







# U.S.S. WASP CV18

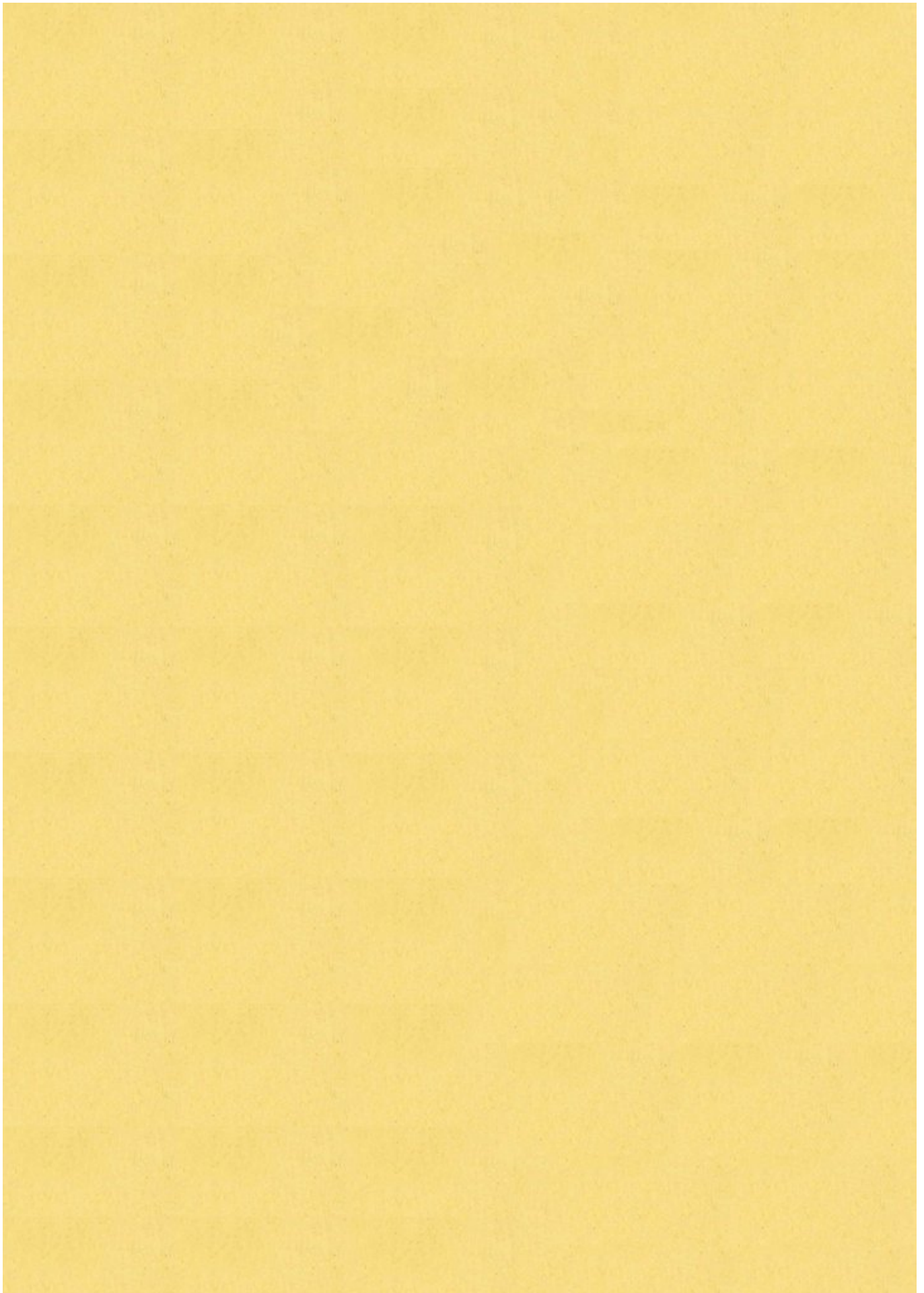
THE SEVENTH WASP

# HISTORY

24 NOVEMBER 1943

2 SEPTEMBER 1945







U. S. S. W A S P CV-18  
(THE SEVENTH WASP BELONGING TO THE UNITED STATES)

H - I - S - T - O - R - Y

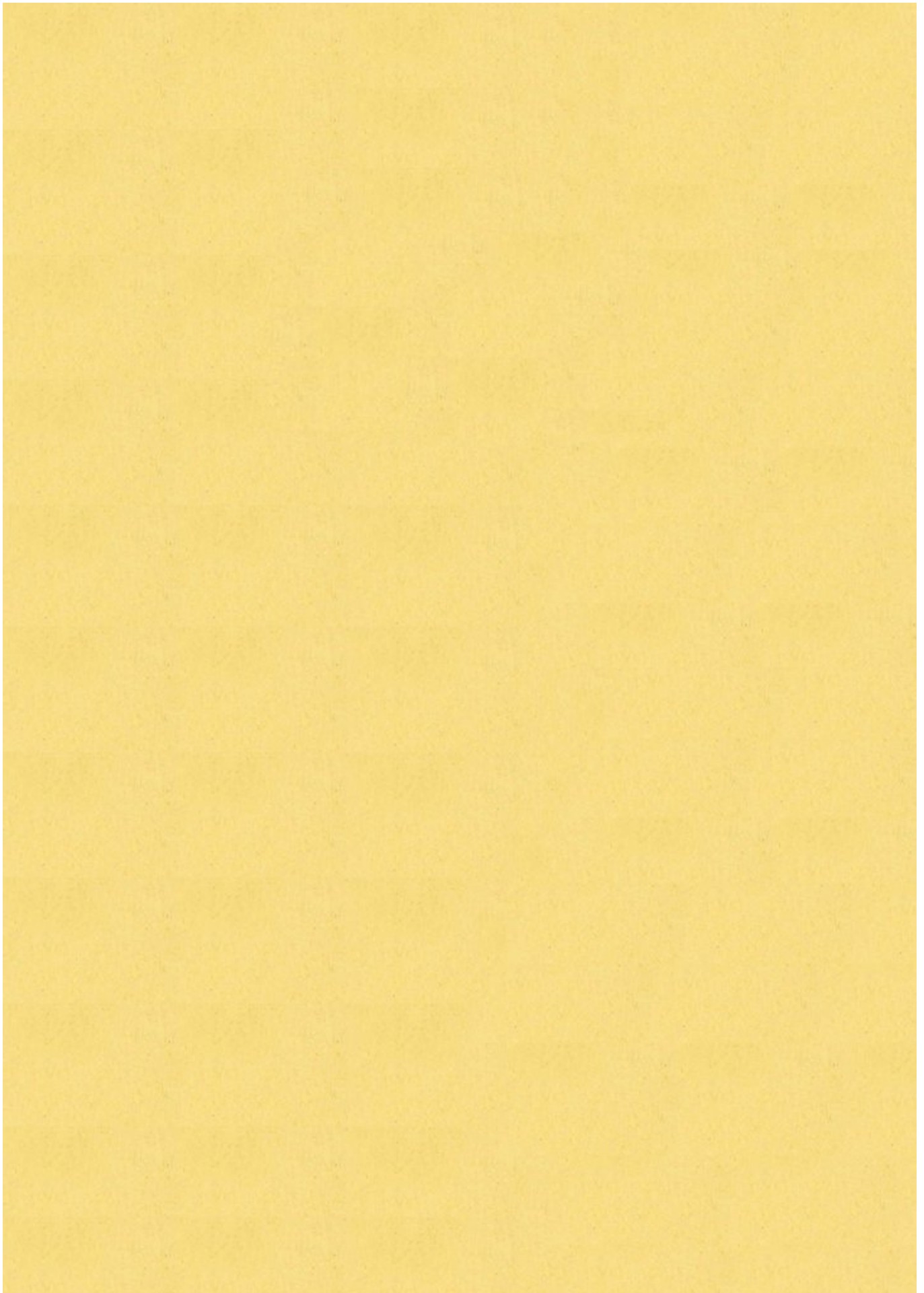
(FROM COMMISSIONING, 24 NOVEMBER 1943 TO V-J  
DAY 2 SEPTEMBER 1945, EAST LONGITUDE DATE)

AUTHENTICATED BY:

*H. D. Jones Jr.*  
LIEUT. H. D. JONES, JR., USNR  
HISTORICAL OFFICER

*P. E. Enz Jr.*  
LIEUT.(JG) P. E. ENZ, JR., USNR  
ASST. HISTORICAL OFFICER







CV-18/A12-1

U.S.S. WASP

Serial: 1118

c/o Fleet Post Office  
New York, N.Y.

~~RESTRICTED~~

2 November 1945.

From: The Commanding Officer.  
To: Office of Naval History, Navy Department.

Subject: The History of the U.S.S. WASP (CV-18)  
24 November 1943 to 2 September 1945.

References: (a) Director of Naval History Serial CL429  
of 10 August 1945.  
(b) CNO's letter OP-33-J6-JEJ, 118433,  
14 March 1945.  
(c) Alpac 219, September 1945.  
(d) Aviation Circular Letter No. 74-44,  
25 July 1944.  
(e) Aviation Circular Letter No. 101-45,  
11 September 1945.

Enclosure: (A) Subject History.

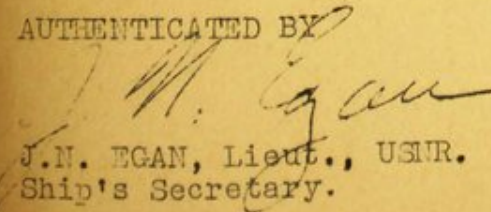
1. In accordance with the references the enclosure contains the history of the U.S.S. WASP (CV-18), the seventh WASP belonging to the United States. The history begins with the commissioning of the ship 24 November 1943, and ends with V-J day, 2 September 1945, East Longitude date.

W. G. SWITZER

Copy to:

Office of Naval History  
Office of Chief of Naval Operations,  
Aviation History Unit.  
CincPac PUBINFO Pearl Harbor  
History Unit of the Office of Editorial Research

AUTHENTICATED BY

  
J.N. EGAN, Lieut., USNR.  
Ship's Secretary.

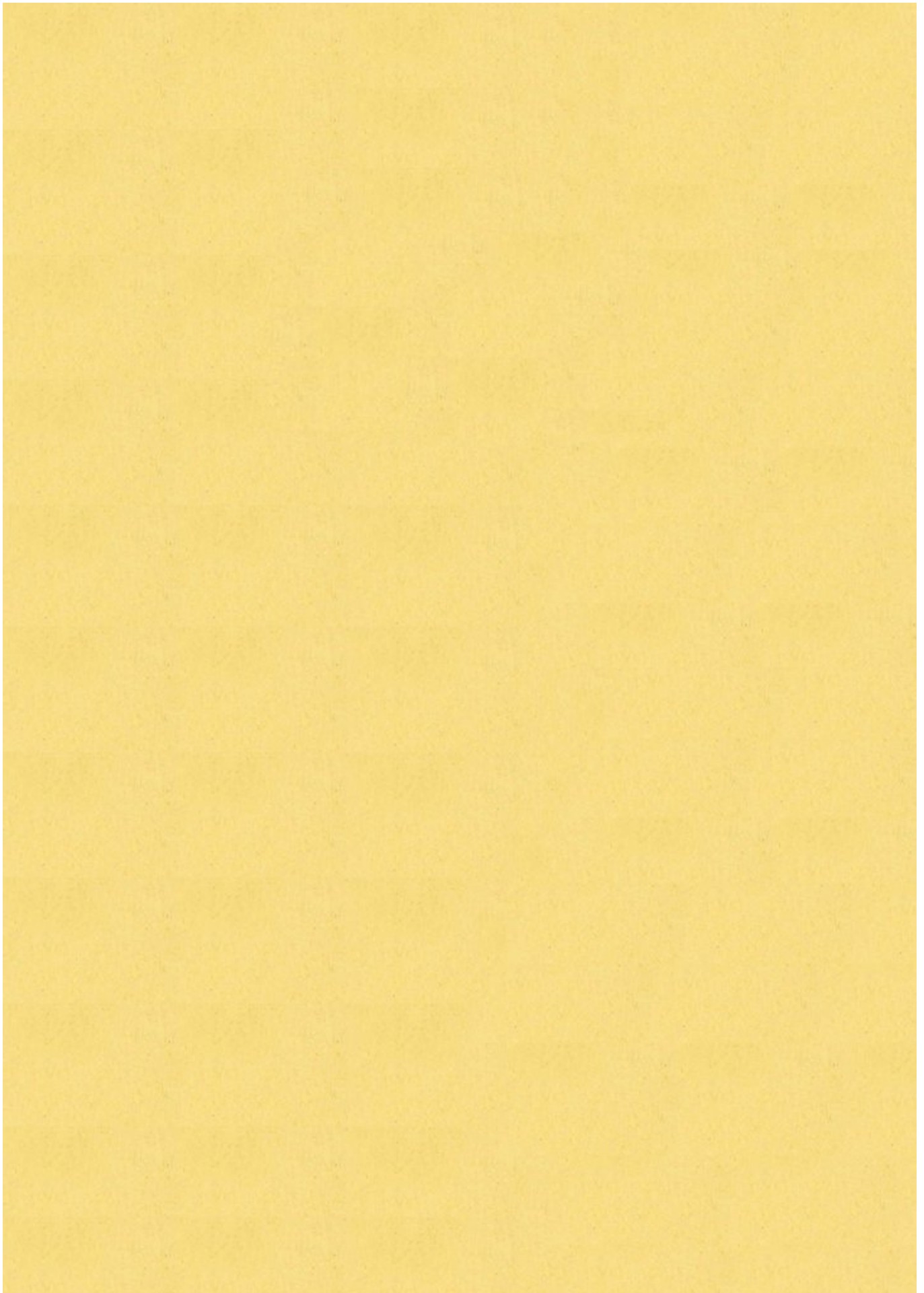
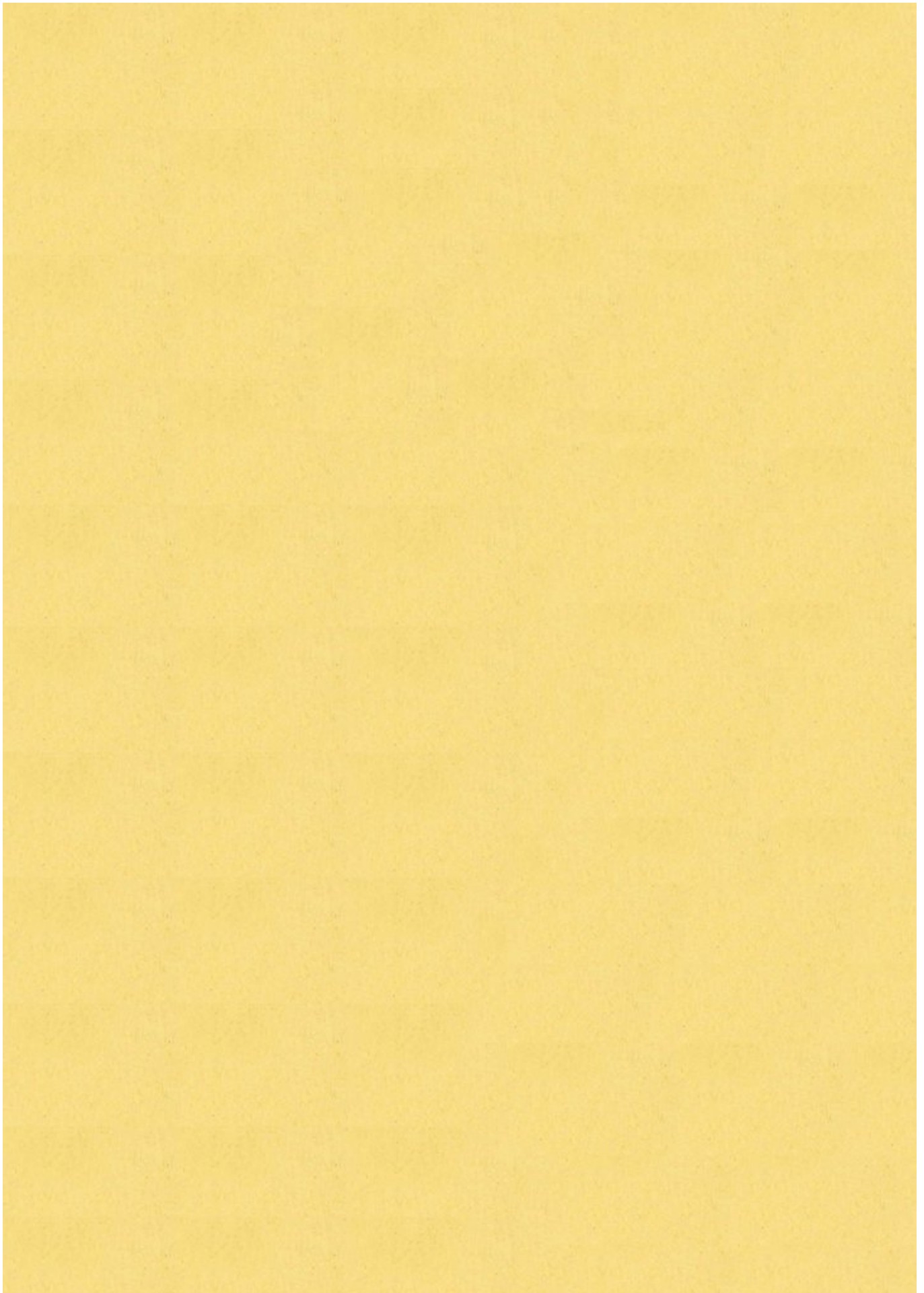




