

SECRET

207-44

U. S. S. FRANKLIN
CV13

ACTION REPORT

YAP AND PALAU

5 SEPTEMBER TO 18 SEPTEMBER 1944

FRANKLIN, USS

Serial 0034
Sep. 20, 1944

CV13/A12-1/A16-3/(10-Kn) U.S.S. FRANKLIN (CV13)

Serial No. 0034

S-E-C-R-E-T

Care Fleet Post Office,
San Francisco, California.
20 September 1944.

From: The Commanding Officer.
To : The Commander-in-Chief, U.S. Fleet.
Via : (1) The Commander Task Group THIRTY EIGHT POINT FOUR.
(2) The Commander Task Force THIRTY EIGHT.
(3) The Commander THIRD FLEET.
(4) The Commander-in-Chief, U.S. Pacific Fleet.

Subject: Action Report - Operations against the Enemy at Yap and Palau
from 5 September 1944 to 18 September 1944.

References: (a) ComInch Ltr. Serial 7152 of 29 October 1943.
(b) PacFlt Conf. Ltr. 2CL-44 of 1 January 1944.

Enclosures: (A) Composition of Own Forces, Mission, General Narrative,
and Weather Summary.
(B) Chronology and Track Chart.
(C) Performance of Ordnance Equipment.
(D) Summary of Battle Damage.
(E) Air Operations and Statistics; Photographic Reconnaissance
Summary; C.I.C. Operations; Gunnery; Recommendations and
Comments.
(F) Executive Officer's Report (Performance of Personnel and
Casualties).

1. The enclosures constitute the Action Report of this ship
against Yap and Palau from 5 September 1944 to 18 September 1944. (East Longi-
tude Dates)

J.M. Shoemaker
J.M. SHOEMAKER.

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U.S.S. FRANKLIN (CV13)

ENCLOSURE (A)

PART I

COMPOSITION OF OWN FORCES, MISSION, NARRATIVE, AND WEATHER SUMMARY

(A) TASK ORGANIZATION

(a) Task Units 38.4.1 Carrier Unit, Rear Admiral R. DAVISON

FRANKLIN	(F)	1 CV
SAN JACINTO		1 CVL

Task Unit 38.4.11, Rear Admiral H.B. SALLADA

ENTERPRISE	(F-CCD-6)	1 CV
BELLEAU WOOD	(Assigned, September 17, 1944)	1 CVL

(b) Task Unit 38.4.2 Support Unit, Captain D.M. McGURL

BILOXI	(F)	1 CL
NEW ORLEANS		1 CA

(c) Task Unit 38.4.3 Screen Unit, Captain E.G. FULLINWIDER

DesRon 6, Captain E. G. FULLINWIDER 9 DD

DesDiv 11

MAURY (SF)
CRAVEN
GRIDLEY
HELM
McCALL

DesDiv 12

MUGFORD (F)
RALPH TALPBOT
PATTERSON
BAGLEY

DesDiv 24, Commander A.J. GREENACRE 3 DD

WILKES (F)
NICHOLSON
SWANSON

(B) MISSION

1. To strike Yap, Ulithi, and Palau and reconnoitre Ngulu. To provide air support at Palau to support the capture and occupation of Peleliu and Augaur.

C. NARRATIVE

Neutralizing Yap

1. On departing Saipan, FRANKLIN, Flag Ship of Task Group 38.4, steamed on course 230° for the island of Yap in the Caroline Group. The three-day attack began on the 6th of September, 1944 with a fighter sweep of eighteen planes. On the 7th of September, a sixteen plane Fighter Sweep and three deck loads, plus four-plane Target Combat Air Patrols, relentlessly pounded the island. Due to the condition of the target area the schedule for the 8th was reduced to two strikes but a TCAP was maintained over the island throughout the daylight hours.

FRANKLIN launched 168 planes which dropped 58.5 tons of bombs, fired 48 rockets and approximately 140,000 rounds of .50 caliber bullets. Seven photographic runs were made over the island and around the beaches.

On the last TCAP of the last day, after a low strafing run one of our fighters was shot down. Ensign Slingerland made a good water-landing and was able to get into his rubber boat. A destroyer was detached from the Task Group to pick him up. The next morning a special search division headed by the Commanding Officer of Fighting THIRTEEN spotted Slingerland approximately seventeen miles southeast of Yap. The destroyer was vectored by the fighters to the downed pilot who was recovered and brought aboard the FRANKLIN in good condition. This was the only combat or operational loss of this three-day operation.

