U. S. S. RANDOLPH
CV-15

FIRST WAR CRUISE

3 02653

ACTION REPORT
Period 10-28, Feb. 1945, inclusive

First & Second Tokyo Carrier Raids; Iwo Jima Landing Air Support

Confidential

(2) 110454

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Subject: Action Report for period 10-28 February, 1945 - First and Second Tokyo Carrier Raids; Iwo Jima Landing Air Support.

- -

Part VI D. Special Comment (continued)

2. Communications, own and enemy, general:

a. RADIO - Volume of radio traffic was in excess of volume handled during any equal period of time since Commissioning. Performance of Radio Material with exception of Antenna Masts was excellent. Greater volume of encoded Radio traffic required adjustment of Communication Office and Coding Board routines.

b. VISUAL -Visual traffic of all type increased in proportion and importance even more than radio. Need for additional signal lights on Port side demonstrated. Visual circuit usually overloaded on strike days just before sundown with reports from ACI and Air Depts. Channel XRAY provided some relief for this situation when available.

c. INTERCEPTS- Reception of "H" and "J" Fox schedules was difficult to impossible on several occasions for brief periods of time. Poor reception of these schedules was notably bad from:

0100 to 0300 King 27 Feb. 1945.
0000 to 0230 King 26 Feb. 1945.

The cause is not definitely determined. Signals became unreadable due to background signal which may have been caused by poor keying, echo or retransmission of the signal to cause jamming.

Large percentage of NPM transmissions were "Operational Priority" and dispatches of higher precedence. Several routine and "priority" dispatches were five to ten days old at time of receipt.

Frequently headings of dispatches were found to contain several different calls addressing the same command.

The frequent use of "QHB1" by YORKTOWN to TG 58.4 was most helpful and was found to be useful check on screening procedure of CWO's.

d. TBS - Procedure and performance very good. Channel XRAY proved valuable adjunct thereto. More complete doctrine on uses of this channel is needed.

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PART VI, D. SPECIAL COMMENT (CON'T).

3. Use of smoke, camouflage, deception. ----------.

4. Navigation.

a. No particular navigational or maneuvering problems were encountered.

b. Some difficulty was experienced in maintaining watch on Channel Xray on the bridge. As originally set up this channel was to be a loudspeaker watch with the J.O.O.D. responsible for answering up when the ship was called. There were times when the J.O.O.D. was busy with matters affecting the maneuvering and safety of the ship and calls could not be answered as promptly as desired. Additional qualified operators to man this circuit continuously were not available due to the numerous circuits to be guarded during this operation.

5. Engineering.- - - - -.

6. Supply. - - - - -.

7. Medical.

a. The comment of the Medical Department is necessarily meager because this ship was not under attack during the operation and only one member of the Air Group sustained injuries as a direct result of enemy gunfire. This ship did, however, have a comparatively large group of injuries to personnel, while proceeding to, while remaining in, and while returning from the area of action. A reasonable deduction would seem to be that these injuries were a result of the stress and strain of action and also were due to the fact that a large portion of the work accomplished was done during the condition of darken ship.

b. The Blood Bank was used extensively in treating all the seriously wounded and was found to be an important adjunct to the routine treatment of serious injuries and burns.

E. Special features and incidents of interest. - - - - -.

F. Comments made elsewhere in the report.

a. Air Officer, Part VI, B, 8.

b. Navigator, Part VI, D, 4.

c. Medical Officer, Part VI, D, 7.

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PART VII. PERSONNEL PERFORMANCE AND CASUALTIES.

1. Personnel of the ship were not subjected to enemy fire. Condition One was assumed on strike days, but the majority of stations were at ease during these periods. One operational fire due to a barrier crash was quickly and effectively handled by flight deck personnel. During an attempted or feint night attack at 1846 on 21 February by enemy aircraft fire was opened quickly and although no target was destroyed, the performance of battery personnel was good. Performance of personnel on first war cruise was highly satisfactory.

