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U.S.S. RANDOLPH CV-15

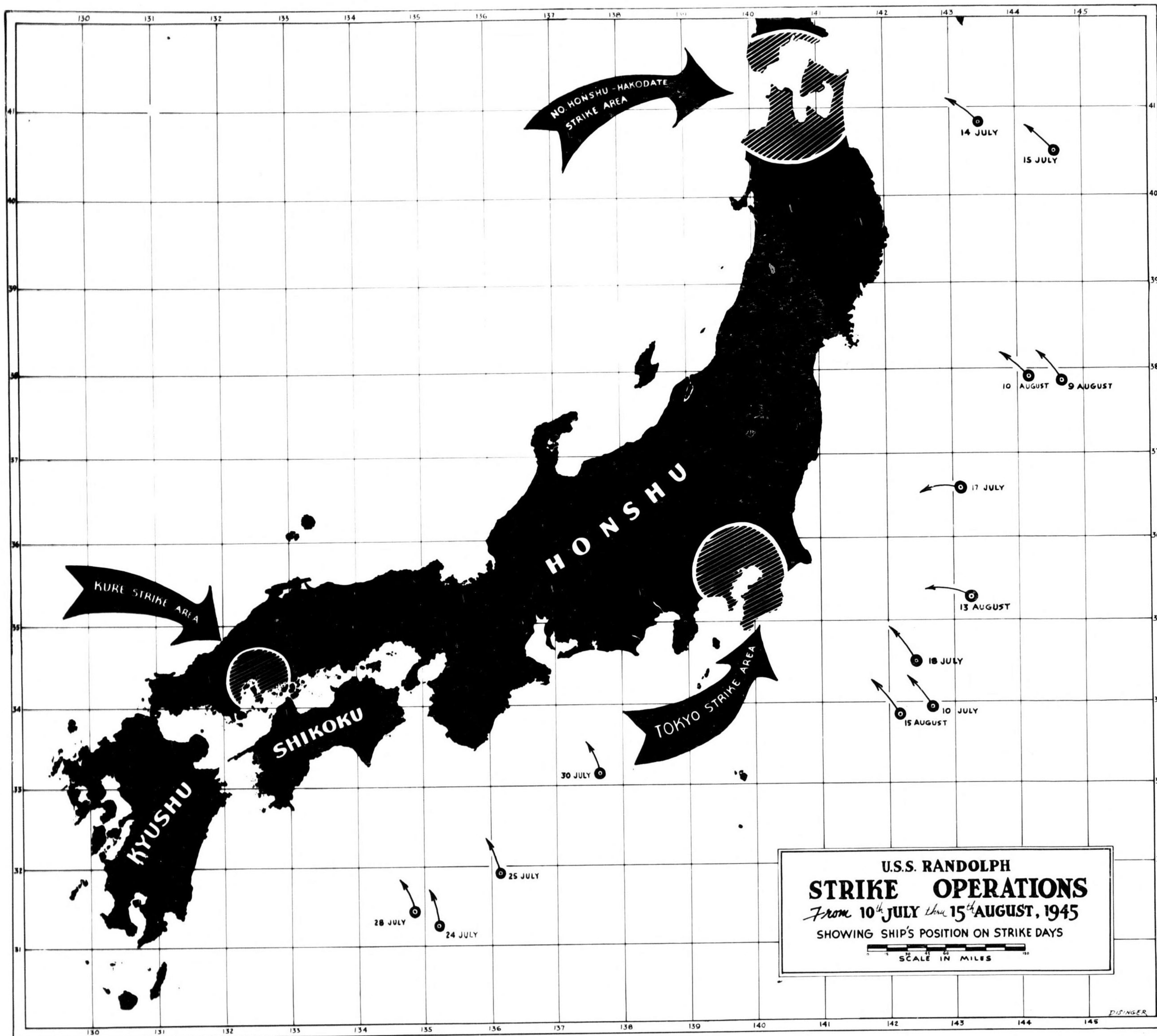


ACTION REPORT

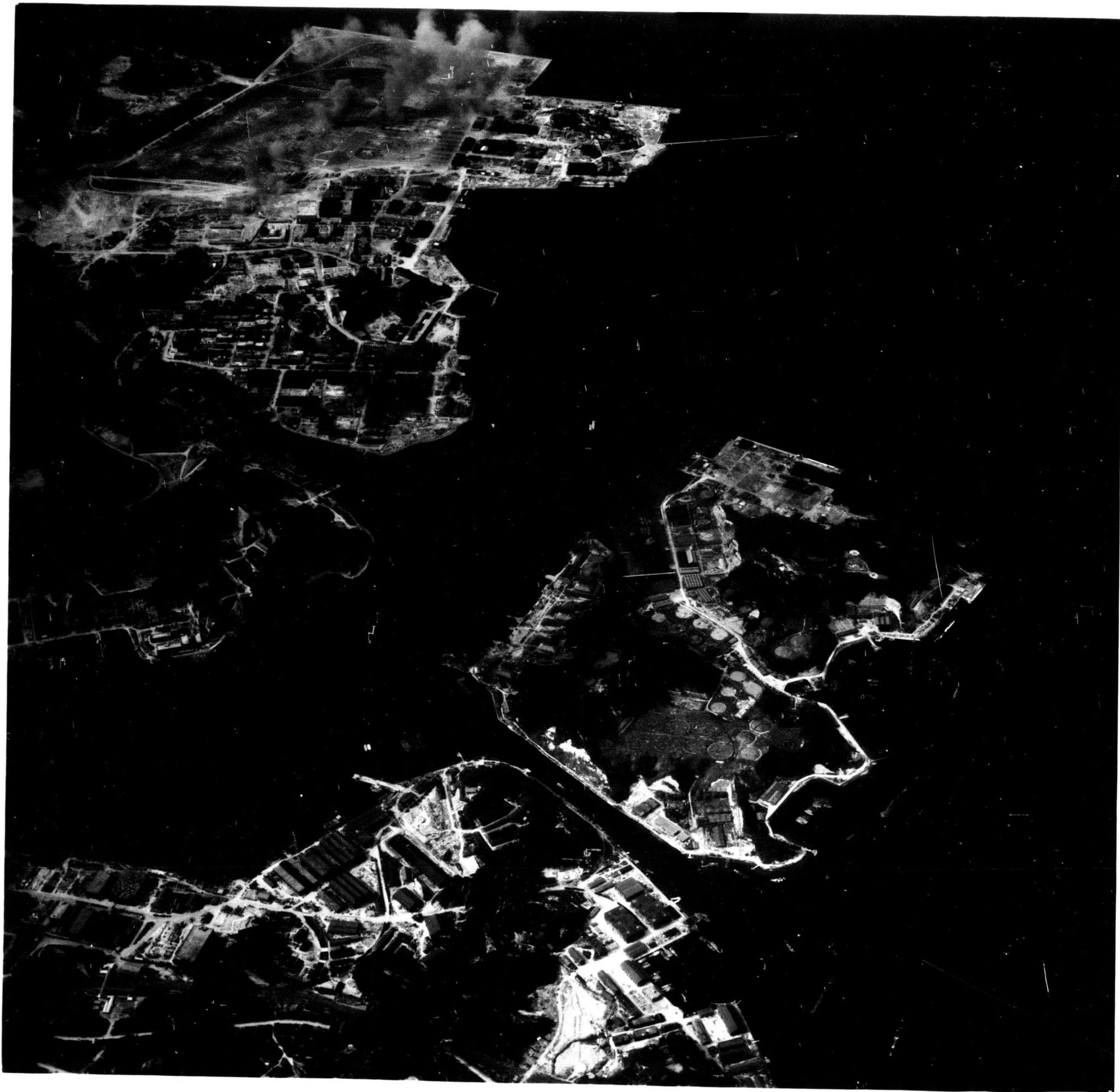
1 July through 15 August 1945

Victory Operations against Japanese Home Islands

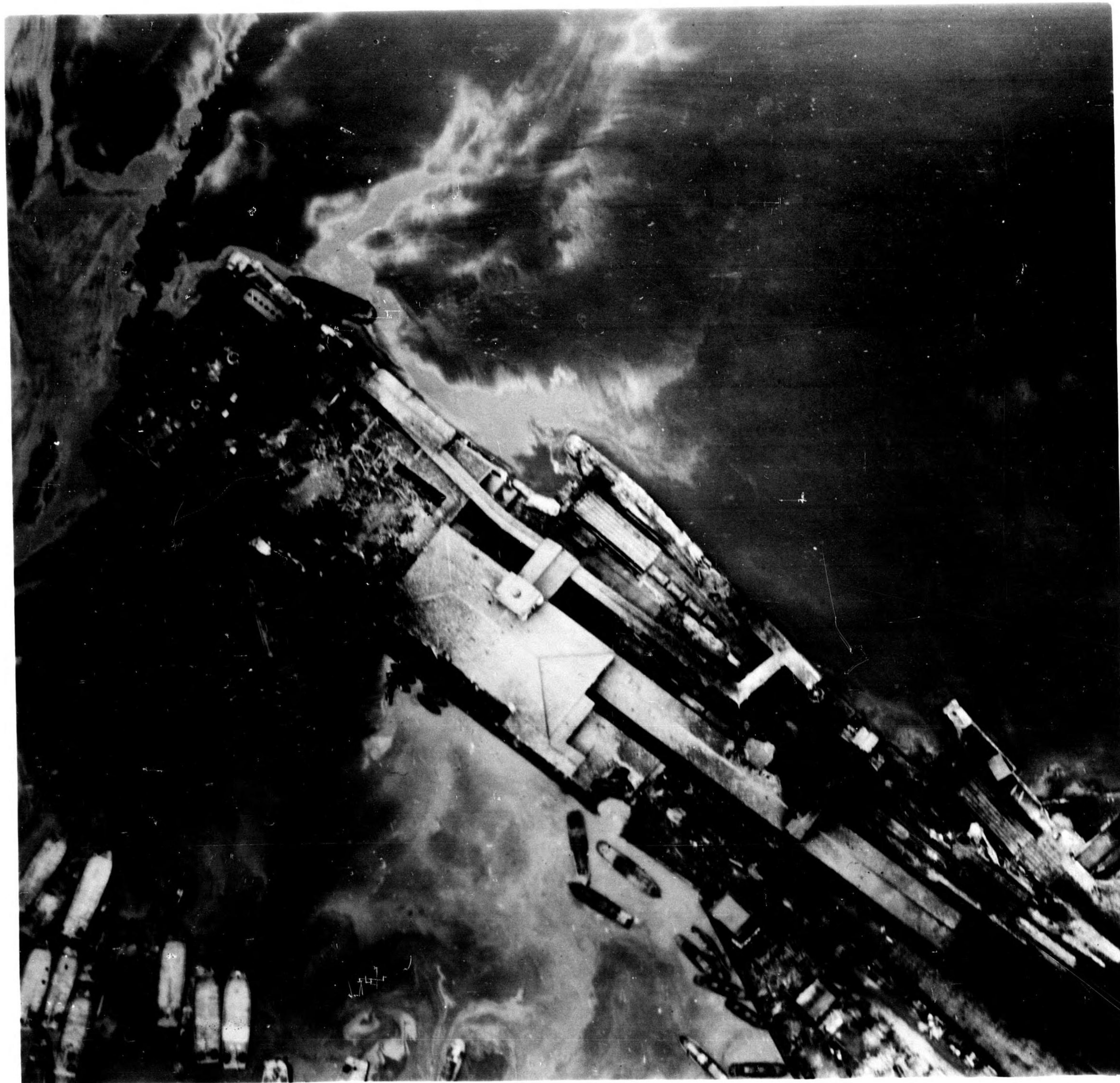
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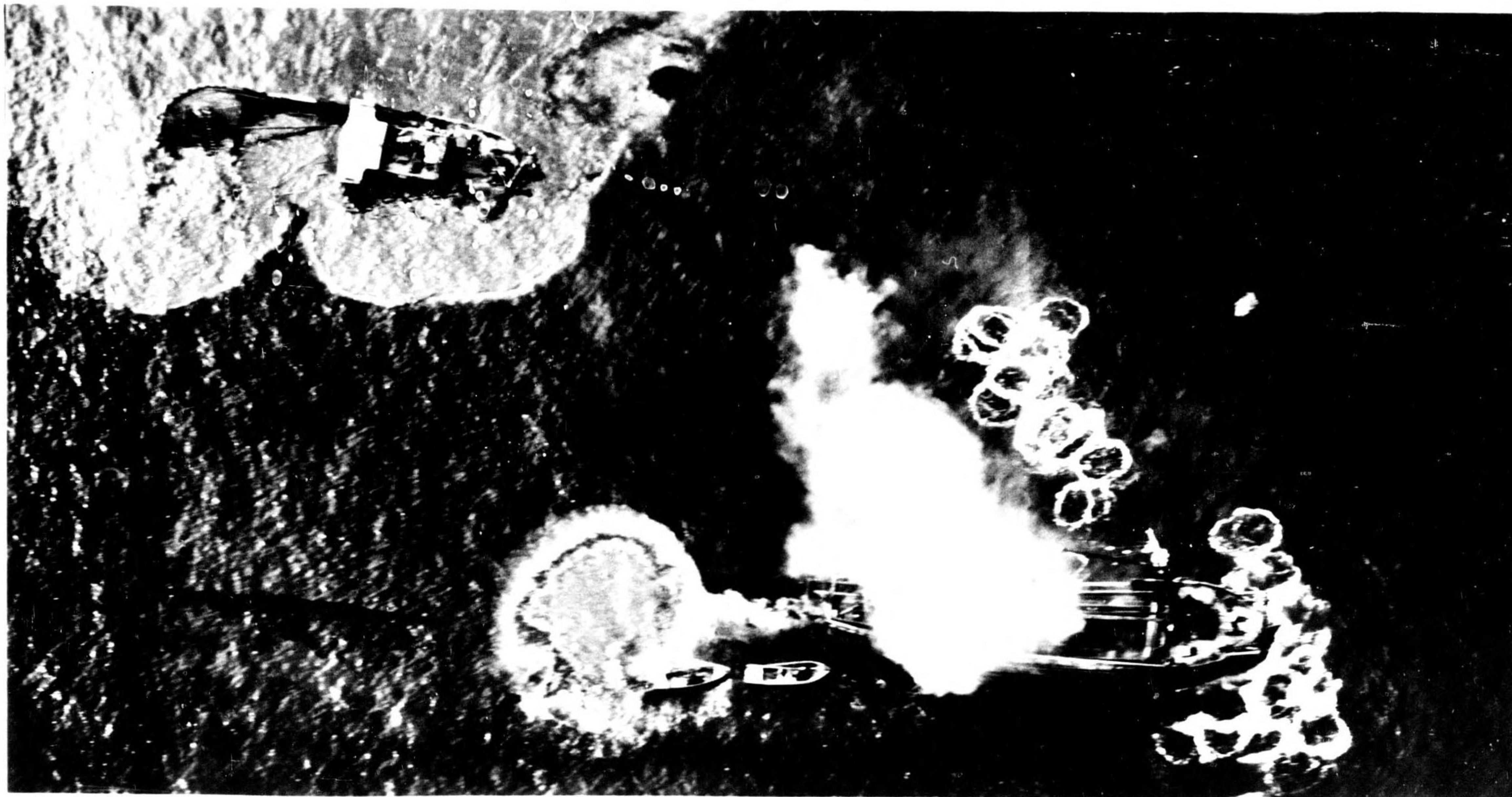
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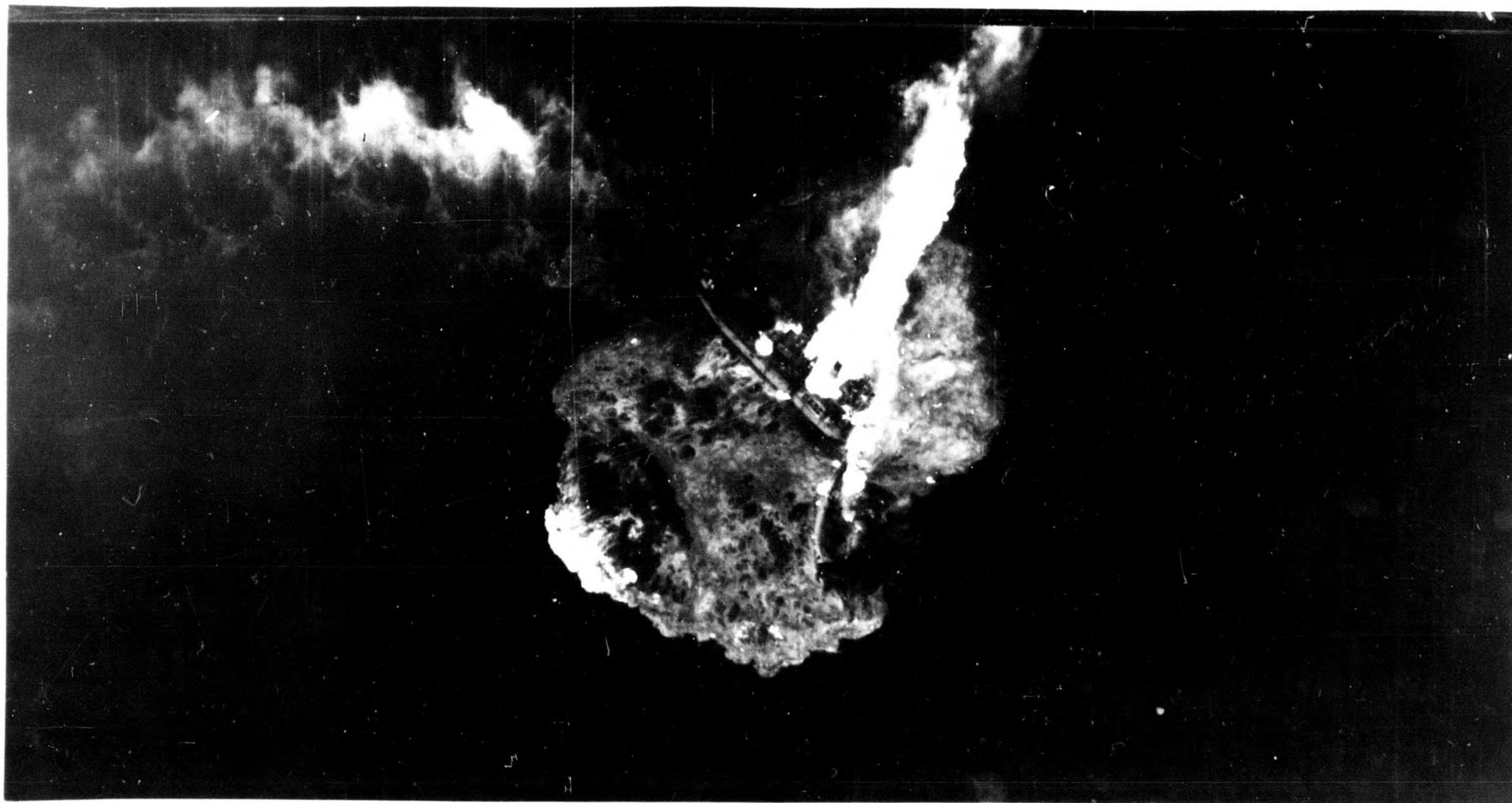
1. (1 CV-15 97) YOKOSUKA A/F in YOKOSUKA HARBOR: Fighter Strike 10 July 45.



