

Contributed by Frank Gerhardt

U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

737

File: A9-4(10-Hn)
Serial 01.

31 December 1944

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

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Subject: U.S.S. LAS VEGAS VICTORY (AK229) War Diary
for months of October, November, & December, 1944-
Submission of.
Reference: (a) Cominch ltr. FF1/A12-1/A16-3, Ser. 7152
of 24 October 1943.
Enclosure: (A) Subject reports.

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

William F. Lally

WILLIAM F. LALLY.
Lt. Comdr., USNR.
Commanding.

cc; CincPac.

100447

U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California.

CONFIDENTIAL

War Diary
U.S.S. LAS VEGAS VICTORY (AK229)
October 1944.

25 October.

At 1410 the ship was commissioned with Lt. Comdr. William F. Lally, D-V(G), USNR, assuming command. Moored in Berth #2½, Yard #3, Permanente Metals Inc., Richmond Yard, Richmond, California. At 1509 got under way and moored to Pier #4, Berth G, Naval Supply Depot, Oakland, California, for the purpose of receiving stores, ship's ammunition, fuel, and water.

27 October.

At 1700 moved to Pier #31, San Francisco, California, where the ship was depermed.

28 October.

Underway at 0809 and proceeded to Hunters Point. Calibrated radio equipment and radio direction finder. Compensated compasses. At 1320 anchored in Berth #9, San Francisco Bay, California.

30 October.

At 1203 shifted to Berth #14, San Francisco Bay, California, to receive fuel and ship's ammunition.

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War Diary
U.S.S. LAS VEGAS VICTORY (AK229)
November 1944

1 November.

Anchored in Berth #14, San Francisco Bay, California. At 1145 shifted to Berth #8, Anchorage #12, San Francisco Bay, California.

2 November.

At 1547 shifted to Berth #4, Anchorage #12, San Francisco Bay, California.

3 November.

Underway at 1610, departing from San Francisco Bay, California, and enroute to San Pedro, California for shakedown cruise.

4 November.

In afternoon held structural test firing of all guns. Ammunition expended: 4 rounds, 3"50; 4 rounds of 5"38; and 169 rounds of 20MM.

Position:

0800	35° 23' N.
	122° 20' W.
1200	34° 07' N.
	121° 27' W.
2000	33° 38' N.
	119° 23' W.

5 November.

Arrived at San Pedro Harbor, California, and at 0816 anchored in Berth C-7.

6 November.

Underway at 0801 to carry out various shakedown cruise exercises. Returned to Berth C-7 at 1251.

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War Diary
U.S.S. LAS VEGAS VICTORY (AK229)
November 1944

7 November.

Underway at 0804. Stood out of San Pedro Harbor and exercised at tactical maneuvers. At 1822 anchored in Berth C-7, Los Angeles outer harbor, California.

8 November.

Underway at 1220. Stood out of harbor and practiced fueling at sea with U.S.S. PCE 868. At 1603 anchored in Berth C-7, San Pedro Harbor, California.

9 November.

Underway at 0900 to carry out tactical maneuvers with U.S.S. LOGAN (APA196). In afternoon held anti-aircraft structural test firing. Ammunition expended: 4 rounds of 5"38 AA common and 10 rounds of 3"50 AA. Continued maneuvers with U.S.S. LOGAN.

10 November.

Left U.S.S. LOGAN at 0900 and proceeded to assigned area for gunnery exercises. In afternoon held anti-aircraft target practice firing at sleeve towed by plane. Ammunition expended: 58 rounds of 5"38 AA common; 56 rounds of 3"50 AA; and 3,242 rounds of 20MM. At 1914 anchored in Berth C-7, San Pedro Harbor, California.

11 November.

Underway at 1923, departing from San Pedro Harbor, California, and enroute to Portland, Oregon.

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War Diary
U.S.S. LAS VEGAS VICTORY (AK229)
November 1944

12 November.

Positions:

0800	34° 21' N.
	120° 53' W.
1200	35° 07' N.
	121° 27' W.
2000	36° 44' N.
	122° 36' W.

13 November.

Positions:

0800	38° 45' N.
	124° 15' W.
1200	39° 35' N.
	121° 27' W.
2000	36° 44' N.
	122° 36' W.

14 November.

At 1214 arrived at Columbia River lightship. Steamed up the Columbia River and at 2158 moored to Pier #2, Port of Portland Drydocks, Portland, Oregon.

Positions:

0800	44° 53' N.
	124° 29' W.
1200	46° 06' N.
	124° 12' W.

15 November.

Left drydock and at 1234 moored to Municipal Terminal #1, Pier B, Portland, Oregon, to receive various stores.

16 November.

Underway at 2025, proceeding down Columbia River enroute to Beaver Ammunition Storage Point, Oregon.

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San Francisco, California.

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War Diary
U.S.S. LAS VEGAS VICTORY (AK229)
November 1944.

17 November.

At 0040 moored to ammunition dock, Beaver Ammunition Storage Point, Beaver, Oregon. Commenced receiving ammunition cargo from dock at 2134.

25 November.

Ceased cargo operations at 1300. Left Beaver Ammunition Storage Point, Oregon at 1418 and anchored off Harrington Point near Astoria, Oregon.

26 November.

Underway at 0815, proceeding down Columbia River and enroute to Eniwetok Atoll, Marshall Islands.

Positions: (+7 zone time);

1200	46° 11' N.
	124° 30' W.
2000	45° 52' N.
	126° 54' W.

27 November.

Heavy seas all day. Ship heading into wind and making good around 5 knots. In #4 hold 1000 pound bombs broke loose. Ship's officers and men had to shore them properly.

Positions (+7½ zone time):

0800	45° 13' N.
	130° 16' W.
1200	45° 11' N.
	131° 30' W.
2000	44° 20' N.
	132° 54' W.

28 November.

Positions(+8 zone time):

0800	40° 59' N.
	137° 31' W.
1200	40° 36' N.
	138° 04' W.
2000	39° 10' N.
	140° 00' W.

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War Diary
U.S.S. LAS VEGAS VICTORY (AK229)
November 1944

29 November.

Positions (+8 zone time):

0800	40° 59' N.
	137° 31' W.
1200	40° 36' N.
	138° 04' W.
2000	39° 10' N.
	140° 00' W.

30 November.

Positions (+8 zone time):

0800	36° 55' N.
	142° 54' W.
1200	36° 13' N.
	143° 38' W.
2000	34° 50' N.
	145° 07' W.

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c/o Fleet Post Office
San Francisco, California.

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War Diary
U.S.S. LAS VEGAS VICTORY (AK229)
December 1944

1 December.

Enroute from Beaver Ammunition Storage Point, Oregon to
Eniwetok Atoll, Marshall Islands.

Positions (+8½ zone time):

0800	32° 03' N.
	147° 56' W.
1200	31° 28' N.
	148° 37' W.
2000	29° 56' N.
	150° 07' W.

2 December.

Positions (+9 zone time):

0800	27° 24' N.
	152° 39' W.
1200	26° 43' N.
	153° 20' W.
2000	25° 05' N.
	154° 48' W.

3 December.

At 1300 passed through Kaiwi Channel, between Oahu and
Molokai, Hawaiian Islands.

Positions (+9½ zone time):

0800	22° 37' N.
	156° 43' W.
1200	21° 25' N.
	157° 20' W.
2000	19° 58' N.
	158° 21' W.

4 December.

Positions (+10 zone time):

0800	19° 37' N.
	161° 39' W.
1200	19° 35' N.
	162° 23' W.
2000	19° 24' N.
	164° 37' W.

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War Diary
U.S.S. LAS VEGAS VICTORY (AK229)
December 1944

5 December.

Positions (+10½ zone time):

0800	18° 52' N.
	168° 04' W.
1200	18° 42' N.
	168° 09' W.
2000	18° 24' N.
	171° 19' W.

6 December.

Crossed 180th meridian during night. At midnight changed date from 6 December to 8 December.

Positions (+11 zone time):

0800	17° 36' N.
	174° 31' W.
1200	17° 27' N.
	175° 39' W.
2000	17° 00' N.
	177° 40' W.

8 December.

Positions (-12½ zone time):

0800	16° 21' N.
	179° 09' W.
1200	16° 00' N.
	178° 06' W.
2000	15° 26' N.
	176° 00' W.

9 December.

Positions (-12 zone time):

0800	14° 35' N.
	172° 47' W.
1200	14° 27' N.
	171° 54' W.
2000	13° 53' N.
	170° 05' W.

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War Diary
U.S.S. LAS VEGAS VICTORY (AK229)
December 1944

10 December.

Positions (-11½ zone time):

0800	13° 00' N.
	167° 22' E.
1200	12° 49' N.
	166° 34' E.
2000	12° 07' N.
	164° 48' E.

11 December.

At 0650 (-11 zone time) passed entrance buoy into Eniwetok Atoll, Marshall Islands. At 0750 anchored in Berth Oboe-5, anchorage Able

12 December.

In accordance with despatch orders H2-110717 from ComSerRonTEN got underway at 1307, departing from Eniwetok Atoll, Marshall Islands, and enroute to Ulithi Islands, West Caroline Islands. At 1448 rendezvoused outside Eniwetok Atoll with convoy #27 consisting of the following ships: U.S.S. COWONESQUE(A079), Convoy Commodore; U.S.S. SANGAY(AE10); S.S. SHABONEE; U.S.S. MANLOVE (DE36), Escort Commander; and U.S.S. FAIR (DE35). Our station #22.

Position (-11 zone time):

2000	11° 24' N.
	161° 02' E.

13 December.

Positions (-10 zone time):

0800	11° 59' N.
	158° 13' E.
1200	12° 09' N.
	157° 12' E.
2000	12° 29' N.
	155° 09' E.

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War Diary
U.S.S. LAS VEGAS VICTORY (AK229)
December 1944

14 December.

Positions(-10 zone time):

0800	120° 57' N.
	152° 18' E.
1200	130° 05' N.
	151° 20' E.
2000	120° 52' N.
	149° 25' E.

15 December.

Positions (-10 zone time):

0800	11° 20' N.
	146° 59' E.
1200	10° 55' N.
	146° 09' E.
2000	10° 11' N.
	144° 26' E.

16 December.

Arrived at entrance to Ulithi Islands, West Caroline Islands,
at 1700. Left convoy and anchored at 1759 in Berth #534.

Position (-10 zone time):

0800	10° 10' N.
	141° 40' E.
1200	10° 03' N.
	140° 55' E.

26 December.

At 1158 shifted from Berth #534 to Berth #2, Ulithi Islands,
West Caroline Islands.

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War Diary
U.S.S. LAS VEGAS VICTORY (AK229)
December 1944

30 December.

In accordance with orders Ulithi-Kossol #30 from ComSerRon TEN got underway at 0730, departing from Ulithi Islands, West Caroline Islands, and enroute to Kossol Passage, Palau Islands. At 0930 took departure from Ulithi Islands in company with U.S.S. MANDERSON VICTORY (AK230) and U.S.S. STEELE (DE8); OTC, Commanding Officer, U.S.S. LAS VEGAS VICTORY (AK229)

Positions (-10 zone time):

1200	09° 40' N.
	139° 19' E.
2000	08° 02' N.
	137° 53' E.

31 December.

Arrived at entrance to Kossol Passage, Palau Islands, at 0815. Anchored in Berth #127 at 0923.

AK229/A9-4
Serial 02

U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

4541

1 February 1945

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

From: The Commanding Officer.
To : Commander-in-Chief, United States Fleet.
Subject: U.S.S. LAS VEGAS VICTORY (AK229) War Diary for
month of January 1945 - submission of.
Reference: (a) Cominch Ltr. FF1/A12-1/A16-3, Ser. 7152 of
29 October 1943.
Enclosure: (A) Subject Reports.

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

WILLIAM F. LALLY.

cc: CincPac.

106226

U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

War Diary
January 1945

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

1 January.

Anchored in Berth #127, Kossol Passage, Palau Islands.

3 January.

Pursuant to orders from ComServRONTEN got underway at 0802 and moored alongside USS PROVO VICTORY (AK228) in Berth #125, Kossol Passage, Palau Islands, to discharge ammunition. Completed cargo operations at 1550, cast off from USS PROVO VICTORY (AK228), and returned to Berth #127, Kossol Passage, Palau Islands.

4 January.

Pursuant to orders from ComServRONTEN got underway at 1510 and moored alongside SS MERIDIAN VICTORY in Berth #35, Kossol Passage, Palau Islands, to discharge ammunition. As condition of the sea were unfavorable for cargo operations, cast off from SS MERIDIAN VICTORY at 2032, and anchored in Berth #38, Kossol Passage, Palau Islands.

5 January

Pursuant to orders from ComServRONTEN got underway at 0657 and moved to Berth #159, Kossol Passage, Palau Islands, where condition of the sea were better for cargo operations. At 0941 SS MERIDIAN VICTORY moored alongside to receive ammunition.

6 January.

Cargo operations completed, SS MERIDIAN VICTORY cast off at 0708.

12 January.

At 0807 USS ARGONNE (AG31) reported by flag hoist that an emergency existed, submarine in vicinity. All hands to General Quarters. Received by TBY various reports of submarines sighted or contacted within the harbor. At 1035 on orders from the Port Director in U.S.S. PROMETHEUR (AR3) secured from General Quarters Sounded General Quarters again at 1440 on receipt of visual signal from USS ARGONE (AG31) that submarine was in vicinity. Received by TBY various reports concerning submarine contacts within the harbor. Secured from General Quarters at 1547 on orders from Port Director in U.S.S. PROMETHEUS (AR3).

U.S.S. LAS VEGAS VICTORY (AK229)
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San Francisco, California

War Diary
January 1945

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

18 January.

On orders from the Port Director at 0800 shifted from Berth #159 to Berth #157, Kossol Passage, Palau Islands.

24 January.

In accordance with Commander Task Unit 30.9.2 dispatch of 220755 January and sailing directions of Port Director got underway at 1730, departing from Kossol Passage, Palau Islands. At 1825 took departure from Kossol Passage in company with the following ships: SS JOSEPH LYKES, Convoy Commodore; SS ALF LINDBERG; SS JAMES J. CORBETT; USS GIRAFFE (IX118); USS PC 583, escort commander; and USS PC 1135.

Positions (-10 zone time):

2000 07°-42'N
134°-54'E.

25 January.

Positions (-10 zone time):

0800 07°-25'N
136°-35'E

1200 07°-31'N
137°-15'E

2000 08°-03'N
138°-13'E

26 January

At 1430 left convoy and arrived at entrance to Ulithi Islands, West Caroline Islands. Anchored in Berth #531 at 1555.

Positions (-10 zone time):

0800 09°-23'N
139°-20'E

1200 09°-33'N
139°-50'E

29 January

At 1356 U.S.S. MOUNT BAKER (AE4) came alongside to discharge ammunition and cast off at 1750.

U.S.S. LAS VEGAS VICTORY (AK229)
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San Francisco, California

War Diary
January 1945

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

30 January.

In accordance with orders from ComServRonTEN of 29 January 1945 got underway at 0635, departing from Ulithi Islands, west Caroline Islands. At 0735 took departure from Ulithi Islands with U.S.S. WHITEHURST (DE634) as escort.

