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By Authority of the
Commanding General:

XX BOMBER COMMAND
CONSOLIDATED MISSION STATISTICAL SUMMARY
Mission Number Twenty Seven
11 January 1945

Date Initials

Table X - Airborne A/C Failing to Bomb Primary Target

A/C Serial Number	Specific Mechanical Malfunction	Other Reasons	Local Action To Prevent Recurrence
<u>40th Gp.</u>			
24503	At 9000 ft. pilot could get only 19" HG from #3 engine. On ground run-up a maximum of 20" HG and 2000 RPM was attained upon inspection metal particles were found in the oil strainer. Blower impeller was off.		Engine was changed. UR #45-38.
65233	Oil leak in #4 engine due to a loose hose connection in the oil return line from the front to the rear sump.		None
24757	All 4 engines running hot, upon inspection no apparent cause for condition could be found. #2 was corrected by replacing the pressure meter plate.		Trouble shooting and engineering test flights still being made to correct condition.
<u>444th Gp.</u>			
63451	Fuel transfer system malfunction.		Both transfer pumps replaced. UR #45-13.
63446		Low on gasoline	
63378	Engine failure		Engine replaced. UR #45-11
65226		Aircraft missing	
65202		Weather	
63422		Pers. error. Made two runs over Primary but missed it	
<u>462nd Gp.</u>			
24463	#1 engine would not run on autolean.		Carburetor changed. UR #45-28.
24838	Radar out, blew fuses and burned resistors in RA-88 after takeoff.		Intermittent short discovered in synchronizer and corrected.
65230		Bomb release switch was off.	
63454		Weather	
<u>468th Gp.</u>			
24469	#4 engine running rough - cutting out in high RPM		Magnet malfunction, changed magnetos.

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1-25-45 SP
Date Initials

TABLE X - cont'd

<u>A/C</u> <u>Serial</u> <u>Number</u>	<u>Specific</u> <u>Mechanical</u> <u>Malfunction</u>	<u>Other</u> <u>Reasons</u>	<u>Local Action</u> <u>To Prevent</u> <u>Recurrence</u>
<u>468th Gp. - cont'd</u>			
63417	#2 back firing, excessive cylinder head temperature		Carburetor malfunction changed carburetor.
24486		Weather	
63445		Weather	
24714		Weather	
24487		Weather	
24471		Personnel error. #17 plug missing from #4 engine. This was the first flight after plug change.	
24691		Weather	
63464		Weather	

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XX BOMBER COMMAND
CONSOLIDATED MISSION STATISTICAL SUMMARY
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11 January 1945

Table XI - Engineering Malfunctions

Part I - Engineering Malfunctions Preventing Airborne A/C From Bombing Primary

		40th	444th	462nd	468th	Total
POWER PLANT & ACCESSORY SECT.	Engine Running Rough			1	2	3
	Engine Running Hot	4				4
	Engine Failure	1	1			2
<hr/>						
OIL SYSTEM	Oil Leaks	1				1
<hr/>						
FUEL SYSTEM	Fuel Transfer System		1			1
<hr/>						
TOTAL		6	2	1	2	11

NOTE: For details, see Table X - "Summary of A/C Failing to Bomb Primary".

Part II - Engineering Malfunctions Not Preventing A/C From Bombing Primary

		40th	444th	462nd	468th	Total
POWER PLANT & ACCESSORY SECT.	Engine Running Rough		1	1	4	6
	Engine Running Hot		2			2
	Turbo Supercharger and/or Turbo Control System	1	2	1		4
	<hr/>					
PROPELLERS & GOVERNOR	Governor		2	1		3
	Governor Oil Leak		1			1
<hr/>						
OIL SYSTEM	Oil Leaks	1	3		1	5
	Oil Pressure Low				1	1
<hr/>						
FUEL SYSTEM	Fuel Transfer System		1			1
	Fuel Syphoning from Wing Tanks					2
	Carburetor		1			1
	Fuel Pressure Low		1			1
	Fuel Pressure High	1	1		1	3
	Fuel Booster Pumps	1				1
	Fuel Quantity Gauge			1		1
<hr/>						
ELECTRICAL SYSTEM	Generators	4			3	7
	Inverter		1			1