TABLE OF CONTENTS

	<u>Pages</u>
PART I - CHRONOLOGY - Documentary History of the Ship's operations and missions . . . . .	.1 - 57C
PART II - NARRATIVE - Discussion of Operational Problems . . . . .	.58 - 86
PART III - APPENDICES - Supplementary Data	
Biographical notes of Commanding Officers. . . . .	.87
WASP Air Groups. . . . .	.93
Campaign Ribbons earned by WASP Personnel . . . . .	.94
WASP Personnel casualties result of enemy action . . . . .	.96
Mileage covered and fuel consumed . . . . .	.101





PART I - CHRONOLOGY

PRECOMMISSIONING

MARCH 1942

18 ... The keel of Hull 1510 was laid - then expected to be christened the USS Oriskany.

SEPTEMBER 1942

15 ... The sixth WASP in American history (CV7) was sunk while supporting reinforcements into Guadalcanal; Captain Forrest P. Sherman, USN, of Melrose, Massachusetts, was her commander.

AUGUST 1943

17 ... Hull 1510 was christened by Miss Julia Walsh and launched "USS WASP" at Bethlehem Steel Company, Fore River Yard, Quincy, Massachusetts. Miss Julia Walsh, sponsor, is the sister of United States Senator from Massachusetts, David I. Walsh. During the WASP's construction a few ship's officers formed the crew and held classes in the Fargo Building, Receiving Station, Boston, Massachusetts. Other ship's officers formed and started to function the ship's departments in one story buildings inside the shipyard.



PART I - CHRONOLOGY - (Continued)

COMMISSIONING AND SHAKEDOWN

NOVEMBER - DECEMBER 1943

24 Nov ... At 1605 Queen (plus 4) zone time USS WASP was placed in commission at Naval Drydock Number 3, South Boston Navy Yard, Boston, Massachusetts, by the Commandant of the First Naval District, to whom the WASP became attached for the completion of her fitting out period prior to readiness for shakedown. The same authority authorized the WASP to operate at sea prior to shakedown. Escorts USS BRECKENRIDGE (DD 148) and USS BLAKELY (DD 150) operated with the WASP.

JANUARY 1944

10 ... At 0800, Queen zone time, following day operations and degaussing in Massachusetts Bay, the WASP, now attached to Commander Air Force, Atlantic Fleet, got underway for Naval Operating Base, Norfolk, Virginia. WASP shakedown had begun; her escort was ComDesDiv 20 - USS FORREST (DD 461), USS HOBSON (DD 464) and USS CARMICK (DD 492).



PART I - CHRONOLOGY - (January, continued)

- 11 - 28 ... The WASP released her escorts, de-  
permed ship in the Elizabeth River,  
and operated daily with Air Group  
14, anchoring each night in Old Plan-  
tation Flats, Chesapeake Bay.
- 28 - 30 ... WASP moored to Pier No. 7, Naval Op-  
erating Base, Norfolk, Virginia.
- 31 ... At 1352 WASP got underway for Trinidad  
in accordance with shakedown operations  
schedule and was escorted by Commander  
Destroyer Division 56; USS NEWCOMB  
(DD 586) and USS MC COOK (DD 196).

FEBRUARY 1944

- 4 ... WASP anchored in Gulf of Paria,  
Berth No. B-2, about three miles out  
from Fleet Landing and the Pan Amer-  
ican hangars.
- 5 - 21 ... USS MC COOK operated with WASP as plane  
guard in Gulf of Paria, Trinidad, B.W.I.,  
complying with Shakedown Schedule of  
Commander Fleet Air, Norfolk, Virginia.



PART I - CHRONOLOGY - (February, continued)

- 22 ... At 1158 WASP was en route to Boston, escorted by USS CARMICK (DD 493), USS DOYLE (DD 494) and USS MC COOK (DD 496).
- 27 ... The WASP returned to Boston after a 48-day shakedown and moored to North Jetty, South Boston Navy Yard, Boston, Massachusetts. Escorts were detached.

WASP REPORTS TO THE PACIFIC AND TO THE BATTLE LINE.  
RETURNS TO PUGET SOUND NAVY YARD WITH BATTLE DAMAGE.

MARCH 1944

- 15 ... At 0701 Queen (plus 4) zone time en route to Canal Zone with USS BRYANT (DD 465) and USS MC NAIR (DD 679) in compliance with orders from Commander in Chief, Atlantic Fleet. This sortie from Boston followed a sixteen day post shakedown availability.
- 20 ... WASP moored to Pier 8, Cristobal, Republic of Panama. WASP and escorts reported to Commander in Chief, Pacific Fleet, for duty.



PART I - CHRONOLOGY - (March, continued)

- 21 ... Cincpac designated WASP, BRYANT and MC-NAIR as Task Group 12.2 and Captain C.A.F. Sprague, USN (Captain of the WASP) as Task Group Commander. Commander in Chief, Pacific Fleet, also directed this Task Group, when ready for sea, to proceed to San Diego and embark for Pearl Harbor passenger priorities and maximum plane load; upon arrival Pearl Harbor to report to type commander for training. WASP and her Task Group (two escorts) passed through the Canal and moored to Pier 16, Balboa, Republic of Panama at 1615 local time. The Group put to sea the following day.
- 28 ... At 1403 Tare (plus 7) zone time the WASP moored to Pier J, North Island, San Diego, California.
- 30 ... At 0824 local time WASP and her Task Group sortied for Pearl Harbor, after having loaded 100 extra planes (Total 200) and billeting <sup>2800</sup> ~~1000~~ Marines on the hangar deck.



PART I - CHRONOLOGY - (Continued)

APRIL 1944

- 3 ... WASP moored at 1902 Victor William (plus nine and one-half) zone time, to Pier F-13, Ford Island, Pearl Harbor, Oahu, T. H.
- 7 ... At 0650 local time WASP sortied from Pearl Harbor and conducted two-day gunnery exercises and day and night flight qualifications in accordance with ComAirPac order designating Task Group 19.1 consisting of WASP, UHLMANN (DD 687), USS BONHAM (DD 796) and USS YARNELL (DD 541) with Commander Destroyer Division 106 embarked. Rear Admiral W. K. Harrill, USN, on WASP, as Task Group Commander and Officer in Charge of exercises.
- 9 ... At 1640 local time the WASP returned with her Task Group, which was dissolved, and moored at Pier F-9, Ford Island, Pearl Harbor.



PART I - CHRONOLOGY - (April, Continued)

APRIL 1944

- 10 - 15 ... Pursuant to orders of ComAirPac, WASP berthed at Pier B-23, Navy Yard, Pearl Harbor for five days availability. One year hence, on 11 April, WASP will steam into Puget Sound Navy Yard for repairs, necessitated by battle damage.
- 16 ... WASP sortied from Pearl Harbor and conducted two day gunnery exercises, experimental catapulting of P-47, and air operations in accordance with ComAirPac order designating Task Group 19.1 This Group consisted of WASP, USS UHLMANN, USS TWINNING (DD 540) and the USS YARNELL with ComDesDiv 106 again embarked. Rear Admiral W. K. Harroll, USN, on WASP as Task Group Commander and Officer in Charge of Exercises.
- 18 ... Task Group 19.1 entered Pearl Harbor and was dissolved; WASP moored to Pier F-2, Ford Island, Pearl Harbor.

PART I - CHRONOLOGY (April, continued)

APRIL 1944

- 18 - 21 ... WASP moored to Pier F-2, Ford Island, Pearl Harbor and loaded stores on order of ComairPac.
- 21 - 23 ... WASP operated out of Pearl Harbor conducting gunnery exercises and refreshing and qualifying pilots of Air Groups 18 and 100 as ordered by ComairPac, who designated Task Group 19.1 consisting of USS ROBINSON (DD 562), USS YARNELL (DD 541) with ComDesDiv 106 embarked and WASP with Rear Admiral F. W. Wagner, USN, Commander Carrier Division Five embarked. (Also Commander Task Group and Officer in Charge of exercises.) Upon returning to Pier F-2, Pearl Harbor on the 29th, Task Group 19.1 was dissolved. Here the WASP remained moored until 3 May, loading provisions, ammunition and fuel in accordance with ComairPac's orders.



PART I - CHRONOLOGY (Continued)

MAY 1944

3 - 8 ... WASP underway at 0644 Victor William (plus 9 and  $\frac{1}{2}$ ) zero time from Pearl Harbor to the Pacific Fleet's Forward Area secret anchorage, Majuro Atoll, Marshall Islands. While en route to join the Fifth Fleet, WASP conducted training exercises in accordance with orders of the Commander in Chief, Pacific Fleet who designated the ships accompanying the WASP as Task Group 12.1. Task Group 12.1 consisted of USS ESSEX (CV 9) (Flagship of Commander Task Group 12.1, Rear Admiral W.K. Harrill, USN) USS WASP, (Flagship of Commander Carrier Division Five, Rear Admiral F. W. Wagner, USN), the USS SAN JACINTO (CVL 30) and the Screen. The Screen consisted of Task Unit 12.1.2: USS SAN DIEGO (CL 53), (Flagship of Rear Admiral T. J. Wiltse, USN), USS RENO (CL 96), USS JOHN D. HENLEY (DD-553), USS PATTERSON (DD 392). The morning of 7 May the following joined: USS AUSBORNE (DD 570), USS CONVERSE (DD 509), USS DYSON (DD 572) and USS SPENCE (DD 512).



PART I - CHRONOLOGY - (May, Continued)

MAY 1944

- 8 - 14 ... WASP rode at anchor in berth X-13, Majuro Atoll, formerly occupied by the Japanese. Upon arrival Task Group 12.1 was dissolved and the WASP reported to Commander Task Force 58 for duty in the Fifth Fleet.
- 15 ... WASP attached to Commander Task Group 58.6 underway at 0810 local time from Majuro Atoll to launch air strikes on Wake and Marcus Islands, returning to Majuro on completion of mission. Routine flight operations and gunnery exercises conducted during this initial cruise into the war zone, six months after commissioning. As designated by Commander Task Force 58, Task Group 58.6 consisted of the following: USS ESSEX (Flagship of Commander Task Group 58.6, Rear Admiral A.F. Montgomery, USN), WASP (with her original Air Group 14), USS SAN JACINTO,



PART I - CHRONOLOGY - (May, continued)

15 (Cont.) ... Cruiser Division 11 - USS SAN DIEGO (CL 53) and USS RENO (CL 96) less USS OAKLAND AND USS SAN JUAN. Also part of the Task Group were: Cruiser Division Ten (Flagship for Commander Cruiser Division Ten, Rear Admiral T. H. Thebaud, USN, and USS BALTIMORE (CA 68) and USS CANBERRA (CA 10) less the USS QUINCY. The Destroyer Squadron 52 was composed of three divisions. Destroyer Division 103: USS OWEN (DD 536), USS MILLER (DD 535), USS THE SULLIVANS (DD 537), USS STEPHEN POTTER (DD 538), USS TINGERY (DD 539); Destroyer Division 104: USS HICKOX (DD 673), USS HUNT (DD-674), USS LEWIS HANCOCK (DD 675), and USS MARSHALL (DD 676); Destroyer Division 92: (less USS BOYD), USS BRADFORD (DD 545), USS BROWN (DD 546), USS COWELL (DD 547); Fueling Unit: USS SCHUYLKILL (AO 76), USS SARANAC (AO 74), USS GREINER (DE 37), USS LOVERING (DE 29 and USS STEELE (DE 8).

PART I - CHRONOLOGY - (May, continued)

- 17 ... WASP in Task Group 58.6 rendezvoused with Fueling Task Unit 58.6.5.
- 19 ... WASP launched four strikes against Marcus.
- 20 ... WASP launched two strikes on Marcus and, as on the day before, destroyed enemy aircraft, surface craft and shore installations.
- 22 ... Rendezvoused with fuel Task Unit 58.6.5.
- 23 ... WASP launched five strikes against Wake Island air and surface craft and shore targets.
- 26 ... Task Group 58.6 returned to Majuro and dissolved; WASP anchored at Berth X-13 at 1406 Mike (minus 12) zone time and devoted the remainder of May to loading provisions, ammunition, aviation gasoline and fuel oil. This vessel attached to Vice Admiral Marc A. Mitscher's Task Force 58 - Flagship, USS LEXINGTON.



PART I - CHRONOLOGY (Continued)

JUNE 1944

- 2 ... WASP underway overnight, in accordance with orders of CTG 58.1, with Task Group 58.1 operating out of Majuro Atoll, Marshall Islands, conducting gunnery training. WASP attached to Task Group 58.1 under Rear Admiral J. J. Clark, USN, Commander Carrier Division 13, aboard the USS HORNET. Task Group 58.1 was composed of: USS HORNET (F), USS WASP (Rear Admiral F. W. Wagner, Commander Carrier Division Five embarked), USS BELLEAU WOOD and the destroyer screen - Destroyer Squadron 46 and Destroyer Division 92.
- 3 ... Task Group 58.1 dissolved upon entering Majuro; WASP anchored in Berth X-13 and loaded ammunition, fuel and provisions thru 5 June.
- 6 ... 1255 local time WASP underway with Task Group 58.2, according to Commander Task Force 58 dispatch sortie plan, to assist in destroying aircraft and air facilities at Tinian, Rota and Guam and to provide



PART I - CHRONOLOGY (June, continued)

6 (cont.) ... air and surface support for landings of the Northern and Southern Attack Forces on Tinian, Saipan and Guam. Rear Admiral Wagner and Staff left the ASP and embarked the Task Group Commander's flagship, USS BUNKER HILL, for seventeen days of observation and instruction.

Task Group 58.2 (Rear Admiral A. B. Montgomery, USN, Commander Carrier Division 3.)

Task Unit 58.2.1

USS BUNKER HILL (F)  
(Rear Admiral Montgomery's flagship)  
USS ASP (with Air Group 14)  
USS MONTEREY  
USS CABOT

Destroyer Division 103.