2. A copy of the report on personnel casualties submitted to the Bureau of Medicine and Surgery is appended.

3. Further details regarding casualties may be found in Annex "C" as indicated by date and time of launch below:

NAME	DATE	TIME OF LAUNCH
Lieut. B.P. SEAMAN, Jr.,	16 Feb.	0830
Ensign Sabe LEGATOS	16 Feb.	0830
Ensign C.H. BROWN J.D. RICHARDS, ARM3c	16 Feb.	1436
Lieut. J.E. TOLIVER	17 Feb.	0653
Lieut. L.A. MENARD	17 Feb.	0657
Ensign W.T. McADAMS	17 Feb.	0900
Ensign W.N. McCONNELL	17 Feb.	0905
Ensign F.E. HALL G.J. FRAZIER, AOM3c M.V. MERSHON, ARM3c	18 Feb.	1054
Ensign R.F. ROHLFING C.C. HALL, ARM3c J.E. NOTARY, AOM3c	18 Feb.	1059

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Subject: Action Report for period 10-28 February 1945 - First and Second Tokyo Carrier Raids; Iwo Jima Landing Air Support.

PART VIII. LESSONS LEARNED, CONCLUSIONS AND RECOMMENDATIONS.

1. It is apparent that during the subject operation the enemy elected to oppose our strikes against his industrial centers but not to resist our sweeps with full strength.

2. It is believed that more bombs could have been delivered against industrial targets had the entire group been composed of VF and VBF.

3. It is recommended that for any similar operation the carrier groups consist solely of VF and VBF in order to deliver bombing attacks on the industrial targets and at the same time have sufficient planes to sweep the fields adequately.

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TABLE OF SORTIES AND PLANE AVAILABILITY

DATE	AVAILABILITY				AT TARGET STRIKE & SWEEP					SEARCH			Ship CAP	ASP			OTHER		
	VF	VF(N)	VB	VT	VF	VF(N)	VB	VT	CAP	VF	VB	VT		VF	VB	VT	VF	VB	VT
10 Feb.	58	4	15	14									12		4				
11 Feb.	56	4	15	14									12		4				
12 Feb.	53	4	14	12									24		4	4			
13 Feb.	49	4	14	12															
14 Feb.	59	4	14	12									8				2		2
15 Feb.	66	4	15	15									8				2	2	
16 Feb.	71	3	15	15	109		14										16		
17 Feb.	63	3	12	15	58		12	15					16				8		
18 Feb.	57	3	12	14	18		12	12					24						
19 Feb.	58	3	10	12									8			3			
20 Feb.	65	4	13	14	72		21	21					8						
21 Feb.	66	4	15	14	19	2	10	11											
22 Feb.	66	4	15	14	15		7	4					8						
23 Feb.	63	4	15	10									8		4				
24 Feb.	68	4	15	14									12				3	3	
25 Feb.	61	4	15	14	61								24				4		
26 Feb.	64	4	15	15									8				3		3
27 Feb.	66	4	15	15									8				3		3
28 Feb.	70	4	15	15									16			8			

ANNEX (A)

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TABLE OF ROCKETS AND BOMBS DROPPED AT TARGET BY STRIKES AND SWEEPS (INCLUDING STRAFING SORTIES)

STRIKE NO.	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TRGT.			BOMBS AND ROCKETS		FUZING	
			General	Specific	VF	VB	VT	No.	Type	Nose	Tail
Sweep 1B	16 Feb.	0646	Tokyo Area	Aircraft and facilities at MAWATARI A/F	15			84	5" HVAR		
Sweep 2B	"	0720	Tokyo Area	Aircraft and facilities at HOKODA, MAWATARI, MITO SOUTH, and HYAKURIGAHARA A/F's.	12			67	5" HVAR		
Sweep 3B	"	0830	Tokyo Area	Aircraft and facilities at HOKODA and MITO SOUTH A/F's.	16			94	5" HVAR		
Sweep 4B	"	0928	Tokyo Area	Aircraft and facilities at MAWATARI and MITO SOUTH A/F's.	12			68	5" HVAR		
Sweep 5B	"	1050	Tokyo Area	Aircraft and facilities at KASHIMA S/S	16			89	5" HVAR		
Sweep 6B	"	1232	Tokyo Area	Aircraft and facilities at KONOIKE, HYAKURIGAHARA, MAWATARI, and IITOMI A/F's.	16			92	5" HVAR		

ANNEX (B)

