

Contributed by Frank Gerhardt

14

Reg. No.	1628
R. S. No.	

U. S. S. GADSDEN (AK-182)

AK-182/A12-1
Serial No. 010-45

c/o Fleet Post Office
New York, New York

C-O-N-F-I-D-E-N-T-I-A-L

1 April 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. Fleet.
Subject: War Diary - submission of.
Reference: (a) Cominch restricted letter, FF1/A12-1/A16-3, Serial 7152 of 29 October 1943.
Enclosure: (A) War Diary of the U.S.S. GADSDEN (AK-182), from 28 February 1945 to 31 March 1945.

1. In compliance with reference (a), enclosure (A) is forwarded herewith.


W. J. SATTEL

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113997

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U. S. S. GADSDEN (AK-182)

WAR DIARY

Commissioning Day

U.S.S. GADSDEN (AK-182)

28 February 1945 (Zone plus 5)

at 1500 this vessel was placed in commission by the Representative of the Commandant, Eighth Naval District, Lt. Cdr. J. B. OGLE, USNR, while moored at Westwego, Louisiana. Lt. W. J. SATTEL (DM) USNR assumed command as directed by BuPers restricted despatch of February 1945, and caused the watch to be set. The commissioning ceremony was completed at 1510, and the commissioning party left the ship at 1545. All hands turned to preparing the ship for calibration and loading operations as directed by the Industrial Manager, USN, Eighth Naval District "Schedule of Work and Prospective Movements (Revision #3)" dated 24 February 1945.

1 March 1945 (Zone plus 5)

The ship got underway from Westwego, Louisiana, to Nine Mile Point at 0225 to deperm and calibrate as directed by the Industrial Manager, USN, Eighth Naval District. The ship was moored to the deperming dock at 0240, and the deperming party came aboard to make necessary preparations for the operation. Working parties from the ship assisted the deperming party in placing the coils. Shortly after 1700 the deperming was completed, and the vessel was moved to the Naval Supply Depot, New Orleans, Louisiana, to load supplies and provisions.

2 March 1945

By 1100 loading operations were completed, and the ship was moved to Quarantine Anchorage where the RDF calibration party came aboard. After two hours the RDF calibration was completed, and the ship moved on to the U. S. Naval Ammunition Depot. At 2130 all ammunition having been received aboard, the vessel was shifted to Quarantine Anchorage where she was anchored for the night.

3 March 1945

The compass compensating party came aboard ship at 0950, and the ship got underway for midstream where she was swung to various headings for the purpose of compensating the steering and standard magnetic compasses. Two hours later, upon the completion of compensation, the vessel was moored to the Esso dock at Chalmette and commenced fueling operations. Fueling was completed at 1925 and the ship was shifted to Quarantine Anchorage where it was anchored for the night.

4 March 1945

Underway from Quarantine Anchorage at 0854 enroute to Burwood, Louisiana. Exercised the crew at General Quarters and fire drill during the afternoon. At 1554 the vessel was anchored one mile upstream from Burwood, Louisiana, for the night.

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U. S. S. GADSDEN (AK-182)

WAR DIARY

5 March 1945

Underway at 0837 for training operations off Southwest Pass. Swung ship during the forenoon to check the deviation curve for the standard compass. The afternoon was employed instructing the crew concerning their duties at General Quarters, steering casualty, fire, and fire and rescue drills. Reentered Southwest Pass at 1650, and anchored one mile upstream from Burwood, Louisiana.

6 March 1945

The ship got underway again at 0846 to continue training operations off Southwest Pass. During the forenoon the ship's officers checked the RDF on the Southwest Pass station to establish a reliable deviation curve. Continued training operations by exercising the crew at fire and fire and rescue drills. At 1500 the ship reentered Southwest Pass and anchored one mile upstream from Burwood, Louisiana, for the night.

7 March 1945

Underway at 0830 enroute from Burwood, Louisiana, to Galveston, Texas in compliance with Eighth Naval District Headquarters movement order number 82 of 3 February 1945. During the afternoon all hands were exercised at General Quarters and the 20mm and 3"/50 guns were test fired. 1830 passed an empty liferaft floating one-half mile abeam to port, position: 91° 34'W., 28° 32'N.
Positions: 1200 28° 39.5'N - 90° 07.5'W.
2000 28° 35.5'N - 91° 53'W.

8 March 1945

Passed Bolivar Roads lighted buoy "1" abeam to port at 0941, and shortly thereafter Lt. (jg) O'BRIEN, pilot, came aboard and directed the ship to pier 20, Galveston, Texas. Captain BOLTON, USN, and several of his staff from the Gulf Shakedown Unit Auxiliary Vessels Shakedown Group came aboard at 1353 and made a preliminary inspection of the ship. The inspection, completed, at 1715 the ship moved to anchorage number 3, Bolivar Roads, Galveston, Texas.

9-13 March 1945

During this five day period this ship, under the direction of the Commander, Gulf Shakedown Unit, Auxiliary Vessels Shakedown Group, carried out the scheduled shakedown training. All hands received instruction and practice for their duties in the battle, emergency bills, and condition watches. Various commissioned officers and Chief Petty Officers from the Shakedown Group were on hand to supervise the instruction and to offer suggestions. Training in the use of cargo gear, engineering problems and ship handling were included. On the last day of shakedown (13 March) gun crews carried out anti-aircraft and surface firing. A measured mile was run on six double speed settings, and an RPM-speed curve developed. At the end of each day's operations the ship would return to Bolivar Roads to anchor for the night.

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U. S. S. GADSDEN (AK-182)

WAR DIARY

14 March 1945

Turned all hands to stowing ship's supplies for which no previous stowage had been provided. After the completion of such stowage, a general field day above and below deck was held.

15-17 March 1945

During the forenoon 15 March 1945 the ship got underway from anchorage in Bolivar Roads, and after making a turn outside the sea buoy to dispose of trash, proceeded to Pier 20, Galveston, Texas, for a final inspection by the Commander, Gulf Shakedown Unit, Auxiliary Vessels Shakedown Group. Upon completion of this inspection the vessel was shifted to Southeast Pier "D" Todd-Galveston Dry Docks for authorized post shakedown availability.

18-20 March 1945

At 1707 18 March 1945, in obedience to verbal orders of the Industrial Manager, USN, Galveston, Texas, shifted berths to South Side Pier 38, Galveston, Texas, to sheath #1, #2 and #3 cargo holds. The work was carried on by private contractor on a 24-hour per day basis. The sheathing was completed about midnight 20 March 1945, and all cargo gear was secured in preparation for getting underway.

21 March 1945

Reported for duty to C.N.O. (Director, Naval Transportation Service) at 0000 21 March 1945. The ship got underway for New Orleans, Louisiana, at 0712 in obedience to the Port Director, Naval Transportation Service, movement order serial R-59, of 17 March 1945. At 1050 shifted steering control to electric steering in order to work on the telemotor. Continued on assigned course passing through all contact points.

Positions: 1200 29° 28.5'N - 93° 57'W
2000 29° 02.5'N - 92° 11'W

22 March 1945

Sighted signal tower at Southwest Pass at 0800, and fifty minutes later entered inland waters. Continued up stream, discharging bar pilot and picking up New Orleans pilot at Pilottown. 2214 moved starboard side to Naval Supply Depot, New Orleans, Louisiana. Prepared number four hold for receiving refrigerated cargo.

23 March 1945

Commenced receiving refrigerated cargo at 0835. Took on 18,000 gallons of fresh water, and called out a working party to bring aboard fresh provisions. Loading operations continued on into the night.

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U. S. S. GADSDEN (AK-182)

WAR DIARY

24 March 1945

Completed taking on 117 tons of refrigerated cargo at 0046, and commenced preparations for getting underway. The ship got underway enroute to Theodore, Alabama, at 0133 in obedience to Port Director, New Orleans, Louisiana, movement order number 4-45 of 23 March 1945. Continued down the Mississippi River passing South Pass signal station at 0752. After discharging the bar pilot, took departure with sea buoy #1 200 yards abeam to starboard. Sighted Sand Island Lighthouse at 1600, and with a harbor pilot aboard, continued into Mobile Bay, mooring port side to U. S. Naval Ammunition Depot, Theodore, Alabama, at 1909. Prepared number 1, 2 and 3 cargo holds for receiving cargo.

Position: 1200 88° 20.5'W - 29° 22'N

25-30 March

At 0619 25 March 1945, the ship was shifted to starboard side to same dock in preparation for receiving cargo. Workmen of the Ryan Stevedoring Company reported aboard ship at 0800 25 March and commenced loading a cargo of ammunition into number 1, 2 and 3 cargo holds. The workmen worked a daylight shift of ten hours for the first three days, but after that they were employed for night and day shifts, totaling 20 hours per day.

