

c/o Fleet Post Office,
San Francisco, Calif.,
23 July 1943.

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From: Commanding Officer.
To : Commander in Chief, U. S. PACIFIC FLEET.
Via : Commander Task Group 16.21.
Subject: Bombardment of Kiska on 22 July 1943 - Action Report of.
Reference: (a) ComNorPac Operation Plan No. 2-43 of 16 July 1943.
(b) Commander Southern Bombardment Group(C.T.G. 16.21) Operation Plan No. 3-43 of 18 July 1943.
Enclosure: (A) Track chart of U.S.S. BACHE during Bombardment of Kiska, 22 July 1943.

1. As a unit of the Southern Bombardment Group, this vessel took part in the Bombardment of Kiska on 22 July 1943, in accordance with references (a) and (b). The ship was stationed in the anti-submarine screen ahead of the cruiser column and was assigned, together with the HUGHES and AYLWIN, the other destroyers in the screen, the primary mission of protecting the firing group (WICHITA, SAN FRANCISCO, LOUISVILLE, SANTA FE, MORRIS and MUSTIN in column) against attacks by submarines and small craft. The firing plan reserved the batteries of the anti-submarine screen for targets of opportunity but since there was no opposition by submarines, small craft or shore batteries, the screen did not open fire.

2. The approach to Kiska was made in the radar blind sector from southwest of the island. Shortly before rounding Sobaka Rock at the southern tip of the island, about 1415 William, each cruiser launched two planes for air spotting, close anti-submarine patrol and search for targets of opportunity. Meanwhile AYLWIN joined the formation from eastward, having been occupied previously with her regular blockade duties south of Kiska. At 1420 all ships took stations in bombardment formation, which essentially was a column, as previously described, preceded by an anti-submarine screen, in which the BACHE took station 5000 yards ahead of the leading cruiser. The final approach course 000° true was taken about 1440 W and the firing course 090° true about 1451 W. (See Track Chart, Enclosure (A)). Speed was twenty knots.

3. The prevailing weather conditions were particularly favorable for concealment of the bombardment group during all phases of the bombardment. A low hanging surface haze limited

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horizontal visibility to about 8,000 yards but permitted vision of the tops of snow-spotted peaks at some distance. Sobaka Rock and Vega Point were visible during the final approach and the shoreline of Bukhti Point could be dimly made out at the most northern point in this ship's track. It is believed that the bombardment group was not observed by sight by the enemy at any time. A light wind, force 2, blew from the SW; sea had a light swell from SW; barometer read 29.54 and temperature 49°F.

4. The track of the ship during final approach and firing phases was determined in Combat Information Center from SG radar data and was recorded on Charts H.O. Misc. Nos. 10782-5 and 6 laid on top the DRT table. While the ship passed Sobaka Rock, visual bearings were taken to confirm the accuracy of the radar plot and definitely establish the position of the ship. From then on the DRT plot was used with occasional checks on peaks as they became visible and by radar bearings and ranges on Bukhti Point and South Head. Although the ship was not included in the firing group, it could have taken under fire any target within range on short notice.

5. No contacts were made with either submarines or surface craft, although the possibility that they might be lurking in the numerous coves on the southern shores of the island was recognized. No return fire at our group from shore batteries was observed. "Ack-Ack" could be seen in the direction of Vega Point and above the Main Camp but no planes were observed near the area of bursts. The bursts above the Main Camp were fired in threes, at different altitudes as if to form an umbrella. Our planes appeared well clear to eastward.

6. Cease firing and retirement on course 180° true was initiated by WICHITA at 1518 W. Last firing took place about 1525 by ships in the rear. At 1536 course was changed to 240° true, MORRIS and MUSTIN rejoined screen and AYLWIN departed to resume blockade station. Shortly thereafter, about 1545, cruisers commenced recovery of aircraft and at 1613 retirement to southwest on course 240° true at 17 knots was resumed without further event.

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