Positions (-10 zone time)

0800	09°-50'N
	139°-45'E
1200	09°-20'N
	140°-05'E
2000	07°-39'N
	141°-19'E

31 January.

Positions (-10 zone time)

0800	05°-27'N
	142°-48'E
1200	04°-37'N
	143°-28'E
2000	02°-52'N
	144°-35'E.

AK229/A9-4
Serial 04

U.S.S. LAS VEGAS VICTORY (AK229)
c/c Fleet Post Office
San Francisco, California

Reg. No.

168
3628

R. S. No.

1 March 1945

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

From: The Commanding Officer
To : The Commander-in-Chief, United States Fleet.
Subject: U.S.S. LAS VEGAS VICTORY (AK229) War Diary
for the month of February, 1945 - Submission of.
Reference: (a) Cominch ltr. FF1/A12-1/A16-3, Ser. 7152 of
24 October 1943.
Enclosure: (A) Subject report.

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

William F. Lally

WILLIAM F. LALLY.

cc: CincPac.

109895

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U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

War Diary
February 1945

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

1. February.

Enroute from Ulithi Islands, West Caroline Islands, to Seeadler Harbor, Manus Island, Admiralty Islands, with U.S.S. WHITEHURST (DE634) as escort. At 1800 made entrance into Seeadler Harbor and at 1841 anchored in Berth #344.

Positions (-10 zone Time:)

0800	00°26' N 146°08' E
1200	00°34' S 146°45' E

3. February.

At 0728 got underway from Seeadler Harbor, Manus Island, Admiralty Islands, and enroute singly to Guadalcanal, Solomon Islands.

Positions (-10 zone time:)

1200	02°38' S 147°09' E
2000	04°46' S 147°21' E

4. February.

Positions (-10 zone time:)

0800	06°57' S 149°09' E
1200	07°20' S 150°04' E
2000	07°53' S 151°38' E

U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

War Diary
February 1945

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

5. February.

Positions (-10½ zone time:)

0800	08°53' S 154°24' E
1200	09°08' S 155°24' E
2000	09°25' S 157°21' E

6. February.

At 0813 anchored in Berth #6, Lunga Point, Guadalcanal, Solomon Islands. In obedience to orders from the Port Director got underway at 0935 for Tulagi Harbor, Florida Island, Solomon Islands. At 1142 anchored in Berth #7, Tulagi Harbor, and commenced discharging ammunition at 1550.

7. February.

At 1115 completed discharging ammunition and at 1338 moored alongside YO 146 in Berth #21, Tulagi Harbor, to take on fuel.

8. February.

In obedience to orders from the Port Director cast off from YO 146 at 0710 and got underway for Lunga Point, Guadalcanal, Solomon Islands. At 0920 anchored in Berth #20, Lunga Point.

9. February.

Commenced receiving cargo at 1030.

11. February.

Completed cargo operations at 1450. At 1526 got underway on authority of CTU 11.5.6 dispatch 100447, departing from Guadalcanal and enroute to Seeadler Harbor, Manus Island, Admiralty Islands.

Positions(-11 zone time:)

2000	09°19' S 159°10' E
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U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

War Diary
February 1945

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

12. February.

Positions (-11 zone time:)

0800	08°31' S 156°27' E
1200	08°56' S 155°33' E
2000	08°20' S 153°45' E

13. February.

Positions (-10½ zone time:)

0800	07°23' S 150°52' E
1200	07°06' S 149°59' E
2000	06°25' S 148°05' E

14. February.

At 1554 anchored in Berth #262, Seeadler Harbor, Manus Island,
Admiralty Islands.

Positions (-10 zone time:)

0800	03°28' S 147°18' E
1200	02°25' S 147°15' E

U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

War Diary
February 1945

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

15. February.

In obedience to orders from the Port Director (Movement Order 443-45) got underway, departing from Manus Island and enroute to Ulithi Islands, West Caroline Islands. At 1240 U.S.S. FOREMAN (DE633) joined us as escort.

Positions (-10 zone time:)

1200	01 ^o 15' S
	146 ^o 51' E
2000	00 ^o 12' N
	145 ^o 19' E

16. February.

Positions (-10 zone time:)

0800	02 ^o 29' N
	143 ^o 05' E
1200	03 ^o 25' N
	142 ^o 33' E
2000	05 ^o 11' N
	141 ^o 35' E

17. February.

At 1741 anchored in Berth #165, Ulithi Islands, West Caroline Islands.

Positions (-10 zone time:)

0800	07 ^o 53' N
	140 ^o 03' E
1200	08 ^o 52' N
	139 ^o 50' E

23. February.

At 1332 got underway and at 1425 anchored in Berth #528, Ulithi Islands.

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U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

War Diary
February 1945

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

24. February.

At 0645 got underway and at 0726 anchored in Berth #546, Ulithi Islands. Being too close to other ships, at 1608 shifted to Berth #2, Ulithi Islands. General cargo unloaded while in Berths #546 and #2.

27. February.

At 1315 got underway and at 1412 anchored in Berth #413, Ulithi Islands, where conditions of the sea were better for cargo operations. At 1820 YF 605 moored alongside to receive general cargo.

AK229/A9-4
Serial 012

U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

No.	725
R. S. No.	

1 April 1945.

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

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Subject: U.S.S. LAS VEGAS VICTORY (AK229) War Diary for the
month of March, 1945 - Submission of.
Reference: (a) Cominch ltr. FF1/A12-1/A16-3, Ser. 7152
of 24 October 1943.
Enclosure: (A) Subject reports.

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

William F. Lally
WILLIAM F. LALLY.

cc: CincPac.

115563

U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

War Diary
March 1945

CONFIDENTIAL

1 March

Anchored in Berth #413, northern Anchorage, Ulithi islands, west Caroline islands. Discharging general cargo to YF 605 moored to port side.

2 March

At 1110 secured cargo operations, and YF 605 cast off.

3 March

YF 605 moored along port side at 1130. Cargo operations continued.

5 March

Cargo operation completed, YF 605 cast off at 0955.

6 March

Got underway at 1702 and anchored at 1852 in berth #352, southern Anchorage, Ulithi islands, west Caroline islands.

7 - 14 March

During this period the following ships came alongside and received ammunition :

USS LA PRADE (DE409)
USS HUNT (DD674)
USS TAUSSIG (DD746)
LST 622.
USS ULHMANN (DD687)
USS THOMAS E. FRASER (DM24)
USS HALSEY POWELL (DD686)
USS OWEN (DD536)
LST 24.
USS STOCKHAM (DD683)
USS CAPPS (DD550)
USS PRESTON (DD795)
USS SHANNON (DM25)
USS HENRY A. WILEY (DM29)
LST 277

11 March

On orders from ComServRONTEN(SOPA) went to General Quarters at 2015. Flash Red. Secured from General Quarters at 2055.

U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

War Diary
March 1945

CONFIDENTIAL

12 March

On orders from ComServRONTEN(SOPA) went to General Quarters at 1325. Flash Red. Secured from General Quarters at 1446.

13 March

On orders from ComServRONTEN(SOPA) went to General Quarters at 0815. Flash Red. Secured from General Quarters at 0824. At 1328 got underway and at 1619 moored alongside USS BUCYRUS VICTORY (AK234) in Berth #3, Northern Anchorage, Ulithi Islands, West Caroline Islands. At 1825 USS BUCYRUS VICTORY heaved in anchor; we let go port anchor in same berth; and USS BUCYRUS VICTORY cast off.

14 March

At 1745 USS BUCYRUS VICTORY (AK234) moored to port side, port to port.

15 March

Commenced receiving ammunition from USS BUCYRUS VICTORY (AK234) at 0715.

18 March

Completed receiving ammunition from USS BUCYRUS VICTORY (AK234) at 0200. At 0643 USS BUCYRUS VICTORY cast off. At 0755 SS GEORGE DAVIDSON moored to starboard side. Commenced receiving ammunition from SS GEORGE DAVIDSON at 0835.

19 March

Completed receiving ammunition from SS GEORGE DAVIDSON at 1030. At 1412 SS GEORGE DAVIDSON cast off.

20 March

At 0955 USS BUCYRUS VICTORY (AK234) moored along starboard side. At 1051 on orders from ComServRONTEN(SOPA) went to General Quarters. Flash Red. Secured from General Quarters at 1119. At 1610 commenced receiving ammunition from USS BUCYRUS VICTORY (AK234).

21 March

At 1657 completed receiving ammunition from USS BUCYRUS VICTORY (AK234). At 1800 anchors aweigh and cast off USS BUCYRUS VICTORY. Anchored at 1812 in Berth #2-3, Northern Anchorage, Ulithi Islands, West Caroline Islands.

U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

War Diary
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22 - 24 March

During this period the following ships came alongside and received ammunition:-

USS MC COY REYNOLDS (DE640).
LSM 326.
USS KYNE (DE744).
USS FIEBERLING (DE640).
LCS 19.

25 March

Pursuant to CTU 50.8.6 dispatch 240135 March got underway from Berth #2-3, Northern Anchorage, Ulithi Islands, west Caroline Islands, to join TU 50.8.6 and proceed to a rendezvous with TG 50.8. At 1326 took departure from Ulithi Islands and joined TU 50.8.6 consisting of the following ships: USS MERRIMACK (AO37) OTC, USS NECHES (AO47), USS GUADALUPE (AO32), USS MANATEE (AO58), USS LAS VEGAS VICTORY (AK229), and USS BUCYRUS VICTORY (AK234). Following ships acting as escorts: USS BANGUST (DE734), Escort Commander, USS BRACKETT (DE41), USS HILBERT (DE742) and USS KYNE (DE744). Set clocks back one hour to conform to -9 zone time.

Positions (-9 zone time:)

2000 11° 10' N
139° 13' E.

26 March

Positions (-9 zone time:)

0800 13° 31' N
137° 52' E

1200 14° 14' N
137° 28' E

2000 15° 22' N
136° 42' E

27 March

Positions (-9 zone time:)

0800 17° 13' N
135° 37' E

1200 17° 39' N
135° 19' E

2000 18° 58' N
134° 54' E

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c/o Fleet Post Office
San Francisco, California

War Diary
March 1945

CONFIDENTIAL

28 March

Permission having been granted by OTC in USS MERRIMACK (A037), we test fired all guns in the afternoon and expended the following ammunition:

One (1) round 3"/50 illuminating.
Four (4) rounds 3"/50 AA
Six (6) rounds 5"/38 AA Common.
Two hundred ninety-eight (298) rounds 20MM HEI.
One hundred fifty (150) rounds 20MM HET.
Eight (8) rounds 20MM BL and P.

Position (-9 zone time:)
0800 20° 50' N
134° 16' E

1200 21° 39' N
134° 00' E

2000 22° 57' N
133° 40' E

29 March

At 0708 TU 50.8.6 joined TG 50.8 with OTC in USS DETROIT (CL8). Pursuant to visual dispatch 290627 March from CTG 50.8 in USS DETROIT (CL8) left TG 50.8 at 1530 and joined TU 50.18.42. consisting of the following ships: USS TOMAHAWK (A088) OTC, USS LAS VEGAS VICTORY (AK229), USS STOCKTON (DD646), and USS GILLESPIE (DD609). Our destination: Kerama Retto, Okinawa Gunto, Ryukyu Islands, Japan.

Positions (-9 zone time:)
0800 24° 32' N
132° 47' E

1200 23° 51' N
132° 40' E

2000 23° 17' N
131° 55' E

U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

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March 1945

CONFIDENTIAL

30 March

At 2320 while southeast of Okinawa Jima, Ryukyu Islands, Japan, in latitude 25°30'N and longitude 128°27'E USS STOCKTON reported by TBY a surface contact, distant four miles. USS STOCKTON then reported this had developed into an underwater contact. Remaining ships made an emergency turn of 60° to port and went to General Quarters. USS STOCKTON laid a depth charge pattern and was granted permission by the OTC in USS TOMAHAWK to stay with sound contact for a period of twenty-four hours. With the USS TOMAHAWK (AO88) and USS GILLESPIE (DD609) we proceeded toward our destination of Kerama Retto. USS STOCKTON later reported to us that about two hours after the depth charge pattern had been laid a Jap submarine surfaced and was destroyed by their gun-fire. The following day the USS STOCKTON received from CTF 52 a " Well done " for their action.

Position (-9 zone time:)

0800	24° 07' N
	129° 39' E
1200	24° 39' N
	129° 13' E
2000	24° 50' N
	128° 54' E

31 March

At 0810 received orders from OTC in USS TOMAHAWK (AO88) to leave TU 50.18.42 and proceed to our anchorage. Anchored at 0952 in Berth K-102, Kerama Retto, Okinawa Gunto, Ryukyu Islands, Japan. At 1130 commenced fulfilling the purpose of our mission to Kerama Retto---rearming CVE's. Commenced discharging ammunition to boats for delivery to USS SARGENT BAY (CVE83) and USS MAKIN ISLAND(CVE93). Completed operations at 1715. At 1720 went to General Quarters on orders from SOPA in USS MOUNT MC KINLEY (AGC7). Flash Red. Secured from General Quarters at 1800.

Position (-9 zone time:)

0800	26° 04' N
	127° 18' E

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Serial 024

U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

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Reg. No.	7332
R. S. No.	

1 April 1945.

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

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Subj: U.S.S. LAS VEGAS VICTORY (AK229) War Diary for the
months of April 1945 - Submission of.
Ref: (a) Cominch ltr. FF1/A12-1/A16-3, Ser. 7152 of
24 October 1943.
Encl: (A) Subject report.

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

William F. Lally
WILLIAM F. LALLY.

cc: CincPac.

119340

/

U.S.S. LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California

1 May 1945.

War Diary

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

1 - 13 April

During this period we were anchored in Kerama Kaikyo, Kerama Retto, Okinawa Gunto, Ryukyu Islands. We had arrived at Kerama Retto on the morning of 31 March 1945 (L-1 Day) for the purpose of rearming CVE's and other units of the fleet. We were attached to TG 51.15 with CTG and SOPA, Rear Admiral I. N. Kiland, USN, in the USS MOUNT MCKINLEY (AGC7). The zone time in use was -9.

On arriving we had anchored in Berth K-102. On 3 April we shifted to Berth K-11 on orders from CTG. During this period we discharged nearly 3,000 tons of ammunition. Ammunition was transferred to the CVE's by LCM's assigned to us from the boat pool. Following is a list of the CVE's we rearmed from 1 April to 13 April.

USS RUDYERD BAY (CVE 81)
USS NATOMA BAY (CVE 62)
USS LUNGA POINT (CVE94)
USS SAGINAW BAY (CVE 82)
USS PETROFF BAY (CVE 80)
USS SAVO ISLAND (CVE 78)
USS STEAMER BAY (CVE 87)
USS MAKIN ISLAND (CVE93)
USS MARCUS ISLAND (CVE 77)
USS TULAGI (CVE 72)
USS ANZIO (CVE 57)
USS SUWANEE (CVE 27)

We also delivered ammunition to the following:

USS LINDSAY (DM 32)
USS BERING STRAIT (AVP 34)
USS SHELIKOF (AVP 52)
USS LOWERY (DD 770)
USS BULL (DD 420)
USS BENNION (DD 662)
USS IDAHO (BB 42)
USS TENNESSEE (BB 43)

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In addition to these operations various LCT's, LSM's and LST's came alongside and received ammunition as cargo.

