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SERIAL 005



S-E-C-R-E-T

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

A-C-T-I-O-N R-E-P-O-R-T

CAPTURE OF OKINAWA GUNTO

21 MARCH TO 5 JUNE

1945

C A P T U R E O F O K I N A W A G U N T O

A C T I O N R E P O R T

I-N-D-E-X

		<u>PAGE</u>
PART I & II	Background and Concept	2
PART III	Chronological Action	5
PART IV	Ordnance (See PART VI)	64, 71.
PART V	Battle Damage (See PART VI)	64, 112.
PART VI	Comment, Recommendations and Summaries	65

COMMENT AND RECOMMENDATIONS

		<u>PAGE</u>
(1)	Air Operations	65
(2)	Landing Signal Officer	69
(3)	Ordnance	71
(4)	Radar and Fighter Direction	73
(5)	Communications	76
(6)	Engineering	78
(7)	Supply	79
(8)	Weather Summary	81
(9)	Personnel	82

SUMMARIES

(1)	Sorties Flown	84
(2)	Sorties by Type Mission	89
(3)	Own Losses and Rescue Operations	94
(4)	Table of Ammunition expended at Target	96
(5)	Ammunition Expenditure Schedule	109
(6)	Damage to Enemy	112

ENCLOSURES:

- (A) Photographic Section.
- (B) Navigational Track Chart of U.S.S. MAKIN ISLAND.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
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San Francisco, California

Serial: 005

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5 June 1945

From: Commanding Officer.
To : Commander in Chief, United States Fleet.
Via : (1) Commander Carrier Division TWENTY-SIX (CTU 52.1.1).
(2) Commander Escort Carrier Force, U. S. Pacific Fleet.
(3) Commander Amphibious Support Force (CTF 52).
(4) Commander Joint Expeditionary Force (CTF 51).
(5) Commander FIFTH Fleet.

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

References: (a) Article 874(6), U. S. Navy Regulations, 1920.
(b) Pac. Flt. Conf. Ltr. 1CL-45.
(c) C.T.G. 52.1 Op Plan No. 2-45.

Enclosures: (A) ACA-1 Aircraft Action Reports of VC-84 (Nos. 93 to 155).
(B) ACA-1 Aircraft Action Reports of VC-91 (To follow).
(C) Photographic Section.
(D) Navigational Track Charts of U.S.S. MAKIN ISLAND,
(21 March 1945 to 4 June 1945).

1. In accordance with references (a) and (b), Action Report of this vessel in connection with the Occupation of Okinawa Gunto, Phases I and II, is submitted herewith.

2. Throughout this report Zone minus nine (Item) is used for local time when west of Longitude 139° East; Zone minus ten (King) is used for local time when east of Longitude 139° East.

W. B. Whaley
W. B. WHALEY

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CVE93/A16-3/A9

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c/o Fleet Post Office

Serial: 005

San Francisco, California

SECRET

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(21 March 1945 to 5 June 1945). (Okinawa Gunto).

PART I & II

1. The objective of this amphibious operation, largest in scale so far undertaken in the Pacific War, was the seizure and control of Okinawa Jima and other key points in the Nansei Shoto chain of islands. Development of naval, air and military bases in these islands would almost completely isolate Japan from Formosa and her controlled areas to the South; at the same time, a vital springboard would be available for still heavier air, surface and submarine attacks on the Empire, as well as for future amphibious operations directed against the Japanese home islands and China.

2. The U.S.S. MAKIN ISLAND served as the Flagship of Rear Admiral Calvin T. Durgin, U.S.N., CTG 52.1 and Commander Escort Carrier Force. The ship was assigned to Task Unit 52.1.1, (Support Carrier Unit One) commanded by Rear Admiral Clifton A. F. Sprague, U.S.N. Other vessels included in the Task Unit at the beginning of this operation were U.S.S. FANSHAW BAY (CVE-70), flying Admiral Sprague's flag, U.S.S. LUNGA POINT (CVE-94), U.S.S. NATOMA BAY (CVE-62) and U.S.S. SANGAMON (CVE-26). Screen for Task Unit 52.1.1 consisted of 4 DD and 6 DE.

3. Task Unit 52.1.2, (Support Carrier Unit Two) under Rear Admiral George R. Henderson, U.S.N., was composed of the following CVEs: U.S.S. SAGINAW BAY (F)(CVE-82); U.S.S. SARGENT BAY (CVE-83); U.S.S. PETROF BAY (CVE-80); U.S.S. RUDYERD BAY (CVE-81); U.S.S. TULAGI (CVE-72); U.S.S. WAKE ISLAND (CVE-65). Screen consisted of 4 DD and 6 DE.

4. Task Unit 51.11.3 (Support Carrier Unit Three), under Rear Admiral William D. Sample, U.S.N., included the U.S.S. SUWANEE (F)(CVE-27), U.S.S. CHENANGO (CVE-28), 3 DD and 1 DE.

5. Task Unit 51.1.2, (Support Carrier Unit Four) under Rear Admiral Felix B. Stump, U.S.N., was made up of the U.S.S. MARCUS ISLAND (F) (CVE-77), U.S.S. SAVO ISLAND (CVE-78), U.S.S. ANZIO (CVE-57), together with a screen of 2 DD and 5 DE.

6. Task Unit 51.13.3, (Support Carrier Unit Five), Captain John V. Peterson, U.S.N., commanding, included the U.S.S. SANTEE (F) (CVE-29), U.S.S. STEAMER BAY (CVE-87), 3 DD and 1 DE.

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)

Serial: 005

c/o Fleet Post Office
San Francisco, California

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I. and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

7. Summary of vessels by type, assigned to Support Carrier Group (T.G. 52.1), in accordance with the operations plan of CTG 52.1, is given below:

Composition of Task Group 52.1		
CVE	-	18
DD	-	16
DE	-	19
	Total Vessels	53

8. Assignments of these vessels throughout the various stages of Phase 1 are covered in detail in CTG 52.1 Opplan No. 2-45 (Reference (c)).

9. As a component of Task Group 52.1, the mission of the U.S.S. MAKIN ISLAND was to furnish cover to friendly formations enroute to Okinawa as well as air support in all its forms to our forces engaged in the extensive amphibious and ground operations at the objective area. Local and Target Anti-Sub and Combat Air Patrol, searches, direct support, photographic, observation, artillery spotting, DDT spraying, propaganda leaflet and parachute supply drops were all listed as missions to be performed by MAKIN ISLAND aircraft.

10. Until such time as our land-based aircraft could be established on bases, still to be captured, the planes from TG 52.1 were counted upon to furnish a substantial portion of the air power prerequisite for the success of this most ambitious amphibious operation. The contribution of TG 52.1 in the field of direct support was expected to be of particular value.

11. The U.S.S. MAKIN ISLAND sortied from Ulithi Atoll, Western Caroline Islands, at 0624, 21 March 1945, in company with other vessels of Task Units 52.1.1 and 52.1.2. A north-westerly course was set for the objective area, (see Navigational Track Chart Enclosure (D)) which was reached after sunset on 24 March. Enroute, this ship participated in the furnishing of C.A.P. for vessels of the Amphibious Support Forces as well as for the CVE formations. The voyage was completed without special incident or contact with the enemy.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)

c/o Fleet Post Office

Serial: 005

San Francisco, California

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
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12. The U.S.S. MAKIN ISLAND was at the scene of and contributed direct air support to the Okinawa campaign for sixty-nine days. The eight days of travel to and from the area make what is believed to be a record for CVE's on continuous, uninterrupted combat operations - seventy-seven days.

13. Ton after ton of bombs was dropped on specifically assigned areas; pin point targets were blasted with five-inch rockets; and troops and supplies were strafed.

14. The U.S.S. MAKIN ISLAND provided Air Coordinators who acted as quarterbacks for attacking flights, marking the targets with smoke rockets, and directing the individual pilots on their tactics, approaches and retirements.

15. Trained Army and Marine observers were flown at "just off the deck" height over the lines so that ground troop movements could be accurately plotted.

16. When segments of our attacking forces forged ahead too rapidly for supplies to keep apace, or when trucks were mired down in the muddy roads, pilots from our carrier dropped needed materials by parachute.

17. Time and time again the Marines, the Army and the Navy on the beach gave our pilots the only expression of appreciation possible at the time: "Well done! You were right on target!"

18. Throughout the operation two pilots and three aircrewmen were killed. From all causes, eleven aircraft were lost.

19. A total of 2339 missions were flown in the Okinawa operating area. Adding to this figure the 98 patrol flights on the way to and from that area gives a grand total of 2437 sorties, representing 7857 flying hours - the U.S.S. MAKIN ISLAND's contribution to the capture of Okinawa Gunto.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

PART III

A chronological account of the operations of this ship and the aircraft of its embarked squadrons, VC-84 and VC-91, from the date of its sortie from Ulithi Atoll on 21 March 1945, to its return to Guam on 5 June 1945 is outlined below. For detailed reports of contact with the enemy by planes of VC-84 and VC-91, reference will be made to ACA-1 Aircraft Action Reports (Enclosure (A)). The Summary Section of Part VI includes schedules of own and enemy losses, plane availability, daily sorties, ordnance expenditures and other data concerning air operations.

21 MARCH 1945 - LOVE-11 DAY

Weather: Western Carolines Area. Sunrise 0645. Good flying conditions prevailed during the day with two-three tenths cumulous and strato-cumulous at 1,500 feet and three-six tenths alto-stratus clouds at 10,000 feet showing influence of a weak tropical front located south of Ulithi. Visibility good. ENE winds averaged seventeen knots. Moderate swell and seas. Sunset 1757.

Underway from Ulithi Atoll for objective, at 0624 in company with other vessels of Task Units 52.1.1 and 52.1.2. OTC in U.S.S. FANSHAW BAY

Firing exercises were held from 0929 to 1047.

Ten CAP missions were flown during the afternoon, six of which were over the Fire Support ships of TF 54.

At 1701, a VC-84 VF, piloted by Lieutenant (jg) E. A. Simpson, USNR, crashed into the sea while attempting to make an emergency landing aboard. Simpson was picked up by U.S.S. INGRAHAM (DD-694). Injuries minor.

OVE-93/A16-3/AY

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

POSITIONS

0800	Lat. 10-01'15" N	1200	Lat. 10-43.5 N	2000	Lat. 12-06.0 N
	Long. 139-54'30" E		Long. 139-44.0 E		Long. 138-35.0 E

22 MARCH 1945 - LOVE-10 DAY

Weather: Enroute to objective area. Sunrise 0555. Good flying conditions but landing conditions were undesirable as a result of moderately heavy swell and rough seas. Fair weather and swelling cumulous. Average winds nineteen knots from NE. Good visibility. Sunset 1808.

Air operations were cancelled as a result of the rough sea prevailing. Exercises were held for Repair Parties and fire fighting apparatus was tested. Division officers made a general check on life belts, flash proof clothing and miscellaneous equipment. The ship proceeded on its course without special incident.

POSITIONS

0800	Lat. 14-36.0 N	1200	Lat. 15-25.0 N	2000	Lat. 17-05.0 N
	Long. 136-33.0 E		Long. 136-02.0 E		Long. 134-57.5 E

23 MARCH 1945 - LOVE-9 DAY

Weather: Enroute to objective area. Sunrise 0612. Good flying conditions, with three to six-tenths cumulous at 1,500 feet. One to two-tenths altostratus at 10,000 feet in early morning, dissipating about 0900. Ceiling 1,500 feet, becoming unlimited about 1130. Winds averaged fourteen knots from the NE. Good visibility. Moderate sea and swell. Sunset 1830.

U.S.S. MAKIN ISLAND steaming on a northeasterly course in

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
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Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

company with Task Unit 52.1.1. The U.S.S. INGRAHAM (DD-694) was fueled from 0921 to 1045, during which period Lieutenant (jg) E. A. Simpson, USNR, who had been picked up by that vessel on 21 March, was returned to the MAKIN ISLAND.

The U.S.S. BAGLEY (DD-386), was fueled between 1225 and 1335, receiving 20,400 gallons. At 1528 the ship's company was exercised at abandon ship stations.

Twelve CAP (eight over TF 54) and four ASP sorties were flown. No contact with the enemy.

POSITIONS

0800	Lat. 19-34.5 N	1200	Lat. 20-21.0 N	2000	Lat. 21-41'45" N
	Long. 133-23.0 E		Long. 133-30.0 E		Long. 132-50.0 E

24 MARCH 1945 - LOVE-8 DAY

Weather: Sunrise 0619. Average flying conditions. Eight to ten-tenths stratocumulous clouds at 1,800-2,000 feet, and eight to ten-tenths altostratus clouds at 8,000-10,000 feet. Scattered light showers during early morning. Ceiling 1,800-2,000 feet. Surface winds averaged seventeen knots from the north. Visibility over twelve miles. Moderate seas and swell. Sunset 1838.

Thirty-one sorties left the ship, nineteen TCAP, eight LCAP and four LASP.

The ship continued on its course towards the objective area in company with other vessels of Task Unit 52.1.1. OTC in FANSHAW BAY.

During the evening the formation arrived, without incident, at its assigned operating area to the south and west of Okinawa.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

POSITIONS

0800	Lat. 23-16.0 N	1200	Lat. 23-31.0 N	2000	Lat. 24-56.5 N
	Long. 130-30.0 E		Long. 129-54.0 E		Long. 129-10.5 E

25 MARCH 1945 - LOVE-7 DAY

Weather: Okinawa operating area. Sunrise 0629. Average flying conditions. Five to eight-tenths cumulous and stratocumulous at about 1,500, and two to three-tenths altocumulous at about 8,000 feet. Ceiling 1,500 feet. Winds averaged sixteen knots from the north-northeast. Good visibility. Moderate seas and swell. Sunset 1842.

This was the first day of full scale air operations in the objective area. A total of forty-six sorties were launched including twenty-eight support and twelve LCAP. Five tons of bombs and 139 five-inch rockets were expended in the course of attacks on targets in the Kerama Retto group of small islands, twenty miles to the west of Okinawa, and on Okinawa itself.

Aware village on Tokashiki Shima and Zamami village on Zamami Shima (both in Kerama Retto) were heavily damaged by bombing, rocket and strafing runs. Installations in the vicinity of Naha Airfield, Okinawa, were also pounded. Anti-Aircraft fire from medium weapons in considerable intensity was encountered at Naha.

Condition I Easy was set after dawn General Quarters and was maintained until 1404.

Fueled U.S.S. O'FLAHERTY (DE-340) from 1412 to 1506, delivering 25,000 gallons.

General Alarm was sounded at 1801, when bogies appeared on the screen. Formations of Fire Support vessels were under attack by enemy planes near Kerama Retto. Four VF were scrambled for LCAP, but no contact was made with the enemy. General Quarters were secured at 1931, and the last plane safely taken aboard at 1940.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

POSITIONS

0800	Lat. 25-20.0 N	1200	Lat. 25-37.0 N	2000	Lat. 25-32.0 N
	Long. 127-31'55" E		Long. 127-33'45" E		Long. 127-41'15" E

26 MARCH 1945 - LOVE-6 DAY

Weather: Okinawa Operating Area. Sunrise 0627. Average to good flying conditions. Six to eight-tenths cumulous and stratocumulous in morning, becoming one-tenth by 1400. Northeasterly surface winds averaging fourteen knots. Good visibility. Moderate to light seas and swell. Sunset 1842.

Forty-three sorties were made by our planes during the day, twenty-nine of which were over the target area. Army air observers of the Seventy-seventh Division, assigned to the MAKIN ISLAND, completed four missions over Kerama Retto and Okinawa. One VT dropped propaganda leaflets over Okinawa.

Lieutenant Earl Attebury, assisted by his wingman, Ensign H. E. Chapman, scored first blood against enemy aircraft by destroying a Tony sixty-five miles south west of Okinawa while on early morning LCAP. Neither the Tony, nor its running mate, which escaped, used effective offensive or defensive tactics.

A Sugar Dog was strafed off Naha, with unobserved results and a small railroad depot near Naha was strafed and rocketed by VC-84 aircraft. Inhabited areas in the Kerama group as well as defensive installations on Okinawa were subjected to heavy attack.

Excellent progress against light opposition was made by troops of the Seventy-seventh Division which commenced the occupation of the western islands of Kerama Retto. (See Photo Section - Enclosure (C)).

Although the General Alarm was sounded several times during the day, as the result of the presence of bogies, no visual contact was made with the enemy.

CVE93/A16-3/A9

Serial: 005

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

SECRET

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(21 March 1945 to 5 June 1945). (Okinawa Gunto).

POSITIONS

0800	Lat. 25-35.0 N	1200	Lat. 25-44.0 N	2000	Lat. 25-43.0 N
	Long. 127-12.0 E		Long. 127-27.0 E		Long. 127-43'15" E

27 MARCH 1945 - LOVE-5 DAY

Weather: Okinawa operating area. Sunrise 0626. Average flying conditions. Five to eight-tenths cumulous and stratocumulous at 1,200-1,500 feet, and three to six-tenths altostratus. Ceiling 1,200-1,500 feet. Winds averaged twenty knots from ESE. Good visibility. Moderate seas and swell. Sunset 1843.

Forty-three sorties were launched today, the majority of which were sent out on missions supporting the Kerama Retto occupation. By mid-afternoon all the key islands of this group, including Aka, Zamami and Tokashiki were under our control. Defense positions, buildings and occupied areas were attacked by our planes with excellent results.

The squadron lost one of its VF pilots, Lieutenant (jg) W. L. Scott at 0615 this morning east of the main Kerama Group. Scott, who was Lieutenant Thomas Sedaker's wingman was apparently struck by heavy friendly AA fire while participating in an attack against a suicide Val, which was destroyed by Sedaker and other members of his division. Scott's plane was seen to disintegrate, and although a parachute was seen partially open shortly after the plane had been hit, the pilot was not recovered. Scott had distinguished himself in the Lingayen and Iwo Jima operations and at the time of his loss had been recommended for the Distinguished Flying Cross and the Air Medal with three stars.

Several General Alarms were sounded during the early morning hours and again in mid-afternoon, but no visual contact was made with enemy planes. Two screening vessels, the U.S.S. TABBERER and U.S.S. O'FLAHERTY were fueled.

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report -- Nansei Shoto Operation - Phase I and II
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

POSITIONS

0800	Lat. 25-36'45" N	1200	Lat. 25-28'45" N	2000	Lat. 25-31.5 N
	Long. 127-10.0 E		Long. 127-19.5 E		Long. 127-48'45" E

28 MARCH 1945 - LOVE-4 DAY

Weather: Okinawa operating area. Sunrise 0625. Good flying conditions; one to four-tenths cumulous at 1,500 feet and two to five-tenths high stratocumulous at 4,000 feet. Surface winds west-northwesterly in early morning, shifting through north to east during the day, and averaging eight knots. Winds aloft southwesterly fourteen knots at 5,000 feet. Good visibility. Smooth seas and low swell. A weak cold front passed through the area at 0330, causing considerable clearing and wind shift. Sunset 1844.

A typhoon was reported at 12° N 130° E, moving NW at ten knots. Indications were that the winds in the storm area were not yet exceeding forty knots. This disturbance should not affect the operating area for at least two days.

Forty sorties were launched today, all but seven of which were over the target area on support missions. Four and one-half tons of bombs plus 190 five-inch rockets were expended in operations designed for softening up targets on Okinawa, including small boat and reported sub pens, gun positions, barracks and other installations.

An early morning fighter patrol caught a sixty foot PT boat off the west central beach of Okinawa, strafed it and left it burning fiercely and settling in the water. Twenty smaller craft were strafed in the same location and a ninety foot sea truck was hit with two rockets.

