in wooded area | OKINAWA SHIMA | Area well covered, damage unassessed. |

C O N F I D E N T I A LPART VISpecial Comments and Information (Cont'd)

5. Table of damage to land targets.

| <u>DATE</u> | <u>TARGET</u> | <u>LOCATION</u> | <u>DAMAGE</u> |
|-------------|---|---------------------------------|--|
| 6/18 | Ishigaki and Miyara air fields and revetment area | ISHIGAKI SHIMA, SAKISHIMA GUNTO | Rendered fields unoperational, three buildings damaged. |
| 6/18 | Ishigaki and Miyara air fields | ISHIGAKI SHIMA, SAKISHIMA GUNTO | Airfields well cratered, five buildings badly damaged. |
| 6/19 | Shiraho Town | ISHIGAKI SHIMA, SAKISHIMA GUNTO | Cloud cover made assessment impossible. |
| 6/19 | Ishigaki and Miyara air fields | ISHIGAKI SHIMA, SAKISHIMA GUNTO | Three buildings badly damaged and set on fire. Planes thoroughly strafed - would not burn, probably dummies. |
| 6/20 | Ishigaki and Miyara air fields | ISHIGAKI SHIMA, SAKISHIMA GUNTO | Rendered unoperational. |
| 6/20 | Nobaru and Hyrara Towns | MIYAKO SHIMA, SAKISHIMA GUNTO | Five fires left burning in the two towns. |
| 6/20 | Ishigaki air field | ISHIGAKI SHIMA, SAKISHIMA GUNTO | Air field well cratered, two buildings severely damaged. |
| 6/22 | Hegina air field | ISHIGAKI SHIMA, SAKISHIMA GUNTO | Air field well cratered, four buildings severely damaged. |
| 6/22 | Hegina air field | ISHIGAKI SHIMA, SAKISHIMA GUNTO | Air field well cratered, four buildings gutted - two fires started |

6. Table of damage to shipping.

| <u>DATE</u> | <u>TARGET</u> | <u>LOCATION</u> | <u>DAMAGE</u> |
|-------------|---------------|---|---------------|
| 6/18 | One Lugger | South Coast ISHIGAKI SHIMA SAKISHIMA GUNTO | Straffed |
| 6/18 | Four Luggers | South Coast ISHIGAKI SHIMA SAKISHIMA GUNTO | Straffed |
| 6/20 | One Lugger | South Coast ISHIGAKI SHIMA, SAKISHIMA GUNTO | Straffed |

C O N F I D E N T I A LPART VICOMBAT INFORMATION CENTER

During phase two of our Okinawa duty this ship was in contact with Japanese air activity on only two occasions.

At 0635 on 7 June while one force was engaged in striking Sakishima we were suddenly attacked by two enemy aircraft. One of these hit forward on flight deck of the NATOMA BAY and the other was splashed by surface gunfire. This was the second time since this ship has been in action that we have had an attack with absolutely no radar warning. At the time of the attack the first strike group had not yet returned from the target area and only local patrols were airborne in the vicinity of our unit. Radar screens were relatively clear and congestion was not a factor in the lack of radar warning. No explanation is known as to how this bogey closed the formation without being picked up by one of the radars in the unit.

On 22 June at 1420 a bogey was picked up at 280° 60 miles by one of the ships in the unit. All ships picked up intermittent plots as he approached on a course of 090° speed 280. All radars lost him when he was 20 miles from base and did not pick him up again until he was out to 20 miles opening on a southwesterly course. It is believed that this bogey was a very high flying snoop or photo reconnaissance plane probably flying in excess of angels 30. Radar information was not complete enough to obtain a good altitude estimate by fade chart however the lack of radar information was a good indication that he was flying at an extremely high altitude.

