

RE NO 462
 R. S. NO
 REG. SHEET NO 110

AV38/A12

U. S. S. JUPITER

11/jef

Serial: 093-45

~~CONFIDENTIAL~~

CONFIDENTIAL

1 August 1945

From: The Commanding Officer.
 To: The Commander in Chief, U.S. Fleet.
 Subject: War Diary - submission of.
 Reference: (a) Pacific Fleet Confidential Letter 2CI-44 of
 1 January 1944.

1. In accordance with reference (a) the following war diary for the month of July 1945 is submitted.

1 July 1945.

U.S.S. JUPITER was operating under Commander in Chief U.S. Pacific Fleet and Pacific Ocean Areas and was unloading vehicles and organizational equipment of the Tenth Army in Hagushi Anchorage, berth 108/109, Southeastern Okinawa, Nansei Shoto, with units of the 11th Special Naval Construction Battalion discharging the cargo. At 0100 completed discharging cargo. At 0900 Commander Task Group 99.1 in U.S.S. TANEY (GC37) assumed duties of SOPA, Commander Task Force 31 in U.S.S. AUBURN (GC10) having departed this anchorage.

2 July 1945.

At 0325 received Flash "Red" from SOPA. Set condition of readiness "I". At 0415 shore batteries commenced firing at air targets reported over island near Point Bolo. At 0440 received Flash "White", control "Green" from SOPA. Secured from condition of readiness "I".

3 July 1945.

At 0338 received Flash "Blue" from SOPA. At 0340 upon receipt of Flash "Red" set condition of readiness "I". At 0429 received Flash "White". Secured from condition of readiness "I".

4 July 1945.

Anchored as before.

5 July 1945.

At 1148 received Flash "Red" from SOPA. Set condition of readiness "I". At 1158 received Flash "White." Secured from condition of readiness "I". At 2328 received Flash

AVSS/A12

Serial: 093-45

CONFIDENTIAL

U. S. S. JUPITER

11/jef

1 August 1945.

~~CONFIDENTIAL~~

Subject: War Diary - submission of.

5 July 1945 (Continued)

"Red" from SOPA. Set condition of readiness "I". At 2335 received Flash "White". Secured from condition of readiness "I".

6 July 1945.

At 1224 U.S.S. JUPITER made all preparations for getting underway. At 1243 underway in accordance with Port Director, Okinawa, sailing orders for convoy OKS #12 dated 6 July 1945. At 1408 rendezvoused with U.S.S. JERARD (APA174), Convoy Commodore, U.S.S. JUPITER being Vice Commodore, and proceeded to take position as third and last ship of the left column. Formation consisted of two columns. Standard interval and distance was 1000 yards and 700 yards respectively.

Task Organization.

OKS #12

U.S.S. JERARD (APA174) - Commander R.E. Perry, Convoy Commodore.

U.S.S. JUPITER (AK43)

U.S.S. PRENTISS (AKA102)

S.S. CAPE ALEXANDER

S.S. HASTINGS VICTORY

S.S. SKAGWAY VICTORY

S.S. WATER WITCH.

Escorts

U.S.S. CHARLES HUGHES (DD428) Commander J. Shannon

U.S.S. TRIPPE (DD403)

U.S.S. MCGINTY (DE365)

U.S.S. WILLIAM J. DITTER (DM31)

Fleet course and axis is 180°(t) with fleet speed set at 10 knots. At 1440 increased fleet speed to 15 knots. At 1452 changed course to 154°(t). At 1538 executed emergency course turn to port to course 109°(t). At 1555 decreased convoy speed to 14 knots. At 1617 executed an emergency turn to port to 064°(t). At 1644 executed an emergency turn to port to 019°(t). At 1656 executed emergency turn to starboard to 064°(t). At 1705 executed an emergency turn to starboard to 109°(t). At 1707 decreased convoy speed to 10 knots. At 1710 convoy executed emergency turn to starboard to 154°(t). U.S.S. JUPITER assumed position of leading ship in left hand

Serial : 093-45

1 August 1945

CONFIDENTIAL

Subject: War Diary - submission of.

 column of formation now consisting of three columns, Commodore of convoy being in leading ship of center column. At 1714 decreased convoy speed to 5 knots. At 1730 increased convoy speed to 10 knots. At 1735 S.S. CAPE ALEXANDER and S.S. WATER WITCH joined formation. At 1736 increased convoy speed to 15 knots. At 1745 advanced clocks one hour to conform with minus ten (-10) zone description. At 1900 commenced zig-zagging according to Mersigs plan #12. At 1905 decreased convoy speed to 14.5 knots. At 2200 ceased zig-zagging. 2210 Changed fleet course and axis to 119°(t). At 2300 commenced zig-zagging.

7 July 1945.

At 0526 set condition of readiness "I". At 0626 secured from condition of readiness "I". At 1645 a "Horn" type mine was reported sunk by U.S.S. W.F. DITTER (DM31). At 1800 U.S.S. MCGINTY (DE365) reported sinking a belly tank. At 2300 increased convoy speed to 15 knots.

8 July 1945.

At 0521 set condition of readiness "I". At 0621 secured from condition of readiness "I". At 1145 ceased zig-zagging. At 1150 changed fleet course and axis to 125°(t). At 1200 commenced zig-zagging. Two sonar contacts were reported by U.S.S. CHARLES HUGHES (DD-428) during the afternoon but both contacts were lost.

9 July 1945.

At 0530 set condition of readiness "I". At 0619 secured from condition of readiness "I". At 1215 U.S.S. JUPITER (AK43) was designated as convoy guide, the U.S.S. JERARD (APA174) having had a gyro compass failure. At 1900 changed convoy course and axis to 123°(t).

10 July 1945.

At 0530 set condition of readiness "I". At 0550 ceased zig-zagging. At 0557 secured from condition of readiness "I". At 0612 U.S.S. JERARD (APA174) resumed duties as convoy guide. At 0703 sighted SAIPAN ISLAND bearing 118°(t), distance 55 miles. At 0936 reduced convoy speed to 10 knots. Proceeded

1 August 1945

Subject: War Diary - submission of.

