

U. S. NAVAL TECHNICAL MISSION TO JAPAN  
CARE OF FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

WFR/bjb

F2

RECEIVED DNI MAIL ROOM

A9/USN Tech Missions

7 January 1946

No Host

**DECLASSIFIED**

From: Chief, Naval Technical Mission to Japan.  
To : Chief of Naval Operations.  
Subject: Target Report - Bombing Effects of Normal Bombs in Japan.

Reference: (a) "Intelligence Targets Japan" (DNI) of 4 Sept. 1945.

1. Target X-29 of Fascicle X-1 of reference (a) has been thoroughly investigated and reported on by other technical intelligence agencies. A summary of the reports made is submitted herewith.

2. The investigation of the target and the target report were accomplished by Lieut. W.F. Reardon, (CEC) USNR, assisted by Lieut. D.G. Radcliffe, (CEC) USNR.

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1-OP34B 9/13



C. G. GRIMES  
Captain, USN

**DECLASSIFIED**

**X-29**

**BOMBING EFFECTS  
OF NORMAL BOMBS IN JAPAN**

**"INTELLIGENCE TARGETS JAPAN" (DNI) OF 4 SEPT. 1945**

**FASCICLE X-1, TARGET X-29**

**JANUARY 1946**

**U.S. NAVAL TECHNICAL MISSION TO JAPAN**

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## SUMMARY

## MISCELLANEOUS TARGETS

## BOMBING EFFECTS OF NORMAL BOMBS IN JAPAN

The subject of bombing effects of normal bombs appears to have been adequately covered by the Physical Damage Section of United States Strategic Bombing Survey. The following is a list of targets which have been investigated by USSBS:

1. UBE UBE Soda Company - 10,000# bomb.  
Team Chief - Major Edw. BRINKMAN.  
Team Members - Fire analyst, ordnance men, architects,  
photographer, photo-analyst and interpreter.
2. OTAKE OTAKE Oil Refinery - 500# G.P.
3. KURE a. Naval Arsenal, Foundry and Heavy Ordnance Plants -  
2000#, 1000# and 500# bombs.  
b. HIRO Naval Aircraft Factory - 2000# and 1000# bombs.  
c. HIRO Naval Engineering and Turbine Factory - 2000#  
and 1000# bombs.
4. AKASHI KAWASAKI Aircraft Co. - 4000# L.C.
5. KOBE KAWASAKI Locomotive and Car Works - Direct hit from  
10,000# bomb.  
Field Party - One ordnance man, two structural engineers,  
two engineers, photo-analysts and interpreters.
6. AKASHI Fire Study from M-69 bombs.
7. YOKKAICHI UTSUBE Oil Refinery - 4000# L.C. and 500# G.P. bombs.
8. NAGOYA a. AICHI Ordnance Plant - 4000# L.C., 1000# and 200#  
bombs.  
b. AICHI Aircraft Engineering Plant - 4000# L.C.,  
1000# and 200# bombs.  
c. AICHI Aircraft Works (EITAKU Plant) - 2000# bombs.  
Team Chief - Major BENNET.
9. NAGOYA Industrial Area - Four raids.

## SUMMARY, continued

10. KOROMO TOYODO - Automotive and TORIIMATSU Arsenal.
11. SHIMADO City of SHIMADO - 10,000# bombs.
12. SHIZUOKA Aircraft Engineering Plant - 2000# G.P. bombs.
13. HACHIOJI M-17 and M-47 bombs. 1.12 sq. miles.
14. TOKYO NAKAJIMA Aircraft Plant (TORMA Plant) - 2000# G.P. bombs, plus carrier-based raid. Three story reinforced concrete building.  
Team Chief - Major GUILL.
15. HITACHI HITACHI Engineering Works (KAIGAU Plant) - 2000# G.P. bombs - saturation raid - completely destroyed.
16. IMABARI
  - a. SUMITOMO Aluminum Reduction Plant - 10,000# bomb - direct hit.
  - b. SUMITOMO Chemical Company - 10,000# bomb - direct hit.
17. OSAKA
  - a. OSAKA Army Arsenal - 2000# and 1000# bombs.
  - b. SUMITOMO Metal Industrial and Aluminum Company - 4000# and 2000# bombs.
  - c. KAWANISHI Aircraft (NARUO Plant) - 1000# bombs.
  - d. KAWANISHI Aircraft (TAKARAZUKA Plant)  
Team Chief - Major McCORD.

The field teams were made up of structural engineers, engineers, architects, photographers, draftsmen, and interpreters. In an interview with Major STEAD, assistant to Lt. Col. CHAPMAN, head of the Physical Damage Section of USSBS, it was learned that the targets listed above were very thoroughly investigated, adequate competent personnel being available. Field teams spent as much as five weeks on their investigations, which included confiscation of plans (where available), or making details of structures (where plans were unavailable), photographing of damage, determining causes of structural failures and similar items of interest.

The findings of this section will not be incorporated into report form here in JAPAN. It is felt however, that the investigations made were complete and no further investigation by NavTechJap is considered necessary.