U.S.S. LUNGA POINT (CVE 94)

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

PART VII

PERSONNEL PERFORMANCE AND CASUALTIES

The performance of the ship's company was outstanding throughout the entire operation. As already stated, the performance of the gun crews and lookouts during the morning and evening attacks of 2 April was without doubt completely above criticism.

These attacks make a total of twelve KAMIKAZE enthusiasts that this ship has had the questionable pleasure of figuratively "seeing the whites of their eyes". There have been others that have looked the ship over, but twelve have singled out the LUNGA POINT, only one of which succeeded in making contact with the ship. As reported in the Iwo Jima operations, he failed to collect a cigar, but after dropping his torpedo which crossed close astern he crashed the bridge, skidded across the flight deck and fell over the side. A large fire resulted which was quickly extinguished and only superficial structural damage resulted.

These repeated jousts with the suicidal Nip has confirmed the efficacy of early, continuous, accurate and voluminous gunfire. There is no doubt that gunfire on the part of this ship and supporting vessels succeeded in turning and destroying the enemy suicide air attacks on 2 April, 1945.

The performance of the squadron has continued to be outstanding. Compron 85 completed its combat tour at Okinawa and is very deserving of Stateside rest. The Squadron flew 1301 sorties during this operation, lost two planes in combat and had three operational losses. There were no personnel lost operationally and all personnel were rescued in combat plane losses except one VF pilot and one VT aircrewman.

Inasmuch as this is the final operation of Compron 85 the following information is submitted:

During the four operations in which this vessel and VC-85 participated, (Leyte, Luzon, Iwo Jima, and Okinawa), a total of 3165 sorties were flown. During this time six planes were lost in combat and nine planes lost from operational causes. No personnel were lost operationally, and of the six planes lost in combat (2VF and 4VT), all personnel were rescued except one VF pilot, one VT pilot, and three aircrewmen, despite the fact that three VT were shot down behind enemy lines. One death occurred aboard in a flight deck accident, making a total of six fatalities during the four combat operations.

During all combat operations since arrival in the forward area of 3212 carrier landings have been made on this ship and only three Compron 85 aircraft have had to be stricken for damages caused by landing accidents, barrier crashes or otherwise.

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

U.S.S. LUNGA POINT (CVE 94)

PART VII

PERSONNEL PERFORMANCE AND CASUALTIES (Cont'd.)

Also, the ship has maintained an average daily availability of 99.3% for the period. That is, an average of 99.3% of all planes on board have been available for flight at take-off time each morning while on combat operations.

The records and statistics of other squadrons and carriers (including CV, CVL and CVE) are not available to this command. However, it is believed that the statistics enumerated above are outstanding in themselves, and it is quite possible may be somewhat of a record when comparisons are made. Too much credit cannot be given to the pilots, the landing signal officer, the flight deck personnel and the maintenance personnel.

CASUALTIES

The following casualties were sustained during the subject period:

By Ship: None.

By VC-85: Lieut.(jg) Adrian S. BAZZELL, (A1), USNR, (314784), killed in action, 6 April, 1945.

ORCUTT, Kenneth Calvert, 805 34 17, AOM2o(T)(CA), V6, USNR missing in action, 8 April, 1945.

Note: The Secretary of the Navy has been notified.

U.S.S. LUNGA POINT (CVE 94)

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

PART VII

PERSONNEL PERFORMANCE AND CASUALTIES

The performance of the ships company continued to be outstanding during availability in Guam and during second period in the Okinawa Gunto Area.

The new squadron that came aboard in Guam (VC-98) has performed much better than expected. They were fortunate in having the period with the oiler group for training prior to flying support and strike missions at Okinawa and Sakishima, however, without that period they would have performed very satisfactorily. VC-98 had been in commission for over a year prior to joining the LUNGA POINT and had had 2 months in Pearl and one months duty on Saipan. This had given all pilots sufficient time to be very familiar with their aircraft. This fact no doubt accounts for their outstanding early showing on board. Since reporting on the LUNGA POINT they have flown 875 sorties and made 903 carrier landings and have had no operational or combat losses to date. They have had no deck accidents other than three very minor barrier ticks which required one prop change.