31 March 1945

Completed receiving a cargo of ammunition at 1030, and made all preparations for getting underway. Battened down hatches and secured all cargo gear for sea. Got underway at 1030 for the Panama Canal, Canal Zone, in obedience to Port Director, Naval Transportation Service, Mobile, Alabama, routing instructions, serial 0327(6536) of 27 March 1945, standing out of Mobile Bay with the pilot, Lt. Cdr. ALLEN, USCGR, at the conn, and the captain and the executive officer on the bridge. At 1426 the pilot left the ship, and with Mobile Main Ship Channel lighted buoy #1 abeam to starboard, took departure on course 163½°T.

Position: 29° 11'N - 87° 43'W

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Reg. No.	8171
R. S. No.	

U. S. S. GADSDEN (AK-182)

AK-182/A12-1
Serial No. 011-45

c/o Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L

1 May 1945

From: The Commanding Officer.
 To: The Commander in Chief, U. S. Fleet.
 Subject: War Diary - submission of.
 Reference: (a) Cominch restricted letter, FF1/A12-1/A16-3, Serial 7152 of 29 October 1943.
 Enclosure: (A) War Diary of the U.S.S. GADSDEN (AK-182), from 1 April 1945 to 29 April 1945.

1. In compliance with reference (a), enclosure (A) is forwarded herewith.


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U. S. S. GADSDEN (AK-182)

WAR DIARY

1 April 1945 (zone plus 5)

Underway from Theodore, Alabama, to the Panama Canal, operating singly without surface escort, in obedience to orders of the Port Director, NTS, Mobile, Alabama (routing instructions, serial 0327(6536) of 27 March 1945) with a cargo of ammunition. Standard speed 170 RPM. During the afternoon the velocity of the wind increased to approximately 28 knots, and the ship began pitching heavily, taking occasional seas over the forecastle. Speed reduced to 7 knots.

Positions: 0800 - 27° 29'N - 87° 13'W
1200 - 27° 05'N - 86° 38'W
2000 - 26° 06'N - 86° 30'W

2 April 1945

Proceeding as before. During the day the wind and sea moderated, and the ship was able to increase speed to approximately 9 knots.

Positions: 0800 - 24° 33'N - 85° 57'W
1200 - 24° 03'N - 85° 47'W
2000 - 22° 48'N - 85° 28'W

3 April 1945

The wind and sea further moderated (wind velocity 15 knots) and the ship was able to resume her normal loaded cruising speed of 11 knots. At 0110 sighted Cape San Antonio (Cuba) Light bearing 145°(T), distance 36,000 yards. 0242 altered course as directed by routing instructions, and with Cape San Antonio light bearing 058°(T), distance 11 miles, took departure on course 141½°(T). Increase standard speed to 175 RPM at 0245 (approximately 11.5 knots).

Positions: 0800 - 20° 58'N - 84° 29'W
1200 - 20° 34'N - 84° 06'W
2000 - 19° 32'N - 83° 11'W

4 April 1945

Steaming as before. Exercised crew at General Quarters during the forenoon, and provided instruction in gunnery and the use of damage control equipment.

Positions: 0800 - 17° 53'N - 82° 02'W
1200 - 17° 20'N - 81° 46'W
2000 - 16° 20'N - 80° 54'W

5 April 1945

Steaming in a moderate sea on course 171°(T), making an average speed of 11.5 knots. At 2022 changed course to 169°(T).

Positions: 0800 - 14° 20'N - 80° 33'W
1200 - 13° 40'N - 80° 26'W
2000 - 12° 07'N - 80° 14'W

6 April 1945

Shortly before sunrise, exercised all hands at quarters for dawn alert. At 0935 passed Panama Canal sea buoy abeam to starboard and proceeded on various

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U. S. S. GADSDEN (AK-182)

WAR DIARY

6 April 1945 (continued)

courses and at various speeds conforming to the channel to anchorage in Limon Bay, C.Z. At 1202 civilian pilot, P. W. Duncan came aboard and moved ship to pier 9, Cristobal, C.Z. Commenced fueling ship and taking on fresh water. The commanding officer and various department heads held a series of conferences with representatives from the Port Director's office to secure necessary supplies and services for the ship before sailing.

Position: 0800 - 9° 47'N - 80° 01'W

7 April 1945

The Commanding Officer and the Communication Officer attended a departure conference at the Port Director's office at 1000, and received all necessary movement orders, routing instructions, and classified publications. Got underway at 1200 from Cristobal, C.Z. to Ulithi Island as directed by Port Director's movement order number 071455 of 7 April 1945. Entered Gatun Locks at 1310, Pedro Miguel Locks at 1718, and Miraflores Locks at 1810, taking a departure from Tabaquilla light at 2005 on course 169°(T). Continued southward through the Gulf of Panama using running lights as directed by local regulations.

8 April 1945

Sighted Capa Mala light bearing 285° at 0339, and at 0400 changed course to 235°(T). Passed Pta. Mariato abeam to starboard, distance 13½ miles at 1000, and changed course to 277°(T) at 1240. With Jicauta Island light bearing 058°(T), distant 14 miles, changed course to 255°(T) at 1537.

Position: 0800 - 6° 58'N - 80° 34'W

1200 - 7° 02'N - 81° 18'W

2000 - 6° 52'N - 82° 47'W

9 April 1945

At 0803 changed course to 278°(T). During the forenoon exercised the crew at gunnery, damage control and communication drills, department heads supervising all instruction. Changed course at 2000 to 274°(T), and at 2400 retarded all clocks one hour (new zone being plus 6).

Positions: 0800 - 6° 03'N - 85° 00'W

1200 - 6° 26'N - 85° 43'W

2000 - 6° 44'N - 87° 02'W

10 April 1945

Steaming as before. Turned on forced ventilation in number 1, 2, and 3 cargo holds to assist in controlling temperature (previous high reading 99°F). 1213 changed course to 272°(T). 2230 changed course to 276°(T), continued daily instruction in gunnery, damage control and visual communications for all hands off watch.

Positions: 0800 - 6° 58'N - 89° 00'W

1200 - 7° 01'N - 89° 44'W

2000 - 7° 05'N - 91° 03'W

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U. S. S. GADSDEN (AK-182)

WAR DIARY

11 April 1945

Steaming as before. During the forenoon exercised all hands at fire, abandon ship, and general quarters stations. Continued use of forced ventilation in the three forward cargo holds during daylight hours. 1226 changed course to 278°(T). 2400 retarded all clocks one hour (new time zone plus 7).

Positions: 0800 - 7° 14'N - 93° 00'W
1200 - 7° 17'N - 93° 49'W
2000 - 7° 30'N - 95° 20'W

12 April 1945

Steaming as before. 1249 changed course to 283°(T). Continued daily instruction periods mentioned before. 2000 changed course to 278°(T).

Positions: 0800 - 7° 46'N - 97° 50'W
1200 - 7° 51'N - 98° 44'W
2000 - 8° 16'N - 100° 27'W

13 April 1945

Steaming as before.

Positions: 0800 - 8° 37'N - 102° 51'W
1200 - 8° 40'N - 103° 40'W
2000 - 8° 49'N - 105° 21'W

14 April 1945

Steaming as before. 1045 exercised all hands off watch at fire and rescue drill. 1830 changed course to 277°(T).

Positions: 0800 - 9° 02'N - 107° 53'W
1200 - 9° 07'N - 108° 38'W
2000 - 9° 15'N - 110° 12'W

15 April 1945

Steaming as before. 0850 changed course to 274°(T). 2000 changed course to 273°(T). 2400 retarded all ship's clocks one hour (new time zone plus 8).

Positions: 0800 - 9° 38'N - 112° 33'W
1200 - 9° 43'N - 113° 20'W
2000 - 9° 52'N - 114° 52'W

16 April 1945

Steaming as before. 2000 changed course to 276°(T).

Positions; 0800 - 9° 59'N - 117° 22'W
1200 - 10° 00'N - 118° 02'W
2000 - 10° 04'N - 119° 31.5'W

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U. S. S. GADSDEN (AK-182)

WAR DIARY

17 April 1945

Steaming as before. 2056 changed course to $274^{\circ}(T)$.

Positions: 0800 - $10^{\circ} 14'N - 121^{\circ} 45'W$
1200 - $10^{\circ} 17'N - 122^{\circ} 28'W$
2000 - $10^{\circ} 29'N - 123^{\circ} 55'W$

18 April 1945

Steaming as before. 2400 retarded all clocks one hour (new time zone being plus 9).

Positions: 0800 - $10^{\circ} 41'N - 126^{\circ} 11'W$
1200 - $10^{\circ} 42'N - 127^{\circ} 04'W$
2000 - $10^{\circ} 48'N - 127^{\circ} 36'W$

19 April 1945

Steaming as before. 0200 changed course to $271^{\circ}(T)$. Department heads continued daily instruction of all hands off watch in gunnery, damage control, and visual communications.

