54974

SECRET

ACTION REPORT
of
USS SAN JACINTO

8 MAY THROUGH 27 MAY
1945

ACTION IN SUPPORT OF THE CAPTURE AND OCCUPATION OF OKINAWA GUNTO

#2

CVL30/A16-3
Serial: 0044

U.S.S. SAN JACINTO

10(pr)

c/o Fleet Post Office,
San Francisco, California,
31 May 1945.

SECRET

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.

Via: (1) Commander Carrier Division FIVE, and
Commander Task Group FIFTY-EIGHT POINT ONE.
(2) Commander Task Force FIFTY-EIGHT.
(3) Commander FIFTH Fleet.
(4) Commander-in-Chief, U. S. Pacific Fleet.

Subject: U.S.S. SAN JACINTO Action Report: Air Operations against the Japanese Empire Islands of KYUSHU and SHIKOKU, and Islands of the NANSEI SHOTO, during the period May 8 through May 27, 1945, in support of the assault, capture and occupation of KERAMA RETTO and OKINAWA SHIMA.

References: (a) Cominch Ltr., Serial 7152, dated 29 October 1943.
(b) Pacific Fleet Confidential Letter 1CL-45 dated 1 January 1945.
(c) CTG 58.1 OpPlan 2-45, Annex HOW-2, para. 6400.
(d) CTG 38.1 despatch 300848 of May 1945.

Enclosures: (A) PHASE I - U.S.S. SAN JACINTO Action Report, May 8-14, 1945.

Part I - Task Organization, Mission and Narrative.

Part II - Chronological Summary, Track Charts and Photographs.

Part III - Ammunition Expenditures and AA Action Report.

Part IV - Battle Damage and Casualties.

Part V - Air Operations, Statistical Data, Weather Summary, and Damage to Enemy.

(B) PHASE II - U.S.S. SAN JACINTO Action Report, May 15-27, 1945.

Part I - Mission and Narrative.

Part II - Chronological Summary and Track Charts.

Part III - Ammunition Expenditures.

Part IV - Battle Damage and Casualties.

Part V - Air Operations, statistical Data, Weather Summary, and Damage to Enemy, and Casualties.

Part VI - Recommendations.

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Subject: U.S.S. SAN JACINTO Action Report: Air Operations against the Japanese Empire Islands of KYUSHU and SHIKOKU, and Islands of the NANSEI SHOTO, during the period May 8 through May 27, 1945, in support of the assault, capture and occupation of KERAMA RETTO and OKINAWA SHIMA.

(C) Commander Air Group FORTY-NINE Secret Serial 002 dated May 31, 1945, enclosing (1) Summary of Aircraft Action Reports of Air Group FORTY-NINE, (2) Aircraft Action Reports of Fighting Squadron FORTY-NINE, and (3) Aircraft Action Reports of Torpedo Squadron FORTY-NINE.

1. Enclosures (A), (B), and (C) constitute the Action Report of the U.S.S. SAN JACINTO covering the period May 8 through May 27, 1945, and are forwarded herewith.

2. Operations conducted by the U.S.S. SAN JACINTO as a unit of Task Force 58 from May 8 through May 27, 1945 naturally fell into two phases - Phase I - May 8-14, 1945 - Air strikes against the Japanese Empire Islands of KYUSHU and SHIKOKU; Phase II - May 15-27, 1945 - Air strikes against the NANSEI SHOTO in support of the KERAMA RETTO and OKINAWA assault, capture and occupation.

3. East Longitude dates and minus nine (-9) ITEM ZONE Time are used throughout this report.

MICHAEL H. KERNODLE.

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CO, HORNET	1 Copy, less enclosure (c), Direct
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TASK ORGANIZATION

TASK GROUP 58.1 - FAST CARRIER GROUP ONE.

(a) Task Unit 58.1.1 - Carriers - Rear Admiral J. J. CLARK

HORNET (FF)		
BENNINGTON (F)	- Rear Admiral T. L. SPRAGUE	2 CV
BELLEAU WOOD		
MONTEREY		
SAN JACINTO		3 CVL

(b) Task Unit 58.1.2 - Support Unit - Rear Admiral J. F. SHAFROTH, Jr.

Task Unit 58.1.21- Battleships - Rear Admiral J. F. SHAFROTH, Jr.

BatDiv 8	
MASSACHUSETTS (F)	
INDIANA	
ALABAMA	3 BB

Task Unit 58.1.22 - Cruisers - Rear Admiral L. J. WILTSE

CruDiv 10 (Less BOSTON, CANBERRA)	
BALTIMORE (F)	
PITTSBURGH	
QUINCY	3 CA

CruDiv 14 (less HUSTON) - Captain W. C. VOSE	
VICKSBURGH (F)	
VINCENNES	
MIAMI	3 CL
SAN JUAN	1 CL(AA)

(c) Task Unit 58.1.3 - Group Screen - Captain T. H. HEDERMAN

DesRon 61		
DesDiv 121	DesDiv 122	
DEHAVEN (SF)	SAMUEL N. MOORE (F)	9 DD
MANSFIELD	BLUE	
LYMAN K. SWENSON	BRUSH	
COLLETT	TAUSSIG	
MADDOX		
DesRon 25		
DesDiv 49	DesDiv 50	
JOHN RODGERS (F)	DASHIELL (F)	5 DD
HARRISON	SCHROEDER	
McKEE		
DesDiv 106		
WEDDERBURN (F)		3 DD
TWINING		
STOCKHAM		

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PHASE I
PART I

MISSION

The U.S.S. SAN JACINTO operated tactically as a unit of Ta k Group 58.1 a part of Task Force 58. Embarking its new Air Group FORTY-NINE at ULITHI and departing from there on May 8 it engaged in extensive Training Exercises through May 11 prior to launching on May 13-14 Strikes and Sweeps against airfields of the island of KYUSHU and SHIKOKU, destroying aircraft on the ground and aircraft facilities in continued support of operations in the NANSEI SHOTO.

31 May 1945.

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PHASE I
PART I

NARRATIVE

May 8:

The U.S.S. SAN JACINTO accompained by the destroyers, U.S.S. STOCKHAM and U.S.S. MADDOX, composing Task Unit 58.1.6 Captain MICHAEL H. KERNODLE, USN, OCT, sortied from ULITHI early in the morning May 8 to refresh its new air group, Air Group FORTY-NINE prior to joining the other units of Task Group 58.1. The Training Exercises commenced at 0730(-10) and continued without interuption until 1828(-10) when the last plane was recovered. A total of one hundred and forty-five (145) landings was made, a new record for the ship.

The performance of Air Group FORTY-NINE was good and was marred only by one (1) crash into the water, one (1) barrier crash and one (1) crash into the catwalk. There were no personnel casualties and the damage to the two (2) planes landing aboard was repairable.

May 9:

Task Unit 58.1.6 was desolved upon rendezvous with Task Unit 58.1.4 which included the CVs HORNET and BENNINGTON, the CVLs BELLEAU WOOD and MONTEREY. The SAN JACINTO provided one (1) Combat Air Patrol, and only one (1) Training Flight was scheduled for the Air Group during the day. The ship participated in Gunnery Exercises during the afternoon.

May 10-11:

Task Unit 58.1.4 continued cruising in the general area northwest of ULITHI heading in the direction of OKINAWA. Flight Training and Gunnery Exercises were continued on both days without special incident. The SAN JACINTO provided one (1) Combat Air Patrol each day. Late in the afternoon of May 11 the Task Unit rendezvoused with Task Group 58.1.5 which included the battleships MASSACHUSETTS,

PHASE I
PART I

NARRATIVE

May 10-11 Cont'd:

ALABAMA, and INDIANA, and the cruisers BALTIMORE, PITTSBURG, QUINCY, VICKSBURG, VINCENNES, MIAMI, and SAN JUAN; and combined to form Task Group 58.1.

May 12:

Task Group 58.1 rendezvoused with the Refueling and Replacement Group, southeast of OKINAWA. The SAN JACINTO provided one (1) Combat Air Patrol and during the afternoon was called upon to furnish one (1) Intercept Combat Air Patrol and (1) Combat Air Patrol over the Target area. The latter patrol was ordered to cover the area just north of OKINAWA and the former to patrol the area between TOKUNO SHIMA and KIKAI SHIMA. This patrol made a Sweep over WAN AIRFIELD, KIKAI, and received its first taste of anti-aircraft fire. Three (3) replacement VF were received aboard, and (1) VF, no longer fit for combat, was launched. During the day the U.S.S. ALABAMA, and the U.S.S. MONTEREY, and the U.S.S HICKOX were detached and ordered, by Commander Task Force FIFTY-EIGHT, to report to Task Group 58.3.

May 13:

Task Group 58.1 headed north during the night and in the morning was in the area southeast of KYUSHU. Strikes and Sweeps against KYUSHU Airfields were the order of the day, the SAN JACINTO group participating in three (3) Sweeps and two (2) Strikes. The particular fields hit were 314 KANOYA, 325 CHIRAN, 330 IZUMI, 319 KOKUBU, 328 IBUSUKI, and 303 OITA. In general, few operational aircraft on these fields were observed and targets, in addition to such aircraft as was seen, consisted of airfield facilities, hangars, shops, revetments, etc. Numerous buildings were bombed and rocketed by the Air Group,

PHASE I
PART I

NARRATIVE

May 13 Cont'd:

and planes on the ground, including some believed to be operational, were strafed and rocketed, and at least two (2) were destroyed, and several were believed to have been destroyed.

May 14:

Task Group 58.1 continued to operate off southeast KYUSHU and again Strikes and Sweeps were launched against the KYUSHU Airfields, as well as against two (2) on the island of SHIKOKU. The SAN JACINTO Air Group participated in Sweeps against 345 ASHIYA, 343 GANNOSU, 157 MATSUYAMA WEST, 161 KOCHI, 331 HITOYOSHI, and a Strike against 339 TACHIARAI. Concentrations of small craft at the south of the river west of the KOCHI Airfield were also attacked, but with negligible results. Again airfield facilities provided the principal targets although some probably operational aircraft were seen and rocketed and strafed. One (1) known operational plane was destroyed. Several buildings on the various fields were known to have been hit with bombs and rockets.

At about 0700 two (2) enemy planes penetrated the screen and were shot down within a few minutes of each other over the formation by anti-aircraft fire. The first was hit by a five-inch shell and exploded several hundred yards off the port bow of the HORNET. The second one came in on the SAN JACINTO's starboard beam and was taken under anti-aircraft fire at an altitude of 7000 feet and a range of about 1500 yards. It was hit by 40 mm fire including that of the SAN JACINTO, flamed and crashed into the water a few hundred feet off the stern of the VICKSBURG.

Upon recovery of the last Sweep of the day, the Task Group retired on a southerly course to the Fueling and Replenishment Area, southeast of OKINAWA.

PHASE I
PART II

CHRONOLOGICAL SUMMARY

May 8:

The U.S.S. SAN JACINTO with Air Group FORTY-NINE embarked, sortied from ULITHI Lagoon in company with the U.S.S. STOCKHAM (DD-693) and U.S.S. MADDOX (DD-731) as Task Unit 58.1.6, OTC, Captain Michael H. Kernodle, U.S.N., in U.S.S. SAN JACINTO.

0608(-10) - Underway.

0623 - Sunrise.

0630 - Sortied from ULITHI LAGOON.

0703 - Launched Combat Air Patrol #1 - 3 VF for Task Unit and additional VF for Refresher Carrier Landings.

0747 - One VF engaged in Refresher Landings crashed into barrier. No injury to personnel.

0800 - Ship's Position Lat. 09° 40.5' N. Long. 139° 58.5' E.

0842 - One VF during approach for landing crashed into sea 1000 yards off port quarter. Pilot with minor injuries recovered by U.S.S. MADDOX.

1008 - Launched Combat Air Patrol #2 - 3 VF.

1017 - Launched Combat Air Patrol #1 - 8 VF for ULITHI Atoll.

1044 - Recovered TU - CAP #1.

1200 - Ship's Position: Lat. 14° 36' N. Long. 139° 13.5' E.

1303 - Suspended Refresher Landing Exercises.

1316 - Recovered TU - CAP #2.

1415 - Resumed Refresher Training Exercises.

1425 - Launched Combat Air Patrol #2. - 8 VF for ULITHI Atoll.

1426 - ULITHI CAP #1 was recovered.

PHASE I
PART II

CHRONOLOGICAL SUMMARY

May 8th CONT'D

1515 - Launched Combat Air Patrol #3.

1828 - Recovered CAP #3 and completed Refresher Training Exercises.

1848 - Sunset.

1900 - Clocks set back one hour to (-9) Zone.

2000 - Ship's Position: Lat. 08° 48.2' N. Long. 140° 32' E.

May 9:

Operating in area northeast of ULITHI Atoll. At 0824 Task Unit 58.1.6 was disolved - SAN JACINTO rendezvoused with Task Unit 58.1.4 composed of carriers and destroyers of Task Group 58.1 and reported to CTG 58.1 for duty. The day was devoted to Gunnery Exercises and Training Flights. The SAN JACINTO provided the first Combat Air Patrol.

0535 - Sunrise.

0722 - Launched Combat Air Patrol #1 - 8 VF and in addition 1 VT for ULITHI with two VF pilots to pick up replacement planes.

0800 - Ship's Position. Lat. 10° 02' N., Long. 139° 58.7' E.

0824 - Rendezvoused with Task Unit 58.1.4 northeast of ULITHI.

0902 - Launched Training Flight - 8 VT and 12 VF.

0936 - Recovered Patrol #1.

0945 - Recovered one VT and two replacement VF from ULITHI.

1109 - Recovered Training Flight.

1200 - Ship's Position: Lat. 10° 09'N., Long. 140° 07.4' E.

1415 - Commenced gunnery exercises.

1558 - Completed gunnery exercises.

1800 - Sunset.

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PHASE I

CHRONOLOGICAL SUMMARY

PART II
May 9th. CONT'D

2000 - Ship's Position Lat. 11° 55.8'N., Long. 138°52.3'E.

May 10:

Operating tactically with Task Unit 58.1.4 northwest of ULITHI. Flight Training and Gunnery exercises were continued. The SAN JACINTO again provided one Combat Air Patrol.

0500 - Launched First Training Flight - 8 VF - 6 VT.

0525 - Sunrise.

0800 - Ship's position Lat. 14°.44.2' N. Long. 136° 47.1' E.

0800 - Launched Second Training Flight - 8 VF - 3 VT.

0830 - Recovered Training Flight - one VF crashed through barriers into another plane damaging both beyond repair. No injury to pilot.

1130 - Launched Combat Air Patrol - 8 VF.

1143 - Recovered Second Training Flight - 8 VF - 3 VT.

1200 - Ship's position Lat. 15° 09' N. Long. 136° 38.5' E.

1328 - Launched Third Training Flight - 8 VF - 6 VT.

1350 - Commenced Gunnery Exercises.

1507 - Secured from Gunnery Exercises.

1608 - Recovered Patrol and Third Training Flight - 16 VF and 6 VT.

1820 - Sunset.

2000 - Ship's position Lat. 43° 4' N. Long. 135° 42.5' E.

CHRONOLOGICAL SUMMARY

PHASE I

PART II

May 11:

Operating Tactically with Task Unit 58.1.4 northwest of ULITHI and continued Gunnery Exercises and Flight Training. The SAN JACINTO provided the early Combat Air Patrol. The Task Unit rendezvoused with the remaining units of Task Group 58.1.

0521 - Launched Combat Air Patrol #1 - 16 VF.

0530 - Sunrise.

0606 - Gunnery Exercises commenced.

0703 - Secured from Gunnery Exercises.