Three Seventy-seventh Division observers assigned to this vessel made two flights apiece during the day, reporting direct support to Commander Support Aircraft on terrain conditions and enemy installations.

The Ship's routine was followed without special incident during the day.

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

POSITIONS

0800	Lat. 25-37.5 N	1200	Lat. 25-30'15" N	2000	Lat. 25-38.0 N
	Long. 127-19'15" E		Long. 127-33'45" E		Long. 128-17.5 E

29 MARCH 1945 - LOVE-3 DAY

Weather: Sunrise 0624. Okinawa Operating Area. Average flying conditions. Five to eight-tenths stratocumulus at 800-1,000 feet and three-tenths altostratus clearing to one-tenth cumulus at 1,300 LWT, then increasing six to nine-tenths stratocumulus and two to six-tenths altostratus during the afternoon. Ceiling 800-1,000 feet becoming unlimited at 1200 LWT, then lowering to 1200 feet at 1500 LWT. Light drizzle occurred at 1600 LWT, Winds averaged eleven knots from northeast. Good visibility. Smooth seas and low swell. Typhoon is still approaching from the south, but the chances of its swerving to the south and east of this area are considered good. Sunset 1844.

The MAKIN ISLAND squadron turned in an outstanding piece of work today, shooting down one airborne enemy plane, and destroying sixteen on the ground at Yontan and Kadena Airfields, Okinawa, in addition to damaging at least twelve additional operational aircraft on the two fields.

Lieutenants George Shaw-Corthorn, Thomas Sedaker, and Earl Attebury led their divisions in a series of effective early morning attacks on newly arrived Jap planes scattered in revetment areas.

To start the days activities, Lieutenant Shaw-Corthorn, on a combined TCAP - Support mission, spotted a lone airborne Val at approximately 0645 in the vicinity of Yontan field. With able assistance from his division he succeeded in destroying the Val with a head-on burst.

He then led his division over the Yontan area, which, only the day before, had apparently been stripped of enemy operational aircraft, and observed a considerable number (estimated twenty to thirty) of planes of varying types, including Vals, Oscars, Tonys, Zekes, Nicks and one Sally.

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
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Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

From 0805 to 0850, Shaw-Corthorn and his division mates, joined by Sedaker's division, which Shaw had called in as reenforcement from a near-by patrol area, strafed and rocketed the Japanese planes from practically ground level, shooting up, between them, two Vals, four Oscars, three Tonys, one Zeke, one Nick and 1 Sally for a total of twelve planes definitely destroyed. These planes were seen either to burn or disintegrate. Gun camera shots give details on most of these actions. In addition, eight single-engine planes were attacked and damaged.

Before leaving the area, Lieutenant Shaw-Corthorn put two five-inch rockets directly into the mouth of a large underground installation believed to be a hangar or machine shop just north of Yontan Field.

The attack was continued by Lieutenant Attebury's division which struck at Kadena Field, south of Yontan, from 0945 to 1045. Seven probably operational aircraft were observed on the strips and in nearby revetments. Repeated low-level runs burned or blew up three Jills and damaged the remaining planes, all of which were strafed.

In one of the afternoon flights, Lieutenant (jg) M. L. Doliana, flying a TBM, marked up the day's last kill by exploding a new Tony in a revetment off Yontan Field.

It appears probable that the destroyed planes were flown in during the night from Empire or other bases in preparation for an attack on our vessels today. The alertness of Lieutenant Shaw-Corthorn and the decisive action taken by MAKIN ISLAND and other CVE fliers undoubtedly wrecked the Japanese program.

VC-84 pilots participating in this series of strikes included the following:

Lieutenant George Shaw-Corthorn
Ensign Richard D. Tietjen
Ensign Bernard Hobson
Lieutenant (jg) Duane C. Miller

Lieutenant Thomas S. Sedaker
Lieutenant (jg) Robert E. Hooks
Ensign John R. Stroppel
Ensign Johan D.W. Hubbeling, Jr.

Lieutenant Earl R. Attebury
Lieutenant (jg) James G. Babb
Lieutenant (jg) Harold E. Chapman
Ensign Eric W. Kattwinkel

Lieutenant (jg) Marvin D. Doliana (TBM)

OVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (OVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansel Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

The ship was alerted at General Quarters from 0018 to 0037 and from 0251 to 0312 early today. In the first instance, the bogie proved friendly; the second bogie was never identified.

From 1048 to 1324 MAKIN ISLAND took on 359,000 gallons of fuel oil and 41,000 gallons of aviation gasoline from U.S.S. ESCALLANTE (AO-70).

Aside from another alert at 1333, the balance of the day was without incident.

POSITIONS

0800	Lat. 25-26'00" N	1200	Lat. 25-53'00" N	2000	Lat. 26-37'00" N
	Long. 127-38'00" E		Long. 128-18'00" E		Long. 129-28'45" E

30 MARCH 1945 - LOVE-2 DAY

Weather: Sunrise 0623. Okinawa Operating Area. Average flying conditions becoming undesirable in afternoon. Two to six-tenths cumulous and strato-cumulous, and two to four-tenths altostratus in morning becoming stratocumulous overcast due to approach of weak warm front. Ceiling 2,000-3,000 feet in drizzle. Visibility eight-ten miles becoming three miles in drizzle. Winds averaged eighteen knots from the southeast. Moderate seas and swells. Latest information indicates that the typhoon mentioned in recent forecasts will not affect the operations area; however, presence of a second disturbance, some five-hundred miles east of the first and moving WNW has been noted. Sunset 1845.

The air schedule was cut down to some extent as a result of the weather, but thirty-one planes, including three VT observers, were over various target areas, expending three-and-one-half tons of bombs, 147 five-inch rockets and four napalm bombs (three of which were seen to ignite).

A VC-84 VF, piloted by Ensign Henry Wardenga, collided

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)

c/o Fleet Post Office

Serial: 005

San Francisco, California

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

0800 in mid-air with a NATOMA BAY VF east of Okinawa. The accident occurred under conditions of extremely poor visibility at a time when emergency measures were being taken by the VC-84 group to avoid head-on collision with NATOMA BAY VFs proceeding on an opposite course. The VF struck by Wardenga's plane, had become separated from its own formation earlier in the morning and joined up with the VC-84 group. It was destroyed by Wardenga's prop and both plane and pilot lost. Wardenga succeeded in making an emergency landing aboard this ship under very difficult conditions, showing considerable coolness and skill. His plane was damaged beyond repair.

Anti-aircraft positions west of Naha Airfield, Okinawa, were bombed, strafed and rocketed with good effect.

The ship operated today in its assigned area without special incident.

POSITIONS

0800	Lat. 25-36'15" N	1200	Lat. 25-14'54" N	2000	Lat. 25-04'00" N
	Long. 127-29'15" E		Long. 127-50'18" E		Long. 128-24'00" E

31 MARCH 1945 - LOVE-1 DAY

Weather: Okinawa operating area. Sunrise 0622. Good flying conditions. Four to six-tenths cumulous at 2,000-2,500 feet and one to three-tenths altostratus. Winds averaged eight knots from the east. Good visibility. Moderate seas and swell. Sunset 1845.

Air operations for the day consisted of only four early morning LCAP which were landed aboard U.S.S. ANZIO, while this vessel was absent from the formation.

U.S.S. MAKIN ISLAND, with two screening vessels, left TU 52.1.1 formation, at 0500 and proceeded independently for Kerama Retto. Sighted Tokashiki Jima, the largest of the group at 0610 and at 0815 steamed through the obstruction net entrance, thus becoming the first

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansai Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

American CVE to use Kerama Harbor. Dropped anchor at 0828.

Commenced receiving ammunition from LCM at 1450 and by 1820 had taken aboard 75 x 100 lb. GP Bombs, 31 x 500 lb. GP Bombs and 994 5 inch rocket assemblies, together with miscellaneous quantities of fuzes, detonators, Napalm powder and igniters. Shortage of LCMs resulted in delayed loading, reflected in the small number of 100 pounders brought aboard during the period available.

During the day about thirty of the Staff, Ship, and Squadron officers went ashore at Zamami Village on Zamami Shima, which had been captured by troops of the Seventy-seventh Division on 26 March.

Underway from Kerama Harbor at 1835, in company with U.S.S. SARGENT BAY and four escorts, to rejoin TU 52.1.1 in assigned operating area. At 2135, U.S.S. SARGENT BAY, with two escorts, left formation to rejoin T. U. 52.1.2.

Our troops today took possession of Keise Jima, a few miles west of Okinawa, without opposition and set up 155 mm artillery batteries to support the main landings on Okinawa, scheduled for 0830 tomorrow.

POSITIONS

2000 Lat. 25-53.5 N
Long. 127-19'15" E

1 APRIL 1945 - LOVE DAY

Weather: Okinawa Operating Area. Sunrise 0621. Good flying conditions. Skies clear with only one to four-tenths cumulous at 1,200 feet. North-easterly surface winds averaging nineteen knots. Good visibility. Moderate seas and swell. Typhoons reported to be dissipating and by present indications should have no major local effect. Sunset 1845.

Today was Love Day. At 0830 waves of Marines and soldiers of the Third Amphibious Corps and Twenty-fourth Corps respectively landed

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

in great force on the western beaches of Okinawa. Resistance was negligible and, within a few hours, both Yontan and Kadena airfields were captured and a firm foothold, extending several thousand ~~miles~~ ^{yards} inland, was secured.

Thirty VC-84 aircraft contributed to the support of the landings, expending seven tons of bombs and 223 rockets against enemy installations, including coastal defense guns, caves and buildings. The enemy made no serious effort to challenge our air supremacy.

The ship rejoined Task Unit 52.1.1 at 0710 this morning and operated with that formation throughout the day in assigned areas.

POSITIONS

0800	Lat. 25-27.0 N	1200	Lat. 25-06.5 N	2000	Lat. 25-19.0 N
	Long. 127-21'45" E		Long. 127-36.0 E		Long. 127-41'15" E

2 APRIL 1945 - LOVE+1 DAY

Weather: Okinawa Operating Area. Sunrise 0620. Good flying conditions. Cloudiness varied from three-tenths to overcast with cumulous at 1,200 feet during the morning, becoming one to three-tenths in afternoon. Northeast-erly surface winds averaging eighteen knots. Good visibility. Moderate seas and moderate swell from the southeast. Sunset 1846.

Air operations today consisted of forty-two sorties, of which only twelve were over the objective area; the majority of the missions were LCAP. One TBM sprayed behind the line areas in Okinawa. A variety of targets were assigned to our support planes, who obtained good coverage.

Two OY observation planes were flown off the ship at 1528 by marine pilots who had been embarked at Ulithi.

At 2131 executed emergency turn in response to report of a near-miss torpedo by U.S.S. STEAMER BAY.

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansai Shoto Operation - Phase I. and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

POSITIONS

0800	Lat. 25-21'12" N	1200	Lat. 25-21'45" N	2000	Lat. 25-25'15" N
	Long. 127-32.0 E		Long. 127-20.0 E		Long. 127-50'15" E

3 APRIL 1945 - LOVE+2 DAY

Weather: Okinawa Operating Area. Sunrise 0619. Good flying conditions. Mostly clear with one to three-tenths cumulous at 1,500 feet. Surface winds averaged seventeen knots from the northeast. Unrestricted visibility. Moderate swell from the southeast. Sunset 1847.

Forty-two planes were launched during the course of this day's air operations, of which more than half were assigned to LCAP. The support missions, however, obtained positive results by strafing small craft and rocketing caves and barracks. Six observation and two artillery spotting missions were among those flown.

Marine and Army troops continued their advance on Okinawa, both on the northern and southern ends of the line. Observation planes commenced operations from Yontan and Kadena airfields.

The ship operated in assigned areas without special incident.

POSITIONS

0800	Lat. 25-33.0 N	1200	Lat. 25-33.0 N	2000	Lat. 25-25.0 N
	Long. 127-46'15" E		Long. 128-04.0 E		Long. 128-13'15" E

4 APRIL 1945 - LOVE+3 DAY

Weather: Sunrise 0618. Okinawa Operating Area. Good flying conditions except for a period of two hours in the afternoon (1400-1600) when heavy

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

haze restricted the visibility to one mile and flying conditions became undesirable. NNW winds averaged twelve knots. Clear skies until 1400 with four to six-tenths strato-cumulous clouds at 1,000 feet after that time. Visibility eight miles except in haze. Slight sea with long heavy swells from the NE. Sunset 1847.

Twenty-six planes were launched today. Six VT observation missions covered the entire objective area, including Okinawa, Ie Shima and the Eastern Islands. One of these observation VT flamed and destroyed a camouflaged fuel truck on a road skirting the southern shore of Ie Shima. DDT sprayers began their coverage of our beachheads.

Fueled U.S.S. INGRAHAM (DD-694) from 1413 to 1514, pumping 37,000 gallons of fuel oil.

At 2230 U.S.S. MAKIN ISLAND, screened by U.S.S. BULL and U.S.S. LOWRY, left the formation and proceeded towards Kerama Retto harbor.

POSITIONS

0800	Lat. 25-24.5 N	1200	Lat. 25-29'45" N	2000	Lat. 25-17'15" N
	Long. 128-06'54" E		Long. 127-59'5 E		Long. 128-20.0 E

5 APRIL 1945 - LOVE+4 DAY

Weather: Sunrise 0617. Okinawa Area. Anchored in Kerama Retto for greater part of day. Undesirable flying conditions after cold front passage. Intermittent rain throughout the day caused by over-running warm air aloft from the southwest. Low broken clouds 6-800 feet with overcast at 6-7,000 feet. North winds averaged twenty knots with little gustiness. Visibility eight miles, two miles in rain. Moderate swells with moderately rough sea. Sharply rising barometer. Sunset 1848.

Only twelve sorties were made today, eight LCAP and four courier hops; no contact was made with the enemy.

U.S.S. MAKIN ISLAND anchored in Berth ninety-five, Kerama

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

Retto at 0802. At 1030 commenced loading ammunition and by 1313 had taken aboard 492 100 lb. G.P. bombs, nineteen 500 lb. G.P. bombs, 480 five-inch rocket assemblies, 127,000 rounds .50 caliber belted ammunition and miscellaneous quantities of fuzes, detonators and igniters.

Took departure from Kerama Retto with two escorts at 1812 and set a southerly course for assigned area to make rendezvous with Task Unit 52.1.1.

At 1832 there was Flash Red. The transport area at Okinawa was under attack by enemy aircraft.

No contact with the enemy was made by this vessel. Flash White at 1858. The MAKIN ISLAND continued on its rendezvous course without further incident.

POSITIONS

2000 Lat. 25-56.0 E
Long. 127-23.0 E

6 APRIL 1945 - LOVE+5 DAY

Weather: Sunrise 0615. Okinawa Operating Area. Average flying conditions all day with eight to ten-tenths low clouds at 1,000 to 1,500 feet. High pressure over area with rising barometer. Surface winds northerly, averaged twelve knots. Moderate sea and swells. Scattered showers at daybreak reduced visibility to five miles, otherwise visibility was good. Sunset 1849.

Air operations today consisted primarily of twenty-eight LCAP and eight LASP sorties. Ferry, propaganda and DDT spraying missions completed the schedule.

U.S.S. MAKIN ISLAND rejoined Task Unit 52.1.1 at 0546.

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

During the day our forces in the Okinawa area were subjected to very heavy enemy air attack. More than 200 Japanese aircraft were destroyed by carrier aircraft and others by ships' gunfire. Attacks on our shipping were pushed home with great determination, resulting in substantial damage to smaller vessels. Enemy planes were at no time sighted by vessels of this formation, but TCAP planes from other ships of the unit, particularly NATOMA BAY and LUNGA POINT, did splendid work in destroying raiding planes over the objective area.

Flash Red at 1622 with numerous bogies on the screen, distant forty-sixty miles and bearing to northward of formation. Bogies did not close, but ship was kept in Condition 1 Easy until 1930.

POSITIONS

0800	Lat. 25-12.0 N	1200	Lat. 25-22'45" N	2000	Lat. 25-18'45" N
	Long. 128-10.0 E		Long. 127-43'45" E		Long. 128-06'30" E

7 APRIL 1945 - LOVE+6 DAY

Weather: Sunrise 0614. Okinawa Operating Area. Average flying conditions before 0800 because of low broken clouds at 700 feet, became good after that time with three to seven-tenths strato-cumulous clouds at 2,000 feet and scattered middle clouds. Good visibility. NE surface winds, steady and moderate averaged fourteen knots. Moderate sea and swells. Sunset 1849.

The ship, together with other vessels of Task Unit 52.1.1, made rendezvous in assigned fueling area to the east of the immediate objective area. Received 242,000 gallons of fuel oil and 1,880 gallons of diesel oil from the U.S.S. MONONGAHELA (AO-42) between 1240 and 1440.

Personal and official mail was transferred to the MAKIN ISLAND during the day by U.S.S. LOWRY (DD-770) and U.S.S. INGRAHAM (DD-694).

Air operations consisted of only eight LCAP sorties. One replacement VF and pilot were taken aboard from the U.S.S. ATTU (CVE-102).

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

This day provided a welcome break in the routine for both
squadron and ship's personnel.

POSITIONS

0800	Lat. 25-02.0 N	1200	Lat. 25-31'15" N	2000	Lat. 25-24'15" N
	Long. 131-06.5 E		Long. 131-41'15" E		Long. 131-30'15" E

8 APRIL 1945 - LOVE*7 DAY

Weather: Sunrise 0613. Okinawa Operating Area. Good flying conditions with broken strato-cumulous clouds at 2,000 feet, scattered to broken middle clouds at 12,000 feet. Good visibility. Slight sea with low swells. Surface winds ESE, averaged fourteen knots. Area was in high pressure with a steady barometer. Low broken clouds at 900 feet hampered strike group over target after 1500. Sunset 1849.

The day began auspiciously when Lieutenant George Shaw-Corthorn and Lieutenant (jg) Duane Miller shot down a Val while approaching the objective area on dawn TCAP. Ack-ack from friendly shipping endangered the patrol but also spotted the marauder, which was shot down in about twenty seconds by well coordinated action.

The Val carried a good-sized bomb under its fuselage and was evidently on the prowl for a suicide attempt on the shipping below. After receiving sincere thanks from the surface formation, the VC-84 pilots proceeded to carry out their routine Patrol.

Other VC-84 support aircraft rocketed and burned out a small enemy ammunition dump west of Yonabaru airfield. Artillery emplacements and defense positions in the same general area were also attacked.

The Ship operated without special incident throughout the day.

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansai Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

POSITIONS

0800 Lat. 25-14'30" N 1200 Lat. 25-15'54" N 2000 Lat. 25-07'40" N
Long. 127-34'30" E Long. 127-33'45" E Long. 127-36'45" E

9 APRIL 1945 - LOVE+8 DAY

Weather: Sunrise 0613. Okinawa Operating Area. Good flying conditions with six-tenths low clouds at 1,000 feet becoming two-tenths at 2,000 feet after 0900; scattered middle and high clouds. Good visibility. SE surface winds averaged sixteen knots. Slight sea with low swells. Falling barometer with cold front approaching from the west. Sunset 1849.

Air operations today consisted primarily of LCAP, ASP and Observer missions. One propaganda drop was successfully completed and miscellaneous targets in the Naha area strafed and rocketed.

The Ship operated without special incident.