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TABLE XI - Engineering Malfunctions

Part II - cont'd		40th	444th	462nd	468th	Total
INSTRUMENTS	Carb. Air Temp. Gage		1	1	1	3
	Cylinder Head Temp. Gage	2				2
	Nose Oil Press. Gage	1		3	2	6
	Rear Oil Press. Gage	1				1
	Tachometer	2	1			3
	Airspeed Indicator			1		1
	Flight Indicator			1		1
	Pitot System			1	1	2
<hr/>						
MISCELLANEOUS	Pressurization		2			2
	Bomb Release System			1		1
	Flight Controls			1		1
	Cracked Blister				1	1
	Oxygen System			2		2
	Defrosting System			1		1
<hr/>						
TOTAL		16	21	15	15	67

NOTE PERTAINING TO BOTH PART I AND PART II:

Only engineering malfunctions are listed. All other malfunctions, such as radar, are excluded. If one aircraft had more than one engineering malfunction, all malfunctions have been listed.

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XX BOMBER COMMAND
CONSOLIDATED MISSION STATISTICAL SUMMARY
Mission Number Twenty Seven
11 January 1945

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Table XII - Utilization of Useful Load
(Based on A/C Bombing P.T.)

Group	No. of Ground Miles	Number of A/C Considered	Type of A/G	Av. Gross Weight at Takeoff For Mission	Aver Basic Weight of A/C	Aver. Useful Load	Aver. Number of Bombs Loaded	* Aver Weight of Bombs Loaded	Aver Weight of Gas Loaded at 6 Pounds Per Gal	Average Miscellaneous Weight
40th	3830	7	Center Wing Tanks	133615	74883	58732	1000# GP 4.0	4074	47400	7258
444th	3750	6	Center Wing Tanks	134385	75461	58924	1000# GP 3.3	3995	47400	8129
462nd	3352	8	Center Wing Tanks	134380	75310	59070	1000# GP 4.0	4074	47400	7596
468th	3690	4	Center Wing Tanks	134551	74924	59627	1000# GP 4.0	4074	47400	8153
TOTAL	3675	25	Center Wing Tanks	134194	75165	59029	1000# GP 3.8	3911	47400	7718

* 1000# G.P. - AN-M 65 or AN-M 44 equals 1018.4 pounds.

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ANNEX

N

FIELD ORDERS

* All Field Orders Material in the following *
* Annex originally classified TOP SECRET, is *
* hereby reclassified to SECRET *
* By authority of DEPCOM 20 AF *
* 2 February 1945 EJS *
* Date Initials *

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SECRET

SECRET

Auth: CG XX BC
Initials: WKS
Date: 9 January 1945

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FIELD ORDERS)
:
NUMBER 27)

XX BOMBER COMMAND
APO 493
9 January 1945 - 0800Z

MAPS: AAF Aeronautical Charts: 557, 558, 675, 676, 678, 679, 798, 799, 800, 859, 920, 860, or equivalent International Maps of the World.
AAF Long Range Navigation Charts: INDIA (26), BENGAL (38), or equivalent Naval Aviation Charts, V-30 Series.
AAF Special Charts: WESTERN AUSTRALIA to INDIA.
H.O. Charts: 3131, 5591.

1. Omitted. (See Annex No. 1, Intelligence Summary.)

2. On D-day this Command attacks AAF Target 92.2-22.

ROUTE OUT: Base Area - PREPARIS IS. ($14^{\circ}52'N$, $93^{\circ}40'E$) - TENGGOL IS. ($04^{\circ}47'N$, $103^{\circ}40'E$) - Assembly Point (SRIBUAT IS., $02^{\circ}41'N$, $103^{\circ}55'E$) - IP (Coastline at $02^{\circ}22'N$, $103^{\circ}53'E$) - Target. Weather permitting, aircraft will fly at 3000' indicated until at approximately $11^{\circ}00'N$, $97^{\circ}00'E$ at which point they will climb to 8000' indicated, holding this altitude until reaching approximately $07^{\circ}00'N$, $100^{\circ}30'E$, at which point they will start climbing to bombing altitude.