10 July 1945 (Continued).

independently to assigned anchorage. At 1106 anchored in Southeastern Edge of berth L-83, Saipan harbor. At 1136 shifted berths to Eastern Edge of berth L-81. At 1600 commenced making preparations for getting underway. At 1719 underway in accordance to Port Director, Saipan, sailing orders dated 10 July 1945. At 1755 took departure from Saipan harbor, Saipan Island, Marianas Group. At 1830 set base course 052°(t) and standard speed 15.5 knots. Steaming independently At 1947 changed base course to 099°(t). At 2400 changed base course to 102°(t).

11 July 1945.

At 0500 commenced zig-zagging according to plan #24. At 0800 changed base course to 108°(t). At 1230 changed base course to 110°(t). At 1935 ceased zig-zagging.

12 July 1945.

At 0430 commenced zig-zagging. At 0600 changed base course to 106°(t). At 2030 ceased zig-zagging. At 2255 made radar contact bearing 150°(t), distance 11 miles. At 2312 passed radar contact abeam to port, distance 1.5 miles. At 2338 radar contact faded from screen, bearing 295°(t), distance 17 miles.

13 July 1945.

At 0000 advanced clocks one hour to conform with minus eleven (-11) zone description. At 1155 sighted island of Eniwetok Atoll, Marshall Islands, bearing 106°(t), distance 14 miles. At 1210 changed base course to 130°(t). Passed Giriinien Island abeam to port, bearing 047°(t), distance 2.5 miles. At 1310 passed Pokon Island abeam to port, bearing 073°(t), distance 2.5 miles. At 1332 ceased zig-zagging. Changed base course to 090°(t). At 1359 passed Eniwetok Island abeam to port, bearing 004°(t), distance 5.5 miles. At 1416 changed base course to 076°(t) and commenced zig-zagging. At 1831 turned on dimmed navigational lights visible not more than two miles. At 2000 changed changed base course to 078°(t). At 2024 ceased zig-zagging.

14 July 1945.

At 0000 advanced clocks one-half hour to conform with minus eleven and a half (-11½) zone description. At 0007

U. S. S. JUPITER

11/jef

AVS8/A12

Serial: 093-45

~~CONFIDENTIAL~~

1 August 1945

Subject: War Diary - submission of.

14 July 1945 (Continued).

decreased speed to 11 knots. At 0042 increased speed to 15.5 knots. At 0110 decreased speed to 10 knots. At 0120 increased speed to 15.5 knots. At 0530 commenced zig-zagging. At 0833 changed base course to 072°(t). At 1234 changed base course to 080°(t). At 1700 changed base course to 076°(t). At 1846 turned on dimmed navigational lights. At 2138 ceased zig-zagging. At 2355 due to gyro repeater failure commenced steering by magnetic compass.

15 July 1945.

At 0000 advanced clocks one half hour to conform with minus twelve (-12) zone description. At 0145 resumed steering by gyro compass. At 0530 commenced zig-zagging. At 0900 changed base course to 077°(t). At 1240 changed base course to 079°(t). At 1945 ceased zig-zagging.

16 July 1945.

At 0000 advanced clocks one half hour to conform with minus twelve and one half (-12½) zone description. At 0530 commenced zig-zagging. At 1247 changed base course to 084°(t). At 1630 changed course to 078°(t). At 1830 due to failure in gyro compass, commenced steering by magnetic steering compass. At 1840 ceased zig-zagging. At 2305 resumed steering by gyro compass.

16 July 1945 (Meridian Day).

At 0000 advanced clocks one half hour to conform with plus eleven (+11) zone description. At 0755 changed base course to 080°(t). At 1300 changed base course to 083°(t). At 1640 changed base course to 076°(t).

17 July 1945.

At 0000 advanced clocks one half hour to conform with plus ten and one half (+10½) zone description. At 0830 changed base course to 081°(t). At 1300 made radar contact on two targets bearing 250°(t), distance 20 miles identified as U.S.S. SHAMROCK BAY (CV84) and U.S.S. RIDDLE (DE185). At 2045 changed base course to 084°(t).

1 August 1945

CONFIDENTIALSubject: War Diary - submission of.

18 July 1945.

At 0000 advanced clocks one half hour to conform with plus ten ($+10$) zone description. At 1305 changed base course to $082^{\circ}(t)$. At 1920 commenced zig-zagging.

19 July 1945.

At 0000 advanced clocks one half hour to conform with plus nine and one half ($+9\frac{1}{2}$) zone description. At 0407 passed ship abeam to starboard distance 6 miles. At 0603 sighted 6 ships bearing $085^{\circ}(t)$, distance 14 miles identified as DD's. At 0612 sighted island of HAWAII bearing $075^{\circ}(t)$. At 0630 changed base course to $000^{\circ}(t)$. At 0655 decreased speed to 15 knots. At 0830 made radar contact 58 miles. At 0909 sighted island of OAHU, T.H., bearing $010^{\circ}(t)$, distance 40 miles. At 0915 ceased zig-zagging and changed base course to $279^{\circ}(t)$ in order to clear line of fire of U.S.S. CLARENCE K. BRONSON (DD666) and U.S.S. L. EDWARDS HEYWOOD (DD663) exercising at gunnery practice. At 0917 passed U.S.S. TREVOR (DMS12) with target tow abeam to starboard. At 0940 returned to base course of $000^{\circ}(t)$. Commenced zig-zagging. At 1025 changed base course to $004^{\circ}(t)$. At 1110 ceased zig-zagging. At 1115 changed base course to $359^{\circ}(t)$. Decreased speed to 10 knots. At 1158 reduced speed to 5 knots. At 1159 stopped all engines. Awaiting pilot off Pearl Harbor entrance. At 1230 Pilot, Lt. Comdr. Swenson, USNR, came on board. At 1302 entered Pearl Harbor and with the assistance of YTB416 moored starboard side to port side of U.S.S. ANTARES (AKS3) in berth K-11. At 1513 U.S.S. ANTARES (AKS3) cast off.

20 July 1945.

Moored as before. Reported to Commander Air Force U.S. Pacific Fleet in accordance with Commander in Chief Pacific Ocean Areas despatch 202136 July 1945.