0800 - Ship's Position Lat. 19° 23.2' N., Long 133° 26.5' E.

0908 - Recovered Patrol #1 - 16 VF.

1200 - Ship's position Lat. 20° 25' N. Long. 132° 41' E.

1330 - Launched Training Flight - 16 VF - 6 VT.

1420 - Gunnery Exercises commenced.

1513 - Secured from Gunnery Exercises.

1550 - Recovered Training Flight - 16 VF - 6 VT.

1747 - Rendezvoused with Task Unit 58.1.5.

1840 - Sunset.

2000 - Ship's position, Lat. 22° 01.5' N., Long. 131° 24.9' E.

May 12:

Operating tactically with Task Group 58.1 southeast of OKINAWA. The Group refueled and took on replacement planes. During the day the following vessels were detached from the Task Group and ordered to report to Task Group 58.3: The U.S.S. ALABAMA, U.S.S. MONTEREY, and U.S.S. HICKOX. The U.S.S. SAN JACINTO provided three (3) Combat Air Patrols of 8 VF each, and received 3 VF replacement aircraft.

PHASE I

PART II

CHRONOLOGICAL SUMMARY

May 12 Cont'd:

0510 - Rendezvoused with Task Group 50.8.

0538 - Sunrise.

0728 - Launched Combat Air Patrol - 8 VF.

0800 - Ship's position, Lat. 25° 01' N., Long. 130° 06.5' E.

0827 - Commenced fueling.

0935 - Launched one VF no longer in combat condition.

0951 - Completed fueling.

1025 - Recovered 3 F6F-5's, replacements.

1200 - Ship's position Lat. 25° 58' N., Long. 130° 01' E.

1204 - Recovered Patrol - 8 VF.

1251 - The U.S.S. ALABAMA, U.S.S. MONTEREY, and U.S.S. HICKOX detached from Task Group 58.1.

1456 - Launched Intercept Combat Air Patrol - 8 VF.

1502 - Launched Target Combat Air Patrol - 8 VF Target Area OKINAWA.

1840 - Recovered both patrols - 16 VF.

1855 - Sunset.

2000 - Ship's position Lat. 27° 45.2' N., Long. 131° 01'E.

May 13:

Operating tactically as a Unit of Task Group 58.1 southeast of the island of KYUSHU. Strikes of six (6) VF and eight (8) VT each and Sweeps of sixteen (16) VF, sixteen (16 VF, and fourteen (14 VF respectively were launched against airfields on KYUSHU by the SAN JACINTO. Enemy planes were in the vicinity from early in the morning through the day.

PHASE I
PART II

CHRONOLOGICAL SUMMARY

May 13 Cont'd:

0145 - Unidentified plane closed on bearing 065° to 12 miles then opened and disappeared.

0323 - Unidentified plane closed on bearing 070° to 6 miles then opened and disappeared.

0415 - Enemy plane closed on bearing 070° to 17 miles when it started to open and was shot down by VF(N) of the ENTERPRISE bearing 285° distance 24 miles.

0458 - Launched Sweep Able - 16 VF - Targets 314 KANOYA and 325 CHIRAN. Arming - 6 VF - 6 rockets each; 8 VF - 2 260# fragmentation bombs each.

0517 - Sunrise.

0613 - Launched Strike Baker - 6 VF and 8 VT - Target 330 IZUMI. Arming - 6 VF - 1 500# G.P. bomb each; 8 VT - 12 100# G.P. bombs each.

0630 - Recovered 2 VF - emergency.

0800 - Ship's position Lat. 30° 02' N., Long. 133° 01.6' E.

0820 - Recovered Sweep Able - 14 VF, two (2) VF had been recovered previously.

0925 - One (1) Myrt shot down bearing 191° distance 19 miles by Combat Air Patrol.

1000 - Launched Sweep Dog - 16 VF - Targets 319 KOKUBU and 328 IBUSUKI. Arming 8 VF - 1 500# G.P. bomb each; 8 VF - 6 rockets each.

1018 - Recovered Strike Baker.

1159 - Launched Strike Easy - 6 VF and 8 VT - Target SAEKI - Arming 6 VF - 1 500# G.P. bomb each; 8 VT - 12 100# G.P. bomb each.

1200 - Ship's position Lat. 30° 35' N., Long. 132° 34' E.

1335 - Recovered Sweep Dog.

PHASE I
PART II

CHRONOLOGICAL SUMMARY

May 13 CONT'D.

1501 - Launched Sweep George - 14 VF - Target 303 OITA. Arming 6 VF - 6 rockets each; 8 VF - 1 500# G.P. bomb each.

1510 - Recovered Strike Easy.

1842 - Sunset

1855 - Sunset.

2000 - Ship's position Lat. 30° 36.3' N., Long. 132° 37.8' E.

2057 - Unidentified plane closed on bearing 080° to 8 miles dropped large quantities of window and disappeared.

2255 - The SAN JACINTO assumed control of the ENTERPRISE VF(N) intercepted and unidentified plane bearing 042° distant 68 miles. One twin engine plane shot down bearing 053° distance 54 miles at 2302.

May 14:

Operating tactically as a Unit of Task Group 58.1 southeast of KYUSHU. Again enemy planes were continually in the vicinity, at times penetrating the screen. Within a period of about five minutes around 0700 two enemy planes were shot down inside the screen over the formation, the second one a Judy 33 with the assistance of anti-aircraft fire from the SAN JACINTO. Strikes and sweeps against KYUSHU and SHIKOKU airfields were continued. The SAN JACINTO Air Group launched three (3) Sweeps of 16 VF each and two (2) Strikes of 8 VT and 6 VF each.

0132 - Unidentified plane closed formation on bearing 150° to 9 miles after unsuccessful attempt at interception, then opened.

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PHASE I
PART II

CHRONOLOGICAL SUMMARY

May 14 CONT'D.

0448 - Launched Sweep Able - 16 VF - Target 345 ASHIYA and 343 GANNOSU - Arming - 8 VF - 6 rockets each; 8 VF - 2 260# fragmentation bombs each.

0514 - Sunrise.

0612 - Launched Strike Baker - 6 VF and 8 VT - Target 339 TACHIARAI - Arming 8 VT - 12 100# G.P. bombs each; 6 VF - 6 rockets each.

0634 - Enemy planes engaged by BATAAN and HORNET Combat Air Patrols bearing 183° distance 24 miles, five (5) enemy planes shot down.

0657 - Enemy plane on screen bearing 172° distance 18 miles, closed on bearing 175° to 11 mines than faded. A few minutes later one enemy plane was shot down inside the formation.

0704 - Enemy plane on bearing 060° distance 9 miles closed on bearing 020° to 7 miles penetrated the screen and was shot down by anti-aircraft fire a couple of minutes later, the SAN JACINTO assisting.

0706 - Recovered 10VF(N) from the ENTERPRISE due to the attack then in progress against Task Group 58.3.

0713 - Enemy planes appeared bearing 208° distance 54 miles closed on bearing 210° to 43 miles where the BATAAN Combat Air Patrol reported shooting down three (3) enemy planes.

0800 - Ship's position Lat. 30° 40.5'N., Long. 132° 42' E.

0827 - Recovered Sweep Able.

1014 - Launched Sweep Dog - 16 VF - Target 157 MATSUYAMA WEST and 161 KOCHI. Arming 8 VF - 6 rockets each; 8 VF - 1 500# G.P. bomb each.

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CHRONOLOGICAL SUMMARY

PHASE I
PART II

May 14 CONT'D.

1028 - Recovered Strike Baker - 6 VF and 8 VT - One VF crashed into catwalk, damage to plane and ship repairable. The pilot was uninjured.

1158 - Launched Strike Easy - 6 VF and 8 VT - Target shipping near KOCHI. Arming 6 VF - 6 rockets each; 2 VT - 12 100# G.P. bombs each.

1200 - Ship's position Lat. 30° 08' N. Long. 132° 44.8 'E.

1215 - Recovered 2 VF - emergency.

1345 - Recovered Sweep Dog.

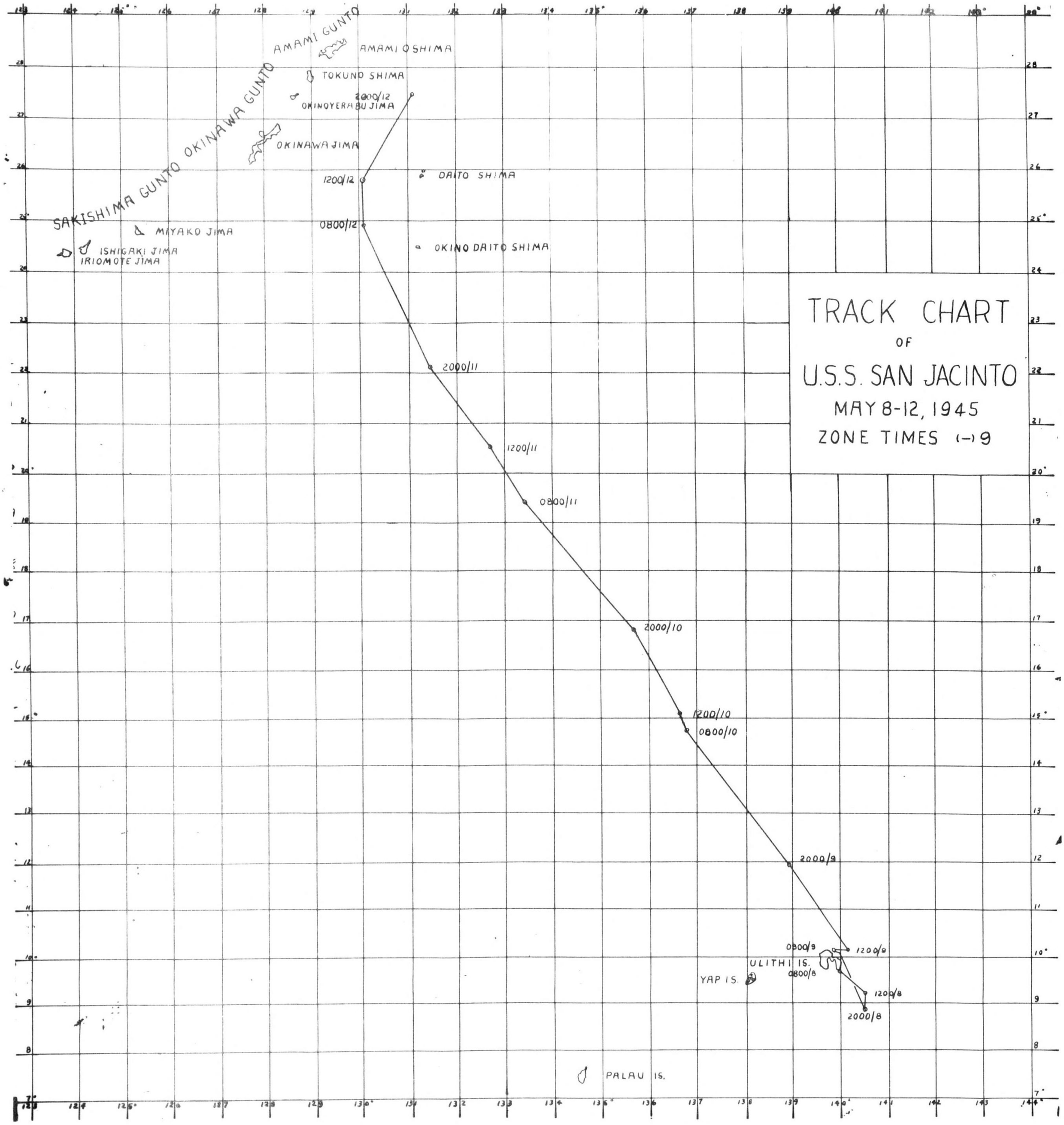
1510 - Launched Sweep George - 16 VF - Target 331 HITOYOSHI - Arming 8 VF - 1 500# G.P. bomb each; 8 VF - 6 Rockets each.

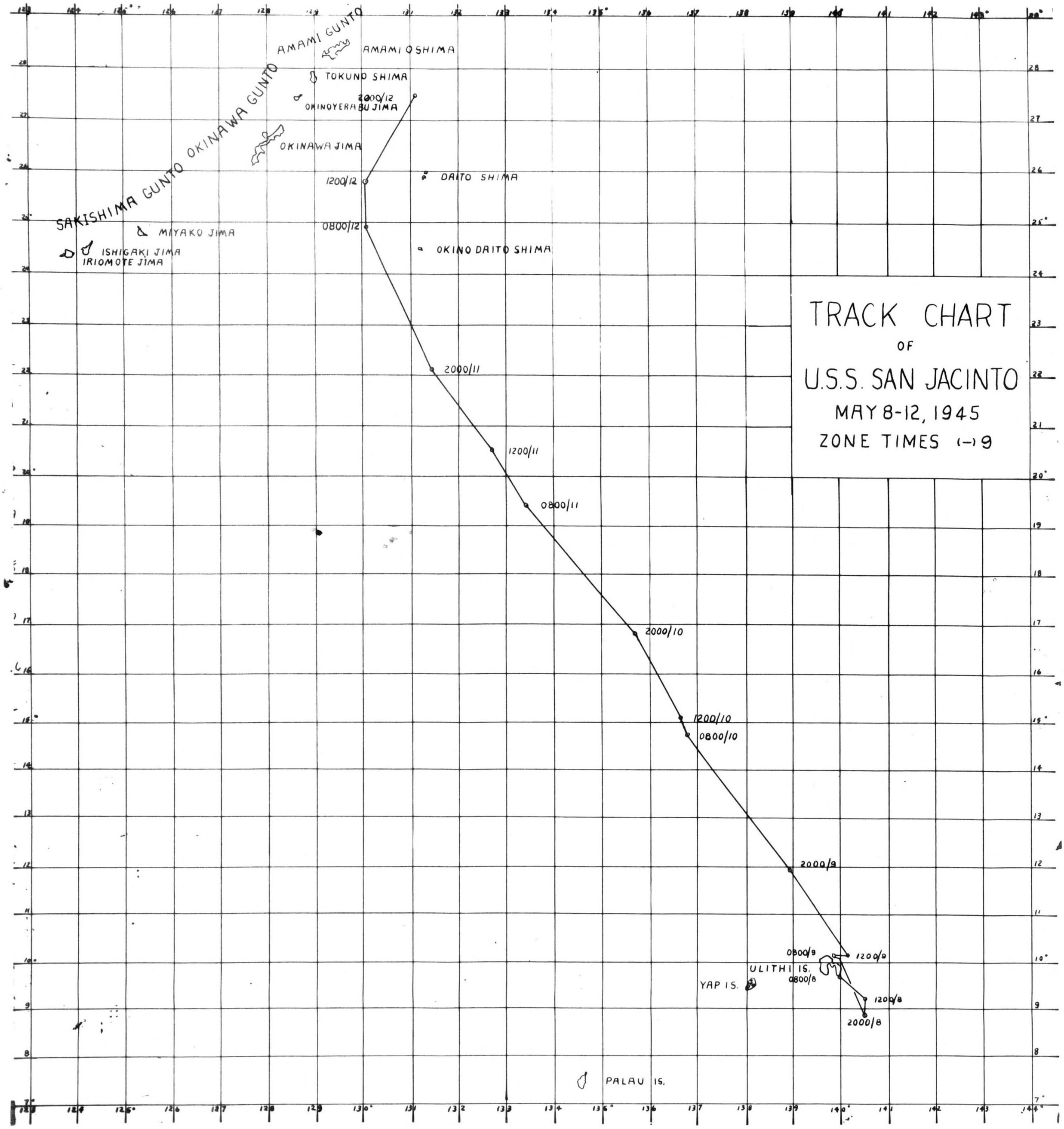
1520 - Recovered Strike Easy.