ROUTE BACK: Direct.

ASSEMBLY ALTITUDE: Bombing altitude.

AXIS OF ATTACK: 183° Magnetic.

TIME OVER TARGET: 0220Z.

AIMING POINT: Center of 50,000 ton capacity floating drydock.

METHOD OF BOMBING: By 3-plane formations from prescribed bombing altitudes.

3. a. 40th Group : BOMBING ALTITUDE: 23,000' pressure altitude.

b. 444th Group: BOMBING ALTITUDE: 24,000' pressure altitude.

c. 462nd Group: BOMBING ALTITUDE: 23,000' pressure altitude.

d. 468th Group: BOMBING ALTITUDE: 24,000' pressure altitude.

x. (1) If target 92.2-22 is not visible, aircraft will continue on course and bomb target 92.2-10 visually, blind or by radar. For target 92.2-10 the visual aiming point will be the center of the steam pump house on the SW side of the entrance of KINGS DRYDOCK. The radar aiming point will be the center of the shore-line edge of the signal return from the target.

(2) SECONDARY TARGET: AAF Target 92.1-27.

VISUAL AIMING POINT: Government House.

RADAR AIMING POINT: Northwest Tip of Island, Shore-line edge.

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- (3) LAST RESORT TARGET: MERGUI HARBOR, XX BC Target 82.2-B.
VISUAL AIMING POINT: Center of Main Jetty.
RADAR AIMING POINT: Shore-line edge of target.
- (4) Each Group will furnish twelve (12) fully modified aircraft airborne.
- (5) BOMB LOADING: Only 1000^{lb} GP (TNT or Amatol filled) bombs, fuzed .1 second nose and .025 second tail will be carried.
- (6) Assigned bombing altitude will be attained prior to reaching the Assembly Point.
- (7) Aircraft will circle at Assembly Point no more than once to join formation, proceeding on course to the target individually, if necessary.
- (8) If a high overcast exists bombing will be attempted visually on target 92.2-22 but not below 19,000' pressure altitude.

4. No change.

5. a. (1) Convoy Sighting Messages will be sent to Group Air-Ground Stations.
(2) Messages normally encoded in CSP 1270 will be encoded in current edition of CD 0251.
- b. Command Post: Headquarters, XX Bomber Command, APO 493.

By command of MAJOR GENERAL LEMAY:

JOHN E. UPSTON
Brigadier General, U. S. A.
Chief of Staff

OFFICIAL:

Joseph S. Preston
JOSEPH S. PRESTON
Colonel, Air Corps
Deputy Chief of Staff,
Operations

ANNEXES:

1. Intelligence summary

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DISTRIBUTION:

- CG, Twentieth Air Force
- Supreme Allied Commander, SEAC
- 1 - CG, India Burma Theater
- 1 - CG, Army Air Forces, India Burma Theater
- CG, Army Air Forces, IBT (Evaluation Board)
- CG, XX Bomber Command
- 3 - Chief, Intelligence Section
- 1 - Chief, Operations, Plans & Training Section, XX BC
- 3 - Chief, Communications Section, XX BC
- 3 - CO, 40th Bomb Group
- 3 - CO, 444th Bomb Group
- 3 - CO, 462nd Bomb Group
- 3 - CO, 468th Bomb Group

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:: XX Bomber Command ::
:: 9 Jan 45 1731 ::
:: Date Initials ::
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ANNEX NO. 1 TO FIELD ORDERS NO. 27, XX BOMBER COMMAND

INTELLIGENCE SUMMARY

I - Operational Intelligence

SECTION I: ENEMY GROUND SITUATION

For the most recent information regarding the battle line on the Burma and Assam Fronts, refer to Navigator's Aid dated 8 January 1945 and Radiogram Extract Reports dated 24 December 1944 and 8, 9 January 1945, all disseminated by this Headquarters.