During these thirteen days we went to General Quarters thirty-seven times on receipt of "Flash Red" via TBY from SOPA. On twilight alerts a smoke screen was usually laid in the harbor. We laid a smoke screen for the ship by means of our own whaleboat or a boat assigned to us by the boat pool. On four occasions we witnessed Japanese planes being shot down, and on three occasions we opened fire.

At 0319 on 2 April while at General Quarters ships in Kerama Kaikyo commenced firing AA at an unidentified aircraft. One of our 20MM guns opened fire at the same target and expended the following ammunition:

Eighteen (18) rounds 20MM HEI.
Nine (9) rounds 20MM HET.
One (1) round 20MM BL and P.

On 6 April we were directly attacked by two Japanese planes. (See Action Report for full details). From the time we went to General Quarters at 1520 till 1945 the Kerama Retto area was under intermittent air attack by seven or eight Japanese planes, one believed to be a "Kate" and the rest believed to be "Zero" type planes. Three ships were hit by the low flying planes and later sank--LST 447, SS HOBBS VICTORY, SS LOGAN VICTORY. The four or five other Jap planes were shot down by ships' AA or by Combat Air Patrol.

The ship's heading during the attack was between 010 true and 020 true. At 1632 we opened fire on a low flying "Zero" type plane heading toward the ship on our port quarter. The plane was apparently diverted by gunfire of ships in Kerama Kaikyo and crashed into LST 447. Then, at 1635 we opened fire on a "Zero" type plane approaching the West Anchorage; many ships in Kerama Retto firing. The plane was shot down in the West Anchorage.

At 1840 we opened fire at 6,000 yards on a Jap plane, believed to be a "Kate," approaching the ship from dead astern. At a distance of about 3,000 yards from us the plane swerved to its left and then crashed into the water off our port beam, distant about 2,500 yards. Many other ships, including a destroyer on our starboard beam, had fired at the plane, but no direct hits were observed. We secured from General Quarters at 1945. The following ammunition was expended:

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Eleven (11) rounds 5"/38 (MTF 18-2)
Eleven (11) rounds 5"/38 (VT Mk 53)
Eight (8) rounds 3"/50 (MTF 22-4)
Five (5) rounds 3"/50 (MTF 51)
Four hundred and forty-eight (448) rounds 20MM HEI.
Two hundred and twenty-four (224) rounds 20MM HET.
Twelve (12) rounds 20MM BL and P.

At 0552 on 7 April while at General Quarters ships in Kerama Kaikyo commenced firing at an unidentified aircraft. We opened fire on sighting the plane. We ceased firing at 0554 on being notified via TBY that the plane was friendly. Ammunition expended:

Six (6) rounds 20MM BL and P.
One hundred and three (103) round 20MM HET.
Two hundred and six (206) rounds 20MM HEI.
Four (4) rounds 3"/50 AA.
One (1) round 5"/38 AAC.

13 April.

Pursuant to CTG 51.15 despatch 121346 April 1945 as modified by despatch 122105 April 1945 we got underway at 0805 from Berth K-11, Kerama Retto, Okinawa Gunto. At 0813 we passed through submarine nets and formed in TU 51.15.20 consisting of the following ships: USS MARIAS (AO57), OTC, USS ENOREE (AO69), and USS LAS VEGAS VICTORY (AK229) with USS DEWEY (DD 349) as escort. Later in the day USS AYLWIN (DD 355) and USS LAMONS (DE 743) joined us as escorts.

14 April

At 2045 we joined TG 50.8 with USS DETROIT (CL 8) as flagship. Rear Admiral D. B. Beary, USN, was CTG 50.8, OTC and Commander Logistics Support Group. The purpose of TG 50.8 was to supply at sea fuel, ammunition, aircraft replacements, and stores to various units of the fleet. We were assigned to various positions in the formation by CTG.

Positions:

0800	23-48 N
	131-23 E
1200	23-36 N
	132-04 E
2000	24-28 N
	133-20 E.

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

15 April.

Steamed in formation with TG 50.8. CTG asked if we were prepared to rearm at sea. We replied that we had equipment, but had never rearmed at sea, and would like opportunity to do so.

Positions:

0800	23-52 N
	132-32 E
1200	24-32 N
	132-45 E
2000	25-14 N
	132-51 E.

16 April

The conditions of the sea were favorable for cargo operations, and at 0945 USS SARGENT BAY (CVE 83) came alongside to port, using a towline and steaming at ten knots. We discharged ammunition until 1148 when USS SARGENT BAY cast off to carry out maneuvers. USS SARGENT BAY returned alongside at 1305 and received ammunition, casting off at 1510. Altogether we had discharged 74 tons of ammunition to the USS SARGENT BAY. This had been our first experience at discharging ammunition while underway, and it was the first time a CVE had been rearmed at sea.

Positions:

0800	23-55 N
	132-29 E
1200	24-33 N
	132-45 E
2000	24-57 N
	132-51 E

17 April

Steamed in formation with TG 50.8 but performed no cargo operations

Positions:

0800	24-46 N
	132-10 E
1200	25-16 N
	132-07 E
2000	24-37 N
	132-13 E.

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San Francisco, California

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

18 April

At 1215 the USS RANDOLPH (CV 15) came close abeam to port side to receive ammunition. Steaming at a speed of ten knots, no towline in use, and a moderate sea. At 1503 the USS RANDOLPH cleared our port side, having received sixty-one tons of ammunition.

In this operation we experimented with our own system of transferring ammunition to a CV at sea. Within a period of forty-four minutes we transferred twenty-two loads from our #3 hold to the USS RANDOLPH. Each load consisted of four 500 pound bombs.

Positions:	
0800	24-27 N
	133-30 E
1200	24-35 N
	134-11 E
2000	24-29 N
	134-25 E

19 April

Steamed in formation with TG 50.8 but performed no cargo operations.

Positions:	
0800	24-00 N
	132-54 E
1200	23-46 N
	133-26 E
2000	23-20 N
	134-17 E

20 April

At 0735 the USS GUAM (CB 2) came alongside to port using a towline. Steaming at a speed of ten knots. We discharged seventeen tons of ammunition. At 0920 the USS GUAM cast off. Then, at 0934 the USS LANGLEY (CVL 27) came close abeam to port and commenced receiving ammunition, using no towline and steaming at ten knots. Having received thirty tons of ammunition, the USS LANGLEY cleared our port side. at 1251.

Positions:	
0800	24-19 N
	132-45 E
1200	23-53 N
	132-11 E
2000	23-20 N
	131-12 E.

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

21 April

Pursuant to CTG 50.8 visual despatch 210030 April 1945 we were detached from TG 50.8 and at 1710 joined TU 50.18.7, enroute to Ulithi Islands, West Caroline Islands. TU 50.18.7 consisted of the following ships: USS NESHANIC (AO 71), CTU, USS ESCALANTE (AO 70), USS PATUKENT (AO 44), USS HOUSATONIC (AO 35), USS SABINE (AO25), USS TALLULAH (AO 50), and USS LAS VEGAS VICTORY (AK 229). Following ships acted as escorts: USS STRAUS (DE 408), escort commander, USS SANDERS (DE 40), USS MCCOY REYNOLDS (DE 440), and USS CLOUES (DE 265)

Positions:

0800	24-46 N
	132-59 E
1200	25-20 N
	133-11 E
2000	24-15 N
	133-07 E

22 April

Positions:

0800	21-21 N
	132-26 E
1200	20-40 N
	132-15 E
2000	19-15 N
	132-36 E

23 April

Positions:

0800	17-24 N
	134-04 E
1200	16-46 N
	134-28 E
2000	15-27 N
	135-30 E

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

24 April

At 1458 the USS MCCOY REYNOLDS (DE 440) and USS CLOUES (DE 265) left the convoy to investigate a sound contact. On orders from CTU at 1800 we advanced all ship's clocks one hour to conform to -10 zone time.

Positions:

0800	13-29 N
	136-52 E
1200	12-55 N
	137-22 E
2000	11-55 N
	138-24 E

25 April

From 0736 to 0835 we held gunnery practice, firing at a target sleeve towed by a Martin Marauder (B26). The following ammunition was expended with no casualties:

Twenty-six (26) rounds 3"/50 AA
Twenty-three (23) rounds 5"/38 AA6.
Thirteen (13) rounds 20MM BL and P.
Two hundred and thirty-four (234) rounds 20MM HET.
Four hundred and sixty-seven (467) rounds 20MM HEI.

At 1012 we were detached from TU 50.18.7 and made entrance through Mugai Channel into Ulithi Islands, West Caroline Islands. At 1204 we anchored in Berth #1 and reported to ComServRonTEN, SOPA.

Positions:

0800	10-19 N
	139-43 E

28 April

At 1114 we went to General Quarters on orders from SOPA, Flash Red. We secured from General Quarters at 1132.

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U.S.S LAS VEGAS VICTORY (AK229)
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San Francisco, California

War Diary

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

29 April

At 0738 we got underway from Berth #1, Ulithi Islands, and went alongside the USS WRANGELL (AE 12) in Berth #3. At 0910 we commenced discharging ammunition to the USS WRANGELL. At 1700 we went to General Quarters on receipt of "Flash Blue" by flag hoist from SOPA. We secured from General Quarters at 1727.

30 April

At 0458 we completed discharging ammunition to the USS WRANGELL. At 0706 we cast off from the USS WRANGELL in Berth #3, Ulithi Islands, and moored our port to starboard side of the SS MONROE VICTORY in Berth #532. We commenced receiving ammunition from the SS MONROE VICTORY at 1000. At 1540 the SS YALE VICTORY moored to our starboard side.

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c/o Fleet Post Office
San Francisco, California

AK229/A9-4
Serial 027

Neg. No. 9817

R. S. No.

1 June 1945

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

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Subj: U.S.S. LAS VEGAS VICTORY (AK229) War Diary for the
month of May 1945 - Submission of.
Ref: (a) Cominch ltr. FF1/A12-1/A16-3, Ser 7152 of
24 October 1943.
Encl: (A) Subject report.

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

William F. Lally

WILLIAM F. LALLY.

cc:
CinCPac.

125023

U.S.S. LAS VEGAS VICTORY (AK 229)
c/o Fleet Post Office
San Francisco, California

WAR DIARY.
MAY 1945.

CONFIDENTIAL

1 May.

We were moored port side to starboard side of SS MONROE VICTORY in berth #532, Ulithi Islands, West Caroline Islands, with SS YALE VICTORY moored to our starboard side. Ammunition was being loaded in accordance with orders from Comserv RONTEN. The zone time in use was -10. We were receiving ammunition from SS MONROE VICTORY, and at 1800 we commenced receiving ammunition from SS YALE VICTORY.

3 May

At 0845 we completed receiving ammunition from SS MONROE VICTORY, and at 0935 SS MONROE VICTORY heaved in her starboard anchor. At 0937 we let go starboard anchor in Berth #532, Ulithi Islands, West Caroline Islands, and the SS MONROE VICTORY cast off. At 1005 SS RUTGERS VICTORY moored to our port side. We commenced receiving ammunition from SS RUTGERS VICTORY at 1300.

4 May

At 0440 we completed receiving ammunition from SS YALE VICTORY, and at 0633 SS YALE VICTORY cast off. At 0900 SS CHARLES J. FINGER moored to our starboard side. We commenced receiving ammunition from SS CHARLES J. FINGER, at 1030.

5 May

At 0110 we completed receiving ammunition from SS RUTGERS VICTORY and at 0132 SS RUTGERS VICTORY cast off. At 0645 we completed receiving ammunition from the SS CHARLES J. FINGER, and at 0819 SS CHARLES J. FINGER cast off. Pursuant to orders from Comserv RONTEN Operations of 4 May 1945 and CTG 50.9 despatch 040133 May 1945 we got underway at 1305 from Berth #532, Ulithi Islands, West Caroline Islands, to join TU 50.8.5. At 1513 we passed through Mugai Channel, took departure from Ulithi Islands, and formed in TU 50.8.5 consisting of the following ships: USS NESHANIC (AO 71), CTU, USS TALLULAH (AO 50), USS HOUSATONIC (AO 35), USS ALDEBARAN (AF 10), USS SIOUX (ATF 75), and USS LAS VEGAS VICTORY (AK229). The following ships acted as escorts: USS DEWEY (DD 349), escort commander, USS GILLESPIE (DD 609), USS MC DERMUT (DD 677), USS JACK MILLER (DE 410), and USS LA PRADE (DE 409). At 1620 USS KASKASKIA (AO 27) joined the TU. From 1604 to 1755 we held gunnery practice, firing at a target sleeve towed by TBF Avenger. The following ammunition was expended:.

Forty-one (41) rounds 5"/38 AAC
Eleven (11) rounds 3"/50 AA
Twenty-three (23) rounds 20MM BL and P.
Eight hundred and fifty-two (852) rounds 20MM H&I.
Four hundred and twenty-six (426) rounds 20MM H&T.

U.S.S. LAS VEGAS VICTORY (AK 229)
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San Francisco, California

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6 May.

On orders from CTU at 1800 we set ship's clocks back one hour to conform to -9 zone time.

Positions:

0800	12-13 N 138-39 E
1200	13-07 N 137-59 E
2000	14-27 N 136-58 E

7 May

Positions:

0800	16-17 N 135-39 E
1200	16-57 N 135-12 E
2000	18-17 N 134-21 E

8 May

Positions:

0800	20-13 N 133-03 E
1200	20-46 N 132-40 E
2000	21-57 N 131-58 E

9 May

At 0715 TU 50.8.5 was dissolved, and we joined TG 50.8 with CTG and SOPA in the USS DETROIT (CL 8). Pursuant to orders from CTG 50.8 in visual despatch 082242 May 1945 we were detached from TG 50.8 and at 0730 proceeded independently to join TU 50.18.78, enroute to Hagushi Anchorage, Okinawa Shima, Okinawa Gunto, Nansei Islands. At 0830 we formed in TU 50.18.78, the other ships being USS KASKASKIA (AO 27), USS DEWEY (DD 349), CTU and escort commander, and USS GILLESPIE (DD 609).

Positions.

0800	23-37 N 130-35 E
1200	24-06 N 130-03 E
2000	25-10 N 128-56 E.

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San Francisco, California

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MAY 1945.

CONFIDENTIAL

10 May.

At 0100 we received CTG 51 despatch 091135 May 1945 which changed our destination from Nagushi Anchorage, Okinawa Shima, to Kerama Retto, Okinawa Gunto, Nansei Islands. USS GILLESPIE (DD 609) left the convoy at 0630. At 0825 we were detached from TU 50.18. 78 and proceeded independently to anchorage. At 0842 we passed through submarine nets and made entrance into Kerama Kaikyo, Kerama Retto, Okinawa Gunto, Nansei Islands. At 0935 we anchored in Berth K-19 and reported to CTG 51.15(SOPA) on the USS MOUNT MC KINLEY (AGC7).