The performance of airplane maintenance personnel has continued to be excellent with an availability of 100% of all planes on board each morning.

CASUALTIES

Ship - None

VC-98 - None

U.S.S. LUNGA POINT (CVE 94)

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

PART VIII

LESSONS LEARNED, CONCLUSIONS AND RECOMMENDATIONS

Same items as in enclosure (H) apply.

The former squadron, VC-85, had been in commission 8 months prior to reporting aboard, VC-98 had been in commission 14 months on reporting aboard and had been training continuously. The ability of the two squadrons for comparable periods on board has been in direct proportion to their times in commission. This again proves the old adage that there is no short cut to time in air in type plane.

The ship was out for 99 days on the Okinawa Gunto Operation with a break of 10 days availability in Guam. It was necessary to work night and day however in Guam to accomplish needed repairs so there was only slight rest and recreation. The crew has held up well but all are very tired; sufficient personnel (the new allowance of 755 helps but is still not adequate) must be provided combat escort carriers to divide the work load and give proper rest between watches, or efficiency will seriously suffer. To date we have spent little time in port between operations, 10 days after Iwo Jima (a 29 day operation) and there will be 3 days rest (?) at the end of this operation before we go out again. It is almost miraculous that the engineering plant and auxiliaries continue to function under the above enumerated conditions. The Commanding Officer is not prepared to state what the final ultimate limit will be.

U.S.S. LUNGA POINT (CVE 94)

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

APPENDIX #1 TO PART III

PHOTOGRAPHS

- #1 - 0855 (I) 2 APRIL 1945, KERAMA RETTO, OKINAWA GUNTO
JAP FIGHTER PLANE (ZEKE, TONY OR TOJO) DIVES ON SHIP
- #2 - 0856 (I) 2 APRIL 1945, KERAMA RETTO, OKINAWA GUNTO
JAP FIGHTER PLANE CRASHES INTO WATER NARROWLY MISSING LST ABOUT 1100 YARDS
ASTERN
- #3 - 1845 (I) 2 APRIL 1945, SOUTH OF KERAMA RETTO, OKINAWA GUNTO
UNIDENTIFIED JAP PLANE STARTING DIVE ON PORT BEAM OF SHIP IS TAKEN UNDER
FIRE AT MAXIMUM RANGE
- #4 - 1846 (I) 2 APRIL 1945, SOUTH OF KERAMA RETTO, OKINAWA GUNTO
NICK ON STARBOARD BOW STARTING APPROACH IS TAKEN UNDER FIRE OUTSIDE MAX-
IMUM RANGE
- #5 - 1847-1850(L) 2 APRIL 1945, SOUTH OF KERAMA RETTO, OKINAWA GUNTO
SHIP BURNING FROM SUICIDE HIT, PROBABLY THE DICKERSON, APD 21
- #6 - 1 APRIL 1945, OKINAWA--SMALL CRAFT ORBIT NEAR TRANSPORTS OFF LANDING
BEACHES
- #7 - 3 APRIL 1945, OKINAWA GUNTO--YONTAN AIRFIELD AND BEACHHEAD
- #8 - 3 APRIL 1945, OKINAWA GUNTO--MACHINATO AIRFIELD
- #9 - 3 APRIL 1945, OKINAWA GUNTO--NAHA AIRFIELD AND FIGHTER STRIP IN DISTANCE
(LOOKING SOUTH)
- #10 - 3 APRIL 1945, OKINAWA GUNTO--NAHA TOWN AND HARBOR AFTER PRE-INVASION
BOMBING
- #11 - 25 MARCH 1945, OKINAWA GUNTO--SHIPPING IN NAHA HARBOR UNDER ATTACK
- #12 - 28 MARCH 1945, OKINAWA GUNTO--SMOKE BILLOWS FROM WAREHOUSES NEAR NAHA
DOMAR FOLLOWING DIRECT BOMB HITS
- #13 - 12 APRIL 1945, OKINAWA GUNTO--SUPPLIES DROPPED TO MARINES ON MOTOBU
PENINSULA
- #14 - 12 APRIL 1945, OKINAWA GUNTO--VAL BURNS IN RAVINE. SHOT DOWN BY TBM ON
PHOTO MISSION
- #15 - 13 APRIL 1945, OKINAWA GUNTO--BOMBS BURST ON GUN EMPLACEMENTS NEAR YONABARU.
PHOTO SHOWS DIFFICULTY OF ASSESSING DAMAGE IN CLOSE SUPPORT WORK
- #16 - 13 APRIL 1945, OKINAWA GUNTO--OBSERVER SPOTS AIRCRAFT SHELTERS ALONG
BASE OF RIDGE