SECTION II: ENEMY ORDER OF BATTLE - SEA

1. No major enemy Naval Units are known to be operating in the Bay of Bengal, the Andaman Sea, or the Straits of Malacca.
2. Photo Reconnaissance on 8 January 1945 revealed the following shipping in the Singapore Area; For designation of locations, refer to AAF Objective Folder No. 92.2;

At the Naval Base off Johore Strait;

Berth No. 8 - Damaged Ise-Hyuga Class KCV

Berth No. 12 - Atago Class CA

Berth No. 13 - A 610 ft. CVS (Seaplane Tender) similar to the Chitose Class CVS; the same vessel identified at Cap St. Jacques on 3 January 1945.

Berth No. 14 - A 300 ft. unidentified vessel (cloud obscured); probably a Naval vessel.

Small Floating Dry Dock - A Takanami Class DD has departed since the last Photo Coverage and this dock is now occupied by a 200 ft. Merchant Vessel.

In the Johore Straits Just off the Naval Base;

1 - Nachi Class CA

1 - Fubuki " DD

1 - Hatsuharu " DD

1 - Chidori " TB (Torpedo Boat)

3 - Patrol craft measuring 240 ft., 205 ft., 170 ft.

1 - 460 ft. Merchant Vessel is now in the large Floating Dry Dock.

1 - 410 ft. damaged cargo vessel (engines aft); the same vessel previously seen in the No. 1 Drydock which now holds a 200 ft. merchant vessel.

1 - 200-250 ft. Merchant Vessel (Cloud Obscured)

South of Singapore are several medium sized tankers and cargo vessels.

3. Any additional information obtained will be disseminated prior to the final mission briefing.

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By SW. NARA Date 11/17/05

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SECTION III: ENEMY ORDER OF BATTLE - AIR

For the general picture of enemy fighter strength and capabilities in the Southeast Asia Theater, see SECRET letter from this Headquarters dated 23 December 1944, Subject: "Air Estimate - Japanese Fighter Strength In the Southeast Asia Theater."

The present strategic importance of Singapore due to the Naval disposition there, makes highly probable a supposition that additional fighter strength has been recently moved in. 65-70 fighter aircraft are now estimated in the Singapore area, which is more than the figure given in the letter cited in paragraph one (1) of this section. Enemy capabilities for interception in northern and central Malaya are presently estimated as weak while capabilities in the Singapore area are rated from weak to moderate.

SECTION IV: ENEMY AIRCRAFT

Refer to "Technical Air Intelligence Center Summary #5", dated September 1944.

SECTION V: ENEMY AIRFIELDS

1. Refer to "The Provisional Airfield List, Southeast Asia, Report No. 3", dated 25 July 1944 (confidential) published by Washington; and SECRET letter, this Headquarters, dated 24 December 1944, Subject: "Enemy Airfields - Burma."

2. For graphic representation of enemy airfields in Malaya and on Singapore Island, see "Airfield Map of Malaya" from this Headquarters, dated 14 December 1944.

SECTION VI: ENEMY ANTI-AIRCRAFT

1. Primary Target: For land based Heavy AA refer to Flak Intelligence Bulletin M-1, published by this Headquarters, dated 13 November 1944. Refer to Section II above "Enemy Order of Battle - Sea" for Naval units capable of offering effective anti-aircraft opposition.

2. Secondary Target: Three (3) Heavy AA guns located from photo cover of 11 December 1944.

3. Last Resort Target: Refer to Section I, "Japanese Antiaircraft Defense," in W.I.S., Eastern Air Command, #18, dated 29 December 1944.