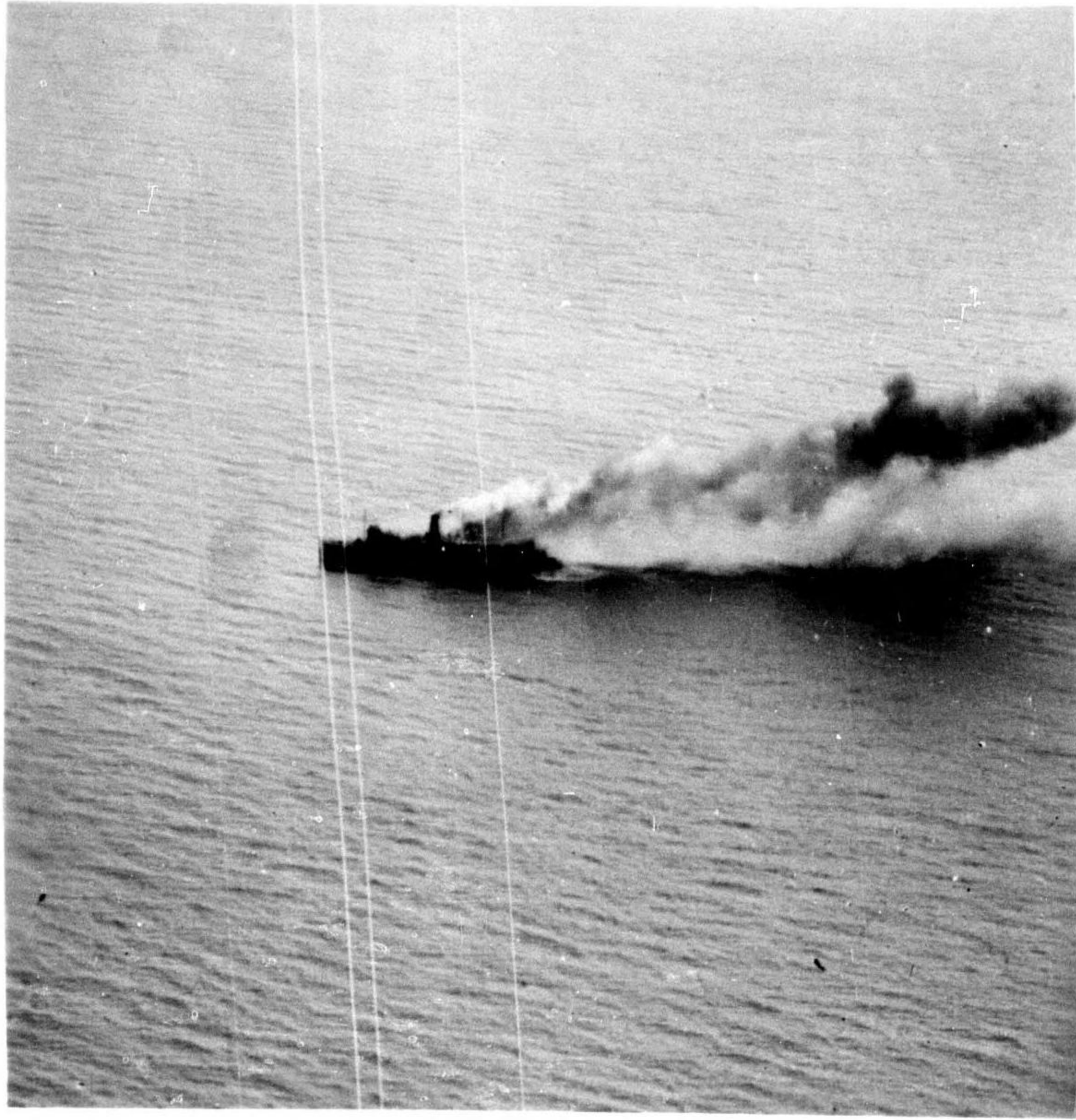
2. (20 CV-15 99 FV) HAKODATE HARBOR, HOKKAIDO: Strike 14 July 45. Bombing of Train Ferry Slip.



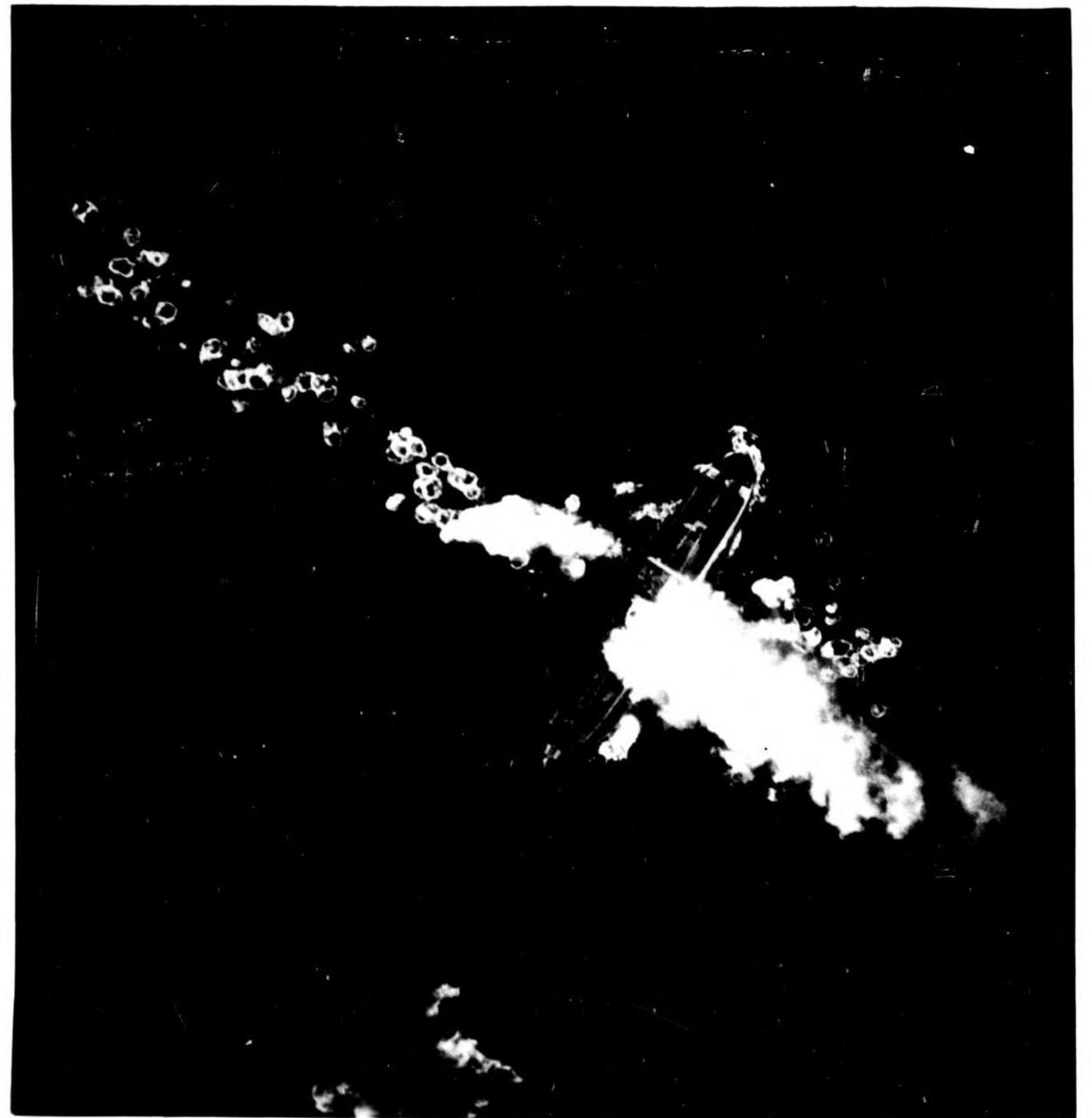
3. (25 CV-15 101 FV) TSUGARU Straits near HAKODATE: Strike on Shipping 14 July 45.



4. (10 CV-15 105 AV) TSUGARU Straits near HAKODATE: Strike on Shipping 14 July 45.



5. (12 CV-15 106)



6. (16 CV-15 99 AV)



7. (24 CV-15 101 FV)
TSUGARU Straits: Strikes on Merchant Shipping 14 July 45. No. 5 is Train
Ferry on fire before sinking.



8. (24 CV-15 106)



9. (22 CV-15 110 FO)



10. (12 CV-15 113)



11. (14 CV-15 113)
HACHINOHE Harbor, North HONSHU: Strike on Merchant Shipping. 15 July 45.



12. (16 CV-15 113)



13. (3 CV-15 107)
TSUGARU Straits: Patrol Frigate under attack by Photo Mission. 15 July '45.



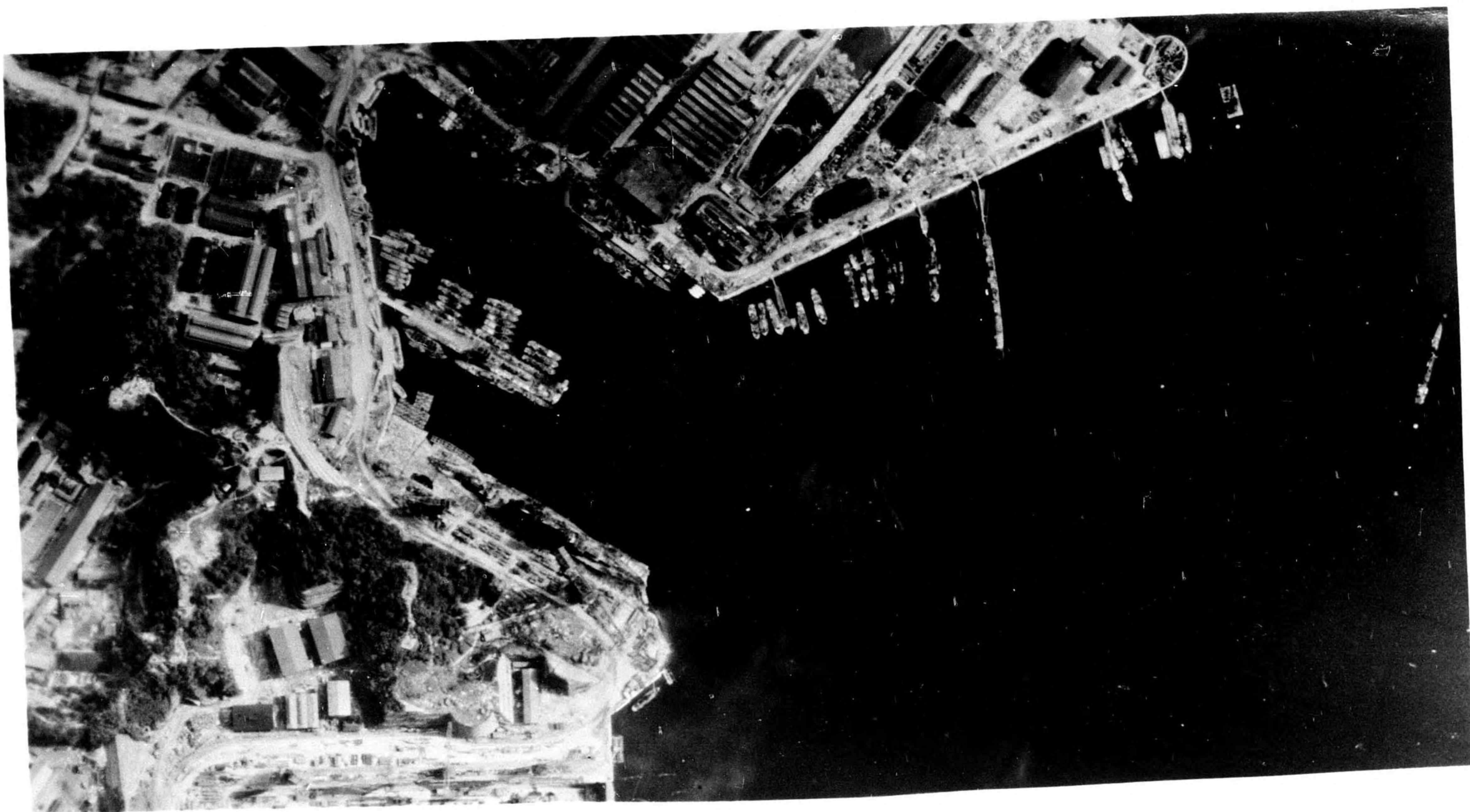
14. (5 CV-15 107)
KOMINATO WAN, North HONSHU: Four Jakes and a Naval Auxiliary afire. 15 July 45.



15. (19 CV-15 111 FO) Near HACHINOHE,
North HONSHU: Merchant Vessel afire and
sinking. 15 July 45.



16. (20 CV-15 110 FO) KOMINATO WAN,
North HONSHU: Four Jakes and a Naval
Auxiliary afire. 15 July 45.



17. (9 CV-15 117 FV) PRE - STRIKE.



18. (31 CV-15 117 FV) POST - STRIKE.
YOKOSUKA NAVAL BASE: Attack on BB NAGATO. 18 July 45.



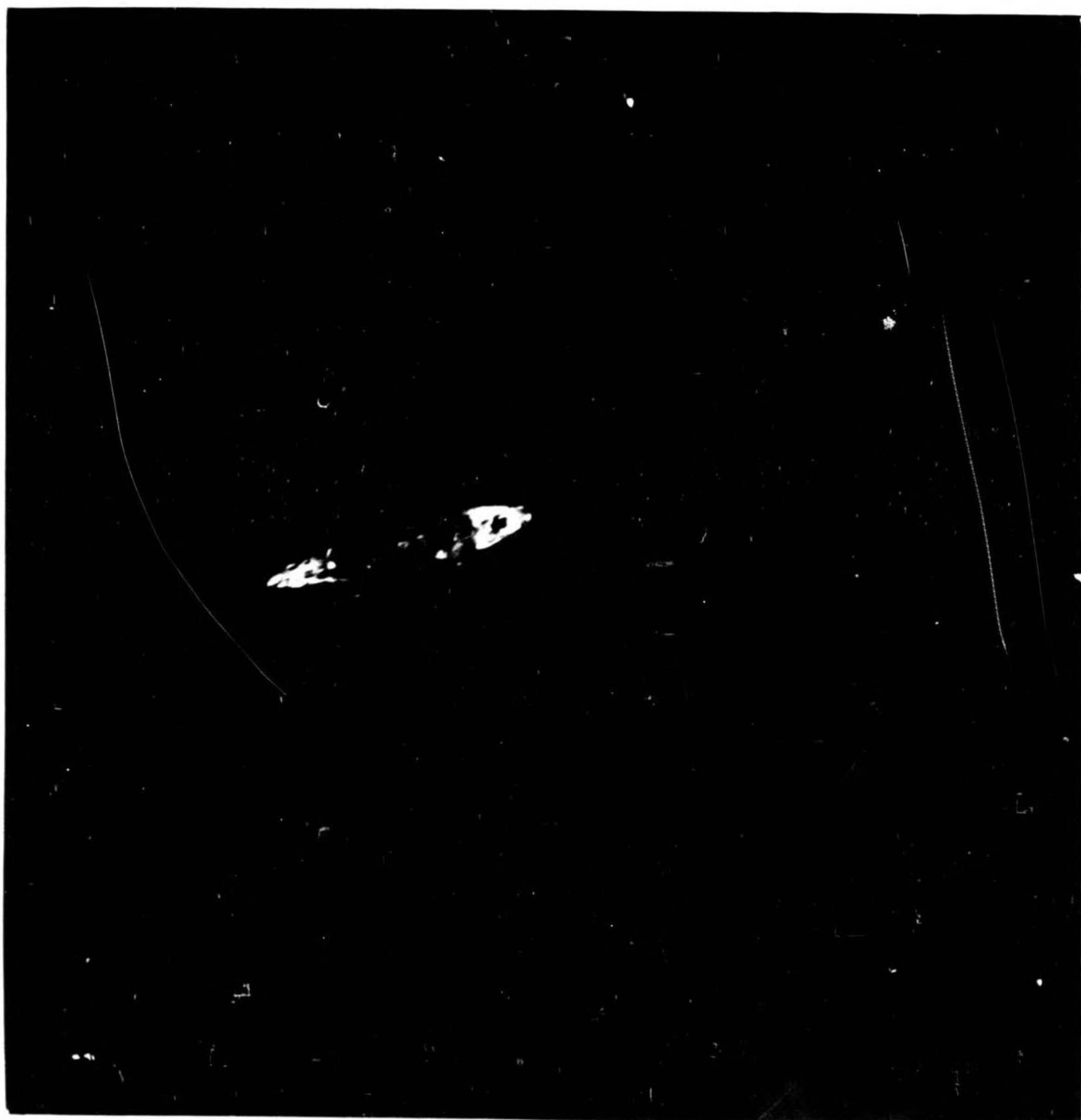
19. (4 CV-15 127)

NASAKE SHIMA, KURE AREA: Attack on XCV HYUGA. 24 July 45.



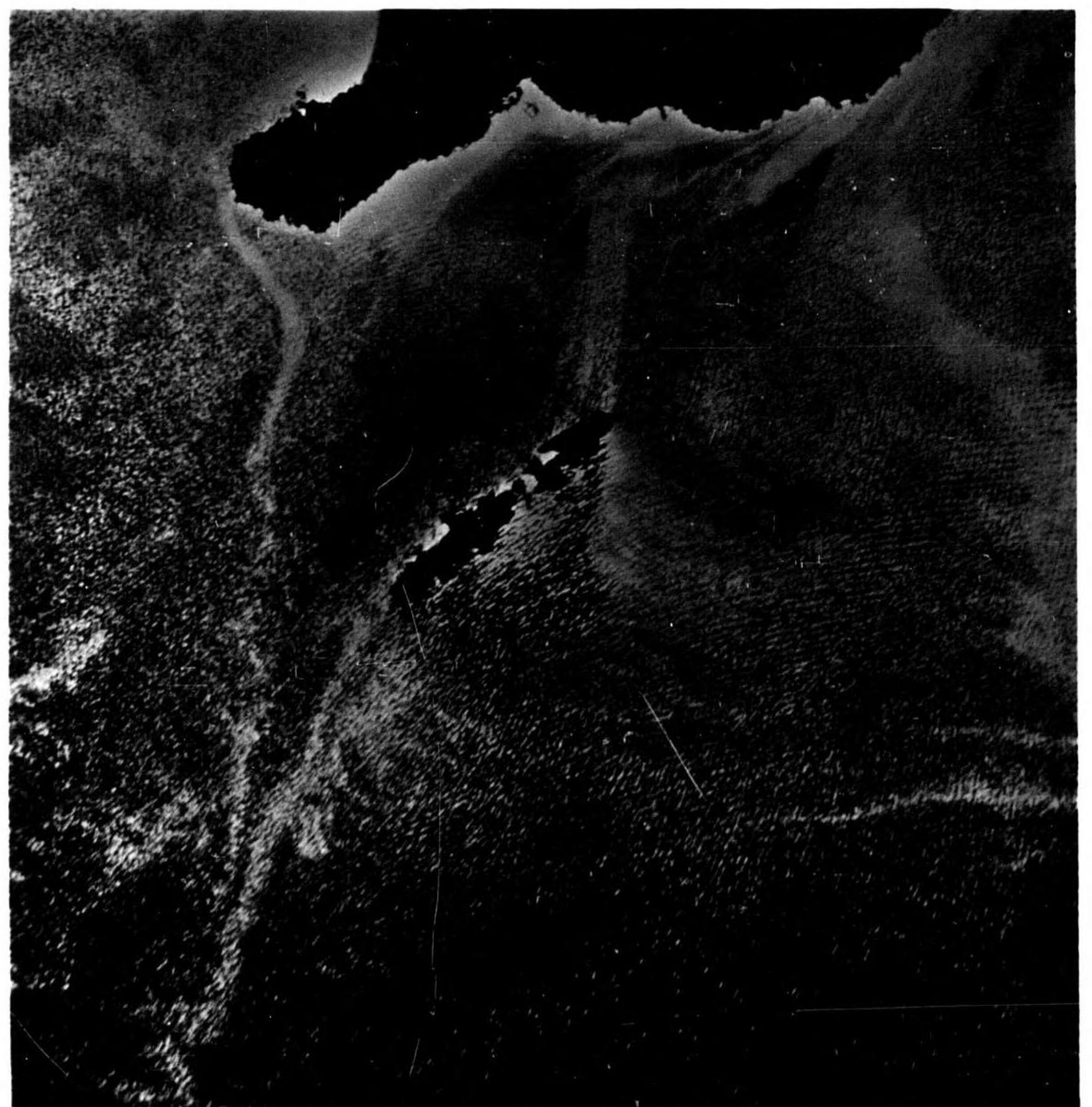
20. (6 CV-15 127)

NASAKE SHIMA, KURE AREA: Attack on XCV HYUGA. 24 July 45.