1818 - Recovered Sweep George.

1857 - Sunset.

2000 - Ship's position Lat. 29° 19.8' N. Long. 133° 01.5' E.


TRACK CHART
OF
U.S.S. SAN JACINTO
MAY 8-12, 1945
ZONE TIMES (-) 9
AMAMI GUNTO
AMAMI O SHIMA
TOKUNO SHIMA
OKINOYERABU JIMA
OKINAWA JIMA
SAKISHIMA GUNTO
OKINAWA GUNTO
DAITO SHIMA
MIYAKO JIMA
ISHIGAKI JIMA
IRIOMOTE JIMA
OKINO DAITO SHIMA
2000/12
1200/12
0800/12
2000/11
1200/11
0800/11
2000/10
1200/10
0800/10
2000/9
1200/9
0800/9
ULITHI IS.
0800/8
1200/8
2000/8
YAP IS.
PALAU IS.


TRACK CHART
OF
U.S.S. SAN JACINTO
MAY 8-12, 1945
ZONE TIMES (-) 9
AMAMI GUNTO
AMAMI O SHIMA
TOKUNO SHIMA
OKINOYERABU JIMA
OKINAWA JIMA
OKINAWA GUNTO
SAKISHIMA GUNTO
DAITO SHIMA
OKINO DAITO SHIMA
MIYAKO JIMA
ISHIGAKI JIMA
IRIOMOTE JIMA
2000/12
1200/12
0800/12
2000/11
1200/11
0800/11
2000/10
1200/10
0800/10
2000/9
1200/9
0800/9
ULITHI IS.
0800/8
1200/8
2000/8
YAP IS.
PALAU IS.

U.S.S. SAN JACINTO

31 May 1945.

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PHASE I

PART II PHOTOGRAPHIC OPERATIONS May 8 - 14, 1945

No photographic missions were assigned to this ship during the period from May 8 through May 14, 1945.

All TBM'S carried K-20 cameras on all strikes, and pictures of targets were obtained on may 13 and May 14 during strikes against airfields on KYUSHU and SHIKOKU. All F6F's were equipped with gun cameras.

The task group was attacked by Jap planes on the morning of May 14, 1945. The ship's photographers obtained both 16mm motion pictures and still pictures of the action.

This series of pictures demonstrates the relative effectiveness of automatic verses five-inch anti-aircraft fire.

This picture, taken on board the SAN JACINTO shortly after 0700, May 14, 1945, shows a Judy hit by automatic anti-aircraft fire from several ships including the SAN JACINTO. Although fired it was not destroyed and still constituted a menace.

This picture of the same plane shows it on fire, but apparently manouverable and still a threat.

This the third view shows the plane in its final dive, still a potent weapon of offense.

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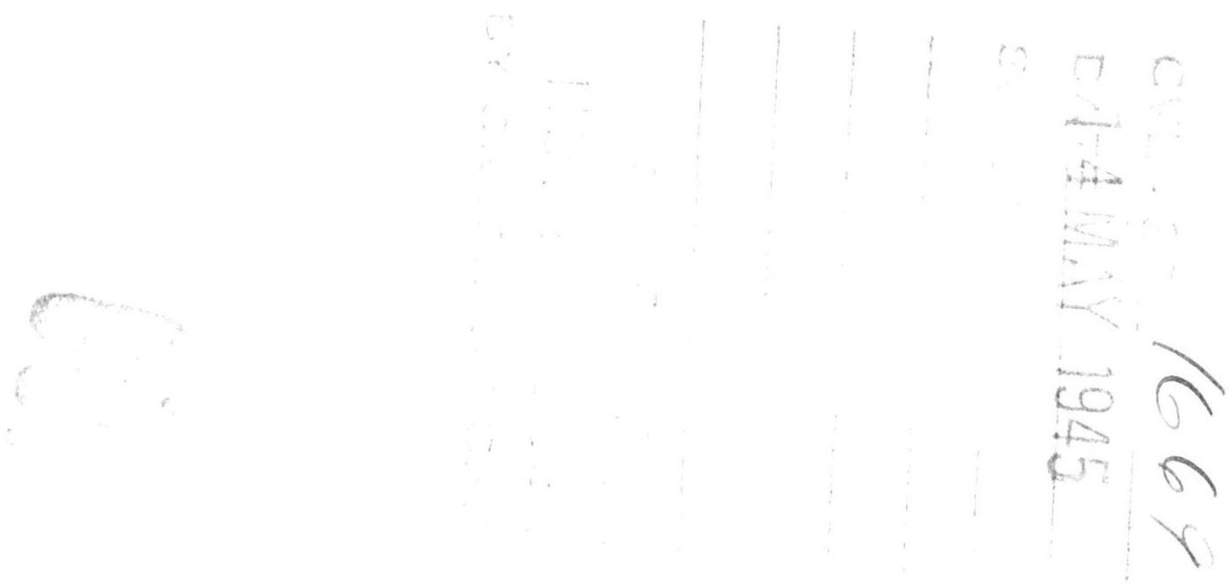
The final view shows the Judy just before crashing in the water still intact though apparently out of control. Thus it can be seen that although fatally wounded by automatic anti-aircraft fire it remained a continuing threat until the moment it crashed close astern of the VICKSBURG a few minutes after being hit

This picture was taken on board the SAN JACINTO at about 0700, May 14, 1945. It shows a Jap plane exploding over a destroyer several hundred yards off the HORNET's port bow as a result of a direct hit by five inch anti-aircraft fire.



This view taken seconds later shows the complete destruction of the plane, with only small pieces falling.

31 May 1945.

SECRET

PHASE I
PART III

AMMUNITION EXPENDED IN COMBAT 8-14 MAY 1945 (AIRCRAFT)

500# G.P. Bombs	50
260# Fragmentation Bombs	26
100# G.P. Bombs	360
Rockets	481
.50 Calibre	73,670 Rounds
.30 Calibre	700 Rounds

CONFIDENTIAL

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS

Location of Ship (area) (App) Lat.20°38.3'N. Long.132°51.1'E. Southeast of Kyushu USS SAN JACINTO (CVL30) With T.G. 58.1.

Zone Time 0708 (-9) Date 14 May, 1945.

1. Surprise attack (yes or no) No Day or Night Day.

2. Method picking plane up (Radar, binoculars, naked eye) Binoculars

3. Range plane was picked up (50,30,10, less than 5 miles 4 Miles

4. Total number of planes observed One Type JUDY 33 Navy Dive Bomber

5. Number of planes attacking own ship One Type JUDY 33 Navy Dive Bomber

6. Number of planes taken under fire by own ship One

(a) Of those attacking own ship One Type JUDY 33 Navy Dive Bomber

(b) Others - Type -

7. Speed and altitude of approach in knots and feet 175 Knts., 7,000 Ft.

8. Number of guns firing - by caliber 40MM-11 Barrels, 20MM-3 Barrels.

9. Ammunition expended - by caliber 40MM - 252 Rds., 20MM - 120 Rds.

10. Percent service allowance expended 40MM - .405%, 20MM - .091%

11. Method of control 40MM-Mk14 Sgt. 20MM-Mk51 Direct. Mk14 Sgt Method of spotting Tracer

Method of ranging Estimate Method of firing Rapid

12. Approximate time-tracking to first shot 5 Seconds.

13. Approximate time of first hits 12 Seconds.

14. Approximate time first shot to last shot 25 Seconds.

15. Approximate position angle open fire 20°

16. Approximate position angle cease fire 10°

17. Approximate bearing first shot 080 Relative

18. Approximate bearing last shot 090 Relative

19. Approximate range first shot 7000 Yds. Altitude 7000 Ft.

(over)

20. Approximate minimum range aircraft approached ~~1200 Yds~~ Altitude ~~In Water~~

21. Approximate range last shot 1500 Yds. Altitude 500 Ft.

22. Approximate altitude of bomb release None Size bomb -

23. Approximate range torpedo release None Size torpedo -

24. Number hits on ship by bombs None by torpedoes None

Was ship strafed? No Size gun -

25. Number near bomb misses damaging ship None

26. PLANES SHOT DOWN:	SURE (By own ship alone)	SURE (Assist)	PROBABLE	DAMAGED
(a) Those attacking own ship	-	One	-	-
(b) Other aircraft	-	-	-	-

(An aircraft is considered destroyed "SURE", when, as result of own ship's fire: 1. It is seen to crash., 2. It is seen to disentegrate in the air or be enveloped in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot and entire crew are seen to bail out).

(A "SURE ASSIST" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore batteries, or other ship).

(An aircraft is considered probably destroyed when, as result of own ship's fire: It is so damaged as to have less than an even chance of reaching its own territory safely).

(An aircraft is considered damaged when, as a result of own ship's fire: It is so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely. Claims shall be based on careful interrogation by proper authority, and every effort shall be made to eleminate duplication of claim).

27. Best estimate of size gun or guns responsible for "SURE" 40MM

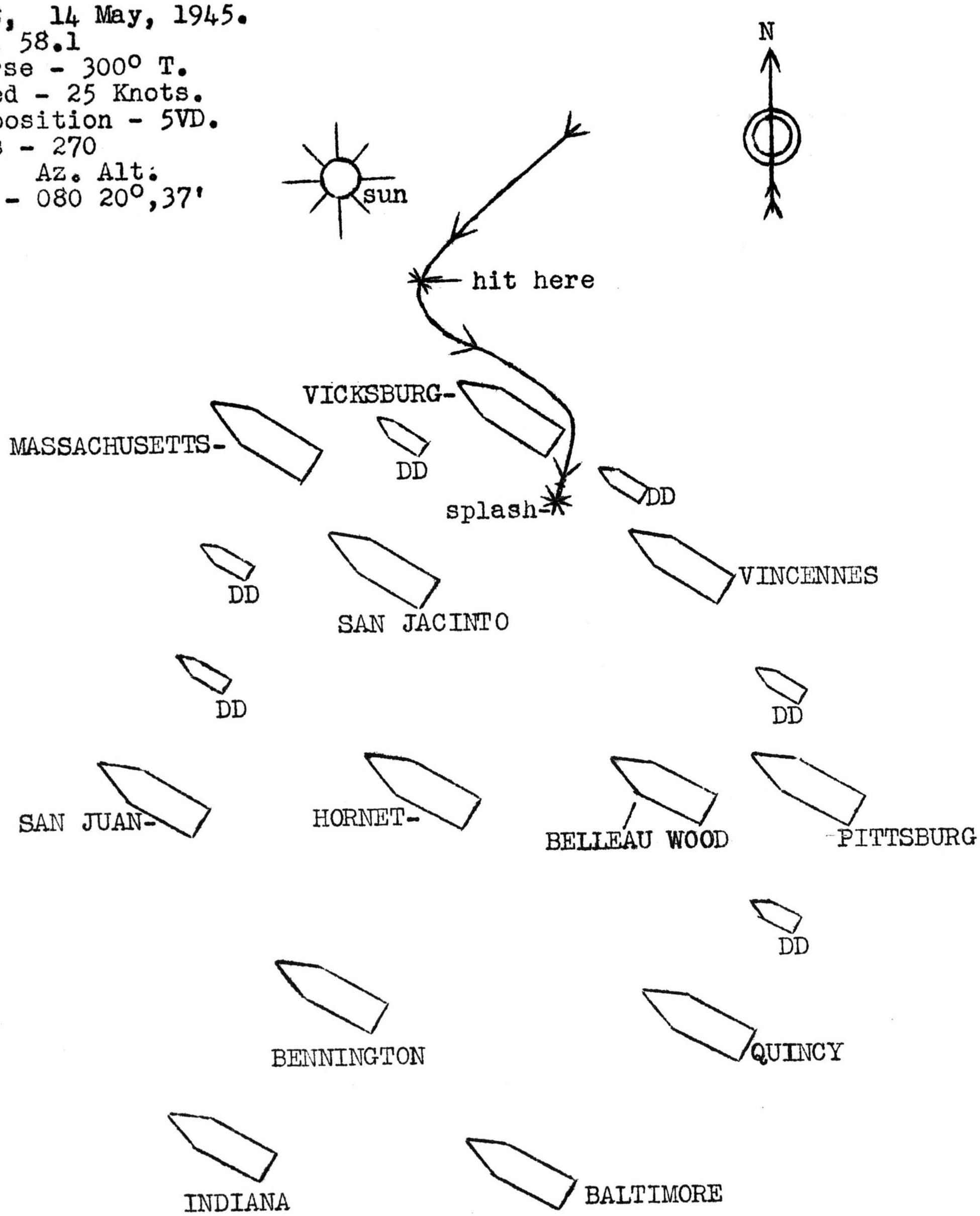
28. Performance of ammunition (excellent, good, bad, poor) Excellent

29. What failures in material occured in this action? None

30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.

NOTE:- Add descriptive text on additional sheet if required to clarify report.

0708, 14 May, 1945.
T.G. 58.1
Course - 300° T.
Speed - 25 Knots.
Disposition - 5VD.
Axis - 270
Az. Alt.
Sun - 080 20°,37'



There were a total of two planes in this attack, the first one coming in on the port side of the formation at about 0705. He appeared from this ship to be attacking the HORNET, but at about 500 feet altitude he blew up and disintegrated, apparently from a direct 5" hit.

The first plane was followed about three minutes later by the plane which this report covers. This plane was first picked up at about 7,000 feet altitude at a range of 7,000 yards, bearing 080° relative. He was on a steady course af about 220° T. and in level flight. The MASSACHUSETTS, PITTSBURG and the Destroyer between them opened up on him with their five inch guns. The firing was very accurate but there were no hits. Shortly afterwords, we opened up with our 40MM. and soon the plane was hit, on fire, and diving out of control. Several other ships probably were firing, but it is always impossible to tell just who is firing. Pictures taken from this ship definitely prove the plane was shot down by 40MM and that it was a JUDY 33.

31 May 1945.

SECRET

PHASE I

PART IV

BATTLE DAMAGE

1. Damage to enemy shipping, aircraft and installations is included in Part V of this report.

2. At 0708, 14 May 1945 while the Task Group was under attack by enemy aircraft, one Judy 33 dived on the formation. It was taken under fire by several units including this ship. It was hit at about six thousand feet altitude and crashed into the water about twelve hundred yards off our starboard beam.

3. The following personnel casualty resulted from shrapnel:

KNIGHT, V. L., (Ser. 637 35 74), AOM2c, V6 USNR.

Wound, Gunshot (shrapnel), Left shoulder. Condition good. Admitted to Sick Bay.

SECRET

PHASE I
PART V

AIR OPERATIONS
May 8-14, 1945

This period was significant in that despite the embarkation just prior to sortie of a new Air Group which saw combat for the first time, successful refresher and combat air operations were conducted without the loss of a single pilot and with the loss of only four (4) VF operationally during the entire period.

Air Group FORTY NINE was embarked at Ulithi on 2 May 1945. On 8 May 1945 sortie was made and Refresher Air Operations were commenced. On 8 May 1945, thirty-three (33) VF and fourteen (14) VT pilots were each given three (3) Refresher Landings in addition to flying 16 VF for 3 flights of Combat Air Patrol over the Task Unit and 16 VF for 2 flights of Combat Air Patrol over Ulithi. A total of 145 landings were made on the SAN JACINTO for a new daily record.

The 9th, 10th, and 11th of May were devoted to Training Exercises, the SAN JACINTO having joined Task Group FIFTY-EIGHT POINT ONE on the 9th. Fifty-two (52) VF and twenty-nine (29) VT flew five (5) Training Flights. During the same period, thirty-two (32) VF flew four (4) Combat Air Patrols over the Task Group.