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STRIKE NO.	DATE	TIME OF LAUNCH	TARGET ATTACKED		SORTIES AT TRGT.			BOMBS AND ROCKETS		FUZING	
			General	Specific	VF	VB	VT	No.	Type	Nose	Tail
Sweep 7B	16 Feb.	1436	Tokyo Area	Aircraft and facilities at KONOIKE, HOKODA HYAKURIGAHARA, and KASUMIGAURA A/F's.	22	14		14 130 22 24	3¼" H.E.R. 5" HVAR 250-lb GP 500-lb GP	.1 .1	.025 .025
Sweep 1B	17 Feb.	0653	Tokyo Area	Aircraft and facilities at MAWATARI, HYAKURIGAHARA, ISHIOKA and KONOIKE A/F's.	20			94	5" HVAR		
Sweep 2B	"	0717	Tokyo Area	Aircraft and facilities at HYAKURIGAHARA	20			98	5" HVAR		
Strike 1B	"	0900	Tokyo Area	TACHIKAWA Engine Plant	16	12	15	30 71 24 44 12	3¼" H.E.R. 5" HVAR 250-lb GP 500-lb GP 1000-lb GP	.1 .1 .1	.025 .025 .025
Strike 1B	18 Feb.	1054	Chichi Jima	Aircraft & shipping	18	12	12	70 16 52 8	5" HVAR 250-lb GP 500-lb GP 1000-lb GP	.1 .1 .1	.025 .025 .025
Support Mission 1B	20 Feb.	0632	Iwo Jima	Areas 181 Q, L, G, and 200 E	16	9	9	72 54 90 18 29	3¼" H.E.R. 5" HVAR 100-lb GP 250-lb GP 500-lb GP	Inst Inst Inst	ND ND ND
Sweep 1B	"	0800	Haha Jima	Aircraft and Shipping	14						

(2)

STRIKE NO.	DATE	TIME OF LAUNCH	TARGET ATTACKED General	TARGET ATTACKED Specific	SORTIES AT TRGT. VF	VB	VT	BOMBS AND ROCKETS No.	BOMBS AND ROCKETS Type	FUZING Nose	FUZING Tail
								32	3½" H.E.R.		
								40	5" HVAR		
Support Mission Yoke	20 Feb.	1200	Iwo Jima	Areas 182 E, 183 A, B, C, D, and 198 B, C.	12	4	4	40	100-lb GP	Inst	ND
								8	250-lb GP	Inst	ND
								16	500-lb GP	Inst	ND
Support Mission 2B	"	1417	Iwo Jima	Areas 199 Q, R, S, T, V, W, X, Y, and 182 B, C, D, E	18	8	8	60	5" HVAR		
								10	150-gal NAPALM		
								4	500-lb GP	Inst	ND
Support Mission 1B	21 Feb.	0837	Iwo Jima	Areas 132 K, P	19	10	11	104	3½" H.E.R.		
								19	58-gal NAPALM		
								63	500-lb GP	Inst	ND
Support Mission 1B	22 Feb.	0639	Iwo Jima	Areas 198, 199, 200, 219	15	7	4	24	3½" H.E.R.		
								67	5" HVAR		
								40	100-lb GP	Inst	ND
								14	250-lb GP	Inst	ND
								21	500-lb GP	Inst	ND
Sweep 1B	25 Feb.	0729	Tokyo Area	Aircraft and facilities, HYAKURIGAHARA A/F	16						
Sweep 2B	"	0729	Tokyo Area	Aircraft and facilities, HYAKURIGAHARA A/F	17						
Sweep 3B	"	0914	Tokyo Area	Aircraft and facilities MITO SOUTH A/F	12			36	5" HVAR		
Sweep 4B	"	1449	Hachijo Jima	Aircraft and Shipping	16			12	5" HVAR		

ANNEX (B)