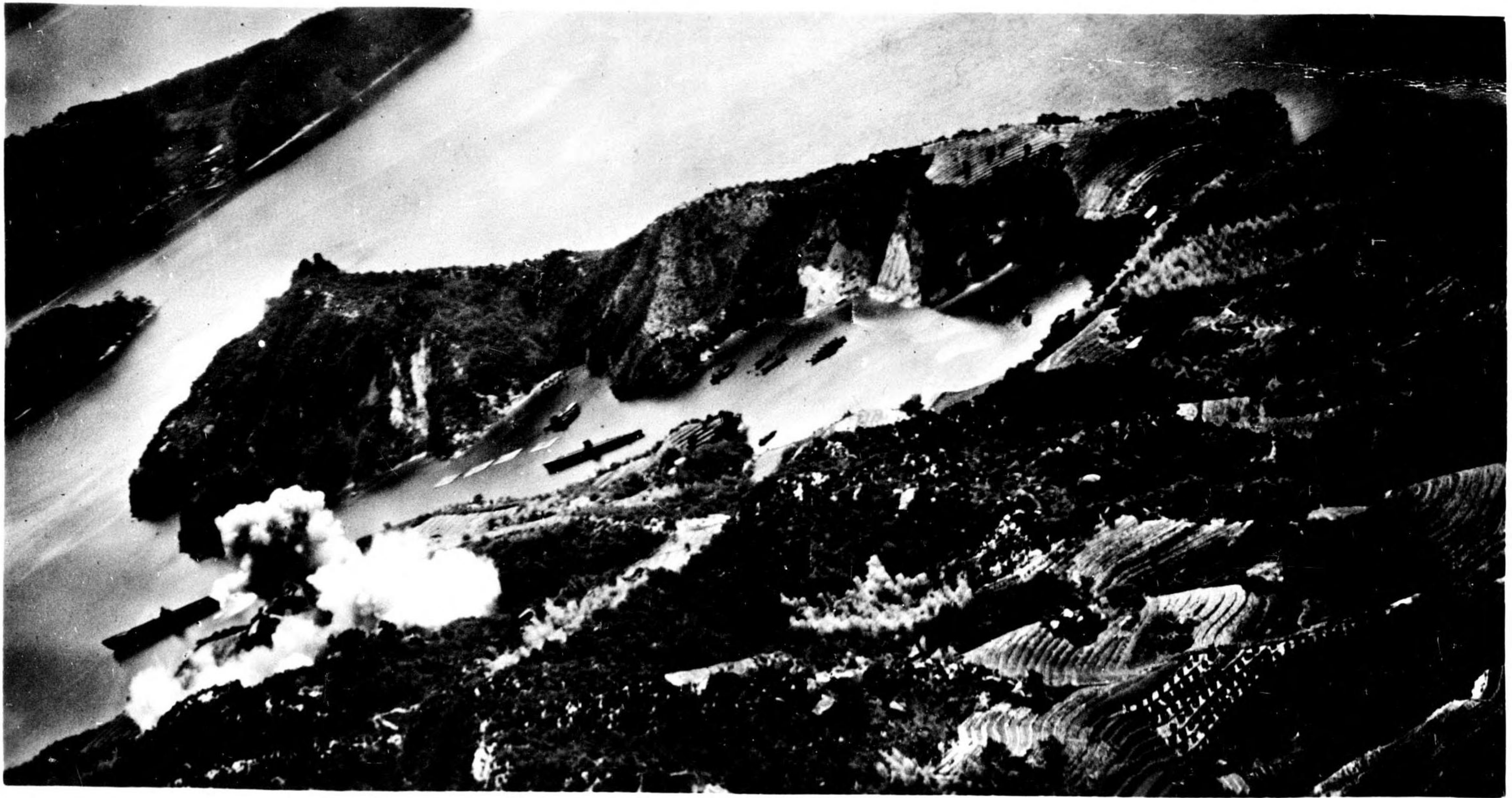
21. (1 CV-15 133)

NASAKE SHIMA, KURE AREA: XCV HYUGA resting on bottom. 28 July 45.



22. (2 CV-15 134)

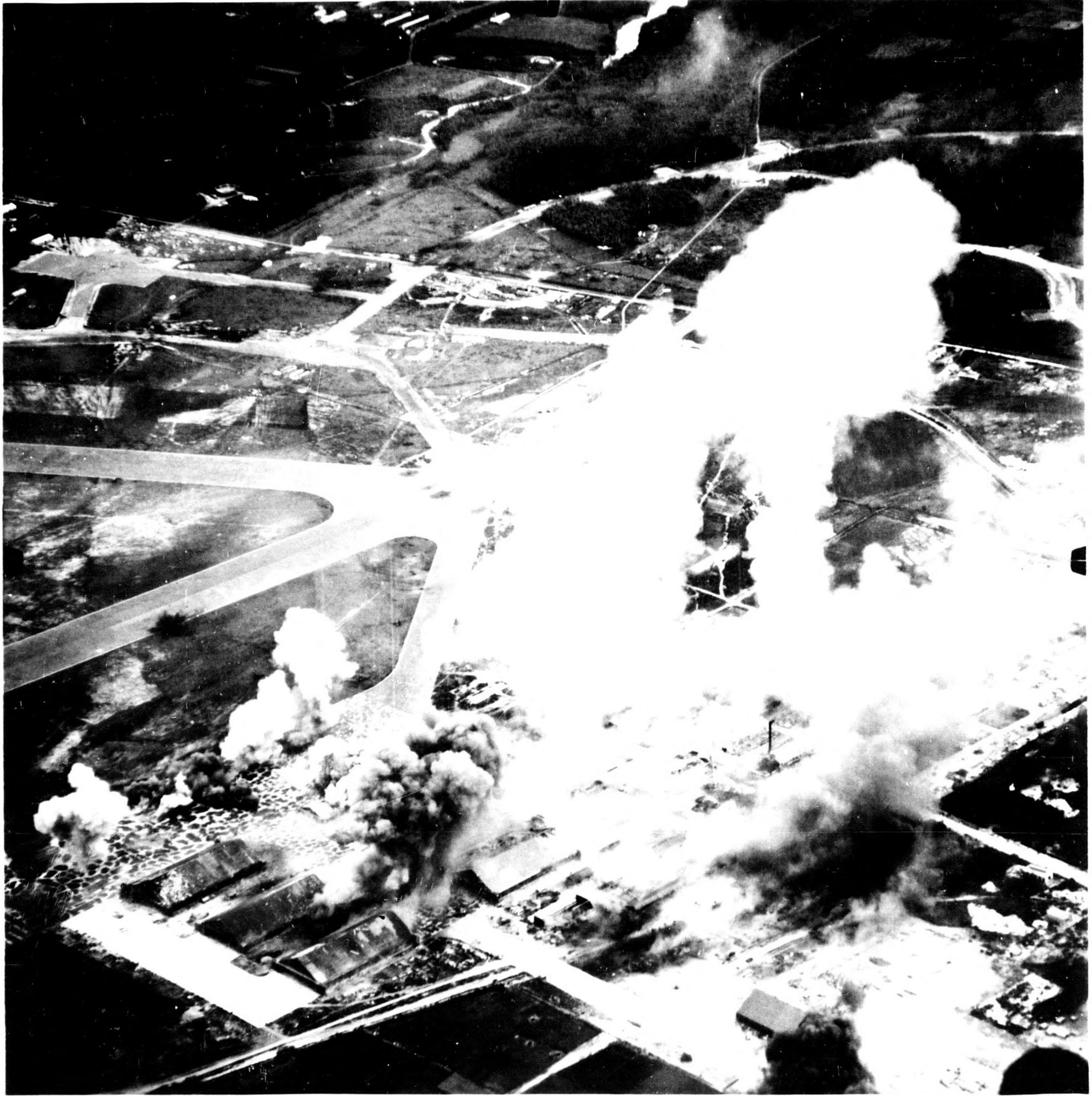
NASAKE SHIMA, KURE AREA: XCV HYUGA resting on bottom. 28 July 45.



23. (3 CV-15 133) KURAHASHI SHIMA, KURE AREA: Attack on three surfaced Submarines. 28 July 45.



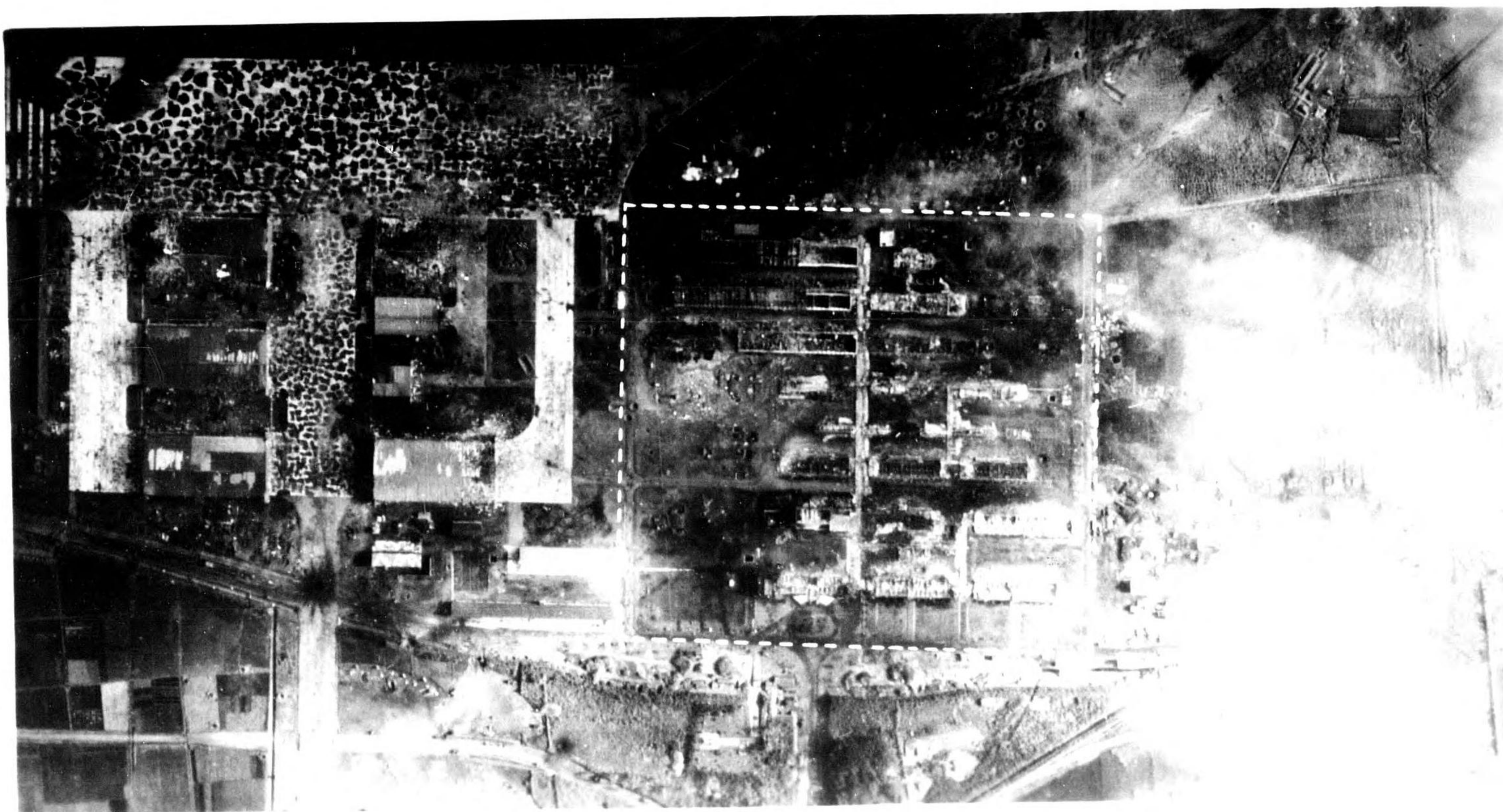
24. (24 CV-15 142) UBE HARBOR, S.W. HONSHU: Strike of 28 July 45.



25. (6 CV-15 167) MISAWA A/F, NORTH HONSHU: Strike on Installations. 9 August 45.



26. (5 CV-15 155 FV) MISAWA A/F, Barracks Area. 9 August 45.



27. (13 CV-15 168 FV) MISAWA A/F, NORTH HONSHU Barracks Area. 10 August 45.

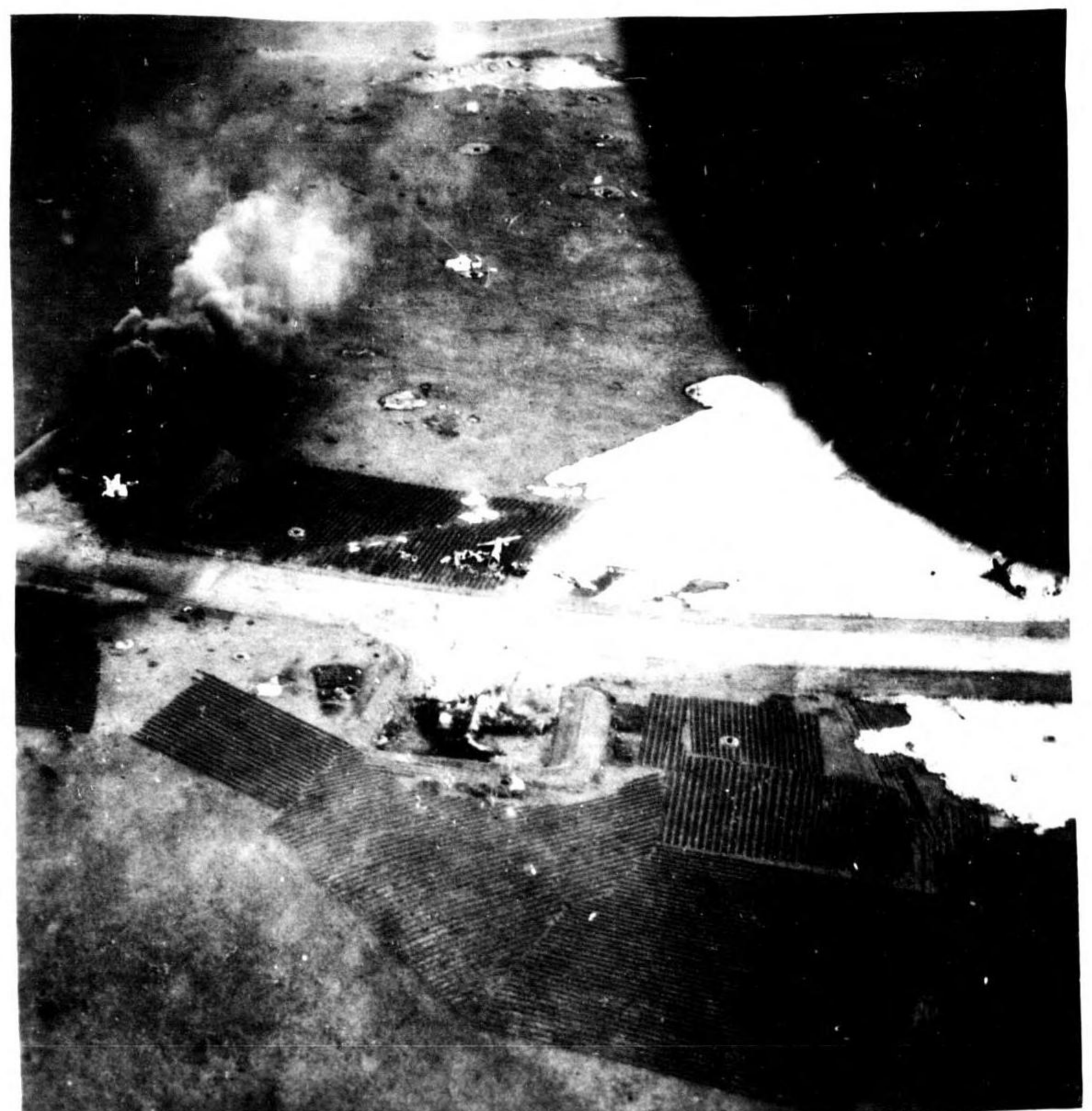


28. (18 CV-15 160)



29. (22 CV-15 159 FO)

MISAWA A/F, NORTH HONSHU: Strikes of 9 August 45.



30. (6 CV-15 166 FO)



31. (16 CV-15 158 FO)



32. (17 CV-15 156)

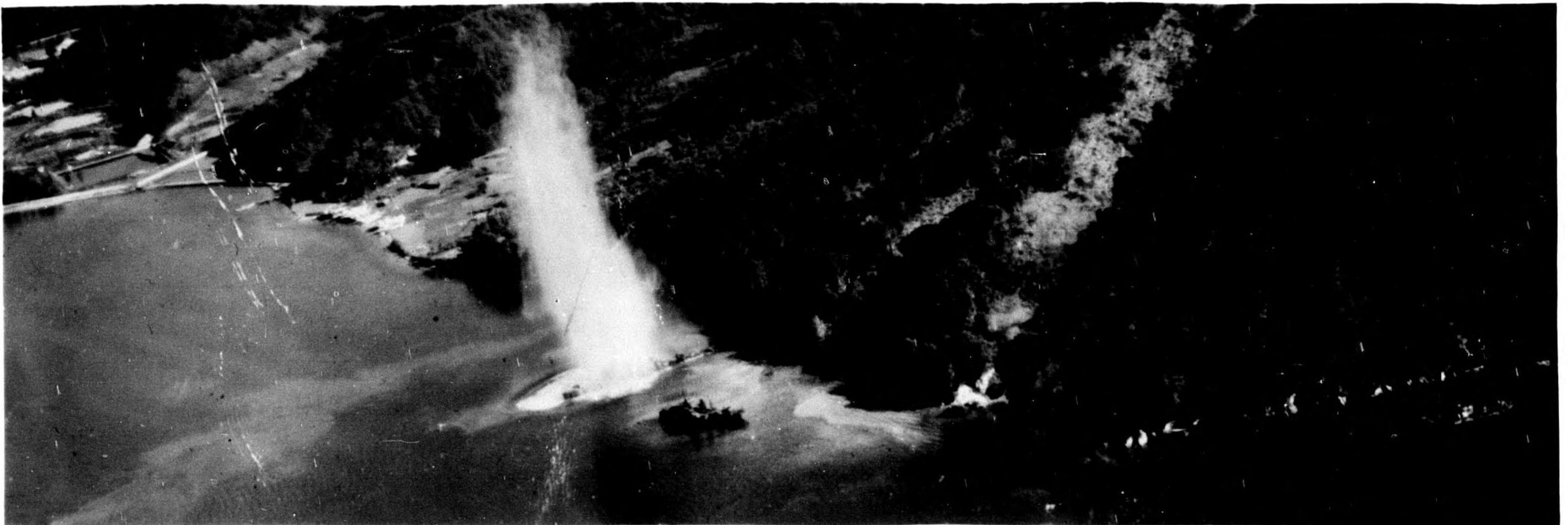


33. (20 CV-15 156)



34. (12 CV-15 161 FO)

HACHINOHE HARBOR, NORTH HONSHU: Sinking of Patrol Frigate 9 August 45.
Note other ships sunk in strikes of 15 July 45.



35. (8 CV-15 175)



36. (6 CV-15 175)



37. (18 CV-15 175)

YAMADA HARBOR, NORTH HONSHU: Strike of 10 August 45. Sinking of Mine Layer, Sub Chaser, and Merchant Vessel.



38. (13 CV-15 181) AOMORI HARBOR NEAR MOURA TOWN, No. HONSHU: Strike of 10 Aug. 45.



39. (6 CV-15 180)

AOMORI TOWN, No. HONSHU Strike on Train Ferry Slips 10 August 45.



40. (4 CV-15 180)

CV-15/A16-3

Serial: 0204

U. S. S. RANDOLPH (CV-15)
c/o Fleet Post Office,
San Francisco, Calif.

95/aa

18 August 1945.

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

From: Commanding Officer.
To: Commander-in-Chief, U. S. Fleet.
Via: (1) Commander Task Group 38.3.
(2) Commander Task Force 38.
(3) Commander THIRD Fleet.
(4) Commander-in-Chief, U. S. Pacific Fleet and Pacific Ocean Areas.

Subject: Action Report - Victory Operations Against the Japanese Home Islands, 1 July 1945 through 15 August 1945.

Reference: (a) CinCPac Confidential ltr. ICL-45.

Enclosure: (A) Subject action report.

1. In compliance with reference (a) and the directives referenced therein, Enclosure (A) is forwarded herewith.

J. R. TATE.

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PART I - BRIEF SUMMARY.

1. This action report covers operations against the home islands of JAPAN from 1 July 1945 through 15 August 1945, when all hostilities ceased.

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PART II - PRELIMINARIES.

1. During the period covered by this report RANDOLPH operated in Task Force 38 under the direct command of and as flagship for Commander Task Group 38.3.

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PART III - CHRONOLOGICAL ACCOUNT OF ACTION (Times used throughout are Minus 9 Zone Time).

1 July 1945 through 7 July 1945.

1. At 0900 on 1 July RANDOLPH sortied from LEYTE GULF as a unit of Task Group 38.3, passing the entrance at 1105. During the day routine patrols were flown and replacement aircraft landed.

2. The next six days were devoted to training exercises, in addition to routine patrols. A full schedule included simulated group attacks, practice of Task Force approach procedure, radar tracking exercises, interception of simulated suicide attacks, glide bombing, rocket firing and strafing runs on spars, gunnery drills and exercises with towed sleeves and drones, and Task Group AA coordination drills. Details regarding training accomplished are contained in a complete training report to Commander THIRD Fleet.

8 July 1945 (Sunrise: 0415; Sunset: 1756).

3. Fueled and replenished in the area about 25-08N, 149-21E. Routine patrols were flown.

9 July 1945 (Sunrise: 0420; Sunset: 1819).

4. During the day the Task Group started a high-speed run from 28-29N, 147-30E towards launching position for TOKYO strikes of the following day. Routine patrols were flown.