21 July 1945.

At 1608 Pilot, Lieut. Comdr. Rife, came on board. At 1615 with the assistance of YTB371, U.S.S. JUPITER underway from Pearl Harbor in accordance with Commander Air Force, U.S. Pacific Fleet, routing instructions of 212010 July 1945. Designated as Task Unit 19.12.2 with Commander John M. Bristol, Commanding. At 1649 pilot left ship. At 1706 set base course $155^{\circ}(t)$, standard speed 15.5 knots. At 1750 changed base course to $064^{\circ}(t)$. At 1810 passed Diamond Head abeam to port on course $064^{\circ}(t)$, distance

AVS8/A12

Serial : 093-45

CONFIDENTIAL

U. S. S. JUPITER

11/jef

1 August 1945

Subject: war diary - submission of.

21 July 1945 (Continued).

9½ miles. At 1900 changed base course to 358°(t). At 1925 passed S.S. TUTTLE, merchant tanker, abeam to starboard on course 358°(t), distance 6½ miles. At 2059 passed Kahukut, Point, Oahu, T.H., abeam to port, distance 16 miles. At 2200 changed base course to 046°(t).

22 July 1945.

At 0000 advanced clocks one half hour to conform with plus nine (+9) zone description. At 0630 changed base course to 055°(t).

23 July 1945.

At 0000 advanced clocks one half hour to conform with plus eight and a half (+8½) zone description. At 1408 changed course to 063°(t). At 1705 made radar contact bearing 102°(t), distance 15 miles. Identified as U.S.S. J. FRANKLIN BELL (AP16). At 2130 changed base course to 064°(t).

24 July 1945.

At 0000 clocks advanced one half hour to conform with plus eight (+8) zone description. At 2145 changed base course to 062°(t).

25 July 1945.

At 0000 clocks advanced one half hour to conform with plus seven and one half (+7½) zone description. At 1300 exercised crew at general quarters for anti-aircraft and surface firing practice. At 1354 secured from general quarters. Ammunition expended as follows: 11 rounds 5"/38; 3 rounds 3"/50 and 834 rounds of 20 MM. At 1358 changed base course to 060°(t). At 2245 changed base course to 069°(t).

26 July 1945.

At 0000 advanced clocks one half hour to conform with plus seven (+7) zone description. At 0800 decreased speed to standard speed 15 knots. At 1352 changed base course to 063°(t).

27 July 1945.

At 0230 changed base course to 094°(t). At 0619 sighted ship bearing 121°30'(t), distance 1½ miles. At 0623

Serial: 093-45

CONFIDENTIAL

~~CONFIDENTIAL~~

Subject: War Diary - submission of.

27 July 1945 (Continued).

ship passed abeam to starboard, distance 1000 yards. At 0645 made radar contact on land, bearing 040°(t), distance 36 miles identified as Farallon Islands. At 0646 changed base course to 069°(t). At 0654 changed base course to 115°(t). At 0709 reduced speed to two thirds speed 10 knots and changed base course to 089°(t). At 0712 reduced speed to one third speed 5 knots, due to reduced visibility. Visibility 2000 yards. At 0728 changed base course to 179°(t). At 0746 changed base course to 119°(t). At 0755 increased speed to two thirds speed, 10 knots. At 0802 changed base course to 089°(t). At 0807 changed base course to 069°(t). At 0827 engines ahead standard 15 knots. At 0829 changed base course to 068°(t). At 0839 changed base course to 065°(t). At 0840 passed U.S.S. UNION (AK106) abeam to port. At 0849 changed base course to 066°(t). At 0853 reduced speed to two thirds standard speed, 10 knots. At 0855 changed base course to 065°(t). At 0858 passed submarine and escort abeam to port. At 0859 increased speed to standard speed, 15 knots. At 0908 YMS122 passed YMS 122 abeam to port. At 0911 passed U.S.S. TYRRELL (AKA80) abeam to port. At 0921 stopped engines and commenced lying to awaiting pilot. At 0929 pilot, Lt. Comdr. C. Peterson, came aboard. Engines ahead standard, 15 knots. At 0933 passed U.S.S. DOVER (IX30) abeam to port. At 0935 passed Examining Ship abeam to port. At 0936 sighted Golden Gate bridge dead ahead, distance 7 miles. At 1027 passed through nets. At 1029 stopped engines. At 1036 engines one third ahead, 5 knots, proceeding to anchorage in Naval anchorage, San Francisco Bay, San Francisco, California. At 1115 pilot left ship. At 1310 ammunition barge came alongside. Commenced unloading ammunition. At 1725 completed unloading ammunition. Reported to Assistant Industrial Manager, San Francisco, California, in accordance with Commander Western Sea Frontier despatch 262352 July 1945.

28 July 1945.

Anchored as before.

29 July 1945.

At 0740 made preparations for getting underway. At 0750 pilot, E.R. Smith, came aboard. At 0808 U.S.S. JUPITER underway in obedience to Port Director's verbal orders of 27 July 1945. Standard speed was 12 knots, standing into Alameda estuary on various courses at various speeds. At 0847 YTB 181 made

AVS8/a12

Serial: 093-45

U. S. S. JUPITER

11/jer

CONFIDENTIAL

CONFIDENTIAL

1 August 1945

Subject: War Diary - submission of.

29 July 1945 (Continued)

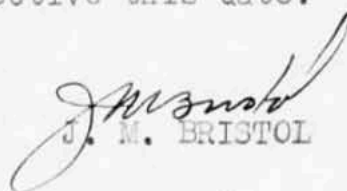
fast on starboard bow. At 0911 moored port side to U.S.S. ALMAACK (AKA10), pier 4, AMSHIP BUILDING COMPANY, Alameda, California.

30 July 1945.

Moored as before. 0800 commenced availability for conversion from AK43 to AVS8. No change of name.

31 July 1945.

At 0740 cast off from U.S.S. ALMAACK. U.S.S. ALMAACK cast off from pier 4 and U.S.S. JUPITER was breasted to the pier. In accordance with CNO ltr. Op-23-S-jk, serial number 281323 of 12 July 1945 and SECNAV's 1st endorsement Op-23-S-jk, serial number 281423 dated 14 July 1945, designation of the U.S.S. JUPITER changed from AK43 to AVS8 effective this date.