The first combat flights for our new Air Group occured on 12 May, as we approached OKINAWA. We launched one (1) Target Combat Air Patrol over OKINAWA, consisting of 8 VF; and two (2) Intercept Combat Air Patrols in the area between KIKAI and TOKUNA, consisting of 16 VF. No enemy contacts were made.

SECRET

31 May 1945

PHASE I
PART V

AIR OPERATIONS
May 8-14, 1945

On 13 and 14 May 1945, planes of Air Group FORTY-NINE, based on the SAN JACINTO, participated in the Strikes and Sweeps made by Task Force FIFTY-EIGHT against targets on KYUSHU and SHIKOKU, Japanese Empire. One hundred sixteen (116) VF in ten (10) Strikes and Sweeps, and 32 VT in four (4) Strikes were launched against enemy aircraft, airfields, facilities, and installations.

Enemy airfields bombed, rocketed, and strafed include CHIRAN, SAEKI, OITA, IZUMI, IBUSUKI, KOKUBU, CANNOSU, ACHIYA, TACHIRAI, MATSUYAMA WEST, KOCHI, and HITOYOSHI.

Three (3) enemy aircraft were destroyed on the ground, fifteen (15) probably destroyed and eight (8) damaged.

In addition, hangars, warehouses, miscellaneous aircraft installations were strafed, rocketed, and bombed. An oil train and passenger train locomotive were strafed south of AZUMI. Other missions of destruction against enemy installations and facilities were carried out. Detailed statistics on these Air Operations appear in the tables that follow.

S-E-C-R-E-T

PHASE I
PART V

DAILY TABLE OF SORTIES

DATE	AVAILABILITY VF	VFP	VT	AT TARGET STRIKES & SWEEPS VF	VFP	VT	TCAP	SEARCH VF	VT	CAP SCAP	SCOCAP	SHIPS	ICAP	RAPCAP	ASP OR JACK VF	VT	OTHER VF	VT	
																	Training CAP		
5/8/45	22	1	7									15					28	14	ULITHI 16 VF
5/9/45	22	1	8									8					12	8	Ferry fl. 1 VT
5/10/45	24	1	9									8					24	15	
5/11/45	19	1	8									16					16	6	
5/12/45	21	1	4				8					8	8				52	29	
5/13/45	22	1	9	58		16													
5/14/45	20	1	8	58		16						10 VFN							
Total	150	7	53	116		32	8					65	8				132	72	17

S-E-C-R-E-T

PHASE I
PART V

AIRCRAFT - PILOTS AND AIRCREWMEN LOST

DATE	TIME OR LAUNCH	TYPE AIRCRAFT	CIRCUMSTANCES, PLACE, AND CAUSE OF PLANE LOSS	NO. PILOTS LOST	NO. AIRCREW LOST	NO. PILOTS SAVED	NO. AIRCREW SAVED
8 May 1945	0802	F6F	Engine failure on cross wind leg-landed in water off port bow. Pilot rescued by destroyer.	0	-	1	-
9 May 1945	1424	F6F	Crashed into port catwalk. Jettisoned.	-	-	-	-
10 May 1945	0824	F6F	Crashed through barrier and struck another VF which was being placed on elevator. Jettisoned.	-	-	-	-
10 May 1945	0824	F6F	Struck by VF which crashed through barrier. Jettisoned.	-	-	-	-

PHASE I
PART V

DAMAGE TO ENEMY

STRIKE No.	DATE 1945	TIME OF LAUNCH	LOCATION	ENEMY A/C DESTROYED		ENEMY SHIPPING		
				IN AIR	GROUND OR WATER	SUNK	PROBABLY SUNK	DAMAGED
ICAP #7	12 May	1455(I)	WAN AIRFIELD, KIKAI JIMA	0	0	0	0	0
[illegible]AP #7	12 May	1455(I)	YORON SHIMA : Target - HUT AREA rocketed.	0	0	0	0	0
A.	13 May	0506(I)	CHIRAN AIRFIELD, KYUSHU.	0	0	0	0	0
B.	13 May	0620(I)	IZUMI AIRFIELD, KYUSHU	0	0	0	0	0
D.	13 May	1000(I)	KOKUBU & IBUSUKI AIRFIELD, KYUSHU.	0	Two(2) seaplanes probably destroyed & (3) other probably damaged at IBUSUKI.	0	0	0
E.	13 May	1200(I)	SAEKI AIRFIELD, KYUSHU.	0	0	0	0	0
G.	13 May	1505(I)	OITA AIRFIELD, KYUSHU	0	0	0	0	0
[illegible]A.	14 May	0448(9)	ASHIA & GONNOSU AIRFIELDS	0	0	0	0	0
B.	14 May	0612(9)	TACHIARAI, AIRFIELD.	0	0	0	0	0
D.	14 May	1014(9)	MATSUYAMA W. & KOCHI, AIRFIELDS.	0	0	0	0	0
E.	14 May	1158(9)	MATSUYAMA W. & KOCHI, AIRFIELDS.	0	0	0	0	Three Small craft
G.	14 May	1510(9)	HITOYOSHI, Airfield.	0	One-Two Engined destroyed on ground (pilot)	0	0	0

PHASE I
PART V

DAMAGE TO LAND TARGETS

STRIKE NO.	DATE	LOCATION	NATURE OF TARGET AND EXTENT OF DAMAGE
Able	13 May 1945	CHIRAN Airfield, KYUSHU	Building area northeast of field rocketed and bombed.
Baker	13 May 1945	IZUMI Airfield, KYUSHU	Planes strafed and possibly destroyed. Fires started in building area.
Dog	13 May 1945	KOKUBU and IBUSUKI Airfields, KYUSHU	Dispersal and hangar areas KOKUBU and IBUSUKI bombed and rocketed.
Easy	13 May 1945	SAEKI Airfield, KYUSHU	Several direct hits in hangar and revetment areas. Radar station, TSURUMI SAKI, strafed.
George	13 May 1945	OITA Airfield, KYUSHU	Hangar and revetment area bombed and rocketed. Two buildings fired.
Able	14 May 1945	ASHIYA Airfield & GANNOSU Airfield, KYUSHU	Hangar area bombed and rocketed. One hangar or large building exploded and three (3) other buildings left burning by bombs and rockets.
Baker	14 May 1945	TACHIARAI Airfield, KYUSHU	Hangar area bombed and rocketed. At least three (3) fires started. Freight train and roundhouse near field strafed.
Dog	14 May 1945	MATSUYAMA WEST and KOCHI Airfields, SHIKOKU	At MATSUYAMA WEST bombs destroyed one hangar and stack of power plant. At KOCHI, dispersal area bombed.
Easy	14 May 1945	MATSUYAMA WEST and KOCHI Harbor, SHIKOKU	One (1) hangar at KOCHI Harbor believed damaged.
George	14 May 1945	HITOYOSHI Airfield, SHIKOKU	Hangar area bombed and two fires started.

U.S.S. SAN JACINTO

CVL30/A16-3
Serial: 0044

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PHASE I
PART V

TABLE OF BOMBS, ROCKETS, TORPEDOES, MINES DROPPED AT TARGETS
(INCLUDING STRAFING SORTIES)

STRIKE NO.	DATE 1945	TIME OF LAUNCH	TARGET ATTACKED GENERAL	TARGET ATTACKED SPECIFIC	SORTIES AT TARGET VF	SORTIES AT TARGET VT	BOMBS, ROCKETS, TORPEDOES & MINES NUMBER	BOMBS, ROCKETS, TORPEDOES & MINES TYPE	FUSING NOSE	FUSING TAIL
ICAP #7	12 May	1455(I)	KIKAI JIMA	WAN AIRFIELD	8	0	47	Mk 146 Rockets	Non-delay:	
ICAP #7	12 May	1455(I)	YORON SHIMA	HUT AREA	6	0	35	Mk 146 Rockets	Non-delay:	
A.	13 May	0506(I)	CHIRAN AIRFIELD, KYUSHU	AIRCRAFT AND INSTALLATIONS.	14	0	(6) 48	5" H.E. Rockets		
							(8) 16	260 Frag.	Mk.146 Inst.	No Delay
B.	13 May	0620(I)	IZUMI AIRFIELD, KYUSHU	AIRCRAFT AND INSTALLATIONS.	6	8	6 96	500# GP 100# GP		.025 .025
D.	13 May	1000(I)	KOKUBU AIRFIELD & IBUSUKI AIRFIELD, KYUSHU.	AIRCRAFT AND INSTALLATIONS	16	0	(8) 8 (8) 48	500# GP 5 " H.E. Rockets	Mk.146	.025 No delay
E.	13 May	1200(I)	SAEKI AIRFIELD, KYUSHU.	AIRCRAFT AND INSTALLATIONS	6	8	6 96	500# GP 100# GP		.025 .025
	13 May	1505(I)	OITA AIRFIELD, KYUSHU.	AIRCRAFT AND INSTALLATIONS	14		(6) 36	5" H.E. Rockets	Mk.146	No delay
							(8) 8	500# GP		.025
A.	14 May	0448(9)	ASHIY & GONNOSU AIRFIELDS, KYUSHU.	AIRCRAFT AND INSTALLATIONS	16		8 48	500# GP 5" H.E. Rockets	Mk.146	.025 No delay
B.	14 May	0612(9)	TACHIARAI AIRFIELD KYUSHU.	AIRCRAFT AND INSTALLATIONS.	6	8	6 96	500# GP 100# GP		.025 .025

S-E-C-R-E-T

PHASE I
PART V

TABLE OF BOMBS, ROCKETS, TORPEDOES, MINES DROPPED AT TARGETS
(INCLUDING STRAFING SORTIES)

STRIKE NO.	DATE 1945	TIME OF LAUNCH	TARGET ATTACKED GENERAL	TARGET ATTACKED SPECIFIC	SORTIES AT TARGET VF	SORTIES AT TARGET VT	BOMBS, ROCKETS, TORPEDOES & MINES NUMBER	BOMBS, ROCKETS, TORPEDOES & MINES TYPE	FUSING NOSE	FUSING TAIL
D.	14 May	1014(9)	MATSUYAMA WEST & KOCHI AIRFIELD SHIKOKU	AIRCRAFT AND INSTALLATIONS	16	[illegible]	36 8	5" H.E. Rockets 500# GP	Mk.146	No delay .025
E.	14 May	1158(9)	MATSUYAMA WEST AIRFIELD AND KOCHI HARBOR, SHIKOKU.	AIRFIELD AT MATSUYAMA WEST & SHIPPING at KOCHI.	6	8	36 (2) 8 (6) 72	5" H.E. Rockets 500# GP 100# GP	Mk.146	No delay .025 .025
G.	14 May	1510(9)	HITOYOSHI AIRFIELD, SHIKOKU.	AIRCRAFT AND INSTALLATIONS	16		(8) 48 (8) 8	5" H.E. Rockets 500# GP	Mk.146	No delay .025

SECRET

31 May 1945

PHASE I
PART V

COMBAT INFORMATION CENTER
OPERATIONS

A. GENERAL

This report covers fighter direction aboard the U.S.S. SAN JACINTO, during the period from 8 May 1945, when the ship weighed anchor at ULITHI LAGOON, to 15 May 1945, when she rendezvoused with the Logistics Group, following a two-day attack on KYUSHU and other areas in the southern part of the JAPANESE EMPIRE. On the morning of 11 May, extensive training exercises were conducted under the auspices of the group Fighter Director of Task Group 58.1. In the operating area, numerous enemy air attacks were encountered during the nights of the 13th and 14th, and heavy daylight raids were encountered on the 14th. All other activity was routine and requires no consideration here.

B. FIGHTER DIRECTION

The training exercises held on 11 May were run both efficiently and effectively. Pilots of SB2C's simulated enemy attacks, in sections of two planes each, and did so in a highly realistic manner. In all, eight separate raids were designated by the group Fighter Direction Officer, and every one of these was intercepted at least once by Combat Air Patrol planes, with the possible exception of one, known as Raid Six. It is believed, however, that the raid in question

was a continuation of another which had been intercepted previously.

The U.S.S. SAN JACINTO took an active part in these exercises. On four occasions she was assigned control of Combat Air Patrol divisions for interceptions. Three of these resulted in tally-ho's reported by the pilots who were vectored. On the other occasion, the target was a dubious one, there being some question as to whether it consisted of "attacking" bandits or friendly fighters who were returning from other interceptions. Only friendlies were seen by the intercepting division.

Although the SAN JACINTO has been in continuous combat for over a year, this particular phase marked the first time that she has taken an important part in the control of night fighters and the interception of night enemy air attacks. The ship is not equipped with an SM or SP radar, but altitude information is always furnished by other ships of the Group who are so equipped. On the night of 12-13 May, two raids were assigned the SAN JACINTO. These raids resulted in merged plots, continuous and consecutive for twenty to twenty-five miles, but no contacts were effected because of inexact altitude information. During the night of 13-14 May, ENTERPRISE

night fighters were assigned to the control of this ship with good results, altitude information being furnished by other ships. At 2255 on the 13th, contact was obtained by a night fighter, under SAN JACINTO control, on an unidentified aircraft bearing 058°, range 43 miles. A few minutes later, at 2302, the pilot reported splashing a twin-engine Japanese bomber. The interception of a fourth raid proved both interesting and mystifying. At 0245 on the 14th, the raid appeared at 353°, 73 miles, on a course of 130°, moving at a speed of 200 knots or more. A night fighter under SAN JACINTO control was vectored out to intercept, and at 0306, the pilot reported sighting visually a large plane with its running lights burning. Five minutes before that, the target had turned friendly on our radar scope and continued as such for about twenty minutes when it again appeared as unidentified. Following the visual contact, the target was evaluated as a B-29 by CTF 58, and the interception was broken off on his orders; however, a few minutes later orders were received to resume the chase since a message had been intercepted in which a Japanese pilot was heard to say that he had a night fighter on his tail. Accordingly, the interception was begun anew and a second visual contact was made, but the pilot reported that the lights on his target went

out the moment he flashed his airborne radar toward it. By that time the unidentified plane was at such great range (75 miles) that the Group FDO ordered the pursuit discontinued before radio communication with the fighter pilot was lost.

Only a few scattered enemy air attacks were encountered during daylight hours on 13 May, but heavy attacks took place on the morning of the 14th. None of the U.S.S. SAN JACINTO planes flew as Combat Air Patrol on these days, so that in keeping with the established practice, control of the Combat Air Patrol was assigned, in nearly every instance, to the ship whose planes were acting as Combat Air Patrol.

C. COUNTERMEASURES

The dropping of window during the training exercises was extremely effective. In the course of the subsequent night attacks, the enemy dropped large quantities of window, usually upon retiring, with similar results. On some occasions, however, a considerable amount of blurring appeared on the scopes, but it was not very difficult to read through this and track targets.

As the SAN JACINTO has no radar countermeasure devices, no accurate appraisal can be made of the use of such equipment by the Task Group generally. However, enemy planes seemed to

have no difficulty in locating our formation, undoubtedly by means of airborne radar.

D. COMMENT

All radars functioned well on the SAN JACINTO during this phase. Of particular note was the efficient operation of the identification equipment. Time and again unidentified aircraft reported by ships in company were positively identified as friendly by our radars. This proved to be especially practical during moments of anticipated enemy attack.

Radio communications were generally quite good, and at times extraordinarily so. Frequently this ship was used as the relay station for distant transmissions because of this condition. The installation of the new TDQ equipment has greatly enlarged both the variety and efficiency of radio communications on this vessel, although mechanical difficulties sometimes arise due to the necessarily close proximity to one another of the newly installed antennae. Transmitting on one channel often blocked out other channels entirely, but no practical difficulty ensued.