POSITIONS

0800 Lat. 25-14'30" N 1200 Lat. 25-15'54" N 2000 Lat. 25-07'40" N
Long. 127-34'30" E Long. 127-33'45" E Long. 127-36'45" E

10 APRIL 1945 - LOVE+9 DAY

Weather: Sunrise 0612. Okinawa Operating Area. Flying conditions over the target were bad all day because of the passage of a cold front through the area with resultant low clouds and poor visibility. The cold front entered the target area at 0600 and passed through the carrier's operating area at 1500. Flying conditions were average with low broken clouds until the front passed, after which flying conditions were bad with visibility

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansai Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

one-three miles in steady rain and ceilings 4-5,000 feet. Winds were SSW fifteen knots until 1600 when they shifted to NW twenty-six knots. Slight sea with low swell. Sunset 1850.

Undesirable flying conditions held air operations down to a minimum. Six VF were assigned to an early morning strike against enemy positions on Tsuken Shima, (which was captured by our troops later in the day), but were directed to return to base early as the result of closing visibility.

Lieutenant Sedaker's plane was damaged by shrapnel during the Tsuken mission, necessitating a forced landing at Yontan. The pilot was not injured.

The day passed without other special incident.

POSITIONS

0800	Lat. 25-21'15" N	1200	Lat. 25-18.0 N	2000	Lat. 25-11.0 N
	Long. 127-43.5 E		Long. 127-38'15" E		Long. 127-54.0 E

11 APRIL 1945 - LOVE+10 DAY

Weather: Sunrise 0611. Okinawa Operating Area. Flying conditions undesirable until 0900 because of low overcast at 600 feet and visibility of one mile in steady light rain. After 0900 flying conditions improved to average with four-eighths low broken strato-cumulous clouds at 1,000 feet and an 8,000 feet middle overcast. Winds were northerly, averaged twenty-two knots and gusted to thirty knots. Area was in the cold air in back of the cold front which had passed the previous day with rapidly rising barometer. Rough sea with moderately strong northerly swells. Sunset 1850.

Forty-seven sorties were launched. Although practically no direct support missions were on the schedule, VT observers did a particularly good job today over the target. Between 1700 and 1730 Lieutenant

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansai Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

Halliday and a Seventy-seventh Division observer Lieutenant Walters, uncovered a nest of well concealed Jap suicide craft on the Okinawa coast line south of Naha. Halliday strafed and damaged several of these boats, burning away the camouflage netting, and immediately relayed the information to Cascu.

Another observation VT discovered and strafed enemy tanks, later believed to be dummies, in revetments north-east of Naha.

Lieutenant Sedaker, who had made an emergency landing at Yontan yesterday, returned to the ship via VT ferry plane.

The ship operated throughout the day without special incident.

POSITIONS

0800	Lat. 25-13.0 N	1200	Lat. 25-13.5 N	2000	Lat. 25-16.5 N
	Long. 127-57.0 E		Long. 127-26.0 E		Long. 127-43.5 E

12 APRIL 1945 - LOVE+11 DAY

Weather: Sunrise 0609. Okinawa Operating Area. Good flying conditions in area except between 0900 and 1000 when they were average because of haze which limited visibility to four-six miles. There was haze aloft at 1200 and 13,000 feet with few scattered clouds at 1,000 feet. Winds averaged fifteen knots during the morning from the NE and diminished to six knots by 1600. Moderate sea became slight during the afternoon with low swells. Area was in high pressure with steady barometer. Sunset 1851.

Flash Red at 0417 brought the ship's company to battle stations, with bogies appearing on the screen at varying distances and bearings. At 0505, while launching aircraft, with the ship steaming on a course of 276°, speed fourteen, a plane or other object was observed to pass at high speed over the bow from starboard to port. Almost immediately thereafter a large splash, accompanied by a yellowish flame, was seen two points forward of the port beam, 1,000 yards distant and about 100 yards astern of the U.S.S. LOWRY (DD-770), one of the screening vessels.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

Prior to this incident a bogie had been reported by C.I.C. seven miles off the starboard bow and closing the formation. The blip did not reappear on the ship's radar screen after the splash, although the LOWRY reported picking up the blip again at 220°, distance three miles.

Based on available information it appears that there are three possible explanations of this incident; first, a miss by a suicide plane; second, a bomb dropped by an enemy aircraft; third, a jet-propelled, piloted buzz bomb, released by a mother plane within short range of the formation. The third possibility is to some extent, borne out by the C.I.C. report that a bogie spotted at twenty miles off this ship's starboard bow had suddenly split into two parts, one of which was tracked to the north-west opening from the formation, while the second was tracked, as mentioned above, into seven miles of the carrier force. Additional details on this attack are included in Part V Section (b), under Radar Fighter Direction.

General Quarters were secured at 0612.

VC-84 turned in another outstanding piece of work today, knocking down five Vals while on TCAP over Okinawa in the midst of a vicious large scale air attack on our shipping.

Lieutenant Sedaker's fighter division including Lieutenant (jg) Melvin Simpson Jr., Lieutenant (jg) Robert E. Hooks, and Ensign Clarence K. Lasher (a new-comer to the squadron) destroyed four Vals west of Okinawa in a series of short, well coordinated firing runs.

Lieutenant (jg) Wesley H. Richards and his gunner, Felon, Julius, AMM3c, flying a VT observation mission, with a Seventy-seventh Division Air Observer aboard, despatched the fifth Val with accurate fire from the turret gun over the south west coast of Okinawa. The Val, (which had been chased into range of this observation VT's guns by a LUNGA POINT Graphic VT, crashed and burned on Okinawa. (See Photographic Section - Enclosure (C)).

POSITIONS

0800	Lat. 25-13'36" N	1200	Lat. 25-06'30" N	2000	Lat. 25-02'30" N
	Long. 127-28'36" E		Long. 127-30'45" E		Long. 127-51'00" E

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansai Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

13 APRIL 1945 - LOVE+12 DAY

Weather: Sunrise 0608. Okinawa Operating Area. Good flying conditions with unlimited visibility. Three-tenths strato-cumulous clouds at 2,000 feet; four to six-tenths alto-cumulous at 13,000 feet. Light easterly winds averaged six knots. Smooth sea with low swells. Area in high pressure with rising barometer. Sunset 1851.

Of forty-five sorties launched today, the great majority consisted of routine LCAP and LASP, with no enemy contact. One TCAP division, however, sighted a possible submarine submerging, shortly after noon, bearing 310°, sixty miles from Point Bolo. The object was strafed without observable result and the contact immediately reported. The MAKIN ISLAND VF remained on station until relieved; hunter killer tactics were instituted, but no further contact made.

Four VT observers covered the Naha area on Okinawa and strafed and rocketed several defensive positions in addition to their primary duties.

The ship operated throughout the day without special incident.

POSITIONS

0800	Lat. 25-08.0 N	1200	Lat. 25-13.0 N	2000	Lat. 25-08!15 N
	Long. 127-42.5 E		Long. 127-58.0 E		Long. 127-58'45" E

14 APRIL 1945 - LOVE+13 DAY

Weather: Sunrise 0607. Okinawa Operating Area. Excellent flying conditions with clear skies and unlimited visibility. ENE surface winds averaged twelve knots with little gustiness. Area in high pressure with steady barometer. Slight sea with low swells. Sunset 1852.

Fifty-six sorties were launched today, practically all of which were over the target area. Direct rocket hits were scored on gun

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

positions, caves, dugouts and vehicles behind the enemy's lines on Okinawa.

In the afternoon an observation VT photographed several potential landing strip sites on southeastern Okinawa. The enemy has been reported to be using OY type planes for artillery spotting purposes from concealed fields. Excellent pictures were taken and will be forwarded to CTF 51 for his information and action.

Other observation VT made a close survey of the terrain on Ie Shima, reporting many camouflaged positions on the eastern portion of that island in the vicinity of 550 foot Mount Ikosuko.

At 1430 the ship's company observed a five minute period of silence and prayer in memory of President Franklin Delano Roosevelt.

There were no interruptions in the ship's normal schedule.

POSITIONS

0800 Lat. 25-10'12" N
Long. 127-32'36" E

1200 Lat. 25-21'45" N
Long. 127-48'00" E

15 APRIL 1945 - LOVE+14 DAY

Weather: Sunrise 0606. Okinawa Operating Area. Excellent flying conditions with few scattered cumulous clouds at 2,000 feet and unlimited visibility. Easterly surface winds averaged eight knots. Smooth sea with low swells. Area in high pressure with slowly falling barometer. Sunset 1852.

Forty-eight planes were launched today, of which twenty-five were LCAP, six support and six observation missions. Enemy caves and defensive positions in southeastern Okinawa were attacked and two camouflaged field guns directly hit by rockets and destroyed.

One of the VT observation planes spotted several potential landing strips along the southeastern coast and took some excellent pictures, which are being developed. There have been persistent reports that

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

the enemy is using light observation planes, of a type similar to our own, for artillery spotting and there is a real possibility that they may be camouflaged fields on Okinawa itself.

The ship operated normally in assigned areas.

POSITIONS

0800	Lat. 25-19'45" N	1200	Lat. 25-29'00" N	2000	Lat. 25-19'00" N
	Long. 127-36'00" E		Long. 127-50'00" E		Long. 128-36'15" E

16 APRIL 1945 - LOVE-15 DAY

Weather: Sunrise 0606. Okinawa Operating Area. Excellent flying conditions with few scattered cumulous clouds at 2,500 feet. Good visibility. Light easterly winds averaged nine knots. Steady barometer. Slight sea with low swells. Area in high pressure system. Sunset 1852.

Fifty-five sorties left the ship today, forty-eight of which were over the objective. Five tons of bombs and 161 five inch rockets were expended in support of landings made by elements of the 77th Division on the south shore of Ie Shima. The targets were caves, dugouts and emplacements along a two-thousand yard strip parallel to the shore line. These positions were given an extremely heavy and effective pounding by support aircraft and surface vessels, while the troops drove over the beaches and seized the Ie Shima airstrip, their primary objective, against only scattered resistance.

Around noon Lieutenant George Shaw-Corthorn chalked up the twentieth kill of airborne enemy aircraft for VC-84. Spotting a low-flying Zeke to the west of Iheya Shima. Shaw-Corthorn and his division chased it almost sixty miles northeast and finally nailed it about five miles west of the enemy base of Tokuno Shima. During the pursuit, which was, for the most part, at very low levels, the VC-84 pilots found that they lost ground while keeping both wing tanks, held even with one tank and could overhaul the Zeke at sea level, slowly but surely, after dropping both tanks.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Manset Shoto Operation - Phase I. and II
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

The ship operated without special incident in assigned
operating areas.

POSITIONS

0800	Lat. 25-24'15" N	1200	Lat. 25-21'54" N	2000	Lat. 25-18'00" N
	Long. 127-26'00" E		Long. 127-45'48" E		Long. 128-35'15" E

17 APRIL 1945 - LOVE+16 DAY

Weather: Sunrise 0605. Okinawa Area. Excellent flying conditions with clear skies and unlimited visibility. Steady northeasterly winds averaged ten knots. Smooth sea with low swells. Area in high pressure with slowly falling barometer. Sunset 1853.

Only routine LCAP and IASP flights were made today.

The ship, in company with other vessels of Task Unit 52.1.1 arrived in assigned fueling area, east of Okinawa Gunto, at dawn. MAKIN ISLAND came alongside U.S.S. TALLULAH (AO-50) and at 1156 began receiving aviation gasoline. By 1458 completed pumping fuel oil and aviation gasoline after receiving 307,000 gallons of oil and 60,000 gallons of gasoline.

The formation set a westerly course during the night for Okinawa and assigned operating areas.

POSITIONS

0800	Lat. 25-05'45" N	1200	Lat. 25-06'00" N	2000	Lat. 25-07'00" N
	Long. 128-39'15" E		Long. 132-09'15" E		Long. 131-36'15" E

18 APRIL 1945 - LOVE+17 DAY

Weather: Sunrise 0604. Okinawa Operating Area. Good flying conditions

~~CVE-93/A16-3/A9~~

U.S.S. MAKIN ISLAND (CVE 93)
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Serial: 005

SECRET

Subject: Action Report - Nanset Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

with four-tenths cumulous clouds at 2,500 feet, scattered alto-stratus clouds at 12,000 feet. Good visibility. Southeasterly winds averaged thirteen knots. Falling barometer with area approaching a cold front. Slight sea with low swells. Sunset 1854.

Air operations today consisted chiefly of twenty-four LCAP and eleven ASP sorties. A VT photographic plane covered Ie Shima and Menna Shima; supplies were successfully delivered to Marine outposts on Motobu peninsula by parachute drop and several utility missions were completed without incident.

The ship's day was uneventful.

POSITIONS

0800	Lat. 25-10'30" N	1200	Lat. 25-17'30" N	2000	Lat. 25-00'00" N
	Long. 128-39'15" E		Long. 128-02'00" E		Long. 127-42'15" E

19 APRIL 1945 - LOVE+18 DAY

Weather: Sunrise 0602. Okinawa Operating Area. Average flying conditions deteriorated to bad in the target area at 1400 and in the carrier operating area at 1600 with cold front passage. SSW winds shifted to NW with the cold front at 1700. Twelve mile visibility was reduced to one mile in rain accompanying front. Winds averaged twenty knots. Broken middle clouds at 8-10,000 feet ahead of front with low clouds at 600 feet with front. Precipitation ceiling zero. Moderate to rough sea with low swells becoming moderate. All target hops recalled at 1400 because of zero zero weather conditions in that area. Sunset 1854.

This was still another day of air operations featured by numerous LCAP, ASP and miscellaneous missions. Only one flight of four fighters on TCAP and five VT observers were sent over the target area. No bombs or rockets were expended.

One of the observation planes was instrumental in guiding a rescue ship to the aid of a marine stranded in a rowboat north of Ie Shima.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

The ship operated normally throughout the day.

POSITIONS

0800 Lat. 25-32'00" N 1200 Lat. 25-19'00" N 2000 Lat. 25-09'15" N
Long. 127-51'00" E Long. 127-49'15" E Long. 128-52'15" E

20 APRIL 1945 - LOVE+19 DAY

Weather: Sunrise 0602. Okinawa Operating Area. Good flying conditions during the morning became average in afternoon because of haze in first 2,000 feet above the sea. Unlimited visibility became six miles in haze. Very dry air over the area. Strong northerly winds averaged twenty-three knots. Low scattered clouds at 1,500 feet; became clear at noon. Rough sea with moderate swells. Rapidly rising barometer. Sunset 1855.

Forty-four sorties were launched today, all of which were over the objective areas. Almost eight tons of bombs and 174 five inch rockets were expended on enemy defense installations and buildings. A fifty-foot observation tower on Sesoko Jima, a small island west of Motobu Peninsula, was burned and destroyed by well aimed rocket fire and successful bombing, rocket and strafing runs heavily damaged village areas in south central Okinawa, and started many fires. Assigned targets were well covered.

The ship operated normally.

POSITIONS

0800 Lat. 25-20'00" N 1200 Lat. 25-08'06" N 2000 Lat. 25-02'00" N
Long. 128-01'15" E Long. 127-59'00" E Long. 127-50'00" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

21 APRIL 1945 - LOVE+20 DAY

Weather: Sunrise 0601. Okinawa Operating Area. Good flying conditions with scattered cumulous at 2,500 feet and scattered middle clouds at 10,000 feet. Good visibility. NE winds averaged fourteen knots. Slight sea with low swells. Area in high pressure with steady barometer. Sunset 1855.

Forty-eight sorties left the ship, twenty-four of which were LCAP, eight ASP, three Parachute Supply Carriers, four Support and six Observers. Direct rocket and strafing hits were obtained on caves, pillboxes and artillery positions east of Machenato.

Supply planes completed their missions successfully, dropping water, K-rations and ammunition to our Army troops behind their front line positions on southern Okinawa. VC-84 Observation VT's reported on roads between Naha and Yonabaru and spotted several possible suicide boat nests among caves and inlets on the southern coast line.

All guns were test fired, results satisfactory, from 1019 to 1022 this morning.

The ship operated without special incident in assigned areas.

POSITIONS

0800	Lat. 24-59'45" N	1200	Lat. 25-16'24" N	2000	Lat. 25-07'30" N
	Long. 127-57'45" E		Long. 128-03'45" E		Long. 128-08'30" E

22 APRIL 1945 - LOVE+21 DAY

Weather: Sunrise 0559. Okinawa Operating Area. Good flying conditions with three to six-tenths cumulous clouds at 2,000 feet during the morning, six to seven-tenths at 25-2700 feet during afternoon. Good visibility.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I. and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

Light easterly winds averaged nine knots. Smooth to slight sea with low swells. Area continued in high pressure with steady barometer. Sunset 1856.

Fifty-one sorties were launched today, thirty-three of which were TCAP and eight direct support. The patrol missions, after spending their allotted time on station were, for the most part, assigned targets of opportunity on Kume Shima, approximately fifty miles to the west of Okinawa. Buildings, possible defense positions, and an observation tower were thoroughly strafed.

One ton of bombs and sixty-one five inch rockets were also expended by support planes on specific targets between Yonabaru and Machinato airfields on Okinawa.

Five VT ferried miscellaneous supplies by parachute drop to our front line troops near Machinato.

The ship operated without special incident.

POSITIONS

0800	Lat. 25-14'30" N	1200	Lat. 25-16'48" N	2000	Lat. 25-15'45" N
	Long. 127-56'00" E		Long. 128-13'30" E		Long. 128-02'30" E

23 APRIL 1945 - LOVE+22 DAY

Weather: Sunrise 0558. Kerama Retto. Average flying conditions became undesirable after 1400 because of light rain. Overcast skies at 10,000 feet of alto-stratus clouds. Three-tenths strato-cumulous clouds at 2,500 increased to eight-tenths by 1600. Good visibility during morning became five-six miles in light rain in afternoon. SE surface winds averaged nine knots. Slight sea in anchorage; moderate sea in open waters. Moderate swell. Rapidly falling barometer with low pressure center south of operating area. Sunset 1856.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)

c/o Fleet Post Office

San Francisco, California

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SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

The ship rearmed and took on supplies today at Kerama Retto. Air operations were, accordingly, very light, consisting of only four early morning LCAP, which pancaked on the Savo Island, following completion of their mission.

Dropped anchor in Kerama Anchorage at 0740 and commenced loading ammunition at 0910. By 1605 completed loading ammunition, having taken aboard 500 - 100 lb. G.P. Bombs, 15 - 350 lb. depth charges, 106,000 rounds of belted .50 calibre ammo, 1,000 Mk. 7 Rocket Motors, 846 five-inch Rocket Bodies, and 168 lbs. of Napalm powder.

Underway from Kerama Retto at 1741 enroute to assigned operating area for rendezvous with Task Unit 52.1.1.

POSITIONS

2000 Lat. 25-48.0 N
Long. 127-25.0 E

24 APRIL 1945 - LOVE+23 DAY

Weather: Sunrise 0558. Okinawa Operating Area. Average flying conditions **except** undesirable in light rain in mid-morning and late afternoon. Altostratus overcast at 8,000 feet. Six-tenths low clouds at 1,200 feet. Twelve miles visibility except eight miles in light rain. SW winds averaged eleven knots. Slight sea with low swells. Falling barometer. Sunset 1857.

Forty-six sorties were flown today, mostly LCAP and LASP. Only four TCAP were over the objective area and no attacks were made against enemy ships, positions or personnel.

The ship operated without special incident.