J. M. BRISTOL

U. S. S. JUPITER

IN REPLY
REFER TO: CONFIDENTIAL

ll/wjr

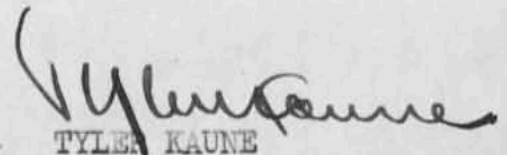
AVS8/A12
Serial No. 106-45

1 September 1945.

From: The Commanding Officer.
To: The Commander in Chief, U.S. Fleet.
Subject: War Diary - submission of.
Reference: (a) Pacific Fleet Confidential Letter 2CL-44 of
1 January 1944.

1. In accordance with Reference (a) the following
war diary for the month of August 1945 is submitted.

1 August to 31 August 1945.
U.S.S. JUPITER AVS-8 undergoing conversion into
aviation supply vessel at Amship Building Company, Alameda, Calif-
ornia.


TYLER KAUNE

142988

AVS8/A12
Serial No. 110-45
CONFIDENTIAL

U.S.S. JUPITER
AVS-8

11/wjr

CONFIDENTIAL

1 October 1945.

From: The Commanding Officer.
To: The Commander in Chief, U.S. Fleet.
Subject: War Diary - submission of.
Reference: (a) Pacific Fleet Confidential Letter 1CL-45.

1. In accordance with reference (a) the following war diary for the month of September 1945 is submitted.

1 September to 30 September 1945.

U.S.S. JUPITER undergoing conversion into aviation supply vessel at Amship Building Company, Alameda, California.

20 September 1945.

At 0825 U.S.S. JUPITER underway by tow to General Engineering Corporation drydock, Alameda, California. Pilot and executive officer on bridge. At 0931 moored in drydock.

26 September 1945.

At 1425 U.S.S. JUPITER underway by tow to Amship Corporation, Alameda, California. Pilot and executive officer on bridge. At 1537 moored port side to pier 1, Amship Corporation, Alameda, California.

30 September 1945.

At 1200 retarded clocks one (1) hour to conform with zone plus eight (Z8) description.


TYLER KAUNE

144516

NOV 20 1945 AM

U.S.S. JUPITER
AVS-8

oor



6 November 1945
RECEIVED
Navy Department
Secy's Office - Records Div.

From: The Commanding Officer.
To: Secretary of The Navy

Subject: War History of the U.S.S. JUPITER - Transmittal of.

Reference: (a) AlPac 142-278-159 & 202.

Enclosure: (A) Copy of war history of U.S.S. JUPITER.

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

ALL INFO. TO BE
EXCISE MAIL ROOM

2. It is requested that receipt of enclosure (A) be acknowledged.

CC: ComInCh, Pac.
Com 12.

J. M. Smith
for
A. V. KERR
Lt. Comdr., USN.,
By direction.



157319

U.S.S. JUPITER
AVS-8

"A"

Commanding Officers of the U.S.S. JUPITER, from 22 August 1942 to present date:

<u>Name</u>	<u>Rank</u>	<u>Address.</u>
Duncan S. BAKER	Commander	San Francisco, Calif.
Thurman A. WHITAKER	Lieutenant-Commander	Long Island, New York
John M. BRISTOL	Commander	Blawnox, Pennsylvania

"B"

Bronze Star - Lieutenant (junior grade) Fred M. MOFFETT of Many Louisiana for his initiative, careful planning and thorough supervision in the unloading of the ship for the period of August 1944 to March 1945.

Purple Heart - Earl Dotson, MoMM3c, address unknown, for shrapnel wounds in his face sustained as boat crewman during the assault of Iwo Jima.

Purple Heart - Frank Andrews, Slc, address unknown, for loss of a finger sustained as boat crewman during the assault of Saipan, Marianas Islands.

WAR HISTORY OF THE USS JUPITER

This is the story of the AK-43. She is a pre-war C-2 cargo ship named the "SS Flying Cloud" and commissioned as a unit of the Naval Transportation Service in San Francisco on August 22, 1942 as the "USS Jupiter" under the command of Lieutenant Commander D. S. Baker. She hasn't the firepower or speed to go out and knock out the enemy but the part she played in logistics more than made up the price the Navy paid for her.

She carried her first load of cargo the 15th of September to Pago Pago, Samoa. Two days later she left for Noumea, New Caledonia. In those early days of the war the Jupiter's high pressure steam turbines created a big headache for the black gang and although she's classed as a 15.5 knot ship--the chief engineer swears she's done 17--some trips were made in very slow time; and so it was the 23rd when the hook was dropped in Dumbea Bay, New Caledonia and the discharge of cargo began.

Her next trip was to Auckland, New Zealand making the journey in two days arriving the twelfth of October. After a quick dash to Wellington, New Zealand to empty the ship, course was set for San Francisco on the twenty-first of October arriving there November sixth.

The 19th found the Jupiter on her way for Port Hueneme for loading and then Noumea. From the twenty-fifth of November to the twelfth of December the ship was underway to Noumea with five thousand five hundred sixty nine tons of cargo and thirty-five men.

The end of 1942 found the Jupiter still in Noumea with unloading uncompleted because of a lack of lighterage and congestion on the dock. Now let's look at the logistics record for the year. During this period the ship traveled unescorted over a distance of twenty thousand six hundred twenty miles carrying supplies and troops to support the Guadalcanal invasion and in four months the ship had crossed the equator four times.

By the thirteenth of January 1943, unloading was completed and new cargo was aboard for Tulagi, Solomon Islands. Numerous trips were made to Lunge Point, Guadalcanal, but each night the ship retired to Tulagi when "Washing Machine Charlie" came over to heckle Henderson Field. This was the first action the ship saw.

From Tulagi the ship departed for Espiritu Santos Island, New Hebrides the twenty-eighth of January arriving there the 30th. At Espiritu Santos a Japanese Betty bomber and a Tony fighter, neither badly damaged, Japanese torpedoes, and several passengers were loaded on board. With this unusual cargo we started back to San Francisco the first day of February and arrived without incident the sixteenth.

Repairs were begun on the ship immediately after arrival. After a months work which included removal of concrete from the superstructure and installation of ports instead of windows in the wheelhouse, the Jupiter was once more ready for sea and loading at Port Hueneme.

By the twenty-fourth of March all cargo was aboard and course was set once more for Espiritu Santos where the ship laid over until the twenty-first of April--what a long dreary wait that was. Then it was off to Brisbane, Australia and scuttlebutt flew thick and fast about Australia in general, and the beauty of Australian women in particular. Four days later part of them, at least, found the answer; oh yes, we began unloading cargo too.