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(a) AIRCRAFT, PILOTS, AND AIR CREWMEN LOST AND RESCUE OPERATIONS

DATE	Time of Launch	Type Aircraft	Circumstances, Place, and Cause of Plane Loss	No. Pilots Lost	No. Crew Lost	No. Pilots Saved	No. Crew Saved
16 Feb.	0830	F6F-5	Shot down by enemy plane or AA, near..., HOKODA A/F	1			
16 Feb.	0830	F6F-5	Shot down by enemy plane or AA near MITO SOUTH A/F	1			
16 Feb.	0928	F6F-5	Gas exhausted returning from sweep - made water landing			1	
16 Feb.	1436	SB2C-4E	Hit by AA - made full control landing in LAKE KASUMIGAURA	1	1	(At least one person believed to have emerged).	
17 Feb.	0653	F6F-5	Hit by enemy plane or AA - made water landing and got in raft	1			
17 Feb.	0657	F6F-5	Hit by enemy AA - returned to TF and bailed out			1	
17 Feb.	0900	F6F-5	Hit by enemy AA - made dead-stick landing in SAGAMI BAY	1			
17 Feb.	0905	F6F-5	Shot down by enemy fighter over TACHIKAWA	1			
18 Feb.	1054	TBM-3	Lost over target at CHICHI JIMA - cause thought to be AA	1	2		
18 Feb.	1059	TBM-3	Lost over target at CHICHI JIMA - cause thought to be AA	1	2		
25 Feb.	0729	F6F-5	Ditched due to gas exhaustion			1	
25 Feb.	0914	F6F-5	Seen to crash East of HYAKURIGAHARA, cause unknown	1			
26 Feb.	1245	F6F-5	Hydraulic system failed -unable make emergency landing, spun in, did not come up	1			

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(b) COMMENT ON LOSSES AND RESCUE OPERATIONS:

All cases except those mentioned below were losses in the heart of enemy territory where no rescue efforts were possible.

(1) 16 Feb., F6F-5 Launched at 0928

Pilot returning from Sweep 4 Baker over airfields in the Tokyo area discovered that his gas supply was exhausted. He ditched his plane near DD 585, got out of the plane without difficulty and was promptly picked up by the destroyer.

(2) 17 Feb., F6F-5 Launched at 0653

Plane hit by enemy AA during Sweep 1 Baker over airfields in the Tokyo area, pilot ditched successfully about 4 to 5 miles off shore and climbed into raft. His position from reference point was given by orbiting planes according to current doctrine. Rescue submarine did not acknowledge but Tomcat #1 (DD) did. Planes in the flight orbited with the survivor in sight and continued to transmit his position on 140.58 mcs. and 4475 kcs. A relief RCAP from the YORKTOWN group arrived as the RANDOLPH planes were running low on gas and relieved. Position was given CTG upon return of RANDOLPH pilots as 36° 10' N, 140° 38' 30" E with statement that survivor was in raft with dye marker, drifting toward shore in a calm sea. A later message from the YORKTOWN stated that the RCAP was unable to remain until relieved as fuel was running low and added that it was doubtful whether rescue could be effected in the rough waters about the survivor. Nothing further is known about this case.

(3) 17 Feb., F6F-5 Launched at 0657

Plane hit by enemy AA during Sweep 1 Baker over airfields in Tokyo area, pilot returned with his wingman to a position within the Task Force. He was vectored by the HORNET FDO to bail out. Having successfully done so, the pilot was then unable to control the chute during descent because the seat cushion had been sewed to the risers near the "D" ring and was then suspended beyond reach. In struggling to free the seat cushion, the pilot so tired himself he did not have sufficient strength to free himself from the harness before striking the water. The chute did not collapse and he was dragged through the water at an estimated 10 knots. By adroit maneuvering a DD managed to intercept and collapse the chute taking the survivor aboard in an unconscious condition. Treatment resuscitated the pilot.

(4) 17 Feb., F6F-5 Launched at 0900

Plane hit by enemy fighter during Strike 1 Baker over Tokyo area, Propeller was seen to freeze and pilot reported that he was going to make a water landing. It is believed that a water landing was made in Sagami Bay. Estimated position was transmitted several times on 140.58 mcs. and 4475 kcs. in accordance with current doctrine but messages were not acknowledged. The Air Group Commander leading the pilots division, who observed the action, was in trouble due to mechanical failures and was under attack by enemy fighters. Therefore it was not possible to orbit or secure additional information. This was the last division to leave the target.

(b) COMMENTS ON LOSSES AND RESCUE OPERATIONS:

(5) 18 Feb., 2 TBM-3s Launched at 1054 and 1059

These planes were thought to have been hit by enemy AA during the Chichi Jima strike, both making water landings close to shore near the target. Position of one was reported on 140.58 mcs. and 4475 kcs. according to rescue doctrine but no acknowledgement was received. It is not certain that the position of the other was reported. Because of the proximity to enemy bases, it is deemed doubtful that any rescue facilities would have been able to operate.