Task Unit 58.2.2 (Support Unit,  
Rear Admiral O.M. Hustredt, USN,  
Battleship Division 7, USS IOWA (F)  
Cruiser Division 13 (less Birmingham)  
USS SANTA FE, Rear Admiral L.T. Dur-  
bose's flagship.

Destroyer Division 12 (plus SELFRIDGE  
and CONYNGHAM)

Task Unit 58.2.3 - Screen Unit

Destroyer Division 12  
Destroyer Division 103  
Destroyer Division 104

Task Unit 58.2.4 - Bombardment Unit.

Battleship Division 7  
Destroyer Division 12 (plus SELF-  
RIDGE and CONYNGHAM.)



PART I - CHRONOLOGY (June, continued)

- 8 ... Task Unit 58.2.4 joined disposition.
- 11 ... WASP launched fighter strike on Tinian in accordance with CTF 58's serial 00287 of 8 June 1944.
- 12 ... WASP launched 201 sorties on Tinian town and airfields, dropping 690 tons of bombs.
- 13 ... WASP launched strikes against Saipan airfields and shipping.
- 15 ... WASP launched strikes against Rota.
- 16 ... WASP planes supported U.S. troops on Saipan.
- 17 ... Battleship Division 7 detached from Task Group to conduct shore bombardment.
- 18 ... WASP planes assisted search for enemy Task Group - searches negative.
- 19 ... Start of two-day Battle of the Phillipine Sea. WASP with Task Group 58.2 steamed 100 miles west of Guam, in company with Task Groups 58.1, 58.3, 58.4, 58.7 and in Radar contact with large group of enemy aircraft. WASP planes shot down four of eight enemy "Judy" planes. WASP received shrapnel from near bomb misses on starboard quarter and port bow.



PART I - CHRONOLOGY (June, continued)

19 (cont.) ... Four men on the forward 40 MM quad mount were wounded; the following man was the first WASP man killed: BRIDGES, Alfred James, GMlc, O-1, 402 89 43, USNR, of Douglaston, L. I., New York. Sky aft shot down three of seven planes diving on the starboard quarter which was followed by a near bomb miss 50 feet off the port beam. During the day WASP shot down five enemy planes and Air Group 14 scored 12 planes.

20 ... At 1413 King (minus 10) zone time an enemy Task Force was sighted by a Task Group 58.3 search plane, 270 miles from WASP. WASP launched large strike of fighters, bombers and torpedo planes. By day's end, principally through not having enough gas to land, WASP lost one fighter, eleven bombers and three torpedo planes. Because of being under attack for two days and splashing hundreds of their planes and finally finding their fleet and putting it into a limping condition, this Turkey Shoot



PART I - CHRONOLOGY - (June, continued)

- 20 (cont.) ... of 19 and 20 June was later to be named the Battle of the Philippine Sea.
- 21 ... Saved by the previous day's sunset, the enemy fleet again evaded us; our negative searches were abandoned at 2135 when our forces reversed course and steamed back eastward.
- 23 ... Rear Admiral Frank D. Wagner, USN, Commander Carrier Division Five, and his staff, returned to the WASP from the USS BUNKER HILL, having been embarked in that ship since 6 June 1944.
- 24 ... WASP launched strike on runways of Pagan Island in the Marianas Group.
- 25 - 26 ... WASP and Task Group en route to Eniwetok conducting routine searches, patrols.
- 27 ... WASP entered Eniwetok lagoon for the first time and at 0912 anchored in Berths 388 and 389.



PART I - CHRONOLOGY -(June, continued)

28 - 29 ... WASP anchored in Eniwetok Lagoon, loaded stores, ammunition and fueled ship. Rear Admiral F. D. Wagner, USN, Commander Carrier Division Five, hauled down his flag in WASP. Rear Admiral Ralph Davison, USN, Commander Carrier Division 12 and Commander Task Group 58.2, hoisted his flag in WASP.

30 ... WASP, as flagship of Task Group 58.2, underway with Group from Eniwetok for the Bonin Islands in accordance with Commander Task Group 58.2 dispatch 282210 of June. Mission assigned this Task Group: To destroy Iwo Jima shipping and aircraft facilities and to return to the Fifth Fleet in the vicinity of Saipan to support our invasion forces in the Marianas. Task Group 58.2 consisted of:  
USS WASP (CV 18) (Task Group Flagship)  
USS FRANKLIN (CV 13)  
USS MONTEREY (CVL 26)  
USS CABOT (CVL 28)  
USS BOSTON (CA 69) (Flag)  
USS CANBERRA (CA 70)  
USS SAN JUAN (CL 54)  
Screen - Destroyer Squadron 52



PART I - CHRONOLOGY - (Continued)

JULY 1944

- 3 ... WASP and Task Group rendezvoused for fueling with Task Group 58.1.
- 4 ... WASP launched strikes against Iwo Jima airfields and shipping. By 1200 King (minus ten) zone time, photographic interpretation officers decided that Iwo would remember that 4th of July. WASP and Group set course for Saipan.
- 6 ... WASP launched strikes against Orote airfield, Guam.
- 8 ... WASP launched strikes against Agana town, Guam, and nearby airfields.
- 10 ... WASP launched strikes against Piti town, Guam. In accordance with Bureau of Naval Personnel dispatch Captain C. A. F. Sprague, USN, eight months commanding officer of the WASP, was appointed to the temporary rank of Rear Admiral.
- 13 ... USS CABOT detached from WASP's Group to join Task Group 58.1.
- 14 ... WASP launched record-making Air Group 14 in strikes against gun positions west of Agana town, Guam.



PART I - CHRONOLOGY - (July, continued)

- 15 ... WASP aircraft struck Rota airfield at Tatacho Pt.
- 16 ... WASP aircraft attacked Guam bivouac areas with one-ton Daisy Cutter bombs devastatingly exploding just above the ground.
- 18 ... WASP launched four air strikes on Guam targets, buildings, gun positions at Adelup Point, Asan Village, Piti town, Cabras Island.
- 19 ... WASP launched four strikes on Guam gun installations at Agana and Alantoc Point.
- 20 ... WASP launched five strikes against Guam gun emplacements on the ridge behind Agana town.
- 21 ... "W Day" for Marines landing on Guam. WASP assisted in support by launching six strikes against targets designated by the Air Coordinator. At 1514 local time Captain O. A. Weller, USN, reported aboard for duty as Commanding Officer.



PART I - CHRONOLOGY - (July, continued)

22 ... WASP launched bombing and strafing strikes against Guam gun and troop concentrations. During the entire strikes in the neutralizing of Guam, anti-aircraft was meagre and enemy airborne opposition was nil. At 0914 King zone time, Captain O. A. Weller, USN, officially relieved Rear Admiral Clifton Albert Frederick Sprague, USN, as commanding officer of the WASP. Rear Admiral Sprague was detached to report as Commander Carrier Division 25, a division of CVEs. WASP was in company with Task Group 58.2 as she proceeded to Saipan, keeping two miles off the shores of enemy held Tinian where air and surface bombardment prior to landings were very closely observed. At 1825 King time WASP anchored one mile off Saipan, in Borth A-15 and took aboard, for temporary duty, swarms of giant two-motored flies.



PART I - CHRONOLOGY - (July, continued)

- 23 ... WASP underway for air strikes over Palau in company with Task Group 58.2 as directed by Commander Fast Carrier Task Force Pacific.
- 25 ... WASP launched strikes against Palau Island.
- 26 ... WASP launched strikes against the usual buildings and aircraft installations, this time on Koror Island, Babelthuap, Aekabesan and Malakal Island.
- 27 ... WASP launched strikes over Koror town, Babelthuap Field and Malakal Island.
- 29 ... USS FRANKLIN detached from WASP Task Group 58.2 and proceeded on mission assigned; USS YORKTOWN joined formation.
- 30 ... Destroyer Squadron 52 in WASP Group relieved by Destroyer Squadron 23; USS PRINCETON joined Group. Task Group 58.2 Palau raid terminated.

AUGUST 1944

- 2 ... WASP anchored at 1229 local time in Eniwetok Lagoon, Berth 393, and provisioned ship and rested the crew until 29 August.
- 12 ... Rear Admiral Ralph Davison, USN, Commander Carrier Division Two, hauled down his flag in the WASP.



PART I - CHRONOLOGY - (August, continued)

- 18 ... Vice Admiral John S. McCain, USN, Commander Second Carrier Task Force, hoisted his flag in the WASP.
- 21 ... WASP underway with Task Group 58.1 conducting routine flight operations and gunnery exercises in obedience to Commander Task Group 58.1 exercise order Number 2-44.

Task Group 58.1:

USS WASP (CV 18) (Flag)  
USS HORNET (CV 12)  
USS COMPENS (CVL 25)  
USS BOSTON (CA 69) (Flag)  
USS CANBERRA (CA 70)

Screen - Destroyer Squadron 46.

- 23 ... WASP anchored in Eniwetok Lagoon and provisioned ship.
- 26 ... WASP assigned to Task Force 38 for duty in the Third Fleet. Vice Admiral Marc A. Mitscher, USN, Commander First Carrier Task Force Pacific Fleet in USS LEXINGTON.
- 29 ... WASP underway from Eniwetok with Task Group 38.1 to strike Palau, Yap, Ulithi, Mindanao, Palmas, Talaud, Morotai and to support capture and occupation of Pololliu-Ngobesus-Angaur and Yap-Ulithi.



PART I - CHRONOLOGY - (Continued)

TASK GROUP 38.1

Task Unit 38.1.1:

USS WASP (CV 18) (Flag) Vice Admiral McCain,  
(ComSecCarTaskForce Pacific.)

USS HORNET (CV 12) (Flag) Rear Admiral Clark,  
(Task Group Commander)

USS COMPENS (CVL 25)

USS BELLEAU WOOD (CVL 24)

Task Unit 38.1.2: (Support Unit)

USS BOSTON (CA 69) (Flag) Rear Admiral Wiltse.

USS CANBERRA (CA 70)

USS WICHITA (CA 45)

Task Unit 38.1.3 (Screen Unit)

Destroyer Squadron 46

Destroyer Squadron 12

Destroyer Division 92

Task Unit 38.1.4 (Surface Striking Unit)

USS BOSTON (Flag)

USS CANBERRA

USS WICHITA

Destroyer Division 92

SEPTEMBER 1944

- 6 ... WASP launched strikes against Palau, Ngobesus.
- 7 ... WASP launched strikes against Ngobesus, Angaur.
- 8 ... WASP launched strikes against Koror, Angaur.
- 9 ... WASP launched strikes against Digas, Buayan,  
Cagayan, Mahaba, Padada. (One year from today  
WASP will arrive at Pearl Harbor, en route home,  
her purpose completed and victory won.)
- 10 ... WASP launched strikes against Padada, Malabang  
airfields.



PART I - CHRONOLOGY - (September, continued.)

- 12 ... WASP launched strikes against Cebu and Negros shipping.
- 13 ... WASP launched strikes against Bacolod, Zamboanga, Zamboanga, Zamboanga, Zamboanga and Cebu.
- 14 ... WASP launched strikes against Davao, Padada, Mapangot, Celebes and Darong. At 0800 USS FAENHOLT and USS GRAYSON left formation to conduct shore bombardment, Cape San Augustin.
- 15 ... WASP launched strikes against Morotei.
- 17 ... USS MONTELEY reported to Commander Task Group 38.1 for duty and joined disposition, replacing USS BELLEAU WOOD. Refueled destroyers and conducted routine flight patrols for four days.
- 21 ... WASP planes first over Manila Bay - four strikes of combined fighter, bomber and torpedo planes.
- 22 ... WASP launched two combined strikes against Manila Bay shipping and port installations. At 0716 WASP under a sixteen minute dive bomber attack by "Zekes," "Oscars," and "Hamps" that hovered in clouds. WASP splashed one plane on starboard beam.



PART I - CHRONOLOGY - (September, continued)

- 24 ... WASP launched three strikes against Visayas, Negros and Cebu shipping. At 1724 WASP took departure from Task Force 38 for Manus, Admiralty Islands, Bismarck Archipelago.
- 27 ... WASP crossed Equator.
- 28 ... WASP anchored in Seadler Harbor, Manus Island.

OCTOBER 1944

- 2 ... Task Unit 38.1.1, Task Unit 38.1.2 and Task Unit 38.1.3 underway and stood out of Manus Island never to return during world war II. Commander Second Carrier Task Force Pacific in WASP. This force will, beginning A-10 Day, (10 October) strike Okinawa Jima, Formosa, Luzon and Central Philippines.

TASK GROUP 38.1

Task Unit 38.1.1  
USS WASP (FF) Vice Admiral John S. McCain, USN.  
USS HORNET  
USS COMPENS  
USS MONTEREY  
Task Unit 38.1.2 (Support Unit)  
USS BOSTON (F) Rear Admiral Wiltse.  
USS CANBERRA  
USS WICHITA  
Task Unit 38.1.3 (Screen Unit)  
Destroyer Squadron 46  
Destroyer Division 92  
Destroyer Squadron 12



PART I - CHRONOLOGY - (October, continued)

Task Unit 38.1.4 (Surface Striking Unit)  
USS BOSTON (Flag)  
USS CANBERRA  
USS WICHITA  
Destroyer Division 92

- 6 ... Very heavy seas and wind resulting from typhoon; wave caused a broken back and death of one man on catwalk above forecastle. (Note 1.)
- 7 ... USS BROWN and WOODWORTH reported to CTG 38.1 for duty.
- 9 ... Mustered VT-14, VF-14, VB-14, Captain "C" Rosacker, USMC; Jackson, Carl T., GM2c, and Marchute, John C., S1c, abreast the island structure on flight deck for presentation of medals by Vice Admiral John S. McCain, Commander Second Carrier Task Force, Pacific.
- 10 ... Launched four combined strikes against Okinawa and Naha Jima.
- 11 ... Launched fighter sweep against Appari and Northern Luzon.
- 12 ... Formosa hit for first time by carrier planes.  
WASP launched four strikes against Toshien and Takao on Formosa. Night Snoopers dropped flares.

(Note 1: KATH, William H., BM2c, 300 36 12, USN, of Milwaukee, Wisconsin.)



PART I - CHRONOLOGY (October, continued)

13 ... Launched four combined strikes against Heito and Okayama on Formosa. Under attack at 1833 by 8 to 10 low-flying Betty type torpedo planes approaching from starboard quarter, accompanied by Zekes and Oscars. Opened fire with 5"/38 guns and automatic weapons; shot down four Bettys. At 1835 USS CANBERRA, close aboard, received two torpedo hits that were meant for WASP - two boiler rooms and both engines flooded.

14 ... Launched one strike of combined fighters and bombers against Okayama on Formosa. At 1841 WASP opened fire at Betty type torpedo planes coming in from dead ahead; to avoid torpedo, right full rudder was executed. Torpedo caught the USS HOUSTON, which had taken the CANBERRA's place and position two and one-half hours before. USS HOUSTON commenced abandoning ship at 1932 on a stormy night. The ship was out of control and settling quickly. At 2010 USS HOUSTON was taken in tow by the USS BOSTON and ceased abandoning ship.



PART I - CHRONOLOGY - (October, continued)

15 ... Fifty-seven fighters were launched for enemy interceptions. USS OAKLAND, USS SAN DIEGO, USS MILLER and USS MARSHALL reported for duty with Task Group 38.1. United States Ships WICHITA, COMBENS, BURNS, BELL, CLARETTE and KNAPP were detached to proceed to Task Group 30.3. At 1630 under attack by 6 to 8 enemy dive bombers. For the first time WASP generated smoke screen - starlit night. These few days following 12 October were the most tense in the ship's history. Hours of General Quarters and sporadic day and night attacks. And the WASP was one elected to stay behind to protect the two crippled cruisers and act as a lure while the main force probed for the enemy fleet, one to two hundred miles north.