But it was a short stay and we were making all preparations to get underway for San Francisco May fifth; and although everybody seemed to like it there (during those early days an American was somewhat of a curiosity) the crew were all glad to be going home.

Back in the States the 23rd, we underwent repairs again which included the exchange of the four inch gun and the addition of a radar set.

June and a new executive officer arrived at the same time. Lieutenant Commander T. A. Whitaker relieving Lieutenant Stoll. The Jupiter left the States the 15th and after a run to Wallis Island, started again for Noumea, New Caledonia. Unloading there we went to Pago-Pago to pick up some filiaricosis victims and brought them back to the States arriving in the "BAY" the twenty-fifth of August.

After a four day rest during which time we loaded provisions and Seabees, we set out for Pearl Harbor. The men were detached there the 17th and all cargo was out of the holds by the 22nd; new cargo, this time vehicles and ammunition were loaded.

The first invasion the ship actively participated in was Tarawa. The ship left the eighteenth of November traveling ahead of two convoys, one consisting of battleships and light cruisers, the other made of heavy cruisers and carriers. The voyage was relatively quiet, the routine broken only by several emergency turns.

While pulling into an anchorage on the 24th, the ship ran aground on a shoal. Backing the engines proved unsuccessful; hence there was a general sighing of relief when the ship floated easily off at high tide.

We commenced discharging cargo the 26th. The unloading proceeded as well as could be expected in view of the shortage of lighterage. There was very little excitement except one night when a couple of Jap bombers flew over and blew up an oil dump. Toward the last of our stay, liberty parties were allowed ashore; luckily no one was killed but everyone left with the sight of bloated bodies, scorched earth and the hell of a beach head landing stamped indelibly on their minds.

Finally on the eleventh of December all cargo was discharged and orders were received to proceed to Pearl Harbor and thence to San Francisco. It was a Christmas present to everyone aboard to arrive on Christmas Day. The ship once more underwent repairs and alterations.

The score card of 1943: a number of alterations and installations had taken place--she was beginning to look like a different ship. We had a new "exec." by the end of that year, not mention all those tons and miles the ship had under its "belt".

The 22nd of January we began loading and on the 27th the executive officer, Lieutenant Commander T.A. Whitaker relieved Commander D. S. Baker as commanding officer and Lieutenant O. W. Lutz, the gunnery officer, became the new "exec."

With loading completed February 2, the Jupiter got underway for Pearl Harbor and in spite of engine trouble the trip was made in six days.

The ship left Pearl Harbor the 10th for Majuro atoll in the Marshall Islands, with the commander of the task unit and his staff on board as convoy commodore and except for a false sub contact the voyage was uneventful.

From the eighteenth of February to the thirteenth of March inclusive, cargo was discharged intermittently. Upon completion of unloading orders were received to proceed to Makin Island in the Gilbert Group with one escort.

We loaded cargo there from the 15th to the 17th of March when we returned to Majuro atoll and unloaded.

The ship remained anchored at Majuro with intermittent unloading until April fifth. We got underway for Pearl Harbor with one escort and entered the channel some eight days later.

We discharged cargo there and on the sixteenth of April we were assigned temporarily to Fifth Amphibious Forces. From this date the Jupiter acted as an AKA (cargo ship assault) carrying troops, boats, and invasion cargo in all operations.

The first operation with the new group was the invasion of Saipan. After undergoing repairs we got underway with men, cargo and boats the thirtieth of May as a part of Transdiv 10 in a convoy of some thirty-five vessels.

This trip was far from peaceful the action beginning on the first of June when the report came over TBS that a torpedo was approaching at right angles to the convoy. An emergency turn was executed.

A short while later a torpedo was reported crossing the bow of an escort carrier. This missed, as well as the torpedo following in its wake, by some thirty yards. Three planes began firing into the water to explode a real or fancied torpedo; a few minutes later a destroyer minesweeper reported a sound contact and another emergency turn was executed. The search proved fruitless and all ships resumed cruising disposition.

Two days later we had another submarine scare resulting in two emergency turns but no submarines or torpedoes developed. After a couple of other false reports things settled back to normal and we peacefully approached Tanapog Harbor, Saipan Island on the 15 th. That morning one of the destroyers made a depth charge attack on a sound contact and later picked up one enemy from the water believed to be a survivor of the attack. Later an AM (a minesweeper) picked up twelve Japanese from the water, one refusing rescue. These were thought to have been from a vessel sunk the previous day by the main attack group which sank seven vessels off Saipan. Members of the after-gun crew reported cries in the water during the mid-watch but no men were sighted.

Some of the boats of the ships in the convoy made a feint to the beach but returned to their respective vessels; in the meantime the main attack had begun by the Second Marine Division in various small boats on four beaches on the southwest shore of Saipan. "H" hour was 0840.

We anchored five or six miles west of the beaches due to a burned out bearing in the low pressure turbine while the other transports drifted or used their engines to maintain position in the transport area.

All day the battleships, cruisers, and destroyers bombarded the coast while carrier-based planes bombed and strafed the beaches. We saw several vessels burning and a huge oil fire at Charon Kanoa but we were too far out to note the effect of bombardment. That night there was considerable confusion with the boats as they returned and could not find their mother ships. Those that were alongside their own vessels were hoisted, the rest ordered to the boat pool at the beach.

The ship got underway at sunset to retire. There was some confusion as part of the ships were separated from their divisions. Four enemy planes attacked at this time. Most of the ships opened fire and as the planes disappeared over the northern point of Saipan other vessels could be seen taking them under fire.

The next day passed with two air attacks; however none came closer than five thousand yards and no damage was sustained by our ships.

"D" plus two was considered safe enough for ships to anchor and cargo began going off the ship that morning. The unloading was short-lived with the appearance of an enemy plane strafing six PBM's anchored nearby. We didn't open fire because of the nearness of friendly ships and planes.

The rest of the day passed quietly enough except that an LCT near the head of a column entering that evening was set afire. The flames were quickly put out.

