

Aircraft Action Reports

2-d (58) USS San Jacinto

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Targets

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+ 1/2/45
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ACTION REPORT
of
U.S.S. SAN JACINTO



KUSHIRO CITY, HOKKAIDO, JULY 14, 1945

JULY 1 - AUGUST 15, 1945

**ACTION AGAINST JAPANESE
AIR AND NAVAL FORCES AND
COASTAL OBJECTIVES IN THE
HOME ISLANDS**

CVL30/A16-3
Serial: 0057

S-E-C-R-E-T

U.S.S. SAN JACINTO

10/jrs

c/o Fleet Post Office,
San Francisco, California,
15 August 1945.

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

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

Subject: U.S.S. SAN JACINTO Action Report: Air Operations
against Japanese Air and Naval Forces and Coastal Ob-
jectives in the Home Islands.

References: (a) Cominch ltr. Serial 7152; dated 29 October 1943.
(b) PacFlt Conf. ltr. 1CL-45, dated 1 January 1945.
(c) ComTHIRDFleet Standard Instructions 1-45, Part
Five, para. 5300.
(d) CarDivTHREE Instructions, Part Five, para. 802, 803.

Enclosures: (A) Part I - Brief Summary.
Part II - Preliminaries.
Part III - Chronological Account and Navigational
Track Charts.
Part IV - Ordnance.
Part V - Damage (None).
Part VI - Special Comments and Information.
(A) Air Department Operations.
(1) Statistical Charts.
(2) Combat Information Center Summary.
(3) Weather Summary.
(4) Photographs.
(5) Radar Countermeasures.
Part VII - Personnel Casualties (None).

(B) SHORT SUMMARY of Combat Activities of SAN JACINTO,
3 May 1944-15 August 1945.

(C) Commander CVL Air Group FORTY-NINE's Secret Serial
006 dated August 15, 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

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15 August 1945.

Subject: U.S.S. SAN JACINTO Action Report: Air Operations
against Japanese Air and Naval Forces and Coastal Ob-
jectives in the Home Islands.

Report of the U.S.S. SAN JACINTO covering the period July 1 through
August 15, 1945, and are forwarded herewith.

2. East Longitude dates and minus nine (-9) Item Zone Time
are used throughout this report.

MICHAEL H. KERNODLE.

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CO, USS BENNINGTON	1 Copy; less enclosure (C); Direct
CO, USS LEXINGTON	1 Copy; less enclosure (C); Direct
CO, USS HANCOCK	1 Copy; less enclosure (C); Direct
CO, USS BELLEAU WOOD	1 Copy; less enclosure (C); Direct

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TASK ORGANIZATION

TASK GROUP 38.1 - Rear Admiral T. L. SPRAGUE

- (a) Task Unit 38.1.1 - Carriers - Rear Admiral T. L. SPRAGUE 3 CV
BENNINGTON (F)
LEXINGTON
HANCOCK
BELLEAU WOOD 2 CVL
SAN JACINTO
- (b) Task Unit 31.1.2 - Support Unit - Rear Admiral J. F. SHAFROTH, Jr.
Task Unit 38.1.3 - Battleships - Rear Admiral J. F. SHAFROTH, Jr.
BatDiv 8
SOUTH DAKOTA (F)
INDIANA 3 BB
MASSACHUSETTS
- Task Unit 38.1.4 - Cruisers - Rear Admiral HOLDEN
CruDiv 18
TOPEKA (F)
DULUTH
ATLANTA 4 CL
DAYTON
- CruDiv 20 (less PROVIDENCE, LITTLE ROCK) - Captain HUNT
OKLAHOMA CITY (F) 2 CL
AMSTERDAM
- (c) Task Unit 38.1.5 - Group Screen - Commodore SIMPSON 1 CL(AA)
SAN JUAN (F) 9 DD
DesRon 61 - Captain HEDERMAN
DesDiv 122
DEHAVEN (F) BLUE (F)
MANSFIELD BRUSH
L.K. SWENSON TAUSSIG
COLLETT S.N. MOORE
MADDOX
- DesRon 25 - Captain LUDEWIG 11 DD
DesDiv 49 DesDiv 100
JOHN RODGERS (F) SCHROEDER (F) COGSWELL (F)
HARRISON RINGGOLD CAPERTON
Mc KEE DASHIELL INGERSOLL
MURRAY KNAPP
- HIGBEE - Comdr. L. WILLIAMSON 1 DD

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PART I

BRIEF SUMMARY

The SAN JACINTO with Air Group FORTY-NINE embarked, operated tactically as a unit of Task Group THIRTY-EIGHT POINT ONE, during the period of this report, July 1 to August 15, 1945.

Rear Admiral T. L. SPRAGUE, U.S. Navy, Commander Carrier Division THREE and Commander Task Group THIRTY-EIGHT POINT ONE was Officer in Tactical Command. This ship and Air Group participated in a series of Strikes and Sweeps against enemy aircraft, aircraft facilities, and installations on HONSHU and HOKKAIDO, Destroying twelve (12) planes in the air and one hundred and ninety-eight (198) on the ground, and causing considerable damage. Heavy bombing attacks were launched against Naval Ships at the Japanese Naval Bases of YOKOSUKA and KURE. The SAN JACINTO Air Group assisted in the destruction of the battleship, NAGATO, the former battleship ISE, the aircraft carrier AMAGI, and KATSURAGI, and the cruiser AOBA. Air support was also furnished our battleships, cruisers, and destroyers in the bombardment of Japanese coastal objectives. The enemy failed to counter our attacks. Air opposition was negligible.

On July 22, 1945, Captain Hugh H. GOODWIN, U.S. Navy, reported aboard as Prospective Commanding Officer. He expects to assume command shortly. Upon relinquishing command, a short summary of the combat activities of the SAN JACINTO and her assigned Air Groups from May 3, 1944 to date is presented as Enclosure (B).

PART II

PRELIMINARIES

During the period 14-30 June, excepting 27 June, the SAN JACINTO was anchored in SAN PEDRO BAY, CENTRAL PHILIPPINES in company with Task Force 38 accomplishing badly needed upkeep and repairs, replenishment and provisioning after extended operations in the OKINAWA Campaign. On 27 June the SAN JACINTO, accompanied by the BRUSH and BLUE, got underway and proceeded to lower LEYTE GULF and conducted carrier refresher operations and simulated Kamikazé exercises for the newly embarked air group - CVL Air Group FORTY-NINE.

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CHRONOLOGIC L SUMMARY

PART III

The U.S.S. SAN JACINTO, with CVL Air Group FORTY-NINE embarked, was attached to and operated tactically as a unit of Task Group 38.1, a part of Task Force 38, THIRD Fleet, U.S. Pacific Fleet, from July 1, 1945 to August 15, 1945 inclusive.

July 1:

Sortied from SAN PEDRO BAY, PHILIPPINE ISLANDS, in company with units of Task Group 38.1. Immediately after sortie formed Task Unit 38.1.1, Rear Admiral T.L. SPRAGUE in U.S.S. BENNINGTON OTC. Operated independently of other Task Groups of Task Force 38 conducting Training Exercises. Flight operations were limited to the recovery of one replacement VF plane. Gunnery exercises were conducted throughout the afternoon.

Sunrise 0619	0800 - Lat. 10° 49.0'N., Long. 125° 75.5'E.
Sunset 1859	1200 10° 55.5' 126° 13.5'
	2000 12° 30.5' 126° 50.2'

- 0548 - Underway with other units of Task Group 38.1.
- 0830 - Quarters for Muster at Fair Weather Parade and Inspection of Battle Gear.
- 0955 - Secured from Quarters for Muster.
- 1235 ¹ Recovered one Replacement VF.
- 1350 - Commenced Gunnery Exercises.
- 1631 - Secured From Gunnery Exercises.

July 2:

Operating tactically as a unit of Task Group 38.1 in waters east of SAMAR. The day was devoted to intensive Air and Gunnery Exercises. Air Training Exercises in accordance with the schedule comprised bombing and rocket attacks on sled by squadrons. In addition the SAN JACINTO provided two (2) Combat Air Patrols, one over the Task Group and the other over Bombardment Group A. Flying conditions were good, with light winds and slight to moderate sea.

Sunrise 0602	0800 - Lat. 12° 47.0'N., Long. 126° 48.8'E.
Sunset 1851	1200 13° 08.4' 128° 28.8'
	2000 13° 36.9' 129° 05.6'

- 0540 - Launched Training Flight "A" - 12 VF, 6 VT - Arming: - 1 rocket, 1 100# water filled bomb each; VT - 4 100# water filled bombs each

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July 2 Cont'd:

- 0843 - Launched Combat Air Patrol #2 - 8 VF.
- 0908 - Recovered Training Flight "A" - 12 VF, 6 VT.
- 0947 - Commenced Gunnery Exercises.
- 1053 - Secured from Gunnery Exercises.
- 1214 - Launched Training Flight "C" - 12 VF, 6 VT - Arming VF - 1 rocket, 1 100# water filled bomb each. VT - 4 100# water filled bombs each.
- 1242 - Recovered DCAP #2 - 8 VF.
- 1320 - U.S.S. TAUSSIG (DP-746) took station along port side to receive fuel.
- 1456 - U.S.S. TAUSSIG cast off having completed fueling.
- 1528 - Launched Combat Air Patrol over Bombardment Group "A" - 4 VF.
- 1540 - Recovered Training Flight "C" - 12 VF, 6 VT.
- 1813 - Recovered BGCAP - 4 VF.

July 3:

Operating tactically as a unit of Task Group 38.1 northeast of SAMAR. Again the day was devoted to Air and Gunnery Training Exercises. Air Operations consisted of flights involving group bombarding of slicks and practice interceptions by Combat Air Patrol. The SAN JACINTO launched two (2) Training Flights and provided one (1) Combat Air Patrol. Task Forces 34 and 35 rejoined their respective Task Groups late in the afternoon. Flying conditions were good, with light winds and a slight sea.

Sunrise 0545	0800 - Lat. 12° 22.0'N, Long. 131° 46.0'E.
Sunset 1840	1200 15° 20.7' 132° 21.5'
	2000 16° 03.6' 133° 43.4'

- 0542 - Launched Training Flight "A" - 16 VF, 8 VT - Arming: VF - 1 rocket and 1 - 100# water filled bomb each; VT - 4 100# water filled bombs each.
- 0923 - Recovered Training Flight "A" - 16 VF, 8 VT.
- 1130 - Launched Training Flight "C" - 12 VF, 8 VT - Arming: VF - 1 rocket and 1 - 100# water filled bomb each; VT - 4 100# water filled bombs each
- 1429 - Launched Combat Air Patrol #4 - 8 VF.
- 1430 - Loading drill for gun crews.
- 1447 - General Quarters for Simulated Kamikaze Defense and Damage Control Exercise.
- 1536 - Secured from General Quarters and drills.
- 1543 - Recovered Training Flight "C" - 12 VF, 8 VT.
- 1753 - Units of Task Forces 34 and 35 rejoined Task Group 38.1.
- 1828 - Recovered DCAP #4 - 8 VF.

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Operating tactically as a unit of Task Group 38.1 northwest of the MARIANA ISLANDS. The Gunnery Training program was continued, but air operations were limited to Combat Air Patrols of which the SAN JACINTO provided one. Flying conditions were good, with light winds and slight sea.

Sunrise 0526	0800 -	Lat. 17° 27.0'N.,	Long. 135° 31.0'E.
Sunset 1830	1200	17° 18.8'	135° 40.0'
	2000	18° 22.1'	137° 33.2'

- 0937 - Commenced scheduled Gunnery Exercises.
- 1047 - Secured from Gunnery Exercises.
- 1126 - Launched Combat Air Patrol #3 - 8 VF.
- 1311 - Commenced Gunnery Exercises.
- 1400 - Secured from Gunnery Exercises.
- 1529 - Recovered DCAP #3 - 8 VF.
- 1612 - Commenced Gunnery Exercises.
- 1725 - Secured from Gunnery Exercises.

July 5:

Operating tactically as a unit of Task Group 38.1 northwest of the MARIANA ISLANDS. Air and Gunnery Training Exercises were continued. Air Training Operations consisted of Strikes at distant targets employing Target Co-ordinators and Task Group Fighter Directors. The exercises included simulated Kamikaze attacks and use of Task Group Destroyer Radar Pickets. The SAN JACINTO launched two (2) Strikes and one Combat Air Patrol. Flying conditions were good, with light wind and slight sea.

Sunrise 0509	0800 -	Lat. 19° 49.6'N.,	Long. 139° 10.8'E.
Sunset 1823	1200	20° 29.5'	140° 00.0'
	2000	21° 04'	140° 34.2'

- 0527 - Launched Training Strike "A" - 8 VF, 8 VT - Arming: VF - 1 rocket and 1 - 100# water filled bomb each; VT - 4 100# water filled bombs each.
- 0823 - Recovered one BENNINGTON VF - emergency landing, also recovered 1 VT and 1 VF of Strike Able - deferred landings.
- 0920 - Launched BENNINGTON VF.
- 0930 - Recovered Strike "A" - 7 VF, 7 VT.

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July 5 Continued:

- 1058 - Launched Strike "B" - 8 VF and 7 VT - Arming: VF - 1 rocket and one 100# water filled bomb each; VT - 4 100# water filled bombs each.
- 1226 - Launched Combat Air Patrol #3 - 4 VF.
- 1345 - General Quarters for Simulated Kamikaze Attack and Damage Control Problem.
- 1500 - Recovered Training Strike "B" - 8 VF, 7 VT and DCAP #3 - 4 VF.
- 1537 - Secured from Damage Control Problem.

July 6:

Operating tactically as a unit of Task Group 38.1 northwest of the MARIANA ISLANDS. Training Strikes were launched and Simulated Kamikaze Defense Exercises conducted. The SAN JACINTO launched two (2) Strikes and two (2) Combat Air Patrols. Flying conditions were good, with light winds and slight sea.

Sunrise 0450	0800	Lat. 22° 18.7' N.,	Long. 142° 28.8' E.
Sunset 1814	2000	22° 20.0'	143° 14.0'
	2000	22° 58.0'	144° 07.0'

- 0426 - Launched Training Strike "A" - 12 VF - Arming: full ammunition load - Also launched Combat Air Patrol #1 - 4 VF.
- 0544 - Recovered one LEXINGTON VF - emergency.
- 0754 - Launched Trainign Strike "B" - 8 VF, 8 VT - Arming: VF full ammunition load; VT - 4 miniature bombs each.
- 0822 - Recovered Training Strike "A" - 12 VF.
- 0834 - Recovered DCAP #1 - 4 VF.
- 1120 - Launched Combat Air Patrol #3 - 8 VF and one VF to LEXINGTON.
- 1200 - Recovered Training Strike "B" - 8 VF, 8 VT.
- 1503 - Recovered DCAP #3 - 8 VF.

July 7:

Operating tactically as a unit of Task Group 38.1 southeast of the VOLCANO ISLANDS. The Trainign Program was continued. Simulated Kamikaze Attacks, Ship's Gunnery Exercises, and Aircraft Free Gunnery was conducted. The SAN JACINTO launched three (3) Trainign Flights and two (2) Combat Air Patrols. Flying Conditions were good, with light winds and a slight sea.

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July 7 Cont'd:

Sunrise 0432	0800 - Lat. 23° 56.1' N., Long. 146° 46.0' E.
Sunset 1803	1200 24° 04.2' 146° 19.1'
	2000 24° 26.1' 147° 25.8'

- 0356 - Launched Training Flight "A" - 12 VF, and Combat Air Patrol #1 - 4 VF.
- 0503 - Recovered 2 VF - deferred forced landings.
- 0728 - Launched Training Flight "C" - 8 VT, 9 VF - Arming: VT - 4 miniature bombs each.
- 0802 - Recovered DCAP #1 - 4 VF, 10 VF of Flight "A" and one VF of Flight "C" - deferred forced landing.
- 0909 - Commenced Kamikaze Defense Drill and Gunnery Exercise.
- 1040 - Secured from Drills and Exercises.
- 1059 - Launched Combat Air Patrol #3 - 8 VF.
- 1142 - Recovered Flight "C" - 8 VF, 8 VT.
- 1410 - Launched Free Gunnery Training Flight - 8 VF, 8 VT.
- 1423 - Recovered DCAP #3 - 8 VF.
- 1500 - Manned Torpedo Defense Stations for Gunnery Exercises.
- 1700 - Secured from Torpedo Defense.
- 1751 - Recovered Free Gunnery Flight - 8 VF.

July 8:

Operating tactically as a unit of Task Group 38.1 in waters west of the MAPIANAS. A rendezvous with Task Group 30.8 was effected and the Training Program was suspended for the day, for the purpose of fueling and replenishment. The SAN JACINTO provided Combat Air Patrol #1. Flying conditions continued to be good, with light winds and a slight sea.

Sunrise 0415	0800 - Lat. 25° 25.5' N., Long. 149° 10.3' E.
Sunset 1756	1200 25° 13.8' 148° 30.8'
	2000 25° 47.8' 147° 43.7'

- 0342 - Launched Combat Air Patrol #1 - 8 VF.
- 0515 - Rendezvous effected with Task Group 30.8.
- 0800 - Manned Torpedo Defense Stations for Gunnery Exercises.
- 0933 - Secured from Torpedo Defense.
- 1125 - Took station on portside of U.S.S. NEOSHO (AO-48) for fueling.
- 1419 - Cast off from U.S.S. NEOSHO, fueling completed.

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July 8 Cont'd:

- 1443 - Manned Torpedo Defense Stations for Gunnery Exercises.
1530 - Launched one VF no longer in combat condition and requiring replacement and one VT with Officer Messenger Mail for the Flagship, USS BENNINGTON.
1550 - Recovered one Replacement VF.
1555 - Secured from Torpedo Defense.

July 9:

Operating tactically as a unit of Task Group 38.1 in waters southeast of the Japanese Island of HONSHU. Steaming on a northwesterly course enroute to launching point for Air Strikes against the TOKYO Area. Air operations limited to Combat Air Patrols. The SAN JACINTO not assigned to Patrols. Several floating mines were encountered and destroyed during the day. Despite the proximity to JAPAN no enemy air opposition was encountered and no unidentified planes appeared. Flying conditions were average with frequent rain squalls.

Sunrise 0416	0800 - Lat. 28° 29.7'N., Long. 147° 14.7'E.
Sunset 1824	1200 29° 32.0' 146° 46.8'
	2000 31° 36.4' 144° 54.5'

July 10:

Operating tactically as a unit of Task Group 38.1 in waters off the southeast coast of JAPAN. Task Force 38 launched carrier based Air Strikes against enemy aircraft in the MITO Area north and northeast of TOKYO. The SAN JACINTO launched three (3) airplane Sweeps and two (2) Air Strikes against assigned targets. Extensive photographic reconnaissance of the airfields and surrounding area was obtained. At least six planes on the ground were destroyed and others possibly destroyed or damaged by planes from this ship. Flying conditions were good with light winds and slight sea. There was practically no enemy air activity in the vicinity of the targets or the Task Force. One JAP penetrated to within fifteen miles of the Task Force, but was there shot down by the Combat Air Patrol.