SECTION VII: ESCAPE AND EVASION:

Refer to Bulletins from this Headquarters;

- (a) "Evasion in Malaya" dated 2 November 1944.
- (b) "Evasion in Malaya Supplement" dated 15 November 1944.
- (c) "Evasion in Mergui Area" in B.E.E. dated 5 October 1944 (omit paragraph 1, page 17, subject "Evasion with reference to rendezvous").

SECTION VIII: PRISONER OF WAR CAMPS

None known to be in target areas. Refer to "Japanese P.O.W. Camps" issued by P.O.W. Unit, XX Bomber Command and distributed in July.

SECTION IX: AIR SEA RESCUE

- 1. Bay of Bengal: Surface units and aircraft of the R.A.F. based

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in the Calcutta and Chittagong areas have been alerted. Exact details as to location and communications procedure will be dispatched by secret means prior to final mission briefing.

2. Straits of Malacca: The Royal Navy has been requested to alert any British submarines patrolling near our course.

If it is possible to establish definite positions for submarines and surface craft, information regarding these positions will be dispatched by secret means prior to final mission briefing.

3. South China Sea and Gulf of Siam: The U.S. Navy has been requested to alert submarines in the waters to the East of Singapore.

If time permits the establishment of submarines at definite positions, code names and geographical reference points will be dispatched by secret means prior to final mission briefing. Normal S.O.I. will be in effect.

SECTION X: NAVIGATOR'S AID CHART

A Navigator's Aid Chart, dated 8 January 1945, has been provided. Two copies will be carried in each airplane. This chart shows the battle line in Burma, radar warning nets, AA emplacements for the area covered by the photo, principle cities, and gives certain details on friendly fields for use in emergency.

II - Target Intelligence

SECTION I: LIST OF VISUAL TARGET DATA:

1. Primary Target: A, Floating Drydock, North Wharf Area, Singapore Naval Base.

Objective Folder Data 92.2-22 (for briefing).
35mm Slides (for briefing).
AAF Target Chart No. 92.2-17.
Mosaic, Singapore Area, Floating Dock.
Photo of Floating Drydock submerged (for briefing).
Special Target Information Sheet (for briefing).
Photo H/462B.G./5MR3.

Primary Target: B, Kings Drydock, Singapore Harbor Board Area.

Objective Folder Data 92.2-10 (for briefing)
35mm. slides (for briefing).
AAF Target Chart No. 92.2-52.
Mosaic, Singapore Area, King's Dock.
Oblique photos (four on two sheets, Nos. H151-153 and 158
Keppel Harbor and King's Dock).

2. Secondary Target: Swettenham and Victoria Piers, Georgetown, Penang.

XX Bomber Command Mosaic 92.1-24 thru 27 and 47, 55.
Mosaic Georgetown 92.1-24.

3. Last Resort Target: Mergui Harbor, Burma.

Objective Folder Data 82.2B (for briefing).
XX Bomber Command Target Chart No. 31.
XX Bomber Command Perspective Chart No. 31A.

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SECTION II: LIST OF RADAR MATERIAL

1. Primary Target: (Singapore Naval Base) (92.2 - 22 and 92.2-10)

Radar Approach Chart - B-15.
Radar Scope Photograph Sheet 92.2 - 20 Sheet C-831.
Radar Scope Photograph Sheet 92.2 - 20 Sheet C - 204.
Radar Scope Photograph Sheet 92.2 - 15 - 25 Sheet A.
Radar Scope Photograph Sheet 92.2 - 15 - 25 Sheet B.
Radar Scope Photograph Sheet 92.2 - 20 Sheet B.
Photo Mosaic - Floating Dock, Singapore.
Photo Mosaic - Dry Dock, Singapore.
MIF Target Chart Number 52.

2. Secondary Target: Swettenham and Victoria Piers, Georgetown, Penang.

XX Bomber Command Mosaic 92.1-24 through 27-47-55.