Smoke laid by small boats kept enemy planes away the following day and as ammunition was desperately needed the winchmen were kept at the winches discharging cargo even though "Flash Red" was broadcast. Three "Vals" were reported shot down by the combat air patrol that evening. These boys did a wonderful job of protecting ships on that and successive operations. It was fortunate that no "bandits" (ie. enemy planes) came in as the four transports in Garapan anchorage were lit up by cargo lights, and the anti-aircraft protection was two to five miles to the westward while the transports were now anchored a mile and a half from Charon Kenea. Planes could have come in over Tapotchau Peak on Saipan only three miles away.

Cargo was discharged for the next seventy-two hours with little interruption and although "Flash Reds" were frequent, no attacks materialized.

The evening of the twenty-second brought a little excitement--more "G.Q." less sleep--with the bombing of Saipan by enemy planes. None of the transports opened fire as there was no moon, the only light being that of enemy flares dropped on the beach. Planes could be heard all night.

The discharge of cargo the next day was held up somewhat by the shortage of boats; that and the return of enemy planes. They dropped quantities of white flares illuminating this ship and most of the others in the vicinity sufficient to read the "How to Abandon Ship" manual and to provide accurate bombing but in the usual blundering fashion they had no bombs with them, or such is the supposition.

All ships retired the 25th; we detached all troops, left all small boats behind and set course for Eniwetok. That same night the ship occupying our previous anchorage was struck by an aerial torpedo.

Notable about the operation was the grind, night and day trying to rush the cargo between general quarters with none ever getting any sleep. It was a long eleven days.

After a brief stop at Eniwetok, the ship proceeded to Kwajalein to pick up cargo for Pearl Harbor.

After the cargo had been discharged we moved to Maui, took aboard troops of the 81st Infantry Division and conducted amphibious landing rehearsals. We brought the troops back to Honolulu the fifth of August, loaded more cargo and troops and got underway for Guadalcanal, Solomon Islands with a new Captain aboard; Commander J.M. Bristol relieving Lieutenant Commander T.A. Whitaker.

Upon arrival the 24th we had more amphibious rehearsals and shoved off for Palau Islands. The trip was made without incident in a week.

Unloading of assault cargo was begun immediately and completed September twenty-third in comparative quiet, considering the hours spent at general quarters at Saipan.

The 27th found the Jupiter at Manus Island in the Admiralty group-- the crew wasn't sure Manus was another name for hell but they were convinced it was part of the nether regions. After loading part of the First Cavalry Division there, orders were received to proceed to Hollandia, Dutch New Guinea.

Following a short stay there, the ship got underway for Leyte Gulf, Philippine Islands. Except for the mistaking of a few fish for submarines the trip was routine.

The boats and cargo started over the side the twenty-second of October and the unloading had been completed by the next day. That night while proceeding with an LST group (speed 8 knots) one of the LST's in our left column took a torpedo. One of the PC's (patrol craft) went back to assist her as she was dead in the water. We were very happy to receive orders to proceed ahead of the convoy. The odd thing about it was that the sub took the LST instead of us; we were the only large ship in the convoy.

After a short stop at Palau, we proceeded to Guam Island in the Marianas. Stopping there long enough to pick up troops and cargo of the 77th Infantry Division and departed for Noumea, New Caledonia. Eight days out, the destination of the Task Group was changed to Manus. We remained there long enough to refuel and then got underway for Leyte for the second time.

We were attacked once by "bandits" on the way but the attack was quickly repulsed, the credit going to the escort carriers. The first entrance of Leyte on D-day had been made so easily we were considerably surprised and perturbed at our reception the second time in.

We anchored, put the boats over and prepared to discharge cargo. The first day passed well enough with only bogies reported but the next day, the twenty-fourth of November, the fireworks began. It was just before sunrise when a plane suddenly appeared and dropped a bomb between two ships. Following that we saw a good dogfight with our P-38s trouncing the Japs. Suddenly a burning Zeke broke away from the fight and headed for the "USS James O'Hara" anchored close by; it crashed a near miss. The rest was anti-climatic but sufficient inspiration to get the ship unloaded by 1530 and 1730 we were on our way for Humboldt Bay, New Guinea. Needless to say everyone was glad to go.

Stopping only long enough at Humboldt Bay to get the anchor wet, we proceeded to Sansapor and began loading cargo and troops of the 6th Infantry Division the sixteenth of December. New Years Eve was spent getting underway for Lingayen Gulf.

1944 had brought many battle stars, and many grinding hours of working cargo under fire in all sorts of weather. The convoy entered the China Sea January 8, 1945 and was making its way toward Lingayen Gulf when the attack came. The time was 0539. We had been at General Quarters for three hours when we noticed a single motored Japanese plane gliding in on our starboard quarter, mast-head height, 200 yards away. In order to appreciate the significance of this attack one had only to look at the thirty-one tons of white phosphorus lashed on deck not to mention the 225 tons of ammunition stored below in the holds. Just before reaching the ship, the pilot gunned his engine and zoomed to the right passing over the bridge; LST 912 reported a few minutes later a Japanese plane had crashed into her stern causing casualties and fire. At 1759 we began firing at two Jap "Zekes" on the starboard quarter. One plane departed and the other swung around the stern, passed parallel to us at an altitude of about 1500 feet and when about 600 yards from the "USS Sumter," the second ship in Transport Division 26 column, the plane dropped two bombs which fell astern of her. The plane then turned to starboard and reversing her course, made a suicide dive on the "USS Callaway," the leading ship. The fire which was started was extinguished in a few minutes-- the story is that when the plane crashed it ruptured the fire main and literally put itself out.

The next day we anchored in Lingayen Gulf and began unloading. Notable events of the day included the near bombing of the Jupiter, the bombing of the "USS Mississippi," (the same plane later crashed into the stack of the HMAS Australia) and the near bombing of the "USS Rixey."

Unloading continued sporadically the next two days, then on the third, a "Val" went into a suicide dive on an APD close by. There were other attacks but only those in our proximity have been mentioned.

January thirteenth we left Lingayen Gulf; there were no regrets. The end of January and the end of a journey, as the convoy steamed into Ulithi in the Carolines. We stayed there until the fifth of February then departed for Guam to load for the Iwo Jima invasion.

The sixteenth of February the Jupiter was on the way from Guam to Iwo Jima with cargo and troops of the 3rd Marines. Early on the morning of the 19th we slowly moved inward, the boats were swarming to and from ships like bees at a hive. The initial landing came at 0900 and as the day lengthened the noise of battle increased to a constant roar.