Sunrise 0425	0800 - Lat. 34° 00.0'N., Long. 142° 14.4'E.
Sunset 1845	1200 34° 02.9' 142° 31.6'
	2000 34° 10.9' 142° 53.0'

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- 0401 - Launched Sweep Able - 16 VF - Target #2796 SHIMODATE AIRFIELD - Arming: 7 VF - 6 5" HVAR with .015 tail fuses each and 8 VF - 2 260# Fragmentation bombs with non-delay tail fuses each, plus 1 VF Photo.
- 0658 - Launched Strike Charlie - 8 VF and 8 VT - Target #1472 TSUKUBA WEST AIRFIELD - Arming: 4 VF - 2 260# Fragmentation bombs with non-delay tail fuses each; 3 VF with 6 5" HVAR each, plus 1 VF Photo: 8 VT - 2 260# Fragmentation bombs, with non-delay tail fuses each.
- 0801 - Recovered Sweep Able - 16 VF.
- 0859 - Launched Sweep Dog - 13 VF - Target AIRFIELDS #2771 KOGA and #1472 TSUKUBA WEST - Arming: 2 260# Fragmentation bombs non-delay tail fuses each.
- 1058 - Recovered Strike Charlie - 8 VT, 8 VF.
- 1306 - Launched Strike Fox - 9 VT, 8 VF - Target #1472 TSUKUBA WEST - Arming: 4 VF - 2 260# Fragmentation bombs with VT nose and non-delay tail fuses each; 3 VF - 6 5" HVAR each, plus 1 VF Photo; 9 VT, 4 500# G.P. bombs with VT nose fuses each.
- 1326 - Recovered 1 VF from HANCOCK - emergency.
- 1343 - Recovered Sweep Dog - 13 VF.
- 1430 - Launched HANCOCK VF.
- 1433 - Launched Sweep George - 12 VF - Targets #1472 TSUKUBA WEST, also #2778 MIBU and #2768 KITAUURA SEAPLANE BASE - Arming: 1 VF - 6 5" HVAR 4 VF with 2 260# Fragmentation bombs with VT nose and non-delay tail fuses each, 1 VF with 2 260# Fragmentation bombs, one with VT and one with non-delay nose and both with non-delay tail fuses and 6 VF with 2 260# Fragmentation bombs each with VT fuse and non-delay tail fuses.
- 1727 - Recovered Strike Fox - 9 VT, 8 VF.
- 1800 - Recovered Sweep George - 12 VF.

July 11:

Operating tactically as a unit of Task Group 38.1 in waters east of southern HONSHU, enroute to the fueling area. Air activity was limited to Combat Air Patrols of which the SAN JACINTO furnished one. Several mines were sighted and destroyed during the day. Gunnery Exercises were held. In the afternoon a possible submarine contact was made and a few minutes later a surfaced submarine was sighted.

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by the Combat Air Patrol near the Task Group. No unidentified aircraft appeared near the force. Flying conditions were good, with light winds, a high overcast and a calm sea.

Sunrise 0416	0800 - Lat. 35° 09.9'N., Long. 146° 55.2'E.
Sunset 1829	1200 36° 08.1' 147° 22.5'
	2000 37° 58.1' 149° 02.0'

- 1041 - Launched Combat Air Patrol #3 - 8 VF and Tow Planes - 3 VT.
- 1152 - Manned Torpedo Defense Stations for Gunnery Exercises.
- 1301 - Secured from Torpedo Defense.
- 1448 - Recovered DCAP #3 and Tow Planes.
- 1605 - Possible submarine contact reported bearing 000°T, distance 20 miles.
- 1615 - Submarine sighted by Combat Air Patrol bearing 000°T, distance 11 miles. Destroyers dispatched.

July 12:

Operating tactically as a unit of Task Group 38.1 in waters east of Japan. A rendezvous was made with Task Group 30.8 for fueling and replenishment. Air activity was limited to Combat Air Patrols of which the SAN JACINTO furnished one and one Anti-Submarine Patrol with destroyers, some 200 miles from the Task Group, which was furnished by the SAN JACINTO. In the early morning several torpedo wakes were reported, but only one was positively identified. No unidentified aircraft appeared. Several mines were destroyed within the formation. Flying conditions were average with increasing low and high cloudiness and rain in the afternoon.

Sunrise 0343	0800 - Lat. 40° 13.4'N., Long. 149° 33.0'E.
Sunset 1838	1200 40° 46.2' 149° 08.5'
	2000 41° 58.6' 147° 46.7'

- 0225 - Torpedo wake within formation positively identified by U.S.S. DAYTON (CL-105).
- 0315 - Launched Combat Air Patrol #1 - 8 VF.
- 0418 - Rendezvous effected with Fueling Group.
- 0722 - Recovered DCAP #1 - 8 VF and 2 VF from U.S.S. BENNINGTON, which was fueling at the time.

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July 12 Cont'd:

- 0745 - Manned Torpedo Defense Stations for Gunnery Exercises.
- 0856 - Secured from Torpedo Defense.
- 0947 - Took station on portside of U.S.S. CACAPON (AO-52) to receive fuel and aviation gasoline.
- 1130 - Cast off from U.S.S. CACAPON.
- 1223 - Launched Special Anti-Submarine Patrol - 2 VT, 2 VF.
- 1430 - Launched U.S.S. BENNINGTON's Planes - 2 VF.
- 1718 - Recovered Anti-Submarine Patrol - 2 VT, 2 VF.

July 13:

Operating tactically as a unit of Task Group 38.1 in waters east of HONSHU. Air Strikes against airfields on northern HONSHU and HOKKAIDO were scheduled. However, due to fog which blanketed the whole area, all operations were cancelled.

Sunrise 0402	0800 - Lat. 40° 48.4'N., Long. 144° 52.3'E.
Sunset 1853	1200 40° 24.1' 146° 03.9'
	2000 40° 57.5' 146° 30.0'

July 14:

Operating tactically as a unit of Task Group 38.1 in waters east of HONSHU. Although hampered somewhat by fog and cloudiness Air Strikes and Patrols were launched. The SAN JACINTO flew a total of seventy-two sorties, comprising three (3) Air Strikes, five (5) Combat Air Patrols, two (2) Rescue Combat Air Patrols, and one Combat Air Patrol over the Bombardment Group which included the battleships MASSACHUSETTS, SOUTH DAKOTA, and INDIANA and other units. The town of KAMAISHI, HONSHU was the target and severe damage was inflicted. No. 2932 OBIHIRO was the specific target assigned to the SAN JACINTO. It being weathered in, attacks were directed to the towns of OBIHIRO and its vicinity and to KUSHIRO and NEMURO WAN. Considerable damage was inflicted on buildings, railroad equipment and minor shipping. The day was noteworthy for the complete absence of enemy aircraft. No airborne opposition was encountered.

Sunrise 0403	0800 - Lat. 40° 53.7'N., Long. 143° 40'E.
Sunset 1852	1200 40° 53.6' 143° 10.6'
	2000 40° 18.5' 144° 24.0'

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CHRONOLOGICAL SUMMARY

PART III

July 14 Cont'd:

- 0331 - Launched Combat Air Patrol #1 - 8 VF.
- 0403 - Launched Strike Baker - 8 VF. Target #2932 OBIHIRO AIRFIELD and Photo Reconnaissance of possible Aircraft Factory near OBIHIRO. Arming: 7 VF 6 5" HVAR rockets with instantaneous nose and non-delay tail fuses each, plus 1 VF Photo.
- 0636 - Launched Strike Charlie - 8 VF. Target #2932 OBIHIRO and vicinity - Arming: 4 500# G.P. bombs with .01 nose and non-delay tail fuses each.
- 0743 - Recovered DCAP #1 - 8 VF and Strike Baker - 8 VF.
- 0825 - Recovered Strike Charlie - 8 VF.
- 0939 - Launched Combat Air Patrol #3 - 8 VF.
- 1030 - Launched Combat Air Patrol over the Bombardment Group - 4 VF.
- 1038 - Recovered DCAP #2 - 8 VF.
- 1245 - Launched Combat Air Patrol #4 - 8 VF.
- 1304 - Launched Strike Easy - 7 VT, 1 VF Photo. Target Shipping NEMURO WAN - Arming: 7 VT 6 5" HVAR, 1 VT 5 5" HVAR with .015 tail fuses each.
- 1420 - Recovered DCAP #3 - 8 VF.
- 1443 - Launched Combat Air Patrol #5 - 7 VF, and Rescue Combat Air Patrol #6 - 4 VF.
- 1539 - Recovered Bombardment Group Combat Air Patrol - 4 VF.
- 1707 - Recovered DCAP #4 - 8 VF and Strike Easy - 7 VT, 1 VF Photo.
- 1835 - Recovered Rescue CAP #6 - 4 VF and DCAP #5 - 7 VF.

July 15:

Operating tactically as a unit of Task Group 38.1 in waters southeast of HOKKAIDO. Strikes against aircraft at airfields were once more scheduled, but again the SAN JACINTO's primary target #2932 OBIHIRO was weathered in and targets of opportunity were assigned. Small shipping in NEMURO WAN was attacked along with buildings in various towns, and considerable damage was inflicted. Except over the central part, the island was closed, and flying conditions were fair, with a light wind and a slight sea. Again no airborne enemy aircraft was encountered and only one unidentified plane appeared and this one did not close the formation.

Sunrise 0403
Sunset 1852

0800 -	Lat. 40° 32.0'N.,	Long. 144° 53.5'E.
1200	40° 59.0'	145° 07.5'
2000	40° 18.9'	145° 21.3'

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July 15 Cont'd:

- 0334 - Launched Combat Air Patrol #1 - 8 VF.
- 0357 - Launched Strike Baker - 7 VF, 1 VF Photo - Target #2932 OBIHIRO plus Photo Reconnaissance of possible Aircraft Factory near OBIHIRO - Arming: 7 VF 2 500# G.P. bombs with instantaneous nose and non-delay tail fuses each.
- 0445 - Recovered one HANCOCK VF - emergency.
- 0624 - Launched Combat Air Patrol #2 - 8 VF, and Strike Charlie - 8 VT 1 VF Photo - Target OBIHIRO, Ordnance Plant. Arming: 4 500# G.P. bombs with instantaneous nose and .01 delay tail fuse each.
- 0741 - Launched HANCOCK VF.
- 0743 - Recovered DCAP #1 - 8 VF.
- 0811 - Recovered one VF of DCAP #2 - generator trouble.
- 0836 - Launched Rescue combat Air Patrol - 4 VF.
- 0845 - Recovered Strike Baker - 8 VF.
- 0934 - Launched Combat Air Patrol #3 - 8 VF.
- 1031 - Launched Combat Air Patrol over the Bombardment Group - 4 VF.
- 1045 - Recovered DCAP #2 - 8 VF and Strike Charlie 7 VT, 1 VF Photo.
- 1240 - Launched Combat Air Patrol #4 - 8 VF.
- 1254 - Launched Strike Easy - 8 VT, 1 VF Photo. Target Airfields and Industrial Plants western HOKKAIDO. Arming: VT 4 500# G.P. bombs with instantaneous nose and non-delay tail fuses each.
- 1304 - Recovered Rescue CAP - 4 VF.
- 1345 - Recovered Combat Air Patrol #3 - 8 VF.
- 1444 - Launched Combat Air Patrol #5 - 8 VF.
- 1548 - Recovered Bombardment Group #2 - 4 VF, and 3 VF of DCAP #4, 1 VT of Strike Easy.
- 1710 - Recovered remaining DCAP #4 - 5 VF.
- 1739 - Recovered Strike Easy - 7 VT, 1 VF Photo.
- 1820 - Recovered DACP #5 - 8 VF.

July 16:

Operating tactically as a unit of Task Group 38.1 in waters east of HONSHU. Rendezvous was made with Task Group 30.8 for fueling and replenishment. Air operations were limited to Combat Air Patrols, of which the SAN JACINTO provided two (2). Gunnery Exercises were engaged in. No unidentified planes appeared. Flying conditions were average, with light winds and slight sea.

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Sunrise 0351	0800 - Lat. 38° 52.3'N., Long. 147° 09.2'E.
Sunset 1836	1200 38° 20.3' 147° 09.2'
	2000 37° 32.0' 145° 23.8'

- 0328 - Launched Combat Air Patrol #1 - 8 VF.
- 0528 - Rendezvous effected with Task Group 30.8.
- 0555 - Manned Torpedo Defense Stations for Gunnery Exercises.
- 0713 - Secured from Torpedo Defense.
- 0756 - Recovered DCAP #1 - 8 VF and 2 VF from LEXINGTON.
- 0920 - Took station along portside of U.S.S. SABINE (AJ-25) and commenced fueling.
- 1105 - Cast off from port side of U.S.S. SABINE.
- 1120 - Launched 2 VF to LEXINGTON.
- 1300 - Launched Combat Air Patrol #3 - 4 VF.
- 1608 - Recovered DCAP #3 - 4 VF.

July 17:

Operating tactically as a unit of Task Group 38.1 in waters east of HONSHU. Air Strikes against airfields in the TOKYO PLAIN AREA were scheduled, but the weather closed in both over the target and launching areas and flight operations were suspended after the first launch. The SAN JACINTO launched a Strike which could not reach the assigned airfield, so bombed and rocketed targets of opportunity.

Sunrise 0422	0800 - Lat. 36° 43.5'N., Long. 143° 17.7'E.
Sunset 1842	1200 36° 13.8' 143° 13.8'
	2000 36° 25.5' 143° 05.0'

- 0350 - Launched Strike Able - 16 VF. Target, airfields TOKYO PLAIN - Arming: 8 VF - 1 500# G.P. with instantaneous nose and non-delay fuses; 7 VF 6 5" HVAR each, plus 1 VF Photo.
- 0820 - Recovered Strike Able - 16 VF.

July 18:

Operating tactically as a unit of Task Group 38.1 in waters east of HONSHU. Weather forced a delay in scheduled Strikes including an all out Strike by all Air Groups of the Task Force against the battleship NAGATO moored at the YOKOSUKA NAVAL BASE. The SAN JACINTO Air Group participated. During the late afternoon.

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July 18:

an unidentified plane appeared bearing 245°, distance 45 miles. It was identified as a FRANCES, closed to 35 miles, then faded and disappeared. Several mines were passed during the morning. The weather cleared late in the morning and was clear over the target. Flying conditions however were undesirable with moderate wind and sea.

Sunrise 0425	0800 - Lat. 34° 57.9'N., Long. 142° 42.4'E.
Sunset 1845	1200 34° 44.4' 142° 35.8'
	2000 34° 57.0' 142° 40.8'

0625 - Heavy weather routine set.

1124 - Launched Strike Able - 15 VF, 1 VF Photo. Target - Airfields TOKYO PLAIN - Arming: 8 VF - 2 500# G.P. bombs with instantaneous nose and non-delay tail fuses each; 7 VF - 6 5" MVR with instantaneous nose and .015 tail fuses each, plus 1 VF Photo.

1331 - Launched Strike Charlie - 9 VT, 7 VF, and 1 VF Photo. Target - BB NAGATO, YOKOSUKA NAVAL BASE. Arming: 5 VT - 12 100# G.P. bombs with VT nose and non-delay tail fuses each; 1 VT - 12 100# G.P. bombs with instantaneous none fuses each; 2 VT - 8 260# Fragmentation bombs with VT nose and delay tail fuses each; 1 VT - 6 260# Fragmentation and 1 100# G.P. bomb with VT nose and non-delay tail fuses each; 7 VF - 1 1000# G.P. bomb with .025 nose and .24 tail fuses each, plus 1 VF Photo.

1510 - Recovered Strike Able - 15 VF, 1 VF Photo.

1800 - Recovered Strike Charlie - 9 VT, 7 VF, and 1 VF Photo.

July 19:

Operating tactically as a unit of Task Group 38.1 in waters east of HONSHU, heading southeast to the fueling area. Weather forced the cancellation of the one Combat Air Patrol assigned to the SAN JACINTO.

Sunrise 0420	0800 - Lat. 34° 39.0'N., Long. 145° 25.0'E.
	1200 33° 55.5' 146° 15.0'
	2000 32° 44.0' 149° 08.0'

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July 20:

Operating tactically as a unit of Task Group 38.1 in waters southeast of Japan. A rendezvous was effected with Task Group 30.8 for fueling and replenishment. There were no Air Operations scheduled for the SAN JACINTO. Fueling conditions were average with a moderate wind and moderate sea.

Sunrise 0400
Sunset 1800

0800	- Lat.	31° 16.2'N.,	Long.	151° 36.3'E.
1200		34° 04.1'		152° 35.8'
2000		34° 57.0'		142° 40.8'

- 0500 - Rendezvous effected with Task Group 30.8.
- 0535 - Took station on portside of U.S.S. VESUVIUS (AE-15) to take on ammunition.
- 1110 - Cast off from U.S.S. VESUVIUS.
- 1131 - Took station on portside of U.S.S. SEBEC (AO-87) to take on fuel and aviation gasoline.
- 1309 - Cast off from U.S.S. SEVEC.
- 1340 - Launched two VF no longer of combat status to U.S.S. ADMIRALTY ISLANDS (CVE-99).
- 1404 - Recovered two VF replacement planes.

July 21:

Operating tactically as a unit of Task Group 38.1 in the fueling area southeast of HONSHU. Air operations for the SAN JACINTO comprised one Combat Air Patrol and one Anti-Submarine Patrol. During the day the U.S.S. DULUTH (CL-87) and the U.S.S. MURRAY (DD-576) joined Task Group 38.1. Mines were in the area one being exploded bearing 230°T, 3,000 yards from the ship. Flying conditions were average with light winds and slight swells.

Sunrise 0417
Sunset 1814

0800	- Lat.	30° 30.0'N.,	Long.	147° 49.8'E.
1200		30° 22.6'		147° 16.8'
2000		30° 06.0'		145° 54.8'

- 0715 - Launched Combat Air Patrol #2 - 12 VF and Task Force Anti-Submarine Patrol - 6 VF and 6 VT.
- 1135 - Recovered DCAP #2 and TFASP #2 - 18 VF and 6 VT.

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July 22

Operating tactically as a unit of Task Group 38.1 in the fueling area southeast of HONSHU. Provisions were taken aboard and Gunnery Exercises engaged in. Air Operations were scheduled. In the afternoon Captain Hugh H. GOODWIN, USN, was flown aboard and reported for temporary duty under instruction. Flying conditions were good with moderate wind and slight sea.

Sunrise 0432	0800 - Lat. 29° 44.03'N., Long. 144° 18.9'E.
Sunset 1831	1200 29° 34.3' 143° 50.0'
	2000 29° 02.5' 142° 37.3'

- 0650 - Manned Torpedo Defense Stations for Gunnery Exercises.
- 0847 - Secured from Torpedo Defense.
- 1225 - Took Station on portside of U.S.S. ALYCONE (K-47) to replenish provisions.
- 1317 - Cast off from U.S.S. ALYCONE.
- 1442 - Recovered one VT from TICONDEROGA with Captain Hugh H. GOODWIN, USN, as passenger.
- 1511 - Launched TICONDEROGA VT.

July 23:

Operating tactically as a unit of Task Group 38.1 in waters southeast of HONSHU, enroute to the launching area for Strikes against KURE and Sweeps against the area NAGOYA. Air operations were limited to Patrols, the SAN JACINTO launched one Combat Air Patrol. Flying conditions were poor, with increasing winds and sea. High winds were forecast necessitating the early recall of the Combat Air Patrol.

Sunrise 0449	0800 - Lat. 28° 41.3'N., Long. 140° 04.8'E
Sunset 1838	1200 28° 02.0' 140° 08.6'
	2000 30° 08.2' 137° 32.2'

- 0700 - Fair Weather Prade and inspection of battle gear.
- 0745 - Secured from Fair Weather Prade.
- 1157 - Launched Combat Air Patrol #1 - 8 VF.
- 1256 - Landed DCAP #1 - 8 VF.

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July 24:

Operating tactically as a unit of Task Group 38.1 in waters south of SHIKOKU, from which area Sweeps against airfields in the NAGOYA Area and strikes against Naval shipping at KURE were launched. The San Jacinto provided two (2) strikes, two (2) sweeps and two (2) Combat Air Patrols over the Radar Picket Line. The weather prevented complete coverage of the assigned fields in the NAGOYA AREA, nevertheless some damage to installations was inflicted and two twin engine planes destroyed on the ground at #2677 NAGOYA EAST, as well as two others at a nearby field. At KURE possible hits were scored on a CV of the AMAGI Class and Anti-aircraft batteries damaged. During the morning the flight returning from KURE was attacked by enemy planes and the squadron shot down three FRANKS without loss to itself. Later one unidentified single engined enemy plane was also shot down. Flying conditions were poor in the launching and target areas. Unidentified planes were noted in the area but none closed the formation.