16 ... Rendezvoused with Task Group 38.2 and 38.3 to form striking force for possible fleet action. USS SALT LAKE CITY, USS PENSACOLA and USS CHESTER reported to CTG 38.1 for duty.



PART I - CHRONOLOGY - (October, continued)

- 17 ... Conducted negative air searches for enemy surface units.
- 18-19... Launched three combined strikes against Luzon.
- 20 ... Launched two combined strikes against Mindanao and the landing beaches of Leyte. The only Japanese prisoner to be transported in the MASP was transferred from the USS CUMMINGS. The polite and grateful surviving rear-seatman of a splashed Japanese plane, teenager Abo Najoi, Superior Petty Officer, Radioman, Imperial Japanese Navy, was sent to Sick Bay.
- 21 ... USS COMPLANS reported for duty with TG 38.1. En route to Ulithi.
- 22 ... USS HANCOCK, escorted by USS REDDERBURN, USS STOCKHAM, joined the formation, whereupon the last two proceeded on mission assigned.
- 24 ... Battle for Leyte Gulf to last 3 days. USS BOSTON, CHARLETTE, BELL, BOYD, BURNS and CO ELL joined formation.



PART I - CHRONOLOGY (October, continued)

- 25 ... Launched one combined strike against Samar Island.
- 26 ... Launched three combined strikes against Visayas.  
USS HANCOCK detached to join Task Group 38.2.
- 29 ... Moved down an aisle of cheering ships and anchored in Borth 12, Ulithi Lagoon, in 20 fathoms of water. Commander Service Squadron Ten and Senior Officer Present in USS PRAIRIE. Provisioned and armed ship.
- 30 ... Vice Admiral John S. McCain relieved Vice Admiral Marc A. Mitscher as Commander Task Force 38 - Flag temporarily in WASP. The prisoner of War in the WASP left his private room (Sick Bay Isolation Ward) and was delivered under guard to the SS Cape Newenham, for further transportation to Joint Intelligence Center, Pacific Ocean Area. (Note 2)

NOVEMBER 1944

- 2 ... WASP underway at 1205 with Task Group 38.1 to strike enemy aircraft, airborne and grounded, aircraft installations, shipping in North Luzon.  
(Note 2: Pursuant to orders of Commander Service Squadron Ten.)



PART I - CHRONOLOGY - (November, continued)

- 4 ... USS ALABAMA and USS MASSACHUSETTS joined formation. USS SOUTH DAKOTA left formation to report to Task Group 38.2.
- 5 ... WASP launched strikes against Mabalacat, Zamboanga and Tarlac.
- 6 ... WASP launched strikes against Mabalacat, Zamboanga, and on Lagang and Appator on Luzon.
- 7 ... WASP reported to CTG 38.2 for temporary duty.
- 8 ... WASP, in accordance with Commander Third Fleet dispatch 080252, was detached in company with USS BOYD and USS BROWN and proceeded to Guam where Air Group 81 would relieve celebrated, and now fatigued, Air Group 14.
- 9 ... Rear Admiral A. E. Montgomery, USN, Commander Task Group 38.1, shifted his flag to USS YORKTOWN.
- 10 ... WASP moored to Buoy Number One, Apra Harbor, Guam, - only major combatant ship present. Air Group 14, with her outstanding record of destroyed Japanese planes and shipping, disembarked. Air Group 81 reported aboard for duty, pursuant to verbal orders of ComAirPac.



PART I - CHRONOLOGY (November, continued)

- 11 ... WASP underway from Guam in accordance with orders of Commander Task Group 38.5.
- 14 ... WASP launched combined strikes with Task Group 38.5 against Manila Bay and Nichols Field. Task Unit 38.5.2 ordered to report to CTU 38.1.3.
- 17 ... WASP temporarily detached from her Group to rendezvous with USS PECOS to transfer, at 1039, Vice Admiral J. S. McCain, USN, and his staff, who had been aboard WASP since 18 August 1944.
- 18 ... USS ALABAMA detached from WASP Task Group 38.1 to report to Task Group 38.4. USS OAKLAND reported for duty.
- 19 ... WASP launched strikes against San Fernando, Lavag, Santa Cruz, Appari, Tarlac, Cabanatuan and Lingayen Gulf.
- 20 ... USS OAKLAND, USS BURNS, USS BOYD detached to report to Task Group 38.2. USS PASADENA, with USS MC CALL, USS THORNE, USS DRYSON and USS ALABAMA reported to Task Group 38.1.
- 21 ... USS BOSTON and USS PORTLAND detached from Task Group 38.1.

PART I - CHRONOLOGY - (November, continued)

- 23 ... DesDiv 106 reported for duty with Task Group 38.1.  
24 ... Anchored in Berth 24, Ulithi Lagoon through  
30 November, arming and provisioning ship.

DECEMBER 1944

- 1 ... Underway from Ulithi in accordance with orders from Commander Task Group 38.1 and formed the usual cruising disposition "5R."  
2 ... Returned to Ulithi and anchored in Berth 20, 23 fathoms of water, and commenced re-arming and provisioning ship through 9 December. Commander Service Squadron Ten and SOPA in USS PRAIRIE.  
10 ... Underway again from Ulithi Atoll in company with Task Group 38.1 to support "L-3" operation. by strikes on northern and central Philippines (See Note 3) - to neutralize the enemy's air power and to close his harbors.

(Note 3: In accordance with Commander Second Carrier Task Force Speedletter 00013 of 7 December 1944.)



PART I - CHRONOLOGY (December, continued)

TASK GROUP 38.1

Task Unit 38.1.1

USS YORKTOWN (Flag) Rear Admiral A.F. Montgomery, USN  
USS WASP  
USS COMPENS  
USS MONTEREY

Task Unit 38.1.2 (Support Unit)

USS MASSACHUSETTS (F) Rear Admiral G.B. Davis, USN  
USS ALABAMA  
USS BOSTON  
USS BALTIMORE  
USS SAN FRANCISCO  
USS SAN DIEGO  
USS NEW ORLEANS

Task Unit 38.1.3 (Screen Unit)

Destroyer Squadron 47  
Destroyer Squadron 53  
Destroyer Division 105  
Destroyer Division 106

- 12 ... Rendezvoused at 1200 with Task Force 38 at  
15 degrees North and 132 degrees East. Set  
course for operation area east of Luzon: 16  
degrees North, 123 degrees, 30 minutes East.
- 14-16..Launched five strikes of fighters and fighter-  
bombers against Luzon airfields carrying 500-  
pound bombs and rockets.
- 18 ... First Typhoon. Flight operations cancelled due  
to heavy seas. Ship's course led to within 33  
miles of typhoon center. Wind velocity 95 knots;  
WASP suffered little damage.

**Page not  
available.**



**Page not  
available.**

PART I - CHRONOLOGY - (January, Continued)

- 6 ... Launched strikes against Luzon airfields.
- 9 ... Entered South China Sea through Bashi Channel on route to attack French Indo China - into the throat of the enemy dragon.
- 11 ... Fueled escorts for usual night high speed run to attack at next sunrise. Following left formation to join Task Group 38.2: USS BOSTON, USS BALTIMORE and Destroyer Squadron 61, less MADDOX, TAUSSIG, SAMUEL N. MOORE.
- 12 ... Blitzed Saigon and Camranh Bay - pulled the teeth from the dragon's mouth. USS FLINT, USS CASSIN, USS LANS detached from Task Group 38.3. USS BALTIMORE, USS BOSTON and screening destroyers rejoined formation.
- 16 ... Launched strikes against Hong Kong and Canton airfields and shipping.
- 20 ... Re-entered the Pacific Ocean, unchallenged, after an 11-day sweep of insolence and destruction against the enemy's "Co-prosperity Sphere."
- 21 ... Conducted strikes against Formosa airfields and shipping.



PART I - CHRONOLOGY-(January, continued)

- 22 ... Conducted strikes against airfields and shipping, Okinawa.
- 23 ... USS BOSTON and BALTIMORE detached from Task Group 38.1 to proceed on assigned duty.
- 24 ... USS MASSACHUSETTS and USS SOUTH DAKOTA with screening destroyers, left disposition on mission assigned.
- 26 ... Anchored in Ulithi Lagoon, 24 fathoms, sand and coral bottom, and reported to Commander Fifth Fleet for duty. Vice Admiral Marc A. Mitscher, USN, Commander First Carrier Task Force, arrived on board.

FEBRUARY 1945

- 3 ... Marine Fighting Squadrons 216 and 217 reported aboard for duty.
- 4-6 .. Operated (See Note 6) in the area of Ulithi in company with Task Unit 58.1.7 (USS HORNET and seven destroyers) and conducted flight operations, mock attacks and gunnery exercises. Marine Corsair fighters were flown aboard 4 February.
- 7 ... Vice Admiral Marc A. Mitscher, USN, Commander First Carrier Task Force, Pacific Fleet, hauled down his flag in USS WASP.

(Note 6: In obedience to CTG 58.1 order 1-45 of 2 Feb. 45)



PART I - CHRONOLOGY - (February, continued)

7 ... (Continued). WASP anchored in Ulithi through 9th, re-arming and provisioning ship. Commander Service Squadron Ten and Senior Officer Present for administrative purposes in USS OCLEOT.

10 ... stood out of Ulithi Lagoon (See Note 7) in company with Task Group 58.1 on mission assigned to Task Force 58 - to assist in the capture of Iwo Jima. Task Group 58.1 - Fast Carrier Group One, commanded by Rear Admiral J.J. Clark, USN.

Task Unit 58.1 - (Carriers)

USS MORELET (Flag)

USS WASP

USS BENNINGTON

USS BELLEAU WOOD

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

Task Unit 58.1.21 - (Battleship Division 8, less  
USS ALABAMA,

USS MASSACHUSETTS (Flag) Rear Admiral Saffroth.

USS INDIANA

Task Unit 58.1.22 - Cruiser Division 14 less  
USS HOUSTON.

USS VINCENNES (Flag) Rear Admiral F.E.M. Whiting.

USS MIAMI

USS VICKSBURG

USS SAN JUAN

(Note 7: CTG 58.1 secret mailgram of 5 Feb 1945.)



PART I - CHRONOLOGY (February, continued)

Task Unit 58.1.3 (Screen Unit) Capt. J.H.Carter.  
Eighteen destroyers.

Destroyer Squadron 61  
Destroyer Division 121  
Destroyer Division 122  
Destroyer Squadron 25  
Destroyer Division 49  
Destroyer Division 50

- 16 ... WASP planes first naval planes to attack Tokyo.
- 17 ... Launched attacks against Tokyo area - second day of Fifth Fleet attacks on the enemy capital. WASP fliers capsized one enemy light carrier in Yokohama harbor.
- 18 ... Launched strikes against Chi Chi Jima.
- 19 ... "Dog Day," Iwo Jima invaded by Fourth and Fifth Marine Divisions. WASP rearmed at sea for the first time and fueled ship.
- 21 ... Launched support strikes against Iwo Jima. Other Task Groups under attack; USS SARATOGA hit by four suicide crashes. Many "Bogies" on Radar screen.
- 22 ... Again supported our troops on Iwo Jima.
- 25 ... Conducted Tokyo strikes for the third time.

MARCH 1945

- 1 ... Launched strikes against the still unfamiliar Okinawa Jima and Miyako Jima.



PART I - CHRONOLOGY - (March, continued)

- 4 ... Back home in Ulithi Atoll - last resort of the Third and Fifth Fleets. Rear Admiral Thomas L. Sprague, USN, Commander Carrier Division Three arrived on board.
- 7 ... Commander Task Group 58.1, Rear Admiral J.J. Clark, USN, came aboard to present awards and citations to personnel of Air Group 81.
- 11 ... Explosions and fire observed on stern of USS RANDOLPH following surprise kamikaze attack. Personnel aboard all ships were at after dinner movies.
- 13 ... Air Group 86 reported aboard with 184 officers and 148 men. Air Group 81 and Marine Squadrons 216 and 217, now disembarking for the United States, flew 25 strike days, lost 18 pilots and 3 aircrewmembers. Air Group Commander F. J. Brush, of this unit, was first naval flier to fly over Tokyo.
- 14 ... Sortied from Ulithi Atoll attached to Task Group 58.1 to assist in destroying shipping and defenses in the Empire-Formosa-Okinawa area. Enemy airpower was on the wane. This was the beginning of the neutralization of Okinawa for invasion.



PART I - CHRONOLOGY (March, continued)

- 14 ... (Continued). WASP attached to Rear Admiral J.J. Clark's Task Group 58.1 and Fast Carrier Group One; USS HORNET, flagship. Rear Admiral Thomas L. Sprague, USN, in WASP.
- 18 ... Conducted strikes against Kanoya, Japan. Many bogies on radar screen. Enemy plane shot down 70 yards from WASP. WASP shot down one plane diving on the ship after the plane's bomb missed the USS HORNET.
- 19 ... Conducted strikes against Iubo and Kanoya, Japan; several unidentified aircraft. Steaming at 25 knots in V formation for air attacks. At 0707 USS FRANKLIN hit hard. At 0709 WASP bombed (see Note 8) by diving "Judy" that released a 540-lb ordinary Navy type semi-armor piercing bomb which exploded on the third deck, just aft of midships. WASP stayed in formation and in one hour was ready for flight operations. Casualties were 102 dead or missing (see Note 9) some 200 wounded. At 0832 WASP fired at enemy "Jill" diving at ship. WASP evaded with full right rudder; "Jill" crashed burning, about 30 feet

(Note 8: See WASP Action Report, 14 to 21 March, Secret)  
(Note 9: List of dead and missing on Plate I, Appendices)



PART I - CHRONOLOGY - (March, continued)

19 ... (Continued). from Deck Edge Elevator.

Nineteen bodies of deceased personnel were committed to the sea with appropriate ceremony.

20 ... Proceeded to fueling area. Seventy five bodies of deceased personnel were committed to the sea with appropriate ceremony. USS FRANKLIN was being towed.

21 ... Task Group 58.2 (cripples) ordered to Ulithi.

(See Note 10). Rear Admiral Davison in command of WASP. Rear Admiral Bogan second in command of WASP. The Group consisted of USS WASP, USS FRANKLIN, USS ENTERPRISE, USS SANTA FE and Destroyer Squadron 52. WASP to report for local repairs. Five bodies of deceased personnel committed to the sea with appropriate ceremony.

(Note 10: WASP received visual dispatch 210218 from CTG 58.1 to CTU 58.1.2.)



PART I- CHRONOLOGY - (March, continued)

- 22 ... WASP transferred from Task Group 58.1 to Task Group 58.2. Commander Carrier Division Three (Rear Admiral T. Sprague, USN) and staff transferred from WASP to USS MADDOX for transfer. USS BENHAM transferred Commander Carrier Division Two (Rear Admiral R. Davison, USN) and staff, plus Commander Carrier Division Four (Rear Admiral J. Bogan, USN) and staff to WASP. ConCarDivTwo (CTG 58.2) hoisted flag in WASP.
- 24 ... Anchored in Berth 8, Ulithi Lagoon, forward area base of the Third and Fifth fleets. ConCarDiv Two SOPA in WASP. Commander Service Squadron Ten and SOPA in USS OCELOT for administrative purposes.
- 25 ... USS AJAX alongside to conduct repairs; diving operations showed no damage to hull.
- 26 ... Unloaded as many stores as possible before leaving forward area. (See Note 11). WASP ordered to Pearl for repairs when ready for sea. (See Note 12): ConCarDiv Four, Staff, left ship.