10-31 May.

During this three week period we were anchored in Kerama Kaikyo, Kerama Retto, Okinawa Gunto, Nansei Islands, for the purpose of rearming various units of the fleet. We were attached to TG 51.15 with CTG and SOPA, Rear Admiral I.N. Kiland, USN, in the USS MOUNT MC KINLEY (AGC7). On the morning of 14 May we shifted from Berth K-19 to K-12 on orders from CTG 51.15. At 0000 on 17 May, Comservkonten Rep "B" was established on the USS HANUL (AD 20), and pursuant to orders from CTG 51.15 we reported to him for duty. At 0925 on 22 May CTG and SOPA was shifted to Rear Admiral Price, USN, in the USS NORTON SOUND (AV 11). At 0000 on 28 May TG 51.15 became TG 31.15. At 1200 on that date the commanding officer of the USS CURTISS (AV 4) assumed duties as deputy SOPA for administration.

From 10 May to 31 May we discharged over 2,700 tons of ammunition. The following ships came alongside and received ammunition.

USS CALLAGHAN (DD 792)
USS GAINARD (DD 706)
USS DOUGLAS FOX (DD 779)
USS LANGSHAW (DD 559)
USS COWELL (DD 547)
USS IRWIN (DD 749)
USS BEALEY (DD 471)
USS W. D. PORTER (DD 579)
USS LOWRY (DD 770)
USS MUSTIN (DD 413)
USS SHUBRICK (DD 639)
USS FULLAM (DD 474)
USS HARRY E. HUBBARD (DD 748)
USS VAN VALKENBURGH (DD 656)
USS THOMAS E. FRASER (DM 24)

U.S.S. LAS VEGAS VICTORY (AK 229)
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USS RALPH TALBOT (DD 390)
USS CONVERSE (DD 509)
USS PRICHETT (DD 561)
USS SPROSTON (DD 577)
USS DYSON (DD 572)
USS BRADFORD (DD 545)
USS CLAXTON (DD 571)
USS WREN (DD 568)
USS HEMENGER (DE 746)
USS SHANNON (DM 25)
USS PAUL HAMILTON (DD 590)
USS ROBERT H. SMITH (DM 23)

Ammunition was transferred to the following ships by LCM's assigned to us from the boat pool:

USS NEW MEXICO (BB 40)
USS PORTLAND (CA 35)
USS CHENANGO (CVE 28)
USS PETROF BAY (CVE 80)
USS SANTEE (CVE 29)
USS NEW YORK (BB 34)
USS ST. LOUIS (CL 49)
USS BUTLER (DE 339)
USS NATOMA BAY (CVE 62)
USS BLOCK ISLAND (CVE 106)
USS MAKIN ISLAND (CVE 93)
USS BOYD (DD 544)
USS HOGGATT BAY (CVE 75)
USS SUWANEE (CVE 27)

In addition to these operations various LCT's, LCI's, LSM's, and LST's came alongside and received ammunition as cargo. Also, several SC's, PC's and other small craft came alongside to receive smoke pots and smoke floats.

During this period we went to General Quarters forty-two (42) times on receipt of "Flash Red" via SCR from SOPA. On twilight and night alerts a smoke screen was laid in the harbor. A smoke screen was usually laid for the ship by means of two LCVF smoke boats assigned to us by the boat pool.

On 13 May we opened fire on a Japanese plane which later crashed in the anchorage. (See Anti-aircraft Action Report for full details)

U.S.S. LAS VEGAS VICTORY (AK 229)
c/o Fleet Post Office
San Francisco, California

WAR DIARY
MAY 1945

CONFIDENTIAL

We went to General Quarters at 1845 on that date. The ship's heading was 195 true. A smoke screen was laid in the harbor; but at the time of the attack we were completely in the clear. At 1934 we observed anti-aircraft fire bearing 000 true. A minute later we sighted a Japanese aircraft identified as an "Oscar" approaching the ship from dead astern. Five of our 20MM guns opened fire; other ships in Kerama Kaikyo were firing. The plane passed directly overhead, altitude approximately 1000-1500 feet. We observed many hits, and the plane wavered and appeared to be in difficulty. At 1940 we received word via SCR that the plane had crashed into the water in the vicinity of Berth K-1, about 3,000 yards from us. In our Anti-aircraft Action report dated 16 May 1945 we claimed a "Sure Assist" in the destruction of this plane. Ammunition expended:

Twenty-eight (28) rounds 20MM HE1.
Sixty-four (64) rounds 20MM HET.
Five (5) rounds 20MM BL and P.

31 May.

Pursuant to CTG 31.15 despatch 302245 May 1945 we got underway at 1105 from Berth K-12, Kerama Kaikyo, Kerama Retto, Okinawa Gunto, Nansei Islands, and proceeded independently to join Convoy OKU#6 enroute to Ulithi Islands, West Caroline Islands. At 1116 we passed through submarine nets and took departure from Kerama Retto. At 1145 we rendezvoused at 26°06' N and 127°26' E with Convoy OKU#6 consisting of nine Navy ships, six merchant ships and two escorts. Convoy Commodore was in the USS ALKALD (AK 114); Escort Commander in the USS HUTCHINS (DD 476)

Positions.

1200	26-05 N.
	127-26 E.
2000	25-16 N
	128-04 E.

U.S.S. LAS VEGAS VICTORY (AK 229)
c/o Fleet Post Office
San Francisco, California

AK229/A9-4
Serial 033

REG. NO 694
R. S. N
REG. SHEET NO 144

1 July 1945

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

From: The Commanding Officer.
To: The Commander-in-Chief, United States Fleet.

Subj: U.S.S. LAS VEGAS VICTORY (AK-229) War Diary for the month
of June 1945 - Submission of.

Ref: (a) Pacific Fleet Confidential Letter No. 1 CL-45.
(b) Service Squadron EIGHT Confidential Letter No. 5CL-45.

1. In accordance with references (a), and (b), subject report is
forwarded herewith.

William F. Lally

WILLIAM F. LALLY.

cc:
CinCPac.
ComServRonEIGHT.

130483

U.S.S. LAS VEGAS VICTORY (AK 329)
c/o Fleet Post Office
San Francisco, California

WAR DIARY
June 1945

CONFIDENTIAL

1 June.

We were steaming in formation in Convoy OKU#6 enroute from Kerama Retto, Okinawa Gunto, Nansei Shoto, to Ulithi Islands, West Caroline Islands. The convoy consisted of six AK's, one AF, two Navy tugs, six merchant ships, and two escorts. The Convoy Commodore was in the USS ALKAID (AK 119), and the Escort Commander was in the USS HUTCHINS (DD 476). The zone time in use was -9.

At 1310 on orders from the Convoy Commodore we made an emergency turn 45° to starboard and went to General Quarters. We received word via TBY that submarines were in the vicinity. At 1320 we returned to base course, and at 1342 we secured from General Quarters. The escorts reported that the sound contacts had been identified as whales.

Positions:

0800	23-43 N
	129-21 E
1200	23-12 N
	129-50 E
2000	22-11 N
	130-38 E

2 June

At 2108 USS W. C. COLE (DE 641) and USS RINGNESS (APD 100) joined convoy escort.

Positions:

0800	20-34 N
	131-49 E
1200	20-03 N
	132-07 E
2000	19-04 N
	132-41 E

3 June

Positions:

0800	17-41 N
	133-41 E
1200	17-15 N
	133-58 E
2000	16-26 N
	134-33 E

4 June

Positions:

0800	15-12 N
	135-38 E
1200	14-48 N
	135-56 E
2000	13-56 N
	136-33 E

U.S.S. LAS VEGAS VICTORY (AK 220)

c/o Fleet Post Office

San Francisco, California

WAR DIARY

June 1945

5 June

On orders from the Convoy Commodore at 1800 we set all ship's clocks ahead one hour to conform to -10 zone time.

Positions:

0800	12-37 N 137-24 E
1200	12-20 N 137-46 E
2000	11-33 N 138-25 E

6 June

From 0700 to 0805 we held gunnery practice, firing at a target sleeve towed by TBF Avenger. The following ammunition was expended:

- Nine (9) rounds 5"/38 AA Common
- Thirty-five (35) rounds 3"/50 AA Common
- Fifteen (15) rounds 20MM BL and P
- Two hundred and seventy-nine (279) rounds 20MM HET.
- Five hundred and fifty-six (556) rounds 20MM HEI.

At 1035 we were detached from convoy and proceeded independently to anchorage. At 1125 we passed through Mugal Channel and made entrance into Ulithi Islands, West Caroline Islands. At 1149 we anchored in Berth #447, Ulithi Islands.

Pursuant to orders from ComServRonTEN Rep D we took aboard one officer, and two enlisted men as passengers and an LCM and LCP(R) on deck for transportation to San Pedro Bay, Leyte Island, Philippine Islands.

Pursuant to orders from the Port Director, Ulithi Islands, dated 6 June 1945, we got underway from Berth #447, Ulithi Islands, West Caroline Islands, enroute singly to San Pedro Bay, Leyte Island, Philippine Islands. At 1918 we passed through Mugal Channel and took departure from Ulithi Islands.

Positions	10-21 N
0800	139-50 E
1200	Berth #447 Ulithi Islands
2000	09-59 N 139-49 E

7 June

Positions:

0800	10-32 N 137-41 E
1200	10-34 N 136-56 E
2000	10-38 N 135-25 E

8 June

Positions:

0800	10-39 N 133-20 E
------	---------------------

U.S.S. LAS VEGAS VICTORY (AK 219)
c/o Fleet Post Office
San Francisco, California

WAR DIARY
June 1945

8 June

Positions:
1200 10-36 N
132-44 E
2000 10-35 N
131--12 E

At 2000 we set all ship's clocks back one hour to conform to -9 zone time.

9 June

Positions:
0800 10-35 N
129-08 E
1200 10-41 N
128-29 E
2000 10-41 N
127-14 E

10 June

At 0545 we passed between Homonhon Island and Dinagat Island and made entrance into Leyte Gulf, Philippine Islands. At 0925 we passed entrance buoy #1 abeam to port and stood into San Pedro Bay, Leyte Island, Philippine Islands. At 1025 we reported to ComServRONTEN on the USS OCELOT (IX110) for duty, and at 1128 we anchored in Berth #133, San Pedro Bay.

Positions:
0800 10-48 N
125-23 E

10-30 June

During this period we were anchored in Berth #133, San Pedro Bay, Leyte Island, Philippine Islands. We were receiving and discharging ammunition pursuant to orders of ComServRONTEN on the USS OCELOT (IX110). Various LCT's came alongside to receive or discharge ammunition. On 11-12 June we received ammunition from the SS CHARLES J. FINGER moored to port side; and on 20-22 June we received ammunition from SS TERRE HAUTE VICTORY moored to port side. During the three weeks we received a total of 1,065 tons of ammunition and issued a total of 582 tons.

File A9-4
Serial

34

U.S.S. LAS VEGAS VICTORY (AK 229)
c/o Fleet Post Office
San Francisco, California

REG. NO

S. NO

REC. SHEET NO 109

Date 1 August 1945

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

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Subj: U.S.S. Las Vegas Victory (AK229) War Diary for
the month of July 1945 - Submission of.
Ref: (a) Pacific Fleet Confidential Letter No. 10L-45.
(b) Service Squadron EIGHT Confidential ltr No. 5CL-45.

1. in accordance with references (a), and (b),
subject report is forwarded herewith.

William F. Lally
WILLIAM F. LALLY.

cc: CincPac.
ComservcomEIGHT.

135499

File
A9-4
Serial

U.S.S. LAS VEGAS VICTORY (AK 229).
c/o Fleet Post Office
San Francisco, California

WAR DIARY
JULY 1945

Date 1 August 1945

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

1-13 July.

During this period we were anchored in Berth #133, San Pedro Bay, Leyte Island, Philippine Islands, using -9 zone time. We were receiving and discharging ammunition pursuant to orders from ComServDiv 101 on the USS OCELOT (IX 110). Various LCT's came alongside to receive or discharge ammunition. On 1-2 July we received ammunition from SS BLUEFIELD VICTORY moored to port side, and on 3-7 July we received ammunition from USS RED OAK VICTORY (AK235) moored to port side. On 8 July USS UNDERHILL (DE682) came alongside and received ammunition. At 2145 on 6 July we went to General Quarters on orders from SOPA(ComServKONTEN). Flash Red. We secured from General Quarters at 2202.

14-16 July.

At 1507 on 14 July we got underway from Berth #133, San Pedro Bay, and went alongside SS CAPE MARTIN in Berth #125 to discharge ammunition. At 1845 on 16 July we completed discharging ammunition to SS CAPE MARTIN.

17-18 July.

At 0810 on 17 July we cast off from SS CAPE MARTIN and returned to Berth #133, San Pedro Bay. During the period 1-18 July we received a total of 620 tons of ammunition and discharged a total of 740 tons.

19 July.

In accordance with ComServDiv 101 dispatch 180023 of July 1945 and orders of Port Director, San Pedro Bay, serial 726, dated 19 July 1945, we got underway from Berth #133, San Pedro Bay, Leyte Island, Philippine Islands, proceeding independently to Eniwetok Atoll, Marshall Islands.

Positions (-9 zone time);
2000 10-31 N
125-53 E.

20 July

Positions (-9 zone time);
0800 10-23 N
128-12 E
1200 10-06 N
129-08 E
2000 10-14 N
130-57 E

File
A9-4
Serial

U.S.S. LAS VEGAS VICTORY (AK 229)
c/o Fleet Post Office
San Francisco, California

CONFIDENTIAL WAR DIARY
July 1945

Date 1 August 1945

21 July

Positions (-9½ zone time);

0800	10-31 N
	133-47 E
1200	10-23 N
	134-33 E
2000	10-11 N
	136-26 E

22 July.

Positions (-10 zone time);

0800	10-14 N
	139-04 E
1200	10-17 N
	140-00 E
2000	10-25 N
	141-49 E

23 July

Positions (-10½ zone time);

0800	11-01 N
	144-38 E
1200	11-10 N
	145-37 E
2000	11-44 N
	147-31 E

24 July.

From 1330 to 1500 we held gunnery practice, maneuvering on various courses and at various speeds. The following ammunition was expended:

Ten (10) rounds 3"/50 AP.

Twenty-two (22) rounds 3"/50 AA

Twenty-eight (28) rounds 5"/38 AAC

Five (5) rounds 5"/38 special

Seven hundred and ninety-eight (798) rounds 20mm.