Positions: 0800 - $10^{\circ} 55'N - 131^{\circ} 03'W$
1200 - $10^{\circ} 58'N - 131^{\circ} 51'W$
2000 - $10^{\circ} 58'N - 133^{\circ} 19'W$

20 April 1945

Steaming as before.

Positions: 0800 - $11^{\circ} 02'N - 135^{\circ} 45'W$
1200 - $11^{\circ} 03'N - 136^{\circ} 33'W$
2000 - $11^{\circ} 03.5'N - 138^{\circ} 05'W$

21 April 1945

Steaming as before. 2400 retarded all clocks one hour (new time zone being plus 10). 2005 changed course to $270^{\circ}(T)$.

Positions: 0800 - $11^{\circ} 07'N - 140^{\circ} 26'W$
1200 - $11^{\circ} 06'N - 141^{\circ} 14'W$
2000 - $11^{\circ} 09'N - 142^{\circ} 48'W$

22 April 1945

Steaming as before. Continuing use of forced ventilation during daylight hours in number 1, 2 and 3 cargo holds. Temperatures remaining satisfactory.

Positions: 0800 - $11^{\circ} 10.5'N - 145^{\circ} 21'W$
1200 - $11^{\circ} 07'N - 146^{\circ} 07'W$
2000 - $11^{\circ} 11'N - 147^{\circ} 39'W$

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U. S. S. GADSDEN (AK-182)

WAR DIARY

23 April 1945

Steaming as before. 2000 changed course to $266\frac{1}{2}^{\circ}(T)$.

Positions: 0800 - $11^{\circ} 08'N - 149^{\circ} 50'W$
1200 - $11^{\circ} 08'N - 150^{\circ} 38'W$
2000 - $11^{\circ} 11'N - 152^{\circ} 09'W$

24 April 1945

Steaming as before. 1200 changed course to $269^{\circ}(T)$, commenced ZZ in accordance with plan #25. 2400 changed course to $268^{\circ}(T)$, and retarded all ship's clocks one hour (new time zone being plus 11).

Positions: 0800 - $11^{\circ} 02'N - 154^{\circ} 14'W$
1200 - $10^{\circ} 56'N - 154^{\circ} 58'W$
2000 - $10^{\circ} 58'N - 156^{\circ} 24'W$

25 April 1945

Steaming as before. 1000 exercised all hands at general quarters and conducted firing exercises for the 20mm and 3"/50 gun crews. Expended 15 rounds of 3"/50 caliber, and 322 rounds of 20mm ammunition. 1035 secured from general quarters and resumed condition II watches. 2030 changed course to $266^{\circ}(T)$.

Positions: 0800 - $10^{\circ} 51'N - 158^{\circ} 52'W$
1200 - $10^{\circ} 52'N - 159^{\circ} 38'W$
2000 - $10^{\circ} 53'N - 161^{\circ} 04'W$

26 April 1945

Steaming as before. 1201 changed course to $265^{\circ}(T)$.

Positions: 0800 - $10^{\circ} 41'N - 163^{\circ} 18'W$
1200 - $10^{\circ} 40'N - 164^{\circ} 03'W$
2000 - $10^{\circ} 34'N - 165^{\circ} 32'W$

27 April 1945

Steaming as before. 2000 changed course to $264^{\circ}(T)$. 2400 retarded all ship's clocks one hour (new time zone being plus 12).

Positions: 0800 - $10^{\circ} 20'N - 167^{\circ} 47'W$
1200 - $10^{\circ} 15'N - 168^{\circ} 25'W$
2000 - $10^{\circ} 10'N - 169^{\circ} 52.5'W$

28 April 1945

Steaming as before. 1135 changed course to $265^{\circ}(T)$.

Positions: 0800 - $9^{\circ} 54.5'N - 172^{\circ} 10'W$
1200 - $9^{\circ} 50'N - 172^{\circ} 53'W$
2000 - $9^{\circ} 42'N - 174^{\circ} 21'W$

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U. S. S. GADSDEN (AK-182)

WAR DIARY

29 April 1945

Steaming as before. 2000 changed course to $263^{\circ}(T)$. 2400 crossed international date line (180°) and advanced all ship's clocks 24 hours - the new time zone being minus 12.

Positions: 0800 - $9^{\circ} 32'N$ - $176^{\circ} 29'W$
1200 - $9^{\circ} 29'N$ - $177^{\circ} 08'W$
2000 - $9^{\circ} 24'N$ - $178^{\circ} 30.5'W$

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Reg. No.	4459
R. S. No.	

U. S. S. GADSDEN (AK-182)

AK-182/A12-1
Serial No. 014-45

c/o Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L

1 June 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. Fleet.
Subject: War Diary - submission of.
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U. S. S. GADSDEN (AK-182)

WAR DIARY

1 May 1945 (zone minus 12)

Underway from Balboa, Canal Zone to Ulithi Island with a cargo of ammunition, operating singly without surface escort, in obedience to orders of the Port Director, Balboa, Canal Zone. Base course 263°(T), speed 11.5 knots, zig zagging in accordance with plan #25. 2050 changed course to 262°(T).

Positions: 0800 9° 09'N - 179° 20'E
 1200 9° 05'N - 178° 38'E
 2000 8° 57'N - 177° 11.5'E

2 May 1945

Steaming as before. 1250 changed course to 257°(T). 2000 changed course to 252°(T). 2400 retarded all ship's clocks one hour, new time zone being minus 11.

Positions: 0800 - 8° 41'N - 175° 03'E
 1200 - 8° 37'N - 174° 22'E
 2000 - 8° 21'N - 172° 57'E

3 May 1945

Steaming as before. Sighted considerable friendly shipping throughout the day. 0516 changed course to 299°(T). 0544 sighted Ibbetson Atoll bearing 002°(T), distant 15 miles. 1830 changed course to 295°(T).

Positions: 0800 - 8° 02'N - 170° 48.5'E
 1200 - 8° 23'N - 170° 11.5'E
 2000 - 9° 03'N - 168° 58'E

4 May 1945

Steaming as before. 0400 ceased zig zagging in accordance with plan #25, commenced zig zagging in accordance with plan #7. 1208 changed course to 304½°(T). 1400 sighted Wotho Atoll bearing 263°(T), distant 17 miles.

Positions: 0800 - 9° 54'N - 167° 04'E
 1200 - 10° 04'N - 166° 30'E
 2000 - 10° 36'N - 165° 20'E

5 May 1945

Steaming as before. 0825 changed course to 283½°(T). Met several ships and friendly planes throughout the day. 1032 changed course to 282½°(T). 1220 sighted Eniwetok Atoll bearing 309°(T), distant 18 miles. 1251 changed course to 281½°(T). Changed standard speed to 170 RPM (11.1 knots). 2200 changed course to 279½°(T).

Positions: 0800 - 10° 58'N - 163° 15'E
 1200 - 11° 10'N - 162° 39'E
 2000 - 11° 22'N - 161° 17'E

6 May 1945

Steaming as before. 1215 sighted empty life raft, boxes and dunnage close aboard. 1843 observed sunset, alerted all hands at battle stations for 45 minutes. 2400 retarded all ship's clocks one hour, new time zone being minus 10.

Positions: 0800 - 11° 43'N - 159° -24'E
 1200 - 11° 49'N - 158° 48'E
 2000 - 12° 02'N - 157° 30'E

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U. S. S. GADSDEN (AK-182)

WAR DIARY

7 May 1945

Steaming as before. Called away all hands to battle stations for morning alert 45 minutes before sunrise and for 45 minutes after sunset.

Positions: 0800 - 12° 21'N - 155° 17'E
1200 - 12° 29'N - 154° 35'E
2000 - 12° 44'N - 153° 13'E

8 May 1945

Steaming as before. 0315 changed base course to 250½°(T). 1040 exercised all hands at General Quarters and conducted firing exercises, expended 332 rounds of 20mm and 11 rounds of 3"/50 cal. ammunition. 2000 changed course to 248°(T).

Positions: 0800 - 12° 39'N - 151° 12'E
1200 - 12° 28'N - 150° 34'E
2000 - 12° 03.5'N - 149° 16'E

9 May 1945

Steaming as before. 0900 changed standard speed to 165 RPM (10.7 knots). 1225 changed course to 244°(T). 2316 changed course to 258°(T).

Positions: 0800 - 11° 21.5'N - 147° 21'E
1200 - 11° 10'N - 146° 44'E
2000 - 10° 45'N - 145° 35'E

10 May 1945

Steaming as before. 0930 changed standard speed to 168 RPM (11.0 knots). 1100 changed base course to 266½°(T). 1325 changed standard speed to 172 RPM (11.2 knots). 1130 ceased zig zagging and changed base course to 248½°(T). 1400 changed standard speed to 168 RPM (11.0 knots). 1420 changed course to 272½°(T). 1500 changed course to 266½°(T); commenced zig zagging in accordance with plan #7. 1915 ceased zig zagging and reduced standard speed to 150 RPM (10.1 knots). 2035 changed course to 269½°(T). 2400 retarded all ships clocks one hour, the new time zone being minus 9.