ENCLOSURE (I)

U.S.S. LUNGA POINT (CVE 94)

C-O-N-F-I-D-E-N-T-I-A-L
PHOTOGRAPHS (Cont'd)

- #17 - 18 APRIL 1945, OKINAWA GUNTO--RADIO STATION AND BUILDINGS UNDER ATTACK
- #18 - 18 APRIL 1945, OKINAWA GUNTO--CLUSTER OF BUILDINGS UNDER ATTACK NORTH-EAST OF NAHA
- #19 - 27 APRIL 1945, OKINAWA GUNTO--FIGHTERS STRAFE AND EXPLODE MINES IN WATERS OFF COAST

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

U.S.S. LUNGA POINT (CVE 94)

APPENDIX II TO PART III

PHOTOGRAPHS

- #1 - CVE's WEATHER TYPHOON OFF OKINAWA 4-5 JUNE 1945.
- #2 - OSCAR (ENCIRCLED) STRAFES IN DIVE PRIOR TO CRASHING INTO WATER NEAR HAGGATT BAY (CVE 75) 0639 (I) 7 JUNE 1945 DURING STRIKE ON SAKISHIMA GUNTO.
- #3 - OSCAR DIVING ON SARGENT BAY (CVE 83) CRASHES NEAR HOGGATT BAY (CVE 75) 0639 (I) 7 JUNE 1945, DURING STRIKE ON SAKISHIMA GUNTO.
- #4 - 18 JUNE 1945 0900 (-9), ISHIGAKI SHIMA, ISHIGAKI AIRFIELD.
- #5 - 18 JUNE 1945 0900 (-9), ISHIGAKI SHIMA, ISHIGAKI AIRFIELD.
- #6 - 20 JUNE 1945 0745 (-9), ISHIGAKI SHIMA, ISHIGAKI AIRFIELD.
- #7 - 18 JUNE 1945 1615 (-9), ISHIGAKI SHIMA, ISHIGAKI TOWN.
- #8 - 18 JUNE 1945 0945 (-9), ISHIGAKI SHIMA, MIYARA AIRFIELD.

No. _____

COMPLETE STORY OF PICTURE

following where applicable:
initials or first names, rank and
DETAILS of occasion or action;
own and FOCAL LENGTH of lens
photos).
U. S. NAVY PHOTOGRAPH.

UNIT _____ No. _____

DATE TAKEN _____

WHERE TAKEN _____

GIVE COMPLETE STORY OF PICTURE

Include following where applicable:
Names, with initials or first names, rank and
hometown; DETAILS of occasion or action;
ALTITUDE flown and FOCAL LENGTH of lens
(in all aerial photos).

OFFICIAL U. S. NAVY PHOTOGRAPH.

**PHOTOGRAPHS: Appendix I to PART III
ENCLOSURE (I)**



#17 - 13 APRIL, 1945, OKINAWA GUNTO - DESTRUCTION AND BOMBINGS UNDER ATTACK.
CONFIDENTIAL - ENCLOSURE (1) APPENDIX #1 TO PART 1. ACTION REPORT, U.S.S. LUNGA POINT (CVE 94).