10 July 1945 (Sunrise: 0426; Sunset: 1844).

5. At 0351 in position 33-57N, 142-40E the first strike, consisting of 12 VBF, took off to blanket airfields in the TOKYO area. The "three-strike" plan was followed, in which a continuous succession of Able, Baker, and Charlie strikes were kept over the target area. Able and Baker strikes were composed of VF and VBF only, while Charlie strikes also included VT and VB. A total of six Able and Baker and two Charlie strikes were launched during the day. Two 4-plane photo missions were flown. No airborne enemy aircraft were seen. Furthermore, the enemy had apparently defueled and dispersed thoroughly his aircraft. Despite thorough strafing, rocket firing, and apparently accurate drops of VT-fuzed fragmentation bombs it was impossible to set grounded planes afire. YOKOSUKA, MIYAKAWA, MOBARA, NARUTO, and YACHIMATA airfields were attacked with photographic evidence showing 18 grounded planes destroyed and 22 damaged. Four hangars at YOKOSUKA airfield were damaged by bombs and rockets. One VF pilot crashed at MIYAKAWA airfield, believed to have been hit by enemy AA, and a VT pilot and two crewmen who landed in the water on the return trip to base were reported as missing.

6. Two bogeys closed the Task Group during the day. At 1302 one was intercepted by MONTEREY at 30 miles and as it closed to 10 miles RANDOLPH assumed control. It opened immediately and was later splashed by the CAP of Task Group

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38.4. In the other instance a Task Force TOMCAT reported a bogey closing at 35 miles, altitude 26,000 feet. Preparations to open fire were made at 1316 but the bogey opened and faded from the screen.

7. After the return of the last strike at approximately 1730 the Task Group started retirement eastward.

11 July 1945 (Sunrise: 0412; Sunset: 1829).

8. No air operations were scheduled as the Task Force steamed northeast toward the fueling rendezvous.

12 July 1945 (Sunrise: 0340; Sunset: 1835).

9. Fueled and replenished in the area about 40-07N, 150-25E. Only routine patrols were scheduled. In the afternoon the Task Force started the run-in to the target for the following day.

13 July 1945 (Sunrise: 0402; Sunset: 1827).

10. At 0331 five planes of the first strike, consisting of 12 VF, had been launched at 40-56N, 144-38E when orders were received to postpone operations due to heavy fog conditions throughout the area. All subsequent air operations were canceled and the Task Group maneuvered in the general region during the day.

14 July 1945 (Sunrise: 0403; Sunset: 1840).

11. Operations originally scheduled for 13 July were carried out to the extent possible under conditions of poor visibility at the target and around the Force. The first Able strike of 12 VF was launched at 0331 from 40-49N, 143-27E to blanket airfields in Northern HONSHU. Immediately thereafter a Charlie strike with 8 VBF, 4 VF, 15 VB, and 15 VT took off to attack shipping in HAKODATE HARBOR with particular emphasis on train ferries. Two ferries were attacked, one of which was sunk, with the assistance of other planes from the Task Group. Miscellaneous small shipping was attacked as were ferry slips, dockyards, and warehouses in HAKODATE. One bomber was lost over the target presumably as a result of enemy AA fire with pilot and crewman missing and not known to have survived. Another bomber crashed in the water after take-off with no survivors. Two other bombers landed in the water returning from the target, pilots and crewmen being rescued by destroyers. One fighter pilot returned beyond the TOMCAT on his way to base but was not seen thereafter. A photo mapping mission composed of 11 VBF and 4 VBF(P), launched at 0541, was unable to carry out its assigned mission because of poor visibility and diverted its efforts to merchant shipping with good results. Further strikes were canceled until after noon when another Charlie strike was launched at 1257 to continue attacks against train ferries and shipping. This group succeeded in sinking another train ferry as well as sinking or damaging several merchant ships. One Avenger pilot and his two crewmen successfully ditched in TSUGARU STRAITS close to enemy land at about 1515. Because of the hour, condition of weather, and location, it was impossible to effect immediate rescue,

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but a lifeguard submarine was alerted and succeeded in picking up the three survivors the following morning in a position about 25 miles east of the ditching point.

12. Following the return of the last strike the Task Group withdrew for the night.

15 July 1945 (Sunrise: 0405; Sunset: 1848).

13. With weather conditions considerably improved, at position 40-30N, 144-35E it was possible to launch all scheduled flights. Starting at 0335 three Able strikes, of 12 VF or VBF, and two Charlie strikes, with VT and VB included, blanketed airfields and again attacked shipping and targets of opportunity. Throughout the day assigned targets in the TSUGARU STRAITS region were closed in but other promising shipping targets were found farther south on the eastern coast of HONSHU and in AOMORI HARBOR. No airborne enemy aircraft were encountered but four float planes were burned at anchor in KOMINATO WAN and five unidentified planes were damaged on the ground at HACHINOE airfield. Several locomotives were destroyed and some industrial-type buildings burned. One VF pilot was forced to ditch near the North HONSHU coast after being hit by enemy AA fire. An OS2U of Task Group 38.3 successfully effected a rescue.

14. Following return of the last strike the Task Group withdrew to the East.

16 July 1945 (Sunrise: 0359; Sunset: 1855).

15. Only routine patrols were flown as the Task Group fueled and replenished in the area of 38-30N, 148-30E. After replenishment the run-in to the target area was started.

17 July 1945 (Sunrise: 0423; Sunset: 1845).

16. Scheduled strikes on the TOKYO PLAINS area were curtailed due to heavy fog conditions at the target. An Able strike of 16 VF launched at 0350 from 36-35N, 143-07E and a Baker strike of 11 VBF launched at 0541 found land areas entirely closed in, jettisoned bombs and rockets and returned to base. No further strikes were launched, normal patrols being maintained throughout the day.

18 July 1945 (Sunrise: 0427; Sunset: 1820).

17. Again handicapped by weather, early strikes were delayed, the first Able strike, 16 VF, taking off from 34-30N, 142-26E at 1122. A Baker strike with 11 VBF was launched at 1235. Both strikes reported primary targets on the Peninsula completely closed in but proceeded north to strike KATORI and KONOIKE airfields where good visibility conditions prevailed. Two grounded aircraft were seen to be destroyed at the former, and revetments and hangar areas were attacked with rockets and strafing runs at both fields.

18. At 1331 a Charlie strike of 16 VBF, 12 VT, and 11 VB joined other

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planes of the Task Force in an attack on the BB NAGATO at YOKOSUKA. Reports from the strike leader indicated an effective attack although smoke and haze obscured visible results. Four VBF(P) were assigned to cover the attack.

19. Following return of the last strike the Task Group withdrew eastward to the fueling area.

19 July 1945 (Sunrise: 0401; Sunset: 1817).

20. Routine patrols were flown as the Task Force retired eastward to the fueling area.

20 July 1945 (Sunrise: 0405; Sunset: 1817).

21. Fueled and replenished in approximate area 31-00N, 151-30E. Routine patrols were flown.

21 July 1945 (Sunrise: 0416; Sunset: 1814).

22. The Task Force proceeded on a generally westerly course. No flights were scheduled.

22 July 1945 (Sunrise: 0432; Sunset: 1828).

23. Course continued westerly, no flights being launched.

23 July 1945 (Sunrise: 0451; Sunset: 1845).

24. From position about 28-13N, 140-05E with squally weather, high winds and heavy seas, one deck load of 15 VF, 14 VT, and 13 VB was launched at 0903 to conduct training exercises. Otherwise only routine patrols were flown.

24 July 1945 (Sunrise: 0451; Sunset: 1903).

25. Weather conditions were fair with some rain squalls and a moderate sea when the first Able strike, 16 VF and 4 VBF(P), took off at 0445 from 31-15N, 135-11E. Fields on Northern KYUSHU were generally closed in, but those on Southern HONSHU offered good visibility. Subsequent Able and Baker strikes, totalling three, encountered little difficulty with the weather as they attacked BOFU, USA, and TSUIKI airfields as well as many ships of varying tonnage in the INLAND SEA area. Two small merchant ships were reported sunk and many set afire and otherwise seriously damaged. A power plant and a large factory were among the targets hit, together with locomotives and trains. Two Charlie strikes, consisting of VF and/or VBF, VB, and VT, concentrated on the XCV HYUGA and delivered telling blows which assisted in confirmed sinking. These strikes scored at least 20 direct hits and many near misses.

26. No airborne enemy aircraft were encountered over the target area. However, at 0929 the CAP over the radar picket splashed a JILL, which closed from the West, 10 miles northwest of the Task Group. At 1745 the CAP in the same area splashed a BISHAM at 27,000 feet about 20 miles from the Task Group. These were the first airborne enemy planes destroyed by Air Group 16 in this operation.

ENCLOSURE (A)

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27. During the day one Hellcat pilot ditched ahead of the Task Group when he found that his tail hook would not release. He was promptly rescued by BORIE (DD-704). One bomber made a water landing near the target, both pilot and crewman being rescued by a lifeguard submarine. Another Hellcat pilot was thought to have been hit by AA when he crashed at the target during the last strike of the day. He was not believed to have survived.

28. Following return of the last planes the Task Group retired slightly to the East before taking position for continuing the attack on the next day.

25 July 1945 (Sunrise: 0505; Sunset: 1856).

29. Although weather at the launching point was fair, primary target areas were generally closed in. Eleven VBF launched as the first Able strike at 0432 from position 31-55N, 136-08E attacked MATSUYAMA WEST airfield and burned the center section of a 400-foot bridge nearby. The first Baker strike, 12 VF, could not reach its target fields but scored considerable damage on shipping in the INLAND SEA. A Charlie strike which took off at 0728 did not reach the coast due to weather. Another Able and another Baker strike hit targets of opportunity consisting mainly of merchant shipping but including a smelting plant, warehouses, and a radio/radar station.

30. Again no airborne enemy planes were observed in the target area. At 0827 RANDOLPH planes on CAP duty over Task Force TOMCAT No. 2 splashed a MYRT about 55 miles from the Task Group. Other bogeys were reported but none closed the Task Group.

31. Four Hellcat pilots were reported in the water during the day. The first went over the side upon landing at 1233 and was rescued by BULLARD (DD660). Two VF pilots from last Baker strike were forced to ditch in the INLAND SEA near enemy land. Both made successful landings and broke out rafts. One was rescued by a DUMBO PBM; the other was not at the reported position by the time the DUMBO was able to make a search. Outstanding heroism was displayed by VF Lieutenant W. K. D. LEE, who elected to remain orbiting one of these pilots when the strike returned to base, knowing in so doing that he would not have enough fuel to make the return trip and would himself have to land in the water and take his chances on being rescued. Full facts are not known at the date of this report, but he was reported rescued by a lifeguard submarine at about 1930.

26 July 1945 (Sunrise: 0507; Sunset: 1842).

32. Fueled and replenished in approximate area 27-45N, 138-30E, with sea moderate and fair weather. Routine patrols were flown. Capt. Felix BAKER, USN, Commanding Officer, U.S.S. RANDOLPH, was relieved by Capt. Jackson R. TATE, USN.

27 July 1945 (Sunrise: 0506; Sunset: 1848).

33. Rearming was continued in the morning at approximately 27-50N, 138-00E. No flights were scheduled. In the evening the Task Group proceeded towards the launching point for the following day.

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28 July 1945 (Sunrise: 0514; Sunset: 1858).

34. At 0445 from position 31-27N, 134-50E the first Able strike, 14 VF and 3 VBF(P), took off to attack airfields in Northern KYUSHU and Southern HONSHU. For the first time during this operation airborne enemy fighters were encountered. Of fifteen FRANKS and **four** GEORGES airborne near OZUKI airfield, eleven FRANKS and two GEORGES were shot down. One more Able strike and two Baker strikes, consisting of VF and/or VBF, attacked grounded planes and installations at TSUIKI, BOPU, OZUKI, and USA airfields. Twelve planes were evaluated as destroyed from photographs and two more from pilot observations. Merchant shipping and industrial type buildings suffered heavy damage from these strikes. Two Charlie strikes, VBF and/or VF, VB, and VT, were assigned three surfaced submarines in a cove at KURAHASHI JIMA as a primary target. The first group reported many direct hits with post-strike photos showing the largest submarine sunk and the others not seriously damaged. The second group was directed to another area by the strike leader and hit targets of opportunity, principally shipping, near UBE. Much damage was reported.

35. Two bombers on the first Charlie strike crashed in the water near the target, believed to have been hit by AA. There were no indications of survivors. One VF pilot ditched near the TOMCAT and was rescued.

36. At 0415 a bogey closed to within 10 miles of the radar picket and made strafing runs on W. L. LIND, retiring to the west without successful interception. At 1730 another bogey closed to within 8 miles of the Task Group where it was splashed by ESSEX CAP planes. It was identified as a torpedo-carrying JILL.

37. The Task Group retired to the southeast after return of all strikes.

29 July 1945 (Sunrise: 0505; Sunset: 1844).

38. The Task Group proceeded to the launching point for the following day. Eight VF and four VBF were launched at 1456 assigned to cover a surface bombardment group moving in towards the Japanese Coast.

30 July 1945 (Sunrise: 0505; Sunset: 1846).

39. Strike Able one, 15 VBF, was launched at 0429 from 33-09N, 137-39E with fair weather and moderate sea at the launching point. However, all of the target area was found to be completely closed in. Finding a hole in the overcast at ASHIKAGA Town, bombs and rockets were directed at two factories where large fires were started. The railroad station in the town was also set afire and a train damaged west of the town. During this flight one plane, a NELL, was attacked in the air and last seen with one engine afire at 500 feet. This was the only enemy plane seen airborne during the day. The next strike, Dog Two, was composed of 16 VF and 15 VB. Again all fields were closed in and the attack was diverted to factories and bridges near TAKASAKI with good results. A hydro-electric plant northwest of MAEBASHI received one direct bomb hit and a radar station at the crater of FUJI SAN was heavily strafed and damaged. The third strike, Easy Three, with 9 VBF and 15 VT, hit buildings at TOYOOKA

ENCLOSURE (A)

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airfield causing substantial damage and also starting fires in an unidentified factory in that area. Another series of Able, Dog, and Easy strikes reported attacks on similar targets, including some military-type buildings in the areas nearer the coast. Extremely poor visibility at the target area characterized the entire day's operations making identification of results almost impossible. Partial photo coverage showed destruction of three planes and damage to five at KODAMA airfield.

40. After an uneventful return of all planes the Task Group withdrew to the south.

31 July 1945 (Sunrise: 0506; Sunset: 1842).

41. The Task Group retired on a southerly course fueling in the afternoon. Routine patrols were flown.

1 August 1945 (Sunrise: 0521; Sunset: 1847).

42. Still on a southerly course the Task Group continued replenishment under fair skies and a moderate sea. Routine patrols were flown. During the afternoon the Task Group left the Logistics Group and proceeded towards a designated location, 25-00N, 137-00E, to avoid an impending hurricane.

2 August 1945 (Sunrise: 0523; Sunset: 1833).

43. No flights were scheduled as the Task Group maneuvered in the approximate area of 24-10N, 138-30E. Weather was good with a mild sea and large swells. Ship's gunnery practice was held in the morning.

3 August 1945 (Sunrise: 0514; Sunset: 1836).

44. The ship fueled in the morning near 24-40N, 137-25E with good weather and a moderate sea. Twelve VBF and six VB were launched at noon for group tactics.

4 August 1945 (Sunrise: 0521; Sunset: 1852).

45. During the morning the ship held gunnery exercises in area about 28-00N, 135-45E. Air Group tactics were carried out in the afternoon. Weather was good and sea mild.

5 August 1945 (Sunrise: 0458; Sunset: 1820).

46. With sea mild and weather fair the Task Force proceeded in a northwesterly direction. Air Group tactics and familiarization flights were launched at 0827 from 29-51N, 142-00E.

6 August 1945 (Sunrise: 0433; Sunset: 1811).

47. With fair weather and a calm sea the Task Force proceeded north. Air Group tactics exercises were conducted in the early afternoon. One

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Avenger disintegrated and crashed in the water during a dive on the Task Group, with no survivors.

7 August 1945 (Sunrise: 0411; Sunset: 1820).

48. Task Group proceeded in a generally northwesterly direction, fueling during the morning, with weather good and sea moderate. Routine patrols plus one weather reconnaissance flight were flown.

8 August 1945 (Sunrise: 0430; Sunset: 1830).

49. Scheduled launching position, 40-00N, 144-30E was completely closed in with a low-lying fog at 0400. Flight operations were postponed, and shortly after noon, canceled. No flights were launched during the day.

50. At about 0730 two bogeys flew north over the Task Group apparently without detecting it.

9 August 1945 (Sunrise: 0430; Sunset: 1830).

51. Having moved south during the night, the first Able strike, 16 VF, was launched under good weather conditions from position 37-51N, 144-40E, at 0410. Primary target for two Able strikes, VF or VBF, and two Easy strikes, VF and/or VBF and VT, was MISAWA airfield where a large concentration of planes had been reported and relatively elaborate installations existed. Two Dog strikes, VF and/or VBF and VB, were scheduled to attack shipping in OMINATO HARBOR. MISAWA was well covered during the day, AA positions being almost entirely neutralized by the first strike groups. Hangars, barracks, and shops were destroyed or severely damaged and a large number of planes were burned or destroyed by bombs, rockets, and heavy strafing. The first Dog strike was weathered out of OMINATO but diverted its attack to HACHINOE where a Patrol Frigate was sunk with bombs and rockets. The afternoon group scored direct hits on the Mine Layer TEKIWA at OMINATO with damage not determined.

52. No airborne enemy aircraft were seen over the target area. At 1245 RANDOLPH CAP over TOMCAT shot down a MYRT at 23,000 feet, 45 miles from the Task Group. At 1505 RANDOLPH CAP at TOMCAT tallyhoed a ZEKE but was unsuccessful in intercepting it. Other bogeys were reported about the Task Force and pickets during the afternoon but none involved aircraft from this ship.

53. At about 1345 during the attack on OMINATO Naval Base a bomber, believed to have been hit by AA, crashed in the harbor. Pilot and crewman were not believed to have survived. Another bomber with no tail hook ditched within the Task Group at 1645, both pilot and crewman being rescued by MC NAIR (DD-679). One VBF pilot failed to return from the last strike of the day. He was last seen diving on revetments at MISAWA airfield.

10 August 1945 (Sunrise: 0431; Sunset: 1819).

54. Strikes against North HONSHU targets were continued at 0410 with

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mild seas and low scattered clouds at the launching point, 37-54N, 144-10E. Two Able, two Dog, and two Easy strikes hit airfields, shipping, and various land targets throughout the area. Many bombs were dropped on the ferry slips at AOMORI by Dog and Easy strikes, and two minor warships were sunk on the East Coast near YAMADA, where four float planes were thoroughly strafed. Two railway bridges and a highway bridge were reported destroyed.

55. Two planes were forced down in the water by damage from enemy AA. One fighter ditched south of HACHINOE about noon and was rescued by a KING-FISHER from the Task Group. A bomber made a successful water landing near a lifeguard submarine where both pilot and crewman were rescued promptly.

56. After the return of the last strike the Task Group retired eastward.

11 August 1945 (Sunrise: 0421; Sunset: 1800).

57. Fueling operations were conducted in approximate area 38-10N, 148-00E. No air activity was scheduled.

12 August 1945 (Sunrise: 0440; Sunset: 1810).

58. During the day the Task Force moved on a southeast course towards the launching point for strikes of the following day on the TOKYO area. Weather was showery with a mild sea and heavy swells. No air operations were conducted.

13 August 1945 (Sunrise: 0440; Sunset: 1810).

59. Two Able strikes, VF and/or VBF, two Baker strikes, same composition, and two Charlie strikes, VF and/or VBF, VB, and VT, were sent against targets in the TOKYO area during the day, starting at 0419 in position 35-17N, 143-16E. Weather was good and sea mild at the launching point but the target area was generally closed in with a low overcast, diverting nearly all of the strikes to alternate targets. Bombs were dropped on some revetment areas where recent information showed aircraft concentrations and on buildings and installations. A variety of miscellaneous ground targets were attacked and damaged in coastal locations where visibility was above average. Among these were oil storage facilities, factory buildings, warehouses, and railroad stations.

60. One fighter pilot crashed over TATEYAMA airfield when his plane was heavily hit by AA fire. He was not believed to have survived.

61. No airborne enemy aircraft were seen in the target area. However, the Combat Air Patrols were kept busy throughout the day as bogeys appeared regularly and from all directions. RANDOLPH CAP over TOMCAT No. 2 shot down a MYRT at 0520 45 miles from the Task Group and a GRACE at 1345, 85 miles from the formation. No other bogeys closed within 18 miles.