2. The island of Yap was found to be a shambles. The high altitude area bombing by the B24's had pock-marked the entire island, the airstrips and Yap Town being particularly affected. Due to these previous attacks it was impossible to assess honestly the actual damage done by our strikes.

There was no enemy aircraft interception. The airdromes were unoperational and no aircraft could be found that appeared to be in a flyable condition. The AA was moderate and accurate to begin with but was reduced to meager and inaccurate after the cruiser and destroyer bombardment.

Supporting the Landings on the Palau Islands

1. After leaving Yap on the afternoon of the 9th, FRANKLIN headed southwest to the Palau Islands. Starting with a Fighter Sweep of twelve planes at 0546 on the morning of 10 September, 1944, FRANKLIN launched five deck loads a day for seven days through 16 September. Two hundred fifty six and one-third tons of bombs added to the destruction of Japanese defenses on the islands of Peleliu and Angaur and were dropped in direct support of the ground troops. The Marines landed at 0834, ITEM, 15 September.

During this seven-day period 750 combat sorties were flown. This figure includes 32 Target Combat Air Patrols; 36 Fighter Patrols to protect our mine sweepers and underwater demolition units, eleven photographic missions and four submarine cover. In addition to these sorties 60 fighters were launched to fly the routine Task Group CAP and 52 planes from all three squadrons flew ASP.

2. The first fighter sweep on 10 September ran into intense and accurate anti-aircraft fire. Two of our fighters crashed on the island of Peleliu in flames. The pilots are reported as missing. They were not seen to bail out. After this bad start no other aircraft were lost to enemy action. The bombardment, strafing, rocket firing and bombing reduced the enemy anti-aircraft fire to no heavy AA, no medium AA and only sporadic light firing which came from a few 20 mm. emplacements, .30 caliber machine guns and rifles.

Strike ABLE on the eleventh brought forth an excellent example of cooperation between rescue submarines and aircraft. Ensign J. J. Kehoe, USNR, SB2C-3 was hit in the starboard wing by a medium caliber explosive anti-aircraft shell which caused the explosion of the 20 mm. wing gun ammunition. The hydraulic system was ruptured and fire broke out in the wing. Ensign Kehoe ordered his aircrewman A. Harris, ARM3c to bail out over the vicinity of the submarine. As Kehoe himself prepared to jump, he noticed the flames were subsiding and decided to attempt to fly the plane back to the ship.

In the meantime two bombers circled the downed aircrewman. A torpedo plane pilot dropped a liferaft close by. Two fighters of the submarine cover vectored the sub to Harris, who was taken aboard in good condition within forty minutes from the time that he jumped from the burning plane.

Ensign Kehoe escorted by the Air Group Commander landed aboard without flaps and (unknown to the pilot) the right wheel-lock severed. As the plane hit the deck the right landing gear collapsed. Kehoe's excellent judgement and able flying saved every salvageable part of the bomber.

Experimenting with Napalm for the first time, a total of thirty belly tank bombs were dropped. The first four did not ignite when the tank was jettisoned because, due to our inexperience, the cotter pin in the arming fuse had not been removed. All subsequent bombs exploded with heavy black smoke and flame covering an area on the ground of about 100 feet by 50 feet. These Napalm bombs were dropped at altitudes below 100 feet. They are considered lethal in action and are practical to handle aboard ship.

3. On the night of the 12th a twilight patrol of 4 night fighters was ordered to orbit Peleliu Island. The weather was squally and visibility poor. At the end of their patrol three of the planes came aboard satisfactorily, the fourth plane glided in over the flight deck and crashed among the parked planes ahead of the last barrier. Fortunately no fire broke out and no personnel were hurt. This accident completely destroyed five aircraft and caused repairable damage to eight others.

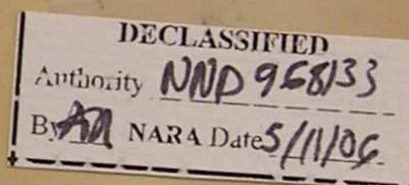
On the 15th two night fighters were launched again to orbit Peleliu Island. The sky was clear but the water was glassy and there was a heavy mist to about 500 feet with no horizon. The first night fighter made a perfect landing, but the second night fighter on his down-wind leg flew into the water. The pilot was picked up in good condition by one of the screening destroyers.

The only other operational loss during this mission was an engine failure which caused the pilot of a TBM to make an emergency water landing twenty miles from our task group. The pilot and two aircrewmen were picked up by a destroyer and returned aboard FRANKLIN unharmed.