3. Last Resort Target: Mergui Harbor, Burma.

Radar Approach Chart No. BL2.
Radar Scope Sheet A, R-88.2-B.
Radar Scope Sheet B, R-88.2-B.
XX Bomber Command Target Chart No. 31.

By command of MAJOR GENERAL LEMAY;

J. E. UPSTON
Brigadier General, U.S.A.,
Chief of Staff.

OFFICIAL:

Frank L. Scott, Jr.
FRANK L. SCOTT, JR.,
Lt. Col., Air Corps,
Chief, Intelligence Section.

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ANNEX

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SUPPLEMENTAL INFORMATION

I - Target Data

A - Floating Drydock, Singapore

B - King's Drydock, Singapore

C - Swettenham Pier and Storage Area, Georgetown

D - Mergui Harbor, Burma

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

TARGET NO. 22

OBJECTIVE FOLDER NO. 92.2

TARGET DATA

1. OBJECTIVE:

FLOATING DRYDOCK, NORTH WHARF AREA, SINGAPORE NAVAL BASE.

2. COORDINATES AND ELEVATION:

Latitude; 1° 28' N.
Longitude; 103° 50' E.
Elevation; Sea Level

3. LOCATION AND IDENTIFIABLE FEATURES:

Singapore Island, with an area of about 220 square miles is at the southern tip of the Malay Peninsula, from which it is separated by narrow Johore Strait. Johore Causeway connects the island and mainland where the strait is about three-quarters of a mile wide. The island surface, like the adjoining mainland across the strait, is undulating, varying in altitude from 70 to 581 feet. The most prominent peak in the entire vicinity is Mt. Pulai (2142 feet) about 18 miles northwest of Johore Bahru. There are other, and considerably higher, peaks further to the north.

East of the causeway there are three small islands in the strait and one large in the east entrance. Large Tekong Pesar Island and its several little satellite islands guards the entrance to the strait and to Johore River. Just off the southwest coast of Singapore Island the Straits of Malacca are peppered with small islands. Keppel Harbor separates Blakang and Brani Islands from the southern tip of Singapore Island. The coastline of the western half of the island is mostly low and fringed with extensive mangrove swamps. There are a number of navigable creeks. The northern coastline of the eastern half is very similar but the southern part is less broken by streams and has extensive sandy beaches.

The Singapore Naval Base extends four miles east from the Johore Causeway. The floating drydock, as shown by reconnaissance photography of 8 November 1944, is anchored nearly parallel with and about 800 feet out from the north wharf - its original location.

4. IMPORTANCE:

This great floating drydock is the second largest drydock unit at Singapore. With a length of 855', a width of 172', and a capacity of 50,000 tons, it can accommodate the largest battleship afloat. Although 18' shorter than King's Dock at the commercial harbor, its extraordinary width gives it a greater capacity in terms of tonnage. Since the 1000' graving dock was put out of commission by the successful XX Bomber Command attack of 6 November, the floating drydock (with 25% of the remaining drydock footage) is now the most important unit at Singapore, and is equipped in conjunction with the Naval Base shops to accomplish any kind of repairs. Direct hits on this instal-

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lation would probably deprive the Japanese for the duration of the principal drydock in the South Seas and one of the largest anywhere under the enemy's control.

5. VULNERABLE AREA AND AIMING POINTS:

The floating drydock is most vulnerable when on the surface and occupied by a vessel. Between the period of the XX Bomber Command attack on 6 November and the Reconnaissance Mission of 8 November a 525' M/V has entered the dock. One hit with a 1000# GP bomb in the center of the target, while occupied, should capsize the vessel together with the drydock. Requirements for one hit on the basis of a 1500' Cep and an 85% assurance of success would be 120 bombs.

14 NOVEMBER 1944

TARGET UNIT, INTELLIGENCE
XX BOMBER COMMAND

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

TARGET NO. 10

OBJECTIVE FOLDER NO. 92.2

TARGET DATA

1. OBJECTIVE:

KING'S DRYDOCK, SINGAPORE HARBOR BOARD AREA.

