



Plan

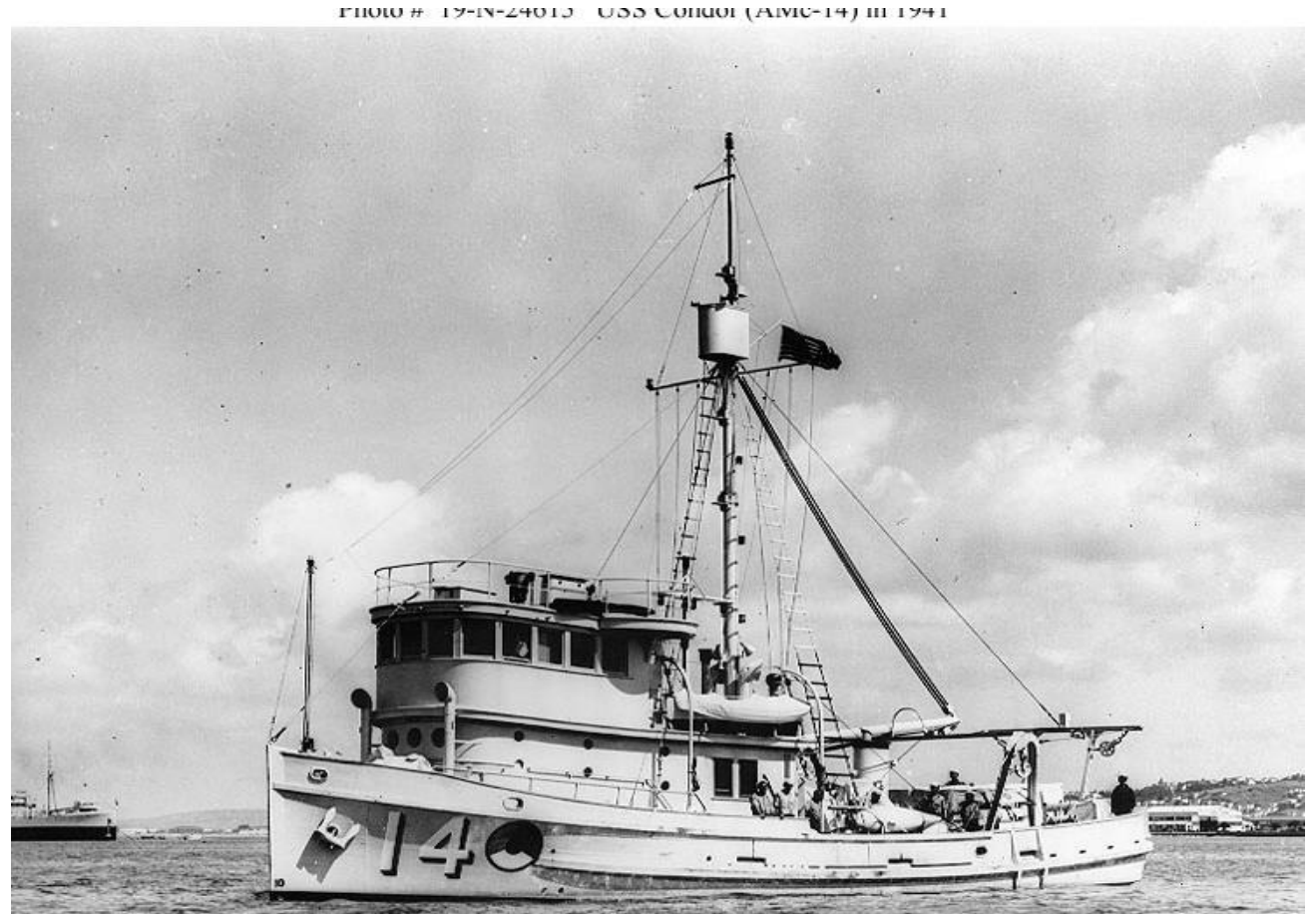
- As you know, to date I have focussed on telling the story as it was known to participants at the time, trying to bring out the drama of the situation facing the participants, who didn't know the strength or plans of the enemy or the outcome of the war.
- As the Allies take the initiative and improve their intelligence the character of the war is changing.
- You could say that by the middle of March 1943 we have reached the end of the beginning
- I have got as far as I want to go with the story for the moment.
- I will not pursue the detailed chronology any further.
- Last week we followed some operations in train at the middle of March to their outcomes.
- I am now planning to spend some time going back to look at some of the things, which were not known at the time, which hopefully should help us understand why things happened as they did.
- I will also spend some time following some of the individuals in the story, to see whence they came and where they went.

00.12 Pearl Harbour (local 03.42 Sunday)



8th December 00:12 Melbourne time at Pearl Harbour (03.42 Sunday local time)

- Ensign R.C. McCloy USNR, commanding minesweeper USS Condor, sights the periscope of a submarine less than two miles from the harbour entrance buoy and blinkers to destroyer USS Ward.
- Ward commences a search for a submarine.
- Lieutenant Commander Outerbridge had been appointed Captain of the Ward, his first command, two days previously on the 5th of December.



8th December

- **02.56 Melbourne time, at Pearl Harbour (06.26 local time)**
- Sunrise
- **03.03 Pearl Harbour (06.33 Sunday)**
- A navy Catalina sights a submarine outside the harbour and drops smoke pots on the spot then radios a coded message.
- **03.15 Pearl Harbour (06.45 Sunday)**
- Ward sights a submarine, attacks it with gunfire and depth charges and sinks it.
- **03.20 Pearl Harbour (06.50 Sunday)**
- Radar units at Kaaawa, Opana and Kawaihoa, operating for training purposes between 04.00 and 07.00, detect a target approximately 135 miles north of Oahu heading south and all report it to the Information Center. There is no Director or Aircraft Controller or Antiaircraft controller on duty at the center. The only officer present is a fighter pilot from the 14th Pursuit Wing on duty to learn how the system operates.
- **03.24 Pearl Harbour (06.54 Sunday)**
- Ward radios in code to Commandant 14th naval district, “We have attacked, fired upon and dropped depth charges on a submarine operating in the defensive sea area”

8th December

- **04.00 Melbourne time at Pearl Harbour (07.30 Sunday local)**
- On a clear sunny Hawaiian winter's morning Boatswain's Mate Milligan on destroyer Allen notices 20 to 25 planes orbiting to the west and assumes they are US aircraft.
- There are 94 ships in harbour including 8 battleships but no aircraft carriers, which are all at sea transporting aircraft to American outposts in the Pacific.
- The fleet is at readiness "Condition 3" with one in four of the anti-aircraft machine guns but none of the five inch dual purpose guns manned. Ready use ammunition lockers are locked, the officer of the deck has the keys.
- **04.05 Pearl Harbour (07.35 Sunday)**
- The coded message from the Catalina which sighted the submarine is decoded & delivered to the duty officer at Ford Island, who plans an extensive search by more planes.



Pearl Harbor attack

- Fleet submarines I-16, I-18, I-20, I-22, and I-24 each embarked a Type A midget submarine for transport to the waters off Oahu and left Kure Naval District on November 25, 1941.
- On December 6, they came to within 10 nmi of the mouth of Pearl Harbor and launched their midget subs at about 01:00 local time on December 7.
- At 03:42 Hawaiian Time, the minesweeper Condor spotted a midget submarine periscope southwest of the Pearl Harbor entrance buoy and alerted the destroyer Ward.
- The midget may have entered Pearl Harbor. However, Ward sank another midget submarine, No. 20, at 06:37 in the first American shots in the Pacific.
- Midget submarine No. 22, on the north side of Ford Island missed the seaplane tender Curtiss with her first torpedo and missed the attacking destroyer Monaghan with her other one before being sunk by Monaghan at 08:43.
- Japanese forces received a radio message from a midget submarine at 00:41 on December 8 claiming damage to one or more large warships inside Pearl Harbor.

Pearl Harbor attack

- Midget No 18 had been damaged by a depth charge attack and was abandoned by its crew off Keehi Lagoon east of the Pearl Harbor entrance before it could fire its torpedoes.



Raising of midget submarine No.18 from Keehi Lagoon by USS Current in 1960

Pearl Harbor attack

- A fifth midget submarine, Ha-19, grounded twice, once outside the harbor entrance and again on the east side of Oahu, where it was captured on December 8. Ensign Kazuo Sakamaki swam ashore and was captured by Hawaii National Guard Corporal David Akui, becoming the first Japanese prisoner of war.
- Submarine crews had been ordered to scuttle their subs after the attack and provisions were made to recover stranded crews.



Ko-hyoteki class submarine grounded in the surf on Oahu after the Attack on Pearl Harbor, December 1941.

Pearl Harbor attack

- In 1992, 2000, and 2001, Hawaii Undersea Research Laboratory's submersibles found the wreck of a midget sub lying in three parts three miles south of the Pearl Harbor entrance.
- The wreck was in the debris field where much surplus U.S. equipment was dumped from the West Loch Disaster of 1944, including vehicles and landing craft. In 2009, a research team positively identified the sub as being the last, No.16, of the 5 Ko-Hyoteki that participated in the December 7, 1941, attack, piloted by Ensign Masaji Yokoyama and Petty Officer 2nd Class Sadamu Kamita.
- Both of its torpedoes were missing, indicating that the fifth midget may have fired its torpedoes prior to being scuttled. Although this correlates with reports of two torpedoes fired at the light cruiser St. Louis at 10:04 at the entrance of Pearl Harbor, and a possible torpedo fired at destroyer Helm at 08:21, there is circumstantial evidence to support a hypothesis that No.16, like No.22, successfully entered Pearl, fired on Battleship Row, and escaped to the relative quiet of neighboring West Loch, where it was scuttled by the crew.
- When a series of explosions sank an amphibious fleet being assembled in the Loch in 1944, the remains of the sub were collected and dumped in the subsequent salvage operation, which was kept classified as secret until 1960. The incident, which occurred just after 3:00 p.m. on Sunday, May 21, 1944, began following an explosion in a staging area for Landing Ships, Tank (LSTs) and other amphibious assault ships in West Loch. A fire quickly spread among the ships being prepared for Operation Forager, the invasion of the Japanese-held Mariana Islands. Over the next 24 hours, six LSTs sank, 163 naval personnel died, and 396 were injured.

Pearl Harbor attack

- Each submarine had a crew of two. A junior officer conned the boat while a petty officer manipulated valves and moved ballast to control trim and diving.
- They had a speed of 23 knots surfaced and 19 knots submerged but range fell from 100 nmi at 2 knots to only 18 nmi at 19 knots.
- The submarines were each armed with two 450 mm (17.7in.) torpedoes in muzzle-loading tubes one above the other at the bow. In the Pearl Harbor attack, the specially designed Type 97 torpedo was used.



No.8 on display at the Submarine Force Library and Museum, East London.