Sunrise 0512	0800 - Lat. 31° 35.9'N., Long. 135° 28.7'E.
Sunset 1903	1200 31° 29.0' 135° 23.0'
	2000 31° 22.0' 135° 04.8'

- 0447 - Launched Combat Air Patrol over the Radar Picket Line #1 - 4 VF.
- 0546 - Launched Sweep "B" #2 - 12 VF. Target Airfields NAGOYA AREA - Arming: 8 VF - 2 500# G.P. bombs, instantaneous nose and non-delay tail fuses; 3 VF with 6 5" HVAR instantaneous nose and .015 tail fuses, plus 1 VF Photo.
- 0747 - Launched Strike "C" #3 - 8 VF and 9 VT. Target Naval shipping KURE NAVAL BASE. Arming: 7 VF - 1 1000# G.P. bomb with .025 nose and .24 tail fuses each; 9 VT - 8 260# Fragmentation bombs with VT nose and non-delay tail fuses each, plus 1 VF Photo.
- 0933 - Recovered RAPCAP #1 - 4 VF and 1 VT deferred forced landing.
- 1024 - Recovered Sweep "B" #2 - 12 VF.
- 1215 - Launched Sweep "B" #5 - 12 VF. Target Airfields NAGOYA AREA. Arming: 8 VF - 2 500# G.P. bombs with instantaneous and non-delay nose and tail fuses, 3 VF - 6 5" HVAR with instantaneous nose and .015 tail fuses and 1 VF Photo.
- 1225 - Recovered Strike "C" #3 - 8 VF and 9 VT.
- 1415 - Launched Strike "C" #6 - 8 VF and 8 VT. Target Naval shipping KURE Naval Base - Arming: 7 VF - 1 1000# G.P. bomb with .025 nose and .24 tail fuses; 8 VT - 8 260# Fragmentation bombs with VT nose and non-delay tail fuses each, also launched Combat Air Patrol over the Picket Line #4 - 4 VF.

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July 24 Cont'd:

- 1710 - Recovered Sweep "F" - 12 VF and 1 VT from Strike "C".
- 1820 - One VT made a forced water landing within the formation. The pilot and crew were picked up by the U.S.S. BRUSH (DD-747).
- 1831 - Recovered Strike "C" #6 - 8 VF and 6 VT, also RAPCAP #4 - 4 VF.

July 25:

Operating tactically as a unit of Task Group 38.1 south of SHIKOKU. The previous day's operations were again scheduled, that is, Strikes against Naval shipping at the KURE NAVAL BASE and Sweeps against NAGOYA airfields. The SAN JACINTO launched two (2) Sweeps and one (1) Strike, the afternoon Strike being cancelled. In addition two (2) Combat Air Patrols over the Radar Picket Line were provided. Adverse weather again was the big factor and prevented the Sweeps from reaching their assigned targets. The KURE NAVAL BASE was also closed in, but two (2) VF went through and one pilot scored a direct hit on the BB-XCV ISE. Damage was inflicted against various buildings and targets of opportunity. On the morning Sweep heavy anti-aircraft fire was encountered at ARAI, southeast of NAGOYA, three (3) VF were hit, two of these forced to make water landings. Both pilots were rescued, one by a submarine and the other by a destroyer. Numerous unidentified planes were in the area, but none penetrated to the Task Group. Several planes however were shot down by the Task Force Combat Air Patrols. Flying conditions were poor, particularly over the target area.

Sunrise 0505	0800 - Lat. 31° 47.5'N., Long. 136° 32.8'E.
Sunset 1857	1200 31° 52.8' 136° 30.5'
	2000 31° 24.2' 136° 52.7'

- 0430 - Launched Combat Air Patrol over the Radar Picket Line #1 - 4 VF.
- 0532 - Launched Sweep "B" - 12 VF. Target NAGOYA Airfields. Arming: 8 VF 2 500# G.P. bombs with instantaneous nose and non-delay tail fuses; 3 VF 6 5" HVAR with instantaneous nose and .015 tail fuses, plus 1 VF Photo.
- 0730 - Launched Strike "C" #3 - 7 VT and 8 VF. Target Naval shipping KURE NAVAL BASE - Arming: 7 VT 1 2000# G.P. bomb with .025 nose and .24 tail fuses each; 7 VF 1 1000# G.P. with .025 nose and .24 tail fuse each, plus 1 VF Photo.

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July 25 Cont'd:

- 0907 - Recovered RAPCAP #1 - 4 VF.
- 1013 - Recovered Sweep "B" #2 - 10VF, 2 VF forced to make water landings.
- 1157 - Launched Sweep "B" #5 - 10 VF. Target NAGOYA Airfields. Arming: 8 VF - 2 500# G.P. bombs with instantaneous nose and non-delay tail fuses each; 1 VF - 6 5" HVAR with instantaneous nose and .015 tail fuse each and 1 VF Photo.
- 1205 - Recovered Strike "C" - 7 VT and 8 VF.
- 1354 - Launched Combat Air Patrol over the Radar Picket Line #4 - 4 VF.
- 1603 - Recovered Sweep "B" #5 - 10 VF.

July 26:

Operating tactically as a unit of Task Group 38.1 in the fueling area south of SHIKOKU. A rendezvous was effected with Task Group 30.8 for fueling and replenishment. No Combat Air Patrols were assigned to the SAN JACINTO. Two (2) planes no longer in combat condition, one (1) VF and (1) VT were launched and two (2) replacements were recovered. Gunnery Exercises were held. Flying conditions were good, with light winds and a slight sea.

Sunrise 0507	0800 - Lat. 28° 08.0'N., Long. 138° 05.2'E.
Sunset 1842	1200 28° 07.6'
	2000 28° 10.2' 139° 25.2'

- 0745 - Rendezvous with Task Group 30.8 effected.
- 0804 - Took station on portside U.S.S. AUCULA (AO-56) to take on fuel and aviation gasoline.
- 0948 - Cast off from U.S.S. AUCULA.
- 1145 - Took station on portside U.S.S. LASSEN (AE-3) to replenish ammunition.
- 1320 - Cast off from U.S.S. LASSEN.
- 1430 - Launched one VF and one VT no longer of combat status.
- 1510 - Recovered Replacement VF and VT.
- 1520 - Manned Torpedo Defense Stations for Gunnery Exercises.
- 1702 - Secured from Torpedo Defense.

July 27:

Operating tactically as a unit of Task Group 38.1 in waters northwest of the BONIN ISLANDS, in company with Task Group 30.8.1. Additional ammunition was taken aboard and Gunnery Exercises held. Air operations were limited to

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July 27:

the launching of two (2) VF as Tow Planes and providing one (1) Combat Air Patrol. Flying conditions were average with light winds and moderate sea.

Sunrise 0505	0800 - Lat. 28° 11.1'N., Long. 138° 15.5'E
Sunset 1843	1200 28° 11.0' 138° 51.3'
	2000 29° 48.6' 137° 21.0'

- 0510 - Took station along portside of U.S.S. WRANGLE (AE-12) to receive ammunition.
- 0625 - Cast off from U.S.S. WRANGLE.
- 0910 - Launched Tow Planes - 2 VT.
- 0920 - Manned Torpedo Defense Stations for Gunnery Exercises.
- 1100 - Secured from Torpedo Defense.
- 1117 - Recovered Tow Planes.
- 1518 - Launched Combat Air Patrol #2 - 8 VF.
- 1837 - Recovered DCAF #2 - 8 VF.

July 28:

Operating tactically as a unit of Task Group 38.1 in waters south of SHIKOKU, preparatory to launching Strikes against Naval shipping at the KURE NAVAL BASE, and Sweeps against airfields in the NAGOYA AREA. The SAN JACINTO launched two (2) Strikes and one (1) Sweep, in addition to Two (2) Combat Air Patrols over the Radar Picket Line and one (1) special Seaplane Rescue Combat Air Patrol which assisted in effecting the rescue of seventeen downed pilots and crewmen. Photographic planes accompanied both Strikes and the Sweep. Considerable damage was inflicted by the Air Group, several hits being scored on the BB-XCV ISE and CA AOBA contributing to their probable destruction at KURE. Aircraft on the ground and installations at various NAGOYA airfields were also destroyed. There was no enemy air opposition encountered in the target area and no enemy planes closed the Task Group. Flying conditions over the Task Force were average.

Sunrise 0513	0800 - Lat. 31° 44.0'N., Long. 135° 07.0'E
Sunset 1859	1200 31° 49.1' 134° 59.8'
	2000 31° 32.0' 135° 29.2'

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July 28 Cont'd:

- 0446 - Launched Combat Air Patrol over the Radar Picket Line #1 - 4 VF.
- 0545 - Launched Sweep Baker #2 - 12 VF. Target Airfields NAGOYA AREA.
Arming: 8 VF - 2 500# G.P. with instantaneous nose and non-delay tail fuses each; 3 VF - 6 5" HVAR with instantaneous nose and .015 delay tail fuses each, plus 1 VF Photo.
- 0734 - Launched Strike Charlie #3 - 9 VT, 8 VF - Target BB XCV ISE, KURE NAVAL BASE - Arming: 9 VT, - 4 500# G.P. bombs with .025 nose and .025 tail fuses each; 7 VF - 1 1000# G.P. bomb each with .025 nose and .24 tail fuses each, plus 1 VF Photo.
- 0928 - Recovered RAPCAP #1 - 4 VF
- 0936 - Recovered Sweep Baker #2 in part - 3 VF.
- 1015 - Recovered Sweep "B" #2 in part - VF.
- 1017 - Barrier crash 1 VF - no injury to pilot, but serious damage to plane, subsequently jettisoned.
- 1032 - Recovered balance Sweep "B" - 7 VF.
- 1120 - Launched Seaplane Rescue Combat Air Patrol - 8 VF.
- 1230 - Recovered Strike Charlie #3 - 8 VF, 9 VT.
- 1415 - Launched Combat Air Patrol over the Radar Picket Line #4 - 4 VF and Strike Charlie #6 - 8 VT, 8 VF - Target Naval shipping KURE - Arming: 8 VT - 4 500# G.P. bombs with .025 nose and .025 tail fuses each; 7 VF - 1 1000# G.P. bomb with .025 nose and .24 tail fuses each, plus 1 VF Photo.
- 1705 - Recovered Special Rescue CAP - 8 VF.
- 1808 - Recovered RAPCAP #4 - 4 VF and Strike Charlie 8 VF and VT.

July 29:

Operating tactically as a unit of Task Group 38.1 in waters southeast of SHIKOKU pending further Strikes against the Japanese Home Islands. Air operations for the SAN JACINTO were limited to one (1) Combat Air Patrol. Flying conditions were good, with light winds and slight sea.

Sunrise 0507	0800 - Lat. 30° 15.0'N., Long. 138° 45.0'E.
Sunset 1842	1200 30° 42.5' 138° 36.0'
	2000 32° 28.5' 138° 04.4'

- 1128 - Launched Combat Air Patrol #3 - 8 VF.
- 1530 - Recovered DCAP #3 - 8 VF.

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July 30:

Operating tactically as a unit of Task Group 38.1 in waters south of HONSHU, preparatory to launching Strikes and Sweeps against airfields in the OSAKA AREA. The SAN JACINTO launched two (2) Strikes and two (2) Sweeps and provided two (2) Combat Air Patrols over the Radar Picket Lines. A total of 13 planes were destroyed on the ground in addition to damage to hangars at airfields. A 5000 ton freighter was left burning off the coast. Again no enemy air opposition was encountered in the target area and no JAP planes came close to the Task Group. Flying conditions were good, both over the target and over the Force.

Sunrise 0459	0800 - Lat. 33° 29.3'N., Long 138° 03.0'E.
Sunset 1851	1200 33° 12.2' 138° 15.0'
	2000 32° 40.0' 137° 50.1'

- 0427 - Launched Combat Air Patrol over the Radar Picket Line #1 - 4 VF.
- 0530 - Launched Sweep Dog #2 - 12 VF. Target Airfields OSAKA AREA. Arming: 8 VF - 1 500# G.P. bomb with instantaneous nose and non-delay tail fuses and 6 5" HVAR with instantaneous nose and .015 tail fuses each; 2 VF - 6 5" HVAR with instantaneous nose and .015 tail fuses each, plus 2 VF Photos.
- 0734 - Launched Strike Easy #3 - 9 VT, 8 VF - Target Airfields OSAKA AREA. Arming: 9 VT - 12 100# G.P. bombs with instantaneous nose and non-delay tail fuses each; 8 VF - 1 500# G.P. bomb with instantaneous nose and non-delay tail fuses each and 6 5" HVAR with instantaneous nose and .015 tail fuses each; 2 VF - 6 5" HVAR with instantaneous nose and .015 tail fuses each, plus 2 VF Photo.
- 0906 - Recovered RAPCAP #1 - 4 VF.
- 1025 - Recovered Sweep Dog #2 - 12 VF.
- 1201 - Launched Combat Air Patrol over the Radar Picket Line #4 - 4 VF and Sweep Dog #5 - 12 VF. Target Airfields OSAKA AREA. Arming: 8 VF - 1 500# G.P. bomb with instantaneous nose and non-delay tail fuses, and 6 5" HVAR instantaneous nose and non-delay tail fuses each; 3 VF 6 5" HVAR with instantaneous nose and non-delay tail fuses each, plus 1 VF Photo.
- 1215 - Recovered Strike Easy #3 - 9 VT, 8 VF.
- 1315 - One VF made a forced water landing near the Picket line.
- 1402 - Launched Strike Easy #6 - 11 VF - Target Airfields OSAKA AREA - Arming: 4 VF - 1 500# G.P. bomb with instantaneous nose and non-delay tail fuses each and 6 5" HVAR with instantaneous nose and non-delay tail fuses each; 2 VF - 6 5" HVAR with instantaneous nose and .015 tail fuses each, plus 1 VF Photo.

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July 30 Cont'd:

- 1656 - Recovered Sweep Dog #5 - 11 VF and RAPCAP #4 - 4 VF.
- 1821 - Recovered Strike Easy #6 - 11 VF.

July 31:

Operating tactically as a unit of Task Group 38.1 off the southeast coast of HONSU, enroute to the fueling area. A rendezvous with Task Group 30.8 was effected during the afternoon, but too late for the SAN JACINTO to fuel and replenish supplies. This ship launched two (2) Combat Air Patrols. Flying conditions were average, but reports of a typhoon to the southwest hastened the fueling of the destroyers.

Sunrise 0507	0800 - Lat. 30° 26.9'N., Long. 137° 53.8'E.
Sunset 1845	1200 29° 10.9' 138° 04.9'
	2000 28° 08.0' 138° 24.8'

- 0558 - Launched Combat Air Patrol #1 - 8 VF.
- 1009 - Recovered DCAP #1 - 8 VF.
- 1356 - Launched Combat Air Patrol #4 - 4 VF.
- 1357 - Rendezvous effected with Task Group 30.8.
- 1816 - Recovered DCAP #4 - 4 VF.

August 1:

Operating tactically as a unit of Task Group 38.1 in the fueling area south of HONSHU, on a southerly course to avoid the typhoon. The SAN JACINTO took on fuel, aviation gasoline and ammunition. Air operations were limited to the launching of two (2) VF and two (2) VT planes no longer of combat status and the recovery of four (4) VF and two (2) VT replacement planes. Flying conditions were undesirable due to the heavy swell.

Sunrise 0507	0800 - Lat. 27° 31.4'N., Long. 137° 26.2'E.
Sunset 1849	1200 27° 01.0' 137° 26.9'
	2000 25° 41.6' 137° 46.7'

- 0523 - Took station along portside of U.S.S. NEOSHO (AO-48) to fuel and take on aviation gasoline.

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CHRONOLOGICAL SUMMARY

PART III

August 1 Contin'd:

- 0738 - Cast off from U.S.S. NEOSHO.
- 0908 - Launched 2 VF and 2 VT no longer of combat status.
- 0926 - Took station along portside of U.S.S. SHASTA (AE-6) to replenish ammunition.
- 1207 - Cast off from U.S.S. SHASTA.
- 1233 - Recovered replacement planes - 4 VF and 2 VT.

August 2

Operating tactically as a unit of Task Group 38.1 in waters northeast of IWO JIMA, original plan for Strikes against KYUSHU having been cancelled due to the typhoon raging off the Japanese coast. Air operations were limited to the launching of three (3) Tow planes. Gunnery exercises were engaged in both morning and afternoon. Flying conditions were average with moderate winds and moderate seas.

Sunrise 0519	0800 - Lat. 24° 33.5' N., Long 138° 30.8' E.
Sunset 1837	1200 24° 44.4' 137° 51.2'
	2000 24° 37.0' 138° 24.3'

- 0922 - Manned Torpedo Defense Stations for Gunnery Exercises.
- 1120 - Secured from Gunnery Exercises.
- 1158 - Launched Tow Planes - 3 VT.
- 1258 - Manned Torpedo Defense Stations for Gunnery Exercises.
- 1412 - Secured from Gunnery Exercises.
- 1446 - Secured from Gunnery Exercises.

August 3:

Operating tactically as a unit of Task Group 38.1 in waters northeast of IWO JIMA. A rendezvous was effected with Task Group 30.8. Fuel and aviation gasoline were taken aboard. The SAN JACINTO launched one (1) Anti-Submarine Patrol in addition to three (3) Tow Planes. Flying conditions were average with light winds and a slight sea.

Sunrise 0522	0800 - Lat. 25° 05.0' N., Long. 137° 27.1' E.
Sunset 1837	1200 25° 08.5' 137° 45.2'
	2000 25° 56.4' 137° 12.0'

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CHRONOLOGICAL SUMMARY

PART III

August 3 Cont'd:

- 0515 - Rendezvous with Task Group 30.8 effected.
- 0727 - Took station on portside of U.S.S. TALUGA (AO-62) to take on fuel and aviation gasoline.
- 0826 - Cast off from U.S.S. TALUGA.
- 1057 - Launched Anti-Submarine Patrol - 4 VT and Tow Planes - 3 VT.
- 1504 - Recovered ASP - 4 VT and Tow Planes - 3 VT.

August 4:

Operating tactically as a unit of Task Group 38.1 west of the BONIN ISLANDS. Air and Gunnery Training Exercises were engaged in. The Air training schedule included rocket and strafing runs on towed sleds and simulated Kamikaze attacks. Gunnery exercises consisted of firing at towed sleeves. The SAN JACINTO launched one (1) Training Flight and provided two (2) Tow Planes. Flying conditions were average with light winds and a slight sea.

Sunrise 0522	0800 - Lat. 28° 21.8'N., Long. 135° 53.5'E.
Sunset 1837	1200 28° 30.0' 136° 10.5'
	2000 28° 35.0' 138° 30.3'

- 0701 - Launched Training Flight - 6 VT, 8 VF.
- 0946 - Manned Torpedo Defense Stations for Gunnery Exercises.
- 1029 - Secured from Gunnery Exercises.
- 1100 - Launched Tow Planes - 2 VT.
- 1109 - Recovered Training Flight - 6 VT, 8 VF.
- 1151 - Manned Torpedo Defense Stations for Gunnery Exercises.
- 1213 - Launched Tow Plane - 1 VT.
- 1412 - Secured from Torpedo Defense.
- 1458 - Landed Tow Planes - 3 VT.

August 5:

Operating tactically as a unit of Task Group 38.1 northwest of the BONIN ISLANDS. Air and Gunnery Exercises were continued. The SAN JACINTO launched one (1) Training Flight. Several mines were encountered in the vicinity during the day. Flying conditions were average with moderate winds and a slight sea.

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August 5 Cont'd:

Sunrise 0458	0800 - Lat. 30° 02.1'N., Long. 141° 31.1'E.
Sunset 1807	1200 30° 42.0' 142° 43.0'
	2000 32° 10.3' 144° 01.0'

- 0525 - A mine detonated 1500 yards off our port quarter.
- 0631 - Launched Training Flight - 8 VF, 6 VT.
- 1100 - Recovered Training Flight - 8 VF, 6 VT.
- 1820 - Exploded mine bearing 355°, distance 3000 yards.

August 6:

Operating tactically as a unit of Task Group 38.1 in waters south-east of HONSHU. Enroute to join the Fueling Group. The SAN JACINTO launched one (1) Combat Air Patrol and provided three (3) Tow Planes. Flying conditions were good with light winds and a calm sea.

Sunrise 0437	0800 - Lat. 34° 14.9'N., Long. 146° 32.5'E.
Sunset 1812	1200 34° 45.6' 146° 54.4'
	2000 35° 59.5' 147° 06.5'

- 0726 - Launched Combat Air Patrol #2 - 4 VF and Tow Planes - 3 VT.
- 0854 - Manned Torpedo Defense Stations for Gunnery Exercises.
- 1102 - Secured from Torpedo Defense.
- 1755 - Sighted Task Group 30.8.

August 7:

Operating tactically as a unit of 38.1 in waters east of HONSHU. A rendezvous was effected with the Fueling Group. The SAN JACINTO took fuel oil. There were no Air operations scheduled. Gunnery Exercises were held in the afternoon. Ideal weather conditions prevailed with a calm sea and moderate winds.