On the whole, the fighter direction of the Group functioned effectively. The best evidence of this is the fact that of all the enemy planes which attacked the formation in

the day-time, only two got inside the screen, both of which were destroyed by ship's gunfire. The exchange of radar information by and between the various carriers and guardships during the training exercises left something to be desired, but the situation was quite different in actual combat.

E. RECOMMENDATIONS

As a result of experiences during this phase, the following recommendations are submitted:

1. That the U.S.S. SAN JACINTO continue to be assigned control of night fighters and intercepting night attacks.

2. That the campaign, to educate Army and Navy pilots flying patrol missions to keep their IFF on, be intensified. As usual, many unidentified plots turned out to be B-29's, PBM's, and other types of friendly patrol planes.

3. That the high cover Combat Air Patrol in operating areas be kept at 20,000 feet whenever possible. It is believed that at least one high-flying enemy snooper escaped because the Combat Air Patrol could not gain altitude with sufficient speed, and the pursuit of another snooper was unnecessarily protracted for the same reason.

SECRET

31 May 1945

PHASE I
PART V

RADAR COUNTERMEASURES

During the period 8th to 14th May 1945, only two cartons of window were used, even though it was carried at all times by torpedo planes. One carton (300 sleeves) CAFJ 10271 (282) and one (95 sleeves) CAFJ 10270A (017) were dropped over the towns of TACHIARAI, KYUSHU; and KOCHI, SCHIKOKU, with results unobserved. This ship at present is not equipped with electronic RADAR COUNTERMEASURES equipment.

SSECRET

WEATHER SUMMARY

PHASE I

PART V

The following day by day summary includes preliminary remarks as to the nature of the day's operations and how the weather effected these operations, in addition to prevailing weather near the ship.

May 8:

The SAN JACINTO with escort sortied from ULITHI in the early morning to conduct training and familiarization exercises with the new Air Group. The operations were conducted southeast of ULITHI.

Weather:	Scattered rain showers.
Ceiling:	Broken at 2000 feet; overcast at 10000 feet.
Visibility:	Six (6) miles.
Wind:	090 to 140 degrees, 10 to 15 knots.
Sea:	Slight sea; slight swell.
Flying condition:	Average.

May 9:

The ship joined with Task Group 58.1 and headed to the north conducting training exercises en route.

Weather:	Cloudy.
Ceiling:	Unlimited.
Visibility:	8 to 12 miles.
Wind:	180 degrees, 5 to 10 knots.
Sea:	Slight sea; slight swell.
Flying condition:	Average to good.

May 10:

The Task Group continued on a course towards the OKINAWA-KYUSHU area. Training exercises were continued.

Weather:	Scattered showers.
Ceiling:	5/10 at 2000 feet.
Visibility:	Unrestricted.
Wind:	130 degrees, 15 knots.
Sea:	Slight sea and swell.
Flying condition:	Average.

31 May 1945.

SECRET

PHASE I

PART V

May 11:

Continued training exercises while on route to Okinawa-Kyushu area.

Weather:	scattered showers
Ceiling:	unlimited
Visibility:	8 to 12 miles
Wind:	095 degrees, 10 to 15 knots
Sea:	slight sea and swell
Flying cond:	average

May 12:

The Task Group fueled with favorable wind, sea, and swell conditions faciliting the operation. ICAP and TCAP operations over Kikai Shima, Tokuna Shima, and Okinawa were conducted in the afternoon with excellent flying conditions throughout the area.

Weather:	scattered clouds
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	360 degrees, 15 knots
Sea:	slight sea and swell
Flying Cond:	good

May 13:

The air group from the SAN JACINTO carried out strikes and sweeps over southern Kyushu with excellent weather conditions prevailing at sea and over the target.

Weather:	high broken clouds
Ceiling:	unlimited
Visibility;	unrestricted
Wind:	250 degrees, 5 knots
Sea:	slight sea and swell
Flying cond:	excellent

May 14:

Strikes and sweeps were made over Kyushu and Shikoku with good weather prevailing. Japanese planes attaked the Task Force during the morning. The white background of the high cloud cover and the lack of low clouds facilitated visual spotting of the attacking planes; the ships brought them under heavy AA fire before they cound maneuver to a favorable attacking position.

Weather:	high overcast
Ceiling:	unlimited
Wind:	130 degrees, 15 knots
Visibility:	unrestricted
Sea:	slight sea and swell
Flying cond:	good.

S-E-C-R-E-T 31 May 1945

PHASE II
PART I

MISSION

The U.S.S. SAN JACINTO operated tactically as a Unit of Task Group 58.1, a part of Task Force 58 during the period May 15-27, 1945, in support of the capture and occupation of OKINAWA, conducting air Strikes on the NANSEI SHOTO against enemy aircraft, aircraft facilities and shipping, furnishing direct air support for Ground Forces and conducting air patrols, photographic flights and air reconnaissance.

PHASE II
PART I

NARRATIVE

May 15-16:

Having completed the Strikes against KYUSHU, Task Group 58.1 turned south and spent two days in the Fueling Area southeast of OKINAWA. Replacement planes as well as fuel, aviation gasoline, and ammunition were taken aboard. The SAN JACINTO provided one (1) Combat Air Patrol each day. Anti-aircraft Target Service were furnished the Group and Gunnery Exercises were conducted.

May 17-19:

Task Group 58.1 returned to the OKINAWA Area and during this period in addition to providing air patrols, the planes of the SAN JACINTO participated in one (1) Strike. On May 19, eight (8) VT and seven (7) VF were launched against 405 TOKUNO, no operational planes were seen and damage inflicted was confined to the taxiways and revetment area. One (1) VF returning from this Strike developed engine trouble and made a forced water landing about two thousands yards off the port bow. The pilot was picked up uninjured by the U.S.S. TWINING and delivered aboard the SAN JACINTO the following day. There was no enemy air activity in the area.

May 20:

Task Group 58.1 rendezvoused in the Fueling and Replacement Group southeast of OKINAWA. Fuel, aviation gasoline and ammunition were taken aboard. The SAN JACINTO provided one (1) Combat Air Patrol, two (2) Tow Planes with anti-aircraft target for the Group and conducted Gunnery Exercises.

May 21-22:

Task Group 58.1 returned to the OKINAWA Area. This two days proved more

PHASE II
PART I

NARRATIVE

May 21-22 Cont'd:

active for the SAN JACINTO Air Group than had the previous period. Strikes were launched against the airfields on TOKUNO and KIKAI, a Special Photographic and Reconnaissance Mission against WAN Airfield, KIKAI and Intercept Combat Air Patrols were furnished. On May 21 two (2) VF planes piloted by Ensign C.P. THORNE and Ensign W.C. HENWOOD while on patrol crashed in mid-air. Ensign THORNE'S plane crashed in the water and his body was not recovered. Ensign HENWOOD made a forced water landing and was picked up by the U.S.S. HUNT. There was no enemy air activity in the immediate areq.

May 23-27:

Rendezvoused with the logistic Group at dawn May 23 in area southeast of OKINAWA. After refueling and replenishing in the morning of May 23, Task Group 58.1 headed north and during the afternoon launched Strikes against OKINAWA, and Air Patrols over the area north of OKINAWA. The SAN JACINTO furnished Intercept Combat Air Patrols which bombed the barracks and storage area of the town of KONIYA, AMAMI O SHIMA. On the 24th and 25th only Air Patrols were launched by this vessel. The Air Patrols over the Destroyer Picket line early in the morning of May 25 shot down two (2) enemy planes, a Myrt and a Zeke, the first for Air Group FORTY-NINE. Unidentified and enemy planes were in the vicinity both days, though none penetrated the screen. Weather became unsatisfactory for flight operations during the morning of the 26th. Support Strikes and Target Combat Air Patrols which had been launched were recalled. Thus, with the exception of one Combat Air Patrol over the Fueling Area the

May 23-27 Cont'd:

following day, air operations for the period were terminated. At 2400(I) 27 May, Commander Third Fleet relieved Fifth Fleet.

SECRET

CHRONOLOGICAL SUMMARY

PHASE II
PART II

May 15:

Operating tactically as a Unit of Task Group 58.1 southeast of OKINAWA enroute for the Fueling and Replenishment Area. Due to the weather an early rendezvous with Task Group 50.8 was delayed until late morning. In addition to taking on fuel, four (4) replacement planes were received and four (4) planes no longer of combat status were launched for transfer to the U.S.S. BOUGAINVILLE. The SAN JACINTO provided the early Combat Air Patrol consisting of twelve (12) VF which was recovered ahead of schedule due to the inclement weather.

0503 - Launched Combat Air Patrol #1 - 12 VF.

0545 - Sunrise.

0622 - Recovered Patrol #1.

0800 - Ship's position Lat. 25° 21.9' N. Long. 130° 26.2' E.

1032 - Rendezvoused with Task Group 50.8.

1154 - Commenced fueling.

1200 - Ship's Position Lat. 24° 07.3' N., Long. 130° 27.8' E.

1200 - Commenced receiving aviation gasoline.

1320 - Completed taking on aviation gasoline.

1328 - Completed fueling.

1400 - Launched four (4) planes no longer of combat status - 3 VF and 1 VT.

1424 - Commenced receiving ammunition.

1708 - Completed receiving ammunition.

1736 - Recovered four (4) replacement planes - 3 VF and 1 VT.

PHASE II

CHRONOLOGICAL SUMMARY

PART II

May 15 Cont'd:

1855 - Sunset.

2000 - Ship's position Lat. 22°40'N., Long. 129° 41' E.

May 16:

Operating tactically as a Unit of Task Group 58.1 for the second day in the Fueling and Replenishment Area southeast of OKINAWA. The SAN JACINTO provided one (1) Combat Air Patrol of Eight (8) VF and also provided two (2) VT Tow Planes. Additional fuel and aviation gasoline were taken aboard.

0539 - Sunrise.

0546 - Rendezvoused with Task Group 50.8.

0757 - Commenced taking on aviation gasoline.

0800 - Ship's position Lat. 23° 27' N., Long. 130° 02.5' E.

0802 - Completed taking on aviation gasoline.

0805 - Commenced fueling.

0826 - Launched 1 VF piloted by the Air Group Commander to attend a conference aboard the Flagship U.S.S. HORNET.

0843 - Completed fueling.

1200 - Ship's position Lat. 24° 13.5' N., Long 130° 01.5' E.

1255 - Launched 2 VT - Tow Planes.

1316 - Gunnery Exercises commenced.

1358 - Gunnery Exercises completed.

1532 - Launched Combat Air Patrol #4 - 8 VF.

1547 - Recovered 1 VF - Air Group Commander and 2 VT - Tow Planes.

SECRET

CHRONOLOGICAL SUMMARY

PHASE II
PART II

May 16 Cont'd:

1848 - Recovered Patrol # 4.

1858 - Sunset.

2000 - Ship's position Lat. 25° 30.0' N., Long. 129° 59.0' E.

May 17:

Operating tactically as a Unit of Task Group 58.1 east of OKINAWA. The SAN JACINTO furnished four (4) Patrols in all, two (2) Combat Air Patrols and two (2) Combat Air Patrols over the Destroyer Picket Line. No enemy planes were reported in the vicinity.

0501 - Launched combat Air Patrol #1 - 16 VF and Combat Air Patrol over the Destroyer Picket Line #1 - 4 VF.

0536 - Sunrise.

0800 - Ship's position Lat. 25° 51.8' N., Long. 129° 17.2' E.

0900 - Recovered both Combat Air Patrol #1 and the Destroyer Picket Line Patrol #1.

1200 - Ship's position Lat. 25° 51.8' N., Long. 129° 16.7' E.

1202 - Launched Combat Air Patrol #3 - 16 VF and Combat Air Patrol over the Destroyer Picket Line #3 - 4 VF.

1606 - Recovered both Combat Air Patrol #3 and the Destroyer Picket Line Patrol #3.

1720 - The cruisers VICKSBURG and VINCENNES withdrew from formation to assist in the bombardment of OKINAWA.

1904 - Sunset.

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CHRONOLOGICAL SUMMARY

PHASE II
PART II

May 17 Cont'd:

2000 - Ship's position Lat. 25° 41.2' N., Long. 129° 21.9' E.

May 18:

Operated tactically as a Unit of Task Group 58.1 in the area southeast of OKINAWA. The SAN JACINTO furnished four (4) Patrols, two (2) Combat Air Patrols and two (2) Combat Air Patrols over the Destroyer Picket Line. No enemy planes were reported in the vicinity.

0536 - Sunrise.

0800 - Ship's position Lat. 25° 51' N., Long. 129° 46.3' E.

0830 - Launched Combat Air Patrol #2 - 16 VF and Combat Air Patrol over the Destroyer Picket Line #2 - 4 VF.

1200 - Ship's position Lat. 26° 02' N., Long. 129° 55' E.

1217 - Recovered the Destroyer Picket Line Patrol #2.

1242 - Recovered C.A.P. #2. At 1247 One VF crashed into the barriers. The pilot was uninjured but the plane was damaged beyond repair.

1530 - Launched Combat Air Patrol #4 - 16 VF and Combat Air Patrol over the Destroyer Picket Line #4 - 4 VF.

1857 - Recovered both the C.A.P. #4 and the Destroyer Picket Line Patrol #4

1905 - Sunset.

May 19:

Operating tactically as a Unit of Task Group 58.1 east of OKINAWA. The SAN JACINTO provided two (2) Combat Air Patrols one of sixteen (16) VF and one of eight (8) VF and launched one (1) Strike composed of eight (8) VF and seven

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PHASE II

CHRONOLOGICAL SUMMARY

PART II

19 May Cont'd:

(7) VF against the airfield, TOKUNA SHIMA. No enemy planes appeared in the vicinity during the day.

0502 - Launched Combat Air Patrol #1 - 16 VF.

0530 - Launched a special Strike against 405 TOKUNA - 8 VT and 7 VF. Arming 8 VT - 12 100# G.P. bombs each; 7 VF - 6 rockets each.

0533 - Sunrise.

0800 - Ships position, Lat. 26° 13.4' N. Long. 129° 32.5' E.

0808 - Recovered one (1) VF - engine trouble.

0820 - One (1) VF made a water landing due to engine trouble, about 2000 yards off the port bow. The pilot was picked up uninjured by the USS TWINING.

0840 - Recovered Patrol #1 and Special Strike - 8 VT and 21 VF.

1020 - The destroyer USS HARRISON picked up a submarine contact at 1500 yards. Position Lat. 26° 20.4; Long. 129° 26.2. The contact bearing 325° distance thirty-five hundred (3500) yards from the SAN JACINTO.

1029 - Submarine contact proved negative.

1120 - USS TWINING delivered the rescued pilot.

1200 - Launched Combat Air Patrol #3 - 8 VF.

1604 - Recovered Patrol #3.

1653 - Jettisoned one (1) VF.

1904 - Sunset.

2000 - Ships position, Lat. 25° 47' N., Long. 129° 16' E.

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PHASE II

PART II

CHRONOLOGICAL SUMMARY

20 May 1945:

Operating tactically as a Unit of Task Group 58.1 in the fueling area southeast of OKINAWA. Fuel, aviation gasoline and ammunition were taken aboard. The SAN JACINTO provided one (1) Combat Air Patrol of eight (8) planes and two (2) Tow Planes. Two (2) replacement planes were received.

0500 - Rendezvoused with Task Group 50.8.

0535 - Sunrise.

0643 - Commenced receiving ammunition.