During those first few days we didn't anchor, as we were expecting air attacks; consequently each night we would retire about sunset. The second night we observed extremely heavy AA fire directly ahead. Every so often an orange blob would plummet to the sea. We kept score by counting a large blob for a bomber and a smaller one for a fighter. It was during this attack the Bismarck Sea was sunk and the Saratoga received four direct hits.

Unloading presented a difficult problem because of the swells and surf, small landing craft could not make it to the beaches at all, nor be left in the rough water very long.

We anchored on the 24th, but it was necessary to keep the engines turning over slowly to obviate danger of dragging anchor and to keep the ship as steady as possible as well as form a lee for boats alongside. Even so it was sometimes very late before the boats were all hoisted. We unloaded into small boats for a week before we obtained larger craft to unload. In addition the unloading was slowed considerably as they wanted only certain material, mostly ammunition, on the beach. The larger landing craft presented another problem, first of all it took every hawser on the ship to hold them and secondly, the swell and rough sea conditions caused both vessels to pound against each other.

We changed anchorage several times to get out of the wind and finally ended up close enough into shore that the yellow pennants laid by our troops to identify our lines were clearly visible. During our stay there the Japs took shots at us and sometimes the signal men picked up parts of Jap shells from the flying bridge.

March eighth we were detached from one Task group and told to rendezvous with another. We met them the next day far out at sea and were told to follow movements of the Commander of the transport squadron.

We returned to Iwo Jima and shifted anchorage to the western side of the island to load vehicles and troops; on the 16th it was announced all organized resistance had ceased and the flag was hoisted over the Japanese headquarters.

It became too rough on the western side and after an LSM cracked the bulkhead of the barber shop, nearly scaring the barber to death, we shifted back to the eastern side. The task unit was ordered to get underway for Guam that morning; however we weren't loaded at the time and proceeded independently with troops of the 4th Marines aboard later that day for Eniwetok. We met them there the 27th and got underway for Pearl Harbor the following day.

All boats, boat crew and boat officers were transferred upon arrival. We were sorry to see the men go as they had done a splendid job but the boats--well that was another matter.

The troops of the 4th Marines were taken to Maui the following day for rest camp. Strong gusts of wind up to 35 knots and heavy rains hampered unloading considerably but by 0430 we were ready to return to Pearl Harbor. There we were transferred temporarily to Cincpoa.

After the hull damage which had been sustained at Iwo was repaired, the ship went to Honolulu to load.

We stood out of Honolulu May first with vehicles and men of the 10th Army for Eniwetok, Ulithi and Okinawa. The trip as far as Ulithi was made independently, but from there to Okinawa we were part of a twenty-one ship convoy which left June Twentieth.

Discharge of cargo began the 24th at Hagushi anchoring there through the sixth of July. The unloading was punctuated by "Flash Reds" but nothing of interest developed except one night a Jap float plane came in right over the bridge with running lights on. It was "splashed" before it got to the island.

July sixth we got underway for Pearl Harbor via Saipan. The Jupiter arrived at Pearl Harbor the nineteenth of July. The same day an officer came aboard saying "Welcome to Air Pac" and bearing a dispatch which designated us to be detached from Cincpoa, to report to Commander Air Force, U. S. Pacific Fleet and to proceed to San Francisco. It had been 18 months since the ship had been to "Uncle Sugar" and close to 24 months since there had been any transfers. Needless to say there was much grity aboard during the five day trip to the States. Back home the ship was scheduled for conversion to an aviation supply ship to be designated the AVS-8.

Whether we go to sea again in our new status or into the reserve is the big question now as the ship nears completion; nonetheless her record already during this war speaks for itself: She traveled one hundred thirty-five thousand two hundred eighteen miles, carrying thousands of tons of supplies and troops to the various fronts, all of which involved crossing the equator 14 times and picking up 10 battle stars along the way. Also three men have received decorations from the ship: The Bronze Star to Lieutenant j.g. Fred Moffett for his initiative, careful planning and thorough supervision in the loading and unloading of the ship for the period of August 1944 to March 1945; The purple Heart to Earl Dotson MonMM3/c for shrapnel wounds in the face sustained as boat crewman during the assault of Iwo Jima; The Purple Heart to Frank C. Andrews Sl/c for loss of a finger sustained as boat-crewman during the assault of Saipan.

Reg. No. 1075
R. S. No. _____

AK43/A12

U. S. S. JUPITER

11/jef

Serial No.

25 August 1944

CONFIDENTIAL
CONFIDENTIAL

9 0374

From: The Commanding Officer.
To: The Commander in Chief, U.S. Pacific Fleet.
Via: Commander, Transport Division Twenty Six.
Subject: Action Reports.

References: (a) U.S. Naval Regulations, 1920, Art. 712, 874(6).
(b) Alnav 176.
(c) PacFt Conf. Ltr 2CL-44.
(d) PacFt Conf. Ltr 16CL-44.

Enclosures: (A) Action Reports Nos. 1, 2, 3, and 4.

1. In accordance with references (a), (b), (c), and (d) enclosure (A) is forwarded herewith.

2. In accordance with reference (c) an advance copy of enclosure (A) has been forwarded to the Commander in Chief, U.S. Fleet.

J. M. BRISTOL

25 AUG 25 1944

RECEIVED
12 SEP 1
FORWARDED BY CUES

85528

②

ACTION REPORT #1

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of Ship Sixteen miles WSW from Garapan U.S.S. JUPITER, AK-43
Town, Saipan Island, Marianas

Date 16 June 1944

1. Surprise Attack No
2. Method Picking Plane Up Reported by Radar Guard Vessel.

(a) Lookout(s) or Special Equipment Detector Operator(s)

Made Initial Contact By Radar, 30 miles distance.

