U.S.S. SUWANNEE (CVE-27)

ACTION REPORT - BALIKPAPAN, BORNEO

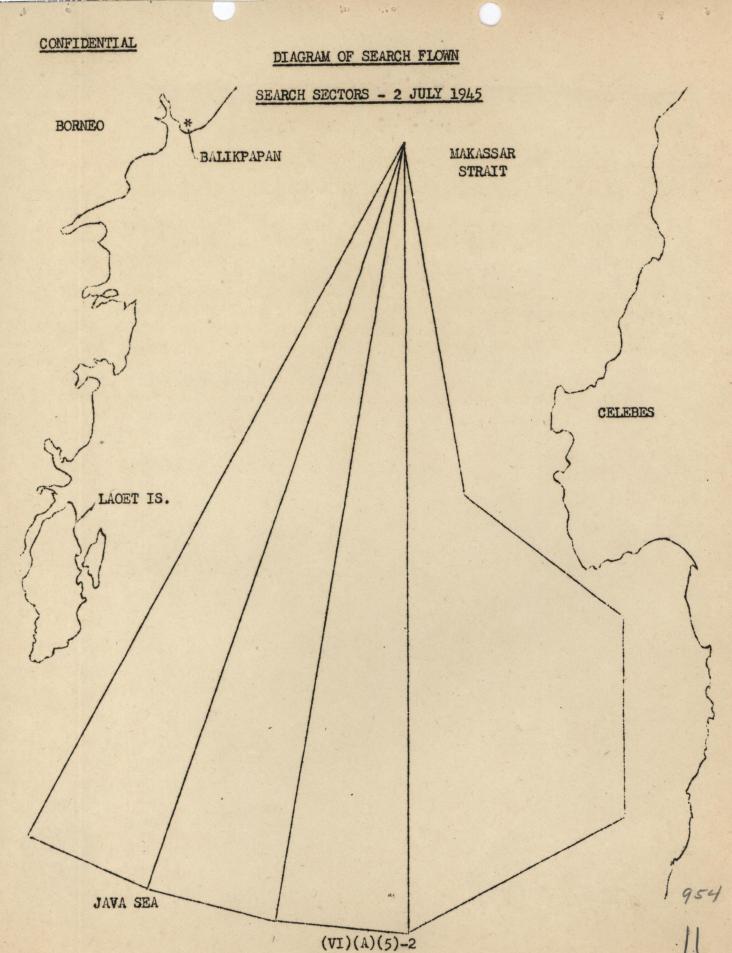
PART VI - SPECIAL COMMENTS AND INFORMATION

SECTION (A) - AIR OPERATIONS (5) Searches flown.

On 1 July 1945 warning was received that four unidentified ships were approaching Makassar Strait on course 020° from position 06° 02° S, 116° 12° E at 1940(I).

A four-sector search was planned and flown the next morning, covering 40° from 170° to 210°, with 250-mile legs. The easternmost sector was altered to permit observation of Mandar Gulf and the Spermonde Archipelago (see diagram on following page). Full radar coverage of all sectors was obtained, visual coverage ranging from 60% to 100%. Results were negative.

The first launch was at 0635(I) and the last recovery was at 1110(I).



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PART VI - SPECIAL COMMENTS AND INFORMATION

SECTION (A) AIR OPERATIONS (6) COMMENTS

- (a) Air operations consisted of local and target combat air patrols, local anti-submarine patrols, VF and VT support and air observer missions; also one 250-mile sector search. There were no contacts by patrols or search planes. Support missions hit area targets rather than pin-point targets. Combat air patrols were successfully used to deny to the enemy the use of the fine roads leading away from the target, and a large number of motor vehicles were destroyed by strafing. There were no A/A casualties nor plane damage in this group although there was much light A/A in the target area, and several other planes were shot down. Precautions against A/A fire must always be strictly observed, whether or not fire is observed.
- (b) One fault uncovered by the operation was the use of non-standard CIC terminology. A few terms used by the target FDO were not understood not found on the standard list, and on at least one occasion one of the Task Unit's CIC's made the same error. The promulgation of, and strict adherence to, standard terminology is of great importance, particularly when planes, ships and troops of different services are employed in the same operation.