Attacks on Madagascar

- On 29 May 1942, the Japanese submarines I-10, I-16 and I-20 arrived at Madagascar.
- I-10's reconnaissance plane spotted Revenge-class battleship HMS Ramillies at anchor in Diego Suarez harbor but the plane was spotted and Ramillies changed her berth.
- I-20 and I-16 launched two midget submarines, one of which managed to enter the harbor and fired two torpedoes while under depth charge attack from two corvettes.
- One torpedo seriously damaged Ramillies, while the second sank the 6,993 ton oil tanker British Loyalty. Ramillies was later repaired in Durban and Plymouth.
- The crew of one of the submarines, Lieutenant Saburo Akieda and Petty Officer Masami Takemoto, beached their submarine (No.20b) at Nosy Antaliky and moved inland towards their pick-up point near Cape Amber.
- They were informed on when they bought food at a village and both were killed in a firefight with Royal Marines three days later.
- The second midget submarine, No.16b, was lost at sea and the body of one of its crew was found washed ashore a day later.



Ramillies approaching the entrance to Diego-Suarez harbour, May 1942

30 May - Sea

- **Sydney**
- About 4.20 a.m. on 30th May a Curtiss-type biplane single-float aircraft, burning navigation lights, flew over Man-of-War anchorage in Sydney Harbour, twice circled U.S.S. Chicago lying at No. 2 Buoy, and departed due east.
 - The aircraft was heard and seen from Garden Island, and a duty officer there, Lieutenant Wilson, was sent out to Chicago to ask if they knew anything about it. He saw Chicago's officer of the watch, who replied that it was an American cruiser's aircraft.
 - It was pointed out that there was no American cruiser other than Chicago in the area—and the aircraft was not hers.
- An air raid warning was issued by Fighter Sector Headquarters at 5.7 a.m. (30th May), and later reports came in indicating the presence of two unidentified aircraft in the Sydney-Newcastle area, but searches by fighter aircraft found nothing.



USS Chicago in Sydney

31 May – Sydney Harbour

- At Sydney Harbour the signature of an inward crossing was recorded on an indicator loop at 8 p.m. (31 May 1942)
 - The fixed anti-submarine defences consisted of outer and inner indicator loops at the Heads, but the outer loops were out of action.
 - At the inner entrance to the harbour there was, in course of construction, an anti - torpedo boom, between George's Head on Middle Head, and Green Point on Inner South Head.
 - The centre portion was completed, but there were gaps at each end, though un-netted piles were in position in the western gap.



AUSTRALIAN WAR MEMORIAL

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AERIAL VIEW OF THE BOOM DEFENCES IN SYDNEY HARBOUR, WHEN COMPLETED. LOOKING FROM GEORGE'S HEAD TOWARDS GREEN POINT.

31 May – Sydney Harbour

- Approximately fifteen minutes later (8.15 pm) Mr Cargill, a Maritime Services Board watchman, sighted a suspicious object caught in the anti-torpedo net near the west gate.
 - He and his assistant, Mr Nangle, investigated it in a skiff, and reported it to Yarroma (Lieutenant Evers) at about 9.30.
 - Apprehension that the object was a magnetic mine deterred Yarroma from closing it.
 - She reported "suspicious object in net" at 9.52 p.m., and was ordered to close and give full description, and
 - at 10.20 sent a stoker across in the Maritime Services skiff, while Lolita (Warrant Officer Anderson) closed the scene.
 - The stoker reported that the object was a submarine, and at 10.30 Yarroma signalled to Sydney naval headquarters:
 - "Object is submarine. Request permission to open fire."
 - Five minutes later there was an explosion in the submarine and it sank.



HMAS Yarroma in Sydney

31 May – Sydney Harbour



31 May – Sydney Harbour

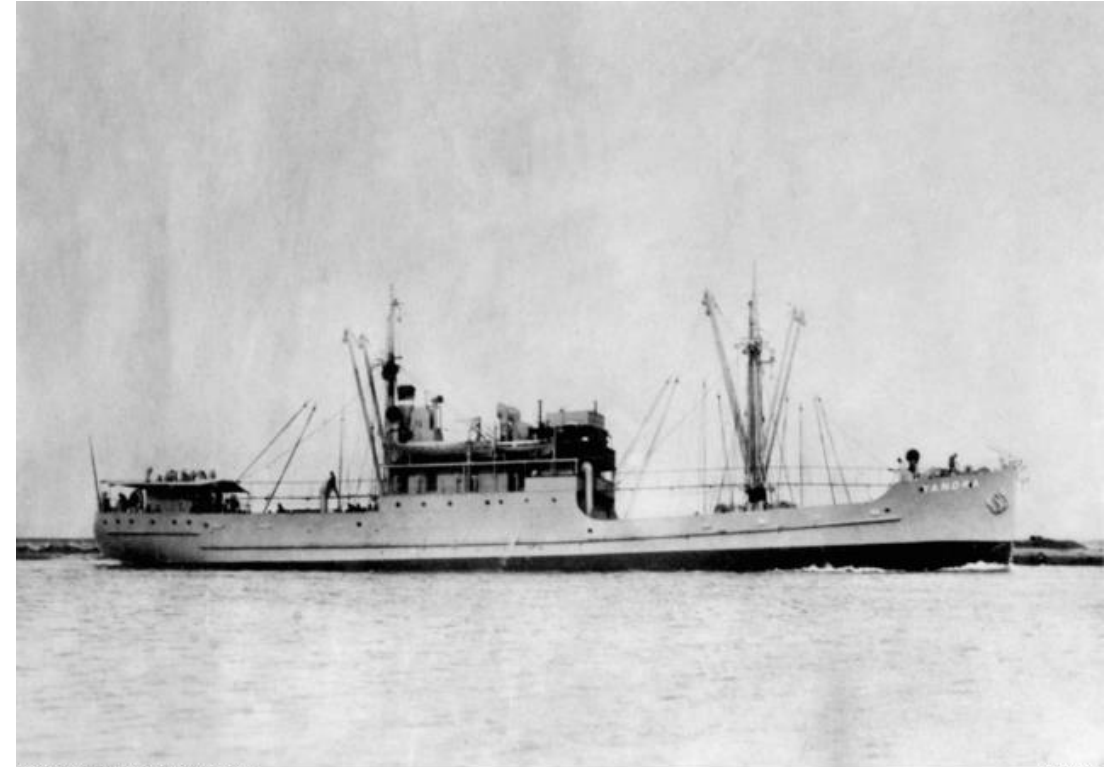
- Meanwhile, at 9.48, another inward crossing had recorded on the indicator loop.
- At 10.20 Captain Bode, Commanding Officer of USS Chicago, who had been on shore at "Tresco", the official residence of the N.O.I.C., left there for his ships "with the suggestion that he should go to sea with Perkins".
- At 10.27 p.m., and again at 10.36, the general alarm was given by the Naval Officer-in-Charge, Sydney, Rear-Admiral Muirhead-Gould. The 10.27 warning instructed all ships in Sydney Harbour to take anti - submarine precautions, and the port was closed to outward shipping.
- At approximately 10.50, Chicago, lying at No. 2 Buoy, sighted a submarine's periscope about 500 yards distant. She illuminated it by searchlight and opened fire with red tracer pom-pom.
- The submarine, steering towards the Harbour Bridge, passed about 200 yards off Garden Island in the path of the dockyard motor boat Nestor, which had to alter course to avoid. An observer on Garden Island ferry wharf saw it in Chicago's searchlight with the cruiser's shots "falling all round it".



Naval Officer-in-Charge, Sydney,
Rear-Admiral Muirhead-Gould.

31 May – Sydney Harbour

- At 10.52 p.m. the naval auxiliary patrol boat Lauriana, on duty in the loop area with Yandra, sighted "a flurry on the water" ahead. She illuminated with her searchlight a submarine conning tower 60 to 80 feet distant, and being unarmed she signalled Port War Signal Station and Yandra.
- At 10.54 Yandra sighted the submarine's conning tower at a distance of 400 yards, three cables 28 degrees from Hornby Light.
 - She tried to ram the enemy "which appeared 100 yards astern, damaged, and slowly turning to starboard".
 - Contact was lost, but was regained by sighting at 600 yards five minutes later, and
 - at 11.07 Yandra attacked with a pattern of six depth-charges. "Submarine was not seen after explosions."



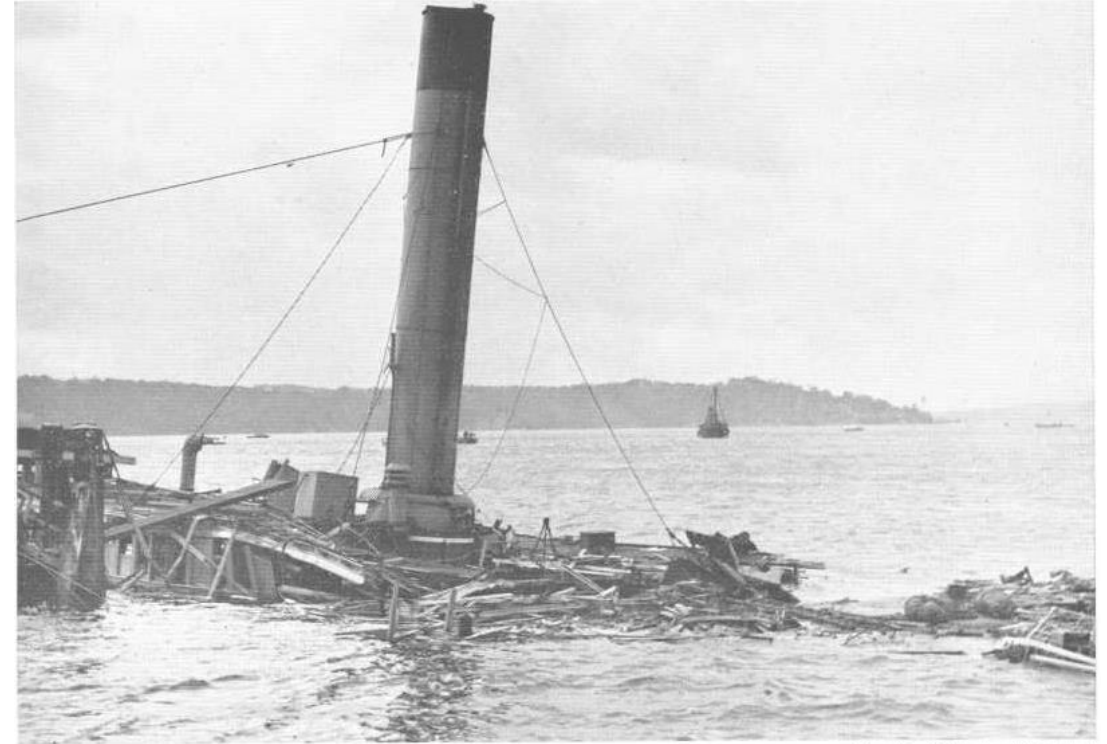
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THE CARGO VESSEL YANDRA BEFORE BEING TAKEN UP BY THE RAN FOR SERVICE AS AN AUXILIARY ANTI SUBMARINE VESSEL.