0800 - Ships position, Lat. 22° 57' N., Long. 130° 08' E.

0804 - Completed receiving ammunition.

0957 - Commenced taking on aviation gasoline.

1000 - Commenced fueling.

1039 - Completed taking on aviation gasoline.

1100 - Completed fueling.

1200 - Ship's position, Lat. 22° 24' N.; Long. 130° 08' E.

1202 - Launched Combat Air Patrol #3 - 8 VF and 2 VT - Tow Planes.

1314 - Commenced Gunnery Exercises.

1340 - Completed Gunnery Exercises.

1600 - Recovered Patrol #3 - two (2) VT Tow Planes and two (2) VF replacement planes.

1857 - Sunset.

2000 - Ships position, Lat. 23° 43' N., Long. 130° 02' E.

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PHASE II
PART II

CHRONOLOGICAL SUMMARY

May 21:

Operating tactically as a Unit of Task Group 58.1. Strikes were directed against the airfields on TOKUNO and KIKAI in addition to routine patrols. The SAN JACINTO launched two (2) Strikes each composed of eight (8) VF and eight (8) VT, and provided two (2) Intercept Combat Air Patrols. The weather closed in during the morning necessitating cancellation of some scheduled flights. Two (2) planes of the Intercept Combat Air Patrol #1 crashed in mid-air. The plane piloted by Ensign C. P. THORNE crashed in the water. He was not recovered Ensign W. C. HENWOOD made a forced water landing near the U.S.S. HUNT which picked him up.

0500 - Launched Intercept Combat Air Patrol #1 - 12 VF.

0554 - Sunrise.

0620 - Launched Strike Able - 8 VF and 8 VT - Target 403 WAN Airfield, KIKAI - Arming VF - 6 rockets each - VT - 4 500# G.P. bombs each.

0710 - Two (2) VF planes piloted by Ensign W. C. HENWOOD and Ensign C. P. THORNE in mid-air collision, that of the latter crashing to the water near TOKUNO SHIMA. Thorough search failed to reveal traces ofhis body.

0800 - Ship's position Lat. 26° 22'N., Long., 129° 12.3'E.

0831 - Recovered in part planes of Intercept Patrol #1 - 5 VF.

0856 - Ensign HENWOOD recovered by U.S.S. HUNT after forced water landing.

0911 - Recovered in part planes of Intercept Patrol #1 - 4VF.

1020 - Launched Intercept Combat Air Patrol #4 - 12 VF.

1031 - Recovered Strike Able, also last plane of Intercept Patrol #1.

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CHRONOLOGICAL SUMMARY

PHASE II
PART II

May 21 Cont'd:

1200 - Ship's Position Lat. 126° 20.5'N., Long. 129° 08.8'E.

1229 - Launched Strike Baker - 8 VF and 8 VT - Target 405 TOKUNO Airfield - Arming VF - 6 rockets each - VT 4 500# G.P. bombs each.

1348 - Recovered Intercept Patrol #4.

1531 - Recovered Strike Baker.

1905 - Sunset.

2000 - Ship's position Lat. 25° 50'N., Long. 129° 02.5'E.

May 22:

Operating tactically as a Unit of Task Group 58.1 in the area southeast of OKINAWA. The SAN JACINTO provided one (1) Photographic Reconnaissance Flight, composed of seven (7) VF, in addition to the Photographic Plane, one Intercept Combat Patrol of eight (8) VF, one Special Strike against SHITOOKE Aircield, composed of eight (8) VF and eight (8) VT and one Rescue Mission Cover Patrol of four (4) VF.

0533 - Sunrise.

0800 - Ship's position Lat. 26° 08'N., Long. 129° 10.3'E.

0825 - Lauched Photographic Reconnaissance Flight #1 - 8 VF. Target 403 WAN Airfield KIKAI.

1003 - U.S.S. TAUSSIG deliveredpilot who had made the water landing the previous day.

1141 - Launched Intercept Combat Air Patrol #5 - 8 VF Area YOKOATE SHIMA. Arming 2 500# G.P. Bombs each.

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PHASE II

CHRONOLOGICAL SUMMARY

PART II

22 May Cont'd:

1200 - Ships position, Lat. 26° 36.7' N., Long. 128° 55' E.

1204 - Recovered Photographic Reconnaissance Flight.

1539 - Launched Special Strike - 8 VF and 8 VT. Target 421 SHITOOKE Airfields - arming 6 VF - 6 rockets each, 2 VF 2 - 500# G.P. bombs each, 8 VT 4 - 500# G.P. each. Also launched Rescue Cover Patrol - 4 VF.

1547 - Recovered Intercept Patrol #5.

1733 - Recovered Special Strike.

1834 - Recovered Rescue Mission Patrol.

1905 - Sunset.

2000 - Ships position, Lat. 26° 26' N., Long. 129° 14.7' E.

23 May Cont'd:

Operating tactically as a Unit of Task Group 58.1 southeast of OKINAWA. Rendezvous was made with Task Group 50.8 early in the morning. Fuel, aviation gasoline and ammunition were taken aboard, as well as the two (2) replacement VF. The SAN JACINTO provided the early Combat Air Patrol and in the afternoon after leaving the Fueling and Replenishment Area, launched an Intercept Combat Air Patrol, consisting of eight (8) VF, which bombed KONIYA, AMAMI O SHIMA, on way to its patrol area in the vicinity of YOKOATE.

0459 - Launched Combat Air Patrol #1 - 8 VF.

0533 - Sunrise.

0605 - Rendezvoused with Task Group 50.8.

0655 - Commenced taking on ammunition.

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PHASE II

PART II

CHRONOLOGICAL SUMMARY

May 23 Cont'd:

0831 - Completed taking on ammunition.

0847 - Recovered Patrol #1.

0937 - Commenced receiving aviation gasoline and fuel oil.

1041 - Completed receiving fuel.

1050 - Completed receiving aviation gasoline.

1120 - Recovered two (2) replacement VF.

1400 - Launched Intercept Combat Air Patrol - 8 VF - Patrol Area YOKOATE SHIMA to YAKU SHIMA. Arming 6 rockets each.

1745 - Recovered Intercept Patrol.

1900 - Sunset.

2000 - Ship's position Lat. 25° 25' N., Long. 129° 40' E.

May 24:

Operating tactically as a Unit of Task Group 58.1 in waters southeast of OKINAWA. Unidentified and enemy planes were in the vicinity, but none closed the formation. The SAN JACINTO launched one (1) Sweep composed of sixteen (16) VF and three (3) Intercept Combat Air Patrols of eight (8), fifteen (15) and eight (8) VF respectively.

0534 - Sunrise.

0632 - Launched Sweep Baker - 16 VF - Area to patrol from AMAMI O' SHIMA north to YAKU SHIMA.

0800 - Ship's position Lat. 26° 20' N., Long. 129° 33' E.

1015 - Launched Intercept Combat Air Patrol #4 - 8 VF - Area YOKATE SHIMA.

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31 May 1945

SECRET

PHASE II

PART II

CHRONOLOGICAL SUMMARY

May 24:

1020 - Recovered Sweep Baker.

1157 - Launched Intercept Combat Air Patrol #5 - 15 VF Area YOKATE SHIMA.

1200 - Ship's position Lat. 26° 40.5' N., Long. 129° 35.8' E.

1355 - Recovered Intercept C.A.P. #4.

1528 - Launched Intercept Combat Air Patrol #7 - 8 VF Area YOKOATE SHIMA.

1534 - Recovered Intercept C.A.P. #5.

1840 - Recovered Intercept C.A.P. #7.

1906 - Sunset.

2000 - Ship's position Lat. 26° 20' N., Long 129° 31' E.

May 25:

Operating tactically as a Unit of Task Group 58.1 northeast of OKINAWA. Weather hampered flying and caused cancellation of most of the flights. The SAN JACINTO provided one (1) Combat Air Patrol and one (1) Combat Air Patrol over the Destroyer Picket Line. The latter patrol shot down two (2) enemy planes, a Myrt and a Zeke, the first planes for Air Group FORTY-NINE. Unidentified and enemy planes persisted in the vicinity, but none closed the formation.

0232 - An enemy plane closed on a bearing 072°, to a distance of 22 miles, then opened and dissappeared.

0500 - Launched Combat Air Patrol over the Destroyer Picket #1 - 4 VF.

0546 - Sunrise.

0745 - One (1) Myrt shot down by the SAN JACINTO Picket Line Patrol, bearing 004°, distance 31 miles.

CHRONOLOGICAL SUMMARY

May 25 Cont'd:

0750 - One (1) Zeke shot down by the SAN JACINTO Picket Line Patrol, bearing 335°, distance 31 miles.

0800 - Ship's position Lat. 26° 01' N., Long. 129° 31' E.

0826 - Launched Combat Air Patrol #2 - 16 VF.

0852 - Recovered Picket Line Patrol #1.

1200 - Ship's Position Lat. 25° 24' N., Long. 129° 26' E.

1203 - Recovered C.A.P. #2 in part - 10 VF.

1244 - Recovered remainder C.A.P. #2 - 6 VF.

1906 - Sunset.

2000 - Ship's position Lat. 240° 45' N., Long. 128° 50' E.

May 26:

Operating tactically as a Unit of Task Group 58.1 south of OKINAWA. The weather closed in soon after the SAN JACINTO launched a Support Strike against OKINAWA and a Target Air Combat Patrol and both were recalled.

0503 - Launched Target Combat Air Patrol #1 - 16 VF Target OKINAWA.

0526 - Launched Support Mission - 8 VT and 4 VF. Target OKINAWA. Arming VT - 4 500# G.P. bombs each, VF - 6 rockets each.

0544 - Sunrise.

0615 - Recovered 1 VF from HORNET - instrument trouble.

0645 - Recovered Support Mission and Target C.A.P.

0800 - Ship's position Lat. 25° 29' N., Long. 128° 45' E.

1200 - Ship's Position Lat. 25° 38' N., Long. 129° 26' E.

CHRONOLOGICAL SUMMARY

26 May Cont'd:

1843 - Launched HORNET VF.

2000 - Ships Position, Lat. 25° 08' N., Long. 128° 29' E.

27 May 1945:

Operating tactically as a Unit of Task Group 58.1 in the Fueling and Replenishment Area southeast of OKINAWA. The SAN JACINTO provided one (1) Combat Air Patrol. Task Group 58.1 was joined by U.S.S. DULUTH (CL-87). At midnight Commander Third Fleet relieved Commander Fifth Fleet and Task Group 58.1 became Task Group 38.1.

0516 - Sunrise.

0550 - Rendezvous was made with Task Group 50.8.

0640 - Commenced taking on ammunition.

0705 - Completed taking on ammunition.

0720 - U.S.S. DULUTH (CL-87) joined Task Group 58.1.

0800 - Ships position, Lat. 23° 12' N., Long. 129° 30' E.

1011 - Commenced receiving aviation gasoline.

1019 - Commenced receiving fuel.

1105 - Completed receiving aviation gasoline.

1120 - Completed receiving fuel.

1145 - Launched Combat Air Patrol #3 - 8 VF and also 3 VF no longer of combat status.

1200 - Ships position, Lat. 22° 54' N., Long. 128° 56' E.

1226 - Launched Tow Planes - 2 VT.

PHASE II

PART II

CHRONOLOGICAL SUMMARY

May 27 Cont'd:

1535 - Gunnery Exercises commenced.

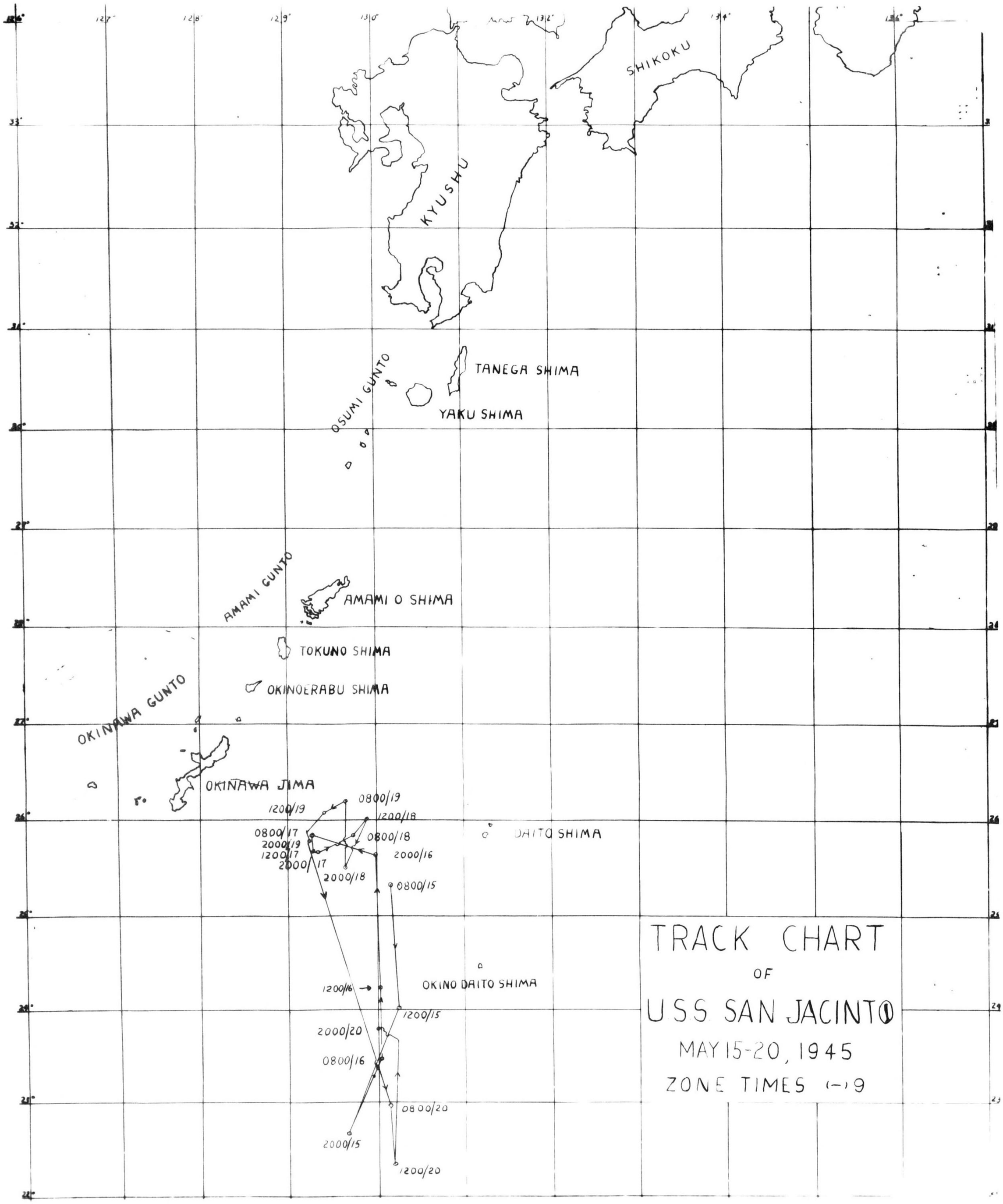
1611 - Gunnery Exercises completed.

1634 - Recovered Patrol #3 and three (3) replacement VF.

1828 - Commenced taking on ammunition.

2000 - Ship's position Lat. 23° 34' N., Long. 127° 44' E.

2400 - Task Group 58.1 became Task Group 38.1.