Sunrise 0411	0800 - Lat. 38° 03.6'N., Long. 148° 05.7'E.
Sunset 1814	1200 38° 03.3' 147° 25.5'
	2000 39° 21.0' 146° 22.7'

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CHRONOLOGICAL SUMMARY

PART III

August 7 Cont'd:

- 0420 - Rendezvous effected with Task Group 30.8.
- 0620 - Took station along portside U.S.S. CIMARRON (AO-22) to take on fuel oil.
- 0736 - Cast off from U.S.S. CIMARRON, fueling completed.
- 1232 - Manned Torpedo Defense Stations for Gunnery Exercises.
- 1334 - Secured from Torpedo Defense, Gunnery Exercises completed.

August 8:

Operating tactically as a unit of Task Group 38.1 southeast of HOKKAIDO. Scheduled Strikes and Sweeps against Airfields on HOKKAIDO were first postponed and later cancelled due to the weather. Unidentified planes were picked up by radar, one closing to 18 miles but none penetrated to the Task Group. Flying conditions were bad in the morning due to the heavy fog in the launching area, but improved somewhat in the afternoon. The sea was calm and winds moderate.

Sunrise 0427	0800 - Lat. 40° 02.5'N., Long. 144° 24.0'E.
Sunset 1819	1200 39° 44.5' 144° 50.5'
	2000 38° 30.2' 146° 23.9'

- 0724 - Unidentified plane bearing 092°T, closed to 18 miles there opened and disappeared.
- 0727 - A second unidentified plane bearing 072°T closed to 23 miles, then opened and disappeared.
- 1540 - One enemy twin-engine bomber shot down by Task Group 38.4, bearing 065°T, distance 35 miles.

Augst 9:

Operating tactically as a unit of Task Group 38.1 in waters east of northern HONSHU. The weather cleared and Strikes and Sweeps were launched against aircraft and airfields on northern HONSHU. The SAN JACINTO launched two (2) Sweeps, two (2) Strikes and one (1) Combat Air Patrol over the Destroyer Picket Line. The Strike in the afternoon was directed against shipping discovered in ONAGAWA WAN. Other planes had hit the target before the SAN JACINTO planes struck. Remaining targets were few and damage inflicted was limited to one Sugar Charlie Sugar and one Fox Uncle. Considerable destruction of and damage to aircraft on the ground was inflicted. Unidentified planes were in the vicinity most of the day, though none penetrated to the Task Group. Several enemy planes were shot down in the

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CHRONOLOGICAL SUMMARY

PART III

August 9 Cont'd:

vicinity of the other Task Groups. Flying conditions were good with moderate winds and slight sea.

Sunrise 0431	0800 - Lat. 38° 14.8'N., Long. 144° 13.0'E.
Sunset 1832	1200 38° 17.0' 144° 17.0'
	2000 38° 57.8' 143° 53.5'

- 0408 - Launched Combat Air Patrol over the Destroyer Picket Line - 4 VF, also Strike Able #1 - 8 VF. Target northern HONSHU AIRFIELDS - Arming: 4 VF with 1 500# G.P. bomb with instantaneous nose and non-delay tail fuse each - 3 with 6 and 1 with 4 5" HVAR instantaneous nose and .015 tail fuse, plus 1 VF Photo.
- 0712 - Launched Strike Easy #3 - 8 VF, 8 VT. Target northern HONSHU AIRFIELDS - Arming: 8 VT 4 500# G.P. bomb with instantaneous nose and .01 tail fuse each; 4 VF - 1 500# G.P. bomb with instantaneous nose and .01 tail fuse, plus 6 5" HVAR with instantaneous nose and .015 tail fuse each; 3 VF with 6 5" HVAR instantaneous nose and .015 tail fuse each, plus 1 VF Photo.
- 0727 - Recovered 2 VF from Strike Able - deferred forced landing.
- 0841 - Recovered 2 VF from Strike Easy #3 - deferred forced landing.
- 0905 - Recovered Strike Able - 10 VF.
- 0952 - Launched Strike Able #4 - 11 VF. Target #2887 MATSUSHIMA - Arming: 4 VF - 6 5" HVAR with instantaneous nose and .015 tail fuse; 1 VF - 3 5" HVAR instantaneous nose and .015 tail fuse; 5 VF with 1 500# G.P. bomb instantaneous nose and non-delay tail fuses and 6 5" HVAR with instantaneous nose and .015 tail fuses each, plus 1 VF Photo.
- 1210 - Recovered Strike Easy #3 - 6 VF, 8 VT.
- 1252 - One KATE splashed bearing 350°T distance 48 miles.
- 1334 - Launched Strike Charlie #5 - 8 VT, 11 VF. Target Shipping ONAGAWA WAN - Arming: 8 VT - 4 500# G.P. bombs with .025 nose and .025 tail fuses each; 7 VF - 1 500# G.P. bomb with .025 nose and .025 tail and 6 5" HVAR with .015 tail fuse; 3 VF - 6 5" HVAR with .015 tail fuse plus 1 VF Photo.
- 1400 - Recovered Strike Able #4 - 11 VF.
- 1524 - Splashed 2 GRACES bearing 240° distance 35 miles.
- 1534 - Splashed 1 Jap plane bearing 210°T distance 60 miles.
- 1616 - Splashed 1 enemy plane bearing 210° distance 50 miles.
- 1619 - An enemy plane closed to 23 miles bearing 270° before opening.
- 1752 - Recovered Strike Charlie #5 - 11 VF, 7 VT.

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CHRONOLOGICAL SUMMARY

PART III

August 10:

Operating tactically as a unit of Task Group 38.1 in waters east of northern HONSHU. Strikes against airfields in north central HONSHU were continued. The SAN JACINTO launched two (2) Sweeps, two (2) Strikes and two (2) Combat Air Patrols over the Radar Picket Line. The targets assigned to this ship proved to be the most lucrative to date. Nothing was known of these fields except their approximate locations. In the morning despite low hanging clouds the SAN JACINTO pilots discovered #2902 MAMUROGAWA with many camouflaged operational planes dispersed in the surrounding wooded areas. In the absence of anti-aircraft fire many low level attacks were made resulting in the destruction of at least twenty-four (24) planes. In the afternoon the SAN JACINTO lead other squadrons of the Task Group back to the field with the resulting destruction of at least twenty additional planes. Two (2) other airfields not previously attacked #464 OBANAZAWA and #2901 JIMMACHI also proved to be long sought hiding places for operational Jap planes. In all twenty-eight (28) planes were destroyed at these fields. Including other fields struck during the course of the day a total of seventy-eight (78) planes destroyed, sixteen probably destroyed and fifty-five (55) damaged. Our planes encountered no airborne opposition and anti-aircraft fire was insignificant. No enemy planes appeared in the vicinity of the Task Force. Flying conditions were average with low broken clouds over the target area, moderate winds and a slight sea.

Sunrise 0431	0800 - Lat. 38° 19.2'N., Long. 143° 47.2'E.
Sunset 1823	1200 38° 38.23.5' 143° 50.0'
	2000 38° 01.06.0' 144° 35.4'

- 0402 - Launched Combat Air Patrol over the Radar Picket Line - 4 VF and Strike Able #1 - 8 VF. Target airfields north central HONSHU. Arming: 4 VF - 1 500# G.P. bomb instantaneous nose and non-delay tail fuses and 6 5" HVAR with instantaneous nose and .015 tail fuse; 1 VF with 5 5" HVAR with instantaneous nose and .015 tail fuse; 1 VF - 5 5" HVAR instantaneous nose and .015 tail fuse; 1 VF with 6 5" HVAR instantaneous nose and .015 tail fuse, plus 1 VF Photo.
- 0658 - Launched Strike Easy #3 - 10 VF, 9 VT. Target airfields north central HONSHU. Arming: 9 VT - 4 500# G.P. bombs with .01 nose and non-delay tail fuses; 6 VF - 1 500# G.P. bomb with .01 nose and tail fuses and 6 5" HVAR with instantaneous nose and .015 tail fuses; 3 VF with 6 5" HVAR instantaneous nose and .015 tail fuse, plus 1 VF Photo.

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PART III

August 10 Cont'd:

- 0837 - Recovered RAFCAP #1 - 4 VF and Strike Able #1 - 8 VF.
0945 - Launched Strike Able #4 - 10 VF. Target airfields north central HONSHU. Arming: 5 VF - 1 500# G.P. bomb with instantaneous nose and non-delay tail fuses each and 6 5" HVAR instantaneous nose and non-delay tail fuses; 1 VF - 1 500# G.P. bomb with instantaneous nose and non-delay tail fuse and 2 5" HVAR with instantaneous nose and non-delay tail fuse; 4 VF - 6 5" HVAR with instantaneous nose and non-delay tail fuse.
1133 - Recovered Strike Easy #3 - 8 VF, 7 VT.
1326 - Launched Strike Easy #6 - 9 VT, 12 VF. Target airfields north central HONSHU. Arming: 9 VT - 4 500# G.P. bombs with .01 nose and non-delay tail fuse each; 4 VF - 1 500# G.P. bomb with .01 nose and tail fuse and 6 5" HVAR with instantaneous nose and .015 tail fuse; 2 VF with 6 5" HVAR with instantaneous nose and .015 tail fuse, plus 2 VF Photo.
1410 - Recovered Strike Able #4 - 10 VF.
1750 - Recovered Strike Easy #6 - 9 VT, 11 VF.

August 11:

Operating tactically as a unit of Task Group 38.1 in waters northeast of HONSHU. A rendezvous with Task Group 30.8 was effected. The SAN JACINTO took aboard fuel and aviation gasoline. No flights were assigned to this vessel. Flying conditions were average with slight winds and slight sea.

Sunrise 0418	0800 - Lat. 38° 23.0'N., Long. 147° 42.6'E.
Sunset 1814	1200 37° 57.2' 148° 07.7'
	2000 38° 06.8' 148° 53.1'

- 0545 - Rendezvous with Task Group 30.8.
0742 - Recovered from BENNINGTON - 2 VF.
0815 - Took station along portside of the U.S.S. PLATTE (AO-24) to take on fuel and aviation gasoline.
1007 - Cast off from U.S.S. PLATTE.
1208 - Launched BENNINGTON planes - 2 VF.

August 12:

Operating tactically as a unit of Task Group 38.1 in the fueling area east of HONSHU. Fueling operations had been completed the previous day. There were no air operations due to the uncertainty regarding the possibility of the cessation of hostilities. Flying conditions were average with moderate wind and a slight sea.

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PART III

August 12 Cont'd:

Sunrise 0423	0800 - Lat. 36° 32.1'N., Long. 147° 23.3'E.
Sunset 1812	1200 37° 54.2' 148° 00.5'
	2000 36° 46.1' 145° 54.9'

August 13:

Operating tactically as a unit of Task Group 38.1 in waters east of HONSHU. Strikes were launched against airfields in the TOKYO AREA and against industrial targets in TOKYO. The SAN JACINTO launched three (3) Strikes against aircraft on airfields and one (1) against industrial targets in the city of TOKYO, the latter being hampered by inclement weather. Two (2) Combat Air Patrols over the Radar Picket Line were also launched. Again as on August tenth planes of the SAN JACINTO achieved great success in finding and destroying hidden enemy aircraft. Enemy planes were in the area most of the day, particularly in the later afternoon and evening although none came within range of the Task Group's guns. At 1623, the SAN JACINTO launched a special emergency Combat Air Patrol of three (3) fighters, one of which shot down one (1) Jap fighter. Many enemy planes were shot down by the regular Combat Air Patrols of the Task Force. Flying conditions were average with a moderate wind and a slight sea.

Sunrise 0447	0800 - Lat. 38° 32.1'N., Long. 147° 23.3'E.
Sunset 1820	1200 37° 54.2' 148° 00.5'
	2000 36° 46.1' 145° 54.9'

- 0421 - Launched Combat Air Patrol #1 over the Radar Picket Line - 4 VF also Strike Able #1 - 4 VF - Target Aircraft TOKYO AREA Airfields. Arming: 3 VF - 1 500# G.P. bomb with instantaneous nose and non-delay fuse each, two with 6 and one with 4 5" HVAR instantaneous nose and non-delay tail fuse, plus 1 VF Photo.
- 0535 - Passed mine off port beam, distance 1500 yards.
- 0558 - Launched Strike Charlie #2 - 16 VF, 9 VT. Target TOKYO-SHIBAURA Electronics Company Plant #1. Arming: 9 VT - 1 2000# G.P. bomb with .025 nose and tail fuse each; 12 VF - 1 1000# G.P. bomb with .025 nose fuse including 5 with .025 tail fuse; 3 VF 6 5" HVAR with instantaneous nose.

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PART III

August 13 Cont'd:

- 0951 - Launched Strike Able #4 - 4 VF. Target Aircraft TOKYO AREA Airfields. Arming: 3 VF - 1 500# G.P. bomb with instantaneous nose and non-delay tail fuse each and 6 5" HVAR with .015 tail fuse, 1 of which also had instantaneous nose fuse.
- 1004 - Recovered Strike Charlie #2 - 9 VT, 15 VF. One VF made forced water landing near destroyer within the formation.
- 1140 - Launched Strike Charlie #5 - 15 VF. Target Aircraft TOKYO AREA Airfields. Arming: 7 VF - 2 500# G.P. bombs with instantaneous nose fuse; 1 VF 2 500# G.P. bombs with instantaneous nose and non-delay tail fuse each; 6 VF 2 260# Fragmentation bombs with instantaneous nose and non-delay tail fuse each, plus 1 VF Photo.
- 1230 - Recovered 2 VF Strike Able #4 - deferred forced landing.
- 1310 - Two Jap fighters shot down bearing 285°, distance 45 miles.
- 1347 - Launched Combat Air Patrol over the Radar Picket Line - 4 VF.
- 1405 - One Jap fighter shot down bearing 005°, distance 46 miles by the Combat Air Patrol.
- 1519 - Recovered 2 VF Strike Charlie #5 - enforced emergency landing.
- 1620 - Launched Special Combat Air Patrol - 2 VF.
- 1623 - Recovered Strike Charlie #5 - 3 VF. Recovery interrupted due to presence of unidentified plane in the vicinity.
- 1626 - One Jap fighter splashed by SAN JACINTO Special Combat Air Patrol.
- 1641 - Two (2) enemy fighters shot down by Task Force Combat Air Patrol, bearing 090° distance 20 miles.
- 1643 - One enemy fighter splashed by Task Force Combat Air Patrol, bearing 040° distance 20 miles.
- 1659 - Recovered Strike Charlie #5 - 10 VF.

August 14:

Operating tactically as a unit of Task Group 38.1 in the fueling area southeast of HONSHU. A rendezvous was effected with Task Unit 30.8.1 and the SAN JACINTO took on fuel, aviation gasoline and provisions. There were no Patrols assigned to the SAN JACINTO. Air operations were limited to the launching of two (2) planes no longer of combat status, the recovery of three (3) replacement planes and the recovery of two (2) and launching of one (1) Night Fighter of the U.S.S. BENNINGTON. One of the latter was damaged in landing. Flying conditions were good with a moderate wind and slight sea.

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CHRONOLOGICAL SUMMARY

PART III

August 14 Cont'd:

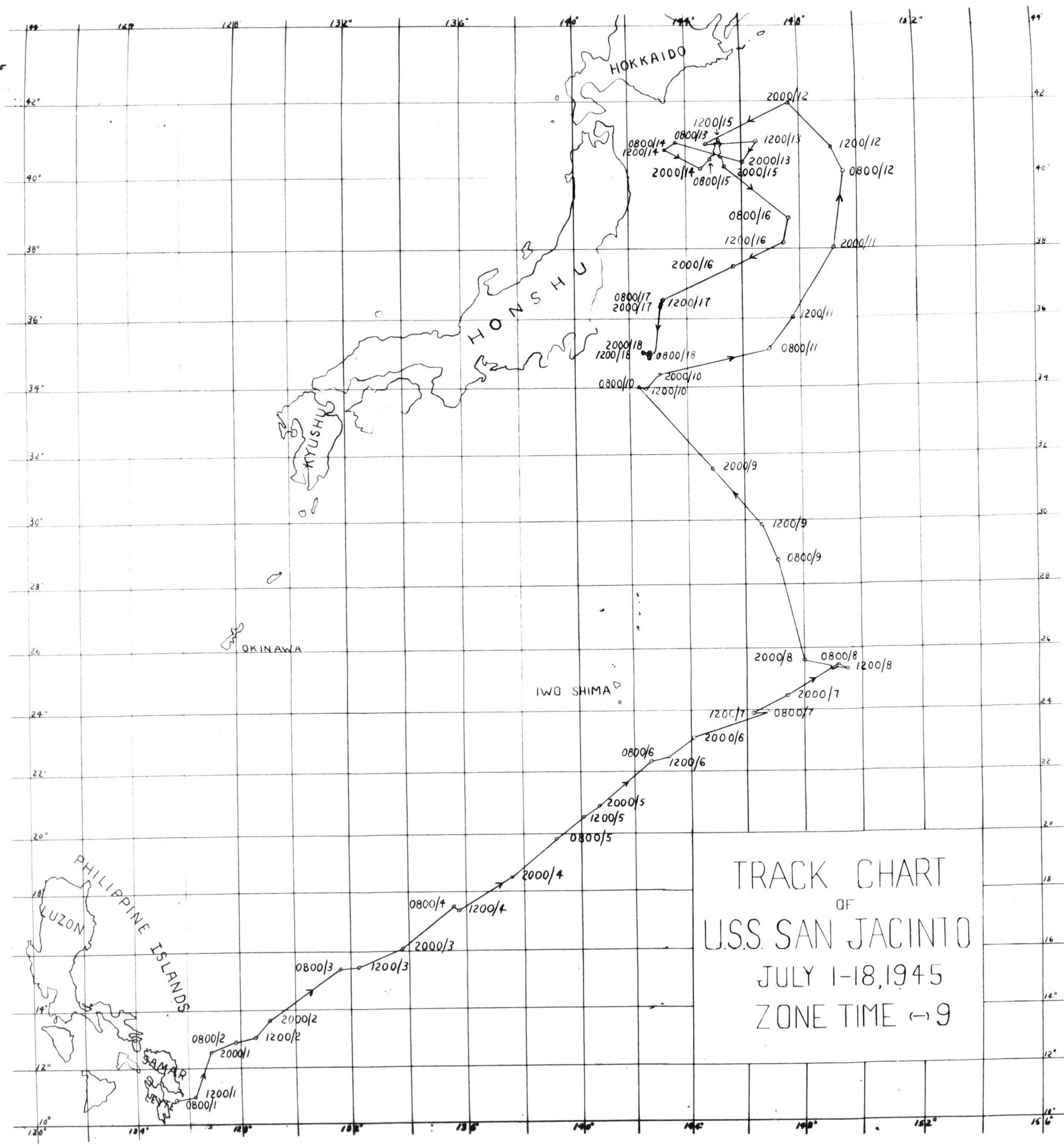
Sunrise 0423	0800 - Lat. 38° 32.1'N., Long. 147° 23.3'E.
Sunset 1812	1200 37° 54.2' 148° 00.5'
	2000 36° 46.1' 145° 54.9'

August 15:

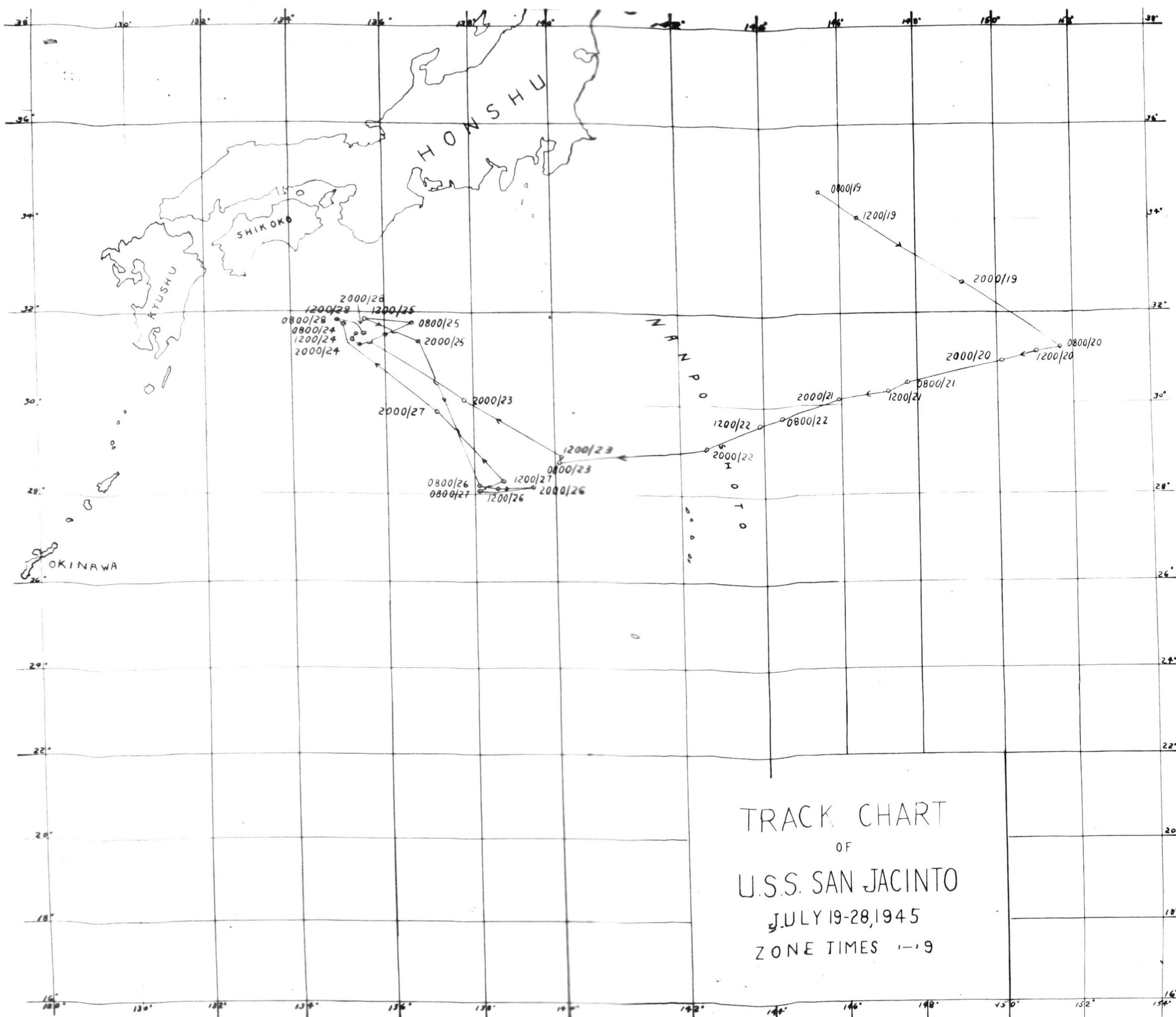
Operating tactically as a unit of Task Group 33.1 in waters southeast of HONSHU. Rumours of peace were in the air, but no confirmation being received scheduled flights were launched. The SAN JACINTO launched two (2) Combat Air Patrols over the Destroyer Picket Line, one (1) Strike against aircraft on airfields in the TOKYO AREA and one (1) Strike against TOKYO-SHIBAURA Electronics Company Plant #1. Neither Strike reached its target. The first composed of four (4) fighters tally-hoed about twenty (20) Jap fighters over the coast near MITO, shot down seven (7) and damaged two (2). The second Strike was recalled by order of the Task Force Commander prior to reaching its objective. The official announcement of Peace was received from the Secretary of the Navy. Numerous enemy planes continued in the vicinity and were shot down after the official declaration of peace. Upon recovery of the morning Strikes the course was set for retirement to the fueling area. Flying conditions were good with light winds and a slight sea.

Sunrise 0453	0800 - Lat. 34° 22.5'N., Long. 141° 50.6'E.
Sunset 1820	1200 34° 01.0' 142° 15.5'
	2000 33° 00.8' 143° 43.0'

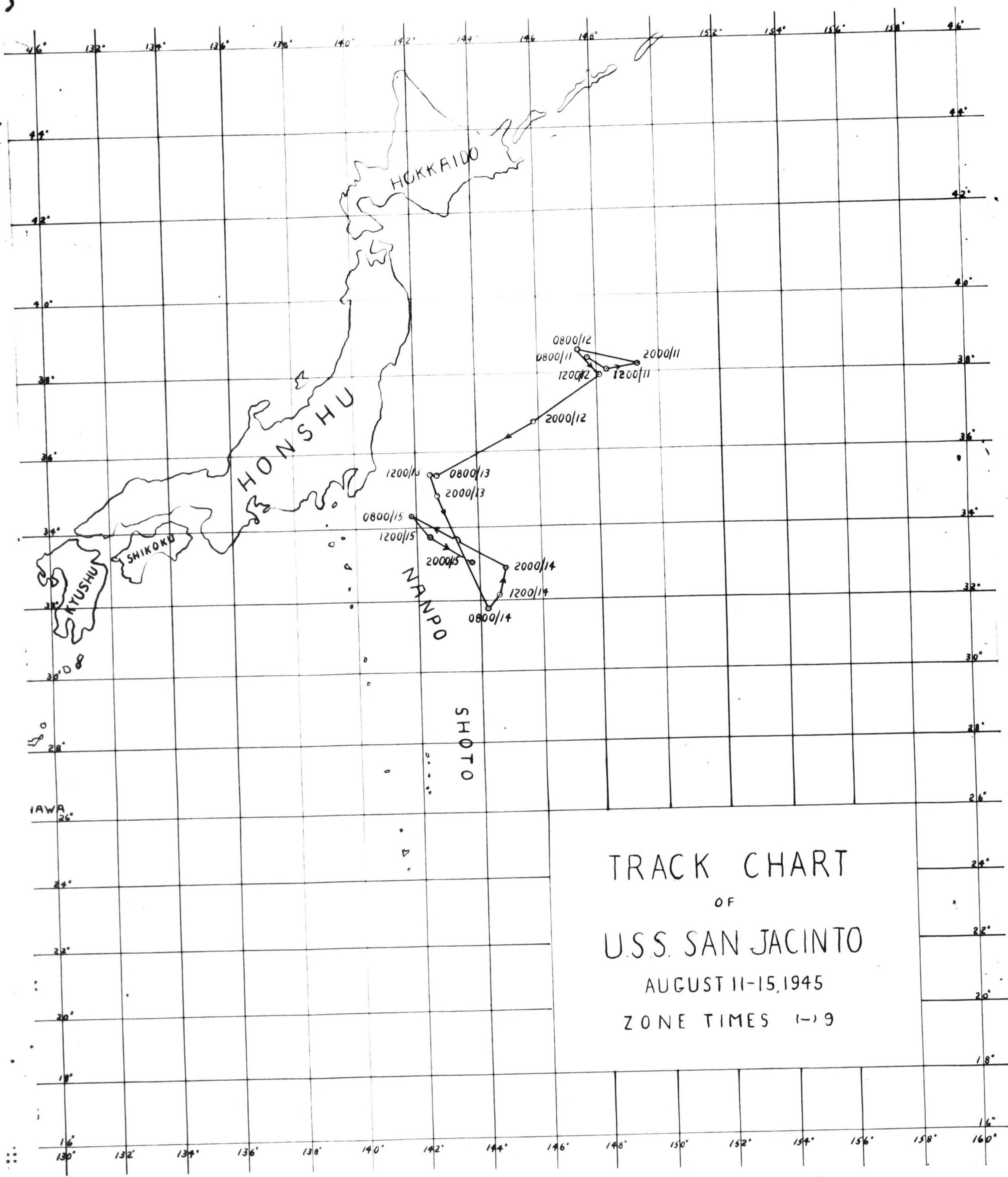
- 0424 - Launched Combat Air Patrol #1 over the Destroyer Picket Line - 4 VF and Strike Able #1 - 4 VF. Target aircraft TOKYO AREA Airfields.
- 0531 - Launched Strike Charlie #2 - 9 VT, 16 VF. Target TOKYO-SHIBAURA Electronics Company Plant #1. Arming: 9 VT - 4 500# G.P. bombs with .025 nose and tail fuse; 10 VF - 1 1000# G.P. bomb with .025 nose and tail fuse; 4 VF - 1 1000# S.A.P. bomb with .025 tail fuse; 1 VF - 1 1000# G.P. bomb with .025 nose and tail fuse, plus 1 VF Photo.
- 0807 - Recovered Strike Charlie #2 - 16 VF.
- 0825 - Recovered Strike Charlie #2 - 9 VT and RAPCAF #1 - 4 VF.
- 0845 - Recovered Strike Able #1 - 4 VF.
- 1238 - Launched Combat Air Patrol #4 over the Destroyer Picket Line - 12 VF.
- 1312 - One Jap torpedo plane splashed by Combat Air Patrol bearing 110°, distance 20 miles.
- 1624 - Recovered Combat Air Patrol #4 over the Destroyer Picket Line - 12 VF.



TRACK CHART
 OF
 U.S.S. SAN JACINTO
 JULY 1-18, 1945
 ZONE TIME (-9)



TRACK CHART
OF
U.S.S. SAN JACINTO
JULY 19-28, 1945
ZONE TIMES 1-19



TRACK CHART
 OF
 U.S.S. SAN JACINTO
 AUGUST 11-15, 1945
 ZONE TIMES (-) 9

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ORDNANCE

PART IV

Small percentage of hung-up Rockets and Bombs:

The aviation ordnance equipment functioned very satisfactorily. There were no bomb hang-ups on either the Mark 4 or Mark 8 shackles or the Mark 51 racks. This performance is felt to be a direct reflection of the constant checks and servicing that are made on deck. The Mark 8 shackle is a decided improvement over the Mark 4.

The percentage of HVAR duds is considered low; less than three percent. Each rocket circuit is tested before rockets are loaded on the planes. This constant check of circuits undoubtedly prevented some missfire. Female connections in the launcher receptacle are also frequently cleaned to permit good contact when the pig-tail is plugged in. However, it is believed, the great majority of duds are due to defects in the firing circuit of the rocket itself -- either severed wires or broken firing element. Several pig-tails of rockets that failed to fire, on examination were found to have broken wires, although the insulation was not deformed or broken.

Securing Bomb Skids on Deck:

The Mark 1 Mod. 1 bomb skids on this ship have been modified by welding four pad-eyes to the sides; one forward and one aft on each side. A tie down line is attached to a pad-eye on each side. During rough or rolling seas these lines and pad-eyes are used to secure the skid to the deck, using the securing tracks.

VT Fuzes:

It is suggested that fahnstock clips might be used with VT fuzes if a section of tubing were used on the wire as is done with the Mark 148 rocket nose fuze. Another method would be to modify the lock washer by putting an extension or ear on it to extend up in the path of the arming wire. This extension would need to have a small hole in it through which to pass the arming wire. Then the arming wire could be passed through the hole, two fahnstock clips placed on it and then threaded through the fuze jump out pin.

Rearming:

The task of rearming in the time allotted is becoming increasingly difficult on CVLs. To recover sixteen fighters, respot and rearm with .50 caliber and bombs and rockets and launch again in fifty minutes is hard to achieve under the most favorable conditions. During this operation there were several occasions when the arming was changed at

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ORDANCE

PART IV

Rearming Cont'd:

the last minute. This only adds to a CVLs difficulties.

The advantages of having the planes on deck the shortest possible time is appreciated but in the interests of safety and getting flights off on schedule, a little more time is needed for rearming.

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AMMUNITION EXPENDED

PART IV

SERVICE

2000# G.P. Bomb	16
1000# S.A.P. Bomb	4
1000# G.P. Bomb	65
500# G.P. Bomb	589
260# Fragmentation Bomb	297
100# G.P. Bomb	181
5" HVAR	905
.50 Caliber	318,400 Rounds

TRAINING

100# Water Filled Bomb	206
Miniature Practice Bomb	42
3.25 AR (H.E. Head)	30
3.25 AR (Solid Head)	79
.50 Caliber	51,000 Rounds

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S-E-C-R-E-T

DAILY TABLE OF SORTIES

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PART VI

DATE	AVAILABILITY			AT TARGET STRIKES & SWEEPS			SEARCH		CAP			ASP OR JACK		OTHER	
	VF	VFP	VT	VF	VFP	VT	VF	VT	SUBCAP	SHIPS	RAPCAP	VF	VT	VF	VT
July 1	23	2	9												
2	23	2	9							12					Training flights
3	23	2	9							8					24 12
4	23	2	9							8					Training flights
5	22	2	9							4					28 16
6	22	2	9							12					Training Strikes
7	22	2	9							12					16 15
8	23	2	9							8					20 8
9	23	2	9							8					Training Strikes
10	23	2	9	54	3	17									20 8
11	23	2	9							8					Gunnery Exercise
12	23	2	9							8					8
13	23	2	9												Tow Planes 3
14	23	2	9	7	2	16*									JASASA
15	23	2	8	7	3	15			4	39					2 2
16	23	2	9						4	40					4 Bombardment CAP
17	23	2	9						12						4 Bombardment CAP
18	23	2	9	15	1										
19	23	2	9	22	2	9									
20	23	2	9												

* 8 VT didn't get to target because of bad weather.

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DAILY TABLE OF SORTIES

15 August 1945

PART VI

DATE	AVAILABILITY			AT TARGET STRIKES & SWEEPS			SEARCH		CAP			ASP. OR JACK		OTHER	
	VF	VFP	VT	VF	VFP	VT	VF	VT	SUBCAP	SHIPS	RAPCAP	VF	VT	VF	VT
July 21	23	2	9							12		6	6		
22	23	2	9												
23	23	2	9							8					
24	23	2	9	36	4	14					8				
25	23	2	8	27	3	7					8				
26	20	2	8												
27	23	2	9							8				Tow Planes	2
28	23	2	9	25	3	17					8			8 DUMBO CAP	
29	22	2	9							8					
30	22	2	9	36	3	9					8				
31	21	2	9							12					
Aug. 1	21	2	9												
2	23	2	9											Tow Planes	3
3	23	2	9										4	Tow Planes	3
4	23	2	9											Training Exercise	
														8	6
														Tow Planes	3
5	23	2	9											Training Exercise	
														8	6
6	23	2	9							4				Tow planes	3
7	23	2	9												
8	23	2	9												
9	23	2	9	31	2	15					4				
10	23	2	9	31	4	16					8				
11	23	2	9												
12	23	2	9												
13	23	2	9	35	4	9				3	8				
14	23	2	9												
15	23	2	9	4							16				
Totals	1046	92	411	330	35	144			20	214	68	6	10	150	90

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PART VI

AIRCRAFT - PILOTS AND AIRCREWMEN LOST

19 August 1945

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
7/24/45	1415(I)	TBM	Ensign Coffey. Engine failure on return from KURE Strike. Ditched in formation, rescued by DD.	0	0	1	2
7/25/45	1030(I)	F6F	Ensign Daggett. Ditched on return from Strike. Picked up by Life-guard Submarine.	0	0	1	---
7/25/45	1030(I)	F6F	Ensign Yancy. Ditched in formation, picked up by DD. Returning from Strike.	0	0	1	---
7/29/45	0700(I)	F6F	JETTISONED after return from strike.	---	---	---	---
7/30/45	0430(I)	F6F	Ensign Box. Ditched near Tomcat, after Strike on TOKYO. Picked up by DD.	0	0	1	---
8/13/45	0745 (I)	F6F	Ensign Henwood - Engine failure - water landing in center of formation.	0	0	1	0

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

15 August 1945

PART VI

STRIKE NO.	DATE	TIME OF LAUNCH	TARGET GENERAL	ATTACKED SPECIFIC	SORTIES AT TARGET		BOMBS, ROCKETS, TORPEDOES & MINES		FUSING			
					VF	VT	NUMBER	TYPE	NOSE	TAIL		
A	7/10	0400 (I)	#2796 Shimodate A/F	Revetment Areas N & S.	7		41	5" HVAR Rockets		.015 delay		
					8		12	260# Frags.		Non-delay		
					1		Photo					
C	7/10	0700 (I)	#1472 Tsukuba W. A/F	Revetment Areas	3		17	5" HVAR Rockets		.015 delay		
					4		8	260# Frags		Non-delay		
					1		Photo					
D	7/10	0900 (I)	#2771 Koga and #1472 Tsukuba W. A/F	Revetment Areas	13		26	260# Frags		Non-delay		
							42	260# Frags	VT	Non-delay		
F	7/10	1315 (I)	#1472 Tsukuba W. A/F	Revetment Areas	4		8	260# Frags	VT	Non-delay		
					4		14	5" HVAR Rockets		.015 delay		
						9	35	500# GP	VT	Non-delay		
G,	7/10	1430 (I)	#1472 Tsukuba W. A/F	Revetment Areas	5		9	260# Frags		Non-delay		
					#2778 Mibu A/F	Revetment & Parking Areas	6		12	260# Frags	VT	Non-delay
							#2768 Kitaura S/P Base	Parked Seaplanes	1		6	5" HVAR Rockets

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(INCLUDING STRAFING SORTIES)

15 August 1945

PART VI

STRIKE NO.	DATE	TIME OF LAUNCH	TARGET		SORTIES AT TARGET		BOMBS, ROCKETS, TORPEDOES & MINES		FUSING		
			GENERAL	ATTACKED SPECIFIC	VF	VT	NUMBER	TYPE	NOSE	TAIL	
B	7/14	0400 (I)	#2932 Obihiro N. A/F Kawaai Town Shirahooka Town	Revetment Areas	1		Photo				●
				Locomotive	6		36	5" HVAR Rockets		.015 delay	
				Locomotive	1		6	5" HVAR Rockets		.015 delay	
C	7/14	0630 (I)	#2932 Obihiro Area	Did not reach target	8		Bombs Jettisoned				
E	7/14	1300 (I)	Kushiro Town, Hokkaido	Ware houses, RR sheds, cars, locomotives, coal tipple, paper mill, Sugar Dog at pier.	1		Photo				
						8	47	5" HVAR Rockets			.015 delay
B	7/15	0400 (I)	N.W. Hokkaido	Shipping at Nemura Wan, Bridge at Kushiro, Locomotive at Shiranooka	7		14	500# GP	Inst.		Non-delay
					1		Photo			●	
C	7/15	0630 (I)	Ikeda Town, Hokkaido		1		Photo				
				Buildings		8	32	500# GP	Inst.	.01 delay	
SUBCAP #3	7/15	0830 (I)	Nemura Wan Yuri Shima	Fishing Boats Small Craft	4		---	---	---	---	
Bomb. Grp. Cap #2	7/15	1030 (I)	Southern Hokkaido	Towns from Biroo to Mitsubishi	4		21	5" HVAR			.015 delay

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TABLE OF BOMBS, ROCKETS, TORPEDOES, MINES DROPPED AT TARGETS
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15 August 1945

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PART VI

STRIKE NO.	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TARGET		BOMBS, ROCKETS, TORPEDOES & MINES		FUSING		
			GENERAL	SPECIFIC	VF	VT	NUMBER	TYPE	NOSE	TAIL	
E	7/15	1300 (I)	Obihiro Town & A/F	A/C Revetments, warehouses, revetted powder magazine, Locomotive.	1		Photo				
						7	28	500# GP	Inst.	.01 delay	
A	7/17	0350 (I)	Area W. of Kashima Town	Wharf, concrete Bridge.	1		Photo				
			#2756 Ikisu A/F	Hangar Area	7		42	5" HVAR Rockets	Inst.	Non-delay	
					8		8	500# GP	Inst.	Non-delay	
A	7/18	1125 (I)	#1472 Tsukuba W., #2796 Shimodate A/F	Revetment Area	1		Photo				
			#1487 Hokoda A/F	Hangars	6		35	5" HVAR Rockets	Inst.	.015 delay	
			#2768 Kitaura Seaplane Base	Parked Planes	8		16	500# GP	Inst.	Non-delay	
C	7/18	1330 (I)	Yokosuka Naval Base	A/A positions at Naval Fuel Depot		3	22	260# Frag.	VT	Non-delay	
						5	60	100# GP	VT	Non-delay	
						1	12	100# GP	Inst.	Non-delay	
				BB Nagato	7		7	1000# GP	.025	.24 delay	
					1		Photo				