14 August 1945 (Sunrise: 0445; Sunset: 1807).

62. Fueling operations were conducted during the morning at about

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mild seas and low scattered clouds at the launching point, 37-54N, 144-10E. Two Able, two Dog, and two Easy strikes hit airfields, shipping, and various land targets throughout the area. Many bombs were dropped on the ferry slips at AOMORI by Dog and Easy strikes, and two minor warships were sunk on the East Coast near YAMADA, where four float planes were thoroughly strafed. Two railway bridges and a highway bridge were reported destroyed.

55. Two planes were forced down in the water by damage from enemy AA. One fighter ditched south of HACHINOE about noon and was rescued by a KING-FISHER from the Task Group. A bomber made a successful water landing near a lifeguard submarine where both pilot and crewman were rescued promptly.

56. After the return of the last strike the Task Group retired eastward.

11 August 1945 (Sunrise: 0421; Sunset: 1800).

57. Fueling operations were conducted in approximate area 38-10N, 143-00E. No air activity was scheduled.

12 August 1945 (Sunrise: 0440; Sunset: 1810).

58. During the day the Task Force moved on a southeast course towards the launching point for strikes of the following day on the TOKYO area. Weather was showery with a mild sea and heavy swells. No air operations were conducted.

13 August 1945 (Sunrise: 0440; Sunset: 1810).

59. Two Able strikes, VF and/or VBF, two Baker strikes, same composition, and two Charlie strikes, VF and/or VBF, VB, and VT, were sent against targets in the TOKYO area during the day, starting at 0419 in position 35-17N, 143-16E. Weather was good and sea mild at the launching point but the target area was generally closed in with a low overcast, diverting nearly all of the strikes to alternate targets. Bombs were dropped on some revetment areas where recent information showed aircraft concentrations and on buildings and installations. A variety of miscellaneous ground targets were attacked and damaged in coastal locations where visibility was above average. Among these were oil storage facilities, factory buildings, warehouses, and railroad stations.

60. One fighter pilot crashed over TATEYAMA airfield when his plane was heavily hit by AA fire. He was not believed to have survived.

61. No airborne enemy aircraft were seen in the target area. However, the Combat Air Patrols were kept busy throughout the day as bogeys appeared regularly and from all directions. RANDOLPH CAP over TOMCAT No. 2 shot down a MYRT at 0520 45 miles from the Task Group and a GRACE at 1345, 85 miles from the formation. No other bogeys closed within 18 miles.

14 August 1945 (Sunrise: 0445; Sunset: 1807).

62. Fueling operations were conducted during the morning at about

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31-30N, 143-50E with good weather and moderate seas. In the afternoon, course was set for launching point of strikes for the next day.

15 August 1945 (Sunrise: 0451; Sunset: 1808).

63. Strike Able one, 16 VBF and 4 VBF(P), was launched at 0415 from 33-51N, 142-10E. This strike rocketed and strafed KISARAZU airfield installations and revetments as well as other land targets on the return route. Strike Charlie two which was launched at 0513 with 12 VF, 14 VT, and 13 VB, did not reach the coast before all strikes were recalled by the Task Force Commander at 0642. This significant action marked the cessation of hostilities against the Japanese Empire by the Fast Carrier Task Force. Subsequent information told the story of acceptance of surrender terms by the enemy, and the cancellation of all Allied offensive action pending a formal surrender. Patrols were maintained throughout the day.

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ACTION SUMMARY

DATE	7/2	7/3	7/10	7/14	7/15	7/18	7/24	7/25	7/28	7/30	8/4	8/6	8/9	8/10	8/13	8/15	Total
Enemy planes destroyed in air							2	1	13				1		2		19
Enemy planes probably destroyed in air										1							1
Enemy planes destroyed on ground			18	9	4	2	1		14	3			19	1			71
Enemy planes damaged on ground			22	4	5				9	5			3	7			55
Total enemy planes destroyed			18	9	4	2	3	1	27	3			20	1	2		90
Total enemy planes damaged			22	4	5				9	5			3	7			55
Tons bombs dropped on target			61.78	40.25	41.25	2345	50.92	7.67	54.13	41.96			72.5	49.75	36.92	2.08	480.66
Rockets expended on target			135	240	280	101	217	217	281	316			64	276	183	96	2406
Own pilots downed in enemy territory			1	1			1	1	2				2		1		9
Own crewm. downed in enemy territory				1					2				1				4
Own pilots landing in water	1	1	1	5	1		2	2	1		1	1	1	2			19
Own crewmen landing in water	1		2	5			1				1	2	1	1			14
Own pilots rescued	1			3	1		2	2	1		1		1	2			14
Own crewmen rescued	1			4			1				1		1	1			9
Own pilots missing - cumulative		1	3	6	6	6	7	8	10	10	10	11	13	13	14	14	14
Own crewm. missing - cumulative			2	4	4	4	4	4	6	6	6	8	9	9	9	9	9

ENCLOSURE (A)

PART IV - ORDNANCE.

A. Performance of Own Ordnance Material and Equipment.

1. The ship participated in no gunnery operations against the enemy.
2. Performance of own aircraft ammunition and ordnance material - All ordnance equipment performed satisfactorily. The number of bombs returned was negligible. The 20mm guns in SB2C-4E aircraft showed excellent performance. It is believed that a good maintenance program was responsible for improved results. VT fuzes showed no more premature detonations than the expected 15%. Special care in installation eliminated any casualties. (See also ANNEX (B).)

B. Performance of Enemy Ordnance Material and Equipment.

1. Enemy AA fire continued to show the same pattern as in previous operations. Strikes during this operation challenged the most strongly fortified positions in the Japanese Empire and received the welcome which might have been expected. On the whole, however, heavy AA was less accurate than predicted and the use of window proved most effective in averting casualties. In the attacks on warships at YOKOSUKA and in the KURE area the plan of saturating AA positions with frags at the beginning of the strike effectively silenced or reduced the activity of many batteries. In less heavily fortified positions, the erratic tendencies previously noted characterized enemy AA performance. At certain times there would be little if any firing while at others it would be intense. No new weapons or methods were reported.

PART V - DAMAGE.

A. Battle Damage to Own Units.

1. The ship sustained no battle damage during this operation.
2. For damage to and by aircraft, see PART VI, B.

B. Battle Damage to Enemy Units.

1. There was no battle damage to enemy units inflicted by the ship.
2. For damage to enemy units by aircraft, see ANNEX (C).

PART VI - SPECIAL COMMENTS AND INFORMATION.

A. Surface Gunnery Operations.

1. There were no surface gunnery combat operations.

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B. Air Operations.

1. Table of sorties and plane availability by days (see ANNEX (A)).
2. Table of bombs and rockets dropped by strikes (including strafing sorties) (see ANNEX (B)).
3. Own losses and rescue operations (see ANNEX (C)).
4. Damage to enemy (see ANNEX (D)).
5. Night aircraft operations - None.
6. Searches flown - None.
7. Photographic Activity - During the period covered by this action report 102 photographic sorties were flown and 134 rolls of film used. Complete vertical coverage was obtained on twenty-three airfields and seaplane stations, 80-100% vertical coverage was obtained on fourteen airfields and seaplane stations, and oblique or partial vertical coverage on sixteen airfields and seaplane stations. In addition to airfields, coverage was obtained on KURE HARBOR, BEPPU WAN, YOKOSUKA NAVAL BASE, HACHINOE HARBOR, HAKODATE HARBOR and Town, shipping in TSUGARU STRAITS, and shipping in the INLAND SEA.

C. Amphibious Action - Not applicable.

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D. Special Comment.

1. Combat Information Center.

- (a) Raids - During the period covered by this report the few enemy aircraft which approached the ship in the operating areas are tabulated chronologically as follows:

10 July - 1302 - Group Raid 13 - Bogey at 065°, 30 miles, closed to 10 miles, circled to the south, and opened on course 280° to 18 miles, where it was shot down by CAP from Task Group 38.4 operating to the north. 1305 - Group Raid 14 - Bogey reported at 255°, 35 miles from the formation by TOMCAT No. 2, operating 40 miles to the west. The bogey closed to 15 miles and then opened on course 280° at 20,000 feet, fading 30 miles from the Task Group. No interception was completed due to lack of sufficient radar information.

24 July - 0929 - One JILL was shot down 10 miles northwest of the Task Group by RANDOLPH planes acting as CAP over WATCHDOG. This bogey was tracked in from the northwest by WATCHDOG, operating 40 miles to the west. No ship in the Task Group had any radar information on the contact. 0950 - ESSEX CAP over the Task Group at 20,000 feet sighted and splashed a BETTY just east of the formation. There had been no radar track on this plane at any time. 1745 - Bogey at 280°, 65 miles, at 30,000 feet, was shot down at 290°, 18 miles from the Task Group by RANDOLPH planes acting as CAP for WATCHDOG. The bogey was identified as a DINAH and was also sighted by ESSEX CAP on vector from station over the Task Group.

25 July - 0827 - One MYRT was shot down by RANDOLPH planes acting as CAP over TOMCAT No. 2 at approximately 285°, 55 miles from the Task Group.

28 July - 0415 - Bogey at 320°, 20 miles, closed to within 10 miles and made three strafing runs on WALLACE L. LIND (DD-703) in Picket Station No. 11 before retiring to the west. No interception was attempted until after the attack was made on the destroyer due to faulty evaluation of the contact caused by confusion as to the exact position of BON HOMME RICHARD night fighters. The SM radar on the RANDOLPH had the contact as bogey at all times and an excellent track was maintained on him until he faded at 50 miles. 1730 - One JILL, carrying a torpedo, was shot down by ESSEX CAP at 225°, 8 miles from the formation. The contact was first picked up at 240°, 19 miles.

30 July - 1535 - Group Raid 11 - Bogey at 115°, 45 miles, on course 340° at 27,000 feet, was identified as a NICK by CAP from Task Group 38.1. The enemy plane escaped. 1537 - Group Raid 12 - Bogey at 110°, 48 miles, on course 350°, faded at 085°, 42 miles. Two divisions of CAP were sent out to the area to investigate with negative results.

8 August - 0603 - Force Raid 1 - Single bogey, 300°, 69 miles, course 180°, at 17,000 feet. 0617 - Force Raid 2 - Single bogey, 330°, 75 miles; on course 180°, at 20,000 feet. Both raids held steady courses, faded to the southwest, reappeared on course 090°, and turned to course 000°, which brought them directly over Task Group 38.3 and Task Force 37. Both targets faded at 013°, approximately 73 miles. The weather at the time was completely closed in and no friendly planes were airborne. There was no evidence of airborne radar and the planes apparently did not spot the Task Force. 1202 - Force Raid 3 - One bogey at 318°, 75 miles, on course 210°, at 12,000 feet was splashed by CAP from Task Group 38.4 and was identified as a NICK. 1524 - Force Raid 5 - One bogey at 352°, 100 miles, on course 180°, at 15,000 feet was identified as a DINAH, which was shot down by CAP from Task Group 38.4 at 005°, 37 miles.

9 August - 1230 - Group Raid 11 - Single bogey, 220°, 40 miles, at 28,000 feet on course 040° closed to 210°, 20 miles, and then turned and opened to 265°, 45 miles, where it was splashed by RANDOLPH planes acting as CAP for TOMCAT No. 1. The bogey, identified as a MYRT, had spotted the formation before attempting to escape. Two attempted interceptions under control of TOMCAT No. 1 and MONTEREY failed due to uncertainty of positions of CAP divisions allotted to them. 1500 - Bogey reported by TOMCAT No. 1 at 250°, 48 miles from Task Group 38.3. A Kamikaze attack was successful in putting the destroyer BORIE (DD-704) out of action. 1505 - RANDOLPH CAP over TOMCAT No. 1 tallyhoed one ZEKE. 1520 - Two GRACES were reported shot down by CAP over WATCHDOG at 285°, 50 miles from the Task Group. 1525 - Force Raid 3 - At 265°, 55 miles, opened and split to attack WATCHDOG at 285°, 65 miles from the Task Group. 1545 - Force Raid 4 - At 235°, 65 miles at 8,000 feet, dropped window, closed to 240°, 45 miles, and attacked TOMCAT No. 1. 1610 - One bogey splashed by Task Group 38.4, 12 miles northwest of Task Group 38.3. There was no previous radar information on this contact. 1615 - A ZEKE was reported diving on Task Group 38.3, and it is believed that this was the plane fired at by PASADENA (CL-65) which turned out to be a friendly F4U. One single bogey low on the water to the southwest was spotted visually and was shot down by ESSEX CAP at 260°, 10 miles out. There was no previous radar information on these two contacts and it is believed they may have closed the formation above a group of friendlies returning from a strike. 1620 - TOMCAT No. 1 reported under attack.

13 August - 0520 - RANDOLPH CAP over TOMCAT No. 2 shot down one MYRT carrying a torpedo at 210°, 45 miles from Task Group 38.3. 1345 - RANDOLPH CAP over TOMCAT No. 2 shot down 1 GRACE at 255°, 85 miles from the formation. 1545 - Group Raid 14 - Bogey at 060°, 60 miles, on course 180°, at 3000 feet. One JILL carrying a torpedo or Baka bomb was shot down at 085°, 25 miles from Task Group 38.3 by TICONDEROGA CAP. 1555 - Group Raid 15 - Bogey at 035°, 70 miles, course 200°, at 16,000 feet. At 010°, 20 miles from the Task Group the bogey changed course to 340° and faded at 300°, 40 miles. One division of MONTEREY CAP was called off when Task Group 38.3 took up

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the chase when the bogey was at 340°, 20 miles. 1630 - Force Raid 1 - Bogey at 040°, 50 miles, on course 170°. The bogey began to close the formation and one GRACE was shot down by TICONDEROGA CAP at 080°, 25 miles. 1645 - Force Raid 2 - Bogey at 100°, 65 miles, on course 300°. When at 090°, 30 miles, course changed to 270°, and 1 FRANK was shot down by MONTEREY CAP at 095°, 18 miles from the Task Group, at 2,500 feet.

There were a number of additional bogey contacts and splashes reported by other groups during the day and early evening up until approximately 2000 when all radar screens were declared clear.

15 August ± 1125 - One JUDY shot down by CAP over Task Group 38.1 operating approximately 20 miles northwest of Task Group 38.3. 1305 - CAP from Task Group 38.1 and CAP from WATCHDOG splashed a JUDY and a ZEKE, respectively, at 355°, 48 miles from Task Group 38.3. 1325 - TOMCAT No. 2 shot down a JUDY by AA fire at approximately 230°, 55 miles from Task Group 38.3. In reporting this splash, TOMCAT also gave credit to a division of RANDOLPH planes acting as CAP overhead for getting in a burst before the plane was knocked down by ship's fire. 1330 - WASP CAP from Task Group 38.4 shot down a JUDY approximately 310°, 30 miles from Task Group 38.3. Two divisions from this group were in the area attempting interception at the time. 1330 - WATCHDOG reported two JUDIES shot down by his CAP to the west of Task Group 38.3, and Task Group 38.5, operating approximately 35 miles to the northwest, reported a JUDY splashed in that vicinity.

(b) General Comments -

- (1) Wandering divisions of CAP which failed to remain on station or were improperly controlled caused a number of useless interceptions to establish identity.
- (2) It is felt that TOMCATS were prone to release too many groups of three or four planes returning from strikes instead of gathering them into single large groups before clearing them.
- (3) Radar information, on the whole, was good with the exception of targets at altitudes approaching 30,000 feet or those very low on the water, when little or no information could be obtained.
- (4) The operation of the BL antenna recently installed on the SM radar was extremely satisfactory and permitted proper evaluation of numerous contacts at long ranges.
- (5) A 40-mile range scale was substituted for the 4-mile scale on the VC remote PPI's in CIC. This change has proved excellent for night intercepts and has facilitated control of CAP stationed out in a YE sector.
- (6) Radio communications were satisfactory with the exception of the AN/ARC-1. This installation is not fully completed due to inability to secure the necessary cable to ensure complete control in the Seventh Deck CIC.
- (7) A great deal of interference between the Flag's administrative VHF, Channel Y-41, and Channel Guard (Y-38) in CIC, and further between the Flag's information circuit (Z-43) and the Group IFD and primary strike channel (Z-39) in CIC was experienced.
- (8) The shortage of TDQ's and RCK's for primary VHF channels was felt acutely during this operation due to the added use of VHF by the Flag. On numerous occasions CIC was unable to guard certain primary VHF channels except with the AN/ARC-1, which was far from satisfactory.
- (9) On 30 July the air conditioning machinery in CIC, after several weeks of unsatisfactory operation, broke down entirely for several hours with resultant room temperature of 110°F. Temperature inside the SM radar rose to 154°F., putting it out of operation for about forty-five minutes. While this condition existed all standby personnel were moved to Damage Control on the Sixth Deck and technicians were called to supervise operation of the radars to prevent permanent damage to the sets.

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(c) Radar Countermeasures - Window was carried by all bombers and torpedo planes on all strikes and used effectively when necessary. About two thirds was cut to 200 mcs. and the remainder to 10 cms. Jamming was practised by all strikes on which specially-equipped torpedo planes participated on bands prescribed by the Task Group Commander. Due to the constant use of the jamming equipment there was little opportunity to study intercepts of fire-control radar and no significant findings were reported.

2. Communications. No comments.

3. Use of smoke, camouflage, deception. None used.

4. Navigation. No comments.

5. Engineering. No comments.

6. Supply - The following system of battle messing for the operational period was used with considerable success. All hands ate breakfast before going to General Quarters in the morning. Due to the early breakfast, all hangar deck and flight deck personnel, including Gunnery, were served hot soup (in paper cups) and crackers at 0800. A serving station was set up on the flight deck, one on the hangar deck, and one on the fantail. Personnel other than Gunnery drew directly from each station. Gunnery rations were drawn by one person from each mount or group. This allowed all other Gunnery personnel to remain on station. At noon a meal of two sandwiches, hot coffee, and either fruit or cake was served Gunnery on station. All other personnel were served a regular hot noon meal at the galley, topside personnel going below as operations permitted. Between 1500 and 1600, Gunnery was served hot soup or hot chocolate and crackers. All except Gunnery ate the regular evening meal at the galley before sunset. Gunnery personnel were served a hot meal at the galley after securing from General Quarters. All liquids were delivered to the guns in buckets.

7. Medical. See ANNEX (E).

PART VII - PERSONNEL PERFORMANCE AND CASUALTIES.

No comments.

PART VIII - LESSONS LEARNED, CONCLUSIONS, AND RECOMMENDATIONS.

1. Standard Air Plans promulgated by the Task Group Commander have been helpful in the ship's air operations.

2. Great credit should be given the various air/sea rescue services for the splendid work done during this operation. There exists a need for a rescue plane, especially designed for the purpose, which would be faster and have a longer range. It might be based on the carriers or replace some of the present seaplanes of the Task Force.

3. Development of a VT nose fuze which will be safe for ~~catapulting~~ is desirable.

4. Because of the high altitude at which VT-fuzed bombs must be dropped to permit arming, it is felt that development of "Toss bombing" equipment is a requisite to satisfactory accuracy.

5. The time required to place the H-4 catapult in a "ready-to-fire" condition after each shot should be shortened to 30 seconds.

6. All possible improvement for decreasing the vulnerability of the hangar deck should be considered.

7. This ship used the Wardroom as a ready room while in combat areas, due to the vulnerability of the Gallery Deck to enemy suicide attacks. There are obvious disadvantages to this plan. It is believed that more general use might be made of ready rooms if escape hatches were provided to the catwalk at the edge of the flight deck by the shortest possible route. This change would eliminate the present hazards except in the case of a direct hit on a ready room. As an alternate suggestion it is believed that briefing spaces might be provided below the hangar deck, and a single ready room be arranged in the island, where flights about to be launched might receive last-minute instructions, at the same time remaining in close proximity to the aircraft.

8. Limited galley equipment should be provided on the Gallery Deck to aid the battle messing of the ship's company.

9. It is recommended that the 20mm single mounts be discarded in favor of multiple mounts with the ballistics of the gun improved.

10. Installation of additional VHF equipment in the Combat Information Center is suggested for a CV which serves as Flagship. The present allowance is not adequate for the needs of both ship and Flag.

11. An additional SG radar for station keeping should be installed on Flagship carriers.

12. Development of a daytime visual signalling device which would not be visible to the naked eye is desirable.

13. The use of photographs for damage assessment and reconnaissance has become an important standard part of combat operations and has accounted for many enemy aircraft which would otherwise have escaped destruction. Results justify, beyond a doubt, the equipment and space allotted this branch of aviation.

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TABLE OF SORTIES AND PLANE AVAILABILITY.