Positions: 0800 - 10° 21'N - 143° 45'E
1200 - 10° 09'N - 143° 07'E
2000 - 10° 03'N - 141° 46'E

11 May 1945

Steaming as before. 0442 sighted Gielap Island bearing 250°(T), distant 8 miles. Commenced maneuvering on various courses and at various speeds off Mugai Channel, Ulithi Islands. 0826 anchored in berth 454, Ulithi Islands, in 23 fathoms of water with 75 fathoms of chain to the port anchor. The commanding Officer went ashore to report to the Port Director for further instructions. 1743 got underway from Ulithi Islands enroute to Kossol Roads as directed by the Port Director, Ulithi, routing instructions dated 11 May 1945. 1925 with Fig Island abeam 2 miles to starboard, took departure on course 206½°(T). 1955 changed course to 200½°(T). 2250 changed course to 256½°(T), commenced zig zagging in accordance with plan #7.

Position: 2000 - 9° 41'N - 139° 41'E

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U. S. S. GADSDEN (AK-182)

WAR DIARY

12 May 1945

Steaming as before. 0733 sighted Yap Island bearing 020°(T), distant 25 miles. 0933 changed course to 248½°(T). 0950 sighted smoke bearing 200°(T), distant 1000 yards, sent all hands to General Quarters and commenced maneuvering on various courses and at various speeds. 1038 resumed previous base course and standard speed, secured from General Quarters. 1105 sighted North Island, Ngulu Atoll bearing 190°(T), distant 14 miles. 1851 ceased zig zagging and resumed base course to keep clear while passing a tug and two barges on the starboard side. 2045 changed course to 243½°(T). 2219 reduced standard speed to 150 RPM (9.77 knots).

Positions: 0800 - 8° 55'N - 138° 01'E
1200 - 8° 47'N - 137° 31'E
2000 - 8° 18'N - 136° 20'E

13 May 1945

0442 changed course to 272½°(T). 0516 sighted Babelthraup Island bearing 240°(T), distant 15 miles. 0746 anchored in berth #6, Kossol Roads. The Commanding Officer left the ship to report to the Port Director, Kossol Roads, aboard the U.S.S. COHASSETT.

14-17 May 1945

During this period the ship remained anchored as before in Kossol Roads awaiting the arrival of a Leyte bound convoy. Swimming parties were organized each afternoon, and those men wishing to do so, attended church services aboard the U.S.S. COHASSETT on Wednesday. The Captain and Communication Officer attended a convoy conference aboard the U.S.S. COHASSETT on 17 May and received all sailing directions at that time.

18 May 1945

0530 made all preparations for getting underway. 0626 got underway from Kossol Roads enroute to Leyte, Philippine Islands, as directed by Port Director's orders dated 17 May 1945. About 8 miles east of East Channel, Kossol Roads, the ship assumed its position of "54" in the Leyte portion of the convoy. At 1030, the Leyte convoy met and assumed its position on the right wing of the convoy coming up from Hollandia. Commodore of the convoy was located in the U.S.S. INDUS. Convoy speed 8.5 knots, course 000°(T). 1534 changed course to 335°(T). 1625 changed course to 305°(T).

Positions: 1200 - 8° 18'N - 135° 03'E
2000 - 9° 08'N - 135° 34'E

19 May 1945

Steaming as before. 0700 the convoy changed course to 282°(T).

Positions: 0800 - 9° 39'N - 132° 51'E
1200 - 9° 46.5'N - 132° 06'E
2000 - 10° 01'N - 130° 48'E

C-O-N-F-I-D-E-N-T-I-A-L

U. S. S. GADSDEN (AK-182)

WAR DIARY

20 May 1945

Steaming as before. 0800 convoy speed reduced to 7.5 knots. 1330 convoy course changed to 278°(T). 1815 convoy speed reduced to 7 knots.

Positions: 0800 - 10° 17'N - 128° 57'E
1200 - 10° 24'N - 128° 24'E
2000 - 10° 33'N - 127° 20'E

21 May 1945

Sighted Suluan Island bearing 286°(T), distant 18 miles at 0401. 0610 the convoy executed a 45° emergency turn to the left to clear Suluan Island and at 0620 the convoy course was changed to 260°(T). 0730 convoy speed changed to 8.5 knots and course changed to 274°(T). Sighted Leyte Island directly ahead at a distance of 50 miles. Entered Leyte Gulf and proceeded on various courses and at various speeds to San Pedro Bay, coming to anchor at 1634 in berth 31.

Positions: 0800 - 10° 37'N - 125° 58'E
1200 - 10° 00.5'N - 125° 18'E

22 May 1945

Anchored as before. At 0804 the YW-108 came along our port side to deliver fresh water. 0903 the YW-108 shoved off, having delivered 10,000 gallons of fresh water to this ship. The commanding Officer visited the Port Director, Talloban, to secure further orders.

23 May 1945

1530 made all preparations for getting underway. 1641 underway from berth 31 San Pedro Bay, Philippine Islands, enroute to Morotai Island, having been directed by the Port Director to carry out the movement as the second ship of the left hand column of ComLSTFlot 22 (movement order of 22 May 1945 - Secret). Proceeding on various courses and at various speeds to conform with the prescribed channel of Leyte Gulf. 2140 sighted Suluan Island light bearing 060°(T), distant 15 miles, and at 2250 passed the light 13 miles abeam to port. At 2310 changed course to 130°(T), convoy speed 9.5 knots.

Position: 10° 47'N - 125° 29'E

24 May 1945

Steaming as before. 0333 convoy course changed to 161°(T).

Positions: 0800 - 9° 21.5'N - 126° 42'E
1200 - 8° 39'N - 127° 01.5'E
2000 - 7° 20'N - 127° 30'E

25 May 1945

Steaming as before. 1303 sighted a black rubber life raft bearing 240°(T), distant 800 yards. The lead ship of the left hand column (ATF-90) turned out of convoy and investigated life raft - no signs of life found, and the ATF-90 resumed in convoy. 1851 sighted Morotai Island bearing 191°(T), distant 65 miles. At 2155 the convoy course was changed to 180°(T).

Positions: 0800 - 5° 03'N - 128° 05'E
1200 - 4° 31'N - 128° 21'E
2000 - 3° 09.5'N - 128° 51.5'E

C-O-N-F-I-D-E-N-T-I-A-L

U. S. S. GADSDEN (AK-182)

WAR DIARY

26 May 1945

Sighted Halmahera Island bearing $210^{\circ}(T)$, distant 40 miles. 0430 convoy course changed to $264^{\circ}(T)$, 0730 convoy course changed to $295^{\circ}(T)$. Commenced maneuvering on various courses off Gila Point, Morotai Island, captain at the conn and the executive officer on the bridge. 0913 anchored temporarily off S.W. coast of Morotai Island awaiting further berthing instructions. 1341 got underway to proceed to new anchorage with Lt. H. D. WILSON, USNR, Navy Pilot, aboard. 1432 anchored off S.W. Coast of Morotai Island in the vicinity of the S.S. DAVID BREWER as directed by the Port Director, Morotai. The commanding officer went into the Port Director's office to receive further instructions.

27 May 1945

Got underway at 0730 and tied up along the starboard side of the S.S. DAVID BREWER to transfer ammunition aboard this ship. The cargo transfer was completed at 1750 and the ship got underway immediately thereafter and anchored in berth D-5 off the S.W. coast of Morotai.

28-31 May 1945

Under the direction of CTG 72.2, this vessel commenced issuing ammunition to various units of the fleet in this area. Cargo discharge operations included the three forward cargo holds, and the ship's force was supplemented by working parties from the ships concerned during the working day. A daily report of cargo issued was made to the Port Director, Morotai. Operations progressed satisfactorily and at one time (31 May) as many as six ships were serviced during the working day.

REG. NO 5627

U. S. NO

REG. SHEET NO III

U. S. S. GADSDEN (AK-182)

AK-182/A12-1
Serial No. 019-45

c/o Fleet Post Office
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L

1 July 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. Fleet.
Subject: War Diary - submission of.
Reference: (a) Cominch restricted letter, FF1/A12-1/A16-3, Serial 7152 of 29 October 1943.
Enclosure: (A) War Diary of the U.S.S. GADSDEN (AK-182), from 1 June 1945 to 30 June 1945.