(6) 25 Feb., F6F-5 Launched at 0729

Returning from Sweep 1 Baker pilot found gas exhausted and ditched near DD in TF. He was promptely rescued by DD 700.

(7) 26 Feb., F6F-5 Launched at 1245

Immediately after launching pilot reported failure of his hydraulic system and was told to make an emergency landing on the YORKTOWN. For reasons not known he was unable to complete this move and spun in on his back. A DD came on the scene immediately but after a thorough search failed to find any trace of a survivor.

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

Strike No.	Date	Time of Launch	Location	Enemy A/C Destroyed*		Enemy Shipping		
				In Air	Ground or Water	Sunk	Probably Sunk	Damaged
Sweep 1B	16 Feb	0646	Tokyo area	6	2			
2B	" "	0720	" "	14	13			
3B	" "	0830	" "	8	4			
4B	" "	0928	" "	4	2			
5B	" "	1050	" "	5	0			
6B	" "	1232	" "	0	12			
7B	" "	1436	" "	1	0			
Sweep 1B	17 Feb	0653	" "	4	2			
2B	" "	0715	" "	1	1			
Strike 1B	" "	0930	" "	1	0			
Strike 1B	18 Feb	1054	Chichi Jima	0	0			1 SB in bay E. of Yagi Saki
Sweep 1B	25 Feb	0729	Tokyo Area	7	16			
2B	25 Feb	0735	" "	1	16			
3B	25 Feb	0915	" "	0	3			

*Unconfirmed by photo analysis but not believed to duplicate reports of other Air Groups.

ANNEX (D)

(b) DAMAGE TO LAND TARGETS

(1) 16 Feb. MAWATARI AIRFIELD - Sweep 1 Baker fired 2 hangars at South end of field and one on East side.

(2) 16 Feb. HOKODA AIRFIELD - Sweep 5 Baker fired third and fourth hangars from East end of field.

(3) 16 Feb. KASUMIGAURA AIRFIELD - Sweep 7 Baker bombed and destroyed large building approximately 520' x 285' on West side and fired three other adjacent buildings. On the East side 2 hangars were heavily damaged and one burned.

(4) 17 Feb. MAWATARI AIRFIELD - Sweep 1 Baker fired one hangar on South side.

(5) 17 Feb. TACHIKAWA ENGINE AND ASSEMBLY PLANT - Strike 1 Baker bombed effectively. It is believed that all bombs plus many rockets landed on the target inflicting heavy damage.

(6) 25 Feb. RADAR STATION E. OF MAWATARI AIRFIELD - Sweep 3 Baker hit with rockets and left burning.

(7) 25 Feb. HOKODA AIRFIELD - Sweep 3 Baker hit 2 hangars heavily with rockets seeing them smoke. It is believed that serious damage was inflicted but an accurate appraisal is not possible.

ANNEX (D)

COMINCH F-21 AA-1
Feb. 1944

CONFIDENTIAL

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS

Location of ship (area) (Approx.) 26°13'N 141°40'E . . . .USS RANDOLPH (CV-15)

Zone Time . . -10 . . . . . .Date. 21 February 1945 . . . . . .

NOTES

(a) REPEL ATTACK FIRST - then collect data for this report.
(b) Do not "Gun Deck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
(c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
(d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