4. Defenses around the beaches and air field on Peleliu Island were quickly reduced to rubble but the hilly area north of the strip must have contained supplies, mortars, tanks and mobile artillery. The first few waves of troops landed without too much opposition. In spite of continuous Naval bombardment and aerial support, the Japs came out of their holes and caves to defend their positions and make the going tough. The schedule to land on Angaur on the 16th was postponed and FRANKLIN again launched five deck loads in further support of the capture of Peleliu.

During the 17th fueling operations required most of the day. Only one CAP and ASP flight was launched. On the morning of the 18th September, Commander Support Aircraft requested additional strikes in support of ground troops at Peleliu and Angaur. Eight fighters and six torpedo planes were launched for the first attack and four fighters and four torpedo planes for the second. Jap troop concentrations were bombed, strafed and had sixty-six rockets fired into them from low altitudes.

In the evening, as FRANKLIN retired to Manus, Admiralty Islands, passing close by Peleliu and Angaur, the first air alert of the campaign was sounded. Two Jap planes bombed Peleliu but made no attempt to harass the task group.



D. WEATHER SUMMARY

On the 6th, 8th, 12th through the 18th of September, flying conditions were mainly average to good. "Weather" during these days consisted of small squalls caused by minor fronts.

Pronounced squalliness occurred on the 7th, caused by a front in the Yap area. Frequent small squalls occurred all day in the vicinity of the ship. However, each strike encountered average flying conditions over the target.

The most significant weather occurred on the 9th, 10th and 11th. A strong front moved northward across the operating area during this time. Its position at 1630 (Local Time) on the 9th was across Halmahera, northeast to 8°N, then east through the Carolines. Conditions deteriorated steadily on the 10th. The first strike (at dawn) reported average conditions over the target, but each succeeding strike reported more and more pronounced frontal activity between the ship and the target. By late afternoon the squalls had become large and frequent. Ceiling and visibility dropped to near 400 feet and 1/2 mile. This type weather continued through the next day. Squall activity diminished over the target in the afternoon, but increased to a maximum intensity from 1500 to 1700 around the ship. The front passed the ship at this time and was accompanied by exceptionally heavy, black squalls and thunderstorm activity. Severe turbulence was reported by pilots during this time. Conditions over the target as reported by pilots varied from "bad - rainy - hazy" in the forenoon to average by mid afternoon.

Visibility was good to excellent except for the following two periods. 9th through 11th: - extremely variable 5 to 10 miles, in frequent squalls zero to 1/2 mile. 12th and 13th: 5 to 12 miles, moderate haze below 2000 feet.

Surface winds up to the 8th were SW to W, 4 to 15 knots. 9th through the 12th, SW, 15 to 20 knots prevailed, diminishing gradually to 7 knots by midnight of the 13th. After this light variable winds with frequent calms prevailed.

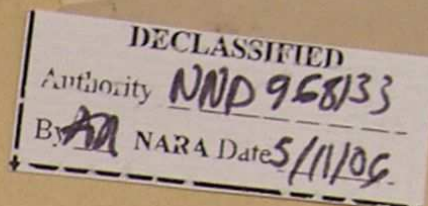
Light seas except moderate on the 9th through the 12th prevailed.

ENCLOSURE (B)

U. S. S. FRANKLIN

PART II

CHRONOLOGY AND TRACK CHART



5 September 1944 (Zone minus 9 time)

FRANKLIN and other units of Task Group 38.4 took departure this day from Saipan Island for the Yap and Ulithi Island area. In the afternoon, FRANKLIN provided a pre-sunset ASP.

- 0000 Anchored in Saipan Anchorage, Marianas.
- 0900 Two Japanese prisoners of war were transferred to the custody of Commander Task Force 59.
- 1432 Underway from Saipan in company with Task Group 38.4.
- 1458 Course 230 (t), speed 15 knots.
- 1515 Formed cruising disposition 5-R as follows: U.S.S. SAN JACINTO, 0000; U.S.S. ENTERPRISE, 2:5060; FRANKLIN, 2:5300; U.S.S. NEW ORLEANS, 4135; U.S.S. BILOXI, 4225; screening destroyers on circle 6. Axis of heavy ships 230 (t).
- 1531 Catapulted ASP.
- 1547 Commenced zigzagging, Plan 6, USF 10A.
- 1712 Recovered planes of ASP.

6 September 1944

Enroute from Saipan to Yap Island area. In the forenoon of this day, FRANKLIN provided the first and third CAP and ASP. In the afternoon, a fighter sweep against Yap Island was launched.