1. In compliance with reference (a) enclosure (A) is forwarded herewith.


W. J. SATTEL

Copy to:
CincPac

129617

U. S. S. GADSDEN (AK-182)

C-O-N-F-I-D-E-N-T-I-A-L

WAR DIARY

U.S.S. GADSDEN (AK-182)

1 June to 30 June 1945 (Time zone - minus 9)

Anchored in berth DOG 5 four miles off the southwest coast of Morotai Island in 17 fathoms of water with a cargo of ammunition and frozen meat. At 1647 6 June 1945 shifted berth to DOG 4 to secure a more satisfactory location for cargo issues. Under the direction of CTG 72.2, this vessel issued assorted ammunition and units of frozen meat to various units of the fleet in this area. Cargo discharge operations included issues from the three forward cargo holds which were loaded with ammunition, and from number four hold which was loaded with frozen cargo. Ships desiring service were scheduled for date and time alongside. Hatch crews, which included winch operators, supervisors in the hold, checkers, and a hatch foreman were supplied by ship's company and were supplemented by working parties from the ships serviced. In most instances, cargo operations could be satisfactorily handled during daylight hours, but in a few instances where specific loading dates had to be met, operations were carried on into the early hours of the evening. A daily report of cargo discharged in long tons and measurement tons was furnished to the Port Director, Morotai. During slack periods in cargo operations, recreation parties were organized in accordance with SOPA instructions, and the men were permitted to use the recreation grounds ashore for a few hours in the afternoon.

ROSTER OF OFFICERS
NAVPERS-353 (12-4)

SHIP, STATION
OR ACTIVITY

U.S.S. GADSDEN (AK-182)

DATE OF
ROSTER

30 June 1945

To: The Chief of Naval Personnel

AUTHORIZED COMPLEMENT								TOTAL ON BOARD
CAPT.	CDR.	LT. CDR.	LT.	LT. (JG)	ENS.		TOTAL	
		1	1	3	3		8	8

1	2	3		4	5	6	7	8	9	10	11	12	13	14
FILE NO.	SEE INST. 2	NAME		RANK	DATE OF PRESENT RANK	N. A. CLASS OR N. R. CLASSIF.	MOS. ON BOARD	MOS. PRES. DUTY	MOS. AT SEA (SHORE) THIS CRUISE	PRIMARY DUTY	COLLATERAL DUTIES	DUTIES IN TRAINING FOR-	PROSPECTIVE DATE OF QUALIFICATION	COURSES AND QUALIFICATIONS (SEE INSTRUCTION 3)
		(LAST)	(INITIALS)											
69710		SATTEL	W. J.	Lieut.	5/1/43	(DM)	4	4	36	Commanding Officer	Morale	NONE	NONE	
184586		GORDY	L. F.	Lieut.	5/1/45	(D)	4	4	32-11	Executive Officer Navigator	Educational Officer Deck Watch Officer	Executive Officer	9/1/45	WD
192261	D	ETCHEN	H. G.	Lieut.	1/1/44	(E)	4	4	34-9	Engineer Officer 4th Div. Officer	S.C.M. Board Deck Court Officer	NONE	NONE	VMI
184506		SPIKES	W. J.	Lieut.	5/1/45	(D)	4	4	26-9	First Lieutenant 1st Div. Officer	Damage Control Deck Watch Officer S.C.M. Board	First Lieutenant	10/1/45	35, WD
226977		BIRINGER	J. G.	Lt. (jg)	7/1/44	(D)	4	4	26-8	Gunnery Officer 2nd Div. Officer	Athletic Officer S.C.M. Board Deck Watch Officer	Executive Officer	12/1/45	WD
317111		KASLOW	D. K.	Lt. (jg)	3/1/45	(C)	4	4	4	Communication Off. 3rd Div. Officer	Chief Censor Jr. Deck Watch Off. Coding Board	Deck Watch Off.	10/1/45	76
203311		LITTLE	W. D.	Lt. (jg)	6/1/45	SC	4	4	20-11	Supply Officer 5th Div. Officer	Coding Board	NONE	NONE	
360464		HARRISON	J. K.	Ensign	6/27/44	(D)	4	4	4	Jr. 2nd Div. Off.	Recognition Officer Jr. Deck Watch Off. War Bond Officer	Division Officer Deck Watch Officer	11/1/45	
91713		MARTIN	W. G.	Lt. (jg)	3/1/45	(E)	0	0	15	Engineer Officer 4th Div. Officer				VMI

(Second figure, column 9, indicates numbers of months ashore, temporary duty under instruction and CPO prior present duty.)

- INSTRUCTIONS:**
1. This form (in duplicate) is to be submitted monthly as of the first day of each month to the Bureau of Naval Personnel. It supersedes the previous monthly roster of officers and the quarterly priority detachment list. Names are to be grouped by activity and listed according to rank within the appropriate organizational unit.
 2. The following symbols shall be used when appropriate in column 2: **D**-Ordered Detached When Directed by Commanding Officer; **D**-Ordered Detached When Relieved; **H**-Treatment in Hospital; **TO**-Technical Observers; **R**-Ordered to Report; **T**-Temporary Detached Duty; **U**-Not Physically Qualified for Sea Duty; **DIF**-Duty Involving Flying.
 3. "Courses and Qualifications," column 14, should be designated by the appropriate codes shown in Enclosure (A) of BuPers Circular Letter No. 18-44, dated 31 January 1944. If an officer has completed any other course or school which is not listed, indicate the name of the course or school, the place and date of completion in column 14.
- BuPers (orig-1)
Cominch (2)
CincPac (2)
Flt.Rec.Off. (1)
ComServRon9 (1) - ComServ7thFlt(2) - ComServPac (1)

W. J. SATTEL

(SIGNATURE)

U. S. S. GADSDEN (AK-182)

AK-182/A12-1
Serial No. 020-45

c/o Fleet Post Office
San Francisco, California

C O N F I D E N T I A L

1 August 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. Fleet.
Subject: War Diary - submission of.
Reference: (a) Cominch restricted letter, FF1/A12-1/A16-3, Serial 7152 of 29 October 1943.
Enclosure: (A) War Diary of the U.S.S. GADSDEN (AK-182), from 1 July 1945 to 31 July 1945.

1. In compliance with reference (a) enclosure (A) is forwarded herewith.


W. J. SATTEL

Copy to:
ComSerRonNINE
ComServ7thFlt
CINCPAC

135456

C O N F I D E N T I A L

U. S. S. GADSDEN (AK-182)

WAR DIARY

U.S.S. GADSDEN (AK-182)

1 July to 26 July 1945 (Time Zone - Minus 9)

Anchored in berth DOG 5 four miles off the southwest coast of Morotai Island in 17 fathoms of water with a cargo of ammunition and frozen meat. Under the direction of CTG 72.2, this vessel issued assorted ammunition and units of frozen meat to various units of the Allied Fleet in this area. Ships desiring service were scheduled for date and time alongside, and hatch crews, which included winch operators, hoist-signalmen, hold supervisors, checkers, and a hatch foreman were provided from ship's company. At 1200 25 July 1945, all except frozen issues and emergency ammunition issues ceased, and, with the assistance of carpenters provided from the Section Base ashore, the shoring of cargo was carried out.

27 July 1945

All preparations for sea being completed, the ship got underway enroute to Leyte, Philippine Islands, in compliance with Port Director's, Morotai, secret movement order dated 27 July 1945, at 1724. 1803 passed Morotai sea buoy 500 yards abeam to port and set course 162°(T), standard speed 170 RPM (11.1 knots). 1818 changed course to 149°(T). 1859 changed course to 101°(T). 1930 changed course to 099°(T). 2254 changed course to 039°(T).

Position: 2000 1°-48'N. 128°-28.5'E.

28 July 1945

0007 changed course to 000°(T). Changed standard speed to 165 RPM (10.7 knots). 0640 changed course to 342°(T). 0824 changed course to 347°(T), and changed standard speed to 160 RPM (10.4 knots). 1302 changed standard speed to 168 RPM (10.9 knots) and commenced zig-zagging on base course 341°(T). Exercised the crew at General Quarters and conducted 3"/50 and 20mm firing exercises. 2102 changed course to 338°(T) and changed standard speed to 155 RPM (10.1 knots).

Positions: 0800 3°-26.5'N 128°-51.5'E
1200 4°-11.5'N 128°-43.5'E
2000 5°-38'N 128°-23'E

29 July 1945

0730 changed course to 341°(T) and changed standard speed to 160 RPM. 1000 changed course to 342°(T) and changed standard speed to 170 RPM. Exercised at General Quarters and conducted surface and AA firing with the 3"/50 and AA firing at bursts with the 20mm. 1935 ceased zig-zagging and resumed base course.

Positions: 0800 7°-18'N 127°-39.5'E
1200 7°-50'N 127°-28.5'E
2000 9°-00'N 127°-04'E

30 July 1945

0605 sighted Suluan Island light bearing 325°(T), distant 25 miles, and at

C O N F I D E N T I A L

U. S. S. GADSDEN (AK-182)

WAR DIARY

0918 entered Leyte Gulf and commenced maneuvering on various courses enroute to San Pedro Bay, Philippine Islands. 1231 entered San Pedro Bay and commenced steaming on various courses and at various speeds to conform with the channel and shipping, enroute to assigned berth. 1409 anchored in berth 223, San Pedro Bay, Philippine Islands, in 8 fathoms of water, hard sand bottom, with 45 fathoms of chain to the port anchor. The Commanding Officer visited the Port Director's office on Tacloban to report as directed by routing instructions.