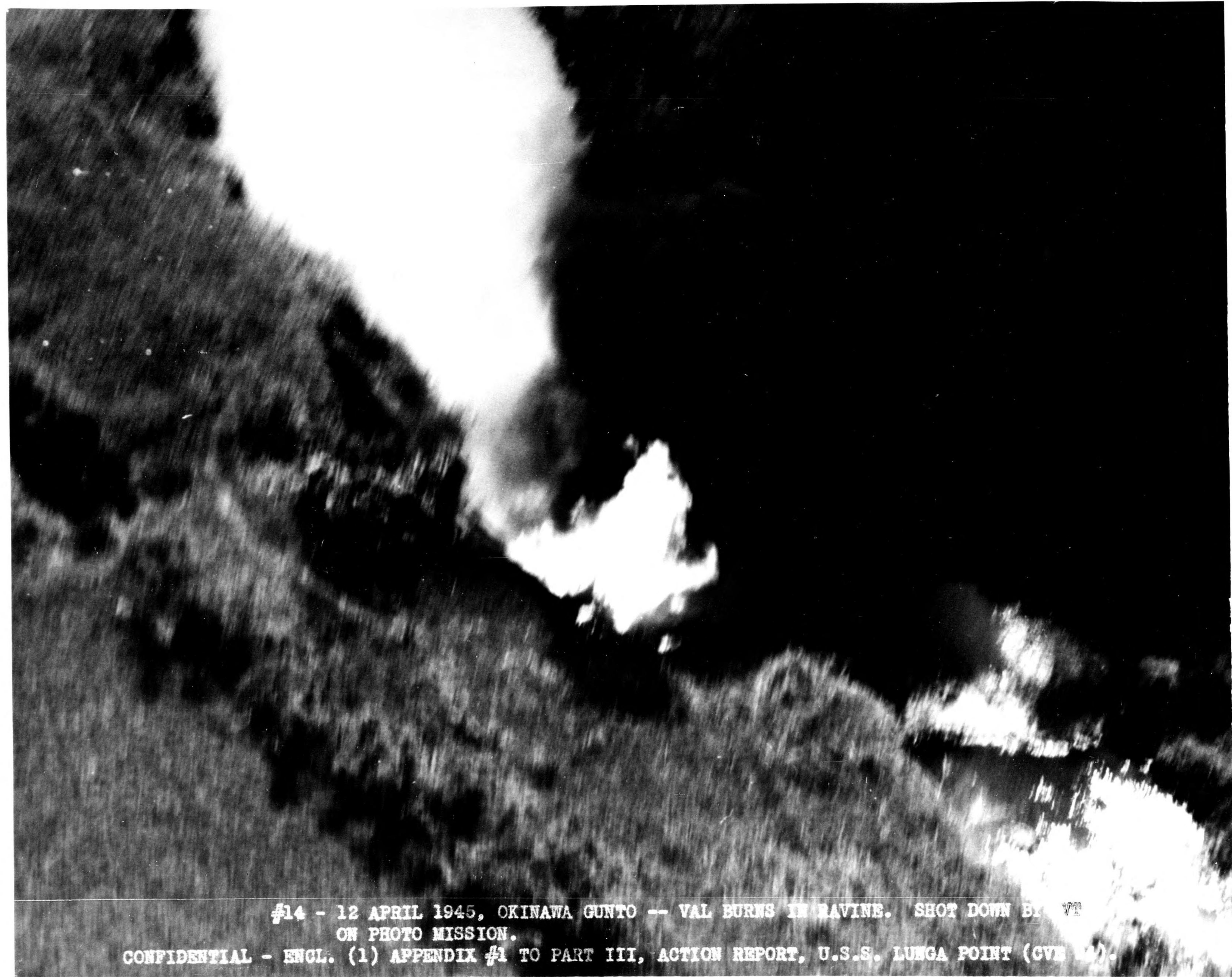
#10 - 13 APRIL, 1945, OKINAWA GUNTO - OBSERVER SPOTS AIRCRAFT SHELTERS ALONG
BASE OF RIDGE.