Positions (-11 zone time);

0800	12-40 N
	150-10 E
1200 -	12-31 N
	151-08 E
2000	12-23 N
	153-00 E

File A9-4
Serial

U.S.S. LAS VEGAS VICTORY (AF 229)
c/o Fleet Post Office
San Francisco, California

CONFIDENTIAL WAR DIARY
July 1945

Date 1 August 1945

25 July.

Positions (-11½ zone time);

0800	12-00 N
	155-49 E
1200	11-52 N
	156-50 E
2000	11-36 N
	158-39 E

26 July.

In accordance with Utility Squadron 18 dispatch 242217 July 1945 we rendezvoused at 1100 with a tow plane for anti-aircraft firing practice at a position bearing 268° true, 40 miles, from Eniwetok Island, Marshall Islands. We commenced firing at target sleeve at 1138. At 1245 we completed firing practice, having expended the following ammunition:

Fifty-five (55) rounds 3"/50 AA
Sixty-five (65) rounds 5"/38 AAC
Six hundred and twenty-seven (627) rounds 20mm.

At 1832 we passed between Parry Island and Japtan Island and made entrance into Eniwetok Atoll, Marshall Islands. At 1932 we anchored in Berth #309 and reported for duty to ComservDiv102 on the USS ARGONNE (AG31).

Positions (-12 zone time);

0800	11-15 N
	161-14 E
1200	11-15 N
	161-51 E

27-31 July.

During this period we were anchored in Berth #309, Eniwetok Atoll. On 29 July we received 1,520 rounds of 40mm HEAT from SS BUCKNELL VICTORY via LCM.

U.S.S. LAS VEGAS VICTORY (AK 229)
c/o Fleet Post Office
San Francisco, California

REG. NO 788
R. S. NO
REG. SHEET NO 180

AK229/A9-4
Serial 038

CONFIDENTIAL

1 September 1945

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet
Subj: U.S.S. LAS VEGAS VICTORY (AK229) War Diary for the month
of August 1945 - Submission of.
Ref: (a) Pacific Fleet Confidential Letter No. 1CL-45.
(b) Service Squadron EIGHT Confidential Letter No. 5CL-45.

1. In accordance with references (a), and (b), subject report is forwarded herewith.

William F. Lally
WILLIAM F. LALLY.

cc: CincPac.
ComServForPac.F.

1945 SEP 28 10 02

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U.S.S. LAS VEGAS VICTORY (AK 229)

c/o Fleet Post Office
San Francisco, California

WAR DIARY

CONFIDENTIAL August 1945.

1 - 31 August .

During this entire month of August we were anchored in Berth #309, Eniwetok Atoll, Marshall Islands, operating under ComServDiv 102 on the USS ARGONNE (AG31). The zone time in use was -12. During the first half of the month we discharged ammunition to LCM's and LCVP's for delivery to the following ships:

- USS INTREPID (CV11).
- USS CABOT (CVL28).
- USS FANSLAW BAY (CVE70).
- USS KITKUN BAY (CVE71).
- USS NEHENTA BAY (CVE74).
- USS HOGGATE BAY (CVE75).
- USS GUEST (DD472).
- USS HUDSON (DD475).

Also, small amounts of ammunition were turned in to us. On the morning of 12 August the USS ALARBA (YTB229) came alongside and received ammunition. Altogether we received a total of 12 tons of ammunition and discharged a total of 16 tons. It was 1103 on 15 August when we heard over the radio that Japan had surrendered. No cargo operations were carried out after that time.

U.S.S. LAS VEGAS VICTORY (AK 229)
c/o Fleet Post Office
San Francisco, California

AK229/A9-4
Serial 039

CONFIDENTIAL

1 October 1945

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Subj: U.S.S. LAS VEGAS VICTORY (AK229) War Diary for the month
of September 1945 - Submission.
Ref : (a) Pacific Fleet Confidential Letter No. 1CL-45.
(b) Service Squadron EIGHT Confidential Letter No. 5CL-45.

1. In accordance with references (a), and (b), subject report is
forwarded herewith.

William F. Lally
WILLIAM F. LALLY.

cc: CinCPac.
ComServForPac.

144543

U.S.S. LAS VEGAS VICTORY (AK 229)
c/o Fleet Post Office
San Francisco, California

WAR DIARY

SEPTEMBER 1945

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

1 - 30

During the entire month of September we were anchored in Berth #309, Eniwetok Atoll, Marshall Islands, operating under ComServDiv 102. From 1 to 7 September ComSerDiv 102 was on the USS ARGONNE (AG31). On 8 September the commanding officer of the USS DENEbola (AD12) was designated SOP ComServDiv 102. The zone time in use was -12. During the month we received and discharged small amounts of ammunition, receiving a total of 92 tons and discharging a total of 5 tons.

U.S.S. LAS VEGAS VICTORY (AK 229)
c/o Fleet Post Office
San Francisco, California

26349

AK229/A9-4
Serial 043

REG. SHEET NO 59

CONFIDENTIAL

1 November 1945

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.
Subj: U.S.S. LAS VEGAS VICTORY (AK229) War Diary for the
month of October 1945 - Submission of.
Ref : (a) Pacific Fleet Confidential Letter No. 1CL-45.
(b) Service Squadron EIGHT Confidential Letter 5CL-45.

1. In accordance with references (a), and (b), subject report is forwarded herewith.

William F. Lally
WILLIAM F. LALLY.

cc: CinCPac.
ComServPac.

132 NOV 12 8 21

152403

U.S.S. LAS VEGAS VICTORY (AK 229)
c/o Fleet Post Office
San Francisco, California

WAR DIARY

OCTOBER - 1945

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

1-31 October.

During the entire month of October we were anchored in Berth #309, Eniwetok Atoll, Marshall Islands, operating under SOP Service Division 102, the commanding officer of the USS DENEbola (AD12). The zone time in use was -12. During the month we received a total of 43 tons of ammunition and discharged a total of three tons.

U.S.S. LAS VEGAS VICTORY (AK 229)
c/o Fleet Post Office
San Francisco, California

AK229/A9-4
Serial 045

CONFIDENTIAL

1 December 1945

CONFIDENTIAL

From: The Commanding Officer,
To : The Commander-in-Chief, United States Fleet.
Subj: U.S.S. LAS VEGAS VICTORY (AK229) War Diary for the month
of November 1945 - Submission of.
Ref : (a) Pacific Fleet Confidential Letter No. 1CL-45.
(b) Service Squadron EIGHT Confidential Letter 5CL-45.

1. In accordance with references (a) and (b), subject report is forwarded herewith.

William F. Lally

WILLIAM F. LALLY

cc: CinCPac.
ComServPac.

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Room 2055

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A12-1/AK 229

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U.S.S. LAS VEGAS VICTORY (AK 129)

c/o Fleet Post Office
San Francisco, California

WAR DIARY

November 1945

CONFIDENTIAL

1-6 November

During this period we were anchored in Berth #309, Eniwetok Atoll, Marshall Islands, operating under SOP ServDiv 102, the Commanding Officer of the USS DENEbola (AD12). The zone time in use was -12. On 6 November the USS DENEbola departed from Eniwetok, and SOP ServDiv 102 was dissolved.

7 November

Pursuant to orders of the Port Director, Eniwetok Atoll, dated 7 November 1945, at 1513 we got underway from Berth #309, Eniwetok Atoll, Marshall Islands, enroute singly on great circle track to Seattle, Washington, U.S.A. One officer and thirteen enlisted men were aboard as passengers, and 559 sacks, pouches, and outside pieces of U.S. Mail were aboard for transfer to the United States. At 1648 we passed through Wide Passage and took departure from Eniwetok Atoll.

Positions (-12 zone time):

2000	11-49 N
	162-49 E

8 November

Positions (-12 zone time):

0800	13-56 N
	164-45 E
1200	14-32 N
	165-26 E
2000	15-46 N
	166-51 E

9 November

Positions (-12 zone time):

0800	17-53 N
	168-55 E
1200	18-30 N
	169-36 E
2000	19-54 N
	171-06 E

10 November

Positions (-12 zone time):

0800	21-57 N
	173-18 E
1200	22-40 N
	174-03 E
2000	24-07 N
	175-40 E

11 November

We crossed the 180th meridian during the evening, and at midnight we changed zone time from -12, 11 November, to +12, 11 November.

U.S.S. LAS VEGAS VICTORY (L.K. 229)
c/o Fleet Post Office
San Francisco, California

WAR DIARY
November 1945

CONFIDENTIAL

11 November

Positions (-12 zone time):
0800 26-04 N
178-01 E
1200 26-42 N
178-49 E
2000 27-57 N
179-36 W

11 November

Positions (+12 zone time):
0800 29-49 N
176-54 W
1200 30-25 N
176-03 W
2000 31-40 N
174-16 W

12 November

Positions (+11½ zone time):
0800 33-22 N
171-42 W
1200 33-56 N
170-49 W
2000 34-54 N
169-10 W

13 November

Positions (+11 zone time):
0800 36-01 N
167-18 W
1200 36-27 N
166-30 W
2000 37-26 N
164-40 W

14 November

Positions (+10½ zone time):
0800 39-00 N
161-41 W
1200 39-28 N
160-35 W
2000 40-25 N
158-15 W

U.S.S. LAS VEGAS VICTORY (AK 229)

c/o Fleet Post Office
San Francisco, California

WAR DIARY

November 1945

CONFIDENTIAL

15 November

Positions (+10 zone time):

0800	41-43 N
	154-55 W
1200	42-09 N
	153-44 W
2000	43-01 N
	151-20 W

16 November

Positions (+9½ zone time):

0800	43-56 N
	147-44 W
1200	44-04 N
	146-26 W
2000	44-30 N
	143-43 W

17 November

Positions (+9 zone time):

0800	45-34 N
	139-55 W
1200	45-57 N
	138-34 W
2000	46-32 N
	135-39 W

18 November

Positions (+8½ zone time):

0800	47-15 N
	131-44 W
1200	47-33 N
	130-16 W
2000	48-03 N
	127-30 W

19 November

At 0400 we passed Cape Flattery Light, Washington, abeam to starboard and made entrance into the Strait of Juan de Fuca. At 1143 we anchored in Berth "E", Port Discovery, Washington. On orders from Commander, Western Sea Frontier, we reported to Commandant, Thirteenth Naval District.

Positions (+8 zone time):

0800	48-12 N
	123-33 W

20-30 November

During this period we were anchored in Berth "E", Port Discovery, Washington, operating under the Commander, Western Sea Frontier. The zone time in use was +8.

AK229/OA120
Serial 0147

U.S.S. LAS VEGAS VICTORY (AK 229)
c/o Fleet Post Office
San Francisco, California

310

Reg. No.	176
R. S. No.	4 04293

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

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet,
(Readiness Division).
Via : The Commander Amphibious Group Seven
The Commander Amphibious Forces Pacific Fleet
The Commander in Chief United States Pacific Fleet.
Subj: Anti-Aircraft Action by Surface Ships - Report on.
Ref : (a) PacFlt. Conf. Ltr. 1CL-45, dated 1 January 1945.
Encl: (A) Subject Report dated 6 April 1945. P. 2

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

William F. Lally
WILLIAM F. LALLY

Advance copies: Cominch (Readiness Division) (1) ✓
CinCPac (3)
ComSerForPac (1)
ComServRonEIGHT (1)
ComServRonTEN (1)

117395

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

REVISED
FORM FOR REPORTING AA ACTION BY SURFACE SHIPS

Location of ship (area).....**Kerama Retto, Okinawa Gunto, Ryukyu Islands.**
U.S.S. LAS VEGAS VICTORY (AK 229). Zone Time.....**-9**
Date.....**6 April 1945**

NOTES

- (a) REPEL ATTACK FIRST -- then collect data for this report.
- (b) Do not "Gun Deck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

-
1. Surprise attack (yes or no).....**No**.....Day or night.....**Day**.....
 2. Method picking plane up (Radar, binoculars, naked eye).....
.....**Binoculars and naked eye**.....
 3. Range plane was picked up (50,30,10, less than 5 miles).....**Plane A:**
3 miles. Plane B: 4 miles. Plane C: 4 1/2 miles......
 4. Total number of planes observed.....**Seven**.....Type.....**6 Zero and 1 Kate**.....
 5. Number of planes attacking own ship.....**Two**.....Type.....**1 Zero and 1 Kate**.....
 6. Number of planes taken under fire by own ship.....**Three**.....
 - (a) Of those attacking own ship.....**One**.....Type.....**Kate**.....
 - (b) Others.....**Two**.....Type.....**Zero**.....
 7. Speed and altitude of approach in knots and feet.....**Plane A: 200**
knots, 30-40 feet. Plane B: 200 knots, 100 feet. Plane C: 160-180
knots; 20-30 feet......

Feb. 1944

CONFIDENTIAL

- 8. Number of guns firing -- by caliber **Plane A: 5"/38; 3"/50; and one 20MM. Plane B: 5"/38; and 3"/50. Plane C: 5"/38; 3"/50; and four 20MM.**
- 9. Ammunition expended -- by caliber and type **5"/38: 11 rounds (VT 16-2) (including one round to clear gun), 11 rounds (VT Mk 53), 3"/50: 8 rounds (VT 22-4), 5 rounds (VT 51), 20MM: 448 rounds. HTI, 224 rounds. HST, 12 rounds BL & P.**
- 10. Percent service allowance expended **5"/38: 7%, 3"/50: 9%, 20MM: 2.5%**
- 11. Method of control **Local** Method of spotting **By eye**
Method of ranging **Estimate by eye** .. Method of firing **Pointer**
- 12. Approximate time-tracking to first shot **ten second for each plane**
- 13. Approximate time of first hits
- 14. Approximate time first shot to last shot **Plane A: one round. Plane B: 30-40 seconds (six rounds 5"/38). Plane C: 75-80 seconds (fourteen rounds 5"/38 and 3"/50).**
- 15. Approximate position angle open fire.... **Zero degrees for all three planes.**
- 16. Approximate position angle cease fire **Zero degrees for all three planes.**
- 17. Approximate bearing first shot **Plane A: 225 relative. Plane B: 250 relative. Plane C: 180 relative.**
- 18. Approximate bearing last shot **Plane A: 225 relative. Plane B: 250 relative. Plane C: 255 relative.**
- 19. Approximate range first shot..... Altitude of plane....
Plane A: 4,500 yards; 30-40 feet. Plane B: 5,500 yards; 100 feet. Plane C: 6,000 yards; 20-30 feet.
- 20. Approximate minimum range aircraft approached **Plane A: 4,000 yards, *15 feet. Plane B: 5,000 yards; *zero feet. Plane C: 3,000 yards; *zero *Altitude. feet.**
- 21. Approximate range last shot **Plane A: 4,500 yards. Plane B: 5,000 yards. Plane C: 3,000 yards.**
Altitude of plane **Plane A: 30-40 feet. Plane B: 50 feet. Plane C: 20 feet.**
- 22. Approximate altitude of bomb release. Size of bomb.
- 23. Approximate range torpedo release.
Size of torpedo.
- 24. Number of hits on ship by bombs.. **None** by torpedoes. **None**
Was ship strafed?.. **No** Size gun... ..
- 25. Number near bomb misses damaging ship. **None**

4-04293 3

ADDITIONAL REMARKS

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

Planes taken under fire by own ship:

Plane A -- "Zero" which crash-dived into LST 447.