- 0000 Course 230 (t), speed 18 knots, zigzagging, Plan 6.
- 0452 First CAP and ASP were launched.
- 0820 Recovered first CAP and ASP.
- 1122 Launched third CAP and ASP.
- 1251 Ceased zigzagging; changed course to 235 (t) and speed to 25 knots.
- 1305 Launched 18 VF fighter sweep against Yap Island.
- 1317 Changed course to 215 (t) and speed to 18 knots; resumed zigzagging.
- 1425 Recovered planes of third ASP and CAP.
- 1627 Ceased zigzagging; changed course to 320 (t).
- 1640 Recovered fighter sweep; all planes returned.
- 1643 Changed course to 180 (t).
- 1740 Changed course to 125 (t).
- 1832 Resumed zigzagging.
- 2126 Changed speed to 17 knots.
- 2130 Changed course to 230 (t).

7 September 1944

Operating in area east and southeast of Yap Island this day, FRANKLIN provided one fighter sweep and three deck-load strikes against Yap; also, three TCAP's and one ASP and CAP. In the evening, the Task Group retired to the east of Yap.

0000 Course 270 (t), speed 17 knots, zigzagging, Plan 6.
0458 Bombardment group consisting of U.S.S. BILOXI, U.S.S. NEW ORLEANS, and screening destroyers were detached to carry out bombardment of Yap.
0500 Changed course to 255 (t) and speed to 22 knots.
0524 Launched 12 VF fighter sweep against Yap.
0527 Changed course to 125 (t) and speed to 18 knots.
0600 Changed course to 220 (t) and speed to 22 knots.
0609 Launched strike ABLE. Launched 4 VF, 12 VB.
0626 Changed course to 040 (t) and speed to 18 knots.
0635 Rotated fleet axis to 220 (t).
0656 Catapulted first TCAP.
0725 Changed course to 020 (t) and speed to 26 knots.
0747 Launched strike BAKER. Launched 7 VF, 16 VB, 4 VT.
0813 Recovered planes of strike ABLE and first TCAP. All airplanes returned.
0924 Catapulted second TCAP.
1011 Launched strike CHARLIE. Launched 11 VF, 12 VB, 6 VT.
1037 Recovered planes of strike BAKER. All airplanes returned.
1041 Changed course to 170 (t) and speed to 23 knots.
1208 Changed course to 260 (t) and speed to 30 knots.
1210 Launched CAP and ASP.
1231 Recovered planes of strike CHARLIE. All airplanes returned.
1245 Changed course to 130 (t) and speed to 15 knots.
1444 Changed course to 325 (t) and speed to 25 knots.
1445 Launched third TCAP.
1448 Recovered CAP and ASP and second TCAP.
1500 Bombardment group rejoined formation.
1543 Changed course to 230 (t) and speed to 18 knots.
1725 Changed course to 320 (t) and speed to 23 knots.
1729 Recovered third TCAP.
1738 Changed course to 122 (t) and speed to 18 knots. Resumed zigzagging.
2100 Changed course to 020 (t) and speed to 17 knots.

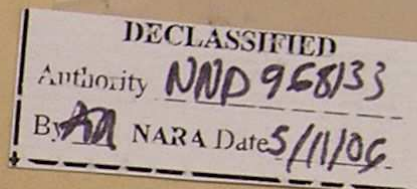
8 September 1944

In the area south and southeast of Yap Island this day, FRANKLIN launched two strikes against Yap and provided three TCAP's and one Lifeguard cover. In the evening, the Task Group retired to the south of Yap.

0000 Course 020 (t), speed 17 knots, zigzagging, Plan 6.
0100 Changed course to 275 (t).
0416 Ceased zigzagging.
0446 Changed course to 300 (t) and speed to 30 knots.
0527 Launched strike ABLE against Yap and TCAP. 14 VF, 12 VB, and 8 VT in strike.
0530 Bombardment group was detached.