TRACK CHART
OF
USS SAN JACINTO
MAY 15-20, 1945
ZONE TIMES (-) 9
KYUSHU
SHIKOKU
TANEGA SHIMA
YAKU SHIMA
OSUMI GUNTO
AMAMI GUNTO
AMAMI O SHIMA
TOKUNO SHIMA
OKINOERABU SHIMA
OKINAWA GUNTO
OKINAWA JIMA
DAITO SHIMA
OKINO DAITO SHIMA
0800/19
1200/19
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2000/19
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2000/17
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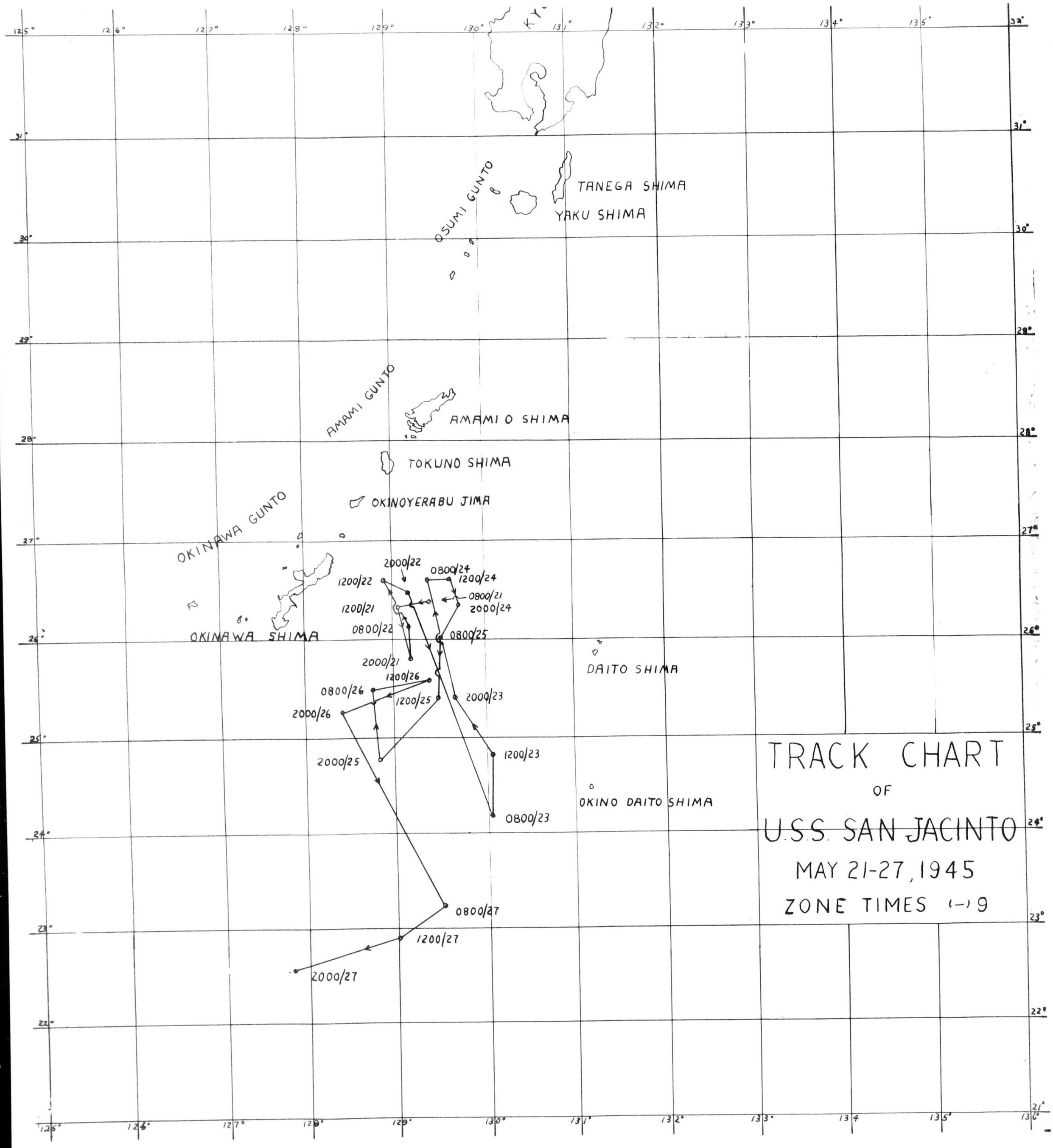
0800/15
1200/16
1200/15
2000/20
0800/16
0800/20
2000/15
1200/20


TRACK CHART
OF
U.S.S. SAN JACINTO
MAY 21-27, 1945
ZONE TIMES (-) 9
TANEGA SHIMA
YAKU SHIMA
OSUMI GUNTO
AMAMI GUNTO
AMAMI O SHIMA
TOKUNO SHIMA
OKINOYERABU JIMA
OKINAWA GUNTO
OKINAWA SHIMA
DAITO SHIMA
OKINO DAITO SHIMA
2000/22
0800/24
1200/24
1200/22
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2000/24
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0800/22
0800/25
2000/21
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1200/25
2000/23
2000/26
1200/23
2000/25
0800/23
0800/27
1200/27
2000/27

S-E-C-R-E-T

PHASE II
PART II PHOTOGRAPHIC OPERATIONS - 15 May through 27 May 1945

During the period from 15 May through 27 May three (3) damage assessment Photo Missions were flown over KIKAI SHIMA and one was flown over TOKUNO SHIMA. Although the weather was unfavorable on each mission, satisfactory to good pictures were obtained. The combination of K-17 12" and K-17 6" cameras was used in the F6F-5P on all missions.

K-20 cameras were used by aircrewmen of TBM's on all Strikes during the period. Gun cameras were used by all fighter planes.

S-E-C-R-E-T

PHASE II
PART III

AMMUNITION EXPENDITURES

15 - 27 May

(1) .50 CAL. - 49,100 rounds.

.30 CAL. - None.

(2) 500# G.P. Bombs - 116

100# G.P. Bombs - 96

Rockets - 262

31 May 1945

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PHASE II
PART IV

BATTLE DAMAGE

1. Damage to enemy shipping, aircraft, and installations is included in Part V of this report.

2. No damage was sustained by this vessel during this period.

3. There were no personnel casualties.

31 May 1945

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PHASE II
PART V

AIR OPERATIONS
May 15-27, 1945

During the period May 15 to May 27, planes of Air Group FORTY-NINE, based on the U.S.S. SAN JACINTO, continued to fly missions in support of the occupation of OKINAWA. Air operations during the period were relatively light. Only 120 sorties were made over the target areas, including 71 sorties on Intercept Combat Air Patrol. During these missions, no airborne enemy aircraft were encountered, and no known operational planes were seen on the ground. Strikes were confined to the following airfields: 405 TOKUNO, TOKUNO SHIMA; 403 WAN and 421 SHITOOKE, both on KIKAI SHIMA. Damage inflicted could not be readily assessed. The runways were cratered and installations and revetment areas bombed, rocketed, and strafed. One (1) Patrol on the way to its station bombed the barracks and storage area of KONIYA, AMAMI O SHIMA. Rocket hits were scored on one (1) FTC in KONIYA HARBOR and on the Whale Factory at NAZE KO.

Numerous patrols over the Task Group and over the Destroyer Picket Line were flown. One of the latter, early in the morning of May 25, encountered and shot down one (1) Myrt and one (1) Zeke, the first for Air Group FORTY-NINE.

On May 21, two (2) planes of the Air Group collided in mid-air. The plane piloted by Ensign C.P. THORNE crashed in the water, and his body was not recovered. The other, piloted by Ensign W.C. HENWOOD, made a forced water landing near the U.S.S. HUNT. He was picked up and subsequently returned to the ship. Only two (2) other operational losses occurred, neither resulting in a fatality. One (1) was a forced landing due to engine trouble, and the other a barrier crash.

On May 19, the 10,000th landing was made aboard the SAN JACINTO.

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PHASE II
PART V

U.S.S. SAN JACINTO

DAILY TABLE OF SORTIES

95/jas

DATE	AVAILABILITY			AT TARGET STRIKES & SWEEPS			CAP	SEARCH		CAP					ASP OR JACK		OTHER	
	VF	VFP	VT	VF	VFP	VT		VF	VT	SCAP	SCOCAP	SHIPS	ICAP	RAPCAP	VF	VT	VF	VT
5/15/45	22	1	8									12						
5/16/45	23	1	9									8					1 A.G.C. TO HORNET	2 TOW PLANES
5/17/45	23	1	8									32		8				
5/18/45	24	1	9									32		8				
5/19/45	23	1	9	7		8						24						
5/20/45	21	1	9									8						2 TOW PLANES
5/21/45	24	1	8	16		16							24					
5/22/45	24	1	9	8		8							8				4 RESCUE 8 PHOTO & RECCO	
5/23/45	22	1	9									8	8					
5/24/45	23	1	9	16									31					
5/25/45	22	1	9									16		4				
5/26/45	24	1	9	4*		8*	12*											
5/27/45	24	1	9									8						2 TOW PLANES
				47		32						148	71	20			-13	6

* UNABLE TO REACH TARGET DUE TO WEATHER CONDITIONS.

AIRCRAFT - PILOTS AND AIRCREWMEN LOST

DATE	TIME OF LAUNCH	TYPE AIRCRAFT	CIRCUMSTANCES, PLACE, AND CAUSE OF PLANE LOSS	NO. PILOTS LOST	NO. AIRCREW LOST	NO. PILOTS SAVED	NO. AIRCREW SAVED
5/19/45	0530	F6F	At 0830, returing from strike, engine failed within Group Screen. Water landing. Pilot, Ens. Byron D. BOX, in good condition, rescued by Destroyer.	0	—	1	—
5/19/45	1200	F6F	Barrier crash - went thru 3 barriers on 18 May. Jettisoned 19 May.	0	—	—	—
5/21/45	0810	F6F	Ens. HENWOOD had mid-air collision; flew back to base and made water landing within screen. Rescued by Destroyer. Condition-good.	0	—	1	—
5/21/45	0500	F6F	Ens. THORNE collided with Ens. HENWOOD's plane and crashed at sea, bearing 020°, 20 miles from TOKUNO SHIMA. Search conducted.	1	0	—	—

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SECRET

U.S.S. SAN JACINTO

PHASE II
PART V

DAMAGE TO ENEMY

STRIKE NO.	DATE 1945	TIME OF LAUNCH	LOCATION	ENEMY A/C DESTROYED			ENEMY SHIPPING	
				IN AIR	GROUND OR WATER	SUNK	PROBABLY SUNK	DAMAGE
Able	19 May	0539(-9)	Tokuno Shima	0	0	0	0	0
ICAP	21 May	0500(-9)	Tokuno Shima to Yaku Shima	0	0	0	0	0
[illegible]	21 May	0620(-9)	Kikai Shima	0	0	0	0	0
ICAP #4	21 May	1015(-9)	Tokuno Shima to Yaku Shima	0	0	0	0	0
Baker	21 May	1230(-9)	Tokuno Shima	0	0	0	0	0
Photo Rec.	22 May	0826(-9)	Kikai Shima	0	0	0	0	0
ICAP #5	22 May	1140(-9)	Tokuno Airfield, Yokoate Shima to Yaku Shima	0	0	0	0	0
Kikai Strike	22 May	1530(-9)	Kikai Shima	0	0	0	0	0
Special ICAP	23 May	1400(-9)	Amami O Shima to Yokoate Shima	0	0	0	0	0
RAPCAP #1	25 May	0445(-9)	Near vicinity of Radar Picket Line.	0	0	0	0	0

SECRET

PHASE II
PART V

DAMAGE TO LAND TARGETS

STRIKE NO.	DATE	LOCATION	NATURE OF TARGET AND EXTENT
Able	19 May 1945	Tokuno Shima	All 100 lb. bombs seen to hit taxiways and revetment area. One (1) machine gun position strafed and silenced; double lane concrete bridge immediately north of air strip destroyed by rockets.
Able	21 May 1945	Nan Airfield, Kikai Shima.	Runway hit and observed to be well cratered. One (1) heavy AA position southwest of field hit and seriously damaged.
Baker	21 May 1945	Tokuno Airfield, Tokuno Shima.	Runway and taxiways bombed and rocketed. Runway heavily pitted.
ICAP #5	22 May 1945	Tokuno Airfield, Tokuno Shima.	Runway and dispersal area hit with sixteen (16) 500# G.P. bombs.
Kikai Strike	22 May 1945	Shitooke Airfield, Kikai Shima.	Five tons of G.P. bombs observed to hit narrow runway and adjacent landing ground. Houses in Shitooke Village strafed and rocketed.
SPECIAL ICAP	23 May 1945	Koniya Town and Naze Ko, Amami O Shima.	One direct rocket hit on Fox Tare Charley in Koniya Harbor. Two hits on grounded Whale Factory in Naze Ko. Strafed and rocketed barracks and storage area northeast of Koniya Town.

SECRET

PHASE II
PART V

TABLE OF BOMBS, ROCKETS, TORPEDOES, MINES DROPPED AT TARGETS
(INCLUDING STRAFING SORTIES)

STRIKE NO.	DATE 1945	TIME OF LAUNCH	TARGET GENERAL	ATTACKED SPECIFIC	SORTIES AT TARGET VF	VT	BOMBS, ROCKETS TORPEDOES & MINES NUMBER	TYPE	FUSING NOSE	TAIL
Able	19 May	0530(-9)	Tokuno Shima Airfield	Northern sector including revetment area.	7		42	H.E. Rockets	Mk.146 Non delay	
						8	96	100# G.P.	Instant.	.025
ICAP #1	21 May	0500(-9)	Tokuno Shima to Yaku Shima		10		0	0		
Able	21 May	0620(-9)	Kikai Shima Nan A/F.		8		32	5" H.E. Rockets	Instant.	
						8	32	500# G.P.	10 Sec	.10 Sec & 4-5 Sec.
ICAP #4	21 May	1015(-9)	Tokuno Shima to Yaku Shima		12		48	5" H.E. Rockets	Instant.	
Baker	21 May	1230(-9)	Tokuno Shima Airfield.		8		32	5" H.E. Rockets	Inst.	
						8	32	500# G.P.	10 Sec.	.01 Sec.
Photo Recco.	22 May	0826(-9)	Kikai		8		0	0		
ICAP #5	22 May	1140(-9)	Tokuno Airfield, Yokoate Shima to Yaka Shima.		8		16	500# G.P.		.025
Kikai Strike	22 May	1529(-9)	Kikai	Shitooke Airfield	8		4	500# G.P.		.025
							42	5" H.E. Rockets	Instant.	
						8	32	500# G.P.	.10	

SECRET

PHASE II
PART V TABLE OF BOMBS, ROCKETS, TORPEDOES, MINES DROPPED AT TARGETS
(INCLUDING STRAFING SORTIES)

STRIKE NO.	DATE 1945	TIME OF LAUNCH	TARGET ATTACKED GENERAL	TARGET ATTACKED SPECIFIC	SORTIES AT TARGET VF	SORTIES AT TARGET VT	BOMBS, ROCKETS, TORPEDOES & MINES NUMBER	BOMBS, ROCKETS, TORPEDOES & MINES TYPE	FUSING NOSE	FUSING TAIL
Special TCG [illegible]	23 May	1400(-9)	Amami O Shima to Yokoate Shima	Koniya Town, Naze Ho.	8		48	5" H.E. Rockets	Instant.	
RAPCAP #1	25 May	0445(-9)	Vicinity of Radar Picket Line.	One Myrt. One Zeke Splashed.	4		0	0	0	

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PART V

COMMENTS:

The operation of the radars during this period was normal. Phenomenal radar detection was observed on several days, notably on May 17. On one occasion a target, believed to be land, was picked up on both air search sets, at a distance estimated in excess of 400 miles. It is thought that atmospheric conditions were the cause of this. Similar results were reported by other ships.