31 May – Sydney Harbour

- While all this was going on, the ferries continued to run. This was by Muirhead-Gould's direct order, since he felt that "the more boats that were moving about at high speed the better chance of keeping the submarines down till daylight".
- Ships continued to show lights, and it was not until 11.14 p.m. that the instruction "All ships to be darkened" was issued, and eleven minutes later before the graving dock floodlights were extinguished.
- At 11.10 p.m. Geelong, from her berth alongside at Garden Island, fired at a suspicious object in the direction of Bradley's Head. Both Geelong and Whyalla alongside her, illuminated the Bradley's Head area by searchlight for some time without again sighting anything.
- At 11.25 the graving dock floodlights blacked out.

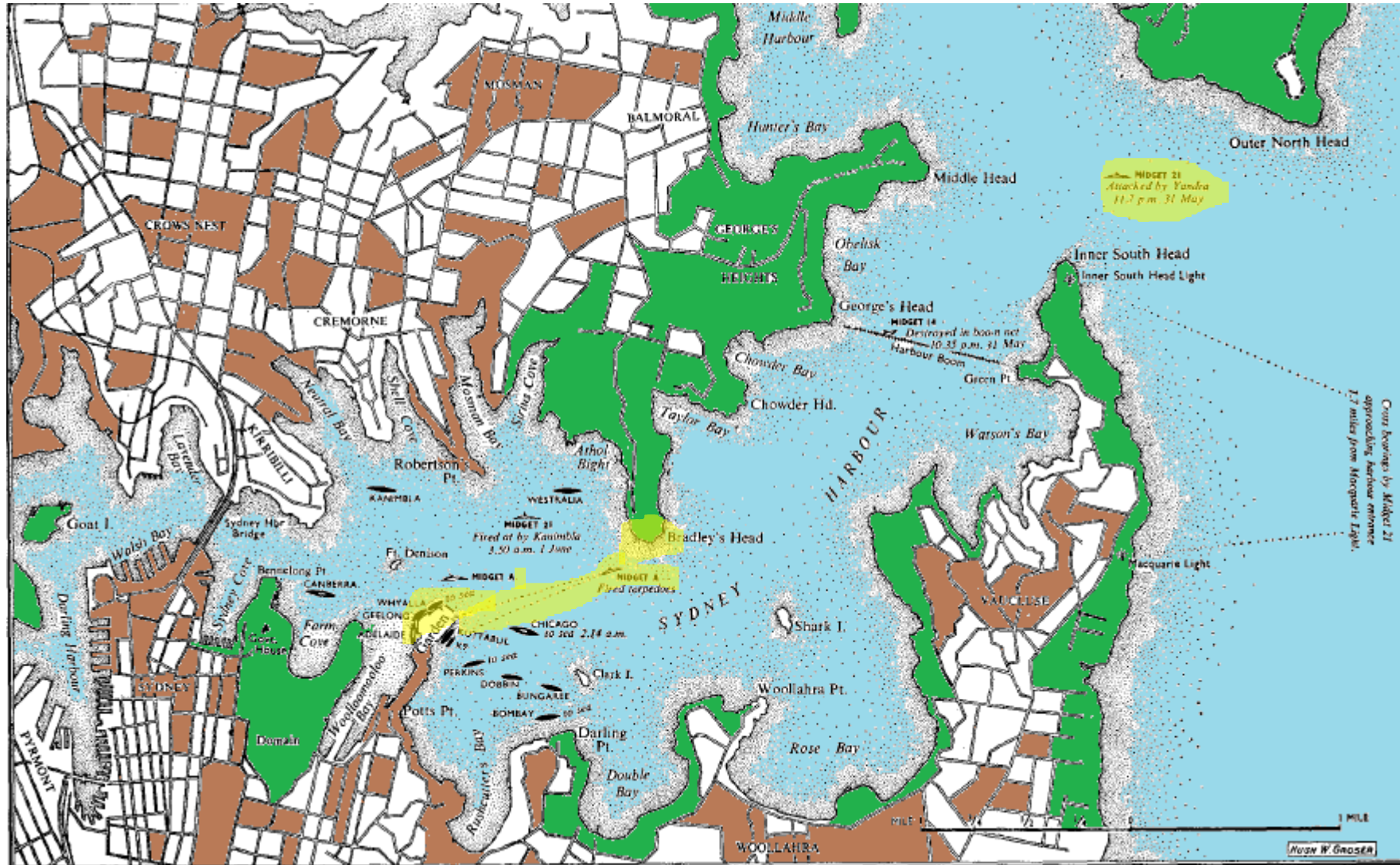


(R.A.N. Historical Section)

Wreck of *Kuttabul* after the Japanese midget submarine attack on Sydney Harbour, night 31st May-1st June 1942.

At 11.30 an underwater explosion wrecked HMAS Kuttabul, a Navy depot ship converted from a Sydney Harbour ferry, and caused a number of casualties in her, 18 killed, one missing believed killed, 10 wounded.

31 May – Sydney Harbour



31 May – Sydney Harbour

- At 2.30 the four "stand off" Channel Patrol Boats in Farm Cove were ordered to proceed on patrol, Toomaree to the east boom gate, Marlean and Sea Mist to the west gate, and Steady Hour to join Lolita and Yarroma at the boom.
- At this time it was believed that a third submarine was in the harbour, because an indicator loop crossing was registered at 1.58 a.m.
- *Chicago*, while proceeding to sea sighted a periscope almost alongside, and signalled "Submarine entering harbour" at 3 a.m. and one minute later an inward crossing was registered on an indicator loop.
- At approximately 5 a.m. Sea Mist, at the request of minesweeper Goonambee (patrolling from Bradley's Head to the west gate) investigated a suspicious object in Taylor Bay.
- She illuminated it with an Aldis lamp, identified it as a submarine, and made two depth-charge attacks, simultaneously firing red Very lights.
- These and the explosions brought Yarroma hot-foot to the scene, to find Sea Mist attacking what that boat reported as "three submarines".



HMAS Steady Hour

Yarroma and Sea Mist were shortly joined by Steady Hour, and from then on until 8.27 a.m. intermittent depth charge attacks were delivered on submarine contacts recorded by detection gear and by visual "sightings"

The map illustrates the Sydney Harbour area, with landmasses in green and water in blue. Key locations labeled include Middle Harbour, Hunter's Bay, Middle Head, Inner South Head, Watson's Bay, and the city of Sydney. The map shows the positions of several ships and submarines during the attack on May 31, 1941. The German submarine U-30 is shown in the harbour, and the British submarine Midget 21 is shown approaching the harbour entrance. The map also shows the positions of other ships, including the British submarine Midget 14, and the locations of various headlands and bays. A scale bar at the bottom right indicates a distance of 1 mile. The map is credited to Hugh W. Grosvenor.

31 May – Sydney Harbour

- In the subsequent analysis the 1.58 loop crossing was determined as an outward crossing—that of a Midget, leaving the harbour after having fired her torpedoes and completed her mission.
- It was subsequently discovered that Kuttabul was sunk by one of two torpedoes which, fired at Chicago by a Midget from the direction of Bradley's Head, passed under the Dutch submarine K 9, and struck the harbour bed beneath Kuttabul, where it exploded.
- The other torpedo ran on shore on Garden Island and failed to explode. Possibly the blacking out of the graving dock floodlights just prior to the attack was responsible for the cruiser's escape.



The unexploded torpedo at Garden Island after the attack

1 June

- **Sydney**
- A diver's investigations found a Midget submarine, with her engines still running, lying on the harbour floor.
- **Cairns**
- The outbreak of World War 2 in 1939 increased demand for a suitable road from Cairns to the tableland via Kuranda, as an emergency evacuation route in the event of hostile invasion. This road, which took 18 months to construct with a single bulldozer, opened in June 1942. The fall of Singapore precipitated a mass evacuation of local residents to the south. Many homes were sold cheaply, and the local population declined by nearly 7000 people.
- **New Guinea**
- 18 Betty bombers escorted by 9 Zeros attacked the docks at Port Moresby. More than 30 fighters intercepted at 11.50 and claimed one bomber shot down and six probables. Lts Hosford and Plunkett were listed MIA. Plunkett returned a few days later despite having been savaged by a crocodile while following a stream as the easiest path through the jungle.
- B-17s attack Lae, Salamaua, and Rabaul.
- **Burma**
- 5 HBs attack Rangoon dock and harbor area, claiming 1 tanker sunk and another left listing.

4 June – Australia

- **Sydney Harbour**
- After a failed attempt on the 2nd
- on 4th June, with the help of sheerlegs and slings, the wreck of the submarine, attacked by *Steady Hour* et al, was warped into shallow water and finally brought on shore.
- Its occupants were found to have died as the result of self-inflicted revolver shots to the head
- **Australian Coast**
- At 7 a.m. the coastal passenger steamer *Canberra* (7,710 tons) reported sighting a "suspicious object probably submarine" off Cape Moreton, Queensland.
- Pending the institution of convoys, the Naval Board suspended merchant ship sailings between Melbourne and Brisbane.



June 4, 1942. A Japanese midget submarine is raised from the bed of Sydney Harbour.

Attack on Sydney Harbour

- On the night of 29 May 1942, five large Japanese submarines positioned themselves 56 kilometres north-east of Sydney Heads. At 3 a.m. the next day one of the submarines launched a reconnaissance aircraft. After circling Sydney Harbour the aircraft returned to its submarine, reporting the presence of 'battleships and cruisers moored in the harbour.
- The flotilla's commanding officer decided to attack the harbour with midget submarines the next night. The next day the five submarines approached to within 11 kilometres of Sydney Heads, and at about 4:30 p.m. 30 May they released three midget submarines, which then began their approach to Sydney Harbour.
- The outer-harbour defences detected the entry of the first midget submarine, No.14, at about 8 pm, but it was not identified until it became entangled in an anti-torpedo net that was suspended between George's Head and Green Point. Before HMAS Yarroma was able to open fire, the submarine's two crew members destroyed their vessel with demolition charges and killed themselves.
- The second submarine, No.24b, entered the harbour at about 9.48 p.m. and headed west, causing a general alarm to be issued by the NOIC, Sydney. About 200 metres from Garden Island the submarine was fired on by the cruiser USS Chicago. The submarine then fired its two torpedoes at the cruiser. One torpedo ran ashore on Garden Island, but failed to explode. The other passed under the Dutch submarine K9 and struck the harbour bed beneath the depot ship HMAS Kuttabul where it exploded, killing 21 sailors. The submarine then slipped out of the harbour, its mission complete, and disappeared. Its wreck was located, about 30 km north of the harbour and 5 km to seaward, in November 2006. It is now protected as a war grave.
- The third submarine, No.21, was sighted by HMAS Yandra at the entrance to the harbour and was depth-charged. Some four hours later it entered the harbour, but it was subsequently attacked with depth charges and sunk in Taylor Bay by vessels of the Royal Australian Navy. Both members of the submarine's crew committed suicide.
- The two submarines that were recovered were identical, and their remains were used to reconstruct a complete submarine, which toured New South Wales, Victoria and South Australia before being delivered to the Australian War Memorial in Canberra in 1943, where it remains on display.