2. COORDINATES AND ELEVATION:

Latitude, 1° 16' N.
Longitude, 103° 49' E.
Elevation, Sea Level

3. LOCATION AND IDENTIFIABLE FEATURES:

Commercial Singapore stands on the eastern side of the large promontory that juts out from the south side of Singapore Island. The more important section of the port area lies southwestward from the city across the tip of the promontory. It is sheltered from the sea by various islands with deep Keppel Harbor between.

King's Drydock is located about three miles southwest of the mouth of Singapore River that flows through the center of the city. Just inside of the west entrance to Keppel Harbor is a bell-shaped island. The entrance to King's Drydock is about 1600 feet directly east of the center of this island.

4. IMPORTANCE:

King's Dock is the third largest drydock at Singapore, being exceeded in capacity only by the huge graving dock and the 50,000 ton floating drydock at the Naval Base. The length of King's Dock is 873 feet, which represents approximately 20% of the drydock footage at Singapore. With this length and a width of 93', a depth of 34', King's Dock is capable of accommodating vessels of great size; the largest one reported to have docked here being the S.S. Ile de France with an overall length of 763' and a beam of 92'. It should be noted that since the successful XX Bomber Command mission of 6 November which put the 1000' Naval Base drydock out of commission, King's Dock is now the second most important at Singapore and possesses 26% of the remaining drydock footage. A steam powered pumping station lies directly west of the dock which is also equipped with its own cranes, capstans, electrical and water connections. In conjunction with the Harbor Board Workshops in the target area, it is possible to carry on major repairs to vessels here. Photo reconnaissance of 8 November revealed the presence of a large tanker in King's Dock. If this dock were to be successfully bombed, the Japanese would be deprived of one of the principal ship repair facilities in the South Seas probably for the duration of the war.

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

5. VULNERABLE AREA AND AIMING POINTS:

King's Dock is equipped with two floating gates, one of which seals the entrance to the dock and the other may be placed midship of the basin, thereby permitting repair work on two small ships at the same time. When a vessel of over 500' length is present the middle gate is omitted.

A steam pumping station (100' x 125') with a tall stack is located on the southwest entrance to the basin, and presents the most effective Aiming Point. Its destruction should render the dock inoperative and with normal distribution of bombs hits are possible on shop buildings, gates, and any ship in drydock.

14 NOVEMBER 1944

TARGET UNIT, INTELLIGENCE
XX BOMBER COMMAND

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

TARGET NO. 27

OBJECTIVE FOLDER NO. 92.1

TARGET DATA

1. OBJECTIVE:

SWETTENHAM PIER AND STORAGE AREA, GEORGETOWN, PENANG HARBOR, MALAYA

2. COORDINATES AND ELEVATION:

Latitude: 5° 25' N.
Longitude: 100° 21' E.
Elevation: Sea Level.

3. LOCATION AND IDENTIFIABLE FEATURES:

The facilities of Penang Harbor are located at Georgetown on the eastern side of Penang Island and at Prai on the mainland across the strait from Georgetown.

Penang is an island of an approximately rectangular shape, about 14 miles long (N-S) and 8 miles wide (E-W), and is separated from the mainland by a narrow strait ranging from 1 3/4 to 9 miles in width. The island is entirely mountainous, with elevations up to 2700', except for a flat, marshy strip along the west coast and a low-lying fringe extending nearly the entire length of the east coast. The city of Georgetown occupies the lowland in the northeast part of Penang, the jungle covered mountains rising abruptly directly to the west of the city.

On the mainland at Prai and the countryside surrounding it, the terrain is low and marshy for many miles to the north and the south of town, but ten miles to its east are the foothills of a heavily forested mountain range. A double track railroad leads ESE from Prai, joining the main Singapore-Bangkok line at Bukit Mertajam seven miles distant. The Prai railroad terminal is located on the southern bank of the Prai River which flows in from the northeast and empties into the harbor at this point.