Plane B -- "Zero" which was splashed at south entrance to West anchorage, Kerama Retto.

Plane C -- "Kate" which approached ship from dead astern and was splashed on port beam.

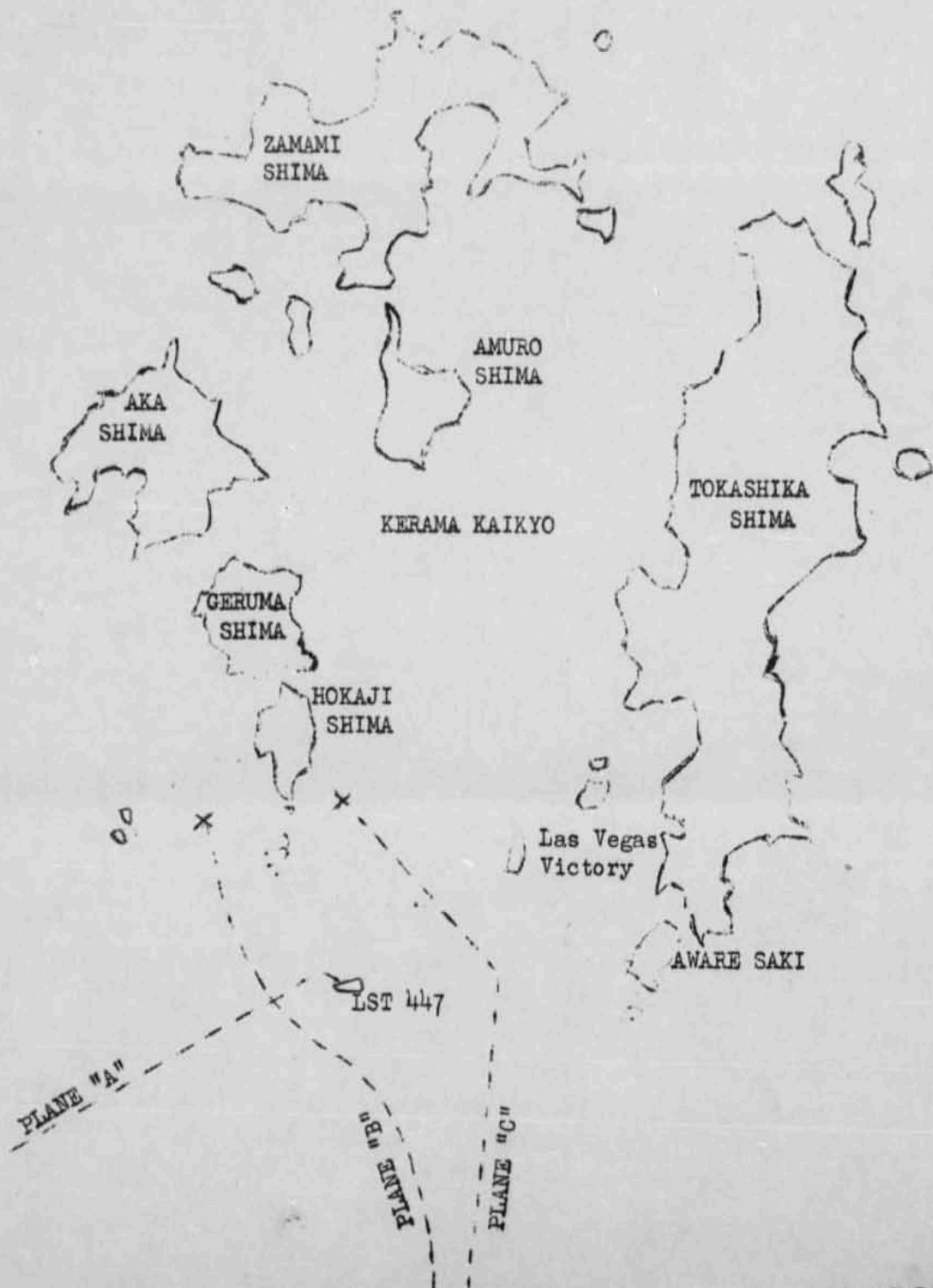
4 04293

5

CONFIDENTIAL

U.S.S. LAS VEGAS VICTORY (AK 229)

(Enclosure to REPORT OF AA ACTION BY
SURFACE SHIPS, dated 6 April 1945)
SKETCH



4 04293

AK229/ OA12
Serial 026

U.S.S. LAS VEGAS VICTORY (AK 229)
c/o Fleet Post Office
San Francisco, California

Mag. No.	824
U. S. No.	6 0414

CONFIDENTIAL

16 May 1945

From: The Commanding Officer.
 To : The Commander in Chief, United States Fleet,
 (Readiness Division).
 Via : The Commander Amphibious Group SEVEN.
 The Commander Amphibious Forces Pacific Fleet.
 The Commander in Chief United States Pacific Fleet.
 Subj: Anti-Aircraft Action by Surface Ships - Report on.
 Ref : (a) PacFlt. Conf. Ltr. 1CL-45, dated 1 January 1945.
 Encl: (A) Subject Report dated 16 May 1945.

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

William F. Lally
 WILLIAM F. LALLY

Advance copies: CominCh (Readiness Division) (1) ✓
 CinCPac (3)
 ComSerForPac (1)
 ComServRon EIGHT (1)
 ComServRonTEN (1)

CominCh F-01 AA-1
Feb. 1944

May 16th 1945.

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

REVISED
FORM FOR REPORTING AA ACTION BY SURFACE SHIPS.

Location of ship (area) - - Berth K-19, Kerama Kaikyo, Kerama Retto, Okinawa
Gunto, Japan.

U.S.S. LGS VLGsS VICTORY (AK 229), Zone Time - - 1935 ITEM.

DATE - - 13 May 1945.

NOTES

- (a) REPEL ATTACK FIRST -- Then collect data for this report.
- (b) Do not "Gueck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Commander in Chief, U. S. Fleet.

1. Surprise attack (yes-no) - - No Day or night- - Evening twilight
2. Method picking plane up (Radar, binoculars, naked eye) - - Single bogey reported closing by radio from ships equipped with radar. Picked up by this ship by naked eye.
3. Range plane was picked up (50,30,10, less than 5 miles) 2500 - 3000 yds.
4. Total number of planes observed. - 1 Type Oscar.
5. Number of planes attacking own ship. - one. Type. - Oscar, Flew directly over ship from stern to stem.
6. Number of planes taken under fire by own ship. - one.
- (a) Of those attacking own ship. - one Type. - Oscar.
- (b) Others. - - - Type. - - -
7. Speed and altitude of approach in knots and feet. - 150 kts. at 1000 - 1500 ft.
8. Number of guns firing - by caliber. - 5 - 20MM.
9. Ammunition expended - by caliber & type. - 197 rds 20MM; 128 HEI; 64 HET; 5 BL&P.
10. Percent service allowance expended. - one (1) percent.

6 0414 2

Feb. 1944

CONFIDENTIAL

11. Method of control.- Tracer assisted eye shooting by individual gun layers.
12. Approximate time-tracking to first shot. - one minute.
13. Approximate time of first hits. - 1935 ITEM.
14. Approximate time first shot to last shot. - 15 seconds.
15. Approximate position angle open fire. - 20 degrees.
16. Approx position angle cease fire. - 70 degrees.
17. Approximate bearing first shot. - 015° True.
18. Approximate bearing last shot. - 015° True.
19. Approximate range first shot. - 1500 yds. Altitude of plane. - 1000 - 1500 ft.
20. Approximate minimum range aircraft approached. - 1000 - 1500 feet.
Altitude. - Same.
21. Approximate range last shot. - 600 yds. Altitude. - 1000 - 1500 feet.
22. Approximate altitude bomb release. - - - -
23. Approximate range torpedo release. - - - -
24. Number hits on ship by bombs. - - - - by torpedoes. - - - - Was ship
strafed. - - - - Size gun. - - - -.
25. Number near bomb misses damaging ship. - - - -
26. Planes shot down:
- | | SURE
(By own ship alone) | SURE
(Assist) | PROBABLE | DAMAGED |
|------------------------------|-----------------------------|------------------|----------|---------|
| (a) Those attacking own ship | - - - | One | - - - | - - - |
| (b) Other aircraft | - - - | - - - | - - - | - - - |

(An aircraft is considered destroyed "Sure", when, as result of own ship's fire: 1. It is seen to crash. 2. It is seen to disintegrate in the air or be enveloped in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot and entire crew are seen to bail out.)

(A "Sure-Assist" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore batteries, or other ships.)

Feb. 1944

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

(An aircraft is considered probably destroyed when, as result of own ship's fire, it is so damaged as to have less than an even chance of reaching its own territory safely.)

(An aircraft is considered damaged when, as result of own ship's fire, it is so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely. Claims shall be based on careful interrogation by proper authority, and every effort shall be made to eliminate duplication of claims.)

27. Best estimate of size gun or guns responsible for each "Sure". - 20MM guns this ship. 20MM and 40MM guns of other ships.
28. Performance of ammunition (excellent, good, bad, poor). - excellent.
29. What failures in material occurred in this action? .. None.
30. Sketch:
 - (a) Indicate direction of attack relative ship's head.
 - (b) Show relative position of sun.
 - (c) Indicate own maneuvers.

NOTE. - - Add descriptive text on additional sheet if required to clarify report.

31.

DESCRIPTIVE TEXT

Aircraft was first observed at about 1934, during evening twilight, being fired upon by machine guns of small craft at North entrance to anchorage, and was approaching this ship directly on course 195 T., (ship's heading). Hits by 20mm guns of this ship were observed and aircraft appeared to waver in its flight. The aircraft passed directly overhead, the length of the ship, and was observed until it passed into smoke about 1500 yards to the south. Just prior to its disappearance into smoke a red glow mushroomed from plane. This was first believed to be a 40MM direct hit, but may have been the aircraft bursting into flames from prior hits by this ship. It was reported via radio shortly thereafter that plane crashed in berth King - 1, about 3000 yards South of this ship. Although most of harbor was under smoke at the time of attack, this ship was in the open, visibility to the North (from which plane approached) and East being excellent.

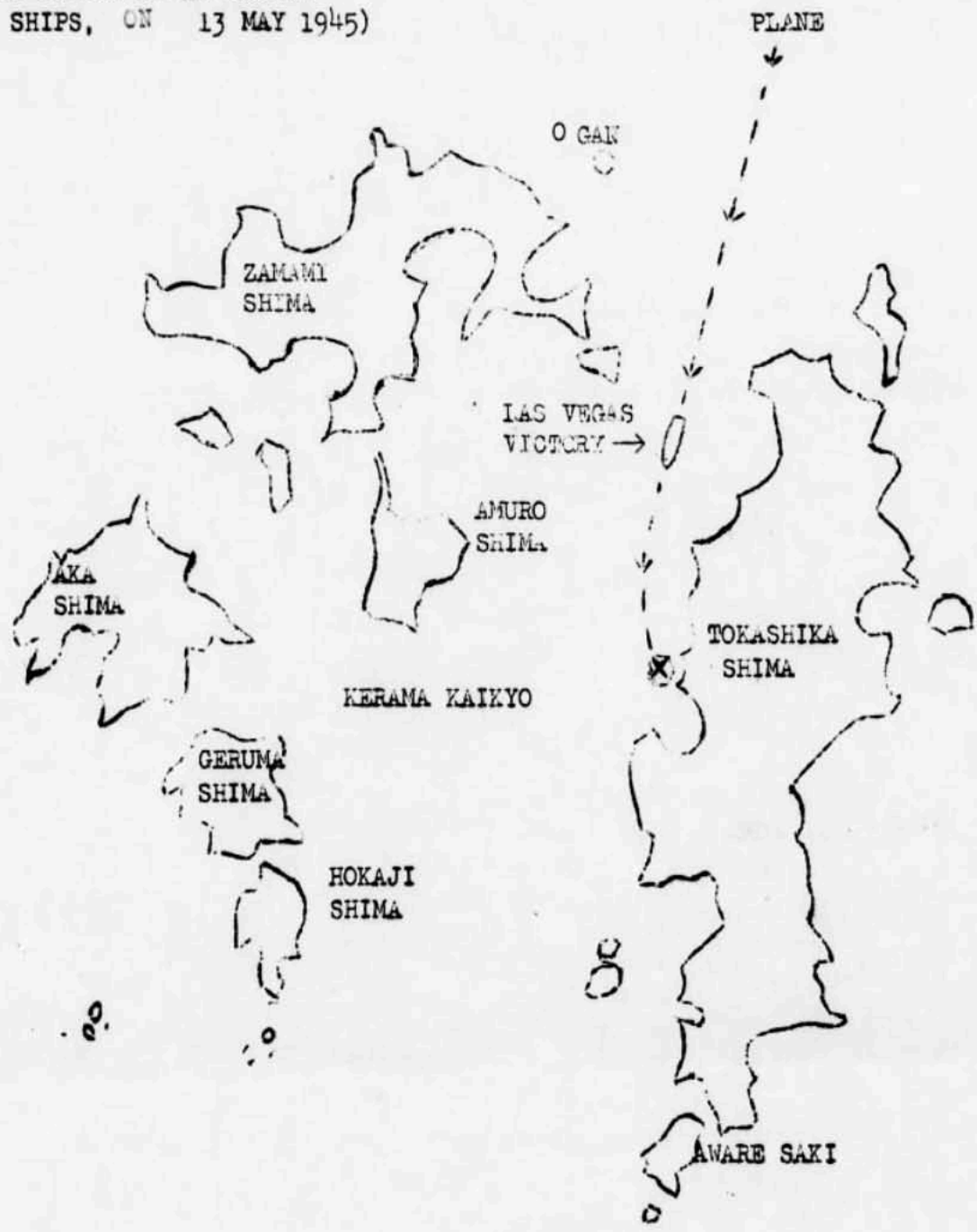
32.

The Las Vegas Victory is an ammunition ship and was operating with Amphibious Group Seven, rearming CVE's, Destroyers, and other units of the Pacific Fleet.

William F. Lally
WILLIAM F. LALLY.

SKETCH

(ENCLOSURE TO REPORT OF AA ACTION
BY SURFACE SHIPS, ON 13 MAY 1945)



AK229/00A12
Serial 0026

U.S.S. LAS VEGAS VICTORY (AK 229)
c/o Fleet Post Office
San Francisco, California

Reg. No. *OM-22*

R.S. No. *4 1131*

S E C R E T
- - - - -

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet
Via : The Commander, Amphibious Group Seven
The Commander, Amphibious Forces Pacific Fleet
The Commander in Chief, United States Pacific Fleet

Subj: Action Report - Jap Suicide Plane Attack on Kerama
Retto, 6 April 1945.

Ref : (a) PacFlt, Conf. Ltr. 1CL-45 dated 1 Jan. 1945.

Encl: (A) Subject Report, dated April 9th 1945, p. 2

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

William F. Lally
WILLIAM F. LALLY

1945 APR 20 10 12

COMMANDER-IN-CHIEF
FLAG OFFICE
RECEIVED

Advance copies: Cominch (1)
CinCPac (3)
ComSerForPac (1)
ComServRonEIGHT (1)
ComServRonTEN (1)

121882

4 1131

April 9th 1945

S E C R E T
- - - - -

Subject: Action Report, Jap Suicide Plane Attack on Kerama Retto,
6 April 1945.