8 September 1944

0535 Sighted Yap Island bearing 320 (t), distance 30 miles.
0536 Changed course to 160 (t) and speed to 18 knots.
0724 Changed course to 300 (t) and speed to 24 knots.
0732 Catapulted planes of Lifeguard cover.
0812 Launched strike BAKER. Launched 11 VF, 12 VB, 5 VT.
0839 Recovered strike ABLE. All planes returned.
0906 Changed course to 120 (t) and speed to 18 knots.
0913 Rotated fleet axis to 300 (t).
1000 Changed course to 300 (t) and speed to 26 knots.
1008 Catapulted second TCAP.
1044 Recovered strike BAKER. All planes returned.
1100 Recovered first TCAP.
1115 Bombardment group rejoined formation.
1120 Changed course to 135 (t) and speed to 18 knots.
1302 Changed course to 295 (t) and speed to 23 knots.
1330 Recovered planes of Lifeguard cover and second TCAP.
1342 Changed course to 135 (t) and speed to 18 knots.
1502 Changed course to 315 (t) and speed to 21 knots.
1504 Catapulted third TCAP.
1529 Changed course to 183 (t) and speed to 18 knots.
1725 Changed course to 350 (t) and speed to 25 knots.
1745 Recovered planes of third TCAP. One plane failed to return. Pilot,
Ensign R. E. Slingerland, was last seen in life raft southwest of Yap.
1748 Changed course to 180 (t) and speed to 17 knots; resumed zigzag.



9 September 1944

On this date, FRANKLIN and other units of Task Group fueled in area south of Yap Island. Task Group 30.8 and Task Group 38.4 rendezvoused early in the morning and fueling operations continued until early afternoon. In the evening, Task Group 38.4 was enroute to the Palau Islands. The second CAP and ASP were provided by FRANKLIN.

0000 Course 180 (t), speed 17 knots.
0200 Changed course to 270 (t).
0300 Changed course to 000 (t).
0620 Changed course to 090 (t) and speed to 12 knots.
0650 Rendezvous with Task Group 30.8 completed.
0730 Commenced fueling from U.S.S. PATUXENT.
0845 Catapulted 8 VF and 4 VT for rescue search and CAP and ASP.
1010 Completed fueling.
1033 Changed course to 270 (t) and speed to 15 knots.
1150 Recovered 4 VF of search group.
1244 Recovered CAP and ASP.
1312 Changed course to 245 (t).
1409 Recovered 1 VT and 1 VF replacements.
1415 Changed course to 240 (t).
1454 Changed course to 030 (t) and speed to 20 knots.
1537 Changed course to 350 (t).
1630 Changed speed to 17 knots.
1737 Changed course to 245 (t).
2330 Changed course to 280 (t).

DECLASSIFIED

Authority

NNP 968133

By

NARA Date 5/11/06

10 September 1944

FRANKLIN, operating east of Palau Islands, provided one fighter sweep, four strikes, two TCAP's, and two Lifeguard covers during the day. In the afternoon, one destroyer was fueled during retirement to the northwest of the islands.

0000 Course 280 (t), speed 18 knots, zigzagging, Plan 6.
 0545 Commenced steering various courses and at various speeds to conform to point option of course 210 (t), speed 5 knots.
 0547 Launched 16 VF fighter sweep and strike ABLE, 4 VF, 12 VB, 7 VT.
 0614 Launched TCAP #1.
 0730 Launched strike BAKER, 4 VF, 12 VB, 9 VT.
 0812 Recovered planes of fighter sweep and strike ABLE. Two VF of fighter sweep failed to return: Pilots, Ensign J. P. R. Parent and Ensign N. E. Drouin.
 0910 Catapulted first Lifeguard cover.
 0939 Launched strike CHARLIE, 4 VF, 10 VB, 7 VT.
 1012 Recovered planes of strike BAKER and TCAP #1. All planes returned.
 1200 Launched strike DOG, 13 VF, 12 VB, 8 VT, and TCAP #2.
 1308 Recovered planes of first Lifeguard patrol.
 1428 Launched second Lifeguard patrol.
 1458 Recovered planes of strike DOG and TCAP #2. All planes returned.
 1620 Commenced fueling U.S.S. HELM.
 1650 Completed fueling destroyer.
 1729 Recovered second Lifeguard patrol.
 1745 Course 030 (t), speed 18 knots.
 1800 Resumed zigzag.
 2230 Changed course to 300 (t).

11 September 1944

In the area west of Palau Islands, FRANKLIN this day provided four strikes against Peleliu and two TCAP's. During the day, two destroyers were fueled.

0000 Course 275 (t), speed 18 knots.
 0530 Commenced steaming on various courses and at various speeds to conform to point option of course 200 (t), speed 6 knots.
 0550 Launched strike ABLE, 14 VF, 12 VB, 8 VT, and first TCAP.
 0810 Launched strike BAKER, 8 VF, 12 VB, 9 VT.
 0924 Recovered planes of strike ABLE and first TCAP. All planes returned.
 1013 Launched second TCAP.
 1038 Launched strike CHARLIE, 12 VF, 12 VB, 8 VT.
 1058 Recovered planes of strike BAKER. All planes returned.
 1127 Commenced fueling U.S.S. BAGLEY.
 1215 Completed fueling destroyer.
 1319 Launched strike DOG, 17 VF, 11 VB, 7 VT.
 1419 Recovered planes of strike CHARLIE and second TCAP. All planes returned.
 1618 Recovered planes of strike DOG. All planes returned.
 1639 Commenced fueling U.S.S. MUGFORD.
 1738 Completed fueling destroyer.