Position: 0800 10°-36'N 125°-38'E

31 July 1945

Anchored in berth 223, San Pedro Bay, Philippine Islands, awaiting further discharge instructions.

ROSTER OF OFFICERS
NAVPERS-353 (12-4)

SHIP, STATION OR ACTIVITY **U.S.S. GADSDEN (AK-182)**

DATE OF ROSTER **31 July 1945**

To: **The Chief of Naval Personnel**

AUTHORIZED COMPLEMENT								TOTAL ON BOARD
CAPT.	CDR.	LT. CDR.	LT.	LT. (JG)	ENS.		TOTAL	
		1	1	3	3		8	9

1	2	3		4	5	6	7	8	9	10	11	12	13	14
FILE NO.	SEE INST. 2	NAME (LAST)	NAME (INITIALS)	RANK	DATE OF PRESENT RANK	N. A. CLASS OR N. R. CLASSIF.	MOS. ON BOARD	MOS. PRES. DUTY	MOS. AT SEA (SHORE) THIS CRUISE	PRIMARY DUTY	COLLATERAL DUTIES	DUTIES IN TRAINING FOR-	PROSPECTIVE DATE OF QUALIFICATION	COURSES AND QUALIFICATIONS (SEE INSTRUCTION 3)
69710		SATTEL	W. J.	Lieut.	5/1/43	(DM)	5	5	37	Commanding Officer	Morale	NONE	NONE	
184586		GORDY	L. F.	Lieut.	5/1/45	(D)	5	5	33-11	Executive Officer Navigator	Educational Officer Deck Watch Officer	Executive Officer	9/1/45	WD
192261		ETCHEN	H. G.	Lieut.	1/1/44	(E)			(30 days Emergency Leave; left ship 11 July 1945)					
184506		SPIKES	W. J.	Lieut.	5/1/45	(D)	5	5	27-9	First Lieutenant 1st Div. Officer	Damage Control Deck Watch Officer S.C.M. Board	First Lieutenant	10/1/45	35, WD
226977		BIRINGER	J. C.	Lt.(jg)	7/1/44	(D)	5	5	27-8	Gunnery Officer 2nd Div. Officer	Athletic Officer S.C.M. Board Deck Watch Officer	Executive Officer	12/1/45	WD
317111		KASLOW	D. K.	Lt.(jg)	3/1/45	(C)	5	5	5	Communication Off. 3rd Div. Officer	Chief Censor Jr. Deck Watch Off. Coding Board	Deck Watch Off.	10/1/55	76
91713		MARTIN	W. G.	Lt.(jg)	3/1/44	(E)	1	1	16	Engineer Officer 4th Div. Officer	S.C.M. Board	NONE	NONE	WMI
203311		LITTLE	W. D.	Lt.(jg)	6/1/45	SC	5	5	21-11	Supply Officer 5th Div. Officer	Coding Board	NONE	NONE	
360464		HARRISON	J.K.	Ensign	6/27/44	(D)	5	5	5	Jr. 2nd Div. Off.	Recognition Officer Jr. Deck Watch Off. War Bond Officer	Division Officer Deck Watch Officer	11/1/45	

(Second figure, column 9, indicates number of months ashore, temporary duty under instruction and CFO prior present duty.)

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 2. The following symbols shall be used when appropriate in column 2: D-Ordered Detached When Directed by Commanding Officer; *D-Ordered Detached When Relieved; H-Treatment in Hospital; TO-Technical Observers; R-Ordered to Report; T-Temporary Detached Duty; U-Not Physically Qualified for Sea Duty; DIF-Duty Involving Flying.
 3. "Courses and Qualifications," column 14, should be designated by the appropriate codes shown in Enclosure (A) of BuPers Circular Letter No. 18-44, dated 31 January 1944. If an officer has completed any other course or school which is not listed, indicate the name of the course or school, the place and date of completion in column 14.
- BuPers (orig 2)**
ComInch (2)
CincPac (2)
FltRecOff (1)
ComServ9 (1) - ComServ7thFlt (2) - ComServPac (1)

W. J. Sattel
W. J. SATTEL
 (SIGNATURE)

U. S. S. GADSDEN (AK-182)

AK-182/A12-1
Serial 023-45

c/o Fleet Post Office
San Francisco, California

C O N F I D E N T I A L

1 September 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. Fleet.
Subject: War Diary - submission of.
Reference: (a) Cominch restricted letter, FF1/A12-1/A16-3, Serial 7152 of 29 October 1943.
Enclosure: (A) War Diary of the USS GADSDEN (AK-182), from 1 August 1945 to 31 August 1945.

1. In compliance with reference (a), enclosure (A) is forwarded herewith.


W. J. SATTEL

Copy to:
DincPac
Com7thFlt
ComSerRon8

C O N F I D E N T I A L

U. S. S. GADSDEN (AK-182)

WAR DIARY

U.S.S. GADSDEN (AK-182)

1 to 20 August 1945 - time zone minus 9

Anchored in berth 223, San Pedro Bay, Philippine Islands, with an assorted cargo of ammunition; issuing to various units of the fleet as directed by Commandant, Naval Operating Base, Leyte. 6 August 1945 got underway and went alongside the U.S.S. POINSETT (AK-205) in berth 208 to receive 37.5 long tons of ammunition from that vessel. The cargo operation was completed the following day, and this vessel was shifted to berth 204 to continue issue as before. During the period 15-17 August the LST-473 moored along our starboard side and discharged 141.6 long tons of ammunition aboard this vessel. From 16-20 August all of the smoke pots and smoke floats remaining aboard were off-loaded aboard the LCT's 940 and 952 (total issue amounting to 209 long tons). The administrative command of this vessel was shifted to Service Squadron Eight on 15 August 1945.

21 August 1945

At 1249 got underway enroute to Subic Bay, Luzon, Philippine Islands, as directed by the Port Director, Leyte (Tacloban) movement orders dated 21 August 1945. Routine steaming.

Position: 2000 - 10°-04'N 125°-20'E

22 August 1945

Routine steaming.

Positions: 0800 - 9°-03.5'N 123°-51.5'E
1200 - 8°-56.5'N 123°-13'E
2000 - 9°-37'N 122°-18'E

23 August 1945

Routine steaming.

Positions:
0800 - 11°-13'N 121°-26'E
1200 - 11°-49'N 121°-07'E
2000 - 13°-01'N 120°-31'E

24 August 1945

Anchored in berth 121, Subic Bay, Luzon, Philippine Islands, awaiting orders to discharge cargo.

25 to 31 August 1945

25 August shifted anchorage to berth 193, and under the direction of CTG 72.2.1 (located aboard the U.S.S. DOBBIN) commenced discharge of cargo into lighters of the Floating Ammunition Unit. Working parties from the barracks ship (APL-22) supplemented the winch drivers, hatch supervisors, hoist signalmen, and checkers furnished by the ship.

U. S. S. GADSDEN (AK-182)

AK-182/A12-1
Serial 025-45

c/o Fleet Post Office
San Francisco, California

C O N F I D E N T I A L

1 October 1945

From: The Commanding Officer.
To: The Commander in Chief, U. S. Fleet.
Subject: War Diary - submission of.
Reference: (a) Cominch restricted letter, FF1/A12-1/A16-3, Serial 7152 of
29 October 1943.
Enclosure: (A) War Diary of the USS GADSDEN (AK-182), from 1 September 1945
to 30 September 1945.

1. In compliance with reference (a), enclosure (A) is forwarded
herewith.


W. J. SATTEL

Copy to:
CincPac
Com7thFlt
ComSerRon8

146136

C-O-N-F-I-D-E-N-T-I-A-L

U. S. S. GADSDEN (AK-182)

WAR DIARY

U.S.S. GADSDEN (AK-182)

1 to 8 September 1945 - time zone minus 9.

Anchored in berth 193, Subic Bay, Luzon, Philippine Islands, discharging a cargo of assorted ammunition onto the lighters of the Floating Ammunition Unit under the direction of Commander Service Division 71, located aboard the USS DOBBIN. On 1 September the administrative command of this vessel passed to Commander Service Force, Pacific Fleet. On the evening of 1 September shifted anchorage to berth 188 to secure a safer anchorage during a period of rough weather. On 7 September completed discharging all ammunition that the Floating Ammunition Unit was to receive, having discharged 909 long tons, and went alongside the S.S. JAUN SEGUIN in berth 197 to complete discharge of cargo. The complete discharge of all cargo was completed about noon 8 September, having discharged 108.7 long tons aboard the S.S. JAUN SEGUIN, and got underway enroute to Manus, Admiralty Islands as directed by the Port Director's orders dated 8 September 1945.