POSITIONS

0800 Lat. 25-31'45" N 1200 Lat. 25-28'00" N 2000 Lat. 25-06'30" N
Long. 127-54'15" E Long. 128-02'00" E Long. 128-07'00" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

25 APRIL 1945 - LOVE+24 DAY

Weather: Sunrise 0557. Okinawa Operating Area. Undesirable flying conditions during the morning with intermittent light rain; average flying during afternoon. Alto-stratus overcast at 10,000 feet with four to eight-tenths low clouds at 1,500 feet. Haze limited visibility to eight-ten miles, four-five in rain. WSW winds averaged twelve knots. Slight sea with low swells. Low pressure with falling barometer. Trough of low pressure south of area. Sunset 1857.

Generally undesirable flying conditions limited the effectiveness of air operations. No offensive action was undertaken against the enemy and seventeen LCAP made routine flights.

The ship operated as usual in assigned areas.

POSITIONS

0800	Lat. 25-45'00" N	1200	Lat. 25-18'45" N	2000	Lat. 25-22'00" N
	Long. 128-01'00" E		Long. 128-00'00" E		Long. 128-32'30" E

26 APRIL 1945 - LOVE+25 DAY

Weather: Sunrise 0556. Okinawa Refueling Area. Average flying conditions became undesirable after 1100. Area was in trough of low pressure preceding weak cold front passage. Average visibility before 1100 with haze and scattered drizzle patches during the afternoon limiting visibility to five-eight miles. Light WSW winds averaged five knots. Smooth sea with low swells. Four to five-tenths strato-cumulous clouds at 1,200 feet with thin middle overcast at 8-10,000 feet. Sunset 1858.

Air Operations in the fueling area consisted of routine LCAP and LASP flights, together with several utility hops.

The ship received 49,000 barrels of fuel oil and 33,000 gallons of aviation gasoline from U.S.S. MANATEE (AO-58) between 0705 and 0852.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

Gunnery drill was held on sleeve targets from 1422 to 1450, firing all guns.

During the evening a course was set for the Okinawa operations area.

POSITIONS

0800	Lat. 24-55'00" N	1200	Lat. 24-48'15" N	2000	Lat. 24-57'00" N
	Long. 130-46'15" E		Long. 130-05'30" E		Long. 129-24'00" E

27 APRIL 1945 - LOVE+26 DAY

Weather: Sunrise 0555. Okinawa Operating Area. Good flying conditions after weak cold front passage during the previous night. Three-tenths cumulous clouds at 1,500 feet and thin alto-stratus overcast at 10,000 feet. Good visibility. Winds were NE and increased from five to twenty knots during the day as the flow of cold air in back of the cold front moved into the area. Winds averaged sixteen knots. Smooth sea became moderate with moderate swells. Rising barometer. Sunset 1858.

Thirty-two of the day's thirty-four sorties were on LCAP and LASP missions. Two VT Graphics covered Tori, Aguni, and Kume Shima. No contact was made with enemy aircraft.

The ship operated without special incident.

POSITIONS

0800	Lat. 25-15'30" N	1200	Lat. 25-23'30" N	2000	Lat. 25-10'30" N
	Long. 127-47'30" E		Long. 128-04'12" E		Long. 127-51'30" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

28 APRIL 1945 - LOVE+27 DAY

Weather: Sunrise 0554. Saki Shima Operating Area. Good flying conditions with seven-tenths cumulous clouds at 1,500 feet with sky becoming clear by noon with scattered low and middle clouds after that time. Unrestricted visibility. Strong ENE winds averaged twenty-one knots, with moderately rough sea and moderate swells. Rising barometer. Sunset 1859.

Today Task Unit 52.1.1 moved from its normal operations area and took its turn in striking enemy installations in Sakishima Gunto. Twenty fighters and twelve torpedo bombers were launched as a part of three groups which attacked Nobara and Hirara Airfields on Miyako Jima.

Good results were obtained, including the destruction of buildings, revetments, and repair shops adjacent to the fields as well as direct hits on grounded aircraft, some of which, however, were probably non-operative.

During a rocket run on Nobara Field at 0745 a VC-84 TBM, piloted by Lieutenant (jg) D. E. GLASGOW, with a crew of three men, George DOUVOS, AMM2c, H. M. HANSEN, PhOMlc, and G. F. COTA, ARM3c crashed and burned south of the airstrip, with no survivors. The plane had been observed in an extremely steep dive at 4,000 feet, and shortly thereafter the right wing was seen to shear off at the root. There was no indication that the crash was the result of enemy action.

Enemy planes were not encountered by the strike groups over Sakishima proper, but the ship was alerted four times by numerous bogies, who snooped the formation before dawn and were in the vicinity of the carriers for a large part of the day. The final Red Alert lasted from 1823 to 2029; enemy planes several times approached within ten miles of the group, but no visual contact was made and the screen gradually cleared.

The ship proceeded on a generally northerly course for the Okinawa area.

POSITIONS

0300	Lat. 23-59'30" N	1200	Lat. 24-02'06" N	2000	Lat. 24-29'30" N
	Long. 126-08'00" E		Long. 126-14'06" E		Long. 126-40'15" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

29 APRIL 1945 - LOVE+28 DAY

Weather: Sunrise 0554. Kerama Retto. Good flying conditions with scattered middle clouds at 12,000 feet; scattered high clouds. Good visibility. ESE winds averaged twelve knots in anchorage. Steady barometer with area in weak high pressure system. Slight sea with low swells. Sunset 1859.

At 0058, in company with U.S.S. SAVO ISLAND and escorts, the ship was detached from the carrier formation and set a course for Kerama Retto. Dropped anchor in Kerama Strait at 0656.

In accordance with ComEsCarPac orders, Composite Squadron VC-84, consisting of forty-eight officers and fifty-one enlisted men, were transferred during the morning to the SAVO ISLAND for transportation to the United States. VC-84 had come out with the MAKIN ISLAND from the states in October 1944 and in the course of the Luzon, Iwo Jima, and the current operation had built up an impressive record, not only in furnishing pin point support to ground troops but in destroying twenty airborne and sixteen grounded enemy planes, damaging at least fifteen others, and sinking several luggers and small craft. A total of 2,798 sorties, representing 9,279.1 combat hours, were flown in the three above mentioned operations, including 1,320 sorties and 4,768.2 combat hours flown during their thirty-nine day participation in the Okinawa operation from 21 March to 28 April 1945.

Three pilots and three aircrewmen were killed during these actions. Of these casualties, one VF pilot, one VT pilot and three aircrewmen were killed in action in the Okinawa area.

VC-84 was replaced by VC-91, with forty-six officers and forty-nine enlisted personnel, who were transferred from the SAVO ISLAND.

Ammunition was loaded from 0900 to 1040 and, by 1300, the loading of approximately seventeen-and-a-half tons of fresh provisions and four tons of aviation supplies was completed.

Underway from Kerama Strait at 1429. Conducted gunnery exercises from 1616 to 1717, firing all weapons. U.S.S. MAKIN ISLAND re-joined Task Unit 52.1.1 in assigned operations area at 1835.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation, Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

The day's air activities consisted of only four pre-dawn LCAP, which pancaked on U.S.S. STEAMER BAY after the ship had arrived safely at Kerama, together with four additional LCAP launched on departure from the harbor.

POSITIONS

2000 Lat. 25-18'15" N
Long. 127-54'45" E

30 APRIL 1945 - LOVE+29 DAY

Weather: Sunrise 0553. Okinawa Operating Area. Good flying conditions with one to four-tenths cumulous at 1,500 feet; scattered middle clouds at 12,000 feet; scattered high clouds. Good visibility. SE winds averaged sixteen knots. Steady barometer. Moderate sea and swells. Sunset 1900.

Five tons of bombs and eighty-four five inch rockets were expended today by forty support and TCAP planes. Good results were obtained by VC-91 in its first operating missions from MAKIN ISLAND. Two direct bomb hits destroyed a concrete bridge in the Naha area and enemy positions south of Yonabaru airfield were well covered. Strafing missions were also conducted against the observation towers and other targets on Aguni Shima.

The ship operated without special incident.

POSITIONS

0300 Lat. 25-18'15" N 1200 Lat. 25-21'30" N 2000 Lat. 25-03'30" N
Long. 128-05'24" E Long. 128-14'00" E Long. 128-10'00" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

1 MAY 1945 - LOVE+30 DAY

Weather: Sunrise 0552. Okinawa Operating Area. Good flying conditions with few scattered cumulous clouds at 1,500 feet and thin broken alto-stratus clouds at 8,000 feet. Good visibility. Southerly winds averaged fourteen knots. Falling barometer as cold front approached from the NW. Slight to moderate sea with low swells. Sunset 1900.

Air operations today consisted of forty-one sorties, all of which, with the exception of six utility hops, were routine LCAP or ASP.

The ship operated without incident.

POSITIONS

0800	Lat. 25-25'00" N	1200	Lat. 25-05'15" N	2000	Lat. 25-02'45" N
	Long. 128-01'00" E		Long. 128-09'00" E		Long. 127-50'45" E

2 MAY 1945 - LOVE+31 DAY

Weather: Sunrise 0552. Okinawa Operating Area. Average flying conditions during early morning were undesirable after 1050 because of light rain and became bad with frontal passage at 1530. Scattered cumulous at 2,000 feet became overcast at 200 feet with front. Alto-stratus overcast all day at 8-10,000 feet. Twelve mile visibility before noon; six miles after noon, and one-half mile during heavy rain, in cold front. SW winds averaged twelve knots and shifted to NE twenty-two knots at 1530. Slight sea became rough; low swells became moderate. Weather conditions cancelled flying at the target during the morning and afternoon, and during the afternoon in the carrier operating area. Sunset 1901.

Unfavorable weather conditions restricted air operations to seventeen missions, consisting of twelve TCAP, four VT Support and 1 Utility.

The Support group, led by Lieutenant (jg) McNeela, made an accurate bombing and rocket attack on enemy positions immediately to the north of Naha town and received a "well done" from Commander Air Support.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)

c/o Fleet Post Office

Serial: 005

San Francisco, California

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

At 0500 a VF, piloted by Ensign J. C. Habbarstett, crashed into the water dead ahead of the ship when his plane broke loose while on the catapult, and taxied off the deck. Habbarstett was recovered in good physical condition by U.S.S. EVANS (DD-552) at 0521 and was returned to the ship at noon.

There were no other special incidents during the day.

POSITIONS

0800	Lat. 25-15'30" N	1200	Lat. 25-08'30" N	2000	Lat. 24-57'30" N
	Long. 128-20'00" E		Long. 127-56'30" E		Long. 128-03'00" E

3 MAY 1945 - LOVE 32 DAY

Weather: Sunrise 0551. Okinawa Operating Area. Average flying conditions except undesirable in scattered rain areas. Six to eight-tenths low broken strato-cumulous clouds at 800-1,000 feet; alto-stratus overcast at 8,000 feet. Visibility twelve miles; four-six miles in light rain. Area in cold air in back of cold front. Strong NE winds averaged 20 knots. Rough seas with moderately heavy swells. Sunset 1901.

Twenty TCAP and two Ferry sorties constituted today's air schedule. Buildings and enemy positions on the south shore of Kume Shima were thoroughly strafed by patrol missions while returning to base.

At 1456 the U.S.S. BLOCK ISLAND (CVE-106), with her escorts, joined Task Unit 52.1.1.

The ship operated in assigned areas without incident.

POSITIONS

0800	Lat. 25-27'45" N	1200	Lat. 25-23'00" N	2000	Lat. 25-12'30" N
	Long. 128-16'30" E		Long. 128-08'00" E		Long. 127-51'30" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

4 MAY 1945 - LOVE+33 DAY

Weather: Sunrise 0550. Okinawa Operating Area. Average flying conditions with five to seven-tenths sumulous and strato-cumulous clouds at 1,500 feet; scattered alto-stratus clouds at 8,000 feet. Good visibility. Easterly winds averaged eleven knots. Slight sea with low swells. Steady barometer. Sunset 1902.

Three-and-one-half tons of bombs and sixty-one rockets were expended against enemy troop concentrations and defense positions west of Yonabaru Airfield today. The target area was well covered. Thirty-two VF sorties on TCAP missions, but no contact was made with enemy planes.

The ship operated without special incident. During the night a course was set for assigned fueling area.

POSITIONS

0800	Lat. 25-27'00" N	1200	Lat. 25-23'30" N	2000	Lat. 25-17'15" N
	Long. 128-22'30" E		Long. 128-36'45" E		Long. 128-40'12" E

5 MAY 1945 - LOVE+34 DAY

Weather: Sunrise 0549. Okinawa Refueling Area. Good flying conditions after 0700 with scattered low, middle and high clouds. Light rain and low overcast at 1,000 feet before 0600 made flying undesirable at that time. Weak secondary cold front had passed through area during the previous night. Unlimited visibility after 0700. NE winds averaged ten knots. Slight sea with low swells. Steady barometer. Sunset 1903.

There were no air operations today. Squadron and ship's air department personnel took advantage of the break in routine for relaxation.

The ship was fueled from 0640 to 0755, taking on 259,000 gallons of fuel oil and 40,000 gallons of aviation gasoline from U.S.S. ASHTABULA (AO-51).

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

U. S. and official mail was received from U.S.S. BAGLEY
(DD-386) during the morning.

The balance of the day passed without special incident. A
course was set during the evening for the Okinawa operating area.

POSITIONS

0800	Lat. 25-27'00" N	1200	Lat. 25-43'00" N	2000	Lat. 25-16'00" N
	Long. 131-37'00" E		Long. 131-54'30" E		Long. 131-00'30" E

6 MAY 1945 - LOVE+35 DAY

Weather: Sunrise 0548. Okinawa Operating Area. Good flying conditions
in high pressure area. Low scattered clouds at 2,500 feet; middle clouds
scattered at 8-10,000 feet. Good visibility. Strong steady northeast
winds averaged nineteen knots. Moderate sea and swells. Sunset 1903.

Seventeen sorties were launched today, including 8 TCAP and
one support group of four VT. The latter's assigned mission was to attack
and crater one of the Kume Shima landing strips. Although direct hits
with 100 pound G.P. bombs damaged the runway, the pilots suggested that
better results would be obtained by the use of 500 pounders. CTU 52.1.1
was so advised.

The ship operated without special incident.

POSITIONS

0800	Lat. 25-08'12" N	1200	Lat. 25-09'30" N	2000	Lat. 25-00'45" N
	Long. 128-12'00" E		Long. 128-03'15" E		Long. 127-51'00" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)

c/o Fleet Post Office

San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

7 MAY 1945 - LOVE+36 DAY

Weather: Sunrise 0547. Okinawa Operating Area. Average flying conditions with three-five tenths low strato-cumulous clouds at 1,500 feet. Altostratus overcast at 8,000 feet. Intermittent light rain after 1600. Visibility twelve miles; eight-ten miles in rain. Rapidly falling barometer with storm approaching from the WSW. Steady easterly winds averaged fifteen knots. Slight sea with low swells. Sunset 1904.

VC-91 today completed several very successful direct support missions, working on enemy positions at Dakeshi village in close proximity to our own advancing troops. Caves, supply dumps, and artillery emplacements were attacked with bombs and rockets. The manner in which these attacks were carried out earned the repeated commendation of ground observers and Commander Air Support.

At 2147 this evening the news was received that the German enemy had surrendered unconditionally to Allied Armies at 0241 (Paris Time) 7 May 1945.

The Ship operated without special incident.

POSITIONS

0800	Lat. 24-54'45" N	1200	Lat. 25-01'06" N	2000	Lat. 25-04'00" N
	Long. 128-04'00" E		Long. 128-10'18" E		Long. 128-02'00" E

8 MAY 1945 - LOVE+37 DAY

Weather: Sunrise 0547. Okinawa Operating Area. Bad flying conditions with low pressure system passing through operating area at 1300. Low overcast at 500 feet; ceiling zero in heavy rain. Continuous rain in morning. Very heavy rain with cold front which passed at 1300. Rain stopped after 1500. Strong gusty winds averaged twenty-four knots, with gusts to fifty knots with center of storm. Visibility three miles, except near zero in heavy rain. Rough to high seas with moderately heavy swells. Sunset 1904.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

Air operations were cancelled today as the result of unfavorable weather conditions.

The ship operated in assigned areas without special incident.

POSITIONS

0800	Lat. 25-14'00" N	1200	Lat. 25-23'00" N	2000	Lat. 25-06'00" N
	Long. 128-14'45" E		Long. 127-54'15" E		Long. 128-08'00" E

9 MAY 1945 - LOVE-38 DAY

Weather: Sunrise 0546. Okinawa Operating Area. Good flying conditions in cool air in back of cold front. Two to five-tenths cumulous clouds at 20-2500 feet. Good visibility. NNE winds averaged nineteen knots. Slowly rising barometer as wedge of high pressure moved over area. Moderate sea and swells. Sunset 1905.

Six tons of bombs and ninety-two five-inch rockets were expended today by VC-91 support groups on Okinawa targets in the Shuri area. Direct hits were obtained on command posts, caves and tunnel mouths. An oil dump was fired by rockets and destroyed.

Meanwhile, fighter pilots on TCAP had an uneventful day, without enemy contacts or vectors. After completion of its patrol, however, one division was given permission to strafe beaches on Kume Shima.

The ship operated without special incident during the day. At 2300, in company with U.S.S. BRADFORD (DD-545), MAKIN ISLAND was detached from Task Unit 52.1.1 and proceeded on assigned duties entailing rearming at Kerama Retto on 10 May 1945.

POSITIONS

2300	Lat. 25-08'00" N	1200	Lat. 25-12'00" N	2000	Lat. 25-13'00" N
	Long. 127-55'00" E		Long. 127-54'30" E		Long. 128-11'00" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

10 MAY 1945 - LOVE+39 DAY

Weather: Sunrise 0545. Kerama Retto. Good flying conditions except for heavy haze between 0630 and 0730 which limited visibility to one mile. Haze was local outside of entrance to harbor. Scattered cumulous at 2,000 feet became seven-tenths after 1600. Scattered high and middle clouds. Calm winds in anchorage; SE four-six knots at sea. Falling barometer. Smooth sea and low swells. Sunset 1906.

Today's air operations were light, consisting of eight LCAP, four TCAP and two VT courier hops. There was no contact with the enemy.

The ship entered Kerama Strait at 0744 and dropped anchor in the harbor at 0755.

Flash Red from 0845 - 0920; a high-flying snoopper passed over the area, but disappeared without incident.

Loading of ammunition, which commenced at 0825, was completed by 1250, interrupted by the above-mentioned alert and a second alert from 1138 to 1154. Five hundred rocket motors, 480 rocket bodies, 100,000 rounds of .50 calibre belted cartridges, and 480 - 100 lb. G.P. bombs were taken aboard during this period, together with miscellaneous ordnance items and aviation supplies.

Underway from Kerama Retto at 1302, setting a southeasterly course, in company with U.S.S. WILKES (DD-441) and U.S.S. WOODWORTH (DD-460). Gunnery exercises were held from 1523 to 1646.

MAKIN ISLAND rejoined Task Unit 52.1.1 at 1900. Operations for the balance of the day were without special incident.

POSITIONS

2000 Lat. 25-16'30" N
Long. 128-24'30" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)

c/o Fleet Post Office

Serial: 005

San Francisco, California

SECRET

Subject: Action Report - Nansai Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945).

11 MAY 1945 - LOVE+40 DAY

Weather: Sunrise 0545. Okinawa Operating Area. Excellent flying conditions with few scattered cumulus at 2,500 feet and a few scattered middle clouds. Unlimited visibility. Light easterly winds averaged five knots. Smooth sea with low swells. Area in high pressure with slowly falling barometer. Sunset 1906.

Forty-seven MAKIN ISLAND aircraft, including thirty-two TCAP and fifteen Support planes, were over the target area today. Six tons of bombs and ninety-one five-inch rockets were expended against targets in the Naha Harbor area. Caves and other defense positions were well covered.