DECLASSIFIED

Authority NNP 968133By AA NARA Date 5/11/0610 September 1944

FRANKLIN, operating east of Palau Islands, provided one fighter sweep, four strikes, two TCAP's, and two Lifeguard covers during the day. In the afternoon, one destroyer was fueled during retirement to the northwest of the islands.

0000 Course 280 (t), speed 18 knots, zigzagging, Plan 6.
 0545 Commenced steering various courses and at various speeds to conform to point option of course 210 (t), speed 5 knots.
 0547 Launched 16 VF fighter sweep and strike ABLE, 4 VF, 12 VB, 7 VT.
 0614 Launched TCAP #1.
 0730 Launched strike BAKER, 4 VF, 12 VB, 9 VT.
 0812 Recovered planes of fighter sweep and strike ABLE. Two VF of fighter sweep failed to return: Pilots, Ensign J. P. R. Parent and Ensign N. E. Drouin.
 0910 Catapulted first Lifeguard cover.
 0939 Launched strike CHARLIE, 4 VF, 10 VB, 7 VT.
 1012 Recovered planes of strike BAKER and TCAP #1. All planes returned.
 1200 Launched strike DOG, 13 VF, 12 VB, 8 VT, and TCAP #2.
 1308 Recovered planes of first Lifeguard patrol.
 1428 Launched second Lifeguard patrol.
 1458 Recovered planes of strike DOG and TCAP #2. All planes returned.
 1620 Commenced fueling U.S.S. HELM.
 1650 Completed fueling destroyer.
 1729 Recovered second Lifeguard patrol.
 1745 Course 030 (t), speed 18 knots.
 1800 Resumed zigzag.
 2230 Changed course to 300 (t).

11 September 1944

In the area west of Palau Islands, FRANKLIN this day provided four strikes against Peleliu and two TCAP's. During the day, two destroyers were fueled.

0000 Course 275 (t), speed 18 knots.
 0530 Commenced steaming on various courses and at various speeds to conform to point option of course 200 (t), speed 6 knots.
 0550 Launched strike ABLE, 14 VF, 12 VB, 8 VT, and first TCAP.
 0810 Launched strike BAKER, 8 VF, 12 VB, 9 VT.
 0924 Recovered planes of strike ABLE and first TCAP. All planes returned.
 1013 Launched second TCAP.
 1038 Launched strike CHARLIE, 12 VF, 12 VB, 8 VT.
 1058 Recovered planes of strike BAKER. All planes returned.
 1127 Commenced fueling U.S.S. BAGLEY.
 1215 Completed fueling destroyer.
 1319 Launched strike DOG, 17 VF, 11 VB, 7 VT.
 1419 Recovered planes of strike CHARLIE and second TCAP. All planes returned.
 1618 Recovered planes of strike DOG. All planes returned.
 1639 Commenced fueling U.S.S. MUGFORD.
 1738 Completed fueling destroyer.

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NARA Date 5/11/06

11 September 1944

1758 Course 320 (t), speed 18 knots, zigzagging, Plan 6.
 2100 Changed course to 080 (t).

12 September 1944

Operating in area west of Palau Islands, FRANKLIN launched six support groups against Palau Islands and 1 patrol, 1 CAP, 1 ASP, and VF(N) during this day. Fueled destroyer in afternoon and retired to northwest area during night.

