

PLAN OF THE DAY - TUESDAY 24 July 1945

DO NOT REMOVE FROM SHIP

STRIKE DAY ROUTINE

141 (or 3 hours 30 minutes before sunrise) Call Mess Cooks.
 0221 (or 2 hours 50 minutes before sunrise) REVEILLE.
 0241 (or 2 hours 30 minutes before sunrise) Breakfast for Air Department and section going on watch. Air Dept. fall in at head of #2 and #3 mess lines.
 0251 (or 2 hours 20 minutes before sunrise) Officers Call on Officers Circuit.
 0311 (or 2 hours before sunrise) Relieve the watch. Breakfast in W.R. for ship's officers and first flight pilots.
 0345 (or 1 hour 26 minutes before sunrise) Flight Quarters. Pipe sweepers. Empty all trash cans in incinerator.
 0411 (or 1 hour before sunrise) GENERAL QUARTERS. Breakfast in W.R. for balance of Air Group.
 0445 (or 26 minutes before sunrise) LAUNCH FIRST FLIGHT. Continue Air Dept. flight schedule throughout the day.
 *0511 SUNRISE - Light Ship.
 Hot pre-flight meals will be served to pilots 1 1/2 hours before each flight during the day.
 1200 Pipe sweepers. Empty all trash cans in incinerator.
 1400 Repair parties commence serving battle rations.
 *1903 SUNSET - Darken Ship. Dinner in W.R. for air group officers until 2003. Pipe sweepers. Empty all trash cans in incinerator.
 2003 (or 1 hour after sunset) Secure from GENERAL QUARTERS.
 2015 Dinner in W.R. for ship's officers. Dinner for section going on watch. Relieve the watch after eating.
 *Sunrise and sunset subject to revision.

NOTES:

1. STRIKE DAY ROUTINE will be in effect tomorrow.
2. The procedures enumerated below are applicable to the mess decks;
 - (a) The smoking lamp is out in the mess line and on the mess decks during meal hours.
 - (b) All mess lines will originate on the hangar deck. This includes men and divisions authorized to eat at early mess.
 - (c) All early or late messing requests shall originate from department heads and clear through the O.O.D. as per G.O. Book. A division representative will be present to check men through the line. Standing orders for emergency meals are not acceptable.
 - (d) Billet buttons shall be pinned to the outer garment on the right breast opposite the pocket. Men failing to comply will be sent to the end of mess line.
 - (e) Division officers shall take steps to replace mutilated and color faded billet buttons by turning in old buttons to the Personnel Office.
3. Only the section that has been piped down shall be on the hangar deck. All others remain clear. This is to prevent dangerous concentration of men.
4. Quotas for Service Schools have been assigned this vessel as follows:

<u>RATINGS ELIGIBLE</u>	<u>NO.</u>	<u>REPORT TO</u>	<u>DATE</u>
Rated AM or Class "A" School Graduate.	1	NATTC, Memphis, Tenn. (Line Maintenance F4U)	Prior 26 Sept. 1945
Rated AOM or Class "A" School Graduates.	2	NATTC, Memphis, Tenn. (Line Maintenance F6F)	Prior 11 Oct. 1945

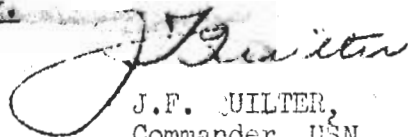
Personnel of the ratings listed above may submit special requests (Standard Request Form) to the Executive Officer's Office via their respective Division Officers and Heads of Departments. Requests should reach the Executive Officer's Office prior to 1 August 1945. Ultimate selections will be based on the following:

(NOTES CONTINUED)

- (a) Those men with the best records and who have performed well on board this ship.
- (b) Those men who have served the longest periods outside the United States.

From: Commander Task Force 38 To: Task Force 38.

- 5. UNDER THE PUNISHMENT OF THIS FORAY; THE ENEMY WILL PROBABLY STRIKE...
BACK. LET'S GO.
- 6. There are known to be over 2000 airplanes in the Tokyo Area. Keep that in mind this strike day and be ready.



J.F. GILTER,
Commander, USN,
Executive Officer.