1. Surprise attack (yes or no) No Day or night Night

2. Method picking plane up (Radar, binoculars, naked eye) Radar

3. Range plane was picked up (50,30,10, less than 5 miles) Fifty (50)

4. Total number of planes observed One (1) Type Lily

5. Number of planes attacking own ship One (1) Type Lily

6. Number of planes taken under fire by own ship One (1)

(a) Of those attacking own ship One (1) Type Lily

(b) Others ——— Type ———

7. Speed and altitude of approach in knots and feet 165 knots 1000 feet

8. Number of guns firing 12 by caliber 5"/38

9. Ammunition expended by caliber and type 126 rounds 5"/38 Cal. AA Common

10. Percent service allowance expended 1.74 %

11. Method of control Radar Method of spotting Radar

Method of ranging Radar Method of firing Rapid - continuous

12. Approximate time-tracking to first shot four and one-half minutes

13. Approximate time of first hits one half minute

14. Approximate time first shot to last shot three minutes

15. Approximate position angle open fire ———

16. Approximate position angle cease fire ———

17. Approximate bearing first shot 330°

18. Approximate bearing last shot 220°

19. Approximate range first shot 14000 yds. Altitude of plane 1000 feet

20. Approximate minimum range aircraft approached 9500 yds. Altitude 200 feet

21. Approximate range last shot 9500 yds. Altitude of plane 200 feet

22. Approximate altitude of bomb release None Size of bomb None

23. Approximate range torpedo release None Size of Torpedo None

24. Number of hits on ship by bombs 0 by torpedoes 0 Was ship strafed ? No.

Size gun ———

25. Number near bomb misses damaging ship None

26. Planes shot down:

	SURE (By own ship)	SURE (Assist)	PROBABLE	DAMAGED
(a) Those attacking own ship.	0	0	0	1
(b) Other aircraft	0	0	0	0

(An aircraft is considered destroyed "Sure", when, as result of own ship's fire: 1. It is seen to crash. 2. It is seen to disintegrate in the air or be enveloped in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot and entire crew are seen to bail out.)

(A "Sure-Assist" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore batteries, or other ships.)

(An aircraft is considered probably destroyed when, as result of own ship's fire: It is so damaged as to have less than an even chance of reaching its own territory safely.)

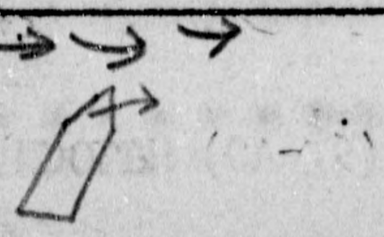
(An aircraft is considered damaged when, as result of own ship's fire: It i so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely. Claims shall be based on careful interrogation by proper authority, and every effort s be made to eliminate duplication of claims.)

27. Best estimate of size gun or guns responsible for each "Sure" ———

28. Performance of ammunition (excellent,good,bad,poor) Good

29. What failures in material occured in this action ? None

30. Sketch:
(a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.



Note. -- Add descriptive text on additional sheet if required to clarify report.

CV-15/P6-1

U.S.S.RANDOLPH(CV-15)
% FLEET POST OFFICE
SAN FRANCISCO, CALIF.

75/se

4 March 1945

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

Subject: Report of Casualties, forwarding of.

Reference: (a) Para. 3518, BuM&S Manual.
(b) CincPac Restricted letter, Pac-45-cec/A2-11/P6-1 dated 19 January 1944.
(c) ALNAV 26 dated 28 anuary 1944.

1. In accordance with reference (a) and (b) the following information is submitted herewith, for the period from 10 February 1945 to and inclusive of 28 ebruary 1945.

NAME	RANK RATE	DATE	PLACE	CAUSE OF ACCIDENT	DISPOSITION
BROWN, Charles Horton	Ens.	2-17-45	At Sea	Crash Landing	Missing
FRAZIER, Glenn Junior	AOM3c	2-18-45	At Sea	Crash Landing	Missing
HALL, Carroll Curtis	ARM3c	2-18-45	At Sea	Crash Landing	Missing
HALL, Floyd Ewing	Ens.	2-18-45	At Sea	Crash Landing	Missing
LEGATOS, Sabe (n)	Ens.	2-16-45	Enemy Territory	Crash Landing	Missing
MC ADAMS, William Terry III	Ens.	2-17-45	At Sea	Crash Landing	Missing
MC CONNELL, William Norman	Ens.	2-17-45	At Sea	Crash Landing	Missing
MERSHON, Marve William	ARM3c	2-18-45	Enemy Territory	Crash Landing	Missing
NOTARY, Joseph Edward	AOM3c	2-18-45	Enemy Territory	Crash Landing	Missing
RICHARDS, John Donald	ARM3c	2-17-45	At Sea	Crash Landing	Missing
ROHLFING, Rudolf Frederick	Ens.	2-18-45	Enemy Territory	Crash Landing	Missing

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CV-15/P6-1

U.S.S.RANDOLPH(CV-15)
% FLEET POST OFFICE
SAN FRANCISCO, CALIF.