8th December

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- Sunrise
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- **03.24 Pearl Harbour (06.54 Sunday)**
- Ward radios in code to Commandant 14th naval district, **“We have attacked, fired upon and dropped depth charges on a submarine operating in the defensive sea area”**

8th December

- **03.32 Melbourne time at Pearl Harbour (07.02 Sunday local time)**
- At 07.00 four of the five radar units close down on schedule and the plotters leave the Information Center.
- The radar at Opana, continuing to operate because the breakfast truck is late, plots a very large target bearing 357 degrees at 130 miles and report it to the Information Center. In the absence of a director or controller or defined procedures, no action is taken.
- Because the breakfast truck had still not arrived Opana radar continues tracking the target till about twenty miles from the coast of Oahu, when ground interference blocked the signal.
- **03.42 Pearl Harbour (07.12 Sunday)**
- The decoded signal from Ward is passed to the Naval District duty officer.
- **03.55 Pearl Harbour (07.25 Sunday)**
- Admiral Bloch orders the ready duty destroyer to get under way and advises the Cincpac duty officer.
- After sundry delays owing to telephone switchboard congestion, the duty officer phoned Admiral Kimmel, who said “I will be right down” and started to change out of his golf gear and into his uniform.

8th December

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- On a clear sunny Hawaiian winter's morning Boatswain's Mate Milligan on destroyer Allen notices 20 to 25 planes orbiting to the west and assumes they are US aircraft.
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- **04.05 Pearl Harbour (07.35 Sunday)**
- The coded message from the Catalina which sighted the submarine is decoded & delivered to the duty officer at Ford Island, who plans an extensive search by more planes.



8th December

- **04.24 Pearl Harbour (07.54 Sunday local time)**
- Bombs start falling on Pearl Harbour.
- Fifteen Japanese torpedo bombers roar in from the south east over Hickam Field and the naval base at a height of 100 feet



8th December

04.24 Pearl Harbour (07.54 Sunday local time)

- The planes drop their torpedoes into the 500 yards of clear water between the naval base and the row of battleships.
- The bombers cross the open water to Battleship row in six or seven seconds, the torpedo run time adds another ten seconds or so before the explosions.
- West Virginia is hit by six or seven torpedoes, Oklahoma three, California two and Arizona several.



A torpedo has just hit USS *West Virginia* on the far side of Ford Island (center). Other battleships moored nearby are (from left): *Nevada*, *Arizona*, *Tennessee* (inboard of *West Virginia*), *Oklahoma* (torpedoed and listing) alongside *Maryland*, and *California*.

Japanese planes are visible in the right center (over Ford Island) and over the Navy Yard at right. U.S. Navy planes on the seaplane ramp are on fire

8th December

- **04.24 Pearl Harbour (07.54 Sunday)**
- Oklahoma capsizes in 12 minutes with her mast in the mud and part of her hull still above water.
- West Virginia and California sink upright with their upper works above water and some of their guns still firing.



Hull of the capsized Oklahoma with Maryland in the background

8th December

- **04.24 Pearl Harbour (07.54 Sunday)**
- Admiral Kimmel's phone rings again, with the news that Pearl Harbour is under attack.
- He rushes outside, uniform jacket unbuttoned and flapping.
- He dashes onto his neighbours lawn to get a better view of battleship row.
- The sky is full of Japanese planes and explosions.
- "It looks like they've got the Oklahoma." remarks Mrs Earle, his neighbour.
- "Yes I can see they have." he says.



8th December

- **04.24 Pearl Harbour (07.54 Sunday)**
- Within five minutes of the torpedo attack the battleships are also attacked by dive bombers.
- The torpedo and dive bombers then fly back over the ships machine gunning to kill the men.

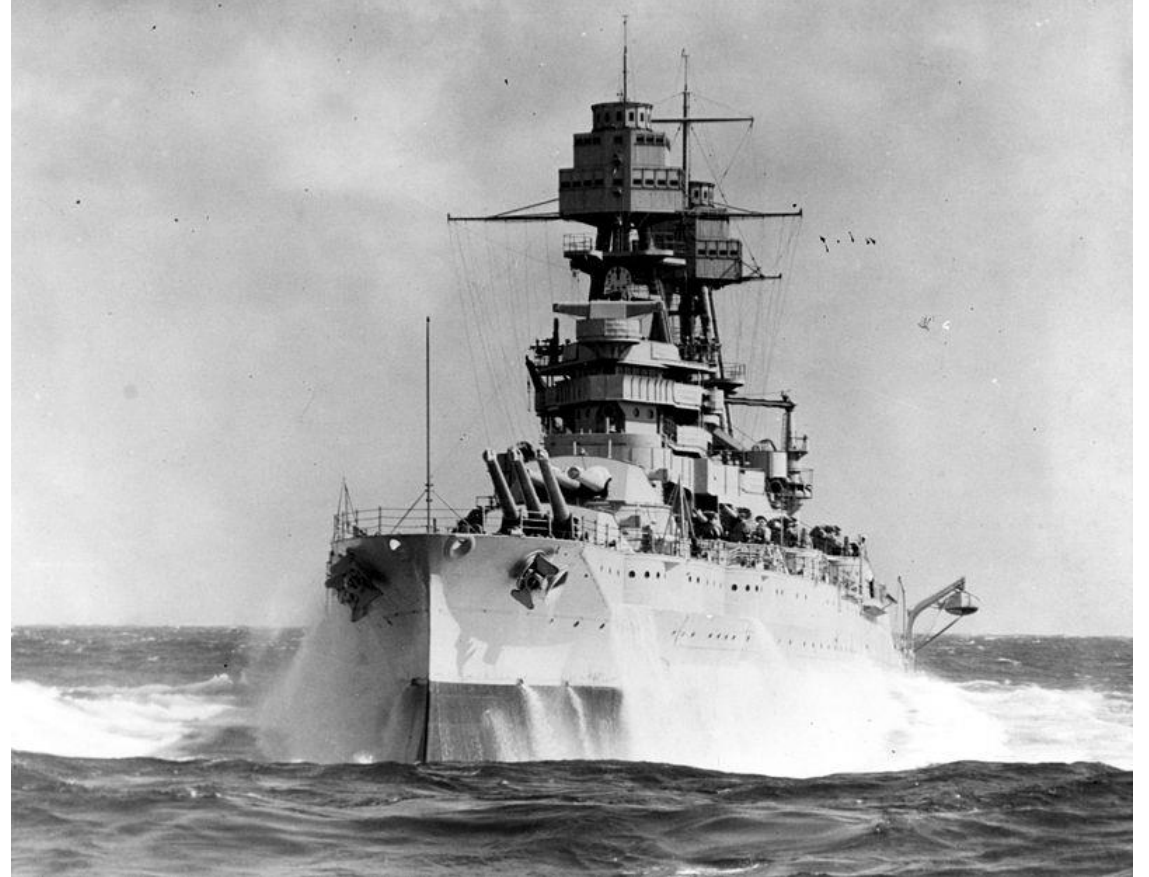


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8th December

- **04.24 Pearl Harbour (07.54 Sunday)**
- A heavy bomb hits Arizona beside the second turret, penetrates and explodes in one of the forward magazines.



Pre-war picture of Arizona at sea

8th December

- **04.24 Pearl Harbour (07.54 Sunday)**
- Within minutes of the opening of hostilities four out of eight battleships have been sunk and the other four are damaged and temporarily immobilised.
- While the torpedo bombers attack the battleships a flight of dive bombers work over the naval air station on Ford Island destroying or seriously damaging 33 aircraft.
- The Marine Corps Air Station at Ewa is attacked by fighters, flying as low as 20 feet to attack individual planes with short bursts of gunfire with incendiary and explosive ammunition. The attack continues for 20 or 25 minutes and destroys 33 out of the 49 aircraft on the base.
- A squadron of dive bombers attack the navy seaplane base at Kaneohe Bay. After dropping their bombs they come down low to shoot up the Catalinas.
- No navy or marine corps fighters survive take off to attack the enemy.

8th December

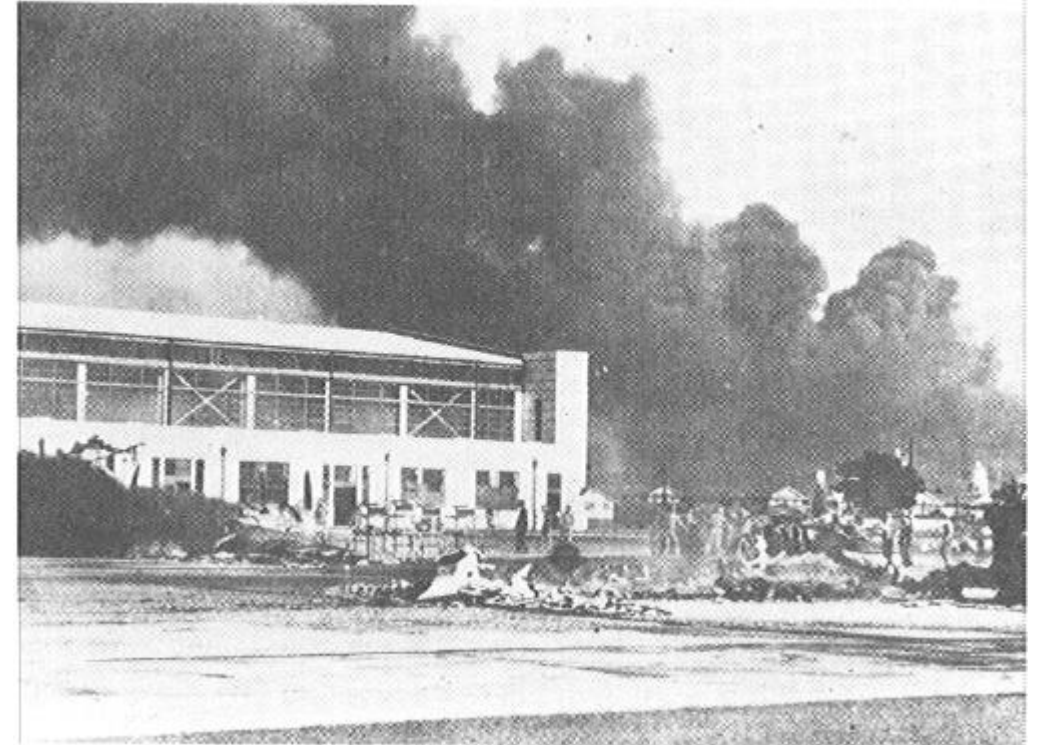
- **04.24 Pearl Harbour (07.54 Sunday)**
- There are no US army fighters on patrol or at a state of readiness.
- Under the alert in effect since 27 November AAF planes are concentrated for protection against sabotage, with an allowance of four hours' notice to make them ready for flight. At Wheeler field the planes are parked with wing tips touching in lines 15 to 20 feet apart.
- Few of the 12 army anti-aircraft batteries in and around the navy yard are manned and none have ready use ammunition supplies.