DATE	AVAILABILITY				AT TARGET					ASP			Ship CAP	OTHER		
					STRIKE AND SWEEP				CAP	VF	VB	VT		VF	VB	VT
	VF	VF(N)	VB	VT	VF	VF(N)	VB	VT								
1 July	66	4	15	14								16				
2	66	4	15	14								16	33	21	23	
3	64	4	12	15								24	45	20	23	
4	61	4	9	13								8			3	
5	64	4	10	15								14	41	19	22	
6	64	4	9	14								36	33	5	17	
7	61	4	9	14								28	40	9	12	
8	53	4	10	14						6	6	9	1			
9	59	4	12	14								17			6	
10	68	3	12	13								48	4			
11	69	4	15	15	103		29	29								
12	61	4	12	11								8				
13	67	4	13	13						7	7	8				
14	69	4	15	15								8				
15	64	3	9	12	61		21	28				48	2	2		
16	64	3	11	9	83		21	17				47	4			
17	64	3	8	8							6	8				
18	59	3	12	14								32	13	2		
19	67	4	12	13	47		11	12				16		2		
20	67	4	12	13								12				
21	57	5	9	12							6	4				
22	65	4	11	14												
23	62	4	11	14												
24	65	4	13	15								12	15	14	13	
25	68	5	14	14								32				
26	68	4	15	15	90		26	24				32				
27	55	3	10	12	50							12			6	
28	55	3	13	13												
29	62	3	12	14								32	4			
30	65	4	14	15	83		24	28				12				
31	62	4	10	14								32				
1 Aug.	65	4	13	15	84		23	15				8				
2	55	3	8	13							7	12			2	
3	60	4	11	14												
4	69	4	12	14										12	6	
5	66	4	13	15										16	12	
6	67	4	14	15										16	6	
7	69	4	14	15										15	13	
8	69	4	14	15								4	12		2	
9	69	4	14	14												
10	68	4	14	14												
11	69	4	15	14								36	2			
12	69	4	15	14	93		24	28				45				
13	61	4	12	15	77		22	27								
14	59	4	11	13												
15	65	4	11	15								36	2			
16	68	4	14	15	90		12	14								
17	64	4	12	14								48				
18	64	4	12	14												
19	69	4	14	14	20											

CONFIDENTIAL TABLE OF ROCKETS, BOMBS, AND TORPEDOES, ETC., DROPPED
AT TARGET BY STRIKES AND SWEEPS (INCLUDING STRAFING SORTIES).

STRIKE NO.	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TRGT.			BOMBS AND ROCKETS		FUZING	
			General	Specific	VF	VB	VT	No.	Type	Nose	Tail
A-1	7/10	0351	Tokyo Area	KISARAZU A/F, MOBARA A/F	12			21 24	250# GP 5" HVAR	Inst	ND
B-2	"	0413	Tokyo Area	MIYAKAWA A/F, HARUTO A/F, CHOJA A/F	12			22 23	5" HVAR 250# GP	Inst	ND
C-3	"	0645	Tokyo Area	MOBARA A/F, MIYAKAWA A/F, HARUTO A/F	12	15	15	118 30	260# Frag 500# GP	VT VT	ND ND
A-4	"	0831	Tokyo Area	YACHIMATA A/F, MIYAKAWA A/F	12			19 4 15	5" HVAR 250# GP 260# Frag	Inst VT	ND ND
B-5	"	0945	Tokyo Area	YOKOSUKA A/F, YACHIMATA A/F	12			24 4 19	5" HVAR 250# GP 260# Frag	Inst VT	ND ND
A-6	"	1341	Tokyo Area	YOKOSUKA A/F, MOBARA A/F	12			24 4 19	5" HVAR 250# GP 260# Frag	Inst VT	ND ND
C-7	"	1355	Tokyo Area	MOBARA A/F, HARUTO A/F, MIYAKAWA A/F	12	14	14	119 28	260# Frag 500# GP	VT VT	ND ND
B-8	"	1503	Tokyo Area	MOBARA A/F, MIYAKAWA A/F	12			22 21	5" HVAR 260# Frag	VT	ND
A-1	7/14	0331	Northern Honshu, Hokkaido	Airfields, shipping, HACHINOE and NISANA	11			40 18	5" HVAR 250# GP	Inst	ND
C-2	"	0331	as above	Shipping, HAKODATE Harbor	11	13	15	40 74	5" HVAR 500# GP	W/D	.24
No. 1 Napho	"	0541	as above	Shipping, TSUGARU Strait	15			47	5" HVAR		
C-4	"	1257	as above	Shipping, TSUGARU Strait	24	9	13	113 87	5" HVAR 500# GP	4-sec	.24

CONFIDENTIAL TABLE OF ROCKETS, BOMBS, AND TORPEDOES, ETC., DROPPED
AT TARGET BY STRIKES AND SWEEPS (INCLUDING STRAFING SORTIES).

STRIKE NO.	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TRGT.			BOMBS AND ROCKETS		FUZING	
			General	Specific	VF	VB	VT	No.	Type	Nose	Tail
A-1	7/15	0335	Northern HONSHU, HOKKAIDO	Hangars, locomotives, railway jct., HACHINOE	12			48 21	5" HVAR 250# GP	Inst	ND
C-2	"	0343	as above	(by radar) HAKODATE TO N	12	10	8	40 62	5" HVAR 500# GP	.025	.025
Maple No. 1	"	0539	as above	Shipping East of MISAWA	12			48	5" HVAR		
A-4	"	0750	as above	HACHINOE Town and shipping	12			44 22	5" HVAR 250# GP	Inst	ND
C-5	"	1109	as above	Locomotives, gas tanks, factory shipping, HACHI- NOE; seaplanes	12	11	9	48 70	5" HVAR 500# GP	.025	.025
Maple No. 3	"	1109	as above	Trains, AOMORI and HACHINOE; airfield at HACHINOE	11			48	5" HVAR		
A-7	"	1329	as above	Shipping, OMINATO Harbor; bridge near MUTSU WAN	12			46 23	5" HVAR 250# GP	.025	.025
A-1	7/18	1122	Tokyo Area	Revetments, buildings, K. TORI A/F	16			57 15	5" HVAR 500# GP	Inst	ND
B-2	"	1235	as above	Hangars at KONOIKE A/F	12			44 11	5" HVAR 500# GP	Inst	ND
C-3	"	1331	YOKOSUKA Naval Base	BB NAGATO and other shipping and facilities	20	11	12	57 4 17	260# Frag 500# GP 1000# GP	VT VT W/D	ND ND .24
A-1	7/24	0445	KYUSHU; HONSHU, Inland Sea	A/F installations & train, BOFU; grounded A/C BOFU; DD, IWAJIMA20				60 4 12	5" HVAR 260# Frag 260# Frag	VT Inst	ND ND
B-2	"	0545	as above	Revetments, USA A/F; small craft Inland Sea; fact- ories, BOFU.	16			58 13	5" HVAR 260# Frag	Inst	ND

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STRIKE NO.	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TRGT.			BOMBS AND ROCKETS		FUZING	
			General	Specific	VF	VB	VT	No.	Type	Nose	Tail
C-3	7/24	0736	KYUSHU, HONSHU, Inland Sea	XCV HYUGA and Midget Sub.	11	15	14	4	260# Frag	Inst	ND
								55	500# GP	W/D	.24
								22	1000# GP	W/D	.24
A-4	"	1020	as above	Buildings, USA A/F; Hangars & A/C, TSUIKI; 2 SD's, 1 FTB in Inland Sea; Lighthouse, buildings, SUDANO MISAKI	20			59	5" HVAR	Inst	ND
								14	260# Frag		
B-5	"	1211	as above	3 SDS, SAS, SCS, DD, SCL, Inland Sea; large factory, YAWATAHAMA	11			40	5" HVAR	Inst	ND
								10	260# Frag		
								2	260# Frag		
C-6	"	1431	as above	XCV HYUGA	12	11	10	40	5" HVAR	Inst	ND
								10	260# Frag		
								2	260# Frag		
								40	500# GP		
A-1	7/25	0432	as above	1 FTU, 2 DD, DE, CVL, Tug, and Dredge, all in Inland Sea	12			11	1000# SAP	-	.1
								6	1000# GP	.025	.025
								44	5" HVAR	VT	ND
10	260# Frag										
B-2	"	0530	as above	Warehouses & Docks KASATO SHIMA; SAI at KASATO SHIMA; SAI, IWAI JIMA; Colliery, JIZOGA BANA; Radio/Radar Sta., HOTO SHIMA	12			48	5" HVAR	VT	ND
A-4	"	1002	as above		12			11	260# Frag		
B-5	"	1133	as above	Damaged FTU near NAGA SHIMA	15			46	5" HVAR	VT	ND
								12	260# Frag		
A-1	7/28	0445	as above	Airborne A/C, hangars, at OZUKI; grounded A/C, BOFU	17			44	5" HVAR	Inst	ND
								11	260# Frag		
B-2	"	0544	as above	A/C in revetments, TSUIKI	15			51	5" HVAR	Inst	ND
								4	260# Frag		
								78	5" HVAR	Inst	ND
								13	260# Frag		

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STRIKE NO.	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TRGT.			BOMBS AND ROCKETS		FUZING	
			General	Specific	VF	VB	VT	No.	Type	Nose	Tail
C-3	7/28	0745	KYUSHU; HONSHU, Inland Sea	Submarines and Merchant Shipping - KURAHASHI SHIMA	12	15	14	28	500# GP	Inst	ND
								28	500# GP	.01	.01
								7	1000# GP	.01	.01
A-4	"	1012	as above	Factory, buildings at SONE; Colliery or Copper Refin- ery near SEKI SAKI	12			15	1000# GP	-	.1
								80	5" HVAR	VT	ND
A-4	"	1012	as above	Factory, buildings at SONE; Colliery or Copper Refin- ery near SEKI SAKI	12			14	260# Frag	VT	ND
								72	5" HVAR	VT	ND
B-5	"	1246	as above	A/C, TSUIKI & USA Airfields; FTC & SD, Inland Sea	12			12	260# Frag	VT	ND
C-6	"	1355	as above	Factory near UBE; FB, FTC, FA, FB, SD, 5 small craft in Inland Sea	12	9	14	8	260# Frag	Inst	ND
								28	500# GP	Inst	ND
								28	500# GP	.01	.01
								8	1000# GP	.01	.01
A-1	7/30	0429	Tokyo Area	Factory, RR Sta- tion, RR cars at ASHIKAGA	15			9	1000# SAP	-	.1
								60	5" HVAR	Inst	ND
A-1	7/30	0429	Tokyo Area	Factory, RR Sta- tion, RR cars at ASHIKAGA	15			27	260# Frag	Inst	ND
								60	5" HVAR	VT	ND
D-2	"	0528	as above	Factory, Bridges, near TAKASAKI; Hydro-Elect Plant NW of MAEBASHI	16	15		30	260# Frag	VT	ND
								26	500# GP	VT	ND
E-3	"	0730	as above	A/F Installations at TOYOOKA A/F	9			40	5" HVAR	VT	ND
								110	260# Frag	VT	ND
A-4	"	1006	as above	A/C in revetments at KODAMA A/F	20			64	5" HVAR	VT	ND
								30	260# Frag	VT	ND
D-5	"	1146	as above	A/C, KODAMA A/F; Hangars, MAGECHI; Mil. Bldgs., MOTO- SUKO; RR Station	12	8		48	5" HVAR	VT	ND
								24	260# Frag	VT	ND
								16	500# GP	VT	ND
E-6	"	1400	as above	Hangars, KUMAGAYA A/F; Buildings at FUKUYA Town	12			44	5" HVAR	Inst	ND
								21	260# Frag	Inst	ND
A-1	8/9	0410	Northern HONSHU	Grounded A/C, AA positions, hang- ars, at MISAWA A/F	15			15	1000# GP	Inst	ND

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STRIKE NO.	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TRGT.			BOMBS AND ROCKETS		FUZING	
			General	Specific	VF	VB	VT	No.	Type	Nose	Tail
D-2	8/9	0513	Northern HONSHU	A/C at A/F, factories, locomotive, PF in harbor, at HACHINOE	19			32	5" HVAR		
								16	250# GP	.025	.025
								26	500# GF	.025	.025
								7	1000# GP	VT	ND
E-3	"	0707	as above	A/C, hangars, & other buildings, all at MISAWA	12		15	16	500# GP	Inst	ND
								9	1000# GP	VT	ND
								4	2000# GP	Inst	ND
								5	2000# GP	VT	ND
A-4	"	0939	as above	Grounded A/C and buildings at MISAWA	15			14	1000# GP	VT	ND
D-5	"	1112	as above	Minelayer TEKIWA at OMINATO WAN	20	10		32	5" HVAR		
								16	250# GP	.025	.025
								20	500# GP	.025	.025
								8	1000# GP	VT	ND
E-6	"	1341	as above	A/C & buildings, MISAWA A/F; Factory, MISAWA	12		13	16	500# GP	Inst	ND
								9	1000# GP	VT	ND
								4	2000# GP	VT	ND
								5	2000# GP	Inst	ND
A-1	8/10	0410	as above	A/C in revets. at MISAWA A/F	16			64	5" HVAR		
								31	250# GP	Inst	ND
D-2	"	0509	as above	Fuel tanks, A/C, shipping, at YAMADA; Factory, MIYAKO; RR Term.	19	12		54	5" HVAR		
								14	250# GP	Inst	ND
								24	500# GP	.025	.025
E-3	"	0708	as above	Small craft, RR yard, warehouses, factory, all at MIYAKO	6		15	24	5" HVAR		
								6	250# GP	Inst	ND
								60	500# GP	.01	.025
A-4	"	0940	as above	A/C at AOMORI; highway & RR brgs., sm. crft. N. Coast HONSHU	16			54	5" HVAR		
								32	250# GP	Inst	ND
D-5	"	1110	as above	Ferry slip, whse., AA positions, AOMORI; highway brg., MISAWA	8	10		32	5" HVAR		
								4	250# GP	Inst	ND
								20	500# GP	.025	.025
E-6	"	1337	as above	Ferry slip, ferries, warehouse; all at AOMORI	12		12	48	5" HVAR		
								11	250# GP	Inst	ND
								46	500# GP	.01	.025
A-1	8/13	0419	TOKYO Area	Hangar area at YACHIMATA A/F	20			23	5" HVAR		
								16	260# Frag	Inst	ND

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STRIKE NO.	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TRGT.			BOMBS AND ROCKETS		FUZING	
			General	Specific	VF	VB	VT	No.	Type	Nose	Tail
C-2	8/13	0555	TOKYO Area	Airfield installations at MIYAKAWA	12	12	14	40 12	500# GP 2000# GP	.1 .1	.025 .025
B-3	"	0714	as above	Airfield installations at MOBARA and TATEYAMA	15			56 15	5" HVAR 500# GP	Inst	ND
A-4	"	0949	as above	Hangars, TATEYAMA; R.R. Station, Lumber Mill. Warehouses, KATSURA; Factory Buildings, Dredge, KOMINATO	13			48 12	5" HVAR 500# GP	Inst	ND
C-5	"	1118	as above	Reverts., KISARAZU; Radar, Gas strg., Whse's., CHOSHI POINT	14			20	260# Frag	Inst	ND
B-6	"	1343	as above	Hangars at NARUTO & MOBARA; Oil Storage, R.R. Sta., MOBARA; 4 Houses at FURUTOKORU; Warehouses near MOBARA	16			56 14	5" HVAR 500# GP	Inst	ND
A-1	8/15	0415	as above	Hangars, dispersal area, KISARAZU A/F, & Seaplane Station, KISARAZU; Small Craft at KATSUURA Town	20			96 16	5" HVAR 260# Frag	Inst	ND

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OWN LOSSES AND RESCUE OPERATIONS.

(a) Aircraft, Pilots, and Aircrewmembers lost.

DATE	TIME OF LAUNCH	TYPE AIRCRAFT	Circumstances, Place, and Cause of Plane Loss	No. Pilots Lost	No. Air Crewm. Lost	No. Pilots Saved	No. Air Crewm. Saved
7/2	0530	SB2C-4E	Made water landing 1 mile on port beam.			1	1
7/2	0530	SB2C-4E	Barrier crash landing, Jettisoned				
7/3	1816	F6F-5N	Went over side on landing.	1			
7/5	1136	F6F-5	Barrier crash. Jettisoned.				
7/6	-	F6F-5	Barrier crash. Jettisoned.				
7/10	1400	TBM-3	Landed in water 93 mi., brg. 296° from ship.	1	2		
7/10	1400	F6F-5	Believed hit by enemy AA over MI-YAKAWA. Crashed SE corner field.	1			
7/10	-	SB2C-4E	Structural damage beyond repair from high-G pull-out. Jettisoned.				
7/14	0331	SB2C-4E	Went in water on take-off.	1	1		
7/14	0331	SB2C-4E	Landed in water within force returning from strike.			1	1
7/14	0331	SB2C-4E	Hit by enemy A.A. at target. Believed on fire and bailed out.	1	1		
7/14	0331	SB2C-4E	Made water landing returning from strike.			1	1
7/14	0331	F6F-5	Failed to return from strike. Last seen 10 mi. from TOMCAT DD.	1			
7/14	1255	TBM-3	Hit by enemy A.A. Made water landing near HAKODATE.			1	2
7/15	0345	F6F-5	Barrier crash returning from strike. Jettisoned.			1	
7/15	1109	F6F-5	Ditched near target returning from strike.			1	
7/18	1331	SB2C-4E	Damaged beyond repair by enemy AA at YOKOSUKA. Jettisoned.				
7/24	0445	F6F-5	Ditched ahead of Task Group due to loss of tail hook.			1	
7/24	0736	SB2C-4E	Down in water in Inland Sea near mouth of BUNGO SUIDO.			1	1
7/24	1148	F6F-5	Hard landing pulled out tail hook; crashed barrier. Jettisoned				
7/24	1431	F6F-5	Believed hit by AA over BB HYUGA in Inland Sea. Failed to join up.	1			
7/24	1431	SB2C-4E	Barrier crash returning from strike. Jettisoned.				

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OWN LOSSES AND RESCUE OPERATIONS.

(a) Aircraft, Pilots, and Aircrewmembers Lost.

DATE	TIME OF LAUNCH	TYPE AIRCRAFT	Circumstances, Place, and Cause of Plane Loss	No. Pilots Lost	No. Air Crewm. Lost	No. Pilots Saved	No. Air Crewm. Saved
7/25	0728	F6F-5N	Hard landing pulled out tail hook. Went over side.			1	
7/25	1211	F6F-5	Believed hit by enemy AA at trgt. Ditched in Inland Sea.			1	
7/25	1211	F6F-5	Believed hit by enemy AA at trgt. Ditched in Inland Sea.	1			
7/25	1211	F6F-5	Pilot orbited another downed pilot until gas exhausted; ditched near rescue sub.			1	
7/28	0745	SB2C-4E	Crashed in water near target, KURAHASHI SHIMA.	1	1		
7/28	0745	SB2C-4E	Seen in uncontrolled spin near KURAHASHI SHIMA. Did not join up.	1	1		
7/28	1355	F6F-5N	Ditched near TOMCAT No. 2.			1	
7/30	0429	F6F-5	Barrier crash on return from strike. Jettisoned.				
7/30	1006	F6F-5P	Barrier crash on return from strike. Jettisoned.				
7/31	-	F6F-5	Fuselage buckled due to hard landing. Jettisoned.				
8/4	1129	SB2C-4E	Went in water on take-off.			1	1
8/6	1159	TBM-3	Plane disintegrated while diving on ship during group tactics.	1	2		
8/9	1112	SB2C-4E	Crashed in water after being hit by enemy AA at OMINATO.	1	1		
8/9	1112	SB2C-4E	Ditched within Task Group due to loss of tail hook.			1	1
8/9	1341	F6F-5	Failed to return from strike. Circumstances unknown.	1			
8/10	0940	F6F-5	Hit by enemy AA. Ditched successfully 10 mi. S. of HACHINOE.			1	
8/10	1110	SB2C-4E	Hit by enemy AA at AOMORI. Ditched near BALAO (SS-285).			1	1
8/13	0714	F6F-5	Hit by enemy AA over TATEYAMA. Crashed in water near shore.	1			

(b) Rescue methods and facilities employed.