(Note 11: As directed by Commander Service Squadron Ten)

(Note 12: CincPac secret dispatch 261219, action Con-ServRon Ten and CTG.58.2)



PART I - CHRONOLOGY - (March, continued)

27 ... Visual dispatch 271117 from Port Director to WASP: "Proceed unescorted as scheduled." USS AJAX cast off. WASP ordered to report to Port Director for routing to Pearl with maximum practical speed. (See Note 13) Rear Admiral Bogan, USN, assumed command of Task Group 58.2 this date. Pursuant to orders of the Commanding Officer, Commander A. B. Cook, USNR, ship's First Lieutenant, was ordered to Pearl by air with report of battle damage. USS FRANKLIN and the cruiser that saved so many of her crew, USS SANTA FE, stood out of the harbor, both bound for Pearl via Eniwetok atoll. (USS FRANKLIN continued to Brooklyn Navy Yard to be rebuilt from second deck up.)

28 ... The USS WASP underway from the necklace isles of Ulithi Atoll and the recreation island of Mog Mog for the last time in World War II. WASP proceeded independently, skirting Truk 200 miles to the north. (See Note 14)

(Note 13: Conservation 10 visual dispatch 270302.)  
(Note 14: In obedience to Cincpac's dispatch 261219, March 1945.)



PART I - CHRONOLOGY - (Continued)

APRIL 1945

- 1 ... Two April Firsts and two Easters; crossed the International Date Line, steaming east.
- 2 ... Moored at Ford Island, Pearl Harbor, a few minutes ahead of USS FRANKLIN. Met by WAVES and a Navy band playing "California, Here I Come" - morale rather high. Rear Admiral Davison, USN, ComCardiv Two and staff left the ship - temporary duty completed.
- 5 ... Underway (see Note 15) from Berth F-9, Pearl Harbor for Puget Sound Navy Yard. ETA (Estimated Time of Arrival) 1200 11 April 1945; thus began sleepless nights and nervous indigestion. Six-hundred-foot Going Home pennant streamed from masthead into the wake. At Diamond Head, passed the new USS Bon Homme Richard steaming into Pearl Harbor and to the war zone for the first time.

(Note 15: In accordance with ComairPac dispatch 060012).

PART I - CHRONOLOGY - (April, continued)

- 10 ... Rosenberry, Albert H., EM3c, 819 27 75, USNR, of Willow Hill, Penna., died from multiple burns acquired during enemy bomb explosion on 19 March 1945. Body committed to the sea with appropriate ceremony. U.S. Navy Blimp K-71 reported for escort duty and was detached from escort duty. One year ago the Wasp was in Pearl Harbor, preparing for her maiden trip to the war zone.
- 11 ... Ling to off Port Angeles and Ediz Hook, Washington, in Puget Sound, after steaming 2436 miles from Pearl, and prepared to take aboard Navy Yard party. Next, anchored off Blake Island to unload ammunition and the first Leave Party. Moved to Sinclair Inlet, Bremerton, Washington.
- 13 ... Moored to Pier 6, Puget Sound Navy Yard, Bremerton, Washington. SOPA (Senior Officer Present Afloat) was Commanding Officer of USS Lexington.
- 14 - 21...at rest on Keel Blocks after moving to Dry Dock Number 5.



PART I - CHRONOLOGY - (Continued)

MAY 1945

- 25 ... Docked as before. Captain W. G. Switzer, USN, relieved Captain O. A. Keller, USN as Commanding Officer of the ship. Major ships present, USS LEXINGTON (SOPA), USS SARATOGA, USS NEW JERSEY (Admiral Halsey's former flagship), USS MARYLAND, USS MINNEAPOLIS.
- 27 ... Flooded drydock; moored to Pier 6C, Puget sound Navy Yard, Bremerton, Washington.
- 28 ... Candler, W. A., S2c, 671 86 00, USNR, Oklahoma City, Okla., died after being overcome in Compartment A-603-A that had been damaged by fire the day previous.

JUNE 1945

- 1 ... During the Navy Yard availability from 12 April 1945 to 1 June 1945, 151,564 man days were allotted and 5000 Navy Yard employees worked in the MASP daily. The armament was increased by seven 40 MM quads, plus six 50 Cal. quads. The pilot house and Flag Plot were lengthened forward. Sea cabins were installed in the former C.I.C. and



PART I - CHRONOLOGY - (Continued)

- 1 ... (Cont.) Air Plot spaces. C.I.C. and Air Plot were installed on the 0-2 Deck level, between the center line and the island structure. Since arrival in the United States, the ASP received about 450 new men and transferred about 400.
- 2 ... Underway independently for degaussing, test firing and training exercises. (See Note 16).
- 3 ... Underway from Blake Island anchorage for additional exercises and full power run (33.4 knots). Passed bomb-burned USS BUNKER HILL arriving in Puget Sound from Pearl Harbor.
- 4- 6 ... Anchored off Blake Island, Puget Sound, and loaded bombs.
- 7 ... Rear Admiral Ballentine, USN, Commander Fleet Air, Seattle, came on board for presentation of awards (16 awards to officers and 46 awards to enlisted men) relating to the enemy action of 19 March 1945. USS ENTERPRISE stood in from Pearl Harbor and anchored 8000 yards away.

(Note 16: In accordance with orders of Commandant, 13th Naval District, despatch 011835, June 1945.



PART I - CHRONOLOGY - (June, continued.)

- 9 ... Underway independently from Blake Island anchorage for San Francisco, California. (See Note 17)
- 11 ... Moored to Pier Two, Naval Air Station, Alameda, California. SOPA in USS MENDOCINO. Commander Joseph C. Clifton, USN, reported on board for duty as Executive Officer.
- 12 ... Completed fueling ship and taking aboard 103 airplanes. CVG 86 reported aboard for duty. CVG 95 reported aboard for transportation.
- 13 ... Underway from Alameda to Pearl Harbor with USS BRISTOL. WASP and BRISTOL constituted Task Unit 12.7.1 (See Note 18).
- 19 ... Moored to Berth F9N, Ford Island, Pearl Harbor, after flying off 87 aircraft to report to Barber's Point, Oahu, T.H. SOPA is Cincpac.
- 20 ... CVG 95 left the ship, transportation completed. CVG 86 left the ship to report to CASU 2, NAS, Barber's Point, Oahu, T.H., for temporary duty. (See Note 19.)

(Note 17: In accordance with orders from Commander Western Sea Frontier, despatch 052249, June 1945.)

(Note 18: In obedience to orders from ComDesSeaFron, serial 427-CNR, 12 June 1945.)

(Note 19: Pursuant to orders of ComairPac despatch 170150, June 1945.)



PART I - CHRONOLOGY - (June continued)

22-27 ... According to ComCarDiv 11 June dispatch 190302 WASP and two destroyers designated Task Group 19.4 CTG and OTC in WASP. Op-Plan CV18 No. 2-45 followed. Day and night gunnery practised and night carrier qualifications conducted. Simulated strike day procedure employed for training of the ship as well as Air Group 92 and Air Group 52 (Night).

29 ... Captain W. J. Slattery, USN, precommissioning senior officer and Executive Officer since commissioning, 24 November 1943, was detached and ordered to report to Banana River, Florida, as Commanding Officer of Naval Air Station, Banana River. Underway from Borth Fox 5, Ford Island, Pearl Harbor. WASP, USS SATTERLEE, USS HEALY, designated Task Group 19.4. (See Note 20) Until reentering Pearl Harbor 4 July 1945, simulated strike day procedure, qualification landings, and day and night gunnery will be practised in accordance with Op-Plan CV18 No. 3-45. Air Group 52 (N) flow aboard.

(Note 20: In accordance with ComCarDiv 11 dispatch 271836, June, 1945.)



PART I - CHRONOLOGY - (Continued)

JULY 1945...

- 4 ... Training cruise over. Moored to Berth Fox 2, Ford Island, Pearl Harbor.
- 11 ... Underway attached to Task Unit 12.5.3 commanded by Captain W. G. Stitzer, USN, in USS WASP. This Task Unit en route to Eniwetok Atoll, planned to conduct exercises and drills and on 18 July attack and photograph Wake Island. (See Note 21) Air Group 86 flew aboard
- 14 ... Crossed International Date Line steaming west, skipped 15 July 1945.
- 18 ... Launched strikes against Wake Island; dress rehearsal over; WASP ready again for the battle line. (See Note 22)
- 19 ... Anchored in Eniwetok Atoll. SOPA is COMSOF Div 102 in USS ARGONNE. Task Unit 12.5.3 is dissolved and Task Unit 30.2.6 was formed. (See Note 23.)
- 21 ... Task Unit 30.2.6 (WASP, BENNER, TERRY) underway. (23)
- 26 ... Task Unit 30.2.6 dissolved upon reporting for duty to Commander Task Group 38.4. (See Note 23.)

(Note 21: According to Op-Order Serial 0020 CV18/A4-3, 10 July 1945.)

(Note 22: Training details: WASP Action Report 11-18 Jul 45)

(Note 23: According to CinePac's dispatch 162017)



PART I - CHRONOLOGY - (July, continued.)

Task GROUP 38.4  
(See Note 24)

Task Unit 38.4.1 (Carrier Unit) Rear Admiral R. dford)

USS YORKTOWN  
USS ASP  
USS SHANGRI LA  
USS BON HOMME RICHARD  
USS INDEPENDENCE  
USS COMPENS

Task Unit 38.4.2 (Support Unit) Rear Admiral Badger

(BatDiv 7) Rear Admiral Badger:

USS IOWA (F)

(BatDiv 9) Rear Admiral Denfield

USS WISCONSIN (F)

USS MISSOURI (FFF)

CruDiv 10. Rear Admiral Weltso

USS QUINCY (F)

USS BOSTON

USS ST. PAUL

USS CHICAGO

USS FLINT

USS SAN DIEGO

DesRon 54

USS REBEY (F)

USS ADLEIGH

USS NORMAN SCOTT

USS PERTZ

USS MONSEN

DesDiv 108

USS McDERMOT (F)

USS MC GOWAN

USS MC NAIR

USS MELVIN

Task Unit 38.4.3 (Battleship Unit) Rear Admiral Badger

(BatDiv 7) Rear Admiral Badger

USS IOWA (F)

(BatDiv 9) Rear Admiral Denfield

USS WISCONSIN

USS MISSOURI

(Note 24: According to CTF 38 Op-Order No. 3-45, 20 Jul 45.)



PART I - CHRONOLOGY - (July continued)

Task Unit 38.4.4 (Cruiser Unit) Rear Admiral Wiltse  
(CruDiv 10) Rear Admiral Wiltse

USS QUINCY  
USS CHICAGO  
USS BOSTON  
USS ST. PAUL

Task Unit 38.4.5 (Screen Unit) Commodore Higgins

USS FLINT  
USS SAN DIEGO

DesRon 54

DesDiv 107  
DesDiv 108

DesRon 57

DesDiv 113 (Plus Frank Knox)  
USS ROBE (F)  
USS SMALLEY  
USS STODDARD  
USS WATTS  
USS WREN  
USS FRANK KNOX

DesRon 53

DesDiv 105 (Less Halsey Powell)  
USS CUSHING (F)  
USS COLAHAN  
USS UHLMANN  
USS BENHAM

DesDiv 106

USS WEDDERBURN (F)  
USS TWINING  
USS STOCKHAM



PART I - CHRONOLOGY - (July continued)

- 28 ... WASP planes (Air Group 86) struck Yonago area. At Kure, WASP planes rolled the light cruiser OYODO over on her side and thoroughly bombed and set afire the battleship HARUNA, causing her to be beached.
- 29 ... Cruiser Division 10 and screening destroyers detached to report to TU 34.8.1 for duty.
- 30 ... Launched attacks against Hiratsuku, Fujisawa and Maizuru Bay, Japan. Cruiser Division 10 and screening destroyers rejoined disposition.

AUGUST 1945

- 7 ... U. S. Army dropped first atomic bomb in history on Hiroshima, Japan. Sailing as before, in company with Task Group 38.4. Officer in Tactical Command is Commander Task Group 38.4 in USS YORK-TOWN - last cruise and operation of the war.
- 9 ... WASP's Air Group 86 struck airfields on Honshu. The U. S. Army dropped the second and last atomic bomb used in World War II on Nagasaki. Many enemy planes shot down over Task Force. At 1612 WASP opened fire on "Grace" diving on ship, just after "Grace" was attacked by WASP plane 7000 feet overhead. "Grace" shot down into water one hundred feet off starboard beam - the last kamikaze dive on a fleet unit in World War II.



PART I - CHRONOLOGY - (August, continued)

- 10 ... Launched attacks against Tokyo Plains area.
- 13 ... Launched attacks against Tokyo Plains area. WASP Combat Air Patrol shot down two enemy planes at 35 and 55 miles. The body of the late LEE, R. L., Slc, 957 41 13, USNR, was committed to the sea with appropriate ceremonies, following his death, caused by the propeller of a taxiing plane. Two "Myrts" shot down by WASP Combat Air Patrol at 41 miles.
- 14 ... Japanese News Agency reported Japanese acceptance of surrender note.
- 15 ... Launched strikes against airfields in Tokyo area. WASP Combat Air Patrol shot down one of the last enemy planes in the war with Japan. Received AINAV 194 from the Secretary of the Navy, addressed to all hands of the United States Navy, "to take satisfaction in the conclusion of the war." At 1300 Admiral Halsey, USN, Commander of the renowned United States Third Fleet, addressed his Fleet and the British Pacific Fleet. The seventh WASP ended 20½ months of very active duty in the 44 months of World War II.



PART I - CHRONOLOGY (August Continued)

- 16 . . . Formed close cruising disposition at 0940 for aerial photography of victorious third fleet. HMS King George V joined disposition. Thus today the Wasp's task group contained the following:

TG 38.4

Admiral W. F. Halsey, USN, Commander  
Third Fleet in USS Missouri  
Vice Admiral J. S. McCain, USN, CTF 38  
in USS Shangri-La  
Vice Admiral Rawlings, RN, Commander-in-  
Chief British Pacific Fleet  
in HMS King George V  
Rear Admiral A. W. Radford, USN, CTG 38.4  
in USS Yorktown

At 1700 Vice Admiral Sir Henry Bernard Rawlings, RN, in his flagship King George V, addressed the United States Third Fleet and expressed the desire that the fleets of the two nations continue to meet and work together.

- 19 . . . USS Wasp Marine Detail transferred to a destroyer for attachment to TF 31 scheduled for occupation of Tokyo Bay Area.

- 20 . . . Detached from TG 38.4 at 1345 and ordered to report to CTG 38.3 for duty according to ComThirdFleet's 190215. At 1530 reported for duty to TG 38.3 - OTC is CTG 38.3 in USS Randolph.

At 1711 Wasp broke out the flag of Vice Admiral Frederick C. Sherman, USN, Commander First Carrier Task Force, who transferred from the USS Swensen with 18 officers.

- 21 . . . HMS Indefatigable took station in disposition.

- 22 . . . 901 carrier planes flying for the cameras of the Third Fleet passed over the Wasp at 1500.

- 25 . . . Ninety-five miles from Shikoku and riding



PART I - CHRONOLOGY (August Continued)

out typhoon that passed 40 miles away. Received severe damage at 1455 to forward part of flight deck. Due to heavy seas first 35 feet of flight deck collapsed.

- 26 . . . Second typhoon following close in low pressure trough of first typhoon passed 45 miles from Wasp.
- 28 - 30. Wasp conducted very successful relief flights; parachuted supplies to prisoner of war camps. CTG 38.3 (Rear Admiral Bogan) impressed by Wasp's percentage of hits asked for Wasp method of dropping. Photographs showed painted on roofs of sheds: "Len from Bataan, Corregidor thank Wasp."

The following message was received from ConFirstCarrier Task Force (Vice Admiral Sherman):

"Best wishes for Bon Voyage and may we meet again. Thanks for many courtesies received while my flag was aboard. Sherman."

The following dispatch was received from HMS Indefatigable:

"Good Luck. It has been a pleasure to see you work. Presume you are going to have your face lifted."