Part I. Brief Summary.

On 6 April 1945 we were at General Quarters, Flash Red, from 1520 to 1945. During this period seven or eight Japanese suicide planes attacked ships in Kerama Retto area, Okinawa Gunto, Ryukyu Islands. Three ships were hit by the low flying suicide planes--an LST and two Merchant Victory ships. The four or five other Jap plane were shot down by ships' AA or by Combat Air patrol. One of the low flying planes headed directly for our ship off our port quarter, and later another suicide plane came toward us from dead astern. Both planes were apparently diverted by gunfire, one crashing into LST 447, and the other into the water, about 2,500 yards off our port beam.

Part II. Preliminaries.

The Las Vegas Victory (AK 229) is an ammunition ship(AKE). We had arrived at Kerama Retto on the morning of 31 March 1945 (L-1 Day) for the purpose of rearming CVE's and other units of the fleet. We were attached to TG 51.15 with SOPA, Rear Admiral I. N. Kiland, USN, in USS MOUNT MCKINLEY (AGC 7). At the time we went to General Quarters, we were anchored in Berth K-11, Kerama Kaikyo, discharging ammunition on the starboard side to LCS 38, and LCT 1371, and on the port side to LCM's for delivery to USS TULAGI (CVE 72).

During the attack the ship's heading varied between 010 and 020 true. There was a light breeze from due north. Temperature was around 66 F. There was a low ceiling of stratocumulus clouds and middle clouds of altocumulus. Visibility was good. Using -9 Zone Time. Guarding TBY voice radio and listening watch on harbor circuit, (2716KC). No radar installation.

Part III. Chronological Account of the Action.

1520 General Quarters on notice via TBY from SOPA (CTG 51.15) in USS MOUNT MCKINLEY (AGC 7) of "Flash Red, Control Green"

1523 "Flash Red, Control Yellow."

1550 Saw plane in flames fall from clouds into sea just west of a screening DE on a bearing from us of approximately 225 true, distant about five miles.

4 1131

S E C R E T

April 9th 1945

Subject: Action Report, Jap Suicide Plane Attack on Kerama Retto,
6 April 1945.

1552 Saw another plane in flames crash into the sea on the same approximate bearing and distance near the DE. This plane had been flying low and appeared to have two or three fighters on his tail before being splashed.

1610 "Flash Red, Control Green!" Working parties and LCM's transferring ammunition to USS TULAGI (CVE 72) left the ship.

1612 Notified over TBY that USS TULAGI (CVE 72), anchored in Kerama Kaikyo just east of Hokaji Shima, was going to launch four planes. Planes launched successfully.

1628 "Flash Red, Control Yellow."

1632 Observed AA fire on our port quarter. Spotted a Jap plane, believed to be a "Zero" type, flying about 20-30 feet above the water, on a course of approximately 055 true, heading directly toward our ship at a distance of about three miles. Heavy AA fire from ships in Kerama Kaikyo. Our 5"/38 and 3"/50 each fired one round which burst in the path of the plane, at an approximate range of 3,500 yards. When the plane was about 3000 yards from us, it swerved about 45 degrees to its right, and crashed into LST 447 amidships. LST 447 was underway, and on a course of approximately 270 true. Huge burst of flames was observed impart.

1635 Immediately spotted another plane, also believed to be a "Zero" type, flying about 75 feet above the water on a course of approximately 305 true, distant about four miles, on a bearing from us of about 225 true. Heavy AA fire from ships in Kerama Kaikyo. Plane passed southwest of burning LST and headed toward West anchorage. Our 5"/38 fired six rounds and our 3"/50 nine rounds at this plane. Heavy AA fire from ships in West anchorage. Plane hit by AA and crashed into water just west of reef between Mukaraku Jima and Hokaji Shima on a bearing from us of approximately 277 true, distant about 2½ miles.

1638 Burning LST dropped anchor on a bearing from us of approximately 247 true, distant about 3,000 yards. Observed survivors getting into boats and life rafts. LCS 38 cast off our starboard side to pick up survivors. LCT 1371 cast off our starboard quarter.

1640 Observed several 5" bursts below clouds over West anchorage. Spotted a Jap plane, believed to be a "Zero" type, on an approximate course of 100 true, decreasing in altitude. Heavy AA fire from ships in West anchorage and Kerama Kaikyo. Appeared to us that the plane might attempt to fly low over Hokaji Shima and dive into USS TULAGI (CVE 72). Plane appeared to be hit and passed out of sight behind Hokaji Shima.

S E C R E T

April 9th 1945

Subject: Action Report, Jap Suicide Plane Attack on Kerama Retto,
6 April 1945.

Observed a huge burst of flames to the west of Hokaji Shima on a bearing from us of approximately 295 true, distant about 2½ miles. It was later learned this plane had made suicide crash into the bridge of a Merchant Victory Ship.

1644 Received word over TBY that USS TULAGI was going to launch planes.

1645 USS TULAGI launched a Grumman fighter which turned to its left in climbing turn over Hokaji Shima and West anchorage. As soon as it was over Hokaji Shima, 20 MM and 40 MM from West anchorage opened up, followed by heavy AA fire. Fighter was hit by AA and burst into flames. Pilot bailed out a few seconds before plane crashed into the southern part of West anchorage. Plane and parachute passed out of our sight behind Hokaji Shima. Another fighter had in the meantime taken off from the USS TULAGI and headed over Hokaji Shima on a northwesterly course. AA fire opened up as soon as it passed over Hokaji Shima. Plane flew low over Geruma Shima and Aka Shima. Last observed it on a bearing from us of approximately 312 true.

1648 Flash Red, Control Green.

1650 LST 447 observed to be burning badly.

Several LCI's and small craft headed toward it to pick up survivors, and two tugs proceeded toward it to fight fire.

1835 A destroyer on a heading of approximately 180° laid off our starboard beam about 500 yards, waiting for two tugs to enter through nets.

1840 Observed SS HOBBS VICTORY and other ships firing astern of us and spotted a low flying plane, believed to be a "Kate", approaching our ship from dead astern, distant about 4½ miles. Our 5"/38 and the destroyer on starboard beam commenced firing when range was about 6000 yards. At a distance of about 3,000 yards from us the plane swerved to its left to a course of approximately 320 true. Soon after it had changed course and when near the harbor nets, many observers claim the plane released a torpedo, jettisonable belly tank, or other object. Heavy AA fire was directed from ships in Kerama Kaikyo and plane crashed into water on a bearing from us of about 270 true, distant about 2,500 yards. Plane did not burst into flames and sank immediately. The reason for the plane crashing is conjectural -- probably pilot wounded or minor structural damage. Our 5"/38 had fired fourteen rounds, our 3"/50 three rounds, and our four port 20 MM guns had fired at this plane.

S E C R E T

April 9th 1945

Subject: Action Report, Jap Suicide Plane Attack on Kerama Retto,
6 April 1945.

Several bursts from the 5"/38 gun of this ship, and from destroyer on starboard beam appeared very close to aircraft and it is believed they damaged plane causing it to change course and later crash into sea. No direct hits by any vessel were observed. We feel that this ship should be credited with a "sure assist" in the destruction of this plane.

1845 Observed another low flying plane approaching SS HOBBS VICTORY, which was underway on a course approximately 270 true, on a bearing from us of about 225 true and distant about 4½ miles. Plane was too distant to identify or for us to open fire. Observed SS HOBBS VICTORY firing rapidly, but the suicide plane successfully crashed into the after part of its bridge and burst into flames. Ship remained on a westerly course. SS HOBBS VICTORY had stood out of West anchorage to get clear of the other burning Victory ship.

1852 Received orders from SOPA to make smoke. We used our own whaleboat and a LCVP from boat pool to lay smoke screen for ship.

1945 Flash White, Control Yellow. Secured from General Quarters. Following ammunition expended:

11 rounds 5"/38 (MTF 18-2)
11 rounds 5"/38 (VT Mk 53)
8 rounds 3"/50 (MTF 22-4)
5 rounds 3"/50 (MTF 51)
448 rounds 20 MM HEI
224 rounds 20 MM HET
12 rounds 20 MM BL and P

1955 Received orders to stop making smoke.

LST 447 continued burning with heavy smoke, salvage operations having been given up. Finally sank where anchored at 1630 on 7 April 1945.

S E C R E T

April 9th 1945

Subject: Action Report, Jap Suicide Plane Attack on Kerama Retto,
6 April 1945.

ORDNANCE Part IV

All Ordnance equipment installed aboard this ship functioned very satisfactorily with its inherent limitations. This ship's armament is the standard Merchant Ship installation: 1-3"/50 D.P. Gun (MK 24), 1-5"/38 D.P. Gun (MK 37), and 8- 20MM guns. There is no rangefinder, radar, director for 5"/38 or MK 14 sight installation on 20 MM guns, all firing is by local control and all battle orders are given over the single Battle Circuit (JV system) of the ship. The system functioned satisfactorily, although on one occasion an order to cease firing could not be heard because of surrounding noise at the guns. 20MM guns showed a tendency to open up at targets out of range, this fault being general throughout anchorage, and even .50 caliber machine guns on small craft were seen firing at out of range targets. No conclusion is drawn from the performance of the 3"/50 because of the range and large deflection angle of the targets on which it fired, although bursts were observed near targets. The 5"/38 gun appeared to be this ship's best defensive weapon against suicide tactics, and its performance was considered very good, and rate of fire creditable, in view of the difficulty of loading from ready service boxes located outside the gun shield, especially when gun is trained to port. AA common projectiles with pre-set MK 18-2 fuzes were used for spotting purposes (about every third round on the longest runs) and V.T. (MK 53) fuzed H.C. projectiles were fired between the timed bursts. V.T. fuzed projectiles appear to be the best ammunition against suicide tactics and hereafter will be used by this ship whenever available.

It is considered that the performance of Gun Crews was very good, particularly since very few of the Ship's Company had previously experienced aircraft attacks, and it is anticipated that the next action will show marked improvement in 20MM fire discipline and greater confidence by the Gun Crews in the the effectiveness of their weapons.

From observation of the tactics of suicide aircraft it is strongly recommended that ships of this type be armed with 40MM guns, preferably twin mounts with Mark 51 type Director Control. It has appeared that practically the sole defense against suicide planes is destruction of the attacker before entering the final dive, or glide, especially in the case of high altitude attacks. The necessary early high volume of destructive fire cannot be maintained with this Ship's existing armament due to the inherent disadvantages of hand-loaded dual purpose guns using pre-set fuzes and lacking Director Control; 20MM guns have neither the range nor the hitting power necessary to destroy suicide aircraft. In all zones of operations ammunition ships are anchored at considerable distances from other types of vessels, thus removed from zones of concentrated fire, and are therefore, due both to weak defensive fire and to isolated location, particularly vulnerable to aircraft attack.

USS LAS VEGAS VICTORY (AK229)
c/o Fleet Post Office
San Francisco, California



From: The Commanding Officer.
To : The Secretary of the Navy, Public Information Office.

Subj: Ship's History - Forwarding of.

Ref : (a) AlPac 318-45.

Encl.: (A) Subject report.

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

J. H. MOSS.

cc: CinCPac, PubInfo.
Fleet Hometown News Center.
ComServPac.
ComWesSeaFron.

157504

HISTORY
of
THE U.S.S. LAS VEGAS VICTORY (AK 229)

The Las Vegas Victory was built for the Maritime Commission and named in honor of the City of Las Vegas, Nevada, which City donated a splendid and well selected library to the ship. She was one of ten Victory Ships taken over by the Navy as ammunition carriers when the urgent cry for bombs and shells came from the forward areas in the Pacific.

The Las Vegas Victory had none of the refinements known to most Navy auxiliaries - no radar, no protection for her holds, and a tiny crew, most of whom had never been to sea. She was commissioned in haste on October 25, 1944, at Richmond, California, departed immediately for her fitting out and shakedown at San Pedro, California and after five days shakedown cruise, left for Beavertown, Oregon, where the Seabees loaded her with 7600 tons of "ammo in the record time of 8 days.

A few days after Thanksgiving, she sailed down the Columbia River, crossed the bar at Astoria, and put her graceful bow into the broad waters of the Pacific. A week later Pearl Harbor was glimpsed as we steamed by, and then Midway. Here we picked up a convoy and sailed on to Ulithi, the Navy's advanced base, and joined Service Squadron TSN, Admiral Nimitz's Secret Weapon.

We celebrated Christmas at Ulithi with the traditional singing of Christmas carols, and after unloading part of our cargo, continued on to Kossol Passage, in the Palau Islands, anchoring within sight of Babelthuap, still held by the Japs, and reported to have a garrison of 50,000 troops.

Again ammunition was discharged, but this time to the tune of attacks by Jap midget subs, and the Las Vegas tasted war for the first time. No damage done and all hands safe.

We ushered in the New Year at Kossol with mild and decorous ceremonies, and shortly thereafter, up came the hook again and back to Ulithi.

On January 30th we left Ulithi, en route to Guadalcanal, on a special mission. Across the Equator we went, with appropriate and riotous ceremonies that even the skipper did not escape, to Manus Island, in the Admiralties. When we reached Guadalcanal, we learned that an ammunition ship had blown up several days before, and we were as welcome as a plague. After a quick trip across Iron Bottom Bay to Tulagi, where, mission accomplished, we returned to Guadalcanal.

Here we were commandeered to substitute for a ship that had been damaged in a collision, and every available cubic foot of space was loaded with supplies for a Marine parachute unit, which was destined to be used in the Okinawa invasion.

The entire cargo was ferried from shore to ship by the highly efficient "DUCES". In addition we carried a full deck load of observation planes. Returning to Ulithi this special cargo was discharged.

By now a green crew had become a well-seasoned crew, and the Las Vegas was faced with her real war mission. LCT's, LST's, merchant ship, and barges came alongside, and we were loaded with all the deadly stuff that an invasion called for. Few ammunition ships had been called on for such a task, but soon thereafter, fully loaded, with a determined crew, and a ship ready for anything, we set sail for the great adventure, the invasion of Okinawa.

HISTORY
of
THE U.S.S. LAS VEGAS VICTORY (AK229)
(CONTINUED)

It was Good Friday, March 30th, 1945. The moon was full, the sea was calm, and many of us were pondering the great events of many centuries ago. The watch was almost over, reliefs had been called and soon the tired eyes of those on watch would rest.

"Hard left rudder! Sound General Quarters! A sub attack!" The time was 2337 as 11 hands scrambled out of their bunks and to the guns. Our engines were making full speed and so were our pulsos. The depth charge pattern flashed far astern as the USS STOCKTON (DD 646) stalked her prey. (P.S. She got the sub!).

This was it. Our course had brought us into Jap waters, and we hoped to stay there, but not too long. Each man strained to search both sea and sky, anxious, nervous, and a little scared.