CONFIDENTIAL - ENCL. (1) APPENDIX #1 TO PART III, ACTION REPORT, U.S.S. LUNGA POINT (CVE 94)



#15 - 13 APRIL, 1945, OKINAWA GUNTO -- BOMBS BURST ON GUN EMPLACEMENTS NEAR
YONABARI. PHOTO SHOWS DIFFICULTY OF ACCURATE DAMAGE ASSESSMENT IN
CLOSE SUPPORT WORK.

CONFIDENTIAL - ENCL. (1) APPENDIX #1 TO PART III, ACTION REPORT, U.S.S. LUNGA POINT (CVE 94)



#14 - 12 APRIL 1945, OKINAWA GUNTO -- VAL BURNS IN RAVINE. SHOT DOWN BY JVT
ON PHOTO MISSION.

CONFIDENTIAL - ENCL. (1) APPENDIX #1 TO PART III, ACTION REPORT, U.S.S. LUNGA POINT (CVE 54).



#13 - 12 APRIL 1945, OKINAWA GUNDO -- SUPPLIES DROPPED TO MARINES ON NOTOBU PENINSULA.

CONFIDENTIAL - ENCL. (1) APPENDIX A TO PART III, ACTION REPORT, U.S.S. LUNGA POINT (CVE 94)



#12 - 23 MARCH 1945, OKINAWA GUNTO -- SMOKE BILLOWS FROM WAREHOUSES NEAR
NAKA DOMAR FOLLOWING DIRECT BOMB HITS.

CONFIDENTIAL - ENCL. (1) APPENDIX #1 TO PART III, ACTION REPORT, U.S.S. LUNGA POINT (CVE 94).



#11 - 25 MARCH 1945, OKINAWA GUNTO -- SHIPPING IN NAHA HARBOR UNDER ATTACK.

CONFIDENTIAL - ENCL.(1) APPENDIX #1 TO PART III, ACTION REPORT, U.S.S. LUNGA POINT (CVE 94).