The ship's starboard engine was stopped for repairs from 1721 to 1743. There was no other deviation from normal routine.

POSITIONS

0800	Lat. 25-27'00" N	1200	Lat. 25-02'30" N	2000	Lat. 25-02'30" N
	Long. 127-59'30" E		Long. 128-17'30" E		Long. 128-23'45" E

12 MAY 1945 - LOVE+41 DAY

Weather: Sunrise 0544. Okinawa Operating Area. Good flying conditions after a weak cold front passage during early morning. Seven-tenths low cumulus at 1,500 feet became scattered by 1000 with few scattered low clouds at 2,500 feet during the afternoon. Scattered middle clouds at 10,000 feet. Visibility unlimited. Slowly rising barometer. NNE winds averaged eighteen knots, decreasing from twenty-five to fourteen knots during the day. Moderate sea with low swells. Sunset 1907.

Forty sorties were launched today, the majority of which were LCAP or LASP. Several utility hops were flown to Yontan. There were no support missions nor contact with the enemy.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945).

MAKIN ISLAND fueled U.S.S. HENLEY (DD-553) during the morning, pumping 48,600 gallons of fuel oil.

The ship operated without special incident.

POSITIONS

0800	Lat. 25-12'30" N	1200	Lat. 25-25'00" N	2000	Lat. 25-18'45" N
	Long. 128-02'45" E		Long. 128-09'06" E		Long. 127-56'18" E

13 MAY 1945 - LOVE+42 DAY

Weather: Sunrise 0544. Okinawa Operating Area. Good flying conditions with two to five-tenths cumulous clouds at 3,000 feet and scattered middle clouds. Unlimited visibility. ENE winds averaged eleven knots. Area in high pressure with falling barometer. Slight sea with low swells. Sunrise 1907.

Fifty-one aircraft were launched today in operations which provided thirty-two TCAP and fifteen VT Support planes over the target area. Seven and one half tons of 500 pound G.P. bombs and 115 five-inch rockets were expended on targets in the enemy's Naha-Shuri defense area. Excellent results were obtained, including the destruction of a fuel dump south of Shuri and considerable damage inflicted on artillery positions and caves in the vicinity of Naha Inlet.

The Ship operated without special incident.

POSITIONS

0800	Lat. 25-04'24" N	1200	Lat. 25-23'00" N	2000	Lat. 25-09'45" N
	Long. 128-00'18" E		Long. 128-33'30" E		Long. 128-01'30" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

14 MAY 1945 - LOVE+43 DAY

Weather: Sunrise 0543. Okinawa Operating Area. Average flying conditions with three to seven-tenths low cumulous clouds at 2,000 feet. Broken middle clouds. Visibility ten to twelve miles. Rapidly falling barometer with cold front approaching area from the NW. SE winds averaged fourteen knots. Slight sea with low swells. Sunset 1907.

All fifty sorties were over the objective area. Thirty-two TCAP were, for the most part, assigned to stations in the Kerama Retto and Kume Shima areas. They made no contact with the enemy.

Sixteen VT support planes and two VT coordinators (Lt. R.F. Richards and Lt. J.M. Fletcher) expended eight and one half tons of bombs and 125 rockets in the course of attacks whose effectiveness was highly commended by Cascu. A fuel dump south of Naha Field was destroyed by a direct hit from a quarter-tonner. Supply caves and enemy defensive positions along Kibara Ridge, in close proximity to our own front lines, absorbed heavy punishment in accurate area coverage attacks.

The ship operated without special incident.

POSITIONS

0800	Lat. 25-20'30" N	1200	Lat. 25-25'30" N	2000	Lat. 25-14'00" N
	Long. 127-58'45" E		Long. 128-13'15" E		Long. 128-07'45" E

15 MAY 1945 - LOVE+44 DAY

Weather: Sunrise 0543. Okinawa Operating Area. Undesirable flying conditions during morning became good during afternoon. Cold front passed through Okinawa between 0500 and 0600 and through carrier operating area at 0800. Moderate showers accompanied front. Target support hops were recalled until after frontal passage. Eight-tenths low clouds at 2,000 feet and middle overcast at 8,000 feet broke up with scattered clouds after 1500. Winds were gusty with front, averaged fifteen knots with gusts to twenty-

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)

c/o Fleet Post Office

San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

five knots, shifted from SSW to NW. Winds were northerly afternoon and decreased from twelve knots to calm. Slowly rising barometer after frontal passage. Moderate sea became smooth with low swells. Visibility six-nine miles in showers, otherwise unlimited. Sunset 1908.

Forty-four sorties, including thirty-two TCAP and eight VT, made up the day's air operations. Returning TCAP, led by Lt(jg) R. L. Gaither, strafed houses, beaches and small boats on Kume Shima as well as spotting a group of enemy mines off the north coast of that island.

Four tons of 500 pound G.P. bombs and sixty-five five-inch rockets were expended in attacks on enemy troop concentrations and positions three hundred yards from Shuri Town. Cascu reported that excellent results were obtained.

For the past few days VC-91 has been called upon for a number of direct support missions necessitating extreme accuracy on account of close proximity of assigned targets to our own front lines. These missions have been successfully and efficiently completed.

The port engine was stopped for emergency repairs from 1856 to 2318, when repairs were completed. The shut-down necessitated the ship's temporary detachment at 1933 from Task Unit 52.1.1, which was proceeding during the evening towards assigned fueling area east of Okinawa. U.S.S. HELM (DD-388) was also detached from the Task Unit as escort for MAKIN ISLAND. The two ships continued on an easterly course at twelve knots until 2332, when speed was increased to fifteen knots.

POSITIONS

0800	Lat. 25-14'00" N	1200	Lat. 25-15'06" N	2000	Lat. 25-29'30" N
	Long. 127-53'45" E		Long. 127-47'24" E		Long. 128-19'30" E

16 MAY 1945 - LOVE+45 DAY

Weather: Sunrise 0531. Okinawa Operating Area (Fueling area). Good flying conditions in weak high pressure system in back of cold front. Few

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)

c/o Fleet Post Office

Serial: 005

San Francisco, California

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

scattered low and middle clouds. Unlimited visibility. Light NE winds averaged seven knots. Slight to smooth sea with low swells. Rising barometer. Sunset 1902.

Air operations in the fueling area consisted of only twelve sorties, including routine LCAP, and LASP.

At 0538 MAKIN ISLAND, enroute to fueling area with U.S.S. HELM as escort, took station on U.S.S. NATOMA BAY, also headed for the same destination. At 0621 rendezvous was made with the main body of Task Unit 52.1.1.

Gunnery exercises, firing all guns, were held from 0859 to 1026 on sleeve targets.

From 1211 to 1415 MAKIN ISLAND received 323,000 gallons of fuel oil, and 47,000 gallons of aviation gasoline from U.S.S. CACHE (AO-67).

During the evening, MAKIN ISLAND, in company with other units of Task Unit 52.1.1 set a westerly course for the Operating Area.

POSITIONS

0800	Lat. 25-00'15" N	1200	Lat. 25-02'30" N	2000	Lat. 25-08'00" N
	Long. 130-06'00" E		Long. 129-22'18" E		Long. 129-19'45" E

17 MAY 1945 - LOVE+46 DAY

Weather: Sunrise 0542. Okinawa Operating Area. Good flying conditions with scattered cumulous clouds at 2,500 feet; scattered middle clouds at 12,000 feet; thin broken high clouds, cirro-stratus. Unlimited visibility. Light SW winds averaged six knots. Steady barometer. Smooth sea with low swells. Sunset 1909.

Air operations consisted of twenty-six TCAP, ten VT Support and 1 VF Air Coordinator, totalling thirty-seven sorties. Direct bomb and rocket hits by VC-91 destroyed a group of camouflaged houses, reported to be a radio or radar station, located approximately five miles southeast

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

of Naha Town. - Caves and storage areas in the same general vicinity were also attacked.

The ship operated without special incident.

POSITIONS

0800	Lat. 25-07'00" N	1200	Lat. 25-13'00" N	2000	Lat. 25-07'00" N
	Long. 128-12'00" E		Long. 128-14'00" E		Long. 128-00'00" E

18 MAY 1945 - LOVE+47 DAY

Weather: Sunrise 0541. Okinawa Operating Area. Good flying conditions with scattered middle clouds and broken thin high clouds. Good visibility. ESE winds averaged eight knots. Steady barometer after weak cold front aloft which passed through the area during the night. No precipitation or low clouds were associated with the front. Slight sea with low swells. Sunset 1910.

Twenty TCAP sorties were launched today, for the most part patrolling areas to the south and west of Kerama Retto. No contact was made with the enemy. - Late in the afternoon a special photographic mission, involving coverage of the beaches of Iheya Jima was assigned on short notice to Lieutenant (jg) B.K. Harmon. The mission was completed and the film dropped successfully to Cascu (U.S.S. PANAMINT).

The ship operated normally in assigned areas.

POSITIONS

0800	Lat. 25-02'15" N	1200	Lat. 25-10'00" N	2000	Lat. 24-59'30" N
	Long. 128-07'42" E		Long. 127-50'30" E		Long. 127-58'00" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

of Naha Town. - Caves and storage areas in the same general vicinity were also attacked.

The ship operated without special incident.

POSITIONS

0800	Lat. 25-07'00" N	1200	Lat. 25-13'00" N	2000	Lat. 25-07'00" N
	Long. 128-12'00" E		Long. 128-14'00" E		Long. 128-00'00" E

18 MAY 1945 - LOVE+47 DAY

Weather: Sunrise 0541. Okinawa Operating Area. Good flying conditions with scattered middle clouds and broken thin high clouds. Good visibility. ESE winds averaged eight knots. Steady barometer after weak cold front aloft which passed through the area during the night. No precipitation or low clouds were associated with the front. Slight sea with low swells. Sunset 1910.

Twenty TCAP sorties were launched today, for the most part patrolling areas to the south and west of Kerama Retto. No contact was made with the enemy. - Late in the afternoon a special photographic mission, involving coverage of the beaches of Iheya Jima was assigned on short notice to Lieutenant (jg) B.K. Harmon. The mission was completed and the film dropped successfully to Cascu (U.S.S. PANAMINT).

The ship operated normally in assigned areas.

POSITIONS

0800	Lat. 25-02'15" N	1200	Lat. 25-10'00" N	2000	Lat. 24-59'30" N
	Long. 128-07'42" E		Long. 127-50'30" E		Long. 127-58'00" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

19 MAY 1945 - LOVE+48 DAY

Weather: Sunrise 0541. Okinawa Operating Area. Average flying conditions except undesirable between 0900 and 1400 during which time there was intermittent light rain. Visibility one-three miles in rain; ten-twelve miles otherwise. SSW winds averaged nineteen knots. Trough of low pressure located just north of area with ship's barometer falling slowly. Moderate sea with low swells. Six to nine-ten low clouds at 1,000 feet; overcast at 8,000 feet. Sunset 1910.

Twenty-eight sorties (including twenty-four TCAP) were launched today. No contact was made with the enemy during the course of routine patrols south of Kume Shima.

At 1422 U.S.S. BAGLEY (DD-386) came alongside, transferring Commander Destroyer Squadron SIX (Captain V. D. LONG) for an official visit.

The ship operated without special incident.

POSITIONS

0800	Lat. 25-08'15" N	1200	Lat. 25-51'18" N	2000	Lat. 25-07'54" N
	Long. 128-04'12" E		Long. 127-53'00" E		Long. 128-09'54" E

20 MAY 1945 - LOVE+49 DAY

Weather: Sunrise 0540. Okinawa Operating Area. Average flying conditions with Okinawa area remaining in trough of low pressure; slowly falling barometer. Five-tenths strato-cumulous clouds at 2,500 feet; broken middle and high clouds. Light rain recorded at 1400. Visibility twelve miles. Light SSW winds averaged seven knots. Smooth sea with low swells. Sunset 1911.

Air operations consisted of forty-seven sorties, including thirty-two LCAP and fifteen Support. Seven tons of bombs and 104 five-inch rockets were expended on enemy positions east of Naha Town with good

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

coverage. - Lieutenant Richards, acting as Air Coordinator for a series of strikes, was commended for his work by Cascu.

The ship operated without special incident in assigned areas.

POSITIONS

0800	Lat. 25-06'00" N	1200	Lat. 25-17'30" N	2000	Lat. 25-04'15" N
	Long. 128-10'45" E		Long. 128-08'30" E		Long. 127-53'15" E

21 MAY 1945 - LOVE+50 DAY

Weather: Sunrise 0540. Okinawa Operating Area. Average flying conditions with area still in trough of low pressure with falling barometer. Three-tenths low clouds at 1,500 feet. Good visibility. Broken middle and high clouds. SW winds averaged sixteen knots. Moderate sea with low swells. Winds aloft WSW fifty knots between three and 7,000 feet. Sunset 1911.

Twenty-eight operational sorties plus a VT courier plane made up the days air operations. Of these missions four were ASP and the others TCAP.

Captain V.D. Long, Commander Destroyer Squadron SIX, completed his official visit this afternoon and boarded the U.S.S. BAGLEY (DD-386) at 1421 when it came alongside.

No other incident occurred in the ship's operation.

POSITIONS

0800	Lat. 25-06'30" N	1200	Lat. 25-05'54" N	2000	Lat. 25-03'45" N
	Long. 127-55'15" E		Long. 128-04'12" E		Long. 127-48'30" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

22 MAY 1945 - LOVE+51 DAY

Weather: Sunrise 0540. Okinawa Operating Area. Undesirable to bad flying conditions all day because of cold front passage. Morning flights were cancelled and afternoon flights curtailed. Intermittent light and heavy showers all day. Seven-ten-tenths low clouds at 700 feet. Visibility varied between one and ten miles with showers. SW winds shifted to NW at 0900 and averaged thirteen knots. Moderate sea and swells. Rising barometer. Sunset 1911.

Only sixteen sorties were flown today - 12 of them being local CAP and the other four local ASP.

The ship steamed along with Task Unit 52.1.1 without incident, except for taking aboard two injured enlisted men from the U.S.S. NICHOLSON (DD-442).

At 2200 we were detached from TU 52.1.1 and were joined by the U.S.S. WILKES (DD-441) as our escort to Kerama Retto where we were to take on stores and ammunition.

POSITIONS

0800	Lat. 25-07'30" N	1200	Lat. 25-05'11" N	2000	Lat. 24-56'00" N
	Long. 127-59'00" E		Long. 127-59'30" E		Long. 128-01'00" E

23 MAY 1945 - LOVE+52 DAY

Weather: Sunrise 0541. Okinawa Operating Area (Kerama Retto). Average flying conditions until 0900; undesirable after that time. Alto-stratus overcast at 8,000 feet. Scattered low clouds at 1,500 feet; overcast with breaks at 1,200 feet after 1500. Intermittent light rain after 0900. Northerly winds averaged twelve knots. High pressure system was over area with steady barometer. Cloudiness and precipitation was caused by over-running warm air aloft. Visibility twelve miles decreased to five miles after 1500. Slight to moderate sea with low swells. Sunset 1911.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

Air operations were limited to four local CAP and 1 VT ferry. The CAP landed on the NATOMA BAY, and the ferry remained over night on Yontan.

At 0713 the ship anchored in Kerama Retto and we took on ammunition and G.S.K. stores. We were underway again at 1642 in company with the U.S.S. WILKES to our assigned area off Okinawa Gunto.

POSITIONS

2000 Lat. 25-22'30" N
Long. 127-27'00" E

24 MAY 1945 - LOVE+53 DAY

Weather: Sunrise 0539. Okinawa Operating Area. Average flying conditions during the morning; good during the afternoon. Alto-stratus overcast until 1400, broken after that time. Scattered low clouds at 1,500-2,000 feet. Light rain between 0800 and 0900. Good visibility. ENE winds averaged nine knots. Area in high pressure with rising barometer.

Forty-two missions were flown over the fighting lines on Okinawa today, plus a local CAP of four sorties. Twelve tons of bombs and 123 five-inch rockets were used to help knock out fortified emplacements and supply caves. The courier plane which remained on Yontan last night returned to base, while one VT on a support mission developed engine trouble and was forced to land and stay overnight on that island strip.

The ship joined Task Unit 52.1.1 at 0626 and took up its assigned position in the cruising formation.

POSITIONS

0800 Lat. 25-06'00" N 1200 Lat. 25-15'45" N 2000 Lat. 25-06'00" N
Long. 128-09'00" E Long. 128-16'30" E Long. 128-07'45" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

25 MAY 1945 - LOVE+54 DAY

Weather: Sunrise 0539. Okinawa Operating Area. Bad flying conditions during the morning; average during the afternoon. A center of low pressure developed in the Formosa area during the previous twenty-four hours and the warm front moved rapidly into the operating area, passing at 1300. Continuous rain and drizzle until 1300. Scattered light rain after that time. Winds averaged thirteen knots from the east until the warm front passed when they shifted to SW and decreased to near-calm. At 1700 steady SW winds, fifteen knots began. Visibility one-six miles in rain; twelve miles after warm front passage. Calm to moderate seas with low swells. Barometer fell rapidly all day. Overcast with breaks at 1,000; overcast at 8,000 feet. Sunset 1909.

Air operations were naturally limited today and consisted of a mere four local CAP sorties and three support planes. The latter merely strafed enemy positions on Okinawa as the weather obviated the possibility of effective bombing.

The ship operated without special incident.

POSITIONS

0800	Lat. 25-12'30" N	1200	Lat. 25-07'30" N	2000	Lat. 25-07'30" N
	Long. 128-00'15" E		Long. 128-07'15" E		Long. 128-10'00" E

26 MAY 1945 - LOVE+55 DAY

Weather: Sunrise 0534. Okinawa Refueling Area. Average to good flying conditions with three-five tenths low clouds at 1,500 feet; broken thin middle and high clouds. Good visibility. Barometer steady with strong flow of SW warm moist air. SW winds averaged eighteen knots. Moderate sea with low swells. Sunset 1906.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

A local CAP of twelve fighters and one VT for target towing comprised the day's air operations.

The U.S.S. NANTANALA came alongside at 0704 and we refueled at sea, taking on aviation gasoline and fuel oil.

At 1002 we engaged in practice firing and secured from these gunnery exercises at 1236.

The U.S.S. SALAMAUA (CVE-96) with the U.S.S. GLOSS (DD-444) as escort, joined the formation at 2200.

POSITIONS

0800	Lat. 23-57'30" N	1200	Lat. 23-31'00" N	2000	Lat. 23-21'45" N
	Long. 129-45'00" E		Long. 129-17'30" E		Long. 129-17'45" E

27 MAY 1945 - LOVE+56 DAY

Weather: Sunrise 0539. Okinawa Operating Area. Undesirable flying conditions with cold front passage at 1030. Prefrontal thunderstorms between 0500 and 0800. Intermittent rain after 1300. Slowly rising barometer after front. Visibility two-eight miles in rain; twelve miles otherwise. Winds veered from SSW TO WSW before front; shifted to NW with front; continued to veer into NE during the afternoon. Sunset 1910.

Again we had a light air schedule as far as combat operations were concerned. The day's activities consisted of twenty-four fighter sorties and local CAP; five local VT ASP; one ASP in the target area; and four VT ferry and courier hops.

The ship operated without any happenings of note, and at 1930 the U.S.S. HOGGATT BAY was detached from the formation with two destroyers.