P-36 aircraft lined up at Wheeler Field

8th December

- **04.24 Pearl Harbour (07.54 Sunday)**
- Twenty-eight bombers escorted by fighters carried out a ten-minute raid on Hickam Field, then both dive bombers and fighters make low level machine gunning attacks on all visible aircraft and personnel. Within minutes the base is ablaze.



Smoke pours from burning aircraft and buildings at Hickam Field following the Japanese attack.

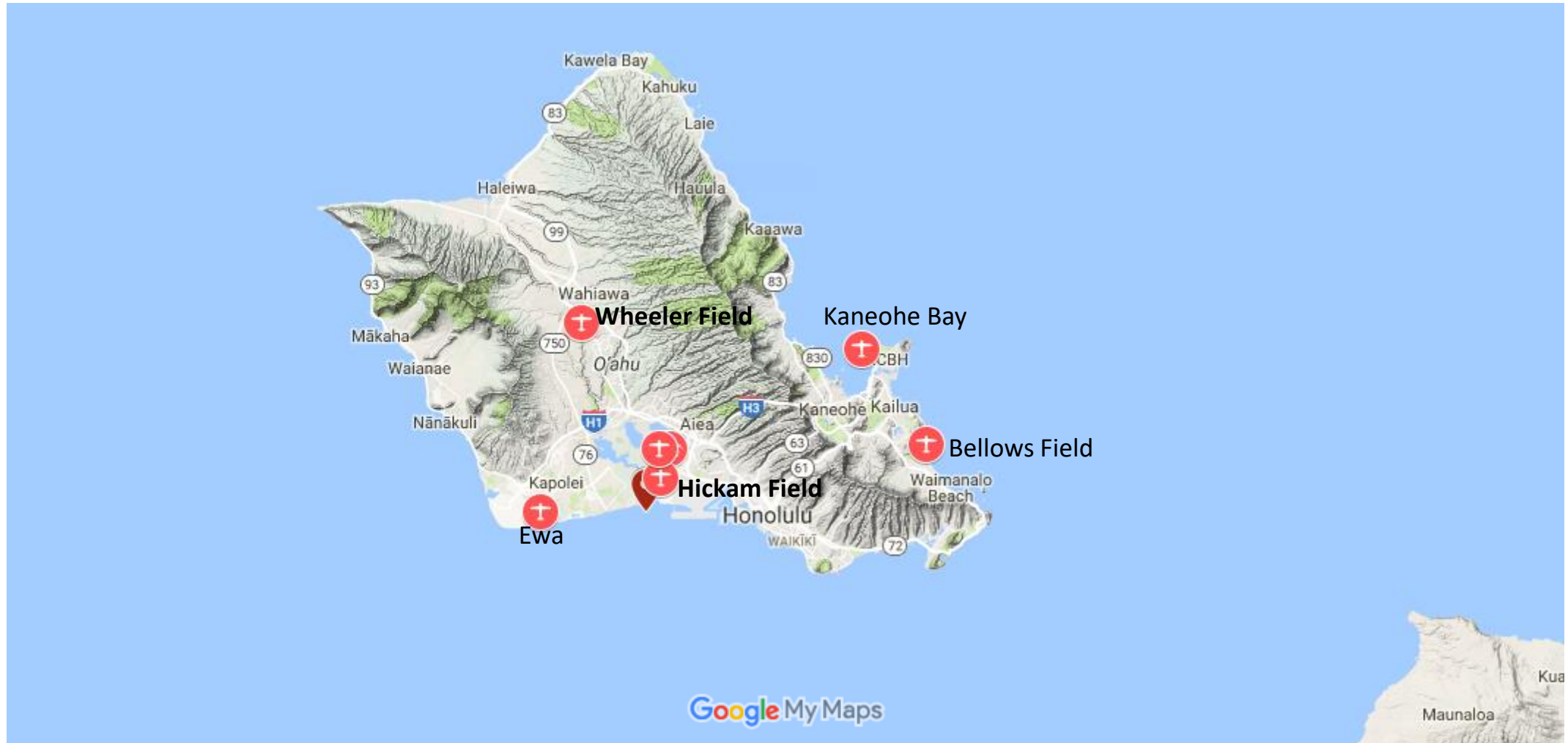
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- **04.24 Pearl Harbour (07.54 Sunday)**
- At Wheeler Field, the main pursuit base, about twenty-five dive bombers, escorted by fighters, attack the field at 08.05 and drop their bombs from 500 feet above the hangar line. After completing their bomb runs, the bombers and fighters begin machine gunning attacks on the parked aircraft, starting many fires and a thick pall of black smoke quickly covers the area. This attack lasts for no more than fifteen minutes.
- A single fighter attacks Bellows Field.



Planes and hangars burning at Wheeler Field

04.24 Pearl Harbour (local 07.54 Sunday)



8th December

- **05.00 Philippines (03.00)**
- The duty officer at Asiatic fleet wakes Admiral Hart with a phone call then walks 300 yards to the Admiral's hotel and passes on intercept of the message "Air raid Pearl Harbor - this is no drill". After walking 300 yards back from the hotel the duty officer sends message to fleet "Japan started hostilities. Govern yourselves accordingly." Admiral Purnell then drove to the army headquarters a few minutes away and gave the message to General MacArthur's chief of staff.
- **05.20 Washington (14.20)**
- After delays caused by clerical procedures in the Japanese embassy the Japanese emissaries deliver the note to Secretary Hull.
- **05.30 Philippines (03.30)**
- The radar set at Iba plots a formation of aircraft about seventy- five miles offshore headed toward Corregidor. The 3rd Pursuit Squadron (Iba) immediately send out planes to intercept. The radar shows them making contact with the approaching aircraft, but apparently the P-40's had passed underneath the enemy planes in the darkness.
- **05.50 Wake Island (06.50)**
- A message reaches Wake that Pearl Harbour is under attack. The bugler sounds Call to Arms. The marines grab weapons and ammunition and rush to their posts; aviators warm up their planes, civilians make for the bush and start digging foxholes and the China Clipper which had departed for Guam returns.
- **05.30 Pearl Harbour (09.00)**
- The Opana radar, which had been scheduled to shut down at 07.00 was back on the air after the attack before 09.00 and tracked the Japanese aircraft retiring northwards; but the army's central station fails to inform Cincpac headquarters of that fact.

8th December

- **06.12 Pearl Harbour (09.42)**
- Admiral Kimmel informs his forces at 09.42 that there are indications of a Japanese fleet North West of Oahu. The same message orders Admiral Halsey to intercept and attack the enemy. No additional information on the location or composition of the Japanese was provided.
- A sighting report reaches Cincpac of two Japanese carriers off Barbers point, 10 miles from the mouth of Pearl Harbour. USS Minneapolis intercepts this report, and, as she is right on the reported position her captain tries to radio Cincpac "No carriers in sight". But his radioman sends it as "Two carriers in sight". Fortunately, the planes sent out recognise Minneapolis and leave her alone.
- A direction finder bearing on radio transmissions from the Japanese carrier is misinterpreted. These instruments simultaneously show reciprocal bearings and judgement is required to determine which is correct. The enemy carrier is 358 degrees or almost due north of Pearl but the interpreter makes it 178 or almost due south.
- Information from army radar and prisoner interrogations fails to reach navy commanders.
- Admiral Kimmel concludes that the enemy had attacked from the south and is now retiring to Jaluit in the Marshalls. The Lexington task force turns south in the lively expectation of intercepting the Japanese carrier force.
- Confusion reigns.

8th December

- **06.20 Singapore (03.50)**
- Radar detects aircraft approaching Singapore. Fighter Control operations room reported promptly but the headquarters of the civil air raid precautions organisation is not manned so there is no civilian blackout and the civil population receive no warning. Not until a direct approach is made to the Governor, do the air raid sirens sound, and even then the city's streetlighting is not turned off.
- **06.30 Pearl Harbour (10.00 Sunday)**
- A strafing run at Kaneohe at 10.00 was the last attack by the Japanese planes. The attack is over. 2,403 Americans have died and 1,178 are wounded. Eighteen ships are sunk or run aground, including five battleships.
- Most of the damage to the ships had been done in the first ten minutes of the attack but attacks on the airfields continued for two hours.
- A second and third attack on the Marine Corps Air Station at Ewa by fighters and dive bombers were less damaging than the first as some anti-aircraft defences had been improvised by this time, with the machine guns in damaged planes.

8th December

- **06.30 Pearl Harbour (10.00 Sunday)**
- After the initial attack at 07.55 the seaplane base at Kaneohe has been attacked three more times. Of the 36 Catalinas on the base only the three which are on patrol remain serviceable. 27 have been destroyed and 6 damaged. The reconnaissance aircraft which would have been sent in search of the enemy fleet are burnt out hulks at Kaneohe. The base's anti-aircraft defences claim two enemy aircraft shot down.
- Hickam Field has been attacked three times. The skill of the Japanese pilots and the low altitudes at which they fly impress many survivors. From his BOQ room 2nd Lt Vernon Reeves sees a Japanese plane pass his window with its wingtip almost touching the ground. He thinks, "the guy is awful good to be able to do that. I couldn't do it. I don't know anyone who could do it."

8th December

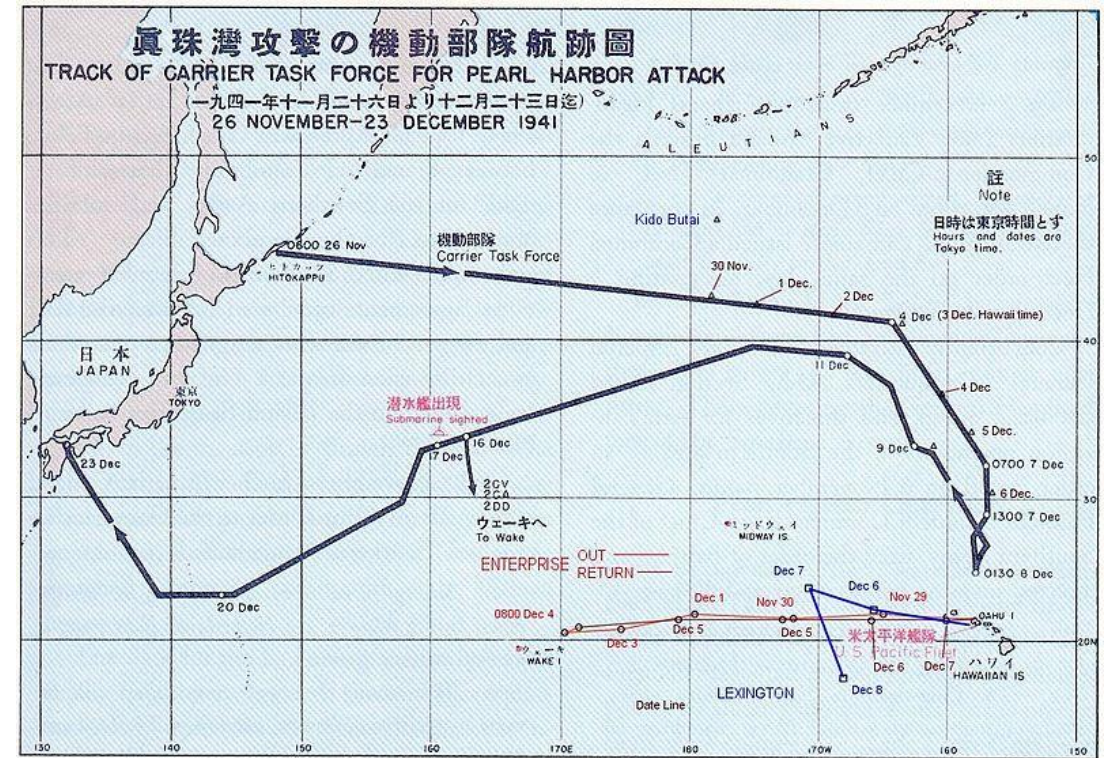
- **06.30 Pearl Harbour (10.00 Sunday)**
- Wheeler Field has been strafed again at 09.05.
- Almost every building on the flight line seems to be on fire and there is a constant pop of exploding ammunition, which continues for two or three days. This came from Hangar 3, which held a tremendous amount of ammunition, including several million rounds of .50-caliber ammo that had been taken out of the planes on the ramp and stored in the hangar as another antisabotage measure.