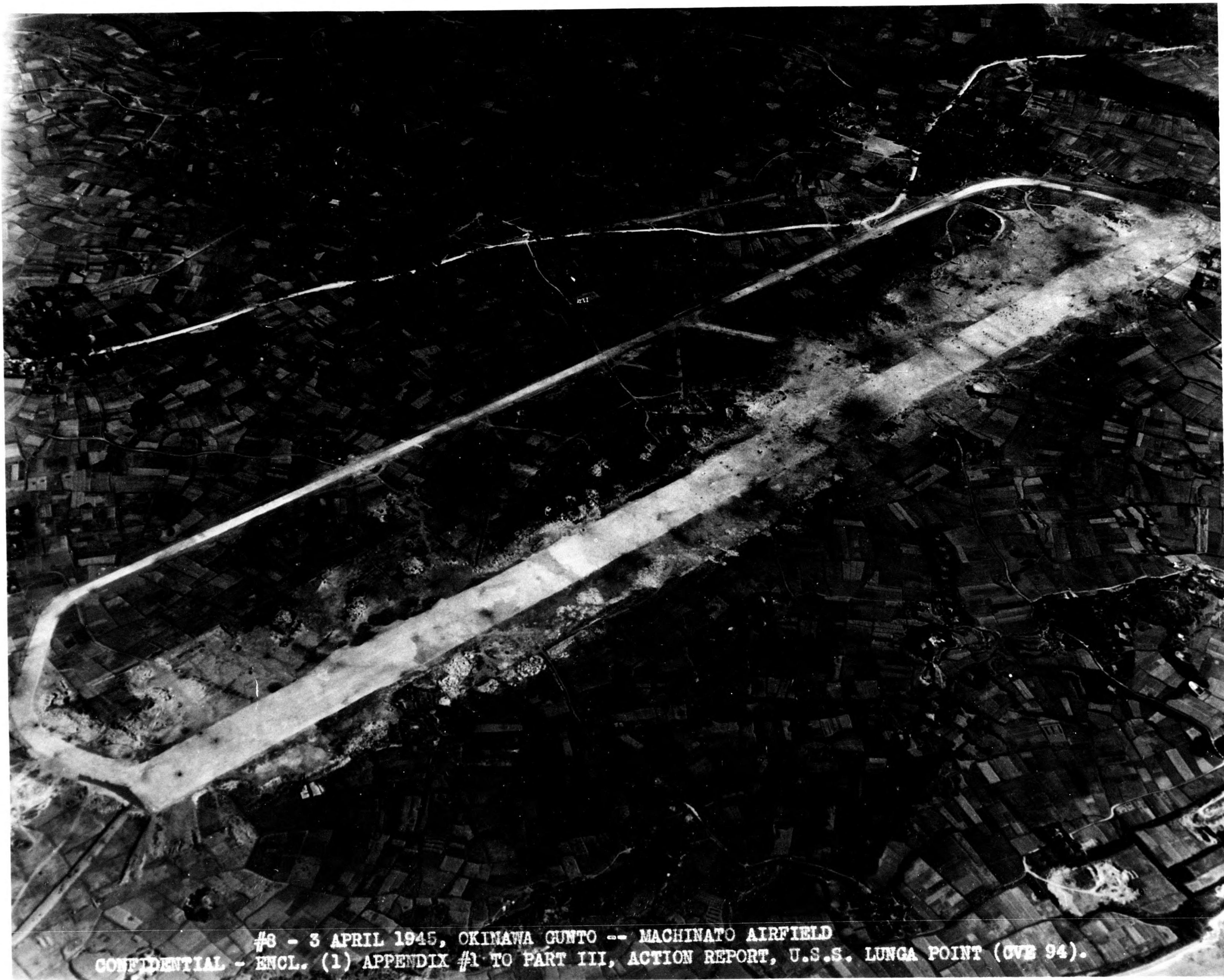
#10 - 3 APRIL 1946, OKINAWA GUNTO -- NAHA TOWN AND HARBOR
PRE-INVASION BOMBING.

REF ID: A66541 - VOL. (1) APPENDIX #1 TO PART III, ACTION REPORT, U.S. MARINE CORPS, LUNGA POINT (OVN 143)



#9 - 3 APRIL 1945, OKINAWA GUNTO -- NAHA AIRFIELD AND FIGHTER STRIP IN
DISTANCE (LOOKING SOUTH)

CONFIDENTIAL - ENCL. (1) APPENDIX #1 TO PART III, ACTION REPORT, U.S.S. LUNGA POINT (CVE 26)



#8 - 3 APRIL 1945, OKINAWA GUNTO -- MACHINATO AIRFIELD
CONFIDENTIAL - ENCL. (1) APPENDIX #1 TO PART III, ACTION REPORT, U.S.S. LUNGA POINT (CVB 94).



#7 - 3 APRIL 1945, OKINAWA GUNTO -- YONTAN AIRFIELD AND BEACHEAD
CONFIDENTIAL - ENCL. (1) APPENDIX #1 TO PART III, ACTION REPORT, U.S.S. LUNGA POINT (CVE 94).



#6 - 1 APRIL 1946, OKINAWA-GUNTO -- SMALL CRAFT ORBIT NEAR TRANSPORTS
OFF LANDING BEACHES.

CONFIDENTIAL - ENCL. (1) APPENDIX #1 TO PART III, ACTION REPORT, U.S.S. LUNGA POINT (CVE 94).