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15 August 1945

PART VI

STRIKE NO.	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TARGET		BOMBS, ROCKETS, TORPEDOES, MINES		FUSING		
			GENERAL	SPECIFIC	VF	VT	NO.	TYPE	NOSE	TAIL	
B TM#2	7/24	0545 (I)	Atsumi Wan Irago Saki	Luggers Radio Sta. & Bldgs.	1		Photo				
					3		16	5" HVAR Rockets	Inst.	Non-delay	
					8		16	500# GP	Inst.	Non-delay	
C TM#3	7/24	0745 (I)	Kure Naval Base Inland Sea	Amagi Class CV A/A positions (land based) Sugar Dogs	1		Photo				
						9	64	260# Frags.	VT	Non-delay	
					7		7	1000# GP	.025	.24 delay	
B TM#5	7/24	1215 (I)	#2677 Nagasaki E. #2674 Mitobushi	Reveted Areas	1		Photo				
					3		18	5" HVAR Rockets	Inst.	.015 delay	
					8		16	500# GP	Inst.	.01 delay	
C TM#6	7/24	1415 (I)	Kure Naval Base	Amagi Class CV's A/A positions (land based)	1		Photo				
					7		7	1000# GP	.025	.24 delay	
						8	64	260# Frags.	VT	Non-delay	
B TM#2	7/25	0530 (I)	Area E. of Arai Hamano Ko Area E. of Hamano Ko	Small factory & barracks area Bridge Trains & R.R. Sta.	1		Photo				
					3		16	5" HVAR Rockets	Inst.	.015 delay	
					8		16	500# G P	Inst.	Non-delay	

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STRIKE NO.	DATE	TIME OF LAUNCH	TARGET GENERAL	ATTACKED SPECIFIC	SORTIES AT TARGET		BOMBS, ROCKETS, TORPEDOES, MINES		FUSING		
					VF	VT	NO.	TYPE	NOSE	TAIL	
C TM#3	7/25	0730 (I)	Uwa Jima Shikoku Kure Harbor Targets of Opportunity	Hangar Area BB-XCV Ise Shikoku Village	1		Photo				
					7		7	1000# GP	.025	.24 delay	
						7	7	2000# GP		.24 delay	
B TM#5	7/25	1200 (I)	#2664 Kowa	Hangar & Ramp Area	1		Photo				
					1		6	5" HVAR Rockets	Inst.	.015 delay	
					8		16	500# GP	Inst.	Non-delay	
B TM#2	7/28	0545 (I)	#213 Akenoga A/F and Hamashira S/P Base	Hangar and Reveted Areas	1		Photo				
					3		17	5" HVAR Rockets	Inst.	.15 delay	
					8		16	500# GP	Inst.	Non-delay	
C TM#3	7/28	0745 (I)	Kure Naval Base	BB Ise & CA Aoba	1		Photo				
					7		7	1000# GP	.025	.24 delay	
C TM#6	7/28	1400 (I)	Kure Naval Base	BB Ise & CA Aoba CA Aoba Sugar Able Sugar Hiroshima Wan							
					7		7	500# GP	.025	.025 delay	
						7	1	500# GP	.025	.025 delay	
D TM#2	7/30	0530 (I)	#2654 Himeji A/F #2650 Akashi	Reveted Area	2		Photo				
					2		12	5" HVAR Rockets	Inst.	.015 delay	
					8		48	5" HVAR Rockets	Inst.	.015 delay	
						8	500# GP	Inst.	Non-delay		

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STRIKE NO.	DATE	TIME OF LAUNCH	TARGET GENERAL	ATTACKED SPECIFIC	SORTIES AT TARGET		BOMBS, ROCKETS, TORPEDOES, MINES		FUSING	
					VF	VT	NO.	TYPE	NOSE	TAIL
E TM#3	7/30	0730 (I)	#2654 Himeji A/F #2672 Minato	Reveted and Hangar Area	8	9	47	5" HVAR Rockets	Inst.	.015 delay
							8	500# GP	Inst.	Non-delay
							108	100# GP	Inst.	Non-delay
D TM#5	7/30	1200 (I)	#2654 Himeji #2671 Miki	Reveted and Hangar Area	1 3 8		Photo			
							18	5" HVAR Rockets	Inst.	.015 delay
							48	5# HVAR Rockets	Inst.	.015 delay
E TM#6	7/30	1400 (I)	#2650 Akashi #2672 Minato	Reveted Area	1 2 4		8	500# GP	Inst.	Non-delay
							Photo			
							12	5" HVAR Rockets	Inst.	.015 delay
							24	5" HVAR Rockets	Inst.	.015 delay
							4	500# GP	Inst.	Non-delay

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TABLE OF BOMBS, ROCKETS, TORPEDOES, MINES DROPPED AT TARGETS
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15 August 1945

PART VI

STRIKE NO.	DATE	TIME OF LAUNCH	TARGET		SORTIES AT TARGET		BOMBS, ROCKETS, TORPEDOES & MINES		FUSING	
			GENERAL	SPECIFIC	VF	VT	NO.	TYPE	NOSE	TAIL
A #1	8/9/45	0410 I	#2903 Yamada Kamaishi	Installations 2 SC's	2		12	5" HVAR Rockets	Inst.	.015
					3		18	5" HVAR Rockets	Inst.	.015
							3	500# GP	Inst.	Non-delay
					1		4	5" HVAR Rockets	Inst.	.015
							1	500# GP	Inst.	Non-delay
E #3	8/9/45	0710 I	#2900 Iwate #2887 Matsushima #2903 Yamada #2887 Matsushima	Dispersal Areas A/G in revetments	1			Photo		
					1		6	5" HVAR Rockets	Inst.	.015
					4		24	5" HVAR Rockets	Inst.	.015
							4	500# GP	Inst.	Non-delay
						8	30	500# GP	Inst.	.01
A #4	8/9/45	0940 I	#2887 Matsushima	Dispersal Areas	1			Photo		
					1		3	5" HVAR Rockets	Inst.	.015
					4		22	5" HVAR Rockets	Inst.	.015
					5		26	5" HVAR Rockets	Inst.	.015
							5	500# GP	Inst.	Non-delay
C #5	8/9/45	1340 I	Onagawa Wan	Shipping	1			Photo		
					7		42	5" HVAR Rockets	Inst.	Non-delay
							7	500# GP	.025	.025
					3		18	5" HVAR Rockets	Inst.	Non-delay
				7	26	500# GP	.025	.025		
A #1	8/10/45	0400 I	#2900 Iwate Shimo-Kawaka	Reveted Area Locomotives	1			Photo		
					1			Full ammo only		
					1		5	5" HVAR Rockets	Inst.	.015
							1	500# GP	Inst.	Non-delay
					3		18	5" HVAR Rockets	Inst.	.015
		3	500# GP	Inst.	Non-delay					
		2	11	5" HVAR Rockets	Inst.	.015				

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

PART VI

STRIKE NO.	DATE	TIME OF LAUNCH	TARGET GENERAL	ATTACKED SPECIFIC	SORTIES AT TARGET		BOMBS, ROCKETS, TORPEDOES & MINES		FUSING	
					VF	VT	NO.	TYPE	NOSE	TAIL
E #3	8/10/45	0700 I	#2902 Mamuro-gawa #2887 Matsushima Ocachi Wan	Reveted Areas Shipping	1			Photo		
					3		18	5" HVAR Rocket	Inst.	.015
					6		36	5" HVAR Rockets	Inst.	.015
							6	500# GP	.01	.01
			#2902 Mamuro-gawa	Aircraft		7	28	500# GP	Inst.	.01
A #4	8/10/45	0944 I	#2902 Mamuro-gawa Ocachi Wan	Reveted Area Shipping	4		24	5" HVAR Rockets	Inst.	.015
					6		36	5" HVAR Rockets	Inst.	.015
							6	500# GP	Inst.	Non-delay
C #6	8/10/45	1330 I	#2902 Mamuro-gawa #464 Obanzawa #2902 Mamuro-gawa	Reveted planes Aircraft	2			Photo		
					1			Full ammo only		
					3		18	5" HVAR Rockets	Inst.	.015
							36	500# GP	Inst.	.01
					5		30	5" HVAR Rockets	Inst.	.015
		5	500# GP	.01	.01					

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

15 August 1945

PART VI

STRIKE NO.	DATE	TIME OF LAUNCH	TARGET	ATTACKED	SORTIES AT TARGET		BOMBS, ROCKETS, TORPEDOES & MINES		FUSING	
			GENERAL	SPECIFIC	VF	VT	NO.	TYPE	NOSE	TAIL
A #1	8/13/45	0420 (I)	#2766 Kiryu	Planes on ground	1			Photo		
					1		14	5" HVAR Rockets	Inst.	.015
							1	500# GP	Inst.	Non-delay
					2		12	5" HVAR Rockets	Inst.	.015
						2	500# GP	Inst.	Non-delay	
C #2	8/13/45	0556 (I)	Japanese International A/C Plant	Installations	1			Photo		
					3		18	5" HVAR Rockets	Inst.	.015
					12		12	1000# GP	.025	.025
						7	7	2000# GP	.025	.025
						1	1	2000# GP	.025	.025
A #4	8/13/45	0950 (I)	#2761 Ishioka #2762 Ishioka E. #1472 Tsukuba W. #2771 Hokoda	Planes on ground	1			Photo		
					1		6	5" HVAR Rockets	Inst.	.015
							1	500# GP	Inst.	Non-delay
					2		12	5" HVAR Rockets	None	.015
							2	500# GP	Inst.	Non-delay
C #5	8/13/45	1138 (I)	#1472 Tsukuba W. #2771 Koga #1466 Kasumigaura	Planes on ground	1			Photo		
					1		2	500# GP	Inst.	Non-delay
					6		12	260# Frag.	Inst.	Non-delay
					7		14	500# GP	Inst.	None

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DAMAGE TO ENEMY

15 August 1945

PART VI

STRIKE NO.	DATE	TIME OF LAUNCH	LOCATION	ENEMY A/C		DESTROYED		ENEMY SHIPPING		
				IN AIR		GROUND OR WATER		SUNK	PROBABLY SUNK	DAMAGE
"A"	7/10/45	0400 (I)	#2796 Shimodate A/F	0		0		0	0	0
"C"	7/10/45	0700 (I)	#1472 Tsukuba W. A/F	0		0		0	0	0
"D"	7/10/45	0900 (I)	#2771 Koga & Tsukuba W. A/F	0		3 Twin Engine		0	0	0
"F"	7/10/45	1315 (I)	#1472 Tsukuba W. A/F	0		4 Twin Engine		0	0	0
"G"	7/10/45	1430 (I)	#1472 Tsukuba W., #2771 Mibu, & #2778 Kitaura A/F	0		1 Twin Engine		0	0	0
"B"	7/14/45	0400 (I)	#2932 Obihiro N. Kawaai Town, Shiranooka Town	0		0		0	0	0
"E"	7/14/45	1300 (I)	Kushiro Town	0		0		0	0	3 SD's
"B"	7/15/45	0400 (I)	Nemuro Wan	0		0		3	0	11
"C"	7/15/45	0630 (I)	Ikeda Town	0		0		0	0	0
SUBCAP #3	7/15/45	0830 (I)	Nemuro Wan	0		0		2 large fishing boats	0	0
			Yuri-Shima	0		0		0	2 Small Craft	0
BG CAP #2	7/15/45	1030 (I)	So. Hokkaido	0		0		0	0	0
"E"	7/15/45	1300 (I)	Obihiro Town	0		0		0	0	0
"A"	7/17/45	0350 (I)	#2756 Ikisu A/F Kashima Town	0		0		0	0	0

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DAMAGE TO ENEMY

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STRIKE NO.	DATE	TIME OF LAUNCH	LOCATION	ENEMY A/C DESTROYED		ENEMY SHIPPING		
				IN AIR	GROUND OR WATER	SUNK	PROBABLY SUNK	DAMAGED
"A"	7/18/45	1125 (I)	#1472 Tsukuba W. Shimodate Hokoda Kitaura Sea-plane base	0 0 0 0	0 0 0 2 Rufes	0 0 0 0	0 0 0 0	0 0 0 0
"C"	7/18/45	1330 (I)	Yokosuka Naval Base	0	0	0	0	Possible damage on BB Nagato & to LD Takanami Class
"B" TM#2	7/24/45	0445 (I)	W. Atsumi Wan	0	0	4 Lu-ggers	0	0
"C" TM#3	7/24/45	0715 (I)	Kure, Inland Sea	3	0	4 SD	1 SCS	2 Hits Amagi Class CV. 1 SA, 1 BF 3 SD
"B" TM#5	7/24/45	1215 (I)	#2677 Nagoya E. #2674 Mitsub-ishi	0 0	2 Twin Engine 1 Betty	0 0	0 0	0 0
"C" TM#6	7/24/45	1415 (I)	Kure Saeki Wan Bungo Suido	1 0 0	0 0 0	0 0 0	0 0 0	0 1 SD 1 Hit Amagi Class CV

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DAMAGE TO ENEMY

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STRIKE NO.	DATE	TIME OF LAUNCH	LOCATION	ENEMY A/C		DESTROYED		ENEMY SHIPPING		
				IN AIR		GROUND	ON WATER	SUNK	PROBABLY SUNK	DAMAGED
"B" TM#2	7/25/45	0530 (I)	E. Arai Hamano-Ko	0		0		0	0	0
"B" TM#3	7/25/45	0730 (I)	Zuta Harbor Shikoku Uwa Jima Kure Harbor	0 0 0		0 0 0		0 0 0	0 0 0	0 1 Hit Stbd side amid- ships BB Ise
"B" TM#5	7/25/45	1200 (I)	Kowa #2654	0		0		0	0	0
"B" TM#7	7/28/45	0515 (I)	#213 Akeno hara A/F & Hamashima Sea- plane Base	0		5 Planes on ground		0	0	0
"C" TM#3	7/28/45	0745 (I)	Kure Naval Base	0		0		0	0	CA Aoba 4 hits, BB Ise
"C" TM#6	7/28/45	1500 (I)	Kure Naval Base	0		0		0	0	CA Aoba 3 hits, BB Ise
"D" TM#2	7/30/45	0530 (I)	#2654 Him- eji #2650 Akashi	0 0		1 Twin Engine 1 Single Engine		0 0	0 0	0 0
"E" TM#3	7/30/45	0730 (I)	#2654 Him- eji #2672 Minato	0		1		0	0	1 Uncle Fox
"D" TM#5	7/30/45	1200 (I)	#2654 Him- eji #2671 Miki #2650 Akashi	0		5 Single Eng. 1 Single Eng. 1 Single Eng.		0	0	0
"E" TM#6	7/30/45	1400 (I)	#2650 Akashi #2672 Minato	0		3 Single Eng. 1 Single Eng.		0	0	0

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DAMAGE TO ENEMY

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STRIKE NO.	DATE	TIME OF LAUNCH	LOCATION	ENEMY A/C DESTROYED		ENEMY SHIPPING		
				IN AIR	GROUND OR WATER	SUNK	PROBABLY SUNK	DAMAGED
A #1	8/9/45	0410 I	Yamada Kamaishi	0 0	0 0	0 0	0 0	0 2 SC's
E #3	8/9/45	0710 I	#2887 Mat- sushima #2900 Iwate	0 0	6 TE, 7 SE 3 TE, 5 SE	0 0	0 0	0 0
A #4	8/9/45	0940 I	Yamada Wan Matsushima	0 0	0 0 10 TE	0 0	0 0	1 DE 0
C #5	8/9/45	1340 I	Onagawa Wan	0	0	0	1 Sugar Charlie Sugar	Fox Uncle hit
A #1	8/10/45	0400 I	#2900 Iwate	0	6 TE, 3 SE	0	0	0
E #3	8/10/45	0700 I	#2902 Mamuro- gawa #2887 Matsus- hima Ocachi Wan	0 0 0	34 SE 1 TE 0	0 0 1 SD 37	0 0 1 Lugger	0 0 0
A #4	8/10/45	0944 I	#2902 Mamuro- gawa Ocachi Wan	0 0	3 SE 0	0 1 Lugger	0 0	0 0
C #6	8/10/45	1330 I	#2902 Mamuro- gawa #464 Obanzawa	0 0	5 SE 10 TE, 18 SE	0 0	0 0	0 0
A #1	8/13/45	0420 (I)	#2766 Kiryu	0	14 TE, 3 SE	0	0	0
C #2	8/13/45	0556 (I)	Japanese Inter- national A/C Plant	0	0	0	0	0

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STRIKE NO.	DATE	TIME OF LAUNCH	LOCATION	ENEMY A/C		DESTROYED		ENEMY SHIPPING		
				IN AIR		GROUND OR WATER		SUNK	PROBABLY SUNK	DAMAGED
A #4	8/13/45	0950 (I)	#2761 Ishioka	0		6 SE	0	0	0	
			#2762 Ishioka	0		4 SE	0	0	0	
			E. #1472 Tsukuba	0		2 TE, 1 SE	0	0	0	
			W. #2771 Hokoda	0		2 TE	0	0	0	
C #5	8/13/45	1138 (I)	#1472 Tsukuba	0		7 TE, 11 SE	0	0	0	
			W. #2771 Koga	0		14 TE, 6 SE	0	0	0	
			#1466 Kasumi- gura	0		2 SE	0	0	0	
Scramble CAP	8/13/45	1618 (I)	Task Group	1 Judy		0	0	0	0	
A #1	8/15/45	0423 (I)	5 Mi. West of Mito	7 Zekes		0	0	0	0	

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DAMAGE TO LAND TARGETS

PART VI

STRIKE NO.	DATE	LOCATION	STATEMENT OF NATURE OF TARGET AND DAMAGE
B	7/14/45	#2932 Obihiro N. A/F, Kawaai Town, and Shiranooka Town	One locomotive in each town was destroyed. Buildings and freight cars in railroad yards at Shiranooka were set on fire. Fires were set in buildings and rolling stock in railroad yards in Obihiro Town.
E	7/14/45	Kushiro Town, Hokkaido	Two warehouses on the east bank of Kushiro Gawa were set on fire. A rocket pierced the roof of the Oji Paper Mill, damage moderate. Pier warehouse hit through the roof, causing large fire and explosion. One locomotive damaged, one destroyed.
B	7/15/45	Nemuro Wan, Kushiro and Shiranooka Towns	Bridge destroyed at Kushiro. Locomotive destroyed south of Shiranooka.
C	7/15/45	Ikeda Town, Hokkaido	Two sheds burned. One large public building heavily damaged in one wing.
Group CAP #2	7/15/45	Towns from Biroo to Mitsuishi, on South- ern Hokkaido	Towns were bombed but no damage was observed.
E	7/15/45	Obihiro Town and Obihiro N. A/F	Two medium sized warehouses near railroads destroyed by 3 500# GP hits. One reveted powder magazine exploded. One hangar at airfield burned. One locomotive exploded by strafing.
A	7/17/45	Area West of Kashima Town, #2756 Ikisu A/F	One wharf destroyed West of Kashima Town. Concrete bridge at Kita-ura, West of Kashima Town, damaged. Hangar at #2756 Ikisu A/F damaged.
A	7/18/45	#1472 Tsukuba W. A/F, #2796 Shimodate A/F, #1487 Hokoda A/F	One hangar destroyed at #1487 Hokoda A/F. No damage observed at #1472 Tsukuba W. A/F and #2796 Shimodate A/F.
C	7/18/45	Yokusuka Naval Fuel Depot, Honshu	Anti-Aircraft positions on N.E. half of Azuma peninsula damaged; one fuel tank set on fire.
B TM #2	7/24/45	Irago Saki	Emergency landing strip bombed. Radio station and buildings damaged.
B TM #5	7/24/45	#2677 Nagoya E.	Hangar area bombed and fires started.
B TM #2	7/25/45	E. Arai Hamano-Ko	Small factory and barracks area heavily damaged. Bridge crossing damaged at southern entrance Hamano-Ko. East of Hamano-Ko, two trains and railroad station burned.