Remains of P40s on the Wheeler flight line

Pearl Harbour

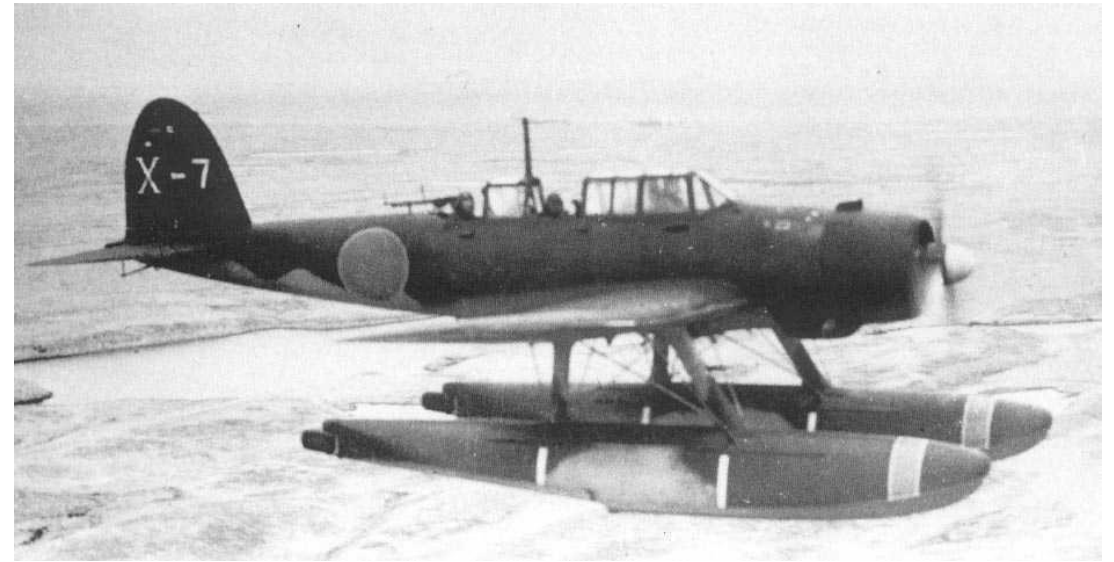
- On November 26, 1941, a Japanese task force (the Striking Force) of six aircraft carriers—Akagi, Kaga, Sōryū, Hiryū, Shōkaku, and Zuikaku—departed Hittokapu Bay on Kasatka Island in the Kurile Islands, en route to a position northwest of Hawaii, intending to launch its 408 aircraft to attack Pearl Harbor: 360 for the two attack waves and 48 on defensive combat air patrol (CAP), including nine fighters from the first wave.
- The first wave was to be the primary attack, while the second wave was to attack carriers as its first objective and cruisers as its second, with battleships as the third target.
- The first wave carried most of the weapons to attack capital ships, mainly specially adapted Type 91 aerial torpedoes which were designed with an anti-roll mechanism and a rudder extension that let them operate in shallow water.
- The aircrews were ordered to select the highest value targets (battleships and aircraft carriers) or, if these were not present, any other high value ships (cruisers and destroyers). First wave dive bombers were to attack ground targets.
- Fighters were ordered to strafe and destroy as many parked aircraft as possible to ensure they did not get into the air to intercept the bombers, especially in the first wave.
- When the fighters' fuel got low they were to refuel at the aircraft carriers and return to combat. Fighters were to serve CAP duties where needed, especially over U.S. airfields.



Route followed by the Japanese fleet to Pearl Harbor and back

Pearl Harbour

- Before the attack commenced, the Japanese launched reconnaissance floatplanes from cruisers Chikuma and Tone, one to scout over Oahu and the other over Lahaina Roads, Maui, respectively, with orders to report on U.S. fleet composition and location.
- A report of the absence of the U.S. fleet in Lahaina anchorage off Maui was received from the Tone's floatplane and fleet submarine I-72.
- Another four scout planes patrolled the area between the Japanese carrier force (the Kidō Butai) and Niihau, to detect any counterattack.



Aichi E13A (Allied reporting name: "Jake")

Pearl Harbour

- The first attack included three groups of planes, led by Commander Mitsuo Fuchida.
- 1st Group (targets: battleships and aircraft carriers)
 - 49 Nakajima B5N Kate bombers armed with 800 kg (1760 lb) armor-piercing bombs, organized in four sections (1 failed to launch)
 - 40 B5N bombers armed with Type 91 torpedoes, also in four sections
- 2nd Group – (targets: Ford Island and Wheeler Field)
 - 51 Aichi D3A Val dive bombers armed with 550 lb (249 kg) general-purpose bombs (3 failed to launch)
- 3rd Group – (targets: aircraft at Ford Island, Hickam Field, Wheeler Field, Barber's Point, Kaneohe)
 - 43 Mitsubishi A6M "Zero" fighters for air control and strafing (2 failed to launch)



A Japanese Navy Mitsubishi A6M Zero fighter on the aircraft carrier Akagi

Pearl Harbour

- Left: Type 98 #25 land bomb (replica) 551 pounds. Val bombers targeted Pearl harbor hangers, parked aircraft buildings and ships with this bomb.
- Middle: Type 91 modification 2 Torpedo “Wooden Finned Torpedo” 1764 pounds. (Replica) Breakaway wooden fins made sure that torpedo entered the shallow water of Pearl harbor at the proper angle.
- Right: High Altitude bomb. Type 99 #80 Mark 5 (replica). 1764 pound, armor piercing. Modified from 16 inch naval artillery shells. Battleships Tennessee, West Virginia, and Arizona were hit by this bomb released by Kate bombers at 10,000 feet.



Pearl Harbour

- As the first wave planes approached Oahu, they encountered and shot down several U.S. civilian aircraft. At least one of these radioed a somewhat incoherent warning.
- Torpedo bombers led the first wave, exploiting the first moments of surprise to attack the most important ships present (the battleships), while dive bombers attacked U.S. air bases across Oahu, starting with Hickam Field, the largest, and Wheeler Field, the main U.S. Army Air Forces fighter base.
- In the first wave attack, about eight of the forty-nine 800 kg (1760 lb) armor-piercing bombs hit their intended battleship targets. At least two of those bombs broke up on impact, another detonated before penetrating an unarmored deck, and one was a dud. Thirteen of the forty torpedoes hit battleships, and four torpedoes hit other ships.



West Virginia was sunk by six torpedoes and two bombs during the attack.

Pearl Harbour

- The second planned wave consisted of 171 planes, commanded by Lieutenant-Commander Shigekazu Shimazaki.
- 1st Group
 - 54 B5Ns armed with 550 lb (249 kg) and 132 lb (60 kg) general-purpose bombs
 - 27 B5Ns – aircraft and hangars on Kaneohe, Ford Island, and Barbers Point
 - 27 B5Ns – hangars and aircraft on Hickam Field
- 2nd Group (targets: aircraft carriers and cruisers)
 - 78 D3As armed with 550 lb (249 kg) general-purpose bombs, in four sections (3 aborted)
- 3rd Group – (targets: aircraft at Ford Island, Hickam Field, Wheeler Field, Barber's Point, Kaneohe)
 - 35 A6Ms for defense and strafing (1 aborted)
- The separate sections arrived at the attack point almost simultaneously from several directions.
- Of Japan's 414 available planes, 350 took part in the raid in which 29 were lost; nine in the first wave (three fighters, one dive bomber, and five torpedo bombers) and 20 in the second wave (six fighters and 14 dive bombers) with another 74 damaged by anti-aircraft fire from the ground. Fifty-five Japanese airmen were killed in the attack.

Pearl Harbour

- Several Japanese junior officers including Fuchida and Genda urged Nagumo to carry out a third strike in order to destroy as much of Pearl Harbor's fuel and torpedo storage, maintenance, and dry dock facilities as possible. Nagumo, however, decided to withdraw for several reasons:
 - American anti-aircraft performance had improved considerably during the second strike, and two thirds of Japan's losses were incurred during the second wave.
 - Nagumo felt if he launched a third strike, he would be risking three quarters of the Combined Fleet's strength to wipe out the remaining targets (which included the facilities) while suffering higher aircraft losses.
 - The location of the American carriers remained unknown. In addition, the admiral was concerned his force was now within range of American land-based bombers. Nagumo was uncertain whether the U.S. had enough surviving planes remaining on Hawaii to launch an attack against his carriers.
 - A third wave would have required substantial preparation and turnaround time, and would have meant returning planes would have had to land at night. At the time, only the Royal Navy had developed night carrier techniques, so this was a substantial risk.
 - The task force's fuel situation did not permit him to remain in waters north of Pearl Harbor much longer, since he was at the very limit of logistical support. To do so risked running unacceptably low on fuel, perhaps even having to abandon destroyers en route home.
 - He believed the second strike had essentially satisfied the main objective of his mission—the neutralization of the Pacific Fleet—and did not wish to risk further losses. Moreover, it was Japanese Navy practice to prefer the conservation of strength over the total destruction of the enemy.
- At a conference aboard his flagship the following morning, Yamamoto supported Nagumo's withdrawal without launching a third wave.
- In retrospect Yamamoto later regretted Nagumo's decision to withdraw and categorically stated it had been a great mistake not to order a third strike

7 April - Air

- Bougainville coastwatchers gave warning of a major attack, when 67 dive bombers and 110 fighters from Buka and Kahili in southern Bougainville, and Ballale in the Shortlands attacked ships at Tulagi and Guadalcanal on 7th April, and sank an American destroyer and tanker, and the New Zealand corvette Moa.
- Moa was refuelling from the USS Erskine M. Phelps at Tulagi Harbor when Japanese aircraft attacked. She sustained a direct hit from a 500-pound bomb and was damaged by two near misses. She sank bow first within about four minutes.
- Five crew were killed and seven were seriously wounded, including Phipps, the Captain.