- (1) 2 July 1945, SB2C-4E, launched at 0530.
Ensign K. E. MOORE, Crewman C. R. LUX, ARM3C.
Landing made in water one mile off port beam at 0650 due to operational causes. Pilot and crewman got out of plane safely and were rescued by ENGLISH (DD-696).
- (2) 3 July 1945, F6F-5N, launched at 1816.
Ensign H. D. BLACKBURN.
Went over side on landing at 2117. A thorough and immediate search by two Task Group destroyers failed to reveal evidence of survival.
- (3) 10 July 1945, TBM-3, launched at 1400.
Lieutenant W. N. HOLMES; Crewmen Robert ZERN, ARM2C, N. J. HANLEY, ARM2C.
Landed safely in water 93 miles from ship about 1615 returning from strike on TOKYO area, reason unknown. Air/sea rescue notification procedure functioned well and KINGFISHERS from the Task Group were launched for rescue. These failed to locate the survivors and it was necessary to discontinue search due to darkness. A lifeguard submarine and land-based planes from IWO JIMA searched the area on the following day but reported negatively.
- (4) 14 July 1945, SB2C-4E, launched at 0331.
Ensign L. A. WHITAKER, Crewman E. H. DuBOIS, ARM3C.
Crashed in water on take-off, cause unknown. Immediate and thorough search by BULLARD (DD-660) failed to locate any indications of survival.
- (5) 14 July 1945, SB2C-4E, launched at 0331.
Lieutenant R. F. BIRCH, Crewman W. J. HISLER, ARMLC.
Forced to land in water returning from strike after having been hit by AA. Pilot and crewman rescued by MC KEE (DD-575).
- (6) 14 July 1945, SB2C-4E, launched at 0331.
Ensign K. E. MOORE, Crewman C. R. LUX, ARM3C.
Hit by enemy AA over target and forced to ditch near the formation. Rescued by MELVIN (DD-680).
- (7) 14 July 1945, F6F-5, launched at 0331.
Ensign G. G. HAYNES.
Last seen about 10 miles after leaving TOMCAT for base returning from strike in no apparent trouble. Thorough search by planes from ship failed to locate.
- (8) 14 July 1945, TBM-3, launched at 1255.
Ensign B. N. NOAH, Crewmen H. A. LEAKE, ARM3C, and C. W. NESTER, AOM3C.
Hit by AA near HAKODATE HARBOR and forced to land in dangerous waters of TSUGARU STRAITS about 1515. Due to location, time, and weather conditions, an attempt at rescue was not possible. However, a lifeguard submarine was alerted and was able to pick up pilot and crewmen the following morning after favorable current had carried them approximately 25 miles eastward towards the open sea.

- (b) Rescue methods and facilities employed.
- (9) 15 July 1945, F6F-5, launched at 1109.
Lieut. (j.g.) G. W. MC KENZIE.
Forced to ditch near East Coast of HONSHU when hit by enemy AA over target. Rescued by KINGFISHER of this Task Group.
- (10) 24 July 1945, F6F-5, launched at 0445.
Ensign G. E. HUMPHRIES.
Due to loss or non-functioning of tail hook forced to ditch ahead of Task Group about 1030. Rescued by BORIE (DD-704).
- (11) 24 July 1945, SB2C-4E, launched at 0736.
Lieut. (j.g.) D. L. HERRON, Crewman O. D. KEROUACK, ARM2C.
Hit by enemy AA in attack on XCV HYUGA. Ditched near mouth of BUNGO SUIDO at about 1045. Pilot and crewman rescued by lifeguard submarine WHALE about 1400.
- (12) 25 July 1945, F6F-5N, launched 0728.
Lieutenant G. W. PACE.
Tail hook pulled out on landing and plane went over side. Rescue was effected promptly by BULLARD (DD-660).
- (13) 25 July 1945, F6F-5, launched at 1211.
Ensign C. B. YODER.
Hit by enemy AA over target and ditched in INLAND SEA about 1530. Rescued by DUMBO from OKINAWA about 1630.
- (14) 25 July 1945, F6F-5, launched at 1211.
Ensign J. J. HANTSCHHEL.
Hit by enemy AA over target and ditched in INLAND SEA about 1530. Orbitted by RANDOLPH planes which drove off boats approaching from shore nearby but were forced to leave before aid arrived. When the DUMBO which rescued Ensign YODER arrived (see previous paragraph), there was no evidence of survivor.
- (15) 25 July 1945, F6F-5, launched at 1211.
Lieutenant K. W. D. LEE.
Remained in target area to orbit downed pilot J. J. HANTSCHHEL (see previous paragraph) after all other planes had left for base. In deciding to remain, Lieutenant LEE knew that he would not be able to return to the ship due to lack of sufficient fuel. He was reported rescued by lifeguard submarine WHALE at about 1930. LEE has not been returned to the ship at the time of this report.
- (16) 28 July 1945, F6F-5N, launched at 1355.
Lieutenant D. K. OLSEN.
Ditched near TOMCAT for operational causes and rescued by FRANK KNOX (DD-742).
- (17) 4 August 1945, SB2C-4E, launched at 1129.
Ensign C. COLLURA, Crewman C. J. SERICH, ARM2C.
Crashed in water immediately upon take-off, reason unknown. Crewman

- (b) Rescue methods and facilities employed.
- (17) (Cont'd.)
escaped from plane at once but pilot was dragged beneath ship before he was able to disengage himself. By inflating his life jacket he managed to come to the surface where both he and the crewman were rescued by WALDRON (DD-699).
- (18) 6 August 1945, TBM-3, launched at 1159.
Ensign R. E. RIEGER; Crewman M. W. GARD, ARM3C, R. G. MC GEE, AOM2C.
While making what appeared to be a normal dive on the Task Group at 1413 in air group exercises, wings and tail were seen to collapse and plane crashed in water. Thorough search revealed no survivors.
- (19) 9 August 1945, SB2C-4E, launched at 1112.
Ensign E. G. PORUPSKI, Crewman R. J. RAYMOND, ARM3C.
During an attack on enemy shipping at OMINATO HARBOR near the Naval Base, plane was hit by AA and crashed to the water at about 1345. A thorough search revealed no trace of survivors.
- (20) 9 August 1945, SB2C-4E, launched at 1112.
Ensign F. C. MC NAMARA, crewman E. F. ALEXANDER, AOM3C.
Upon return from strike without a tail hook this plane was ditched within Task Group. Pilot and crewman were picked up immediately by MC NAIR (DD-679).
- (21) 10 August 1945, F6F-5, launched at 0940.
Ensign W. H. VOSS.
Hit by AA over the target area, this plane was ditched about 10 miles south of HACHINOE and about 3 miles offshore. A KINGFISHER from the Task Group rescued the pilot and returned him to base.
- (22) 10 August 1945, SB2C-4E, launched at 1110.
Ensign K. E. MOORE, Crewman C. R. LUX, ARM3C.
After being hit by enemy AA over AOMORI, plane was ditched near life-guard submarine BALAO, which rescued pilot and crewman. This was the third successful ditching for this pair during the current operation.

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ENEMY PLANES DESTROYED IN COMBAT ON LAND OR WATER AND
ENEMY SHIPS SUNK, PROBABLY SUNK, AND DAMAGED BY STRIKES

(a)

STRIKE NO.	DATE	TIME OF LAUNCH	LOCATION	ENEMY A/C DESTROYED		ENEMY SHIPPING (*)		
				IN AIR	GROUND OR WATER	SUNK	PROBABLY SUNK	DAMAGED
A-1	7/10	0351	MOBARA A/F		2 S/E **			
C-3	"	0645						
A-6	"	1341						
C-7	"	1355						
B-3	"	1503						
B-2	"	0413	MIYAKAWA "		6 S/E **			
C-3	"	0645						
A-4	"	0831						
C-7	"	1355						
B-8	"	1503						
B-5	"	0945	YOKOSUKA "		6 S/E, 1 T/E **			
A-6	"	1341						
B-2	"	0413	NARUTO "		2 S/E **			
C-3	"	0645						
C-7	"	1355						
A-4	"	0831	YACHIMATA		1 S/E **			
B-5	"	0945						
A-1	7/14	0331	MISAWA A/F		5 T/E, ** 2 S/E			
"	"	"	HACHINOE		2 T/E **			
"	"	"	HAKODATE KO					LSD (2) Train Ferry (4) DE (25)
"	"	"	TSUGARU STRAIT			Train Ferry (9)		FTC (6) Lugger (10) SD (27)
"	"	"	AOMORI WAN					Train Ferry (15)
"	"	"	S. of SHI- RIYA SAKI					LST (19)
Mapho No. 1	"	0541	TSUGARU STRAIT			SCS (12) 50' rescue boat (13) FTD (16)		SCS (11) Lugger (14)
"	"	"	NE of MISAWA					DE (17)
"	"	"	East of MISAWA					Lugger (18)
"	"	"	12 mi. W. FUKUYAMA					FTD (20)
C-4	"	1257	HAKODATE KO					Train Ferry (3) DE (5)

(Strike C-4 continued on next page).

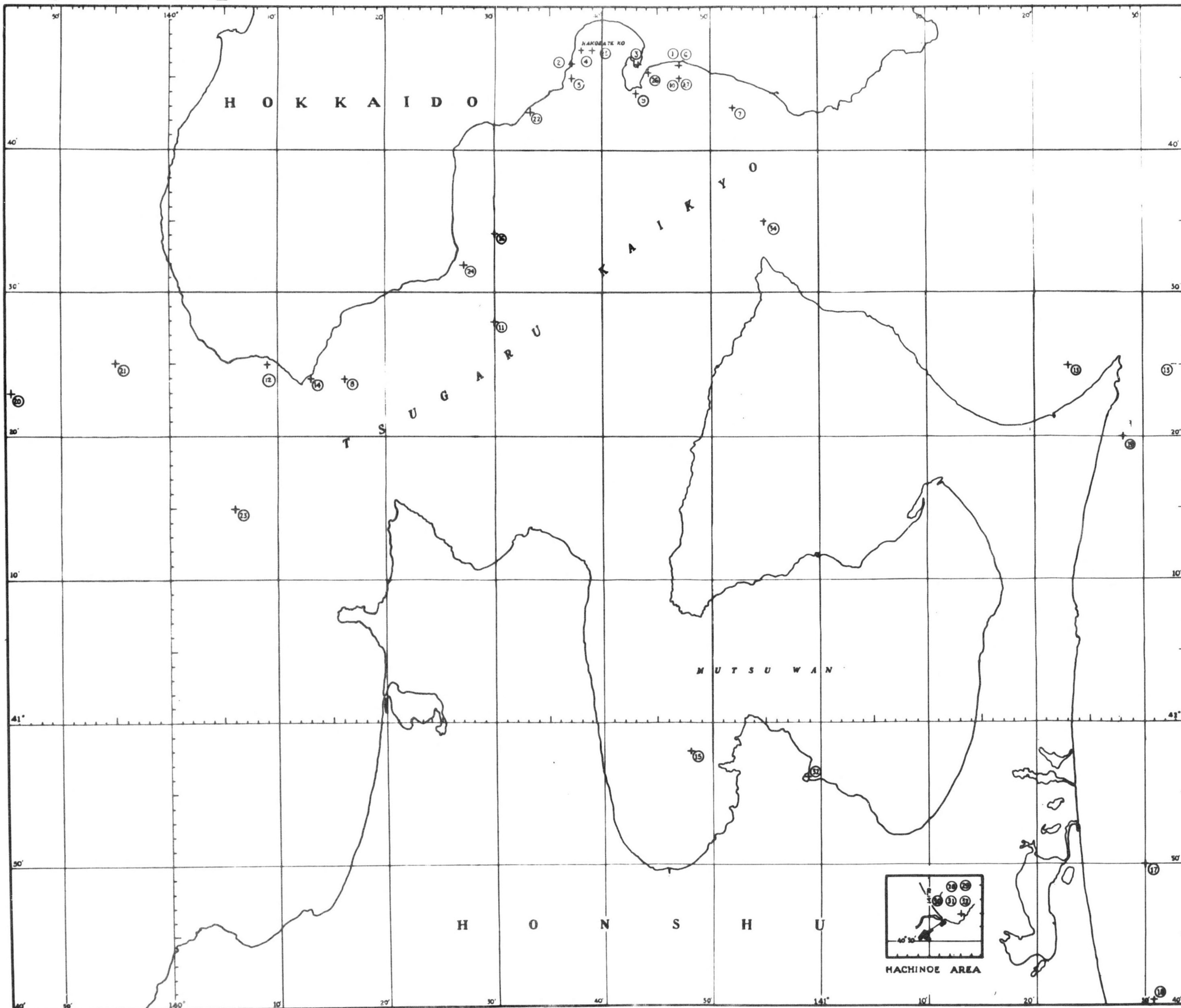
* Note: Number in parentheses indicates plot number on attached TSUGARU STRAIT Ship Damage Plot Chart.

** Based on Photographs.

CONFIDENTIAL ENEMY PLANES DESTROYED IN COMBAT ON LAND OR WATER AND
 (a) ENEMY SHIPS SUNK, PROBABLY SUNK, AND DAMAGED BY STRIKES

STRIKE NO.	DATE	TIME OF LAUNCH	LOCATION	ENEMY A/C DESTROYED		ENEMY SHIPPING (*)		
				IN AIR	GROUND OR WATER	SUNK	PROBABLY SUNK	DAMAGED
C-4	7/14	1257	TSUGARU STRAIT			FB (7) Train Ferry (8) SD (22) FTC (1)	FTD (23) Lugger (24)	FTC (26)
"	"	"	6 mi. W. FUKUYAMA					FTD (21)
C-5	7/15	1109	SAME KO			2 FTD (28)(29) 2 SCS (30)(31) 10-15 small craft (33)		
"	"	"	KOMINATO WAN		4 JAKES			U/I Naval Auxil. (32)
Mapho No. 3	"	"	TSUGARU STRAIT					PF (KAI-BOKAN #2) (34)

* Note: Number in parentheses indicates plot number on attached TSUGARU STRAIT Ship Damage Plot Chart.

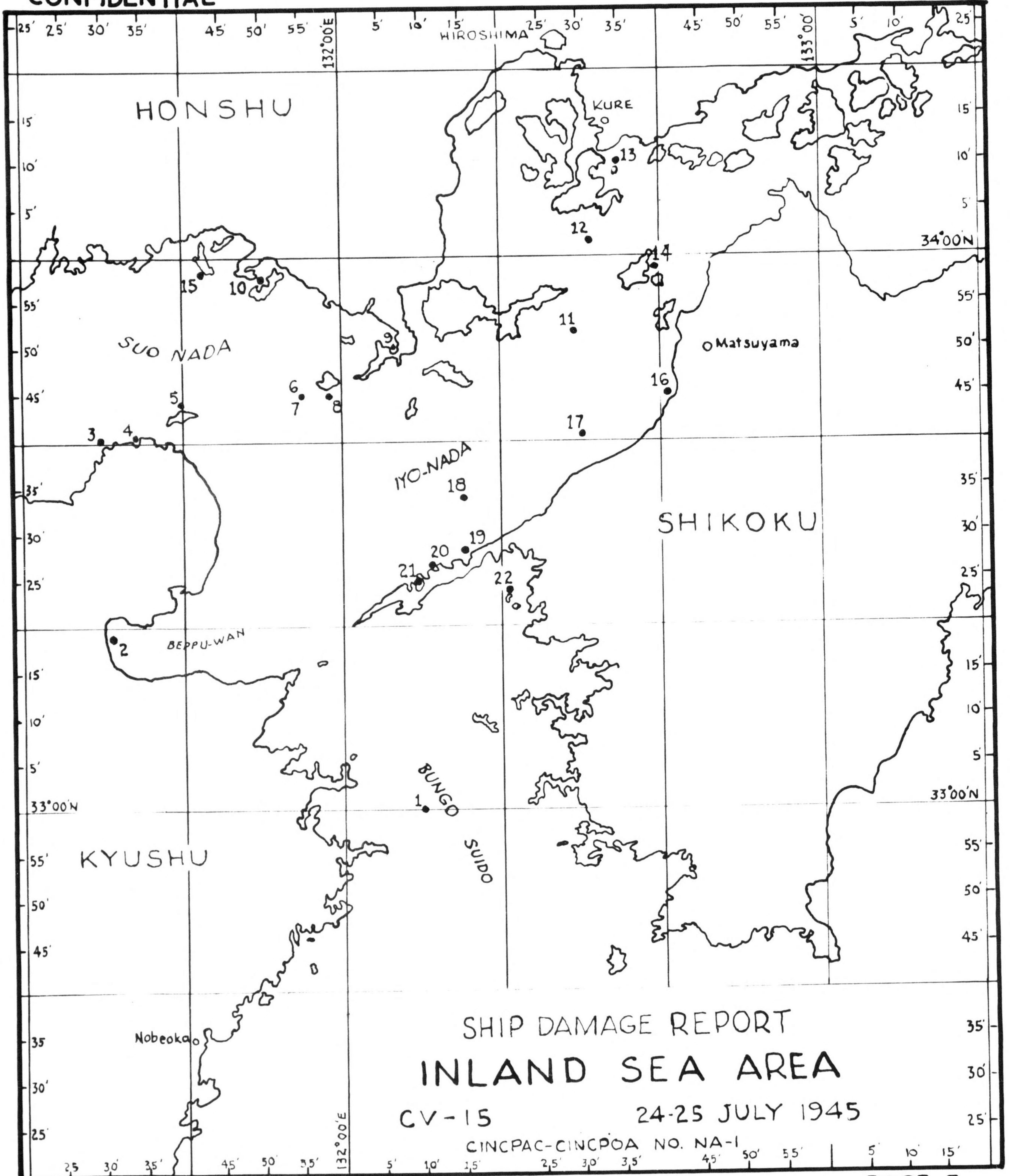


CONFIDENTIAL ENEMY PLANES DESTROYED IN COMBAT ON LAND OR WATER AND
 (a) ENEMY SHIPS SUNK, PROBABLY SUNK, AND DAMAGED BY STRIKES

STRIKE NO.	DATE	TIME OF LAUNCH	LOCATION	ENEMY A/C DESTROYED		ENEMY SHIPPING (*)		
				IN AIR	GROUND OR WATER	SUNK	PROBABLY SUNK	DAMAGED
A-1	7/18	1122	KATORI A/F		2 U/I			BB NAGATO
C-3	"	1331	YOKOSUKA Naval Base					DD (6)
A-1	7/24	0445	Inland Sea					Tug & 6 small craft (3)
B-2	"	0545	" "					Lugger (15)
RAPCAP No. 2	"	0736	Near force Radar Pkt.	1 MYRT				XCV HYUGA (13)
C-3	"	0736	Inland Sea					Midget Sub. (18)
A-4	"	1020	" "				SD (1)	SD (4) FTB (5) SD (1)
B-5	"	1211	" "			SAS (21) SD (17) SD (19) SCS (20)		Tug (11) Tug (12) SCS (7) SD (22) APD (14) Lugger (16)
C-6	"	1431	" "			XCV HYUGA (13)		
RAPCAP No. 4	"	1545	Near force	1 DINAH				FTU (9)
B-2	7/25	0530	Inland Sea					CVL or CVE (2)
RAPCAP No. 2	"	0736	55 mi. from ship	1 DINAH				SAI (10)
A-4	"	1002	Inland Sea					SAI (8)
B-5	"	1133	" "					FTU (9) previously damaged

* Note: Number in parentheses indicates plot number on attached plot chart
 "Ship Damage Report - Inland Sea, CV-15 24-25 July 1945".