Various indications of unidentified aircraft proved to be phantoms when attempted interceptions were futile. On one occasion, a destroyer reported picking up a radar decoy balloon in the vicinity of what had been a "target" a few minutes previously. The circumstances indicate an increase in the use of such devices by the enemy.

Experiences with two snoopers, on May 24, proved exasperating. The first of these appeared about seventy miles to the east at noon and was tally-ho'd on three different occasions by the Combat Air Patrol, controlled at times by this ship. The pilot, however, was so adroit at dodging into clouds that he escaped. The second contact appeared about an hour later, but could not be intercepted because we had no patrol at sufficient altitude at the time, a circumstance which emphasizes the importance of maintaining sufficient high cover at all possible times in combat areas.

Several attacks were encountered on the night of May 24-25. Although contact was had several times, and once the night fighter reported setting an engine of an attacking plane on fire, no planes were shot down. Skillful evasive tactics on the part of the enemy pilots were observed. A number of

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PART V

COMMENTS Cont'd:

unidentified aircraft appeared to the north on May 25, but the Combat Air Patrol over the Radar Picket Line shot them down or drove them off before they could close the main body of the formation.

Medium and high altitude enemy suicide and bombing aircraft continue to penetrate our screen and gain favorable attack positions directly above our forces without detection and effective opposition.

RECOMMENDATIONS:

1. Until such times as Units and Groups can be supplied reliable radars for covering the "Radar Fade-Out Cone" immediately above them, Task Groups operating in company or in the same dispositions, should be assigned definite sectors (areas) of responsibility over adjacent Task Groups for search and attack, just as sectors of responsibility are now definitely assigned for communications. It is fully realized that this procedure is not a solution to the problem, however, it has the outstanding merit of being immediately available.

2. The dissemination of informationover the Force Fighter Director Channel left much to be desired. At certain times when unidentified aircraft were reported near this and other Task Groups, little helpful information was passed around. It is recommended that the Force Fighter Director Officer keep all Task Groups fully informed on unidentified planes, tally-ho's, planes shot down, and of the general tactical situation at all times.

3. It is fitting once more to note the importance of maintaining sufficient divisions of the Combat Air Patrol at high altitude (usually 20,000 feet) whenever high flying enemy planes may be expected. Weather conditions permitting,

PHASE II
PART V

RECOMMENDATIONS Cont'd:

it is suggested that the Task Group should never be without at least one high division if unfriendly visitors may call.

31 May 1945

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RADAR COUNTERMEASURES

PHASE II
PART V

During the period from 15th. to 31st. of May a total of one-half carton of CAFJ 10271 (600) (145 sleeves) cut to 28.25 inches, and one and one-quarter cartons of CAFJ 10270A (200) (120 sleeves) cut to 1.9 inches were dropped over the islands of TOKUNO SHIMA and KIKAI SHIMA. Results were unobserved. Although one-half carton of either of the above types of window were carried in each torpedo plane on every strike, the only use made of it was that noted above.

No electronic RADAR COUNTERMEASURES equipment is installed on board this ship.

CVL30/A16-3
Serial: 0044

S-E-C-R-E-T

WEATHER SUMMARY

15 May, 1945:

The Task Group refueled and replenished with favorable wind and sea conditions facilitating the operation.

Weather:	showers
Ceiling:	1500 feet
Visibility:	4 to 6 miles
Wind:	200 to 240 degrees, 10 to 15 knots
Sea:	slight sea; slight swell
Flying cond:	undesirable

16 May, 1945:

Refueling and replenishing continued. Weather conditions continued to be favorable for the operation.

Weather:	cloudy
Ceiling:	1000 feet
Visibility:	12 miles
Wind:	040 degrees, 4 to 8 knots
Sea:	slight sea; slight swell
Flying cond:	average

17 May, 1945:

Planes from the CV's of our Task Group conducted support strikes over Okinawa. The planes from the CVL's maintained a CAP over the group throughout the day. The weather was excellent.

Waether:	scattered high clouds
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	280 degrees, 8 to 12 knots
Sea:	slight sea; slight swell
Flying cond:	good

18 May, 1945:

The schedule for 17 May was repeated. Weather conditions remained good.

Weather:	broken high clouds
Ceiling:	unlimited
Visibility:	8 miles
Wind:	light and variable
Sea:	calm sea
Flying cond:	average to good

CVL30/A16-3
Serial:0044

S-E-C-R-E-T

WEATHER SUMMARY

19 May, 1945:

Strikes and sweeps over Tokuno were carried out in the morning, but a cold front moved into the area in the afternoon causing cancellation of the scheduled strikes on Kikai.

Weather:	rain squalls
Ceiling:	500 to 1000 feet
Visibility:	4 to 6 miles
Wind:	160 degrees, 14 to 18 knots
Sea:	slight sea and swell
Flying cond:	average in the morning; bad in the afternoon

20 May, 1945:

The Task Group refueled and replenished under favorable conditions.

Weather:	cloudy
Ceiling:	1000 feet
Visibility:	12 miles
Wind:	260 degrees, 8 to 12 knots
Sea:	slight sea; slight swell
Flying cond:	undesirable

CVL30/A16-3
Serial: 0044

S-E-C-R-E-T

WEATHER SUMMARY

21 May, 1945:

Strikes on Kikai and Tokuno by Air Group 49 and other units were hampered by a cold front between the ship and the target. Weather over the target improved sufficiently to permit a rocketing, bombing and strafing attack.

Weather:	cloudy
Ceiling:	200 to 1500 feet
Visibility:	2 to 5 miles
Wind:	210 degrees, 18 to 22 knots
Sea:	slight sea and swell
Flying cond:	undesirable; occasionally bad

22 May, 1945:

Air Group 49 made another group of strikes on Kikai. A cold front in the vicinity hindered the operation but the target was reached and bombed satisfactorily.

Weather:	rain squalls
Ceiling:	500 to 1000 feet
Visibility:	1/2 mile in squalls, generally 6 miles
Wind:	300 degrees, 10 to 15 knots
Sea:	slight sea and swell
Flying cond:	undesirable to bad

23 May, 1945:

The Task Group refueled and replenished in the morning and sent out a strike to Tokuno in the afternoon. A cold front lay between the launching area and the target, but the planes got through satisfactorily.

Weather:	intermittent rain
Ceiling:	2000 feet
Visibility:	6 miles
Wind:	360 degrees, 12 to 18 knots
Sea:	slight sea and swell
Flying cond:	average

CVL30/A16-3
Serial: 0044

S-E-C-R-E-T

WEATHER SUMMARY

24 May, 1945:

Air Group 49 flew sweeps over Yakoate and ICAP. Flying conditions were average to good.

Weather:	partly cloudy
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	280 degrees, 2 to 6 knots
Sea:	calm sea
Flying cond:	good

25 May, 1945:

A warm front south of the ship caused very bad flying weather throughout the operating area. Japanese planes did approach the force from the north, two of these being shot down by our fighters despite the bad weather.

Weather:	moderate to heavy rain
Ceiling:	200 to 500 feet
Visibility:	1 to 3 miles
Wind:	120 degrees, 10 to 20 knots
Sea:	slight sea and swell
Flying cond:	bad

26 May, 1945:

Continued frontal activity caused cancellation of strikes on Okinawa.

Weather:	showers
Ceiling:	1000 to 2000 feet
Visibility:	1/2 to 2 miles
Wind:	220 degrees, 18 to 24 knots
Sea:	slight to moderate sea; slight swell
Flying cond:	bad

27 May, 1945:

Refueling and replenishing operations were carried out under average weather conditions.

Weather:	cloudy
Ceiling:	500 to 1000 feet
Visibility:	12 miles
Wind:	220 degrees, 18 to 22 knots
Sea:	slight sea and swell
Flying cond:	undersirable

CVL30/A16-3
Serial: 0044

U.S.S. SAN JACINTO

95/jas

31 May 1945

S-E-C-R-E-T

PHASE II
PART V

On May 21 Ensign CHARLES P. THORNE, A1 U.S.N.R., #351868, pilot of VF-49 while flying patrol near TOKUNO SHIMA collided with another plane of the patrol and crashed in the water. His body was not recovered.

CVL30/A16-3
Serial: 0044

U.S.S. SAN JACINTO

10/jrs

31 May 1945.

S-E-C-R-E-T

PHASE II
PART VI

RECOMMENDATIONS

1. Provide high cover CAP at altitude of 25,000 -20,000 feet for returning strikes to prevent enemy planes from "Riding In" above and out of sight of friendly strike planes undetected by Radar or Visual until obtaining favorable attack position near Force.

2. Until such time as Units and Groups can be supplied reliable radars for covering the "Radar-Fade-Out-Cone" immediately above them, Task Groups operating in company or in the same dispositions should be assigned definite sectors (areas) of responsibility over adjacent Task Groups for search and attack. This procedure is not a solution to the problem but it has the merit of being a practicable means of immediately available to cover the Radar Blind Spot.

3. Once more it is recommended that at least one division of the DCAP be held at high altitude - not less than 20,000 feet over the Task Group.

4. It is recommended that the complement of the CVLG be 36 VF, 2 VF(T), and 2 VF(N). The two VF(N) are not to be used as night-fighters but are to be used as Radar "Search-Pathfinders" and for the purpose of ferreting out and driving out into the clear enemy aircraft taking cover in clouds, mist, rain squalls, smoke, etc.

5. At least 50% of the pilots assigned to VF and VFB Squadrons should be given thorough and specialized training in Dive Bombing and Rocketing.

AG-49/ACA/
(GMR:sg)

UNITED STATES PACIFIC FLEET
AIR FORCE
AIR GROUP FORTY-NINE

Serial 002

c/o Fleet Post Office,
San Francisco, Calif.,

S-E-C-R-E-T

31 May 1945

From: Commander, CVL Air Group FORTY-NINE.
To : Commander in Chief, U. S. Fleet.
Via : (1) Commanding Officer, U.S.S. SAN JACINTO.
(2) Commander Carrier Division Five and Commander Task Group FIFTY-EIGHT POINT ONE.
(3) Commander Task Force FIFTY-EIGHT.
(4) Commander Fifth Fleet.
(5) Commander-in-Chief, U. S. Pacific Fleet.

Subject: Aircraft Action Reports, 6 May 1945 through 27 May 1945.

Reference: (a) ComInCh Serial 7152 of 20 October 1943.
(b) Pacific Fleet Confidential Ltr. YCL-45 of 1 Jan. 1945.
(c) CTG 58.1 Op Plan, 2-45, annex NOW-2 para. 6400.
(d) CTG 38.1 Dispatch 300948 of May 1945.

Enclosure: (A) Summary of Aircraft Action Reports of Air Group FORTY-NINE.
(B) Aircraft Action Reports of Fighting Squadron FORTY-NINE, (ACA-1), 6 May 1945 through 27 May 1945.
(C) Aircraft Action Reports of Torpedo Squadron FORTY-NINE, (ACA-1) 6 May 1945 through 27 May 1945.

1. In accordance with references (a), (b), (c) and (d) enclosures (A),(B) and (C) are forwarded herewith.

G. M. ROUZEE.

S-E-C-R-E-T

SUMMARY OF ACTION REPORTS FOR PERIOD 8 MAY 1945 THROUGH 27 MAY 1945.

1. RESUME OF SORTIES FLOWN AND TIME:

VF SORTIES 181 (615.9 hours)
VT SORTIES 64 (218.4 hours)

2. OWN PLANES LOST

VF None
VT None

3. OWN PERSONNEL LOSSES

VF None
VT None

4. DAMAGE TO ENEMY

AIRCRAFT Destroyed in the Air:	One Zeke 52, One Myrt, both near the radar picket line.
Aircraft probably destroyed in Air:	None
Aircraft Damaged in the Air:	None
Aircraft probably destroyed on the ground by VF:	None
Aircraft destroyed on the ground by VF:	Two Twin Engined flying Boats, probably Cherrys, by strafing at Ibusuki Seaplane base, Southern Kyushu. One Twin Engined plane, Hitoyoshi airfield, Kyushu, by strafing and rockets.
Aircraft damaged by VF:	Three Twin Engined flying Boats, probably Cherrys, by strafing at Ibusuki Seaplane base, Kyushu. Three Twin Engined transport planes at Gonnosu field, Kyushu. One single engined plane, Hitoyoshi field, Kyushu.
Enemy shipping damaged or destroyed by VF:	One small engines aft freighter (Sugar Dog) on fire and probably destroyed five miles west of Izumi airfield. One two masted freighter transport of about 2500 tons (JEST Fox Tare Charlie). Damaged at Koniya, Amami O Shima.

ENCLOSURE A

S-E-C-R-E-T

Ground targets destroyed or damaged by VF:	One building destroyed at Izumi; two buildings probably destroyed at Oita; One hangar was destroyed and three probably were destroyed at Gamosu; One hangar was destroyed and two buildings were probably destroyed at Tachiarai; One hangar and one power house building were probably destroyed at Setsuyam West, Shikoku; One large building at Hitoyoshi was probably destroyed. Concrete two-lane bridge, north of Tokuno air strip destroyed; Small building north of Shitooke field destroyed; Two small buildings north of Shitooke field probably destroyed.
Enemy Aircraft destroyed on ground by VT:	None
Enemy Aircraft probably destroyed on ground by VT:	None
Enemy Aircraft damaged on ground by VT:	Two single engined planes by turret strafing at Tachiari airfield, Kyushu.
Enemy Shipping damaged or destroyed by VT:	One Engines aft Freighter (Sugar Dog) damaged by strafing in revetment from strike on Izumi airfield (also hit by VF-49 planes. Slight damage from near miss and strafing of concentration of 8 Sugar Dog freighters and luggers at anchor in Inner Harbor, Kochi, Shikoku.
Ground Targets damaged or destroyed by VT:	Destroyed or seriously damaged two or three small shops on southwest corner of Izumi airfield, Kyushu. Damaged one saw-toothed building on west edge of Saeki, Kyushu. One medium sized building destroyed and one small building hit and burned at Tachiarai airfield, Kyushu. Warehouse on west bank of entrance to harbor hit and seen to smoke and a two storied unidentified dockside building bombed and probably seriously damaged at Kochi, Shikoku. Damage to runways and field, taxi strips, Tokuno, Amami Gunto.

ENCLOSURE A

Probably serious damage to heavy A/A emplacement and moderate damage to runways and taxi strips at Yan airfield, Kikai Shima, Amami Gunto.

5. TACTICS EMPLOYED

Standard Escort,, bombing and strafing tactics.

6. GENERAL COMMENTS

None

G. N. RUDD.

UNITED STATES PACIFIC FLEET
AIR FORCE
FIGHTING SQUADRON FORTY-NINE

VF-49/ACA/A16-3
(GMR:mu)

c/o Fleet Post Office,
San Francisco, California,
31 May 1945.

Serial: 001

S-E-C-R-E-T

Subject: Aircraft Action Reports, 8 May 1945 through 27 May 1945.

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(O) VF-49 Aircraft Action Report ACA-1, No.15 dated 22 May 1945.
(P) VF-49 Aircraft Action Report ACA-1, No. 16 dated 22 May 1945.
(Q) VF-49 Aircraft Action Report ACA-1, No. 17 dated 22 May 1945.
(R) VF-49 Aircraft Action Report ACA-1, No. 18 dated 23 May 1945.
(S) VF-49 Aircraft Action Report ACA-1, No. 19 dated 25 May 1945.

1. In accordance with references (a), (b), (c) and (d), enclosures (A) through (S) are forwarded herewith.

G. M. ROUZEE

Copy to: JICPOA