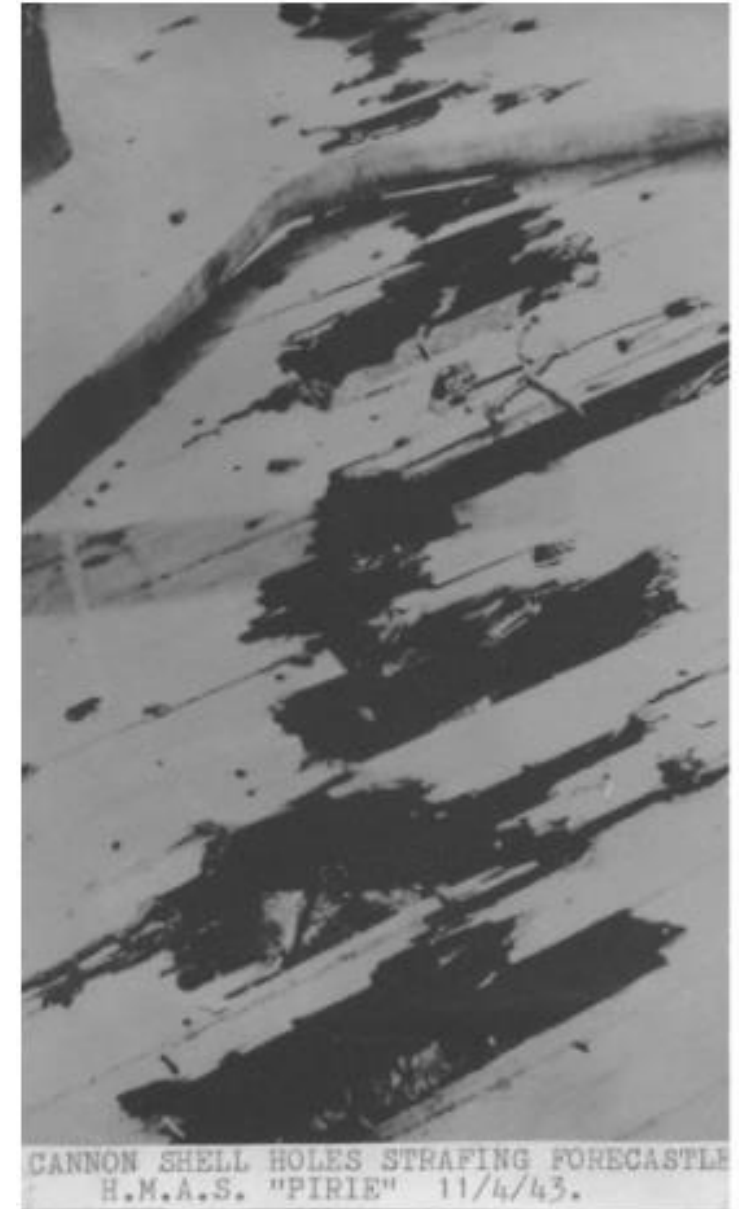
HMNZS Moa

11 April - Air

- On 11 April about 50 Japanese dive bombers and fighters raided Oro Bay.
- At noon H.M.A.S. Pirie, escorting the British Hanyang and Noora from Milne Bay, was approaching the port and about 12 miles distant. The raiders attacked the two ships.
- Allied radar was now proving its worth—the Japanese were attacked by 50 Lightnings and Kittyhawks scrambled from the Dobodura airfields and from Moresby.
- A mounting offshore cloud formation complicated maintaining formation and finding the enemy for the defending fighters which never the less claimed the destruction of 17 of the enemy aircraft for the loss of one Lightning crash landed.
- A direct hit by dive bombers on Hanyang penetrated the upper deck and exploded in the bunkers, disabling the steering gear.
- Noora sustained a hole in the port side from a near miss.

11 April - Air

- Pirie suffered two near misses, and claimed one attacking aircraft victim to her gunfire, in one attack, and in a second attack received a direct hit.
 - The bomb (apparently delayed-action fuse) struck the bridge canopy, glanced off the steering position apron and hit and killed the gunnery officer, Lieutenant Ellershaw, passed out through the fore side of the bridge, and finally exploded on the upper deck, where it killed six members of the forecastle 12-pounder gun crew, and seriously wounded the gunlayer.
 - The ship was then heavily bombarded with cannon fire which badly tore and penetrated the decking and wounded three ratings.
- Two members of Hanyang's crew and one American soldier were killed, and two crew and one soldier wounded. The attack ended at 12.53, when both ships proceeded to Oro Bay.



12 April - Air

- On 12th April the enemy made their 106th air raid on Port Moresby. Forty-three twin engine bombers and approximately 60 fighters crossed the Owen Stanleys and concentrated their attacks on the Port Moresby airfields.
- With adequate radar warning 4th Fighter Sector scrambled more than 60 defenders from Moresby and Dobodura to intercept, which cost the Japanese 15 bombers and at least 9 fighters claimed for the loss of only 2 American fighters.
- The Japanese bombers did considerable damage on the ground. Four aircraft (one Beaufighter and 3 Mitchells) were destroyed and 15 others were damaged, some of them severely.
- At Ward's, Berry and Schwimmer aerodromes the runways were damaged, and at Kila several men working at a fuel dump were burned to death when enemy bombs exploded the drums.



Wards (5 Mile) Drome 1943

14 April - Air

- On 14th April in its twenty-fourth air raid, 40 to 50 bombers and about 60 fighters attacked Milne Bay 1216/14, and concentrated on ships in the bay.
- These included the British Gorgon, and Dutch Van Outhoorn, Van Heemskerk, and Balikpapan and three corvettes Kapunda, Whyalla and Wagga.
- Warning of the impending raid, and an intimation of its size, were given when the enemy aircraft were approaching over the Trobriands. The enemy arrived overhead about 12.15, 30 high-level bombers in close formation and 10 dive bombers, with an uncertain number of fighters.
- The high-level aircraft opened the attack by dropping a pattern of about 100 bombs right across the anchorage. This, however, had been cleared, so that no ships were lost in this attack.
- Van Outhoorn suffered damage from near misses by high level bombers, had eight killed and 20 wounded, and was succoured by Whyalla, who did a fine job with anti-aircraft fire.
- Gorgon was hit a number of times by dive bombers, and set on fire, with her engines out of action. Dixon took Kapunda alongside, ran hoses on board and helped with the fire fighting.

14 April - Air

- While Kapunda assisted with the fire fighting, Gorgon's chief officer, Mr James Bruce; Major Brew of the Docks Operating Company; and Able Seaman Larkin (one of the ship's D.E.M.S. gunners) removed an unexploded Japanese bomb from among the ship's cargo of ammunition in No. 5 lower hold.
- Six of her (Gorgon's) company were killed or died of wounds, and 28 were wounded.
- Van Heemskerk was hit by the dive bombers. Wagga put up a gallant fight to save the Dutch ship, going alongside and putting nine hoses and a fire party on board. But the fire had too great a hold, and Van Heemskerk finally blew up about 5 p.m. and there she remained, beached, a total loss.
- In this raid, four Allied servicemen were killed, as were 12 of the merchant ships' crews. In all—servicemen, civilians of the Small Ships Section and ships' crews—68 were wounded. Wagga and Kapunda suffered superficial damage.
- Meanwhile, overhead, a significant air battle took place during which both Australian squadrons shot down five aircraft each. Forty-four Allied fighters intercepted and the enemy lost ten bombers and three fighters.

14 April - Air

- Air controller Cator directed 8 P38s from Dobodura to search for a large formation sighted over Goodenough island.
- 1st Lt Richard Bong was leading one of the four aircraft flights but all the other three had to turn back for mechanical faults and Bong became separated from the other flight.
- Bong sighted the Bettys just after they had bombed, positioned himself up sun and fired on the trailing bomber, hitting its cockpit and port engine. The wounded bomber fell away and was set on by RAAF Kittyhawks before it crashed in the sea.



14 April - Air

- Bong was then attacked by six diving Oscars but used his P38's superior diving speed to escape and go after the bombers again.
- Bong quickly overhauled the left hand bomber and fired from close range from the left rear quarter. The port left side of the bomber's fuselage erupted in flames and it suddenly began to descend steeply.
- When he maneuvered for another pass but was attacked by two more Oscars.
- Bong was credited with a probable for the first and a victory for the second.



Bong's gun camera footage.

The victory was his tenth making Bong the first official double ace in the Pacific theatre.

I-Go

- Operation I-Go was a Japanese aerial counter-offensive launched from 1–16 April 1943.
- On 15 March 1943, the Japanese high command in Tokyo issued orders for a new defensive strategy in the central Pacific, based upon building a strong perimeter around their base at Rabaul.
- The campaign in the Solomons would be placed on hiatus while the main focus of their operations shifted towards New Guinea.
- In order to set the conditions for this strategy, the Japanese planned a short air offensive in the Solomon Islands and New Guinea focused upon four key locations: Guadalcanal, Oro Bay, Port Moresby and Milne Bay. The Japanese designated this Operation 'A', or Operation I Go
- Throughout March, Admirals Isoroku Yamamoto and Jinichi Kusaka established their headquarters in Rabaul and began planning the offensive.



CinC Combined Fleet Admiral Isoroku Yamamoto (left) with Admiral Jinichi Kusaka (center) at Rabaul in April 1943.

I-Go

- Yamamoto concentrated aircraft from the land-based aircraft of the 11th Air Fleet and aircraft from the Third Fleet's four aircraft carriers, Zuikaku, Zuiho, Junyo and Hiyo.
- The carrier-based aviation units contributed over 160 aircraft, including 96 fighters, while the 11th Air Fleet provided 86 fighters, as well as 72 medium bombers, 27 dive bombers and a small number of torpedo bombers.
- By boosting the Japanese air force at Rabaul with naval carrier aircraft, Yamamoto gathered almost 350 planes together.

I-Go

- The first attack of the Japanese offensive was launched on 7 April against Guadalcanal.
 - This was the largest raid of the operation, and consisted of 67 Aichi D3A2 "Val" dive bombers escorted by 110 Zeros and was met by 76 Allied fighters.
 - The Allies were able to evacuate their bombers from Henderson Field so that they escaped damage.
 - The raid resulted in the sinking of the destroyer USS Aaron Ward, the corvette HMNZS Moa, and the tanker USS Kanawha.
 - Twenty-one Japanese aircraft were lost; the Allies lost seven.
- On 11 April, a force of 22 "Vals" and 72 Zeros attacked shipping at Oro Bay, near Buna.
 - A total of 50 Allied fighters scrambled from Dobodura and intercepted the force, shooting down six Japanese aircraft without loss.
 - Only limited damage was inflicted on one Allied merchantman.