On Saturday, March 31, (L minus 1 Day), at 0405 we made a landfall on Okinawa Shima. The big guns of our BB's volleyed and thundered their pre-invasion blasts, as flares and star shells pointed out the targets. A few hours later we anchored in Kerama Retto, Okinawa Gunto, Ryukyu Islands, Japan.

Less than two hours after arrival, we were discharging ammunition to two CVE's. Tomorrow was the Big Day, "L" day on Okinawa.

The twelve days following were a continuous living nightmare. It was work, work, work from dawn, through the day, and through the night. We passed ammunition to over sixty ships, BB's, CVE's, DD's, and LCT's. It was "Four hours on and four hours off" around the clock.

We worked and ate, and dreamed of sleep. We passed over three thousand tons of ammo in thirteen days, and praised the Lord during thirty-nine periods at Center 1 Quarters. We had heard of suicide attacks, but now we saw them and wished we had'nt. On April 6th the Kamikaze attacked in force. We saw two Victory Ships carrying ammunition, hit by suicide planes. Two Japs suicide planes made direct attacks on us but we successfully diverted one, and splashed the other. We grieved for the many men and ships that were not as lucky as the Las Vegas. On Friday the 13th, we heaved in our anchor. Everyone was glad to go, and few cared if we ever came back.

Two days later, Sunday April 15th, found us with Task Group 50.8, the Logistic Support Group. The USS SARGENT BAY (DVE 83) urgently required ammunition. All the regular AB's were busy re-arming the big ships of Task Force 58. Could we do it?, the Admiral signaled. It had never been done before by a Victory Ship! We said we'd like to try it. The SARGENT BAY came alongside. All available hands, including the ship's cook and steward's mates, turned to and the job was done, and to perfection.

A few days later we rearmed the USS RANDOLPH (CV15), the USS GUAM (CE2), and the USS LANGLEY (CVL 27), while re-arming the USS RANDOLPH (CV15), we successfully tried a new method of rearming at sea, which we developed on this ship, and called "The Las Vegas Method". The method was so successful that the Commander Service Force Pacific Fleet recommended it as standard procedure for all Ammunition Ships equipped to use it.

With a "well Done" from Admiral BLAIR, Commanding the Logistic Support Group, the Las Vegas, pack horse of the fleet, returned to Ulithi, to find herself a ghost ship! She had been reported sunk at Okinawa! All hopes of going home were dissipated with the old story of "four hours on and four hours off", as we replenished our supply of ammunition. SOPA at Kerama Retto had requested that the Las Vegas be returned to Kerama Retto.

HISTORY
of
THE U.S.S. LAS VEGAS VICTORY (AK 229)
(CONTINUED)

The second trip to Koror, Bette kept us there for 21 days, from May 10 to May 31st. Again it was work and more work, more suicide attacks and more prayers. We were at General Quarters 42 times, one period lasting from seven in the evening until 4 O'clock in the morning. The Las Vegas and her courageous crew splashed another Jap plane and not a man was scratched by the foe.

We returned to Ulithi and set sail for Leyte. Again the stresses and strains of re-loading and a little over a month later set sail for Eniwetok, where we were scheduled to load ammo for CVE's and take part in the projected invasion of Iyushu. We had been at Eniwetok only a short time when we received the joyful news of Japan's offer to surrender.

Unheralded and unsung, the Las Vegas Victory was only another auxiliary, which had done her job. For more aristocratic relatives of the line got the glory but the Las Vegas and her rusty sisters knew who had brought the ammunition, the fuel, and endless supplies needed to maintain a mighty fleet at sea. No man of the Service Force can fail to realize that he has helped to turn the tide of Victory..

The Las Vegas Victory is now back in the United States, to discharge her remaining ammunition, be decommissioned, and returned to the Maritime Commission.

The Captain of the Las Vegas Victory is Commander William F. LALLY, USNR, whose home address is 15 Lamartine Terrace, Yonkers, New York.

Respectfully submitted:

William F. Lally
WILLIAM F. LALLY
COMDR., USNR
COMMANDING OFFICER

Executive Officers.

M. Vigil, Lieutenant, USN, Oakland, Calif.
J. H. Moss, Lieutenant, USNR, Seattle, Washington.

Navigator.

H. J. Cook, Lieutenant, USNR, Mishawaka, Ind.

Gunnery Officer.

Harry Scherr, Lt. Comdr., USNR, Huntington, West Virginia.
R. F. Hall, Lieutenant(jg), USN, Long Beach, Calif.
R. B. Mahoney, Lieutenant, USNR, Palham Manor, New York.

First Lieutenant.

J. T. Lykes, Lieutenant, USNR, New York, N.Y.
J. H. Moss, Lieutenant, USNR, Seattle, Wash.
M. H. Day, Lieutenant(jg), USNR, Lawrence, Kans.

Communication Officer

K. B. Payne, Lieutenant, USNR, Arlington, Virginia.
R. G. Maloney, Lieutenant(jg), USNR, San Francisco, Calif.

Engineering Officer

L. B. Hanigan, Lieutenant, USNR, Linwood, Penna.

Assist Enginner Officers.

A. H. Kukurka, Lieutenant, USN, Philidelphia, Penna.
J. P. Koldin, Chief Mechanist, USN, Dallas, Texas.

Cargo Officer

J. Mangus, Chief Gunner, USN, Long Beach, Calif.
R. F. Hall, Lieutenant(jg), USN, Long Beach, Calif.

Commissary Officer

T. C. Christoph, Lieutenant(jg), USNR, Erie, Penna.
M. H. Jordan, Lieutenant(jg), USNR, Flushing, N.Y.

Ship's Bosn

L. A. Frink, Boatswain, USNR, Los Angeles, Calif.

Division Officers

J. R. Vertin, Insign, USNR, Los Catos, Calif.
P. A. Gustafson, Lieutenant(jg), USNR, Harbrouck Heights, N.J.

R. L. Applegate, CM2c, Toms River, N.J.
 D. M. Allen, Slc, Front Royal, Va.
 R. E. Asher, M0E2c, Los Angeles, Calif.
 R. P. Baebler, Slc, St. Louis, Mo.
 C. J. Baechler, S2c, Indianapolis, Ind.
 E. (n) Bankston, StMlc, Columbus, Geo.
 K. R. Barnett, S2c, Pueblo, Colo.
 H. P. Benner, Jr., F2c, Glen Head, N.Y.
 A. Dentley, Jr., Slc, Quonset Point, R.I.
 W. "M" Bertram, WFlc, Bokchito, Okla.
 H. L. Blood, F2c, Brewsburg, N.Y.
 G. L. Blackhall, SK1c, Iron Mountain, Mich.
 V. W. Borne, EFlc, St. Louis, Mo.
 G. A. Bossert, SC3c, Philadelphia, Penna.
 T. L. Branan, Cox, MacDounough, Geo.
 R. J. Brandser, RM2c, Hawley, Minn.
 J. H. Brown, Ck2c, Norfolk, Va.
 D. H. Buck, Slc, Goodman, Misc.
 F. Cacila, ST1c, Long Beach, Calif.
 T. J. Clifford, M1c, Oil City, Penna.
 D. D. Campana, RM2c, Youngstown, Penna.
 J. Chismar, Slc, Pittsburg, Penna.
 J. Cincotta, Slc, Valley Stream, L. I.
 E. E. Coleman, Slc, Chillicothe, Ohio.
 T. J. Consalvi, Slc, Devon, Penna.
 G. E. Cook, Cox, Texas.
 A. W. Cooper, Q1c, Missouri.
 T. R. Cottingham, M2c, Corvin, Ky.
 J. A. Crawford, CM1, Georgia.
 T. N. Cripps, Slc, Smithville, Tenn.
 M. F. Cronin, SC1c, Long Beach, Calif.
 P. E. Cummings, Slc, New York, N.Y.
 R. (n) Dalton, S2c, Vristal, Va.
 R. G. Davenport, Cox, Richmond, Va.
 W. B. Davis, WT2c, Nashville, Tenn.
 D. L. DeGrave, RM1c, Wapato, Wash.
 D. G. Dick, RM3c, Mountain Lake, Minn.
 R. A. Dietz, Jr., Slc, York, Penna.
 F. A. Dixon, M2c, St. Clair, Mich.
 E. (n) DuFree, CM2c, Mobile, Ala.
 J. R. Dove, StMlc, Rochester, N.Y.
 J. W. Dunworth, Flc, Clarksburg, W. Va.
 V. G. Everett, SM3c, Cincinnati, Ohio.
 E. L. Eissele, EM2c, Hazel Crest, Ill.
 R. O. Elliott, M3c, Kentucky.
 J. J. Falci, Slc, New York, N.Y.
 T. (n) Fleming, EM1c, Bay City, Mich.
 J. L. Findley, S2c, Gadsden, Ala.
 A. F. Finizio, Flc, Philadelphia, Penna.
 S. J. Fleishman, RM3c, Los Angeles, Calif.
 R. W. Fobes, RM3c, Chicago, Ill.
 L. O. Frazier, Slc, Lubbock, Texas.
 T. C. Fritsch, Y2c, Buffalo, N.Y.
 P. E. Gray, Sr., WT3c, Concord, N.C.
 L. E. Gaskins, CCS, Vincennes, Ind.
 W. P. Gephrey, Spc, Cleveland, Ohio.
 T. A. Grice, Flc, Mount Holly, N. C.
 H. H. Haines, Slc, South Bend, Ind.
 R. B. Hanenkraft, Slc, Paulding, Ohio.
 W. S. Harding, Sr. Cox, Streator, Ill.
 R. I. Harp, Slc, Ionia, Mich.
 J. F. Harroun, Y3c, Minneapolis, Minn.
 J. L. Hartnett, RM2c, Mount Vernon, N.Y.
 C. F. Hasenmeyer, Slc, New York, N.Y.
 F. J. Hassett, CM2c, Toledo, Ohio.
 I. J. Hastert, Flc, Greeley, Kans..
 H. Helms, SF3c, Concord, N.C.
 W. A. Helms, Slc, Louisville, Ky.
 R. O. Hiddleston, Flc, Philadelphia, Penna.
 D. E. Hubbs, M3c, St. Louis, Mo.

O. R. Huett, 1M3c Michigan.
 R. J. Janson, SK2c, Chicago, Ill.
 D. E. Johnson, Slc, Westville, Penna.
 E. R. Johnson, Slc, Huntington, W. Va.
 L. L. Jones, 1M1c, Newburyport, Mass.
 J. C. Kirk, Slc, Herrin, Ill.
 C. J. Kogge, Slc, Jersey City, N.J.
 L. A. Lampi, GM3c, Ishpeming, Mich.
 J. Y. LaForge, WT3c, Victoria, Texas
 E. T. Leight, Flc, Philadelphia, Penna.
 P. (n) Locicero, 1M3c, Cleveland, Ohio.
 E. P. Long, GM2c, Los Angeles, Calif.
 H. S. Mangione, CPHM, Mass.
 L. A. Matthews, EM2c, Texas City, Texas.
 G. L. Maxwell, GM3c, Milwaukee, Wisc.
 J. V. McNoely, S2c, St. Louis, Mo.
 F. N. Meacher, GM1c, Charleston, S. C.
 D. L. Mickelson, S2c, Minneapolis, Minn.
 J. W. Miesso, CPHM, Los Angeles, Calif.
 C. J. Miller, Slc, Philadelphia, Penna.
 W. E. Miller, CPM, New York, N.Y.
 P. W. Montgomery, WT2c, Penna.
 H. E. Moore, Slc, Indianapolis, Ind.
 J. L. Musilli, EM2c, Raton, N.M.
 F. J. Neisner, Slc, Johnstown, Penna.
 C. B. Newman, Richmond, Va.
 I. H. O'Bryant, Slc, Miss.
 H. E. Olson, S2c, Sturton, Iowa.
 E. E. Pacy, S2c, Erie, Penna.
 E. J. Pala, 1M1c, Detroit, Mich.
 R. D. Pantel, Flc, Vapello, Iowa.
 J. L. Parker, Jr., 1M3c, Wilksboro, N. C.
 E. Pfeifer, CWT, New York, N.Y.
 H. P. Plaza, Slc, Chicago, Ill.
 C. A. Pitti, Slc, St. Louis, Mo.
 F. G. Power, CEM, Metz, Kans.
 J. P. Proctor, Flc, Concord, N.C.
 P. J. Randazzo, EM3c, New York, N.Y.
 L. S. "F" Reed, Y1c, Livingston, Ala.
 J. H. Reeves, Cox, Galveston, Texas.
 Ignazio J. Riccio, SF3c, Atlantic City, N.J.
 C. B. Roach, GM1c, Long Beach, Calif.
 A. H. Rocha, Slc, Azusa, Calif.
 R. J. Rohrer, SM1c, Washington, Iowa.
 L. R. Sarkozy, S2c, Detroit, Mich.
 A. (n) Scalia, Slc, Detroit, Mich.
 A. O. Schmidt, Slc, Athens, N.Y.
 W. J. Scanlon, S2c, Hayward, Wisc.
 D. W. Schmidt, S2c, New York, N.Y.
 J. J. Schnetzer, S2c, Richmond Hill, N.Y.
 J. J. D. Sembly, SC2c, Hinton, W. Va.
 S. B. Shaw, SK1c, Mobile, Ala.
 H. J. Shifflett, CWT, Long Beach, Calif.
 J. E. Shockley, GM2c, Hillsville, Va.
 F. "G" Shutts, S2c, Roscoe, N.Y.
 S. S. Skogea, Slc, Hettinger, N.D.
 A. A. Smith, Slc Lowell, Arizona.
 D. E. Smith, EM2c, Leicester, Mass.
 D. F. Smith, EM2c, Vinita, Okla.
 H. J. Smith, SM3c, Cincinnati, Ohio.
 L. Sodders, Slc, Hydro, Okla.
 J. (n) Solis, M3c, San Benito, Texas.
 L. E. Stanley, Cox, San Diego, Calif.
 R. (n) Szymanski, Erie, Penna.
 F. L. Thompson, GM2c, Millham, Tenn.
 L. "L" Todd, Flc, San Francisco, Calif.
 K. J. Tremblay, CEM, Arlington Heights, Mass.
 T. M. Tunzi, 1M3c, King City, Calif.
 E. G. Twomey, EM3c, Charlestown, Mass.

- B. B. Van Wey, SK2c, Kansas City, Mo.
- C. A. Vaught, SM3c, Kansas City, Mo.
- G. F. Wahlberg, CH1, San Jose, Calif.
- H. E. Walrod, IS13c, Toledo, Ohio.
- E. E. Weakley, WTLc, Abilene, Texas.
- H. (n) Weaver, CK3c, Philadelphia, Penna.
- C. R. Wells, Bridgeport, Ala.
- D. (n) Williams, ST12c, Jacksonville, Fla.
- E. R. Winemiller, S2c, Olive Branch, Ill.
- B. (n) Wong, ST11c, Burlingame, Calif.
- H. L. Wright, III3c, Reedsport, Ore.
- L. (n) Wynn, ST3c, New York, N.Y.
- R. (n) Zallanick, S2c, Ridgeville, Penna.