- 31 . . . Received fuel and 810 passengers at 0606 from USS Chikaskia (AO 51). Transferred to the tanker at 0650 the staff of Con First Carrier Task Force, Pacific Fleet enroute to USS Lexington. At 0901 Vice Admiral F. C. Sherman (7562) USN, took off in a TBM to land on his next flagship the USS Lexington.

Left disposition at 1755 and formed TU 38.3.10 in accordance with CTG 38.3 dispatch 300139, August 1945 and CinC-Pac's dispatch 282359 August 1945. Wasp in



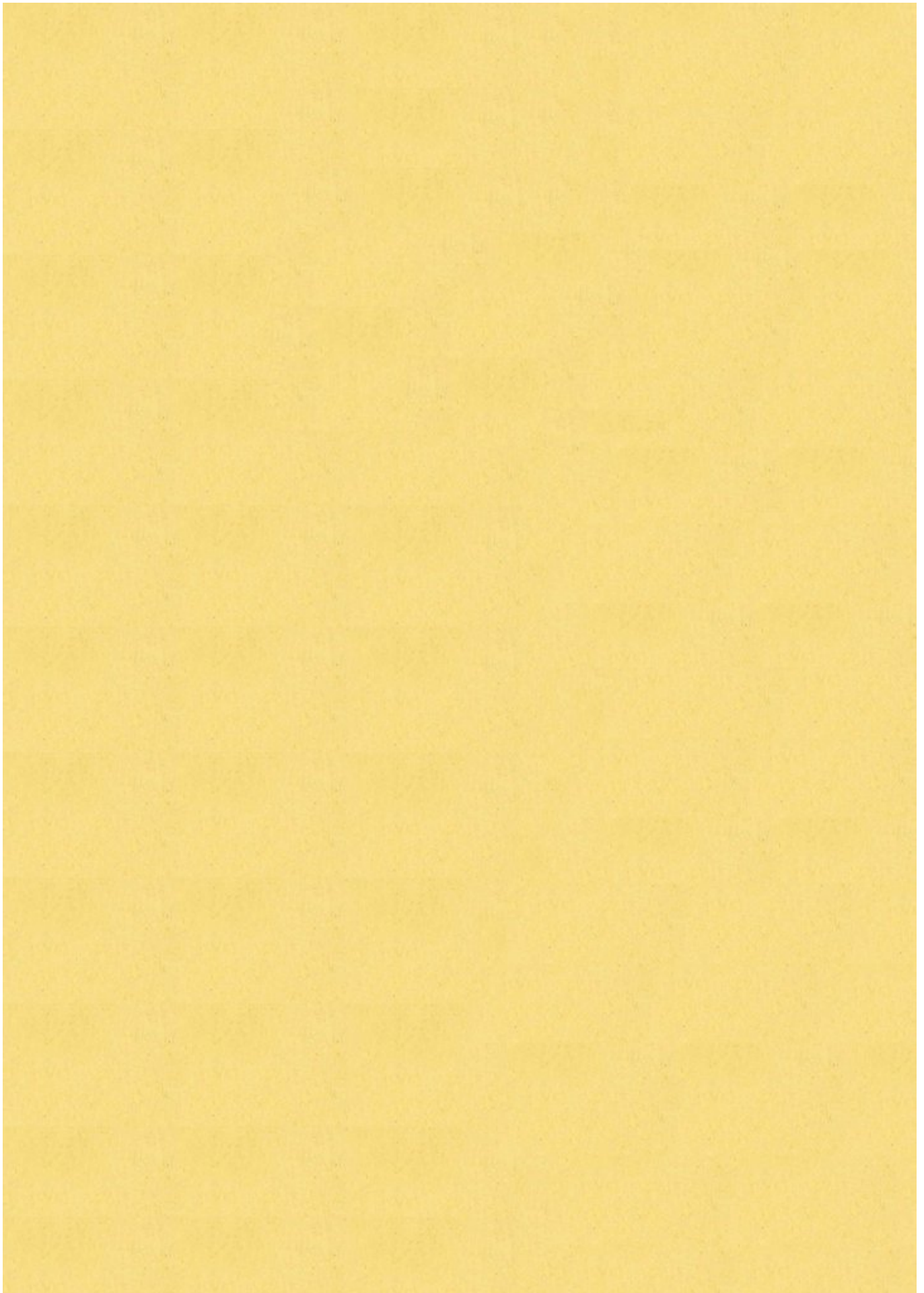
PART I - CHRONOLOGY (August Continued)

company with USS McKee preceeding to Eniwetok Atoll for onward routing to Pearl Harbor for Navy Yard availability 10 - 25 September 1945. (Wasp sailed 1 October from Pearl Harbor to transit the Panama Canal, 16 October in order to be in Boston on display for Navy Day 1945.)

SEPTEMBER

2 . . . V-J Day, West Longitude Date. 0900 item was the surrender time set by Supreme Commander, Allied Powers according to CinCPac's 010454 of September.







PART II - NARRATIVE

AIR DEPARTMENT

Air Officer: Commander J. A. Thomas USN

Relationships between the ship and the air group embarked were necessarily complex owing to overlapping and some duplication of functions. By virtue of sincere cooperative effort on the parts of the air group and squadron commanders and air department personnel, most of the complexities were eliminated. Of these the organization of aircraft maintenance presented the greatest problem.

The air group, under the war-time system, contained a small highly trained "nucleus crew" of maintenance personnel. Upon arrival aboard these personnel were assimilated into the larger air department organization, but care was taken that each man was assigned to a position as nearly as practicable equal to that which he formerly occupied in the squadron nucleus crew. Each man mustered, berthed, messed and stood watches with the air department division to which he was assigned.

The entire function and responsibility for maintenance of aircraft was thus assumed by the Air Department organization, inasmuch as all maintenance personnel, officers and non, were now a part of the Air Department. The squadron commanders, squadron



PART II - NARRATIVE

Air Department (Cont.)

engineering officers and other flying officers occupied positions of authority in maintenance matters parallel to the air department maintenance officers, but acted in matters of importance through their counterparts in the Air Department. Complete responsibility in maintenance matters was assumed by the Air Department.

Considering the requirements for mobility of air groups the arrangement described was considered feasible and fairly successful. But with the limitations of personnel imposed by peacetime conditions and reduction of amount of actual ship-based operations, this arrangement would not be successful.

Under peace time conditions it will be necessary for the air group to contain the maintenance personnel and functions complete. A nucleus crew of only a few experienced personnel should be maintained on board each carrier for the purpose of insuring upkeep of equipment and spaces normally to be used by the air group when embarked. Thus, upon embarkation, the air group retains its normal organization, functions and responsibilities for maintenance. Operations are not handicapped by reorganization and readjustments. Any air group would be at any time



PART II - NARRATIVE

Air Department (Cont.)

capable of embarking on any carrier for short periods of time at any interval without impairment of normal operating efficiency.



PART II - NARRATIVE

GUNNERY DEPARTMENT

GUNNERY ORGANIZATION TO COMBAT KAMIKAZE ATTACK

Gunnery Officer: Lieut. Comdr. W. D. Gaddis, USN.

In October 1944 when the Kamikaze became the outstanding menace to fleet operations, special procedures and training had to be developed to combat this close range, surprise type of attack.

In general the gunnery doctrine was changed little with the main emphasis being placed on an intensification of training in lookout alertness and recognition for all personnel of the battery as well as assigned lookouts, and training of gun crews for surprise attack to reduce dead time from sighting an attacking plane to opening fire to a minimum. The organization already provided for sectors of primary responsibility for mounts, groups, and batteries and for a decentralization of control in which the control officer (or in some cases petty officer especially picked for leadership ability) of a unit had authority to open fire on hostile aircraft attacking this ship.

The special problems of combatting close in attack were: One, to increase the effectiveness of 5-inch close aboard; Two, to shorten the time necessary to get all batteries on an attacker picked up by a comparatively



## PART II - NARRATIVE

### GUNNERY DEPARTMENT (Cont)

isolated station; and Three, to retain sufficient control of fire to protect own ships and aircraft from the destructive effects of possible "wild firing."

The Mark 37 director - Mark 1 computer system was admittedly too slow in reaching a solution to combat surprise attacks close aboard. Therefore, the 5" battery was broken down into units controlled as far as possible by Mark 51 directors (and later by Mark 57 and Mark 63 after yard overhaul). Additional wiring and switches were installed during in-port periods by the ship's fire controlmen to provide for control of two barrels of 5-inch and one forty MM quad in automatic from Mark 51 director. Four such "Independent Plan" stations one in each sector were set up as time and materials became available. The low twins were kept on the Mark 37 directors with short range barrage set and the computer so arranged that one or at most two ranges would suffice for a solution on a near 0° target angle attack. All five inch fired 100% influence projectiles. In addition, each of the controlling directors for five inch were placed on the 5JP circuit in direct communication with gunnery control, C.I.C. and Plot so as to receive a maximum of ungarbled information.



## PART II - NARRATIVE

### GUNNERY DEPARTMENT (Cont.)

The control of 40MM and five inch from the same director was necessary to the success of this "Independent Plan." It has been the writer's experience that the accuracy of a "quick-firing" director's control of five inch only cannot be judged or corrected. The addition of the 40MM gives a good indication of effectiveness of the firing to director and control personnel, and the comparatively small difference of five inch and 40MM trajectories at short ranges only add to the hitting possibilities by increasing the size of the cone of fire from one director. Each group was aligned to make the trajectories intersect at 2500 to 3000 yards near the center of the sector of responsibility.

The effectiveness of hits from heavy AA in destroying Kamikaze aircraft cannot be underrated. This system has delivered those hits and is in large measure responsible for the fact that the WASP has never been hit by a Kamikaze.

The second problem was to keep all stations in as high a degree of alertness as possible and to get a maximum number of guns on any attacker. The first step was to keep a flow of information going to the entire battery-positions of enemy planes and friendlies as well, the best



## PART II - NARRATIVE

### GUNNERY DEPARTMENT (Cont.)

estimate of the general situation that could be obtained from all sources, radio, radar, general directives, orders from Task Group's Commander, etc. Every effort was made to keep all hands on the battery from ammunition passers to control officers as well informed as the Captain or Gunnery Officer so that they would be qualified to make decisions necessary to the effectiveness of the decentralized control.

Telephones are too slow for reporting contacts after a Kamikaze starts in. A mount opening fire on a recognized attacker is a good warning and the best way of directing attention of other mounts. If an enemy was outside of the effective range of a mount, that mount would fire a short burst in the direction of the plane. This system gave very effective warning in two specific instances when an enemy was sighted by 20MM gunners. One gun in each group under the immediate eye of the control officer was authorized to fire a short burst on a definite enemy contact outside 20MM range, but within range of heavier AA.

To protect our own aircraft over the formation, constant pressure was put on recognition training. This was thoroughly effective with the exception of two unfortunate instances when presence of enemy planes in the area and



PART II - NARRATIVE

GUNNERY DEPARTMENT (Cont.)

low scattered clouds caused gunners to open on friendlies. Fortunately no one was hurt in either incident. To protect our own ships from stray bullets the rigid adherence to "No firing within 15° in train of a friendly ship" was demanded of all personnel in any control capacity whatsoever including pointers and trainers of mounts. This was constantly emphasized in all practices and instruction of personnel and was made the personal responsibility of each control officer, director operator and mount captain.

Many small local problems in addition to those treated above naturally came up. Constant vigilance was necessary to keep ahead of each shift in the requirements of defense. But, in general, these were the major ones which every carrier had to meet and master if their ship was to deliver its weight of destruction to the enemy. The degree of success with which the carriers did overcome the problem of the kamikaze added at least a short step on the March to Tokyo which, by the Grace of God, is now ended.



PART II - NARRATIVE

NAVIGATION DEPARTMENT

Navigator: Commander W. M. McCormick, USN

The mission and employment of the aircraft carrier introduces problems which are peculiar to the type, in all departments. The solutions to these problems which were reached during World War II were in most cases satisfactory, but experience during that war has shown that room for improvement still exists.

Since an aircraft carrier is actually a sea-going and movable airdrome from which an air-group operates, it is apparent that two sets of consideration are continually facing those in command. There are those of ship-control, gunnery, engineering, damage control, supply, etc. which affect the aircraft carrier as a ship; and there/<sup>are</sup> in addition those very important factors which affect her as an air-base and are not greatly different from those which affect any other air-base, whether afloat or ashore. The line of demarcation is indistinct at times but still exists, and must be recognized sooner or later. The time has passed, in my estimation, when the Air Department (including the Air Group) can be considered as a sort of "main battery" and treated in that light.

A solution to the conflict presented above may lie in having the Commanding Officer of the aircraft carrier,



## PART II - NARRATIVE

### Navigation Department (Cont.)

as a tactical unit, assisted by two "Commanding Officers"; one for air, and one for the ship. Command responsibility, succession to command, and other details are difficult but not impossible problems to solve.

Based on the above premise one can visualize an aviator senior in rank and experience, being concerned only with air operations, maintenance etc.; and another equally senior and capable officer, not necessarily an aviator, concerning himself with the ship as a ship, and responsible for her safety and employment. Thus the "over all" Commanding Officer who is now faced with a multitude of both air and ship problems could be in a position to supervise both more effectively through the two "subordinate" Commanding Officers.

A step in the above direction has been the proposal to place Navigation, Communication, CIC and other activities in an Operations Department, which would lead to more efficiency in these functions and would eliminate some of the details of planning etc. which now are presented directly to the Commanding Officer. However, this move would only partially relieve the Commanding Officer, since his direct responsibility for these very details still exists. Similarly, the Commanding Officer's respon-



PART II - NARRATIVE

Navigation Department (Cont.)

sibility for the minute details of **air** operations is ever present.

This is the time for advanced thinking and planning if the Navy is to retain control of its share of air-power. Until the need for the aircraft carrier has ceased to exist it is our responsibility to learn to utilize it in the most effective manner possible. If reorganization is needed to best utilize available talent, we should have the vision and coverage to reorganize.



## PART II - NARRATIVE

### ENGINEER DEPARTMENT

Engineer Officer: Commander W. T. Moore, USNR.

- References: (a) CO, WASP rest ltr. CV18/S38-1/S41 of 30 September 1945.  
(b) CO, WASP conf. ltr. CV18/L9-3 serial 0145 of 29 June 1945.  
(c) CO, WASP rest ltr. CV18/S48 serial 715 of 25 August 1945.  
(d) U.S.S. WASP (CV-18) Machinery Derangement Report #8-44 of 30 October 1944.

Since commissioning, the WASP has steamed 167,000 miles\* during a period of 23 months. A maximum speed of 33.41 knots (267.6 r.p.m.) was averaged during a four hour full power post repair trial on 3 June 1945. The engineering plant, machinery, and equipment have proven in general to be rugged and well suited to the arduous type of service encountered during War Operations in the Pacific.

The WASP was able to maintain station in formation at 25 knots with only a few degrees loss of bearing after being hit by an enemy bomb which exploded in the galley. This was accomplished in spite of the disabling of #4 fireroom due to the rupturing of boiler uptakes and air ducts, and flooding of the fireroom to a depth of 3 ft. above the floorplates. The after plant was kept in operation although this meant using a main steam line from which all supports were torn loose through #4 fireroom.

The most serious operational difficulty at the time of the bomb hit was caused by black smoke from the hangar

\*Corrected to arrival in Boston.



PART II - NARRATIVE

ENGINEER DEPARTMENT (Cont.)

dock fire being drawn into the intake of the ventilation wind tunnel and thence into the engineering spaces, and also by the rupture of ventilation ducts in the third deck area with consequent introduction of smoke and steam into the engineering spaces.

The bomb hit proved the need for additional emergency breathing apparatus in the engineering spaces. Additional rescue breathers and air masks were provided, and the procedure for ventilation and air supply after battle damage was revised. The procedure in effect at the time of cessation of hostilities is described in reference (a). The ventilation wind tunnel in the WASP is still as originally installed. This installation is not considered satisfactory, but the currently approved alteration is considered less satisfactory than the original installation, for reasons stated in reference (b).