The target area is at the extreme eastern tip of Penang Island. Swettenham Pier, 1200' long, lies almost due north and south and is connected with shore by a broad central section on which is a large warehouse. Six large warehouses are located along the shore, the three southern ones being on the lighter basin formed by the southern part of Swettenham Pier. Directly to their west an outstanding landmark is a large U-shaped office building, the arms of which point to the southwest.

4. IMPORTANCE:

Penang is Malaya's second largest harbor and is currently a submarine base. Recent photo cover showed a German submarine berthed at Swettenham Pier and it is believed that the U-boats often call at Penang en route to and from Japan. Numerous newly constructed warehouses of considerable size to the northwest of

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the target area suggest that Penang is a storage and trans-shipment point for goods moving by coastal vessels between Malaya and Burma and by rail on the Singapore to Bangkok line.

In peacetime Penang was a busy commercial port, tin and rubber being the principal commodities exported. Two of the world's largest tin smelters are located here, one in Georgetown and the other on the coast just north of Prai. These smelters are probably lying idle or being used for other purposes at the present time as Japan can obtain sufficient tin for her requirements from sources closer to home.

5. VULNERABLE AREAS AND SUGGESTED AIMING POINT:

The vulnerable area includes the government office building, surrounding warehouses and adjacent pier.

The suggested aiming point is the NW corner of the U-shaped government office building.

6 JANUARY 1945

TARGET UNIT, INTELLIGENCE
XX BOMBER COMMAND

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NOT TO BE TAKEN INTO THE AIR ON COMBAT MISSION

TARGET NUMBER B
OBJECTIVE FOLDER NO. 82.2

1. OBJECTIVE

Mergui Harbor, Burma.

2. COORDINATES AND ELEVATION

Latitude : 12°26'N
Longitude: 98°35'E
Elevation: Approximately Sea Level.

3. LOCATIONS AND IDENTIFIABLE FEATURES

The town of Mergui is located on the west edge of Mergui Island which is isolated from the mainland by the Tenasserim River on the south and on the north by a branch of this same river called the Kyaukpya River. Extensive swamp areas characterize the northwest side of the island as well as the shores of dozens of islands that fill the bay area. The largest of these islands is Narrow King island, 30 miles in length, that parallels the mainland opposite Mergui. The topography is rugged with peaks as high as 2500 feet. Small circular Maingy Island lies just off its west coast.

The surrounding mainland is very rough country with numerous peaks 2000' to 3000' high. Only the central portion and the eastern tip of Mergui Island presents a rough terrain, the highest peaks being 1054'. The town of Mergui is small and is confined mainly to the southwest margin of Mergui Island. The harbor area is the most densely settled. There are two jetties and the harbor facilities are limited. The surrounding warehouse area, however, is large.

A fighter airfield is located about two miles northeast of the harbor. The main runway is 3600' long, hard surfaced and is oriented northeast-southwest. Near the center of the runway a shorter landing strip branches out to the southeast. There are over 40 revetments and an extensive dispersal area off the southwest end of the runway.

4. IMPORTANCE

Mergui is the northermost Burman harbor which is now normally used by the enemy for ocean going ships and is undoubtedly the chief port of entry for military supplies in Burma. In recent months as many as 18 vessels of from 1000 to 2500 gross tons have been observed at Mergui at one time. Port facilities are meager but there are a number of warehouses for the storage of supplies.

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

(Mergui Harbor, Burma, continued)

5. SUGGESTED AIMING POINTS AND VULNERABLE AREAS

The jetty areas present the most practical aiming points, however, photographic coverage should be obtained just prior to a mission for the purpose of ascertaining the number of ships in harbor and the most active jetty.

September 1944

Target Unit - Intelligence
XX Bomber Command

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XX BOMBER COMMAND
APO 493

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6 Commanding Officer, 444th Bombardment Group
7 Commanding Officer, 462nd Bombardment Group
8 Commanding Officer, 463rd Bombardment Group
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