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STRIKE NO.	DATE	LOCATION	STATEMENT OF NATURE OF TARGET AND DAMAGE
C TM #3	7/25/45	Uwa Jima SS, Shikoku Hiromi Village Komame Village Otsu Village	Direct hit on hangar. Two houses destroyed, 4 damaged. Three or four unidentified buildings destroyed, five or six damaged. One house destroyed, one or two damaged.
B TM #5	7/25/45	# 2664 Kowa	Two hangars burned. Factory near Yawatahara damaged by large explosion and fire.
B TM #2	7/28/45	#1213 Akenogahara A/F	One hangar destroyed.
E TM #3	7/30/45	Harima Arsenal, Honshu #2654 Himeji A/F, Honshu Kakogawa Town, Honshu	Factory damaged. Hangar damaged by fire. One small building south of west dispersal area, probably damaged. Large factory (possibly airframe plant), roof damaged and fires started in main buildings.
D TM #5	7/30/45	#2654 Himeji A/F, Honshu	A hangar was damaged.

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STRIKE NO.	DATE	LOCATION	NATURE OF TARGET	EXTENT OF DAMAGE
C #5	8/9/45	Onagawa Village, Honshu	Warehouse adjacent to railroad terminal Docks for small ship- ping.	Set afire. Damaged slightly.
A #1	8/10/45	Watari Shimo- Kawara.	2 Locomotives	Destroyed.
E #3	8/10/45	Watari NE. of Tsuruoka #2893 Sendai	1 Locomotive 1 Locomotive 1 Hangar	Destroyed. Damaged. Set on fire.
A #4	8/10/45	Narugo Kogoda.	1 Locomotive and train 1 Locomotive.	Destroyed. Destroyed.
A #1	8/13/45	S. of Tsukuba	1 Locomotive	Destroyed.
C #2	8/13/45	Hiratsuka Yokosuka Br- anch Air Tech Depot	Japan International Aircraft Plant Steel reinforced Arsenal buildings	1 Hit. 3 direct hits on two buildings. Damage assessed as serious.

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GENERAL

The performance of all three of the ship's major radars was satisfactory, although the need for a thorough overhaul of each becomes increasingly apparent. The efficiency of the SK is noteworthy, but a decrease in the overall sensitivity of the SC was observed, resulting in occasional shut-downs for maintenance and repair.

OPERATION OF ZENITH RADAR

An infant fledgling made its debut when an airborne set, the AN/APS-6A, was adapted for use in tracking contacts overhead. The ship is not equipped with fire control radars of any sort and, of course, the regular sets are incapable of penetrating the "cone of silence" directly above the ship, where enemy planes may lurk, taking refuge in cloud cover. In order to render some assistance to the gunnery department in detecting such targets, the set was installed and put in operation.

The gear is placed at the extreme forward end of the catwalk along the starboard side. It is necessary to set the spinner vertically - an unnatural position, since the set is designed for use in a horizontal setting in aircraft. A shelter under the flight deck, adjacent to a gun mount, is the location where the actual operating is done. One officer and two enlisted men take battle stations there, the men alternating as operator and standby. Reading the two scopes on the set, the operator reports contacts as being either forward or aft, port or starboard, and gives the slant range in thousands of yards. The officer promptly plots this information on a specially designed plotting board, converting it to relative bearing and position angle, and then passes the product over the JL phones. In this manner, the lookouts are forewarned of possible enemy planes hidden in the clouds overhead and are enabled to concentrate their attention on the "infected" area. It is routine at present to turn on the set before securing from general quarters to make sure that no suspicious contacts remain airborne above the ship.

While the AN/APS-6A has not yet had an opportunity to prove its utility in actual combat, encouraging results have been obtained during numerous tests conducted to date. On such occasions all planes known to be in the area overhead were picked up and track-

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ed satisfactorily at altitudes up to and in excess of 20,000 feet. The maximum range of contacts so far picked up is 9,000 yards,, but that is slant range.

There are at least two limitations in the use of this set which must be taken into account. The first of these is that its I.F.F. gear is unreliable, because its antenna is non-directional. Indeed, it has proved impossible to identify any aircraft picked up as being friendly. The second is that the set cannot be operated for long periods at a time without risk of serious damage to it. This is due to the fact that the spinner points upwards, instead of horizontally, as it was intended to do, which causes excessive overheating and leakage of lubricating oil.

FIGHTER DIRECTION

The current depression in the fighter direction business continues. Nine days of strikes against vital areas of the Japanese Empire produced only about a score of enemy aircraft which came within radar range of the Task Force. Virtually all of these were shot down by the Combat Air Patrol over the Force or over the radar picket lines. On several occasions the tracks of unidentified planes were typical of those customarily described by enemy snoopers, but no interceptions could be effected because of the contacts remained at too great range. It is significant that every contact which could be positively identified as an enemy came in at high altitude usually in excess of twenty thousand feet.

Evidence of enemy radar jamming appeared frequently. At times this was highly effective, especially that type of jamming evaluated as random noise modulation.

COMMENT

a. It is believed that every questionable contact was investigated, and there were many friendly planes which either showed no lights or showed them only intermittently. In this respect F4U's were the principal offenders. Ten Corsairs were investigated by this base alone on the first strike day. The fact that certain of these contacts showed intermittent lights strongly suggests that I.F.F. signals merely faded, as may be expected. However, this phenomenon does not explain the persistence with which planes failed to appear as friendly, especially the F4U's.

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b. The behavior of returning strike groups was excellent for the most part, and the use of Radar Picket Destroyers on approaches was efficient. The tracks of such groups were quite clear and the system of releasing them by high frequency radio for final clearance to the Task Force seems to be quite effective.

c. On July 14, during strikes launched against HOKKAIDO, window appeared on the radar scope about fifty miles to the north. Many friendlies emerged from the window; in fact, the area was well saturated with friendly planes at the time. No hostile aircraft were detected, nor were any known to be in that vicinity. It is a fair inference that the window was dropped by friendly planes, accidentally or playfully.

d. During the greater part of this operation, the Group Combat Air Patrol was generally stationed about twenty miles away from the formation in the direction from which raids were expected. Rarely was more than one division kept overhead. In theory, at least, this practice created a favorable tactical situation for repelling air attacks. It is believed, however, that the disadvantages of this procedure may well outweigh its advantages. Much valuable time was lost in vectoring the planes out in the supposedly "safe" sectors, and curiously enough, most of the enemy planes appeared from that quarter. Furthermore, the presence of four or five divisions of Combat Air Patrol so far from base tended to confuse the general picture of the radar scope, already cluttered up with large strike groups, Army and search planes. This greatly enhanced the difficulty of tracking friendly fighters and rendered it virtually impossible to identify the particular division or divisions assigned for each interception until several minutes had elapsed after the initial vector was given.

e. The practice of splitting up divisions of the Combat Air Patrol and using only a section for interceptions is extremely precarious, and should be adopted only when dictated by absolute necessity. An illustration of this was afforded by an unfortunate incident occurring on July 30. On that occasion, although six divisions were airborne and the screen was otherwise clear, a single section was sent out to intercept an unidentified aircraft crossing to the east. In due course a tally-ho of one Nick was reported, but the pilot discovered at the crucial moment that his guns were jam-

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med and his wing man had somehow disappeared. Although that pilot was close enough "to hit him with a rock" he had to watch the Nick escape in the clouds. Undoubtedly the presence of the other two planes of his division would have resulted in a more gratifying result.

f. Various unidentified contacts proved, upon investigation, to be friendlies which had become lost. In many instances, the lost planes promptly showed lights upon being intercepted and while being escorted back to their bases. A lost or wounded pilot who deliberately turns off his lights to invite interception is obeying his human instinct for survival, but he also creates some hazard to the Task Force. It is suggested that pilots be briefed to use less drastic means of attaining the same end, such as flashing emergency lights or a more intelligent use of radio communications.

g. The proximity of numerous B-29's and other Army aircraft on strike days clutters up the radar screen considerably. Frequently certain planes among those groups failed to show I.F.F. and thus added to the fighter directors' normal quota of headaches. The big bombers and their escorts would be even more welcome than they now are if they kept at greater distance from the Task Force.

RECOMMENDATIONS

1. In view of the high-altitude tactics employed by the enemy, it is suggested that at least one division of Combat Air Patrol be stationed overhead at twenty thousand feet or more, at all times on strike days. Difficulties arising from oxygen consumption or freezing at such altitudes can readily be met by freely rotating the divisions assigned as high cover.

2. It is believed that not more than one or two divisions should be placed at ranges of fifteen or twenty miles from the formation, in the direction from which attack may be expected, unless the chances of such an attack materializing are a practical certainty. The reduced number of planes should be more than adequate to take care of snoopers or small raids, and the result would be a much clearer and more intelligible picture on the radar screen.

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3. Due to poor radio discipline, transmitter carriers' being left down, and overcrowding of certain channels, some resulting in difficulty, was experienced during the operation in getting through to pilots with vital messages. The overlapping of different missions on common channels was prevalent and caused confusion as to which channel specific planes were on at any one time. On one occasion, Radar Picket Line Patrols were launched and rendezvoused on channel 5, reported departure to GCICO on channel 3, reported in to Radar Picket Line Destroyer on channel 4, and were then shifted to channel 7. Upon return the cycle of channels was reversed. In order to obviate this situation, the following recommendations are made:

(a) The rendezvous and departure of strikes and other tactical missions should be effected on the same channel - at present, channel 3.

(b) Channel 4 should be used as primary Radar Picket Line Patrol channel, with channel 5 as secondary Radar Picket Line Patrol and secondary Combat Air Patrol channel.

(c). In case of many raids or the combat air patrol crowding of channels 2 and 5, channel 8 should be used as standby channel for Combat Air Patrol. At present channel 7 is unsuitable for the Radar Picket Line Patrol because of the excessive use made of this channel by the British, who unfortunately have only four-channel sets, three of the channels being common to all groups.

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WEATHER SUMMARY

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

July 1, through July 7, 1945:

The SAN JACINTO left the LEYTE anchorage and proceeded to the north-east as a unit of Task Force 38. A heavy schedule of training exercises of all kinds was conducted during this period. The weather was uniformly good.

July 1st, 1945:

Weather:	scattered showers
Ceiling:	2000 ft., to unlimited
Visibility:	5 to 10 miles
Wind:	variable, 5 to 10 knots
Sea:	slight sea and swell
Flying Cond:	average

July 2nd, 1945:

Weather:	scattered showers
Ceiling:	unlimited
* Visibility:	10 miles
Wind:	200°, 5 to 10 knots
Sea:	slight sea and swell
Flying Cond:	good

July 3rd, 1945:

Weather:	scattered showers
Ceiling:	2000 ft., to unlimited
Visibility:	12 miles
Wind:	200° 10 to 15 knots
Sea:	slight sea and swell
Flying Cond:	average to good

July 4th, 1945:

Weather:	scattered clouds
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	030° 10 knots
Sea:	slight sea and swell
Flying Cond:	good

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WEATHER SUMMARY

July 5th, 1945:

Weather:	scattered clouds
Ceiling:	unlimited
Visibility:	12 miles
Wind:	360° 10 knots
Sea:	slight sea and swell
Flying Cond:	good

July 6th, 1945:

Weather:	partly cloudy
Ceiling:	3000 ft., to unlimited
Visibility:	12 miles
Wind:	light and variable
Sea:	calm
Flying Cond:	good

July 7th, 1945:

Weather:	scattered clouds
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	180° 5 knots
Sea:	calm
Flying Cond:	good

July 8th, 1945:

The Task Force conducted fueling exercises between the BONIN Islands and MARCUS Island. The light wind and calm sea that prevailed were ideal for this operation.

Weather:	scattered cloudiness
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	180° 5 to 10 knots
Sea:	calm
Flying Cond:	good

July 9th, 1945:

The Force made a fast run in towards JAPAN. A broad band of cold frontal weather encountered in the afternoon helped give cover for our ships. The cloud cover didn't break up until after sunset.

Weather:	heavy showers in the afternoon
Ceiling:	unlimited in the morning, 1000 to 2000 ft., in the afternoon.

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WEATHER SUMMARY

July 9th, 1945 Cont'd:

Visibility:	1 to 3 miles in the afternoon
Wind:	230°, 15 to 25 knots, shifting to 320° 5 to 10 knots after cold front passage.
Sea:	moderate sea, slight swell from the west.
Flyind Cond:	average in the morning, undesirable in the afternoon.

July 10th, 1945:

Heavy air attacks were made on the TOKYO area by Task Force 38. The weather conditions over the target were ideal with practically no clouds below 20,000 feet. This is particularly noteworthy at this very cloudy time of year. The weather in the launching area was good also, except that the surface wind during the morning was so light that nearly all planes had to be catapulted from the SAN JACINTO. This prohibited the use of the VT nose fuse on the fragmentation bombs on the early strike.

Weather:	Increasing high cloudiness
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	330° 2 to 5 knots in the morning, becoming 030° 10 to 15 knots in the afternoon.
Sea:	slight sea and swell
Flying Cond:	good.

July 11th, 1945:

The Task Force moved toward the northeast from the TOKYO area. Only CAP flights were made.

Weather:	high overcast
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	060° 5 to 10 knots
Sea:	slight sea and swell
Flying Cond:	good

July 12th, 1945:

The ships replenished with favorable weather conditions existing. A deepening low pressure system approaching from the southwest gave lowering ceilings and rain in the area. The search conducted for a submarine contact to the south was greatly hampered by low ceilings and poor visibility in the afternoon.

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WEATHER SUMMARY

July 12th Cont'd:

Weather:	rain
Ceiling:	5000 feet, lowering to 1000 feet
Visibility:	5 to 10 miles
Wind:	080° 10 knots, veering to 100° 20 to 30 knots in the afternoon
Sea:	slight to moderate sea; slight swell
Flying Cond:	undesirable

July 13th 1945:

The Task Force moved into a position to attack HOKKAIDO at dawn. The entire area was blanketed with fog and stratus; however, the Force had to retire without striking.

Weather:	fog and light rain
Ceiling:	0 to 500 feet
Visibility:	0 to 2 miles
Wind:	030° 12 to 16 knots
Sea:	slight sea; along low swell from the ENE
Flying Cond:	bad

July 14th 1945:

Another attempt was made to strike HOKKAIDO. Patches of fog and low cloudiness hampered the operation considerably, but conditions improved sufficiently to enable the planes to reach many fruitful targets.

Weather:	patches of fog and stratus
Ceiling:	0 to 500 feet in fog, otherwise 5000 to 10,000 feet
Visibility:	0 to 2 mile in fog, otherwise 12 miles
Wind:	240° 10 knots
Sea:	slight sea; long low swell
Flying Cond:	bad in fog patches, otherwise average to good

July 15th 1945:

Operations over HOKKAIDO continued throughout the day. Many targets were obscured by low clouds, but sufficient portions were open to make the day a profitable one.

Weather:	layers of broken clouds at 2000 feet and 5000 feet
Ceiling:	variable
Visibility:	8 to 10 miles

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WEATHER SUMMARY

July 15th 1945 Cont'd:

Wind:	100° 10 knots
Sea:	slight sea; moderate swell
Flying Cond:	average

July 16th 1945:

The Task Force replenished with average conditions prevailing.

Weather:	cloudy with occasional rain
Ceiling:	3000 feet
Visibility:	10 miles
Wind:	070° 10 knots
Sea:	slight sea; slight to moderate swell
Flying Cond:	average

July 17th 1945:

Heavy attacks were scheduled for the TOKYO area. A deepening low pressure system southwest of TOKYO caused very bad weather over the target area. Except along the immediate coastline, the ceiling and visibility were near zero all day. Strike Able was launched on schedule, but they could only hit targets of opportunity along the coastline due to the weather. All other strikes were postponed and finally cancelled.

Weather:	increasing cloudiness and rain
Ceiling:	scattered to broken at 2500 feet
Visibility:	6 to 10 miles
Wind:	120° 8 to 12 knots
Sea:	slight sea and swell
Flying Cond:	average to undesirable

July 18th 1945:

The Task Force remained off of TOKYO to continue attacks on this area. The weather was very bad in the morning and the first strike did not get off until 1130. Only scattered clouds were found over the target areas. The attack on the battleship HAGATO at the YOKASUKA Naval Base was greatly aided by these favorable weather conditions.

Weather:	low overcast with haze
Ceiling:	500 to 1000 feet
Visibility:	2 to 6 miles
Wind:	230° 25 to 30 knots, veering to 290° 15 to 20 knots.
Sea:	moderate sea and swell
Flying Cond:	undesirable

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July 19th. 1945:

The Force proceeded to the southeast to rendezvous with the tanker group.

Weather:	cloudy with fog during the morning
Ceiling:	100 feet in fog, otherwise 2500 feet
Visibility:	1 mile in fog, otherwise 8 to 12 miles
Wind:	280° 15 knots
Sea:	slight sea; moderate swell
Flying Cond:	bad in the morning, average in the afternoon

July 20th. 1945:

The Force commenced replenishment exercises with favorable sea and weather conditions throughout the day.

Weather:	high overcast
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	300° 6 knots
Sea:	slight sea and swell
Flying Cond:	good

July 21st. 1945:

The Force continued replenishing throughout the day.

Weather:	partly cloudy
Ceiling:	3000 feet
Visibility:	unrestricted
Wind:	040° 14 knots
Sea:	slight sea and swell
Flying Cond:	average

July 22nd. 1945:

Replenishment activities were completed and the Force proceeded to the southwest.

Weather:	cloudy
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	230° 20 knots
Sea:	slight sea and swell
Flying Cond:	good

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July 23rd. 1945:

The ship began its fast run in toward the launching area. A rapidly deepening low pressure system passed to the north of the ship, causing fresh winds and rough seas.

Weather:	rain showers
Ceiling:	2000 feet to unlimited
Wind:	280°, 20 knots, increasing to 35 knots in the afternoon
Sea:	rough sea; moderate swell
Flying Cond:	undesirable

July 24th. 1945

Sweeps were attempted in the vicinity of NAGOYA, but these were greatly hampered by fog and low clouds. The Inland Sea area near KURE was open throughout the day, however, contributing greatly to successful air operations.

Weather:	showers
Ceiling:	2000 feet, broken
Visibility:	1 to 3 miles in showers, otherwise 10 miles
Wind:	070°, to 110°, 10 to 15 knots
Sea:	slight sea and swell
Flying Cond:	average

July 25th. 1945:

The schedule for July 24th. was repeated. Many of the primary targets were obscured by clouds, but targets of opportunity were selected and hit when necessary.

Weather:	cloudy
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	120°, 15 to 20 knots
Sea:	slight sea and swell
Flying Cond:	average to good

July 26th. 1945:

The Task Forces replenished with average conditions prevailing.

Weather:	showers
Ceiling:	2500 feet

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July 26th. 1945 Cont'd:

Visibility:	12 miles
Wind:	070°, 20 to 25 knots
Sea:	moderate sea; slight swell
Flying conditions	average

July 27th. 1945:

Replenishing was continued and anti-aircraft exercises were conducted. Fresh winds prevailed throughout the day.

Weather:	cloudy
Ceiling:	2000 feet, broken
Visibility:	unrestricted
Wind:	060°, 25 to 30 knots
Sea:	moderate sea; slight swell
Flying Cond:	average

July 28th. 1945:

The Force returned to the KURE area to finish off the Japanese Fleet. Weather conditions were excellent over the target.

Weather:	scattered showers
Ceiling:	2000 feet
Visibility:	2 to 6 miles
Wind:	060° 20 knots
Sea:	slight sea and swell
Flying Cond:	average to undesirable

July 29th. 1945:

The Task Force retired for the day, conducting only CAP operations.

Weather:	showers
Ceiling:	unlimited
Visibility:	15 miles
Wind:	090°, 10 to 15 knots
Sea:	slight sea and swell
Flying Cond:	good

July 30th. 1945:

Strikes and Sweeps were conducted over the KOBE-OSAKA area with airfields as the primary targets. Weather over the target area was excellent, being clear over the fields with plentiful cloud cover on

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WEATHER SUMMARY

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July 30th. 1945 Cont'd:

all sides. The planes dove out of the clouds onto their targets and pulled back into the cover, thus minimizing the amount of time they were exposed to anti-aircraft fire.

Weather:	partly cloudy
Ceiling:	2000 feet, broken
Visibility:	unrestricted
Wind:	060°, 15 knots
Sea:	moderate sea and swell
Flying Cond:	average to good

July 31st. 1945:

The Force retired to the south to replenish. The rendezvous was made in midafternoon and the destroyers commenced refueling immediately, due to the threat of a typhoon southwest of the Force.