The following are the principal difficulties experienced in the operation of engineering machinery and equipment:

- (a) Overheating and scoring of steady bearings during the first five months after commissioning. This situation was remedied by the Navy Yard Pearl Harbor in the spring of 1944, and there has been no trouble since that time.



PART II - NARRATIVE

ENGINEER DEPARTMENT (Cont.)

- (b) Erosion of all main feed pumps from Sept. 1944 until April 1945. During this period it was necessary to overhaul each pump, building up eroded areas, approximately once every three months. All pumps were refaced with alloy metal by the Puget Sound Navy Yard in April and May 1945, and no trouble has been experienced since that time.
- (c) Almost continuous trouble has been experienced from corrosion of the auxiliary condenser injection and overboard piping. This piping was repaired by the Puget Sound Navy Yard in the spring of 1945, and additional repairs were made by Navy Yard Pearl Harbor in Sept. 1945. Replacement of this piping with a more suitable material has been recommended by reference (c).
- (d) Between June and August 1945, four failures of fuel oil service pumps occurred. The indication was in each case that wood chips in the fuel oil caused the failure. There are no strainers in the fuel oil system anywhere on the suction side of the fuel oil service pumps. It is anticipated that the provision of strainers will be recommended by separate correspondence.



PART II - NARRATIVE

ENGINEER DEPARTMENT (Cont.)

(e) Reference (d) describes difficulty experienced in locking a main shaft. Considerable care is required in using this gear to lock a shaft. It is believed that a more rugged mechanism for locking the main shafts should be provided.



PART II - NARRATIVE

HULL DEPARTMENT

First Lieutenant: Commander A. B. Cook, USNR

From an operational standpoint in time of war the CV9 Class Carrier has proved to be an outstanding ship. The fact that it has operated for long periods of time in the tropics without having to return to base for supplies, etc., substantiates this assumption. The fact that this type of vessel has sustained major damage and continued to operate or at least survive is the proof of its worthiness to be included in a Fleet whose primary purpose is to battle in the defense of the country. There are certain features of the ship which should be improved or redesigned in the interests of battle efficiency or health and comfort of the crew. Some of these are enumerated below.

OFFICER'S BERTHING - Space and design for officers berthing has proven entirely inadequate. A total berthing capacity of two hundred thirty-four (234) was originally provided. Due to increased complement or for other reasons the officer complement including those attached to the ship and those attached to the Air Group has been increased to three hundred forty (340), which was the complement actually carried in the ship at the end of the war. In order to take care of the increased capacity of officers it was necessary to build CPO bunks in all available spaces in the ward-



PART II - NARRATIVE

Hull Department (Cont.)

room country. When these spaces over-flowed it finally became necessary to quarter officers in the CPO spaces which are far removed from the officer's country.

CREW'S BERTHING - Spaces designed for crew's berthing also proved inadequate for the final war time complement required. Additional bunks and locker spaces had to be installed wherever possible which resulted in congestion and over-crowding. No spaces were provided for the stowage of division laundry bags in which could be stowed the dirty clothes of the enlisted men. The laundry facilities only provided for one weeks service and it was necessary to stow laundry bags in passageways where they were untidy and in cases proved to be a real hazard to the fighting efficiency of the ship. Crew's spaces were also poorly ventilated for service in the tropics. This will be covered under subject of ventilation.

VENTILATION - The exigencies of the recent war necessitated this vessel operating in tropical climates and also necessitated operating under maximum watertight integrity. This prevented any natural circulation of air between compartments and from exposed spaces.



## PART II - NARRATIVE

### Hull Department (Cont.)

As a result the mechanical was the only system of heat or ventilation control. Consequently, both the below deck living spaces and below deck work spaces were very hot and uncomfortable. At times they almost reached the limits of human endurance. Actually when at general quarters and in condition zebra it was impossible to reduce ventilation in accordance with standard damage control practices i.e., close down all ventilation except for a period of 10 minutes out of every hour. Upon joining the Fleet after the shakedown cruise we attempted to operate thusly with the result that men would pass out from heat or lack of ventilation on the third deck. It then became necessary to keep certain ventilation on at all times except when the ship was actually under attack at which time the ventilation load would be dumped at the various electrical distribution centers.

DRAINAGE - The drainage system on the flight deck proved to be totally inadequate for the heavy squalls and rain storms experienced in tropical waters. This particularly applied to the openings around the barriers, arresting gear and other equipment installed in the flight deck. In some cases the original design called for as many as 3- $\frac{1}{2}$ " lines and 5- $\frac{3}{4}$ " lines



PART II - NARRATIVE

Hull Department (Cont.)

emptying into one 1½" drain line. In heavy squalls the water would back up in the tributary lines and over flow in barriers and arresting gear sheave housings causing water to flood in enclosed spaces.

HEADS - Much difficulty was experienced with crew's heads from a sanitary standpoint. The system of troughs built into the ship were totally inadequate and a relic of the dark ages. In the interests, health, comfort and morale of the crew it is felt that the head facilities should be as modern as those in any office, factory, or other work space in civilian life. The day of the privvy is over in a country as modern as the United States but the Navy still resorts to the old time privvy in furnishing sanitary facilities to its crew.

LIVING SPACES FOR AIR CREWMEN - Air crewmen coming aboard with the air squadrons are required to carry extra gear in addition to the enlisted man's seabag. This gear consists of mae wests, parachutes, helmets, and other articles incidental to flying. However, there are no spaces assigned nor none available for the stowage of this extraneous gear. As a result spaces assigned to air crewmen are never adequate. The gear has to be stowed on tops of bunks, lockers, in corners, in passageways, etc. This acts as a handicap in keeping



## PART II - NARRATIVE

### Hull Department (Cont.)

these spaces clean and is also hazardous from a damage control standpoint.

FUELING AT SEA - Due to the type of operations experienced in modern war it is necessary to conduct fueling operations at sea both taking on fuel from a tanker and giving fuel to destroyers. The #2 fueling station as constructed in the CV9 class Carrier is totally inadequate for this service being too small and not equipped with the proper appurtenances. At present the lines have to be man-handled across the hangar deck at frame ninety-three which incapacitates the hangar space in this area for flight operations. This space should be enlarged and a double drum electric winch of the type used on tugs and destroyers should be installed in order that the fueling evolution can be accomplished expeditiously.

TRANSFER OF MATERIAL AT SEA - The present day war time operations require the transfer of bombs, provisions, and other materials at sea. Materials are received at two stations on the starboard side of the hangar deck, station #1 at about frame 46 and station #2 at about frame 52. During the last Navy Yard availability at Bremerton an old style steam winch was installed in the starboard sponson at frame 42 for handling the forward



PART II - NARRATIVE

Hull Department (Cont.)

whip. This makes an ideal rig and materials can be transferred rapidly and safely at the #1 station, using the yard and stay (burtoning method). If the yard and stay method is used at station #2 it could be done in one of two ways: first by using the boat and airplane crane and second by employing a fair lead to the port and starboard capstan at approximately frame 61, neither of which are satisfactory and both being dangerous to personnel in any but calm weather. The airplane crane is very slow and has no paying out device nor slack cable switch. For this reason it is necessary for the other ship to keep a very heavy strain on the line when bringing the empty hook back to the replenishing ship. The replenishing ship always objects strenuously to this. Also the capacity of the drum on the airplane crane is so limited that the hook will not reach to the deck of the replenishing ship when they are farther than 80 feet apart. In moderately rough weather or when there are moderate swells running it is difficult to keep close station so that the continuity of the operation is interrupted frequently due to the fact that the cargo hook will not reach to the replenishing ship. For these reasons use of the airplane crane for replenishing has been



PART II - NARRATIVE

Hull Department (Cont.)

discontinued. The deck capstans are also unsatisfactory due principally to the fact that they are one way capstans. As soon as the load is put down on deck the whip has to be cast off and the turns on the drum reversed in order to pay out. This is a cumbersome procedure and very difficult to do without fouling up the steel or spring laid cable. The fact that the operator of the capstan does not have a view of the load being transferred also acts as a disadvantage and increases the hazard of the operation. It is strongly recommended that all deck capstans be converted to two way capstans.

DAMAGE CONTROL - The damage control facilities and equipment on this ship are considered to be practicable, efficient and adequate. Particularly is this true of the fire fighting facilities. The pumps are of sufficient capacity and the firemain is installed with a degree of flexibility as to approach the ultimate in fire fighting protection even though the ship has sustained major battle damage. The major handicap and hazard in time of fire has been that of smoke being drawn into vital machinery spaces. It is felt that a general survey should be made with the idea of improving the system of ventilation to vital spaces of the ship.



PART II - NARRATIVE

COMMUNICATION DEPARTMENT

Communications Officer: Commander L. C. Machen, USNR

The mission of communications is well met on the carrier type ship but due to the peculiar construction of the top-side much efficiency in transmission and reception is lost. In order to obtain optimum value from radio and radar gear all sailorly customs must be shelved and a realistic pattern of arrangement made to suit performance rather than appearance. The greater employment of high and very high frequencies is in order and elimination of low frequencies would help the situation by elimination of large antennae and units. Intercommunication methods could be improved by greater use of teletype; an extensive installation is already aboard and only a few additional units would be necessary to reach all vital persons and stations. It is recommended that at least twelve rated men (per CV) be given special schooling in the operation and maintenance of types 15 and 18 machines; the belief that anyone "who can type" can operate these units efficiently is erroneous. The present installations are operated far below capacity and they have not "sold" themselves because of slow operators. Radio teletype is coming in fast and by sending these men to school now (to A. T. & T. for instance),



## PART II - NARRATIVE

### COMMUNICATION DEPARTMENT (Cont.)

the Navy will have an excellent nucleus of qualified personnel to start operation immediately. The possibilities of employing radio teletype in connection with the interior teletype setup are tremendous; we should prepare for them now.

Many changes have been made since the commissioning of the ship and in every incident the idea in mind was identical to that of others in the same class. The method of execution of these changes however has assumed an infinite variety and whereas such a state of affairs is acceptable during war, the economics of peace time would now make them unacceptable. There is a real need for a well qualified technical officer with each large group afloat to effect prompter and closer coordination of effort and in so doing screen the material requisitions to an acceptable number and variety. At this writing, the WASP is in excellent radio and radar condition; we feel that the battle efficiency afforded by such changes as the enlargement of CIC, installation of standardized VHF equipment, additional radio receivers in Air Plot and utilization of panoramic spectrascopes has literally given us "room to breath"; the effect on morale over the older, cramped, spaces and stop-gap equipment was tremendous-- every man and officer gained additional enthusiasm for



PART II - NARRATIVE

COMMUNICATION DEPARTMENT (Cont.)

their work.

There remains only one further step toward increased efficiency and that is the suggestion to locate the communications office and coding room in the present Air Department office space (01 Deck) in the Island. This has been highly successful as carried out by Commander Second Carrier Task Force aboard the Hancock. This space has also been suggested as a less vulnerable location for CIC and insofar as communications is concerned would be an excellent choice.



PART II - NARRATIVE

MEDICAL DEPARTMENT

Medical Officer: Commander, R. H. Mershon, USN.

The location of the sick bay area, between frames 159-176 on the third deck, is believed to be poorly situated. There is an excessive amount of vibration from the screws, which at certain speeds, renders it almost impossible to work. Surgery at such a time would be hazardous at least. There is also excessive noise in the area which makes auscultation an impossibility. The area is also a general passageway fore and aft through the ship and all fresh provisions and aviation spare parts must be carried thru the area, resulting in considerable confusion and uncleanliness.

It is suggested, therefore, that during future yard overhauls and in new ships that the sick bay area be moved forward away from storerooms, and that there be no thru passageway in the area. Also that soundproofing and air conditioning be provided.

The structure of the heads throughout the ship could also be improved. The deck drainage is poor and inadequate resulting frequently in accumulation of water on the decks, especially in the showers. The trough system for water closets is most unsanitary, difficult to clean, and presents a generally untidy view. Rust on the decks presents another problem of cleanliness.



PART II - NARRATIVE

MEDICAL DEPARTMENT (Cont.)

It is suggested that separate bowls or the closed trough type of water closet be installed and that stainless steel decking be made general for all heads.



## PART II - NARRATIVE

### SUPPLY DEPARTMENT

Supply Officer: Commander L.V. Hallberg, USN.

Battle experience of the USS WASP and the experiences of other carriers showed that there were two prominent hazards in routine feeding of the crew--namely: (1) large congregations of men, and (2) danger from rupture of constant steam lines. The obvious solution to avoid these dangers was to serve the crew cold rations on their battle stations. This was done, and in lieu of hot rations, sandwiches, cookies, and K-rations were served. The problem of getting a hot beverage or soup to the personnel topside was not so easily taken care of--there never seemed to be enough insulated containers and heating the beverage in the galley was complicated by the ship's steam being shut off.

The ideal arrangement would have been to install electrically heated urns on both the hanger and flight deck levels. Attempts were made to procure this type of urn in the continental U.S. and at Pearl Harbor, but since none were available, the alternative of installing pressure cookers and utilizing steam from the whistle and siren line seemed to be the best and a reasonably safe solution. Accordingly, plans were made to tap this line at the hanger deck and on the flight deck levels. The lower tap was to be made in the uptakes and a pressure reducing valve



PART II - NARRATIVE

SUPPLY DEPARTMENT (Cont.)

placed as close to the top as possible. A similar arrangement which would involve the least hazards for personnel stationed in the vicinity of the top was planned for the flight deck level.

Plenty of hot coffee or hot soup proved to be one of the best augmentations to the necessarily rather plain and "dry" battle ration.



PART III - APPENDICES

Biographical Notes of Commanding Officers

Captain C.A.F. Sprague, USN

Assumed command of USS Wasp 24 November 1943.

Relieved of command by Capt. O. A. Weller 22 July 1944.

Captain Clifton Albert Frederick Sprague prior to assuming command of the USS Wasp, had a naval career marked by numerous conspicuous "firsts." The first skipper of the seventh Wasp, Captain Sprague is identified with the first arresting gear devices for aircraft carriers, perfected at Norfolk, Virginia. During the Japanese attack on Pearl Harbor, Captain Sprague was commanding officer of the USS Tangier, the first ship to get her guns firing after the sneak attack had begun.

Born in Dorchester, Mass. 8 January 1896, Captain Sprague attended elementary schools in Milton, and was graduated by Roxbury Latin. In 1914, he was appointed to the United States Naval Academy as a Midshipman. Because of the imminent entry of the United States into World War I, his class, 1918, was accelerated and graduated in May of 1917. Commissioned and Ensign upon his graduation, Captain Sprague reported aboard the USS Wheeling at Tampico, Mexico. The ship sailed immediately for the Mediterranean.

Captain Spgrau's next tour of duty was aboard the USS Manley as reserve commanding officer. Then, upon the



PART III - APPENDICES

Captain C.A.F. Sprague, USN (Cont.)

commissioning of the USS Tennessee, he joined her to serve as the sixth broadside battery officer. Fired with ambition to become a naval aviator, Captain Sprague entered the Navy's school at Pensacola where he graduated in 1921. His first winged duty after graduation was as commanding officer of Squadron 3 at Pensacola.

Captain Sprague then joined the Atlantic Fleet Big Boat outfit, piloting the NC-10 and F-5-L, serving in the tenders Shawmut and Wright; at Quantico for land plane training, and as Executive Officer at NAS, Anacostia, D.C. Ordered to Norfolk again, Captain Sprague participated in the early experiments in perfecting airplane arresting gear. When the old USS Lexington was put into commission, he was ordered aboard for duty. Later, he was Executive Officer for the VN-8D-5 training program at Annapolis, before being named Commanding Officer for VP-8.