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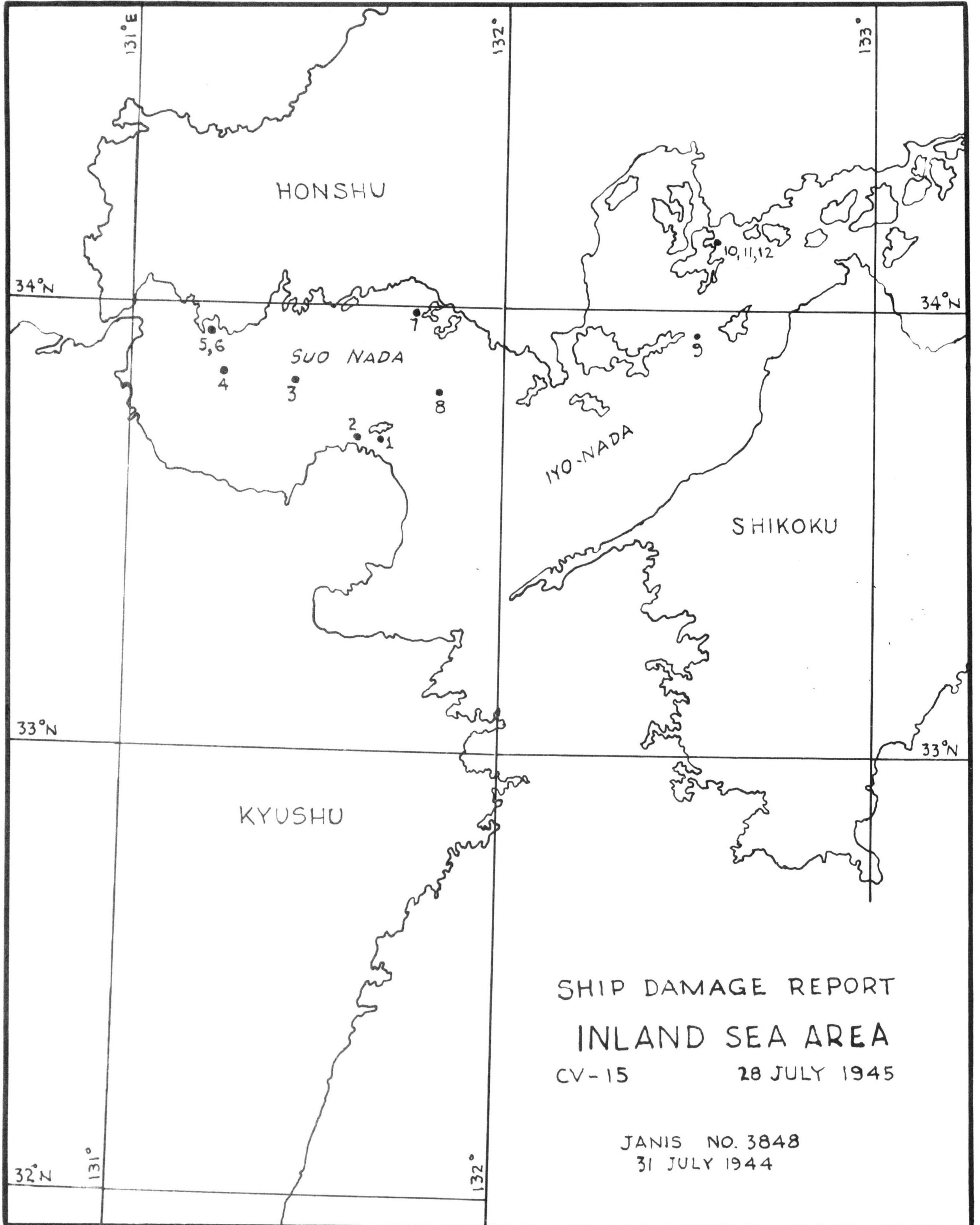


CONFIDENTIAL ENEMY PLANES DESTROYED IN COMBAT ON LAND OR WATER AND
 (a) ENEMY SHIPS SUNK, PROBABLY SUNK, AND DAMAGED BY STRIKES

STRIKE NO.	DATE	TIME OF LAUNCH	LOCATION	ENEMY A/C DESTROYED		ENEMY SHIPPING (*)		
				IN AIR	GROUND OR WATER	SUNK	PROBABLY SUNK	DAMAGED
A-1	7/28	0145	BOFU A/F		1 BETTY 1 GEORGE			
"	"	"	OZUKI A/F	11 FRANKS 2 GEORGES				
B-2	"	0544	HIME SHIMA			Lugger (3)		FTC (1)
"	"	"	TSUIKI A/F		4 S/E, ** 1 Trainer			
C-3	"	0745	near KURA-HASHI SHIMA			Sub. (10) 1000 T. M/V (no plot)		Sub. (11) Sub. (12)
B-5	"	1246	TSUIKI A/F		5 S/E **			
"	"	"	USA A/F		2 S/E **			
"	"	"	near HIME SHIMA					SC (2) FTC (1)***
C-6	"	1355	in or near UBE HARBOR			5 sm. craft (4)	FB (6)	FA (5) FTB (7)
"	"	"	33-48N, 131-51E			SD (8)		SD (9)
"	"	"	HIME SHIMA				FTC (1)***	
"	"	"	34-02N, 131-47E					SAU (no plot)
A-4	7/30	0429	KODAMA A/F		3 T/E **			

* Note: Number in parentheses indicates plot number on attached plot chart
 "Ship Damage Report - Inland Sea Area, CV-15, 28 July 1945".
 ** Note: Based on photographs.
 *** Note: Previously damaged by Strikes A-1 and B-5.

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SHIP DAMAGE REPORT
INLAND SEA AREA
CV-15 28 JULY 1945

JANIS NO. 3848
31 JULY 1944

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(a)

ENEMY PLANES DESTROYED IN COMBAT ON LAND OR WATER AND
ENEMY SHIPS SUNK, PROBABLY SUNK, AND DAMAGED BY STRIKES

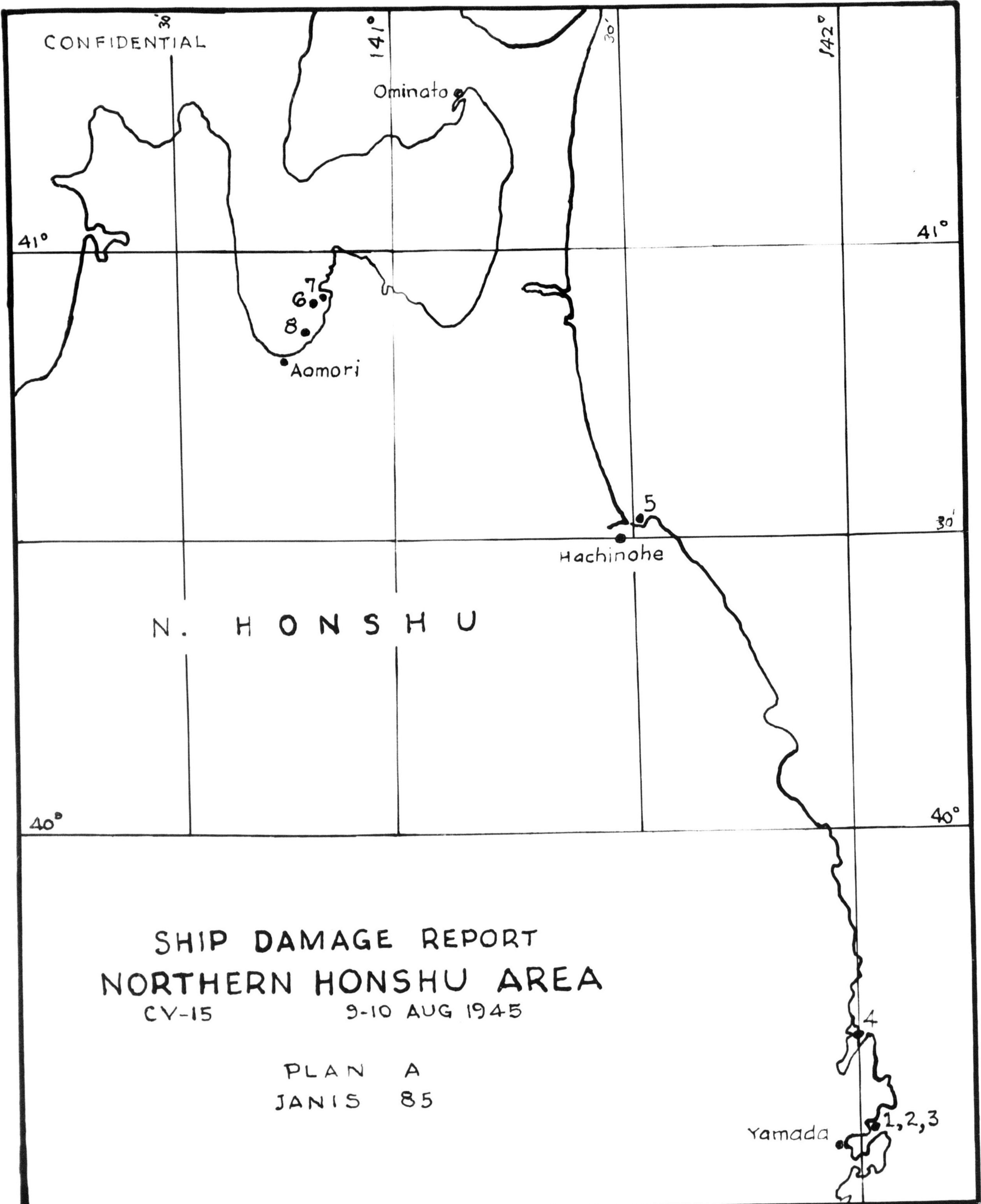
STRIKE NO.	DATE	TIME OF LAUNCH	LOCATION	ENEMY A/C DESTROYED		ENEMY SHIPPING (*)		
				IN AIR	GROUND OR WATER	SUNK	PROBABLY SUNK	DAMAGED
A-1	8/9	0410	MISAWA A/F		6 S/E,			
E-3	"	0707			9 T/E,			
A-4	"	0939			2 U/I **			
E-6	"	1341						
D-2	"	0513	SAME KO			PF (5)		
E-3	"	0707	MISAWA A/F		2 Bi-planes			
D-5	"	1112	AOMORI WAN			Lugger (7)		
A-1	8/10	0410	MISAWA A/F		1 S/E			
D-2	"	0509	YAMADA			AM (1) SC (2) FTD (3)		
E-3	"	0708	MIYAKO			3 small craft (4)		
E-6	"	1337	AOMORI WAN					AP (6) Ferry (8)
RAPCAP No. 1	8/13	0419	Near TOMCAT #2	1 MYRT				
RAPCAP No. 3	"	1118	Near TOMCAT #2	1 GRACE				
E-1	8/15	0415	KATSUURA Town					SD (no plot)

* Note: Number in parentheses indicates plot number on attached plot chart
 "Ship Damage Report - Northern Honshu Area - 9-10 Aug. 1945".

** Note: Based on photos.

ANNEX (D)

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SHIP DAMAGE REPORT
NORTHERN HONSHU AREA
CV-15 9-10 AUG 1945

PLAN A
JANIS 85

Yamada 1,2,3

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(b) DAMAGE TO LAND TARGETS

- (1) 10 July 1945 - YOKOSUKA AIRFIELD - Although primary mission was to destroy planes, several bombs were dropped in the building area, damaging four hangars. See photo No. 1.
- (2) 10 July 1945 - NARUTO AIRFIELD - Six bomb hits were reported on buildings but the extent of damage was undetermined.
- (3) 14 July 1945 - HAKODATE HARBOR, HOKKAIDO - Twenty bombs dropped on eastern train ferry slip destroying buildings and possibly damaging loading slips. See photo No. 2. Eastern warehouses and dockyards were bombed by two strikes with damage undetermined.
- (4) 15 July 1945 - HACHINOE AIRFIELD - Six bomb hits reported on hangars with undetermined damage. Another strike fired one hangar by strafing and a third mission reported setting fire to two more hangars.
- (5) 15 July 1945 - HACHINOE TOWN - Several strikes hit this area destroying the railroad station and a sizeable factory east of the town. A direct bomb hit on gas tanks exploded then and sent flames 900 feet in the air. A radar station and a lighthouse were rocketed and strafed with undetermined damage. See photos 9, 10, and 11.
- (6) 18 July 1945 - OHARA TOWN, TOKYO Area - Bombs were dropped on railroad yards and one direct hit was made on an unidentified building, probably a railroad shop.
- (7) 18 July 1945 - HACHIDAN MISAKI, TOKYO Area - Radar station rocketed, strafed, and left with heavy black smoke rising.
- (8) 24 July 1945 - BOFU, 2 miles east of airfield - Power plant hit with four rockets, heavily strafed, and left burning.
- (9) 24 July 1945 - YAWATAHAMA TOWN, SHIKOKU - Large factory hit with four bombs and left burning.
- (10) 25 July 1945 - NAGAHAMA KO, SHIKOKU - 400-foot highway bridge rocketed, strafed, and center section set afire.
- (11) 25 July 1945 - KASATO SHIMA, Off SO. HONSHU - Warehouses and docks bombed and strafed. Left smoking.
- (12) 25 July 1945 - JIZOGA BANA, NO. KYUSHU - Copper smelting plant hit with bomb and heavily strafed leaving buildings smoking. (Also hit in subsequent strikes of 28 July 1945.)
- (13) 25 July 1945 - HOTO SHIMA, near NO. KYUSHU - Radio/radar station strafed and left smoking.
- (14) 28 July 1945 - UBE TOWN, SO. HONSHU - Unidentified factories hit with bombs and rockets leaving them smoking and burning. See photo No. 24.

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(b) DAMAGE TO LAND TARGETS

- (15) 30 July 1945 - TAKASAKI TOWN, TOKYO Area - Two unidentified factories hit with bombs and rockets and set afire. Two bridges nearby bombed, rocketed, strafed. One believed destroyed.
- (16) 30 July 1945 - MAEBASHI TOWN, TOKYO Area - Hydro-electric plant northwest of town took one direct bomb hit but damage not determined.
- (17) 30 July 1945 - FUJIYAMA, TOKYO Area - Radar station on edge of crater strafed and damaged, extent not known.
- (18) 30 July 1945 - TOYOOKA AIRFIELD, TOKYO Area - Extensive damage done to buildings with bombs, rockets, and strafing as confirmed by photos not reproduced in this report.
- (19) 30 July 1945 - MAGECHI AIRFIELD, TOKYO Area - Bombs dropped on hangars with undetermined damage.
- (20) 30 July 1945 - ASHIKAGA TOWN, TOKYO Area - Unidentified factory set afire with bombs and rockets. Railway station set afire.
- (21) 30 July 1945 - SHIZUOKA TOWN, TOKYO Area - Railroad station rocketed, strafed, and set afire.
- (22) 9 and 10 August 1945 - MISAWA AIRFIELD, NO. HONSHU - In strikes designed to flatten all installations on this field, bombers and torpedo planes dropped many bombs on hangars, barracks, revetments, shops, and other installations. Other aircraft from the Task Group participated in these strikes from time to time. Photos and pilot observation indicated that practically all of the useful installations were destroyed. See photos 25, 26, 27, 28, 29, and 30.
- (23) 9 August 1945 - HACHINOE TOWN, NO. HONSHU - Two unidentified factories rocketed and strafed, one burning and one smoking heavily.
- (24) 10 August 1945 - MIYAKO and Adjacent Areas in N.E. HONSHU - One railway bridge bombed and destroyed at MIYAKO, another in approximate area 40-24N, 141-42E. A highway bridge at about 40-56N, 141-23E was also reported destroyed. Two unidentified factories and warehouses at MIYAKO were hit with bombs and rockets with damage undetermined as were shops at railroad yards.
- (25) 10 August 1945 - AOMORI, NO. HONSHU - Ferry slips were hit heavily by two strikes. These had been hit previously by aircraft from other carriers and possibly by B-29's which had largely destroyed the town. Extent of damage undetermined. See photos 39 and 40.
- (26) 13 August 1945 - KATSUURA TOWN, TOKYO Area - Rockets and strafing set fire to railroad station, lumber mill, and warehouses. Subsequent observation showed the first two targets completely destroyed. A radio station was also strafed with damage undetermined.
- (27) 13 August 1945 - KOMINATO TOWN, TOKYO Area - Several fires were started when unidentified factory buildings were rocketed and strafed. Damage undetermined.

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(b) DAMAGE TO LAND TARGETS

(28) 13 August 1945 - MOHARA TOWN, TOKYO Area - Oil storage tanks were fired and railway station burned with rockets and strafing. A warehouse 5 miles southeast of MOBARA airfield was burned with a strafing attack.

% FLEET POST OFFICE
SAN FRANCISCO, CALIF.

RESTRICTED

16 August 1945

From: The Medical Officer.
To: The Chief of the Bureau of Medicine and Surgery.
Via: (1) The Commanding Officer.

Subject: Report of Casualties, forwarding of.

Reference: (a) Para. 3518, BuMed Manual.
(b) ALNAV # 48.

1. In accordance with reference (a) and (b) the following information is submitted herewith, for the period from 1 July 1945 to and inclusive of 15 August 1945.

NAME	RANK RATE	SERVICE NUMBER	DATE	PLACE
HASKIN, Phil Hart Jr. Diagnosis: Injuries, Multiple Extreme. Prognosis: Fatal Disposition: Killed, not enemy action.	Ens.(AI)USNR	368948	6-21-45	At sea.
REIGER, Robert Ernest Diagnosis: Injuries, Multiple, Extreme. Prognosis: Fatal Disposition: Killed, not enemy action.	Ens.(AI) USNR	378724	8-6-45	At sea.
WHITAKER, Lewis Albert Diagnosis: Injuries, Multiple, Extreme. Prognosis: Fatal Disposition: Killed, not enemy action.	Ens.(AI)USNR	355233	7-14-45	At sea.
DUBOIS, Edward Herbert Diagnosis: Injuries, Multiple, Extreme. Prognosis: Fatal. Disposition: Killed, not enemy action.	ARM3c USNR	802-45-01	7-14-45	At sea.
GARD, Marvin William Diagnosis: Injuries, Multiple, Extreme. Prognosis: Fatal. Disposition: Killed, not enemy action.	ARM3c USNR	565-48-86	8-6-45	At sea.
MAGEE, Robert Grant Diagnosis: Injuries, Multiple, Extreme. Prognosis: Fatal. Disposition: Killed, not enemy action.	AOM1c USNR	245-59-27	8-6-45	At sea.

RESTRICTED:

16 August 1945

Subject: Report of Casualties, forwarding of.

BLACKBURN, Harold David	Ens.(AI)USNR	378849	7-3-45	At sea.
Disposition: Missing, not enemy action.				
HANTSCHER, John Joseph	Ens.(AI)USNR	378349	7-25-45	Enemy territory.
Disposition: Missing in action.				
HAYNES, Glen Gordon	Ens.(AI)USNR	383202	7-14-45	At sea.
Disposition: Missing in action.				
HOLMES, William Norris	Lt.(AI)USNR	104904	7-10-45	At sea.
Disposition: Missing in action.				
LANGE, William Henry	Ens.(AI)USNR	378380	7-10-45	Enemy territory.
Disposition: Missing in action.				
LANGLEY, Warren Franklin	Lt.(jg)(AI)USNR	306367	7-14-45	Enemy territory.
Disposition: Missing in action.				
McPHERSON, James Hauhuth	Lt. USN	100312	8-14-45	Enemy territory.
Disposition: Missing in action.				
PORUPSKY, Ernest George	Ens.(AI)USNR	363510	8-9-45	At sea.
Disposition: Missing in action.				
ROGERS, William Russell	Ens.(AI)USNR	368717	8-9-45	At sea.
Disposition: Missing in action.				
SAWERS, Charles (none)	Lt.Comdr.USN	85263	7-24-45	Enemy territory.
Disposition: Missing in action.				
TRUSSELL, Garland (none)	Lt.(jg)(AI)USNR	299456	7-28-45	Enemy territory.
Disposition: Missing in action.				
WILLIAMS, Clair Taylor	Lt.(jg)(AI)USNR	157508	7-28-45	Enemy territory.
Disposition: Missing in action.				
DARLING, Clay Delbert	ARM3c (CA) USNR	875-86-22	7-28-45	At sea.
Disposition: Missing in action.				
HANLEY, Neil Joseph	ARM2c (CA) USNR	202-81-01	7-10-45	At sea.
Disposition: Missing in action.				

16 August 1945

RESTRICTED

Subject: Report of Casualties, forwarding of.

MILLER, Franklyn Behrend	ARM3c (CA) USNR	565-12-00	7-28-45	Enemy territory.
Disposition: Missing in action.				
MILNOR, Charles Emmert	ARM3c (CA) USNR	812-71-12	7-14-45	Enemy territory.
Disposition: Missing in action.				
RAYMOND, Richard James	ARM3c (CA) USNR	800-69-54	8-9-45	At sea.
Disposition: Missing in action.				
ZERN, Robert Neil	ARM2c (CA) USNR	726-38-22	7-10-45	At sea.
Disposition: Missing in action.				
BERLIN, Raymond Earl	ARM2c (CA) USNR	386-73-01	7-20-45	Enemy territory.
Diagnosis: Wound, lacerated, left shoulder.				
Prognosis: Favorable.				
Disposition: Transferred to U.S.S. RESCUE (AH-18).				
BROOKES, Charles Steven	Lieut. USN	125277	8-9-45	Enemy territory.
Diagnosis: Abrasions and lacerations, face.				
Prognosis: Favorable.				
Disposition: Retained on board.				
COLLURA, Carlo (none)	Ens.(AI)USNR	363325	8-1-45	At sea.
Diagnosis: Wound, lacerated, forehead.				
Prognosis: Favorable.				
Disposition: Retained on board.				
MOFFETT, Charles Simonton	Lt.Comdr. USN	81292	7-24-45	Flight Deck.
Diagnosis: Wound, lacerated, forehead.				
Prognosis: Favorable.				
Disposition: Retained on board.				
PHANEUF, John Joseph	ARM2c (CA) USNR	761-78-54	7-20-45	Enemy territory.
Diagnosis: Wound, penetrating, right arm.				
Prognosis: Favorable.				
Disposition: Retained on board.				
VOSS, Marlyn William	Ens.(AI)USNR	382690	8-10-45	At sea.
Diagnosis: Abrasions and lacerations, face and hands.				
Prognosis: Favorable.				
Disposition: Retained on board.				
BUNNELL, David Lewis	AOM3c (CA) USNR	821-78-24	7-18-45	Enemy territory.
Diagnosis: Abrasions and lacerations, both hands.				
Prognosis: Favorable.				
Disposition: Retained on board.				