0000 Steaming on course 080 (t), zigzag Plan 6 USF 10A.
 0100 Changed course to 130 (t).
 0520 Commenced steaming on various courses and at various speeds to conform with point option, course 225 (t), speed 6 knots.
 0526 Commenced launching support ABLE.
 0543 Completed launching 14 VF, 12 VB, 8 VT.
 0825 Commenced launching support CHARLIE.
 0839 Completed launching 12 VF, 12 VB, 8 VT.
 0844 Recovered support ABLE. All planes returned.
 0956 Commenced launching support DOG.
 0959 Completed launching 6 VB.
 1131 Commenced launching support EASY.
 1144 Completed launching 14 VF, 10 VB, 9 VT.
 1216 Recovered support CHARLIE. All planes returned.
 1302 Recovered support DOG. All planes returned.
 1427 Commenced launching support GEORGE, CAP, and ASP.
 1438 Completed launching 12 VF, 12 VB, 6 VT.
 1500 Recovered support EASY. All planes returned.
 1554 Commenced launching support HOW.
 1556 Completed launching 6 VB.
 1600 Commenced fueling U.S.S. RALPH TALBOT.
 1632 Commenced launching night fighters.
 1642 Completed launching 4 VF(N).
 1750 Recovered support GEORGE.
 1805 Recovered support HOW, CAP, ASP. All planes returned.
 1819 Changed course to 160 (t).
 2014 Changed course to 235 (t).
 2025 Changed course to 255 (t).
 2038 Commenced landing VF(N). F6F, BuNo. 58010 crashed into parked planes after missing all barriers, damaging five planes beyond repair and slight damage to six other planes. No injury to personnel.
 2110 Changed course to 325 (t).

13 September 1944

Operating in area west of Palau Islands on this day, FRANKLIN launched seven support groups against the islands and two routine patrols. During the morning, two destroyers were fueled.

DECLASSIFIED

Authority

NND 968133

By

NARA Date 5/11/06

13 September 1944

0000 Course 095 (t), speed 20 knots, zigzagging, Plan 6.
0530 Commenced steaming on various courses and at various speeds to conform with point option, course 210 (t), speed 6 knots.
0541 Launched support ABLE, 13 VF, 12 VB, 8 VT.
0557 Commenced fueling U.S.S. PATTERSON.
0656 Completed fueling destroyer.
0724 Commenced fueling U.S.S. MAURY.
0829 Completed fueling destroyer.
0846 Launched support CHARLIE, 12 VF, 7 VB, 4 VT, and first patrol.
0913 Recovered support ABLE. All planes returned.
1005 Launched support DOG, 5 VF, 6 VB.
1129 Launched support EASY, 9 VF, 5 VB, 8 VT.
1140 Recovered support CHARLIE and first patrol. All planes returned except one TBM of support CHARLIE. Pilot and crew last seen in life boat.
1302 Recovered support DOG. All planes returned.
1428 Launched support GEORGE, 4 VF, 12 VB, 3 VT, and second patrol.
1455 Recovered support EASY. All planes returned.
1600 Launched support HOW, 6 VB.
1738 Recovered support GEORGE. All planes returned.
1808 Recovered support HOW and second patrol. All planes returned.
1833 Course 080 (t), speed 18 knots, zigzagging, Plan 6.
2020 Changed course to 330 (t).

14 September 1944

FRANKLIN operated in area west of the Palau Islands this date, providing six support missions, five MCAP's, and two routine patrols. In the evening, retirement was to the northwest of the islands.

0000 Course 040 (t), speed 18 knots, zigzagging, Plan 6.
0515 Commenced steering various courses and speeds to conform with point option of course 200 (t), speed 6 knots.
0555 Launched support ABLE, 9 VF, 10 VB, 9 VT. Launched MCAP #1.
0836 Launched support CHARLIE, 4 VF, 12 VB, 6 VT. Launched patrol and MCAP #2.
0852 Recovered support ABLE. All planes returned.
1005 Launched support DOG, 6 VB.
Recovered MCAP #1. All planes returned.
1145 Launched support EASY, 12 VF, 12 VB, 9 VT. Launched MCAP #3.
1209 Recovered support CHARLIE and MCAP #2. All planes returned.
1308 Recovered support DOG. All planes returned.
1441 Launched support GEORGE, 4 VF, 10 VB, 3 VT; Patrol #4, and MCAP #4.
1459 Recovered support EASY and MCAP #3. All planes returned.
1600 Launched support HOW, 5 VB.
1725 Recovered support GEORGE. All planes returned.
1817 Recovered support HOW, Patrol #4, and MCAP #3. All planes returned.
2000 Course 310 (t), speed 18 knots, zigzagging, Plan 6.

15 September 1944

On this day FRANKLIN, operating west of Palau Islands, sent five support groups, one pre-How hour strike, and three MCAP's against the islands. In the evening, the Task Group retired to the southwest of the islands.