9 September 1945

Routine Steaming.

Positions: 0800 12°-34'N 120°-35.5'E
1200 12°-04'N 120°-54'E
2000 10°-44'N 121°-25'E

10 September 1945

Routine Steaming.

Positions: 0800 8°-51'N 122°-38'E
1200 8°-50.5'N 123°-21.5'E
2000 8°-59.5'N 124°-46.5'E

11 September 1945

Routine Steaming.

Positions: 0800 10°-21'N 126°-15'E
1200 10°-06'N 126°-59'E
2000 9°-24'N 128°-20.5'E

12 September 1945

Routine Steaming.

Positions: 0800 8°-15'N 130°-06'E
1200 7°-54'N 130°-44.5'E
2000 7°-13'N 130°-09'E

13 September 1945

Routine Steaming.

Positions: 0800 6°-04'N 134°-10'E
1200 5°-59'N 134°-20'E
2000 5°-25'N 135°-27'E

14 September 1945

Routine Steaming.

Positions: 0800 4°-28'N 137°-21'E
1200 4°-06.5'N 138°-10'E
2000 3°-21'N 139°-32'E

15 September 1945

Routine Steaming.

Positions: 0800 2°-42'N 141°-26'E
1200 2°-17'N 141°-58'E
2000 1°-33'N 142°-58'E

C-O-N-F-I-D-E-N-T-I-A-L

U. S. S. GADSDEN (AK-182)

WAR DIARY

16 September 1945 - time zone minus 10

Routine steaming. At midnight advanced all ship's clocks one hour to conform with minus 10 time zone.

Positions:	0800	0°-10'N	144°-14'E
	1200	0°-04'N	144°-44'E
	2000	0°-42'S	145°-50'E

17 September 1945

Entered Seeadler Harbor, Manus, Admiralty Islands, at 1110 and proceeded on various courses and speeds to conform with the channel to the west side of Murzim Dock; tying up port side to. Personnel of supply activities ashore came aboard to make arrangements for loading this vessel.

18 to 22 September 1945

A cargo of 346 long tons of field clothing and 271 long tons of clothing and small stores were loaded into #2 and #3 lower holds and 'tween decks by members of the 20th Special Construction Battalion, working in three six-hour shifts daily. Ship's checkers were used in conjunction with checkers furnished by the 20th Special Construction Battalion. 1607 22 September 1945 all cargo operations being completed, this vessel got underway enroute to Hollandia, New Guinea, as directed by orders from the Port Director, Manus, dated 22 September 1945.

Position: 2000 1°-40'N 146°-50'E

23 September 1945

Routine steaming.

Positions:	0800	1°-55.6'S	144°-46.5'E
	1200	1°-58'S	144°-04.5'E
	2000	2°-08'S	142°-41'E

24 September 1945

0904 anchored in berth N56, Humboldt Bay, New Guinea, to await further instructions. 1329 got underway and went alongside the S.S. SOCONY VACUUM to take on fuel. 1600 retarded all ship's clocks one hour to conform with minus 9 zone time.

25 to 30 September 1945 - time zone minus 9

0730 25 September got underway and tied up starboard side to Navy Pier 2, Hollandia, New Guinea, to receive cargo. During the period 25 to 30 September a cargo of 958 long tons of beer, 134 long tons of empty gas bottles, and 82 long tons of calcium carbide were loaded by Construction Battalion stevedores. Ship's checkers were used in the holds in conjunction with checkers furnished by the shore activity. Cargo operations were completed 2130 30 September 1945.

U. S. S. GADSDEN (AK-182)
c/o Fleet Post Office
San Francisco, California

AK-182/A12-1
Serial 026-45

C O N F I D E N T I A L

1 November 1945

From: The Commanding Officer.
To: The Chief of Naval Operations.
Subject: War Diary - submission of.
Reference: (a) Cominch restricted letter, FF1/A12-1/A16-3, Serial 7152 of
29 October 1943.
Enclosure: (A) War Diary of the USS GADSDEN (AK-182), from 1 October 1945
to 31 October 1945.

1. In compliance with reference (a), enclosure (A) is forwarded
herewith.


W. J. SATTEL

Copy to:
CincPac
Com7thFlt
ComServDiv73

RECEIVED S-C FILES

Room 2, 3

ROUTE TO: 03

18 NOV 1945

File No. A12-1/AK182

Doc. No. 191158

Copy No. 1 of

Reg. No. 7483

149834

C O N F I D E N T I A L

U. S. S. GADSDEN (AK-182)

WAR DIARY

U.S.S. GADSDEN (AK-182)

1 October 1945 - Time zone minus 9.

Moored starboard side to Navy Pier #2, Hollandia, New Guinea, with a cargo of 1846 long tons of beer, calcium carbide, field clothing, clothing and small stores, and empty gas bottles. 0924 got underway for Guiuan, Samar, Philippine Islands, as directed by the Port Director, Hollandia, movement order dated 29 September 1945. Routine steaming.

Positions: 1200 2°-12'S 140°-48.5'E
2000 1°-18.5'S 139°-42.5'E

2 October 1945

Routine steaming.

Positions: 0800 0°-00' 137°-49'E
1200 0°-28'N 137°-10.5'E
2000 1°-21'N 135°-54.5'E

3 October 1945

Routine steaming.

Positions: 0800 2°-37.5'N 134°-09.5'E
1200 2°-58'N 133°-45'E
2000 3°-35.5'N 132°-46.5'E

4 October 1945

Routine steaming.

Positions: 0800 4°-45'N 131°-19'E
1200 5°-13.5'N 130°-53'E
2000 6°-13'N 130°-05'E

5 October 1945

Routine steaming.

Positions: 0800 7°-44.5'N 128°-54'E
1200 8°-22'N 128°-27'E
2000 9°-19'N 127°-25'E

6 October 1945

1135 anchored in berth A-3, Guiuan Roadstead, Samar, Philippine Islands, to await further instructions.

7 to 31 October 1945

Anchored in berth A-3, Guiuan Roadstead, Samar, Philippine Islands, awaiting discharge instructions. Got underway at noon on 10 October and steamed to San Pedro Bay, Philippine Islands, to take on fresh provisions, returning to berth A-3, in Guiuan Roadstead the following afternoon to await discharge instructions as before.

ROSTER OF OFFICERS
NAVPERS-353 (12-4)

SHIP, STATION
OR ACTIVITY

U.S.S. GADSDEN (AK-182)

DATE OF
ROSTER **1 November 1945**

To: **The Chief of Naval Personnel**

AUTHORIZED COMPLEMENT							TOTAL ON BOARD
CAPT.	CDR.	LT. CDR.	LT.	LT. (JG)	ENS.	TOTAL	
		1	1	3	3	8	9

1	2	3		4	5	6	7	8	9	10	11	12	13	14		
FILE NO.	SEE INST. 2	NAME (LAST)	NAME (INITIALS)	RANK	DATE OF PRESENT RANK	N. A. CLASS OR N. R. CLASSIF.	MOS. ON BOARD	MOS. PRES. DUTY	MOS. AT SEA (SHORE) THIS CRUISE	PRIMARY DUTY	COLLATERAL DUTIES	DUTIES IN TRAINING FOR-	PROSPECTIVE DATE OF QUALIFICATION	COURSES AND QUALIFICATIONS (SEE INSTRUCTION 3)		
69710		SATTEL	W. J.	Lt.Cdr.	10/3/45	(DM)	8	8	40	Commanding Officer	Morale	NONE	NONE	A	B 59-1/2	
184586		GORDY	L. F.	Lieut.	5/1/45	(D)	8	8	36	Executive Officer Navigator	Educational Officer Deck Watch Officer	Commanding Officer			49-1/2	
184506		SPIKES	W. J.	Lieut.	5/1/45	(D)	8	8	30	First Lieutenant	Damage Control Deck Watch Officer S.C.M. Board	Executive Officer	4/1/46		37-1/4	
91713		MARTIN	W. G.	Lieut.	8/1/45	(E)	3	3	19	Engineer Officer 4th Div. Officer	S.C.M. Board	NONE	NONE		50-1/2	
226977		BIRINGER	J. C.	Lt.(jg)	7/1/44	(D)	8	8	30	Gunnery Officer 1st Div. Officer	Athletic Officer S.C.M. Board Deck Watch Officer	Executive Officer	6/1/46		45-3/4	
317111		KASLOW	D. K.	Lt.(jg)	3/1/45	(C)	8	8	8	Communication Off. 3rd Div. Officer	Jr. Deck Watch Off. Coding Board	Deck Watch Officer	12/1/45		39-1/2	
181526		PECTEAU	B. D.	Lt.(jg)	4/1/45	(DM)L	0	0	18	2nd Div. Officer	Ass't Navigator	First Lieutenant Navigator			25-1/2	
203311		LITTLE	W. D.	Lt.(jg)	6/1/45	(SC)	8	8	24	Supply Officer 5th Div. Officer	Coding Board	NONE	NONE		USN	
360464		HARRISON	J. K.	Ensign	6/27/44	(D)	(On 30 days Emergency Leave - left ship 8 October 1945)									

DIST:

BuPers(orig & 1) - ComServPac(2) - CinePac(2) - CNO(2) - ComServDiv73(1)
ComServRon7(1) - FltRecOff(1)

- INSTRUCTIONS:**
- This form (in duplicate) is to be submitted monthly as of the first day of each month to the Bureau of Naval Personnel. It supersedes the previous monthly roster of officers and the quarterly priority detachment list. Names are to be grouped by activity and listed according to rank within the appropriate organizational unit.
 - The following symbols shall be used when appropriate in column 2: D-Ordered Detached When Directed by Commanding Officer; *D-Ordered Detached When Relieved; H-Treatment in Hospital; TO-Technical Observers; R-Ordered to Report; T-Temporary Detached Duty; U-Not Physically Qualified for Sea Duty; DIF-Duty Involving Flying.
 - "Courses and Qualifications," column 14, should be designated by the appropriate codes shown in Enclosure (A) of BuPers Circular Letter No. 18-44, dated 31 January 1944. If an officer has completed any other course or school which is not listed, indicate the name of the course or school, the place and date of completion in column 14.