After a tour of duty as operations officer at NAS Norfolk, Captain Sprague was designated air officer for the old USS Yorktown upon her commissioning. After commanding the AV-8 USS Patoka, he went to the USS Tangier as skipper. After his relief from that duty, Captain Sprague was made operations officer for the Gulf Sea Frontier.



PART III - APPENDICES

Captain C.A.F. Sprague, USN (Cont.)

When orders were issued naming him commanding officer of the USS Wasp on commissioning, 24 November 1943, he was commandant of the Naval Air Center, Seattle, and commanding officer of NAS, Seattle.

Married to Miss Annabelle Fitzgerald of St. Paul, Minnesota, the sister of the late novelist, F. Scott Fitzgerald, Captain Sprague has two daughters, Hazel Courtney and Patricia.

Captain O. A. Weller, USN

Assumed command of USS Wasp 22 July 1944.

Relieved of command by Capt. W. G. Switzer 25 May 1945.

Captain Weller, second commanding officer of the USS Wasp, guided the Wasp through arduous assignments and fought through persistent enemy attacks of the ship with coolness. Many times the crew watched the ship maneuver through the most difficult "traffic jams" of a task group under an enemy attack.

Captain Weller's home is at 720 Avenue "J" in Coronado, California--close to the Pacific where he spent so many months in this war. Mrs. Weller maintained the home while the Captain was at sea and, as the battle front moved ahead, still another Weller



PART III - APPENDICES

Captain O. A. Weller, USN (Cont.)

joined the U. S. Navy. He was the Captain's oldest son, Ensign A. R. Weller, now serving aboard the USS Iowa. The Captain has another son, Franklin, 17.

Since he was graduated from the U.S. Naval Academy at Annapolis in 1920, Captain Weller has had duty at many posts. Prior to his assignment aboard this ship, he was in command of the CVE USS White Plains. However, it was aboard the Wasp that Captain Weller reached his zenith, and in recognition of his abilities he was awarded the Navy Cross after the Wasp's participation in the Formosa campaign.

Captain W. G. Switzer, USN

Assumed command of USS Wasp 25 May 1945.

Captain W. G. Switzer, the third and final World War II captain of the WASP, is well-experienced at Naval air warfare. During his Naval career, which began upon his graduation from the United States Naval Academy in 1920, he has performed almost every kind of sea-air duty. Captain Switzer served in VO-6, VP-7, and VF-5 aboard the old LEXINGTON. He commanded VF-4 aboard the RANGER, and also commanded the USS TANGIER (AV) and the USS TRIPOLI (CVE) during this war.



PART III - APPENDICES

Captain W. G. Switzer, USN (Cont.)

He has served on the USS HULL (DD) and the USS NEW YORK (BB) as well as in the capacity of superintendent of aviation training at the Naval Air Station, Pensacola, Florida.

Captain Switzer was born in Topeka, Kansas, and attended Washburn College there before entering Annapolis.

The Captain's wife, Mrs. Anna Lamar Switzer, still maintains their home in Pensacola. Captain Switzer is the father of three children, John L., 20, a midshipman at Annapolis, Wendell G., Jr., 15, and Anne, 12.

In taking command, Captain Switzer expressed his confidence in the WASP crew. At a flight deck formation, the Captain stated that he expected continuation of the spirit which had carried the WASP successfully through her combat career; and he emphasized the necessity for teamwork and constant alertness, and the complete interdependence of each member of the Ship's Company and the Air Group.

Several of the highmarks in the ship's history were experienced under Captain Switzer's leadership when, in the closing days of World War II, the WASP rounded out her Combat Career by shooting down, with



PART III - APPENDICES

Captain W. G. Switzer, USN (Cont.)

an Air Group EIGHTY-SIX assist, the last Kamikazi sent against the Fleet. On 15 August 1945, almost as the surrender was announced, two of her pilots split the credit on the last Japanese plane destroyed in the war; and her last strike launched had to be recalled from over Tokyo when victory was proclaimed.



PART III - APPENDICES

THE THREE WASP AIR GROUPS:

- (1) FOURTEEN 24 November to 10 November 1944.  
VF Squadron destroyed 135 sure enemy planes.  
VF(N) " " 5 " " "  
VB " " 11½ " " "

Commanding Officers:

Comdr. W. C. Wingard, USN, Commander Air Group 14  
Lt.Comdr. H.S. Roberts, A-V(N), VT Squadron Com-  
mander  
Lt.Comdr. E.W. Bires, A-V(N), VF Squadron Comman-  
der  
Lt.Comdr. J.D. Blicht, USN, VB Squadron Commander

- (2) EIGHTY-ONE 10 November 1944 to 13 March 1945.  
VF Squadron destroyed 42 sure enemy planes.

Commanding Officers:

Comdr. J.F. Brush, USN, Commander Air Group 81  
Lt.Comdr. G.D.M. Cunha, USN, VT Squadron Commander  
Comdr. F.K. Upham, USN, VF Squadron Commander  
Lt.Comdr. H.P. Lanham, USN, VB Squadron Commander

MARINE FIGHTER SQUADRONS 216 and 217  
16 February 1945 to 13 March 1945

Both VMF Fighter Squadrons destroyed 3 sure  
enemy planes

Commanding Officer: (VMF 216 and 217)  
Major G. E. Dooley, USMC

- (3) EIGHTY-SIX 13 March 1945 through cessation of  
hostilities and Navy Day program.  
Air Group 86 destroyed 19 sure enemy planes.

Commanding Officers:

Comdr. G.R. Luker, USN, Commander Air Group 86  
Lt.Comdr. L.F. Steffenhagen, (A-1) VT Squadron Comdr.  
Lt.Comdr. C.J. Dobson, (A-1), VF Squadron Comdr.  
Lt.Comdr. H.E. Tennes, (A-1) VBF Squadron Comdr.  
Lt.Comdr. P.R. Narby, (A-1), VB Squadron Comdr.



PART III - APPENDICES

The Asiatic-Pacific Ribbon was earned by the crew of the USS WASP, with Battle Stars for the following operations:

- First Star      Marianas Operation: 10 June - 27 Aug. 1944  
Neutralization of Bonins  
Saipan  
Battle of Philippine Sea  
Guam  
Palau-Yap-Ulithi Raids.
- Second Star     Western New Guinea Operation:  
Morotai Landings - 15 September 1944
- Third Star      Western Caroline Operation:  
31 August - 14 October 1944  
Capture and Occupation of Palau  
Assaults on Philippines
- Fourth Star     Leyte Operation  
10 October - 16 December 1944  
Battle of Leyte Gulf  
Okinawa Attacks  
Luzon & Formosa Attacks  
Visayas Attacks
- Fifth Star      Luzon Operation  
12 December - 16 January 1945  
Luzon & Formosa Attacks  
China Coast Attacks
- Sixth Star      Iwo Jima Operation  
15 February - 16 March 1945  
Assault & Occupation of Iwo Jima  
Raids on Japanese Empire
- Seventh Star    Okinawa Gunto Operation  
17 March - 22 March 1945
- Eighth Star     Third Fleet Operations Against Japan  
10 July - 15 August 1945



PART III - APPENDICES

The Phillipine Liberation Ribbon, with two bronze stars, was awarded to the crew of the WASP because of the ship's presence in that theatre during the entire campaign.

The American Theatre Ribbon was awarded to crew members of the WASP who participated in the Shakedown Cruise.

Enemy Aircraft Shot Down by WASP Gun Crews:

June 19, 1944.....	5
Sept. 22, 1944.....	1
Oct. 13, 1944.....	4
Oct. 14, 1944.....	1
March 18, 1945.....	3
March 19, 1945.....	1
August 9, 1945.....	1
TOTAL	<u>16</u>



**Page not  
available.**



PART III APPENDICES

LIST OF WASP SHIP'S COMPANY PERSONNEL KILLED IN ACTION  
AS RESULT OF ENEMY AIR ATTACK ON 19 MARCH 1945.

HULL, Robert (n)	MM2c	615 26 41
KAMP, Frank Peter	F1c	Marion, Ohio 894 76 31
KESZKIEL, John Joseph	F1c	Ada, Mich. 897 53 04
KLAREN, Gerald Leo	S2c	Schenectady, N.Y. 321 92 97
KLINGER, Arthur Marion	WT2c	Delhi, Iowa 726 07 47
KLUBERTANS, Joseph Peter	Y2c	Chicago, Ill. 305 77 94
LAKE, Marquis Dan	F1c	Green Bay, Wis. 952 92 44
LAIBERT, Virgil Otis	S2c	Big Rapids, Mich. 945 54 40
LAPLANTE, Wilfred Alcide	S1c	Pontiac, Ill. 806 86 65
LEAIST, Blake Wylie	F1c	Claremont, N.H. 234 48 53
SMITH, Henry Edward	SC1c(T)	Hamilton, Ontario, Canada 640 13 94
WILLIAMS, Henry Ernest Jr.	F1c	Dunlap, Tenn. 876 57 15
HERPES, Gustave Otto	SC3c	LaSalle, Colo. 283 79 09
LEVINE, Paul Harold	F1c(EM)	Cleveland, Ohio 313 82 69
LEWIS, Herman Everett	F1c	Detroit, Mich. 608 93 42
LINDFORS, Victor Edward Jr.	F1c	Boston, Mass. 804 41 32
LIPPSETT, Donald Micheal	F1c(EM)	Randolph, Mass. 712 85 66
LOCHNER, Alvin Robert	S1c	Brooklyn, N.Y. 322 16 56
LONGBOTTOM, Willard Vernon	S1c	Sioux City, Iowa 939 00 28
LUGAS, Richard Leonard	F1c	Fort Worth, Tex. 805 55 59
LYELL, Richard (n)	F1c(EM)	Rochester, N.Y. 712 85 66
LYON, Morgan Ray	MM1c	Akron, Ohio 617 56 79
HALOBICKY, Joe (n), Jr.	M3c(T)	Irving, Texas 653 97 18
		Tarentum, Pa.



PART III APPENDICES

LIST OF WASH SHIP'S COMPANY PERSONNEL KILLED IN ACTION  
AS RESULT OF ENEMY AIR ATTACK ON 19 MARCH 1945.

MARRAR, Robert Bruce Jr.	EMlc	274 56 75
MARR, Hung Soon	Slc	Burnsville, Miss. 816 53 41
MARTINEZ, Juan Antonio	SC3c(T)	New York City, N.Y. 816 93 74
MATHEWS, Thomas (n)	AMM3c	New York City, N.Y. 812 29 88
MC DOUGALD, John Dyrus	WTlc	New York City, N.Y. 622 08 94
MC GEE, Bernard Augustine	F1c	Otsego, Mich. 812 93 52
MC MULLEN, Joseph Edward Jr.	Slc	Brooklyn, N.Y. 802 63 21
MISTRETTA, Benedict Thomas	F1c	Fall River, Mass. 812 87 54
MITCHELL, James Thomas	S2c	Brooklyn, N.Y. 935 54 27
MOGENT, Donald Perry	F2c	Schoolfield, Va. 923 45 40
MOER, Charles Francis	MMS3c	West Newton, Pa. 879 64 38
MACUREK, Chester John	WT3c(T)	Hermosa Beach, Calif. 813 27 70
MATHE, Howard Raymond	Slc	Newark, N.J. 762 21 17
MEYERSON, Robert David	WT3c(T)	Boston, Mass. 707 93 37
MISCIOTTA, Vincent (n)	Slc	Brooklyn, N.Y. 813 32 29
PLUMMER, James Joseph	SSML3c(T)	Kearney, N.J. 762 19 79
MOSZON, Brones (n)	WT3c	Burlington, Mass. 203 58 31
RIEDEL, Milton Charles	WT3c(T)	Boston, Mass. 841 77 37
RODGERS, Robert James	F2c	Houston, Texas 368 83 64
ROSSITER, Shannon Lynn	F2c	Woods Cross, Utah 964 57 32
SCHULTZ, Leon Edward	WT3c(T)	Salt Lake City, Utah 813 26 49
SOUCY, Gilbert Joseph	Slc	Newark, N.J. 209 13 40
		Portage Lake, Maine



PART III APPENDICES

LIST OF WASP SHIP'S COMPANY PERSONNEL KILLED IN ACTION  
AS RESULT OF ENEMY AIR ATTACK ON 19 MARCH 1945.

STUTENBERGER, Paul Edward	MM2c	827 59 43
TIDWELL, Luis Manuel	SC2c	St. Matthews, Ky. 376 87 28
WALKER, Guy Edward	EM2c(T)	Stockton, Calif. 834 25 28
WARD, Marron Jerome Jr.	Slc	Old Fort, N.C. 605 72 32
WILLIAMS, Richard Edward	AMM2c	Andalusia, Ala. 633 83 28
WILSON, Frederick Young	WT2c	Los Angeles, Calif. 642 99 98
YUTSEWICH, William (n)	MM3c	Rocky Hill, Conn. 606 77 29
COX, Jake Otto	SC3c(T)	Portland, Maine 357 41 09
GRANA, Mario Michael	SCB2c	Waco, Texas 821 38 76
HAUGER, Jay Mangos	SC3c(T)	Swissvale, Pa. 822 47 22
HILDRETH, Albert (n)	SC2c	Altoona, Pa. 600 02 41
KREYANOWSKI, Thaddeus Lewis	Slc	Back Bay, Va. 813 33 06
LASSAULE, Maurice Victor, Jr	Slc	Perth Amboy, N.J. 908 96 54
MIKELS, Conrad Earl	SC2c	Astoria, Long Is., N.Y. 659 41 74
NIX, Harry Elgene	Flc	Buena Vista, Va. 577 24 05
PELLETIER, Melford (n)	SS1L3c(T)	Rockport, Tex. 823 37 22
		Allagash, Maine



PART III APPENDICES

LIST OF WAVE SHIP'S COMPANY PERSONNEL MISSING IN ACTION AS  
RESULT OF ENEMY AIR ATTACK ON 19 MARCH 1945.

CURRIE, Ira Watson	MMS3c	655 75 53
DUFFER, Paul Adams	ACMI(AA)(T)	Redding, Calif. 603 23 01
HALL, Orman Wilbur	WT3c	Spartanburg, S.C. 204 37 48
HICKS, William Radford	EM2c	Dover, N.H. 337 73 57
MORONE, Leon (n)	Slc	East St. Louis, Ill. 813 31 78
PERILLO, Nicholas John	Slc	New Brunswick, N.J. 812 74 45
SEYMOUR, Charles Nelson	S2c	Wilmington, Del. 225 42 06
SIAM, William Roy Jr.	SC3c	Glendale, N.Y. 268 64 92
SULLIVAN, Emmett Banks Jr.	SC1c	Vidalia, Ga. 656 37 06
VANPELT, Thomas Glenn	SC3c(T)	Asheville, N.C. 356 44 77 Dallas, Tex.



MILEAGE COVERED AND FUEL CONSUMED FROM COMMISSIONING  
THROUGH . . . AUGUST 1945

<u>MONTH</u>	<u>MILEAGE</u>	<u>FUEL CONSUMPTION IN GALS.</u>
November 1943	0	2,021
December	0	146,166
January 1944	1,918	435,376
February	6,871	1,153,275
March	6,751	1,030,510
April	5,740	969,941
May	7,103	1,221,977
June	9,538	1,439,992
July	13,705	2,094,685
August	2,519	598,368
September	12,461	1,926,021
October	11,962	1,983,600
November	9,603	1,581,140
December	7,616	1,295,650
January 1945	10,672	1,740,841
February	9,246	1,515,410
March	8,573	1,626,429
April	4,391	749,640
May	0	0
June	6,939	1,153,489
July	9,277	1,448,282
August	10,937	1,489,552
TOTAL	155,822 Engine Miles	24,392,412 Gallons











NAVY DEPARTMENT LIBRARY



3 0399 1000 5042 6