75/se

4 March 1945

Subject: Report of Casualties, Forwarding of.

NAME	RANK RATE	DATE	PLACE	CAUSE OF ACCIDENT	DISPOSITION
SANDIER, Norman Wesley	Lt(jg)	2-25-45	Enemy Territory	Crash Landing	Missing
SEAMAN, Bleecher Provoost Jr.	Lt.	2-16-45	Enemy Territory	Crash Landing	Missing
TOLIVER, James Rdgar	Lt.	2-16-45	At Sea	Crash Landing	Missing
CROOK, William Duncan	ARM3c	2-18-45	Enemy Territory	Enemy Flak	Transferred USS BOUNTIFUL
Diagnosis: Frac. Comp. Rt. Tibia & Fibula. Prognosis: Favorable.					
ELLIOTT, James Myron	S1c 2-17-45	XXXXX XXXX	Flight Deck	Drove tractor over side in dark.	Transferred USS BOUNTIFUL
Diagnosis: Frac. Simple, Femur, Bilateral, Pelvis Prognosis: Favorable					
EMBREE, Ralph Arnold	Comdr.	2-17-45	Flight Deck	Barrier Crash & Fire	Duty
Diagnosis: Burn, Face. Prognosis: Favorable.					
CURRY, Wayne Loran	AOM3c	2-18-45	Hangar Deck	Rocket fell on hand	Duty
Diagnosis: Contusion, 4th finger lt. hand. Prognosis: Favorable.					
HOWE, Robert Ervin	PFC	2-18-45	5"Gun mount #13	Struck on elbow when gun rotated	Duty
Diagnosis: Frac. Simple, Rt. Elbow. Prognosis: Favorable.					
INZER, William Elza Franklin, Ens.		2-24-45	Flight Deck	Belly tank fell off while landing.	Transferred USS BOUNTIFUL
Diagnosis: Burns, face, neck, arms. Prognosis: Favorable.					

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CV-15/P6-1

U.S.S. RANDOLPH (CV-15)
% FLEET POST OFFICE
SAN FRANCISCO, CALIF.

75/jak

4 March 1945

Subject: Report of Casualities, Forwarding of.

NAME	RANK RATE	DATE	PLACE	CAUSE OF ACCIDENT	DISPOSITION
MC GREW, Benjamin Franklin	S2c	2-24-45	Forecastle Deck	Thrown against bulkhead by movement of ship	Duty
Diagnosis: Wounds, Lacerated, scalp, rt. ear.				Prognessis: Favorable.	
FISHER, William Francis	S1c	2-23-45	At Sea	Was pulled from ship while refueling	Declared Dead
Diagnosis: Drowning				Prognosis: Died	
TRUBYFILL, William Lenard	GM2c	2-13-45	Bomb elevator, 3rd deck.	Caught foot in elevator	Transferred U.S.S. BOUNTIFUL
Diagnosis: Amp. Trauma. 1-2-3-4 toes left foot.				Prognosis: Favorable.	
PEEBLES, Clement Cary	Cox	2-10-45	Flight Deck at #1 Elevator	Elevator descended, tractor fell on foot	Transferred U.S.S. BOUNTIFUL
Diagnosis: Amp. Trauma. left foot, distal half.				Prognosis: Favorable.	
MENARD, Louis Arthur,Jr.	Ens.	2-17-45	At Sea	Parachuted into water nearly drowned	Reclassified and Grounded
Diagnosis: Submersion, non-fatal				Prognosis: Favorable	
TILLERY, Donald Oril	Ens.	2-26-45	At Sea	Crash landing	Declared Dead
Diagnosis: Injuries, Multiple, Extreme				Prognosis: Dead	

William J. James

CC: CincPac.

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CV-15/P6-1

Serial: 180

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

10/bi

4 March 1945.

RESTRICTED

1st End. on MedOff, USS RANDOLPH Report of Casualties dated 4 Mar. 1945.

From: The Commanding Officer.
To: The Chief of the Bureau of Medicine and Surgery.

Subject: Report of Casualties, forwarding of.

1. Forwarded.

FELIX BAKER

Copy to:
CinCPac

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