0000 Course 050 (t), speed 18 knots, zigzagging, Plan 6.
 0500 Commenced steaming on various courses and at various speeds to conform with point option, course 220 (t), speed 5 knots.
 0656 Catapulted first MCAP.
 0711 Launched pre-How hour strike of 7 VF, 5 VB, and support BAKER of 8 VF, 6 VB, 7 VT.
 0835 Launched support CHARLIE of 8 VB, 8 VT, and second MCAP.
 0848 Recovered pre-How hour strike. All planes returned.
 1002 Launched support DOG of 5 VB.
 1023 Recovered planes of support BAKER and first MCAP. All planes returned.
 1203 Recovered support CHARLIE and second MCAP. All planes returned.
 1259 Recovered support DOG. All planes returned.
 1633 Launched support HOW of 8 VF, 2 VB, and third MCAP, 2 VF(N).
 1815 Recovered support HOW. All planes returned.
 2004 Recovered third MCAP. All planes returned except 1 VF(N) which crashed into water. Pilot rescued by destroyer.
 2010 Course 270 (t), speed 18 knots, zigzagging, Plan 6.
 2131 Changed course to 060 (t).

16 September 1944

Operating west of Palau Islands this day, FRANKLIN provided one pre-George hour strike, three support missions, three MCAP's, and one routine patrol. In the morning, FRANKLIN fueled two destroyers. Retirement this day was to the south of the Palau Islands.

0000 Course 060 (t), speed 18 knots, zigzagging, Plan 6.
 0500 Commenced steering various courses and speeds to conform to point option of course 180 (t), speed 5 knots.
 0535 Launched MCAP #1 and routine patrols.
 0550 Commenced fueling U.S.S. McCALL.
 0555 Sighted island of Babelthup bearing 125 (t), distance 30 miles.
 0653 Completed fueling destroyer.
 0721 Launched pre-George hour strike, 12 VF, 9 VB, 4 VT, and support BAKER, 8 VF and 4 VB.
 0744 Commenced fueling U.S.S. BAGLEY.
 0820 Completed fueling destroyer.
 0847 Launched support CHARLIE, 7 VB, 2 VT, and MCAP #2.
 0852 Recovered MCAP #1 and routine patrols.
 1009 Launched support DOG, 4 VT, and MCAP #3.
 1024 Recovered pre-George hour strike and support BAKER. All planes returned.
 1139 Recovered MCAP #2.

16 September 1944

- 1315 Recovered support DOG and MCAP #3. All planes returned.
- 1604 Launched support HOW, 8 VF, 6 VB.
- 1745 Recovered support HOW. All planes returned.
- 1754 Course 250 (t), speed 18 knots, zigzagging, Plan 6.

17 September 1944

FRANKLIN fueled this day in area south of Palau. One routine patrol was provided by FRANKLIN. In the afternoon, U.S.S. BELLEAU WOOD joined Task Group 38.4. In the evening, the Task Group retired to the west of Palau.

- 0000 Course 210 (t), speed 20 knots.
- 0628 Joined fueling group; formed fueling disposition.
- 0744 Commenced fueling from U.S.S. MISSISSINAWA on course 245 (t), speed 12 knots.
- 1358 Completed fueling.
- 1426 Catapulted first routine patrol.
- 1509 Took cruising disposition 5-R on course 340 (t), speed 10 knots.
- 1537 Changed speed to 17 knots.
- 1700 U.S.S. BELLEAU WOOD joined Task Group; reformed cruising disposition 5-R as follows: FRANKLIN 2270, ENTERPRISE 2090, BELLEAU WOOD 2000, SAN JACINTO 2180, BILOXI 4315, and NEW ORLEANS 4135.
- 1753 Recovered routine patrol
- 1754 Changed course to 000 (t) and speed to 17 knots.

18 September 1944

In area west of Palau Islands this day, FRANKLIN provided two support missions against Angaur Island. During the morning, U.S.S. INDIANA joined the Task Group. In the evening, Task Group 38.4 took departure for Manus Island.

- 0000 Course 000 (t), speed 17 knots, zigzagging, Plan 6.
- 0300 Changed course to 090 (t).
- 0600 Commenced steering various courses and speeds to conform with point option of course 180 (t), speed 15 knots.
- 0705 U.S.S. INDIANA joined Task Group.
- 0932 Launched support ABLE, 8 VF, 6 VT, against Angaur Island.
- 1225 Recovered support ABLE. All planes returned.
- 1343 Launched support BAKER, 4 VF, 4 VT.
- 1629 Recovered support BAKER. All planes returned.
- 1800 Took departure for Manus Island on course 190 (t), speed 20 knots.
- 1942 Went to general quarters on bogie contact 025 (t); distance 25 miles; observed anti-aircraft fire.
- 2005 Secured from general quarters.