POSITIONS

0800	Lat. 25-10'00" N	1200	Lat. 25-12'30" N	2000	Lat. 25-16'00" N
	Long. 128-02'00" E		Long. 127-51'30" E		Long. 128-08'30" E

CVE-93/416-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

28 MAY 1945 - LOVE+57 DAY

Weather: Sunrise 0538. Okinawa Operating Area. Undesirable flying conditions until 1600, average after that time. Rain between 1100 and 1600 with visibility one-five miles, twelve miles otherwise. Low broken cumulus at 1,200 feet; ceiling zero in rain; broken middle and high clouds. Steady barometer with ship in cool air in back of cold front. SE winds averaged eleven knots. Slight sea with low swells. Sunset 1910.

Thirty-two fighter sorties were flown over the target area today and discouraged any enemy air opposition. Besides these flights three VT missions were flown for the purpose of taking trained army observers over the battle lines.

At 0325 radar picked up a bogie bearing 085° (T) distance fifteen miles. At 0346 general quarters, flash red, control yellow, material condition Able. The bogie closed to five miles, circled the formation, dropped considerable window and then faded. No other incident disrupted the ship's normal routine.

POSITIONS

0800	Lat. 25-13'00" N	1200	Lat. 25-08'00" N	2000	Lat. 24-56'15" N
	Long. 127-57'45" E		Long. 127-48'00" E		Long. 127-51'00" E

29 MAY 1945 - LOVE+58 DAY

Weather: Sunrise 0538. Okinawa Operating Area. Good flying conditions with low scattered clouds at 1,000 feet; middle scattered clouds at 10,000 feet. Flying conditions not better than average for support work because of low scattered clouds. Area in warm air with strong flow of warm moist air from the south. Winds southerly fourteen knots. Good visibility. Haze aloft. Sunset 1910.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)

Serial: 005

c/o Fleet Post Office
San Francisco, California

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

Thirty-five missions were flown over Okinawa today, but the weather had closed in around the battle lines. The target CAP consisted of thirty-two fighter sorties; one VT flew as air coordinator and two other VT's were engaged in direct support. As it was impossible to delineate between enemy and friendly lines because of low clouds and haze, the support aircraft were directed to expend their rockets and bombs on the southern part of Okinawa Shima.

The ship operated without unusual incident.

POSITIONS

0800	Lat. 25-21'15" N	1200	Lat. 25-19'30" N	2000	Lat. 25-08'45" N
	Long. 128-03'45" E		Long. 127-51'06" E		Long. 127-47'24" E

30 MAY 1945 - LOVE+59 DAY

Weather: Sunrise 0538. Okinawa Operating Area. Bad flying conditions prior to 0900; undesirable to average after that time. Fog was over area until 0900 with visibility $\frac{1}{4}$ mile, six-eight miles after 0900. The flow of warm moist air from the south over the cooler ocean water caused the fog. Winds were southerly, steady at twelve knots. After 0900 the fog lifted, with stratus at 6-900 feet, broken. Scattered middle clouds. Slowly rising barometer. Sunset 1913.

We had no air operations today, and the ship operated in its assigned station without any unusual event.

POSITIONS

0800	Lat. 25-24'12" N	1200	Lat. 25-26'45" N	2000	Lat. 24-54'00" N
	Long. 128-04'48" E		Long. 127-53'15" E		Long. 127-54'30" E

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

31 MAY 1945 - LOVE:60 DAY

Weather: Sunrise 0538. Okinawa Operating Area. Average flying conditions with haze limiting visibility to two-six miles during the morning. Thunderstorms over the target area made support flying bad during the morning. Southerly winds averaged ten knots. Slight sea with low swells. Slowly falling barometer with flow of warm moist southerly winds continuing. Sunset 1913.

The air schedule was heavy today although fifteen of the missions were merely ferry hops. The remainder was comprised of twenty-four local CAP; three target ASP; five local ASP; and ten observer missions.

The U.S.S. SHAMROCK BAY joined the formation and the U.S.S. GILBERT ISLAND was detached to join 32.1.3. Our carrier operated without particular incident.

POSITIONS

0800	Lat. 25-14'00"N	1200	Lat. 25-08'00" N	2000	Lat. 25-02'30" N
	Long. 127-48'00"E		Long. 128-03'45" E		Long. 128-04'00" E

1 JUNE 1945 - LOVE:61 DAY

Weather: Sunrise 0538. Okinawa Operating Area. Good to average flying conditions with low scattered clouds at 1,200-1,500 feet. Visibility average with light haze. Steady southerly winds averaged ten knots. Broken middle and scattered high clouds. Slight sea with low swell. Sunset 1913.

Twenty target CAP sorties of VF and six courier and ferry VT flights made up the day's air schedule.

A bogie that turned friendly upon interception brought the ship general quarters at 0654 but "secure" was sounded almost immediately.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

Rear Admiral Calvin T. Durgin left the ship with the operations part of his staff to transfer the flag of 32.1 to the U.S.S. NATOMA BAY. The administration contingent of the staff remained aboard our ship.

At 1915 we were detached from the Unit and set course for Guam with the U.S.S. ROBERTS as escort.

"For distinguishing himself by exceptionally meritorious conduct in the performance of outstanding services as Commanding Officer of an escort carrier during an invasion of the Southwest Pacific Area" Captain William B. Whaley was awarded the Legion of Merit medal by Admiral T. C. Kinkaid, Commander of the Seventh Fleet. Presentation of this award was made to the Captain of the U.S.S. MAKIN ISLAND by Rear Admiral Calvin T. Durgin, Commander Escort Carrier Force, Pacific.

POSITIONS

0800	Lat. 25-24'30" N	1200	Lat. 25-11'15" N	2000	Lat. 24-55'30" N
	Long. 127-53'30" E		Long. 127-53'15" E		Long. 127-58'15" E

2 JUNE - 5 JUNE 1945 - LOVE:62 - 65 DAY

At 2006 on 2 June the U.S.S. PUFFER (S-268) contacted us by light and then came alongside to attempt transfer of an injured man to our ship. A breeches buoy was rigged but the submarine had a man washed overboard in the operation. The PUFFER immediately cast off and eventually recovered the man. Both of the casualties were then transferred to our escort the U.S.S. ROBERTS.

At 0125 on 3 June the ROBERTS came alongside and both injured men from the submarine were transferred. The one who had been washed overboard was dead when received aboard. Burial services for him were held at 1530 the same day.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)

Serial: 005

c/o Fleet Post Office
San Francisco, California

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945)

On 5 June, the very last day of our 77 day operation, lady luck evidently left for the beach before our planes could be launched - and the first two TBM's that were catapulted had to ditch because of engine failure, probably due to water in the gasoline. Both made excellent water landings and the occupants were picked up by our DE escort, none the worse for their experience. At 1314 moored at Guam.

PART IV

ORDNANCE

See tables and comment in PART VI.

PART V

DAMAGE

(A) Battle damage to own units: None.

1. To Ships: None.
2. To Aircraft (See Part VI).

CVE-93/A16-3/A9

Serial: 005

SECRET

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

PART VI

COMMENT AND RECOMMENDATIONS

1.

Air Operations

(A) General.

The work of the Air Department during this operation continued to show increased smoothness and general improvement, as the personnel had benefited greatly from the training obtained in the Luzon and Iwo Jima operations. It is not believed, however, that this accumulation of training and experience was balanced by the loss of personnel resulting from transfers between the operating periods. This condition was aggravated by the age of the planes, which necessitated more general up-keep and was reflected in larger numbers of forced landings occasioned by oil and hydraulic leaks developing during flight.

It is again urgently recommended that some positive action be taken regarding personnel aboard the CVE's. These needs have been heavily emphasized in each action report and have been the subject of separate correspondence. Up to the present, however, no additional personnel have been forthcoming.

The engineering crews put in extremely long hours and at times are completely exhausted merely keeping up with the more obviously necessary repair work. This does not allow routine checks and inspections to be made as thoroughly as they should, which, in turn, allows small deficiencies to develop into the serious defects, which cause forced landings and operational losses.

This operation began with the torpedo planes aboard having an average of 176 hours per plane, six (6) of the fighters with over 200 hours, and two (2) of these with over 300 hours. This meant that the gas-kets, oil seals, and push rod housings were getting into a condition where heavy flying would result in repeated oil leaks. With the heavy schedules to be met, and the planes in this condition, there were instances when full commitments could not be met. Confusion often resulted as planes returned at unscheduled times with forced landings due to oil leaks. Unless more personnel are received, with the planes in this condition, these forced landings will have to be accepted.

CVE93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

COMMENT AND RECOMMENDATIONS
(Continued)

Air Operations
(Continued)

It must be realized that the type of flying that has been experienced in these past operations is, perhaps, different from the usually conceived conditions of operating carriers. Large carriers have three or four days of preparation in getting their planes in top shape, and then the strikes are made with very heavy schedules for two or three days; for this short period of time, all hands can put out maximum performance and energy in keeping the planes serviced. This is usually followed by two or three days of retirement or travel to another objective area, during which period personnel can catch up on rest and work on the planes.

Such is not the case in CVE operations. The experience of this ship has been continuous day after day routine; not for two or three days, or even a week, but up to as high as fifty or more days of steady operating routine. This means pre-dawn activity every morning for early take-off in the dark and finishing the final spot at night in the dark, with an item each $1\frac{1}{2}$ or 2 hours. Every night the hangar deck is crowded with airplane repairs and checks that are barely finished by General Quarters in the morning.

Added to this physical condition is the psychological effect of the type of flying that is done by CVE's. The operations are not so spectacular nor do they receive as much news mention as does the work of the fast carriers. In fact, there is a great tendency to add more and more monotonous and incidental work to the operations of the CVE's. This factor is readily noticed in the heightened interest and better performance of both pilots and crews whenever the opportunity arises to launch strike missions instead of the assortment of Local Combat Air Patrol, Anti-Sub Patrol, DDT spraying, carrying of Air Observers and Spotters, propaganda material and Marine Parachute Supply gear.

With the present complement of pilots, (24 VF - 18 VT), as stated in the two previous action reports, (Lingayen Gulf, Luzon, Operation, Serial No. 001, dated 1 January to 20 January 1945 & Occupation of Iwo Jima, Serial No. 002, dated 10 February to 11 March 1945) we cannot expect

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)

c/o Fleet Post Office

Serial: 005

San Francisco, California

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

COMMENT AND RECOMMENDATIONS

(Continued)

Air Operations

(Continued)

to maintain and operate, without seriously diminished efficiency, the present number of aircraft and to meet assigned schedules for more than about three weeks. At the end of that time the pilots are completely exhausted and the minor lay-off with a light schedule during a one day fueling period is not sufficient to allow the pilots to recover from combat fatigue. At the time of the present writing the fighter pilots have averaged 125.4 hours per pilot and the VT pilots have averaged 90.7 hours during a 39 day period of operations, and there is no indication that there will be a change in this schedule for some time to come. This is extremely heavy for any type of flying, even under the most ideal conditions. When the pilots are in such a state, a simple let-up of one day with a light schedule does not allow the proper rest for safe operations.

In this particular operation the schedule was so arranged that most of the flights were 4 or $4\frac{1}{2}$ hours. It is believed, that while this is desirable from an operating standpoint, it is not efficient in maintaining pilots in a satisfactory condition over long operating periods. After 3 or 4 days of heavy flying a 4 hour hop becomes a real task. The pilots complain of backaches and parachute sores, which are particularly uncomfortable during the last hour of a 4 hour grind. Concerning comfort; pilots are universally agreed that the present type of parachute harness is not as comfortable as the old type. The present type makes it necessary for the pilots to sit on the leg straps that soon become uncomfortable and in some instances actually developed sores. The older type of leg straps went down through the seat and allowed the pilot to sit on a smooth flat surface. As simply as we can state it, we are asking too much of the pilots in too short a time.

It is realized that Force and Unit Commanders cannot anticipate every change in the tactical situation. Air operation requirements, for the following day are often not known until late in the preceding evening. When the operations have steadied down to routine support and local patrols, it would be a very great help to the ships if it could be designated each

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

COMMENT AND RECOMMENDATIONS
(Continued)

Air Operations
(Continued)

afternoon which of the carriers would have the local patrols the following day and which would have the support missions. It is understood that under this procedure some changes and additions might be required during the night; however, the fundamental bomb load of either depth charges or bombs could be broken out and the magazines secured. Often, following a day of anti-submarine work with no indication of what would follow on the next day, a schedule (requiring support loads in dawn flights) would not come in until midnight or after. This required breaking out of bombs and striking below the depth charges in the early hours of the morning. If it had been known that the following day was to be support work, the depth charges could have been stowed in the magazines and the bombs broken out in the evening after the last flight.

It is understood that changes might occur, but it is believed that accepting the probability of these changes is preferable to having all carriers of the division restricted in their preparation for the following day's schedule until late at night, or in the early hours of the morning. The simple assignment of carrier A & B to local CAP and ASP and carriers C, D, & E to Support work would be a real help. The details of times, numbers and changes could come in when available.

It is believed that 90% of the transmissions concerning the reports to the O.T.C. of launching and landing aircraft could be eliminated. The use of the Fox Flag to indicate the completion of a launching or landing event would suffice if there were no changes from the scheduled event. This would mean that radio communication would only have to be used when there was a change involved, assuming that the event was completed as scheduled when the Fox was downed.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

COMMENT AND RECOMMENDATIONS
(Continued)

Air Operations
(Continued)

(B) Comments of Landing Signal Officer. (21 March - 28 April 1945)

From 21 March - 28 April 1945 (the period during which VC-84 was the embarked squadron), U.S.S. MAKIN ISLAND recovered 472 TBM's and 811 FM's, a total of 1,283 landings. Of these, eleven were emergency landings. The average number of landings for VC-84 pilots in this phase was: VF - 35; VT - 25. This built average total number of pilot carrier landings up to: VF - 115; VT - 85.

The remarkable improvement in the skill with which each pilot handled his plane, both in the approach and after a cut, was evident. Better than average landing conditions accounted for some of this, but the major factor was the experience gained on the two previous operations (Luzon and Iwo Jima). Despite long, fatiguing flights - some pilots putting in as much as eight and nine hours a day in the air regularly - there was no let-down in the excellent performance about the ship.

As a result of this, operational damage due to landing accidents was at a minimum, with only a few minor barrier crashes and broken drag links.

A source of consistent annoyance during this time was the carelessness exhibited by other squadrons and ships toward maintaining air discipline in their landing patterns. With several carriers operating together, there is a definite limit to the air space available about each ship. Yet, returning flights continually made break-ups over other carriers, with pilots flying across, or opposed to, the landing circle of other ships. This is a dangerous procedure, particularly during poor visibility.

Our own squadron, VC-84, solved the problem of a limited air space long ago, by adopting a two-plane break-up; the second section leader making a 360° turn above the ship and entering the landing circle at his own discretion. In this way our planes seldom exceeded their allowable air space and the landing interval was generally faster than that of

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE 95)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansel Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

COMMENT AND RECOMMENDATIONS

(Continued)

Air Operations

(Continued)

other ships about us.

Twenty (20) night recoveries were made and all were successful with our own squadron. One (1) FM pilot, from another ship, low on gas, after several wave-offs because of a high, gliding, wrapped-up turn, with no straight-away, succeeded in flying his plane into the barriers on a cut.

In reference to the above; many pilots we landed aboard from other ships attempted to make a close wrapped-up turn, with no straight-away in the groove, and expected to get cut at the ramp while in a turn. Questioned on this procedure it was found that this was the type of approach allowed on their ship, and even desired. From this it is evident that many carriers are not complying with a letter from the Commander Air Force, Pacific Fleet dated 5 February 1945, which specifically states that Landing Signal Officers are directed to insist on a short straight-away in the final phase of the groove.

The landing area of a CVE is not large enough to permit high gliding approaches, close, wrapped-up, cut-in-a-turn approaches, or any other method that varies according to the whim of an individual pilot. The Landing Signal Officer must insist on a standard carrier approach and accept nothing but that from every pilot; otherwise he is jeopardizing the safety of everyone concerned.

VC-84 was trained to make a standard carrier approach. Definite rules are set down for each part of that approach and these rules are abided by. As a result erratic, low and slow, or high and fast, passes, were held to a minimum, and, when emergency landings, night landings, or bad weather landings were imminent, the pilot and Landing Signal Officer had a thorough basis of mutual understanding which proved invaluable in coping with existing conditions.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

In short, it is believed that after their pilots have had a few months experience, Landing Signal Officers may permit mistakes which they would have unfailingly corrected in earlier stages. This is a dangerous practice and can only end up in unnecessary operational accidents. Furthermore, it puts an unwarranted load on the Landing Signal Officers, who may have to bring these pilots aboard, or take over the squadron.

(B) Comments of Landing Signal Officer (29 April - 1 June 1945)

This period of the operation was marked by the excellent airmanship of the new squadron, VC-91. The evidence of 988 consecutive landings without a barrier engagement, speaks for itself. In over a thousand landings the total damage consisted of the above barrier crash (minor damage to the plane) and one broken FM drag-link.

Including the period prior to 29 April, 1,030 recoveries were made without a barrier engagement, or any other landing mishap.

In general weather and reconditions were better than average for landing operations. However, several recoveries were made under no wind conditions with as little as fifteen knots of wind across the decks.

Ordnance

Napalm Bombs: This ship's experience with napalm bombs was quite limited - twelve being the total number dropped in the Okinawa operation.

In all instances FM-2 droppable gas tanks with welded sheet metal fins were used, and the desired degree of directional stability was effected. The bombs were attached to the droppable gas tank release mechanism on the port stub wing of FM-2's.

Of four bombs fitted with two E4R1 igniters with WP grenade, one proved to be a dud. Releasing difficulties were encountered with one of the others which functioned properly when finally jettisoned in the sea.

The other eight were also fitted with two E4R1 igniters with WP grenades and all functioned properly.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 - 5 June 1945)

Ordnance
(Continued)

500# SAP BOMBS: In one attack on land targets, four out of eight 500# SAP bombs failed to function. One possible explanation is that the bombs penetrated to such an extent that only canaflets resulted. The time required for a 500# SAP bomb to penetrate eighteen to twenty feet would be only .02 to .01 second when dropped as these were from an altitude of around 1,500 feet. Canaflets has been common on the islands in the Pacific when rock other than coral has been penetrated. Another explanation might be that the M16A1 Primer detonators were bad; the arming wires were retained in the plane and air travel was more than enough to have armed the fuzes.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansai Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

COMMENT AND RECOMMENDATIONS
(Continued)

2.

Radar and Fighter Direction

(A) Equipment

The performance of the radar, I.F.F., and radio equipments throughout this operation has been generally very good. This is the result of careful maintenance and frequent checks. No major breakdowns were experienced in any equipment associated with C.I.C. The MAKIN ISLAND was consistently early in detecting the presence of bogies and was frequently the first to discover them when high enough to be detected on SK radar. Part of the explanation of this performance is no doubt due to the alertness of the operators (who have been working together as a group for over a year) and the policy of keeping two operators on the SK radar throughout the day. Also it is believed that the installation of an RF amplifier in the SK radar increased its sensitivity to the extent that many weak signals were discovered earlier than would otherwise have been the case. However, the FANSHAW BAY which is equipped with an SP radar discovered the presence of low-flying aircraft much sooner than any of the ships equipped with only SK and SG radars. The propagation of the beam from the SP radar gave the FANSHAW BAY very excellent results on low-flying aircraft.