I-Go

- On 12 April a force of 131 Zeros of the 253rd Kōkūtai and air groups of the carriers Zuikaku and Zuihō and 43 Mitsubishi G4M2 "Betty" medium bombers of the 751st and 705th Kōkūtai was assigned to the airstrike. Their targets were the Allied aircraft dispersed at the five airfields located around the town and the transports in the harbor.
 - The Japanese bombers were able to penetrate the Allied fighter screen which was outnumbered by their Japanese rivals, and they were able damage a few small craft in the harbor.
 - They also damaged or destroyed several Allied aircraft on the Port Moresby airfields.
 - The attack resulted in two Allied and five Japanese aircraft lost.
- On 14 April 1943, the Japanese launched an attack against Milne Bay, where three Dutch troop transports (Van Heemskerk, Van Outhoorn and Balikpapan) were anchored, having been re-routed there from Port Moresby due to the earlier raid.
 - The raid involved 188 aircraft from the 705th and 751st Kokutais as well as the carriers Hiyo and Junyo.
 - Between 24 and 36 Royal Australian Air Force Kittyhawks from No. 75 and 77 Squadrons and eight Lightnings scrambled from Dobodura intercepted the attacking force.

I-Go

- Yamamoto, concluded the operation on 16 April and the Japanese carrier-based aircraft returned to their ships.
- He believed that Allied losses were heavier than they actually were and that the operation had been successful
- Japanese claims amounted to 175 aircraft shot down, as well as 28 ships sunk, including one cruiser and two destroyers.
- In reality, total Allied losses during the operation only amounted to five ships of various types and up to 25 aircraft.
- The Japanese lost 55 aircraft destroyed.

William Outerbridge – Captain of USS Ward

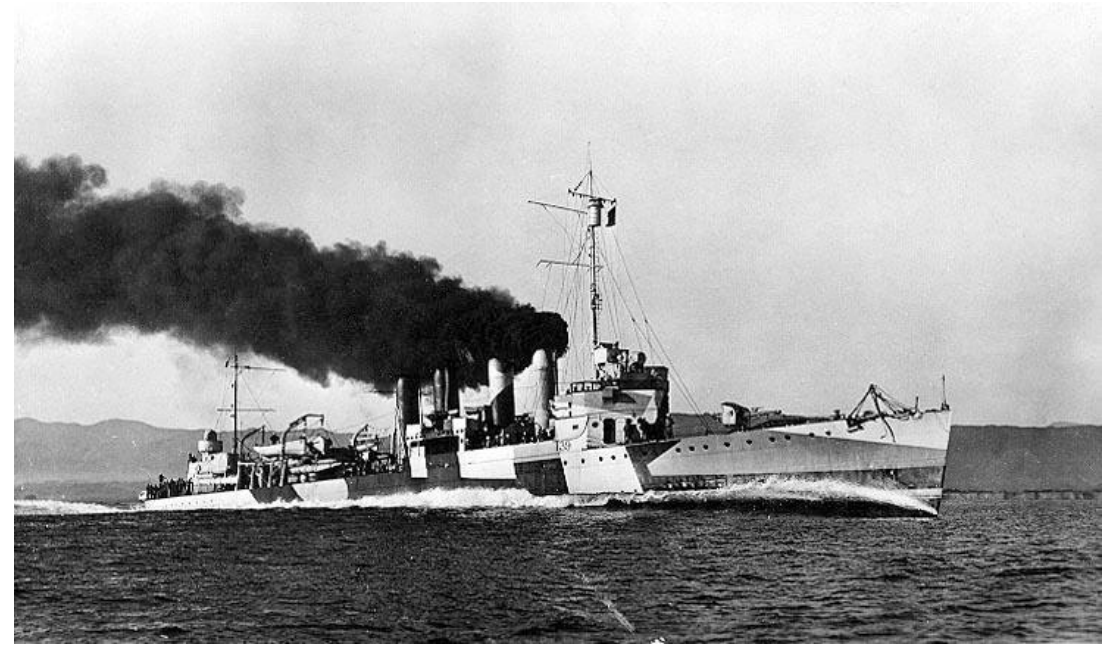
- One of my heroes of that day was William Outerbridge.
- That morning many others all over the Pacific and Far East were failing to recognise or react to the threat even after the bombs started exploding.
- Lt Cdr Outerbridge, two days after taking command of USS Ward, his first command, on a clear calm quiet winter Sunday morning in Hawaii saw a submarine, opened fire, sank it and transmitted a clear concise report to his command.

William Outerbridge – Captain of USS Ward

- Outerbridge was born in Victoria, Hong Kong, and graduated from the United States Naval Academy in 1927.
- He served in various capacities on ships and ashore, including 3½ years on the China Station (1937–40) aboard the heavy cruiser Augusta. In 1940-41 he was Executive Officer of the destroyer Cummings.
- On December 5, 1941 he was appointed captain of the destroyer Ward (DD-139), stationed at Pearl Harbor, Hawaii.
- For his action at Pearl Harbour Outerbridge was awarded the Navy Cross.
- From 1942 Outerbridge worked at the Office of the Chief of Naval Transportation in Washington, before being given command of the destroyer O'Brien in June 1944.
- On D-Day the O'Brien stood off the coast of Normandy, and helped protect Allied forces landing on the beaches, by using her guns to attack German defenses near the landing zones. Later the O'Brien performed a similar action off the French port of Cherbourg as Allied ground forces captured the city.
- Outerbridge and the O'Brien were then reassigned to the Pacific Fleet to participate in the liberation of the Philippines.

USS Ward

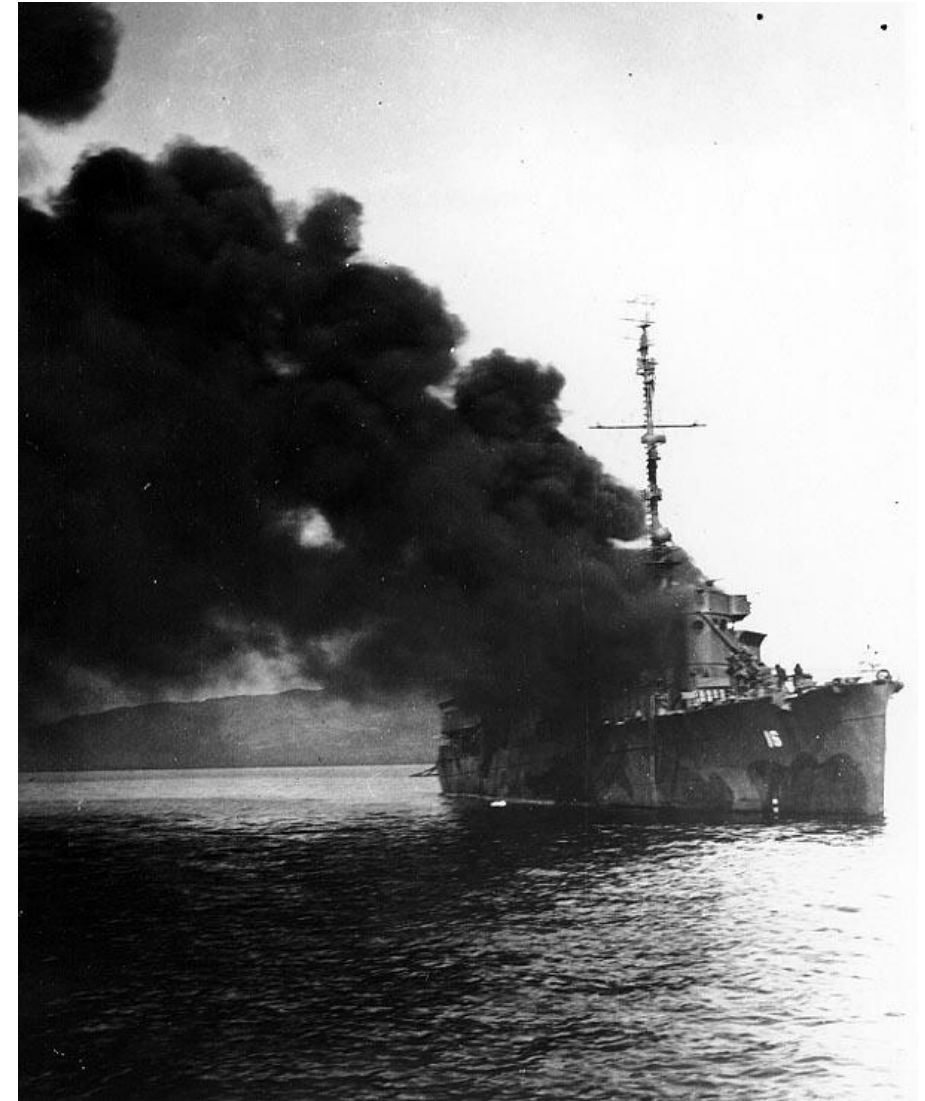
- USS Ward (DD-139) was a 1,247 ton Wickes-class destroyer in the United States Navy during World War I.
- Ward was named in honor of Commander James Harmon Ward, USN, (1806–1861), the first U.S. Navy officer to be killed in action during the American Civil War.
- Ward was built at the Mare Island Navy Yard, California in a record of 17½ days.
- Under the pressure of urgent World War I needs for destroyers, her construction was pushed rapidly from keel laying on 15 May 1918 to launching on 1 June and commissioning on 24 July 1918.
- She was recommissioned in January 1941. Sent to Pearl Harbor and operated on local patrol duties in Hawaiian waters over the next year.
- In 1942, Ward was sent to the West Coast for conversion to a high-speed transport. Redesignated APD-16 in February 1943, she steamed to the South Pacific to operate in the Solomon Islands area.



USS Ward (DD-139)

USS Ward

- She helped fight off a heavy Japanese air attack off Tulagi on 7 April 1943, and spent most of the rest of that year on escort and transport service.
- In December, she participated in the Cape Gloucester invasion.
- During 1944, Ward took part in amphibious landings on Saidor, Nissan Island, Emirau, Aitape, Biak, Cape Sansapor, and Morotai.
- In late 1944, she landed troops on Philippine beaches.
- In December while patrolling off Ormoc Bay, Leyte, she came under attack by several Japanese kamikazes. One bomber hit her hull amidships, bringing her to a dead stop.
- The resulting fires could not be controlled and Ward's crew was ordered to abandon ship.
- On December 7, 1944, three years to the day after their action at Pearl Harbor, Outerbridge, in O'Brien, was ordered to sink the Ward.



Ward, after being hit by a kamikaze

William Outerbridge

- After the War Outerbridge continued his naval career, alternating between commands at sea and technical staff appointments.
- He commanded the cruiser Los Angeles from 1953 to 1955, then served as Head of the Transportation and Petroleum Branch in the Office of the Chief of Naval Operations (Logistics, Plans).
- He retired in 1957, receiving promotion to Rear Admiral.
- In his retirement Outerbridge taught school in the area of science in the late 1960s at an elementary and junior high private school, near his home in Georgia.

CAPTAIN WILLIAM WOODWARD OUTERBRIDGE, USN,
Commanding Officer



- Thanks for your attention.
- That's the end of this term.
- See you again on Tuesday 6 October. I will continue with Zoom for anyone who prefers that.