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PART VI - SPECIAL COMMENTS AND INFORMATION

SECTION (B) - AMPHIBIOUS ACTION (1) Air Support

Planes from this carrier provided direct air support for invading ground forces on Fox day and Fox-plus-two day (1 July and 3 July 1945). Barracks, bivouac areas, roads, and motor transport were attacked.

Communications between attacking planes and Commander Air Support were generally poor; on one occasion an infantry brigade headquarters took over control of a bombing attack, due to imperfect knowledge of the ground situation on the part of Commander Air Support, apparently traceable to communications.

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PARK VI - SPECIAL COMMENTS AND INFORMATION

SECTION (C) - SPECIAL COMMENTS

.1. Combat Information Center.

- (a) A considerable degree of teamwork in Fighter Direction was displayed by the three CVE's engaged in this operation. Fighter Direction duty was again rotated from day to day but control was smoothly passed from one carrier to another during interceptions, depending on which one of the carriers had the best picture of the situation at the time.
- (b) Again, many interceptions were made of PBM's, B-24's and other aircraft showing bogey. On 3 July, 12 B-24's showing bogey were intercepted, most of them bound for the target area. Warning of the approach of these aircraft was passed to the beach in each case over H/F IFD circuit.
- (c) All C.I.C. equipment performed in a satisfactory manner during this operation.

2. Communications.

No unusual communications problems arose during this operation.

3. Deception and Concealment.

Use of smoke or deception measures was not considered necessary and was not resorted to during this operation.

Mavigation.

(a) Navigation during the early part of this operation was somewhat hampered by the fact that a complete overcast was present in the Strait for the first thirty-six hours. During this time LORAN was relied upon exclusively for navigation, stations 4H6, 2H4 and 2H5 being used. Station 4H7 was not used, as the operating area was very close to the base line extension. The first celestial fix showed an error of only four miles from the LORAN position.

Good, strong sky waves were received from one hour before sunset to an hour before sunrise. Twelve LORAN fixes were taken and all but two were excellent when the weather improved. Sun and stars agreed with LORAN, normal error being from two to six miles in various directions.

- (b) During this operation no mines of any type were sighted.
- (c) Navigational track is enclosed (Enclosure "B").

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ACTION REPORT - BALIKPAPAN, BORNEO - PART VI - SPECIAL COMMENTS AND INFORMATION-SECTION (C) - SPECIAL COMMENTS

5. Engineering.

The Ship's engines functioned normally during this operation.

6. Supply.

There were no unusual problems of supply during this operation.

7. Medical.

The health of officers and men of the ship and air group remained generally good.

U.S.S. SUWANNEE (CVE-27)

ACTION REPORT - BALIKPAPAN, BORNEO

PART VII - PERSONNEL PERFORMANCE AND CASUALTIES

- 1. The conduct and performance of officers and men of the ship and Air Group was satisfactory in every respect. No undue strain was placed on personnel and the opportunity to participate in this operation was generally welcomed by all hands.
- 2. There were no personnel casualties.

U.S.S. SUWANNEE (CVE-27)

ACTION REPORT - BALIKPAPAN, BORNEO

PART VIII - COMMENTS, LESSONS LEARNED AND RECOMMENDATIONS

- 1. No patricular lessons were learned, due to the shortness of the operation. All air operations were carried out on schedule and no difficulties were experienced beyond minor communication failures.
- 2. There are no recommendations not included in previous reports.

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UNITED STATES NAVY DEPARTMENT

SECURITY CLASSIFICATION CONFIDENTIAL U.S.S. SUWANNEE

NAVAER 443A-2

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UNITED STATES NAVY DEPARTMENT

SURFACE WEATHER OBSERVATIONS

TIME ENTRIES ON THIS FORM ARE 135 MERIDIAN TIME

NAVAER 443A-2

STATION U.S.S. SUWANNEE SECURITY CLASSIFICATIO CONFIDENTIAL