The AN/ARC 1 radios which were installed in C.I.C. shortly before this operation began, have given high calibre performance. One test was made with our aircraft at a distance of 120 miles from the ship and at 10,000 feet altitude. Reception by both planes and ship was loud and clear. Some ships which have made similar installations have reported difficulty in transmissions at ranges greater than forty miles. We are convinced that the AN/ARC 1 is entirely satisfactory for use as shipboard equipment. Its ten channels make its installation very desirable. The two AN/ARC 1 radios plus four TDQ-RCK equipments in C.I.C. gave the MAKIN ISLAND a flexible VHF radio system which was completely adequate for all demands made by an operation such as this.

C.I.C. is equipped with two PPI repeaters, one located between the two intercept plotting tables. The other is situated just in-board of the vertical main display board for the use of the radar control officer. Both of these repeaters have been modified by the installation of twelve inch tubes. They have been further modified in their range scales.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansai Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

COMMENT AND RECOMMENDATIONS
(Continued)

Radar and Fighter Direction
(Continued)

The 200 mile scale in the tube used for interception has been replaced by a forty mile scale. Use of this range setting is very helpful in tracking CAP when started out on vector. Also, since most interceptions of suicide planes are made within forty miles from the ship, it is useful for intercept purposes. The four mile scale on the RCO's scope, was replaced by a forty mile scale.

The adoption of these changes by other ships is recommended, especially for ships having two remote PPI tubes in C.I.C.

(B) Fighter Direction

As flagship of Commander Escort Carriers, Pacific Fleet the MAKIN ISLAND was required to keep a continuous plot of the over-all radar picture. Consequently, we were not assigned duty as radar guard ship. However, we were standing by to intercept raids as they developed and were assigned much of this duty. This unit did not sustain any large attacks from enemy aircraft. Three raids were intercepted at some distance from the formation. One, on 23 April, consisting of two "Tony's" was intercepted by a section of MAKIN ISLAND planes, under the control of MAKIN ISLAND, and one plane was shot down. The other turned away and escaped. On another day a raid consisting of two "Judy's" was intercepted by planes from STEAMER BAY under control of FANSHAW BAY. One was shot down and the other damaged by the planes. The damaged plane was finished off by naval gunfire from a destroyer escorting transports some twenty miles from our formation. On 28 April a raid consisting of 2 "Zekes" was intercepted by a division of planes from the STEAMER BAY under the control of SHAMROCK BAY. The "Zeke's" turned away, diving into the clouds in an attempt to escape, but again intercepted and both were destroyed.

A number of single bogies have flown over our formation at altitudes between 25,000 and 30,000 feet. These bogies usually do not show up on the SK screen until they are within 40 to 45 miles, when they come within the third maximum lobe of the SK propagation pattern. Tracking of

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansai Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

COMMENT AND RECOMMENDATIONS

(Continued)

Radar and Fighter Direction

(Continued)

these bogies is also difficult because of the frequent fades near the radar at high altitudes. But the chief problem is the inability of the FM-2 to cope with fast-flying Jap planes at high altitudes. On 28 April one division of FM-2's was sent to 28,000 feet in an attempt to intercept a single bogie at that altitude. The bogie was sighted by the fighters considerably above them while they were still climbing but he flew away to the west, opening with east. Shortly afterwards, on the same day, a division of the CAP sighted a bogie at 15,000 near the formation. When they began their investigation upon orders of the MAKIN ISLAND intercept officer the "Zeke" retired rapidly. The FM-2's were unable to gain until the Jap dove for the water. The FM-2's then overtook the "Zeke" and shot it down.

No evidence of enemy use of I.F.F. has been observed in this operation. All aircraft visually identified as enemy which have appeared on our screen have shown bogie. The failure of friendly planes, usually on anti-submarine patrol, to show I.F.F. still constitutes a considerable problem, causing many interceptions by CAP and many false "flash reds". This condition was noticed in both TBM's on LASP and PBM's on TASP. Relentless efforts to keep ABK equipments up to peak operating condition are necessary, particularly in aircraft which fly alone. It might be profitable to install two ABK equipments in such aircraft to render failures less frequent.

Many single bogies were picked up at night and frequently pulses having the known characteristics of enemy airborne radar were detected on our intercept receiver. These appear to have been reconnaissance planes as none of them attacked.

On the morning of 12 April while launching dawn CAP, a single bogie was detected at 265-55. This plane was plotted on a course of 070 to 325-20 where it split. Its speed was approximately 130 knots. Part of the bogie crossed to the north of our formation at a speed of about 200 knots to 030-15 and then turned back toward us. It was tracked in to 350-5 where it faded into the sea return. Shortly afterward at 0505 a splash was observed just off our port bow, the object having crossed from starboard. We were on course 276°(T). (See chronology section under 12 April).

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)

Serial: 005

c/o Fleet Post Office
San Francisco, California

SECRET

Subject: Action Report - Nansel Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

COMMENT AND RECOMMENDATIONS

(Continued)

Radar and Fighter Direction

(Continued)

It is thought possible that the latter part of this raid may have been one of the jet-propelled "buzz bombs", (Baka Bombs), which was released from the plane at the point where the raid split. At any rate the remainder of the raid crossed to the north to 040-30 where it made a turn and began closing on course 240, crossing ahead of our formation. Its point of closest approach was 328-9. It opened from there and finally faded at 252-36. It had evidently come back low to survey the damage, if any, inflicted by the portion which split off.

3.

Communications

As has been the case throughout the past two operations, Communications have been excellent, generally speaking. There are however, minor problems which have tended to slow down and in rare instances, prevent reliable transmissions. The following comments are made in the hope that some corrective steps may be taken to iron out these minor difficulties.

NPM FOX SCHEDULES: The performance of NPM primary and secondary schedules have been steadily deteriorating from their usual high standard, since the first of the year. There has been almost daily occurrences of faulty transmissions by these schedules indicating that perhaps the monitoring at the transmitting station has not been sufficiently alert. The machine tapes have been permitted to drag out unreadable signals for some minutes without corrective action being taken, and no subsequent correction of these transmissions sent. This has resulted in an unparalleled amount of corrections being sent later upon the requests of interested commands. Although there have been periods when the signal strength of NPM has faded in the Okinawa area, the number of frequencies keyed available has made NPM performance in this respect particularly good. The simultaneous keying from Guam has been especially useful.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

Communications
(Continued)

TASK GROUP COMMANDER CIRCUIT (2032 kcs): The performance of this frequency as to range has been sufficient. Although this command is conscious of the problems confronting a controlling station on a crowded operational circuit, it is believed that improper and insufficient control exercised by the control station is the cause of most of the difficulties experienced. For example, stations were not required to "zero beat" their transmitters against the controlling station resulting in many stations being slightly off frequency. Where intercept traffic is so important, this might have eliminated many useless transmissions. The controlling station did not maintain a normal sequence in permitting stations to transmit messages of the same precedence. Through intent or mistake, certain stations would be given a preference in transmitting their traffic, even though we had been informed we were next in line.

There were several instances of undoubted Japanese interference on this circuit. However, it was found that by cooperation between the transmitting and receiving station in not allowing the interference to stop transmissions, the Jap would become discouraged and cease interfering.

FORCE FOX (438 kcs): This command experienced extreme difficulty on this schedule during night retirements. From 2200 Item to 0400 Item the signal strength of ND19 on Force Fox ranged from poor to unreadable, with the result that we were forced to ask for re-runs of addressed traffic the following morning.

PERSONNEL: The present sustained speed of NPM primary and to a lesser extent NPM secondary, is just about the maximum speed that the average third class radioman can copy Fox. Therefore, since the average fox man cannot copy accurately more than two hours at his maximum speed, it has been necessary to rotate fox men with circuit operators. Other commands evidently followed this procedure of rotating fox men with circuit men also because there were many cases of circuits being manned by poor operators. The answer to this problem is, of course, more radio personnel. The present situation is admirable for training radiomen third class but hardly conducive to circuit efficiency. It is felt that if every command could keep their best operators on the operational circuits, the volume of traffic handled would be appreciably increased. The length of the operation, while standing a watch in three, showed no appreciable decrease in efficiency of the men.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)

c/o Fleet Post Office

San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

.....

Communications
(Continued)

The constant use of TBS-1 and TBS-2 permits small opportunity to effect repairs to either of these units. The vital importance of TBS-1 cannot be too strongly emphasized, when it is out of commission after dark, you're deaf, dumb and blind so far as the maneuvering circuit is concerned. In view of this importance, it is strongly recommended that at least a spare receiver unit be made available to all CVE's, preferably an entire unit of transmitter and receiver.

It is also recommended that an additional medium-high frequency transmitter be installed in all combat CVE's. A TCZ preferably, because of its size and weight.

4.

Engineering

Performance of the engineering plant was satisfactory in view of the severe operating conditions imposed by the extremely long operations.

The most serious derangement effecting military efficiency occurred when feed system salted up due to split tube in a main condenser. Repairs were accomplished underway at reduced speed. A main circulator also failed, but was repaired at sea without seriously hampering air operations.

Foul bottom made it necessary to operate Main Engines at much higher revolutions to maintain speeds for all operating conditions. This lowered fuel economy and increased load on all machinery, particularly auxiliaries and boilers.

Availability between operations has been very limited both on length of time and amount of equipment which could be taken out of standby readiness status.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

Engineering
(Continued)

It is believed that this operation extended over a period greater than optimum schedule for engineering plant, and that if at all possible consideration should be given to short interim repairs during future long operations. It was found that machinery running at maximum capacity with no standby became the source of many minor casualties during latter part of operations.

Strain on engineering personnel standing one in three watches became evident particularly during latter part of operations and all men were in need of rest and recreation. Proper repair and maintenance work cannot be carried on by men standing such watches and manning general quarters stations over extended periods.

Present complement for engineering divisions does not provide for sufficient off-watch key men to effect underway repairs and upkeep, and it is recommended that an increase of 10 men be provided to meet this need.

5.

Supply

The operation of the supply department during the current period has been normal. No serious deficiencies have developed and all major demands have been met. Specific comment under each category follows:

GSK: Sufficient stocks had been placed aboard to meet demands. Replenishment has been negligible. Usage of rags has been excessive due to constant upkeep of aircraft and frequent fueling operations.

COMMISSARY: In general the feeding of personnel was maintained at a high level. However, due to operating conditions the galley was required to operate on a twenty-four hour schedule; necessitating approximately 30% greater usage of provisions than shown in normal endurance tables.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)

Serial: 005

c/o Fleet Post Office
San Francisco, California

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

Supply
(Continued)

Opportunities for replenishment of dry and fresh provisions were made available. However, the time allowed and lack of transportation did not permit the loading of anything except critical items. This resulted in an expenditure of reserves below the thirty-day safety level. It is estimated that approximately fourteen days provisions remained on hand at the close of operations. This is not considered an adequate reserve against possible damage.

It is recommended that a priority be established for carriers required to replenish and clear anchorage during daylight hours. If transportation facilities were furnished immediately upon arrival, full utilization of allotted time would be accomplished.

During the Kerama Retto replenishment of 23 May, a period of approximately six hours was allowed for loading. No priority was obtainable. Departure was delayed four hours and it was necessary to sail without receiving allotted fresh provisions in order to clear anchorage before dark.

C&SS: Most demands for clothing were furnished. No replenishment of stock was available. For an extensive operation in the combat area it is recommended that approximately 30% increase above the normal usage tables be carried for the following articles: shoes, socks, and dungarees.

SHIP'S STORE STOCK: Supply of necessities have been maintained. There has been no replenishment obtainable. At the close of operations stocks are completely depleted.

AVIATION SUPPLY: No aircraft were grounded due to lack of spare parts. The Aviation Supply Ship Grumium rendered excellent replenishment at Kerama Retto. Even though the Grumium employed intelligent rationing her stocks were depleted of critical items long before she was relieved or permitted to return to a rear area for replenishment. The usage of instruments on the FM-2 continued to be in excess of allowance list quantities.

CVE-93/A16-3/A9

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

6.

Weather Summary

The weather during the operation was marked by the seasonal monsoonal shift in winds from NE to SW. This shift was quite marked and occurred during the middle of May. Otherwise, the weather conditions conformed to the usual late spring pattern for this area with the polar front gradually moving north alternating its position north and south of Okinawa. Cold front, warm front, and low pressure system passages were accompanied by the usual weather characteristic of these types in the lower latitudes. One intense low pressure system passed directly through the carrier operating area. During May, the cold fronts weakened and the sky did not clear in back of them because the strong flow of warm moist air aloft caused cloudiness and precipitation. In general, the weather was good in March, good to average in April, and average during May. No typhoons came near Okinawa, although several small tropical storms, labeled typhoons were charted in the Marianas and the Carolines.

21 - 31 March

Flying conditions: good - 5 days; average - 5 days; undesirable one day. Showers were recorded one day, drizzle two days. Partly cloudy days predominated. The predominate wind direction was NE with the average velocity fifteen knots. Daily wind velocity averages varied from eight to twenty knots. Heavy seas were noted on 22 March; otherwise seas were moderate. Visibility was unrestricted except by precipitation.

1 - 30 April

Flying conditions: excellent or good - twenty days; average two days; undesirable or bad - eight days. Showers, rain, drizzle were recorded on nine days. The predominate wind direction NE-E-SE with winds averaging fourteen knots. The daily average velocities varied between five and twenty-three knots. Rough seas were noted on three days, with seas during the rest of the period slight to moderate with generally low swells. Haze restricted visibility four days, otherwise visibility was good except in precipitation. The weather during the month was marked by several periods during which flying conditions remained good for several days, with rapid clearing after a short period of bad weather.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)

c/o Fleet Post Office

Serial: 005

San Francisco, California

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

Weather Summary
(Continued)

1 - 31 May and 1 June

Flying conditions: good - eleven days; average - ten days; undesirable seven days; bad four days. Precipitation was recorded on thirteen days with three days with thunderstorms. There were three days with rough seas, otherwise seas were slight with low swells. On 8 May, gusts to fifty knots were recorded during the passage of a low pressure system. During the early morning hours of 30 and 31 May the unusual phenomena of fog and thunderstorms were noted, caused by the flow of warm moist air from the south. The warm air was cooled by the ocean in the lower levels which caused the fog, and the thunderstorms were caused presumably by convection resulting from cooling of the upper layers of air during the night. No upper air soundings were available to verify this assumption. Visibility was limited by haze or fog on five days. During the first half of the period, the wind direction was predominately NE and during the second half, S to SW. Wind velocity averaged seventeen knots, with daily averages varying between five and twenty-four knots. The month was marked by rapidly changing flying conditions both day to day and during a twenty-four hour period.

Inadequate weather data was received because of the lack of personnel in K division available to copy weather schedules. Close observation of the weather in the area and the instruments aboard ship were depended upon for at least 75% of the data for forecasts.

77.

Personnel - General Comment

In general the performance of the ship and its crew during this long operation was satisfactory; that is without serious breakdown in material or morale. Machinery derangements, coming at more frequent intervals as the operation progressed can be attributed to lack of sufficient manpower for adequate upkeep, and the fact that personnel efficiency drops off due to fatigue.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

Personnel - General Comment
(Continued)

After the engineers stand one in three watches for over a month, repairing breakdowns between watches, it is impossible to keep up the normal inspections and repairs to such equipment as the laundry, drinking fountains, and elevators.

When this operation had passed the two month mark all personnel was on edge, not the desirable alert tension shown at the beginning of the operation, but an uneasy strain due to taut nerves and fatigue.

Materially the ship suffered; when men get over tired they perform normal duties and stand assigned watches but anything beyond that, except eating and sleeping, is forced.

During this operation the ship was five men under allowed complement. This allowed complement may have been adequate for the CVE's as originally designed and outfitted but is grossly inadequate for a combat CVE operating over extended periods with only short upkeep intervals between operations.

The increase in the aircraft complement and the additional radio-radar equipment together with the varied flight missions assigned require more men. Serious consideration should be given to increasing the combat CVE complement to approximately 790. With that number of men, extended operations could be conducted without undue fatigue and strain and with an increase in battle efficiency.

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - ~~Nansei~~ Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

Summaries

During the period 21 March to 28 April 1945, 1320 sorties (836 VF and 484 VT) were flown by embarked squadron, VC-84, for a total of 4,768.2 hours. From 29 April to 5 June, VC-91 flew 1017 sorties (685 VF and 331 VT) for a total of 3089.5 flying hours. Combined figures for the two squadrons total 2437 sorties (1521 VF and 815 VT) for 7857.7 flying hours. A breakdown of sorties and flying hours by date and type plane follows:

DATE	SORTIES		HOURS		TOTALS	
	VF	VT	VF	VT	SORTIES	HOURS
3-21-45	12	0	28.2	0	12	28.2
3-23-45	12	4	48.9	14.9	16	63.8
3-24-45	27	4	94.8	13.4	31	108.2
3-25-45	31	15	110.1	54.8	46	164.9
3-26-45	22	21	77.0	78.9	43	155.9
3-27-45	28	15	97.9	52.9	43	150.8
3-28-45	24	16	93.4	51.8	40	145.2
3-29-45	27	15	105.8	55.4	42	161.2
3-30-45	20	11	72.8	36.9	31	109.7
3-31-45	4	0	16.0	0	4	16.0
4-1-45	22	20	89.6	70.4	42	160.0
4-2-45	27	18	112.8	73.3	45	186.1
4-3-45	24	18	94.5	69.1	42	163.6
4-4-45	8	18	28.3	68.1	26	96.4
4-5-45	8	4	18.1	5.2	12	23.3

CVE-93/A16-3/A9

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

Summaries (Continued)

<u>DATE</u>	<u>SORTIES</u>		<u>HOURS</u>		<u>TOTALS</u>	
	<u>VF</u>	<u>VT</u>	<u>VF</u>	<u>VT</u>	<u>SORTIES</u>	<u>HOURS</u>
4-6-45	28	17	110.6	46.0	45	156.6
4-7-45	8	0	31.3	0	8	31.3
4-8-45	25	13	109.9	44.7	38	154.6
4-9-45	32	17	123.0	65.0	49	188.0
4-10-45	6	1	21.2	3.8	7	25.0
4-11-45	28	19	91.7	55.2	47	146.9
4-12-45	25	11	94.9	31.2	36	126.1
4-13-45	31	14	114.2	56.1	45	170.3
4-14-45	31	25	128.7	76.0	56	204.7
4-15-45	25	23	101.5	76.0	48	177.5
4-16-45	35	20	130.8	64.6	55	195.4
4-17-45	9	4	31.6	14.7	13	46.0
4-18-45	24	18	99.4	58.3	42	157.7
4-19-45	28	14	103.7	52.9	42	156.6
4-20-45	20	24	74.2	75.7	44	149.9
4-21-45	30	18	121.2	57.1	48	178.3
4-22-45	33	18	136.0	61.1	51	197.1
4-23-45	4	0	17.3	0	4	17.3

CVE-93/A16-3/A9

Serial: 005

SECRET

Subject: Action Report - Nansai Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

Summaries (Continued)

<u>DATE</u>	<u>SORTIES</u>		<u>HOURS</u>		<u>TOTALS</u>	
	<u>VF</u>	<u>VT</u>	<u>VT</u>	<u>VT</u>	<u>SORTIES</u>	<u>HOURS</u>
4-24-45	34	12	121.4	29.6	46	151.0
4-25-45	25	6	95.8	5.1	31	100.9
4-26-45	10	3	30.5	30.6	19	61.1
4-27-45	24	10	93.8	42.1	34	135.9
4-28-45	25	12	64.7	41.7	37	106.4
SUB-TOTALS VC-84 21 MARCH - 28 APRIL	336	484	3135.6	1632.6	1320	4768.2
4-29-45	4	0	17.0	0	4	17.0
4-30-45	28	12	116.0	50.2	40	166.2
5-1-45	20	21	78.2	61.7	41	139.9
5-2-45	12	5	19.6	16.8	17	36.4
5-3-45	20	2	71.2	2.7	22	73.9
5-4-45	32	14	125.1	38.2	46	163.3
5-5-45	0	0	0	0	0	0
5-6-45	8	9	30.3	23.9	17	54.2
5-7-45	32	16	121.6	43.4	48	165.0
5-8-45	0	0	0	0	0	0
5-9-45	24	19	89.6	53.5	43	143.1

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-95)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

Summaries (Continued)

<u>DATE</u>	<u>SORTIES</u>		<u>HOURS</u>		<u>TOTALS</u>	
	<u>VF</u>	<u>VT</u>	<u>VF</u>	<u>VT</u>	<u>SCRTIES</u>	<u>HOURS</u>
5-10-45	12	2	37.1	1.9	14	39.0
5-11-45	36	16	134.9	49.9	52	184.8
5-12-45	24	16	90.7	44.6	40	135.3
5-13-45	32	19	86.4	61.4	51	147.8
5-14-45	32	18	119.5	67.6	50	187.1
5-15-45	32	12	124.5	34.7	44	159.2
5-16-45	6	6	13.8	13.8	12	27.6
5-17-45	27	10	88.6	38.7	37	127.3
5-18-45	20	3	74.3	4.4	23	78.7
5-19-45	24	4	67.8	4.1	28	71.9
5-20-45	32	15	122.5	52.1	47	174.6
5-21-45	24	6	88.3	14.8	30	103.1
5-22-45	12	4	36.4	11.3	16	47.7
5-23-45	4	1	14	.3	5	14.3
5-24-45	29	18	100.3	62.7	47	163
5-25-45	5	3	25.2	9.9	8	35.1
5-26-45	12	1	37.9	4.0	13	41.9

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
c/o Fleet Post Office
San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

Summaries (Continued)

<u>DATE</u>	<u>SORTIES</u>		<u>HOURS</u>		<u>TOTALS</u>	
	<u>VF</u>	<u>VT</u>	<u>VF</u>	<u>VT</u>	<u>SORTIES</u>	<u>HOURS</u>
5-27-45	24	10	81.2	19.6	34	100.8
5-28-45	32	3	110.8	11.9	35	122.7
5-29-45	32	3	121.0	11.0	35	124
5-30-45	0	0	0	0	0	0
5-31-45	24	33	85.2	56.6	57	141.8
6-1-45	20	6	80.4	2.2	26	82.6
6-2-45	0	4	0	18.0	4	18.0
6-3-45	0	6	0	26.5	6	26.5
6-4-45	0	6	0	25.5	6	25.5
6-5-45	11	8	5.5	3.0	19	8.5
SUB-TOTALS	685	331	2402.3	940.9	1017	3089.5

VC-91 -
28 April -
5 June

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
 c/o Fleet Post Office
 San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansai Shoto Operation - Phase I and II,
 (21 March 1945 to 5 June 1945). (Okinawa Gunto).