Weather:	few showers
Ceiling:	unlimited
Visibility:	10 to 15 miles
Wind:	120°, 20 knots
Sea:	moderate sea and swell
Flying Cond:	average

August 1st. 1945:

A typhoon to the southwest of the Force made it expedient to replenish and refuel on a southerly course to ensure being well clear of its probable path. A steadily increasing swell from the southwest was noted in the afternoon.

Weather:	fair
Ceiling:	unlimited
Visibility:	8 to 12 miles
Wind:	130°, 18 to 24 knots
Sea:	moderate sea, moderate to heavy swell
Flying Cond:	undesirable, due to heavy swell

August 2nd. 1945:

The Force maneuvered well to the east of the typhoon. The storm continued on a northerly course, towards KYUSHU.

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August 3rd 1945:

The Task Force moved slowly northward. Only Combat Air Patrols and Training Exercises were carried out.

Weather:	scattered showers
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	120 degrees, 8 to 12 knots
Sea:	slight sea and swell
Flying Cond:	good

August 4th 1945:

Training Exercises continued, with favorable flying conditions.

Weather:	partly cloudy
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	090 degrees, 14 knots
Sea:	slight sea and swell
Flying Cond:	good

August 5th 1945:

Training Exercises continued. Weather conditions were good.

Weather:	partly cloudy
Ceiling:	2000 feet, broken
Visibility:	unrestricted
Wind:	070 degrees, 15 knots
Sea:	slight sea and swell
Flying Cond:	good

August 6th 1945:

The Task Force moved northward, off the east coast of HONSHU.

Weather:	scattered clouds
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	110 degrees, 8 knots
Sea:	calm sea
Flying Cond:	good

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August 7th 1945:

The Force refueled off northern HONSHU. Ideal weather conditions prevailed.

Weather:	scattered clouds
Ceiling:	unlimited
Visibility:	8 to 12 miles
Wind:	220 degrees, 10 knots
Sea:	calm sea
Flying Cond:	good

August 8th 1945:

The scheduled operations over HOKKAIDO and northern HONSHU were cancelled due to fog blanketing the area.

Weather:	fog
Ceiling:	0 to 500 feet
Visibility:	0 to 3 miles
Wind:	220 degrees, 15 knots
Sea:	slight sea and swell
Flying Cond:	bad

August 9th 1945:

Strikes and Sweeps were made over targets in northern HONSHU. Target weather was very hazy, with scattered to broken clouds.

Weather:	mostly clear, with haze
Ceiling:	unlimited
Visibility:	6 to 8 miles
Wind:	220 degrees, 17 knots
Sea:	slight sea and swell
Flying Cond:	average

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August 10th:

Task Force 38 refueled off northern HONSHU, without interference from the weather.

Weather:	cloudy, with haze
Ceiling:	2000 feet
Visibility:	5 miles
Wind:	220° 18 knots
Sea:	slight sea and swell
Flying Cond:	undesirable

August 11th:

The Force maneuvered in the fueling area throughout the day. No Strikes were carried out for reasons not concerned with the weather.

Weather:	scattered showers
Ceiling:	2000 feet
Visibility:	3 to 6 miles
Wind:	230° 8 to 12 knots
Sea:	slight sea, long and low swell
Flying Cond:	average

August 12th:

A typhoon approached the operating area from the south. This, along with other factors, prevented offensive operations.

Weather:	scattered showers
Ceiling:	1000 to 2000 feet
Visibility:	6 to 8 miles
Wind:	090° 10 to 15 knots
Sea:	slight sea; long, moderate swell from the south
Flying Cond:	average

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August 13th:

The typhoon recurved and passed away from the operating area. Strikes were made in the TOKYO Area. Thick haze and low broken clouds made it impossible to reach many of the targets.

Weather:	scattered showers
Ceiling:	1000 feet in showers, otherwise unlimited
Visibility:	8 to 12 miles
Wind:	020° 15 to 20 knots
Sea:	slight sea; long low swell
Flying Cond:	average to good

August 14th.

The Task Force refueled southeast of TOKYO with good weather conditions prevailing.

Weather:	scattered clouds
Ceiling:	unlimited
Visibility:	unrestricted
Wind:	020° 8 to 12 knots
Sea:	slight sea and swell
Flying Cond:	good

August 15th.

Early morning Strikes were launched against TOKYO, but were recalled before reaching their target due to the Japanese acceptance of our terms of unconditional surrender.

Weather:	rain showers
Ceiling:	2500 feet to unlimited
Visibility:	unrestricted
Wind:	190° 5 to 10 knots
Sea:	slight sea and swell
Flying Cond:	average to good

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PHOTOGRAPHY

PART VI

During the period covered by this Action Report a total of Photographic Missions was flown, a new record for any equal period of time in the history of this ship. A new policy was inaugurated by this ship during the course of the operation whereby a photographic plane (F6F-5P) accompanied every strike and sweep. The missions thus served both as reconnaissance and as damage assessment missions. In several cases it was possible by means of photographs taken on the early morning sweep to brief pilots of an afternoon sweep as to the location of camouflaged planes.

Whenever weather permitted the photographic pilots to reach the target they obtained excellent vertical coverage of the assigned area. At times when weather prevented their obtaining vertical coverage they were able to obtain oblique photographs of the target area by shooting obliquely under the cloud cover obscuring the target.

Excellent results were consistently obtained with the K-17 6" camera on early morning missions by using Tri-X film, developed in D-72 1: 1, with an exposure of f/6.3 - 1/200th second with filter. As a result of experience under all light conditions, this ship now uses Tri-X film exclusively in the K-17 6" camera when using the special, dark-centered, minus blue filter.

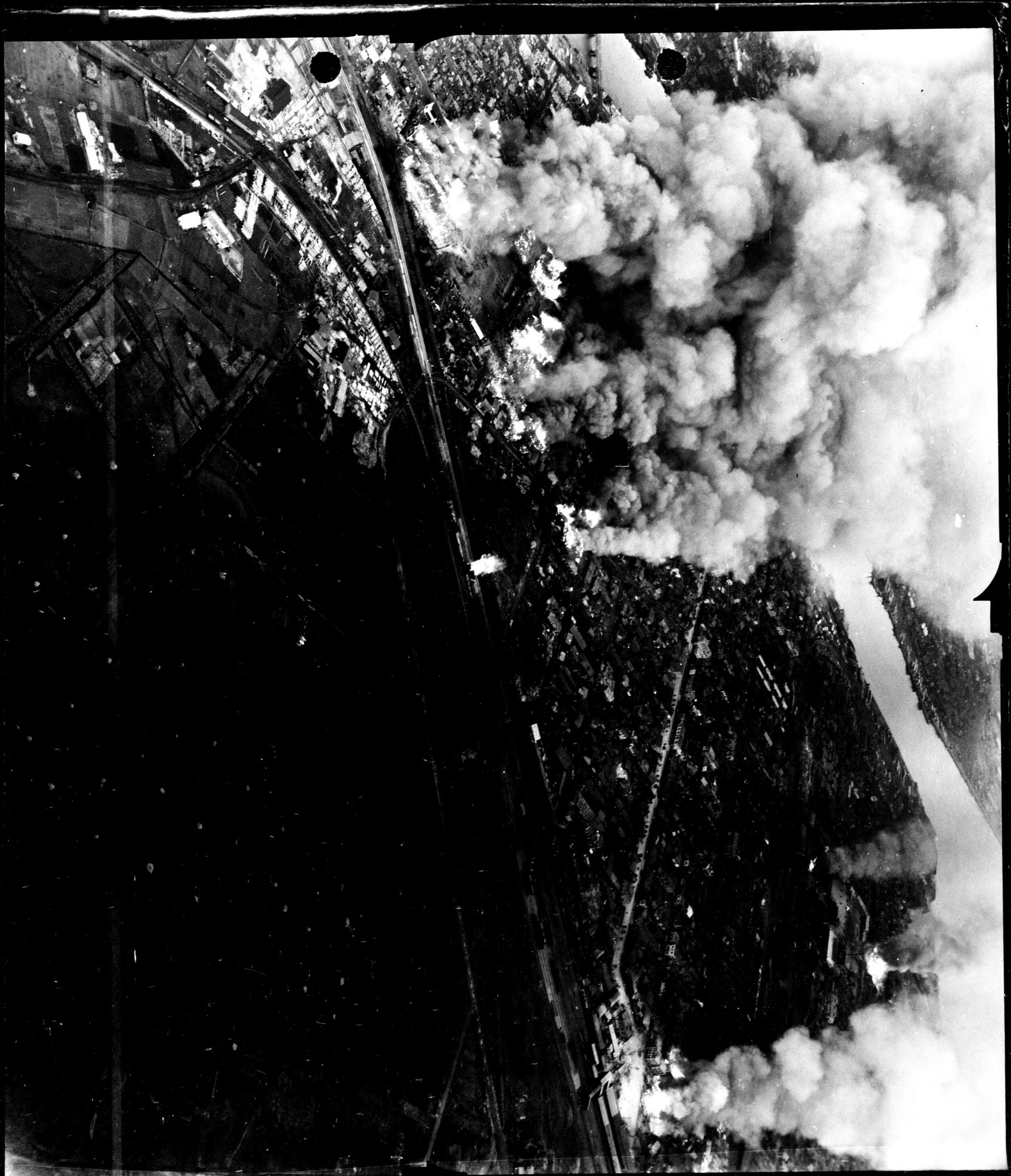
In addition to missions flown by the photographic planes, all TBM's carried and used K-20 cameras on all strikes, and all fighters carried gun cameras.



N JAC 87 FV JULY 10-45 0515(-9) KIT 12" F300 TSUKUBA WEST JAPAN ONSHU. CON



SAN JAC 89 AV JULY 10-45 1500(-9) KIT 12" 13,000 TSUKUBA WEST A/F HONSHU CONF

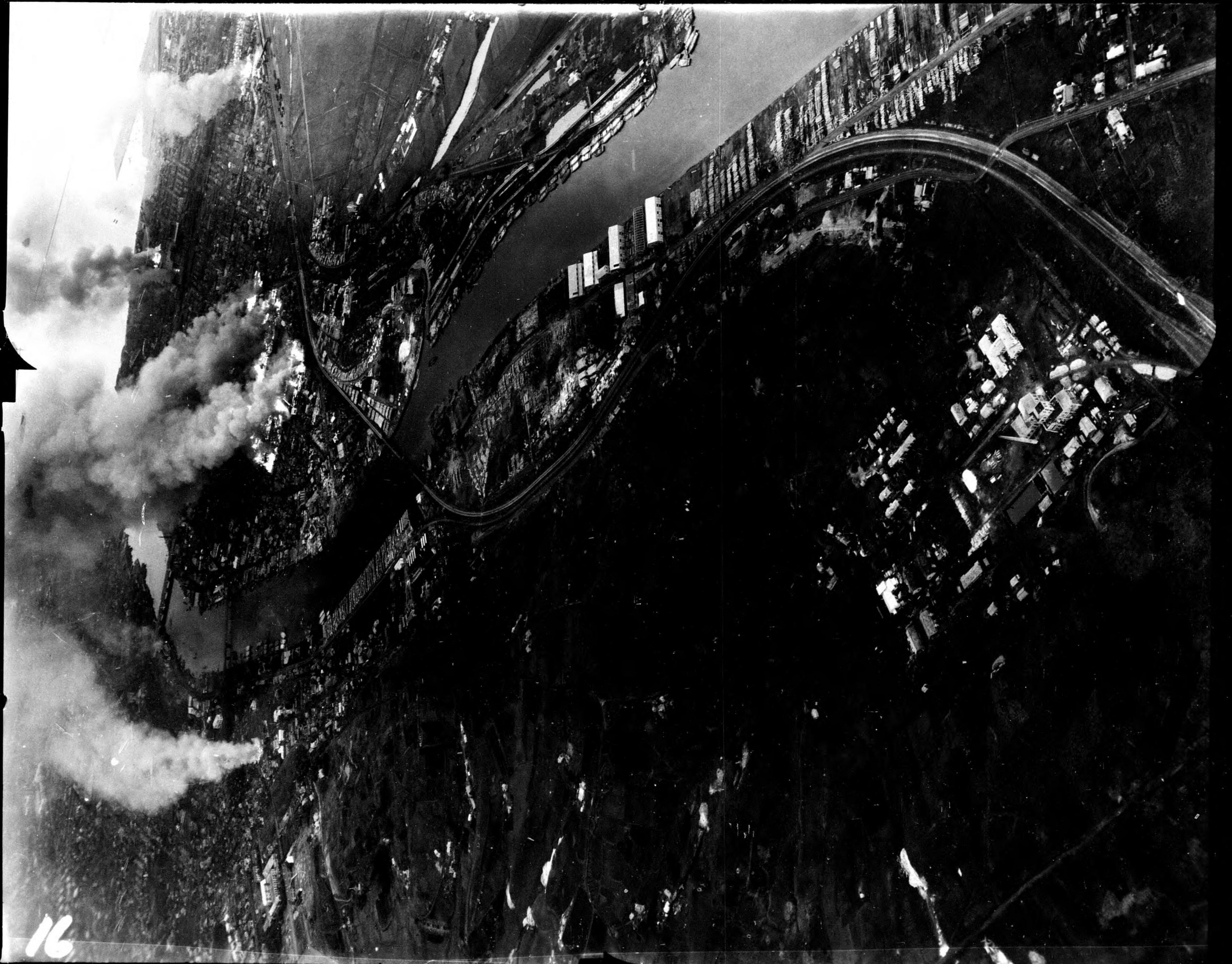


SAN JAC 92FV JULY 14-45 1500(-9) K17 12" 1000'-1500' KUSHIRO TOWN HOKKAIDO CONF



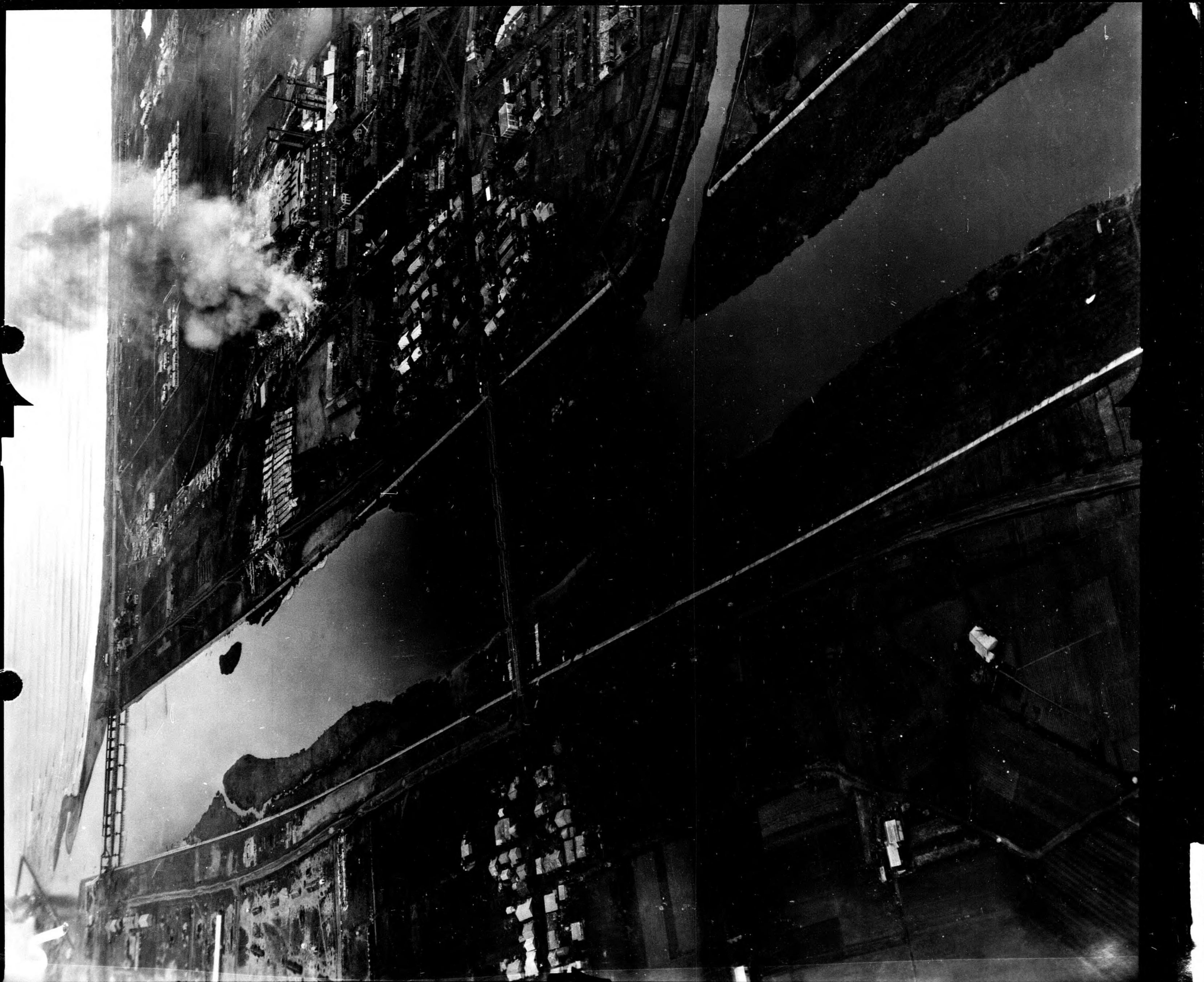
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SAN JAC 92FV JULY 14-45 1500(-9) K17 12" 1000'-1500' KUSHIRO TOWN HOKKAIDO CONF



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SAN JAC 92FV JULY 14-45 1500(-9) K17 12" 1000'-1500' KUSHIRO TOWN HOKKAIDO CONF



SAN JAC 92FV JULY 14-45 1500(-9) K17 12" 1000'-1500' KUSHIRO TOWN HOKKAIDO CONF

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A target of opportunity, the main building of a lumber mill in IKEDA Town, HOKKAIDO, burns fiercely after a strafing and bombing attack by SAN JACINTO planes.

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of 15 August 1945.

This pre strike photograph of TSUKUBA WEST airfield in the TOKYO Area shows a portion of the dispersal system north of the field. Over twenty-five twin-engine aircraft were found in this area, heavily camouflaged with vegetation. Twenty-three of these may be seen circled on the photograph.

The dispersal system was successfully attacked by SAI Japans planes on the second or afternoon strike, after pilots had been briefed on the individual positions of camouflaged aircraft.

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A twin-engine bomber is seen burning in this post-strike view of the southern revetment area at TSUKUBA WEST.

Open revetments surrounding the field had been emptied prior to the attack, and all aircraft were found only in well concealed positions on the north and south taxiways.

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KUSHIRO City on the northeast coast of HOKKAIDO receives a surprise visit from aircraft of the U.S.S. HANCOCK and the U.S.S. SAN JACINTO, 14 July 1945.

This excellent oblique shows a large portion of the city's commercial and residential district being consumed in flames. Also burning are two factory buildings at the railroad freight depot, several large public buildings near the passenger station, and one locomotive.

10235/11601, 10235-11601
15 August 1945

Another view of KUSHIRO CITY during the afternoon attack of July 14. Large fires in the center of the picture resulted in the total destruction of thirty-three city blocks, each measuring 28,600 square feet.

1430/alt-3, serial 007,
of 15 August 1945.

Another view of KUSHIRO CITY during the afternoon attack of July 14. Large fires in the center of the picture resulted in the total destruction of thirty-three city blocks, each measuring 28,600 square feet.

15 August 1945.

Another target of Task Group 38.1 planes was the OJI Paper Company, two and one half miles northeast of KUSHIRO City. Several large warehouses surrounding the central mill building are seen burning in this photograph.

The OJI Company is a large, monopolistic concern responsible for the development of "backwoods" industries throughout HOKKAIDO.

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A target of opportunity, the main building of a lumber mill in IKEDA Town, HOKKAIDO, burns fiercely after a strafing and bombing attack by SAN JACINTO planes.

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Another installation in IKEDA Town, probably a small chemical plant, is seen burning following direct hits on the central building. Of special interest are the small spheroidal tanks and the peculiar arrangement of outlying storage buildings.

These targets were attacked on 15 July 1945, after assigned airfields were found to be completely weathered in.

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SAN JAC 98FVJULY 18-451600(-) L 17 12" ALT 10,000' YOKOSUKA NAVAL BASE, HONSHU CONF