W. J. Sattel
W. J. SATTEL
(SIGNATURE)

NOV 1 15 AM



J.P.

U. S. S. GADSDEN (AK-182)

c/o Fleet Post Office
San Francisco, California

RECEIVED
Navy Department
Secy's Office records

17 October 1945

AK-182/A12-1
Serial 138-45

From: The Commanding Officer. **SO11 1 6**
To: The Secretary of the Navy.
Subject: Ship's History.
Reference: (a) AlPac 202 of 14 September 1945.
Enclosure: (A) Ship's History of the U.S.S. GADSDEN (AK-182).

EXC- Mail Room

In accordance with instructions contained in reference (a), enclosure (A) is forwarded herewith.

W. J. Sattel
W. J. SATTEL

Copy to:
CincPac



156959

PRINT

U. S. S. GADSDEN (AK-182)

SHIP'S HISTORY

The U.S.S. GADSDEN is a cargo vessel with a full-load displacement of 7440 tons and a capacity for approximately 4000 tons of dry cargo. She is 339 feet in length, has a beam of 50 feet, and with a full load has a draft of 21 feet. She was built by the Walter Butler Shipbuilders, Incorporated at Superior, Wisconsin. The GADSDEN, as were four other ships of her class, was named after a county in Florida.

At three o'clock on the afternoon of the twenty-eighth of February 1945, the GADSDEN was placed in commission by the representative of the Commandant, Eighth Naval District, while moored at Westwego, Louisiana, a few miles south of New Orleans, on the Mississippi River. Lieutenant Walter J. Sattel, USNR, of San Francisco, California, assumed command.

Immediately after commissioning, from the first until the fourth of March, the GADSDEN was engaged in taking on fuel, ammunition, supplies and in numerous other activities, in preparation for sea. On the fourth of March she got underway for Burwood, Louisiana, at the mouth of the Mississippi. From Burwood she made daily voyages into the Gulf of Mexico and carried out an intensive training program during a three day period. During this time the energies of the crew were taxed to their utmost, for it was here that the numerous drills and exercises, which had been planned during the pre-commissioning period were actually put into practice. For many of the crew this was their first experience at sea and for nearly all of the crew it was the first experience on board a cargo vessel. On March seventh the GADSDEN sailed for Galveston, Texas, to report for "shake-down training". This consisted of another training period under the supervision of an experienced "shakedown group" when deficiencies in the organization were pointed out and corrected; when additional trials and tests were conducted to familiarize the ship's officers with the vessel's characteristics and to bring to light any material deficiencies which may have been overlooked during her conversion period. On March twenty-first, after a short period in a shipyard where minor deficiencies were corrected, the GADSDEN was deemed in all respects ready for a long period of duty at sea in the forward areas. She then sailed to New Orleans, where the first portion of her cargo was received - 117 tons of frozen meat. From here the GADSDEN went back down the Mississippi into the Gulf, and on to the U. S. Naval Magazine, Theodore, Alabama, where a cargo of ammunition was loaded into Nos. 1, 2 and 3 holds. She was now ready for the long journey into the Pacific forward areas. She set sail March thirty-first, alone; first stop, the Panama Canal.

Arriving at Cristobal, Canal Zone on the sixth of April, the GADSDEN took on fuel and fresh water; received sailing and routing instructions; and on the seventh of April proceeded through the locks to the Pacific and on to Ulithi Islands - a 34-day trip from the Canal. This was rather a tense period for all hands, as the GADSDEN was sailing without benefit of escort. Numerous submarine contact reports were received indicating submarines on the vessel's "track", and

U. S. S. GADSDEN (AK-182)

SHIP'S HISTORY

additional time was needed to become inured to living over a full cargo of ammunition. However, the voyage was entirely without incident, and the arrival at Ulithi terminated what is commonly regarded as an exceptionally long non-stop voyage.

The GADSDEN arrived at Ulithi Island on the morning of May eleventh and departed that same afternoon for Kossol Roads, Palau Islands, for convoy to Leyte, Philippine Islands. At Kossol Roads, from the courteenth through the seventeenth of May, while awaiting the arrival of a Leyte-bound convoy, the ship's crew went swimming each afternoon, and for the first time in almost two months had the opportunity to attend church services which were held aboard the U.S.S. COHASSETT. Since at this time at Kossol Roads the near-by surrounding islands were still in enemy hands, no one was permitted ashore, and from sunset until sunrise it was required that well-armed sentries patrol the decks on the lookout for possible enemy suicide swimmers.

On the eighteenth of May the GADSDEN left Kossol Roads in convoy to Leyte, where she arrived on the twenty-first. On may twenty-third she got underway and again joined another convoy; this time for Morotai Island, Netherlands East Indies, where she was committed to the issue of ammunition to ships of the Seventh Fleet. The GADSDEN arrived at Morotai on May twenty-sixth, and on the twenty-seventh tied alongside the S.S. DAVID BREWER to receive some ammunition which was still critically needed in this area. The period from the twenty-eighth of May until the twenty-sixth of July was one of hard work for the crew of the GADSDEN; for during this time she was issuing fresh meat, and, more important, the majority of the ammunition that was used for the Brunei Bay and Balikpapan Invasions of Borneo - at times servicing six and eight ships a day. Even though during this operation all hatch crews, which included winch operators, supervisors in the hold, checkers and hatch foremen, were supplied by ship's company, during slack periods recreation parties were organized, and in addition to the recreation grounds ashore at Morotai, the men were permitted to take their beer rations and go to a nearby small, uninhabited island, which had a nice, white beach for swimming.

On the twenty-seventh of July, having issued about two-thirds of her cargo, the GADSDEN left Morotai for Leyte, arriving there the thirty-first, where she continued to issue ammunition to various units of the fleet, and where she received additional ammunition from the U.S.S. POINSETT (AK-205) and LST-473, for further issue.

The GADSDEN remained at Leyte until the twenty-first of August, at which time she set sail for Subic Bay, Luzon, Philippine Islands, arriving there on the twenty-fourth, where she was to discharge completely the balance of her cargo.

During the period from August 24th to September 8th the balance of the

U. S. S. GADSDEN (AK-182)

SHIP'S HISTORY

ammunition cargo aboard the GADSDEN was discharged aboard the barges of the Floating Ammunition Unit and the merchant ship SS JUAN SEGUIN. On the afternoon of the eighth, all holds and gear having been secured for sea, the GADSDEN got underway for Manus, Admiralty Islands to take on her second cargo.

The passage from Subic to Manus was uneventful, and on the 17th of September this vessel entered Seeadler Harbor, Manus, and proceeded to Murzim Dock to commence loading operations. In a period of five days, from September 18th to the 22nd, a partial cargo of 617 long tons of general cargo (field clothing and clothing and small stores) was loaded into number 2 and 3 lower holds and 'tween decks by members of the 20th Special Construction Battalion, and on the evening of the 22nd of September this vessel again got underway, this time for Hollandia, New Guinea, to complete loading.

The GADSDEN arrived at Hollandia on the morning of September 24th, and the following day went alongside Navy Pier No. 2 to complete loading operations. In the six day interval from September 25th to 30th the balance of the cargo was put aboard this vessel. It consisted of 1174 long tons of beer, empty gas bottles, and calcium carbide. Again, the actual loading operations were carried out by members of the local Construction Battalion. Cargo operations were completed on the morning of the 30th, and all preparations having been made for getting underway, this vessel sailed the same afternoon enroute to Guiuan, Samar, Philippine Islands, for discharge of cargo. The passage was completed without incident, and the GADSDEN anchored in Guiuan Roadstead on the morning of the 6th of October to await further orders.