Summaries Breakdown of Sorties by Type Mission
 VC-84 25 March - 28 April 1945

DATE	AVAILABILITY	AT TARGET	CAP	SEARCH	SHIPS	A.S.P.	VT AIR	OTHER	TOTAL	
	VF	VT	VF	VT	VT	VT	OBSERV	VF	VT	
	VF	VT	VF	VT	VT	VT	ER			
3-21-45	16	12	-	-	-	12	-	-	-	12
3-22-45	17	12	-	-	-	-	-	-	-	-
3-23-45	16	12	-	-	8	4	4	-	-	16
3-24-45	16	11	-	-	19	8	4	-	-	31
3-25-45	16	12	19	9	-	12	-	-	6	46
3-26-45	16	11	12	12	-	8	4	4	2	43
3-27-45	15	11	24	9	-	4	-	6	-	43
3-28-45	14	10	20	8	4	-	-	7	1	40
3-29-45	14	9	20	8	3	4	-	6	1	42
3-30-45	13	9	20	8	-	-	-	3	-	31
3-31-45	15	9	-	-	-	4	-	-	-	4
4-1-45	14	10	14	15	-	8	-	4	1	42
4-2-45	14	10	-	11	-	27	-	5	2	45
4-3-45	16	10	-	-	6	24	8	2	2	42
4-4-45	16	10	-	-	8	-	6	8	-	26
4-5-45	17	10	-	-	-	8	-	-	4	12
4-6-45	17	10	-	-	-	28	8	-	9	45

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)
 c/o Fleet Post Office
 San Francisco, California

Serial: 005

SECRET

Subject: Action Report - Nansei Shoto Operation - Phase I and II,
 (21 March 1945 to 5 June 1945). (Okinawa Gunto).

Summaries Breakdown of Sorties by Type Mission
 (Continued)

VC-84 25 March - 28 April 1945

DATE	AVAILABILITY	STRIKES	CAP	SEARCH	SHIPS	A.S.P.	VT AIR	OTHER	TOTAL
	VF	VT	SWEEPS	VT	CAP	VT	OBSERV	VF	VT
	VF	VT	VF	VT			ER		
4-7-45	17	12	-	-	8	-	-	-	8
4-8-45	18	12	9	9	16	-	4	-	38
4-9-45	20	11	-	-	8	2	24	8	49
4-10-45	20	12	6	-	-	-	1	-	7
4-11-45	18	12	-	1	4	-	24	8	47
4-12-45	19	12	-	-	25	-	-	5	36
4-13-45	17	12	-	-	4	-	25	8	45
4-14-45	18	12	18	14	13	-	-	6	56
4-15-45	18	12	-	6	-	-	25	7	48
4-16-45	18	11	9	14	24	-	-	2	55
4-17-45	18	11	-	-	-	-	8	4	13
4-18-45	18	12	-	-	-	1	24	11	42
4-19-45	18	12	-	-	4	-	24	8	42
4-20-45	18	12	4	17	16	-	-	6	44
4-21-45	18	12	4	-	-	-	24	8	48
4-22-45	19	11	-	8	33	-	-	3	51

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)

c/o Fleet Post Office

Serial: 005

San Francisco, California

SECRET

Subject: Action Report - Nanset Shoto Operation - Phase I and II,
(21 March 1945 to 5 June 1945). (Okinawa Gunto).

Summaries Breakdown of Sorties by Type Mission
(Continued)

VC-84 25 March - 28 April 1945

DATE	AVAILABILITY	STRIKES	AT TARGET	CAP	SEARCH	SHIPS	A.S.P.	VT AIR	OTHER	TOTAL		
	VF : VT	VF : VT	SWEEPS	VT	VT	CAP	VT	OBSERV	VF : VT	VT		
			VF : VT					ER				
4-23-45	18: 11:	-: -:	-: -:	-: -:	-: -:	4	-	-	-: -:	4		
4-24-45	18: 11:	-: -:	4	-	28	9	-	2	3	46		
4-25-45	18: 11:	-: -:	8	-	17	-	-	-	6	31		
4-26-45	18: 11:	-: -:	-: -:	-: -:	8	8	-	2	1	19		
4-27-45	18: 12:	-: -:	-: -:	-: -:	24	8	-	-	2	34		
4-28-45	18: 11:	20: 12:	-: -:	-: -:	-	-	-	5	-	37		
Sub-Totals:			199	161	201	9	418	125	97	18	92	1320
21 March	h	-										
28 March	h											
VC-84												
Operations:												
VC-91 29 April - 5 June 1945												
4-29-45	17: 11:	-: -:	-: -:	-: -:	-: -:	4	-	-	-: -:	4		
4-30-45	17: 12:	-: -:	12	28	-	-	-	-	-: -:	40		
5-1-45	17: 12:	-: -:	-: -:	-: -:	-: -:	20	15	-	6	41		
5-2-45	17: 12:	-: -:	4	12	-	-	-	-	1	17		
5-3-45	16: 12:	-: -:	-: -:	20	-	-	-	-	2	22		
5-4-45	16: 12:	-: -:	8	32	-	-	-	-	6	46		
5-5-45	17: 12:	-: -:	-: -:	-: -:	-: -:	-	-	-	-: -:	-		

CVE-93/A16-3/A9

U.S.S. MAKIN ISLAND (CVE-93)

c/o Fleet Post Office

Serial: 005

San Francisco, California

SECRET

Subject: Action Report - Capture of Okinawa Gunto - Phases I and II,
(21 March 1945 to 5 June 1945).

Breakdown of Sorties by Type Mission
(Continued)

VC-91 29 April - 5 June 1945

DATE	: AVAILABILITY	: AT TARGET	: CAPTURE	: SEARCH	: SHIPS	: A.S.P.	: VT AIR	: OTHER	: TOTAL
	: VF : VT	: STRIKES & SWEEPS	: VT	: CAP	: VT	: OBSERV	: VF	: VT	: SORTIES
	: VF : VT	: VF : VT	:	:	:	: ER	:	:	:
5-6-45	: 17: 12:	- : 4 :	8:	- :	- :	- :	- :	5:	17
5-7-45	: 18: 12:	- : 12 :	32:	- :	- :	- :	- :	4:	48
5-8-45	: 18: 12:	- : - :	- :	- :	- :	- :	- :	- :	-
5-9-45	: 18: 12:	- : 12 :	24:	- :	- :	- :	- :	7:	43
5-10-45	: 18: 9:	- : - :	4:	- :	8 :	- :	- :	2:	14
5-11-45	: 17: 12:	- : 12 :	32:	- :	4 :	- :	- :	4:	52
5-12-45	: 18: 12:	- : - :	8:	- :	16 :	11 :	- :	5:	40
5-13-45	: 18: 12:	- : 15 :	32:	- :	- :	- :	- :	4:	51
5-14-45	: 18: 11:	- : 18 :	32:	- :	- :	- :	- :	- :	50
5-15-45	: 18: 11:	- : 8 :	32:	- :	- :	- :	- :	4:	44
5-16-45	: 18: 11:	- : - :	- :	- :	4 :	5 :	- :	2: 1:	12
5-17-45	: 18: 11:	1 : 10 :	26:	- :	- :	- :	- :	- :	37
5-18-45	: 18: 11:	- : - :	20:	- :	- :	- :	- :	3:	23
5-19-45	: 18: 10:	- : - :	24:	- :	- :	- :	- :	4:	28
5-20-45	: 18: 11:	- : 15 :	- :	- :	32 :	- :	- :	- :	47
5-21-45	: 18: 12:	- : - :	12:	- :	12 :	4 :	- :	2:	30

CVE-93/A16-3/A9

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(21 March 1945 to 5 June 1945).

Breakdown of Sorties by Type Mission
(Continued)

VC-91 29 April - 5 June 1945

DATE	: AVAILABILITY	: AT TARGET	: CAP	: SEARCH	: SHIPS	: A.S.P.	: VT AIR	: OTHER	: TOTAL
	: VF : VT	: STRIKES & SWEEPS	: :	: VT	: CAP	: VT	: OBSERV	: VF : VT	: SORTIES
		: VF : VT	: :				: ER		
5-22-45	18: 12:	- : - :	:	- :	12 :	4 :	- :	- :	16
5-23-45	18: 12:	- : - :	4 :	- :	4 :	- :	- :	1 :	5
5-24-45	18: 11:	1 : 17 :	24 :	- :	- :	- :	- :	1 :	43
5-25-45	18: 11:	1 : 3 :	- :	- :	4 :	- :	- :	- :	8
5-26-45	18: 12:	- : - :	- :	- :	12 :	- :	- :	1 :	13
5-27-45	18: 12:	- : - :	24 :	- :	- :	5 :	- :	5 :	34
5-28-45	18: 12:	- : 3 :	32 :	- :	- :	- :	- :	- :	35
5-29-45	18: 12:	- : 3 :	32 :	- :	- :	- :	- :	- :	35
5-30-45	18: 12:	- : - :	- :	- :	- :	- :	- :	- :	-
5-31-45	18: 12:	- : 10 :	- :	- :	24 :	8 :	- :	15 :	57
6-1-45	17: 12:	- : - :	20 :	- :	- :	- :	- :	6 :	26
6-2-45	16: 8:	- : - :	- :	- :	4 :	- :	- :	4 :	8
6-3-45	16: 8:	- : - :	- :	- :	6 :	- :	- :	- :	6
6-4-45	16: 8:	- : - :	- :	- :	6 :	- :	- :	- :	6
6-5-45	16: 8:	- : - :	- :	- :	- :	- :	- :	11 : 8 :	19

OWN LOSSES AND RESCUE OPERATIONS

DATE	: TIME OF : : LAUNCHING:	TYPE	: BUREAU : : NUMBER :	CIRCUMSTANCES, PLACE AND CAUSE OF LOSS	: PILOTS		: AIRCREW	
					: LOST	: SAVED	: LOST	: SAVED
3-21-45	1657-59"	FM-2	73658	Lost power after catapult launch. Emergency landing in water. Plane lost.	0	1	0	0
3-26-45	0743-21"	TBM-3	23280	Damaged in landing, beyond repair of ship's facilities. Transferred to Yontan for disposition.	0	0	0	0
3-27-45	0548-18"	FM-2	73797	Struck by AA from friendly ships north of Kerama Retto. Exploded. Plane disintegrated.	1	0	0	0
3-29-45	None	TBM-3	68563	Deck collision as result of barrier crash by F6F-5N making night emergency landing. Plane jettisoned after salvaging usable parts.	0	0	0	0
3-30-45	0517-29"	FM-2	73695	Mid-air collision. Plane returned to base damaged beyond repair. Jettisoned after salvage of usable parts.	0	0	0	0
4-9-45	1533-20"	FM-2	74299	Emergency landing at Yontan field after damage from enemy AA. Stripped at field for salvageable parts.	0	0	0	0
4-27-45	0928-58"	FM-2	74429	Landing accident. Damaged beyond repair. Jettisoned after salvage of usable parts.	0	0	0	0
4-28-45	0517-11"	TBM-3	68412	Crashed at Nobara Field, Sakishima Gunto, during bombing mission. Plane completely demolished.	1	0	3	0

94

OWN LOSSES AND RESCUE OPERATIONS

DATE	: TIME OF : : LAUNCHING :	TYPE	: BUREAU : : NUMBER :	CIRCUMSTANCES, PLACE AND CAUSE OF LOSS	: PILOTS		: AIRCREW	
					: LOST	: SAVED	: LOST	: SAVED
5-2-45	0459-56"	FM-2	74490	Crash landing in sea due to faulty catapult shot. Plane and engine not recovered	0	1	0	0
6-5-45	0600-46"	TBM-3	23410	Forced landing made in the water. Plane and engine not recovered.	0	1	0	0
6-5-45	0604-16"	TBM-3	68519	Forced landing made in the sea immediately after catapult take-off. Plane and engine not recovered.	0	1	0	1

SUMMARY

Jettisoned----- 3
 Lost operationally away from ship----- 3
 Crash on takeoffs----- 4
 Enemy action----- 1
 Total planes lost--11

 Pilots lost----- 2
 Aircrewmn lost----- 3

TABLE OF BOMBS, ROCKETS, TORPEDOES, AND MINES DROPPED AT THE TARGET BY STRIKE

VC-84 - 25 March - 28 April 1945

STRIKE NO.	DATE	TIME OF LAUNCH	TARGET : GENERAL	TARGET : SPECIFIC	SORTIES AT		BOMBS, ROCKETS		FUZING	
					VF	VT	NUMBER	TYPE	NOZE	TAIL
1	3-25-45	0545	Okinawa		6		32 RM	3.5"		
			Majority of				32 RB	5.0"		
2	3-25-45	0745	attacks in sup-		6		35 RM	3.5"		
			port of troops				35 RB	5.0"		
3	3-25-45	0930	or coverage of			4	30 RM	3.5"		
			general area.				30 RB	5.0"		
			Aside from caves:				40 B	100#	GP:Inst.	.01
			village areas,		1		6 RM	3.5"		
			suspected gun				6 RB	5.0"		
6	3-25-45	1530	posits, very few:			1	10 B	100#	GP:Inst.	.01
			specific targets:		6		36 RM	3.5"		
			assigned. Spe-				36 RB	5.0"		
			cific targets			4	38 B	100#	GP:Inst.	.01
			are so indicated:							
1	3-26-45	0545				1	7 RM	3.5"		
							7 RB	3.5"		
							10 B	100#	GP:Inst.	.01
2	3-26-45	0745	Okinawa			1	10 Prop.			5 & 15:
							Bombs:			second:
										time
										noze
										fuzes
						8	54 RM	3.5"		
							54 RB	5.0"		
							76 B	100#	GP:Inst.	.01
4	3-26-45	1130	Okinawa			1	8 RM	3.5"		
							8 RB	5.0"		
							10 B	100#	GP:Inst.	.01
5	3-26-45	1330	Okinawa		8		47 RM	3.5"		
							47 RB	5.0"		
6	3-26-45	1530	Okinawa			1	10 B	100#	GP:Inst.	.01
						4	15 RM	3.5"		
							15 RB	5.0"		
							39 B	100#	GP:Inst.	.01
					4		24 RM	3.5"		
							24 RB	5.0"		
1	3-27-45	0545	Kerama		8		48 RM	3.5"		
							48 RB	5.0"		
						1	7 RM	3.5"		
							7 RB	5.0"		
							9 B	100#	GP:Inst.	.025
2	3-27-45		Kerama			1	8 RM	3.5"		
							8 RB	5.0"		
							10 B	100#	GP:Inst.	.025

TABLE OF BOMBS, ROCKETS, TORPEDOES, AND MINES DROPPED AT THE TARGET BY STRIKE

VC-84 - 25 March - 28 April 1945

STRIKE NO.	DATE	TIME OF LAUNCH	TARGET GENERAL	TARGET SPECIFIC	SORTIES AT TARGET		BOMBS, ROCKETS		FUZING		
					VF	VT	NUMBER	TYPE	NOZE	TAIL	
2	3-27-45	0745	Okinawa			4	24 RM	3.5"	GP:Inst.	.025	
							24 RB	5.0"			
							40 B	100#			
							24 RM	3.5"			
3	3-27-45	0930	Okinawa		4	22 RM	3.5"				
						22 RB	5.0"				
4	3-27-45	1130	Okinawa			1	8 RM	3.5"			
							8 RB	5.0"			
5	3-27-45	1330	Okinawa			1	8 RM	3.5"			
							8 RB	5.0"			
							10 B	100#			
							47 RM	3.5"			
6	3-27-45	1530	Kerama			1	8 RM	3.5"	GP:Inst.	.025	
							8 RB	5.0"			
							10 B	100#			
							24 RM	3.5"			
						4	24 RB	5.0"	GP:Inst.	.025	
							40 B	100#			
2	3-28-45	0530	Okinawa		8	41 RM	3.5"				
4	3-28-45	0745	Okinawa			1	8 RM	3.5"	GP:Inst.	.025	
							8 RB	5.0"			
							10 B	100#			
							14 RM	3.5"			
						4	14 RB	5.0"	GP:Inst.	.025	
							40 B	100#			
6	3-28-45	1130	Okinawa		1	8 RM	3.5"				
7	3-28-45	1330	Okinawa			4	30 RM	3.5"	GP:Inst.	.025	
							30 RB	5.0"			
							7 B	500#			
							8 RM	3.5"			
8	3-28-45	1530	Okinawa			1	8 RB	5.0"			
							4	22 RM			3.5"
								22 RB			5.0"
1	3-29-45	0515	Okinawa		8	35 RM	3.5"				
2	3-29-45	0545	Yontan Field - grounded planes			1	9 Pro-		GP:Inst.	5 & 15: second: time: noze fuze	
							paganda				
							bombs				