4. Number of Planes Two.
5. Type of Plane Unknown Type of Attack Did not attack.
6. Speed and Altitude 200 knots. 5000 yards.
7. Guns Firing _____ Size 3"/50 Number 3
5"/38 1
- Method of Control local Method Spotting Bursts.
8. Ammunition Expended 11 rounds 3"/50; 5 rounds 5"/38; 324 rounds 20mm.
9. Percent Service Allowance Expended 1%
10. Approximate Time Tracking To First Hits See #24.
11. Approximate Time of First Hits See #24.
12. Approximate Time First To Last Shot 1 minute.
13. Approximate Position Angle Open Fire 60°
14. Approximate Position Cease Fire 80°
15. Approximate Bearing First Shot 270°
16. Approximate Bearing Last Shot 090°
17. Approximate Range First Shot 4000 yards

18. Approximate Range Last Shot, 5000 yards.
19. Approximate Altitude Bomb Release None re- ~~ammunition~~ leased.
20. Approximate Range Torpedo Release None ~~ammunition~~ dropped.
21. Hit On Ship None Was Ship Straffed No Size Gun _____
22. Number Near Bomb Misses _____ Casualties From Near Misses _____
23. Planes Shot Down None None Possible _____ Damage _____
By What Size Gun _____
24. Details of Damage To Target By Gunfire If Available No
Apparent damage to plane
-
25. Performance of Ammunition Satisfactory.
26. Pattern Sizes Does not apply.
- Time 0525. Ship on course 080°, speed 13 knots.**

S K E T C H



080°

(Sun)

Twilight: Sun not yet to Horizon

9 0374

3

(A)

ACTION REPORT #2.

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of Ship Four miles due west of Garapan U.S.S. JUPITER, AK-43
town, Saipan Island, MarianasDate June 17 19 44

1. Surprise Attack No.
2. Method Picking Plane Up Reported by vessel having radar guard.

(a) Lookout(s) or Special Equipment Detector Operator(s)

Made Initial Contact By _____

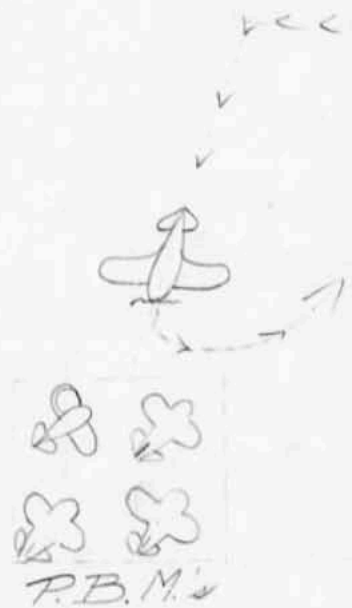
4. Number of Planes One
5. Type of Plane Unknown Type of Attack Dive Bomb.
6. Speed and Altitude Plane dove to within 300 yds of water then released bomb on anchored PBM's.
7. Guns Firing _____ Size 3"/50 Number -2
5"/38 1
- Method of Control Local Method Spotting Bursts
8. Ammunition Expended 8 rounds 3"/50; 4 rounds 5"/38.
9. Percent Service Allowance Expended 1%
10. Approximate Time Tracking To First Hits See #24
11. Approximate Time of First Hits See #24
12. Approximate Time First To Last Shot 1 minute
13. Approximate Position Angle Open Fire 15%
14. Approximate Position Cease Fire 15%
15. Approximate Bearing First Shot 070°
16. Approximate Bearing Last Shot 100°
17. Approximate Range First Shot 2000 yds.

9 0374

18. Approximate Range Last Shot, 2500 yards.
19. Approximate Altitude Bomb Release 300 yds. ~~200~~ Bomb Unknown
20. Approximate Range Torpedo Release None ~~dropped~~ dropped.
21. Hit On Ship None Was Ship Straffed No Size Gun ----
22. Number Near Bomb Misses 1 Casualties From Near Misses Unknown
23. Planes Shot Down None Sure ----- Possible ----- Damage -----
By What Size Gun -----
24. Details of Damage To Target By Gunfire If Available No apparent damage by gunfire. Plane dropped one bomb near 6 anchored PBM's causing damage to two planes.
-
25. Performance of Ammunition satisfactory.
26. Pattern Sizes Does not apply.
- Time 1847. Ship on course 250°, speed 13 knots.

S K E T C H

N.



(Sun)

W.
Sun set at 1847
Exact time of attack



350°

9 0374

(6)

5

ADVANCE COPY

ACTION REPORT #3.

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of Ship Two miles due west of Charank- U.S.S. JUPITER, AK-43
anca town, Saipan Island, Marianas
 Date 18 June 19 44

1. Surprise Attack No
2. Method Picking Plane Up Reported by radar guard vessel.

(a) Lookout(s) or Special Equipment Detector Operator(s)

Made Initial Contact By Radar range 40 miles.

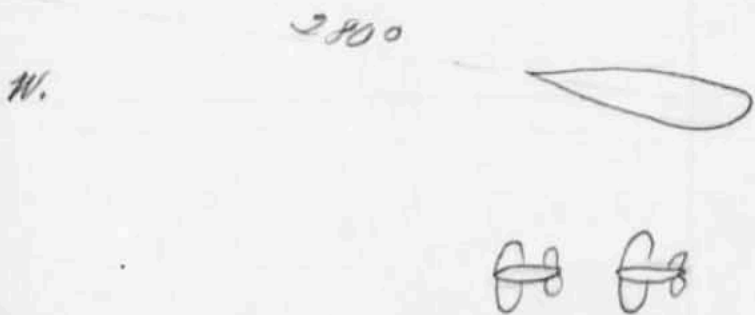
4. Number of Planes Two.
5. Type of Plane Unknown Type of Attack Did not attack.
6. Speed and Altitude About 250 knots, 5000 yards.
7. Guns Firing _____ Size 3"/50 Number -1
5"/38 -1
- Method of Control Local Method Spotting By Bursts.
8. Ammunition Expended 3 rounds 3"/50; 2 rounds 5"/38.
9. Percent Service Allowance Expended 1/3 of 1%.
10. Approximate Time Tracking To First Hits See #24.
11. Approximate Time of First Hits See #24.
12. Approximate Time First To Last Shot 1 Minute
13. Approximate Position Angle Open Fire 65%
14. Approximate Position Cease Fire 75%
15. Approximate Bearing First Shot 200°
16. Approximate Bearing Last Shot 250°
17. Approximate Range First Shot 5000 yards

9 0374

18. Approximate Range Last Shot, 5500 yards.
19. Approximate Altitude Bomb Release None ~~missed~~ Dropped
20. Approximate Range Torpedo Release ----- Size of Torpedo -----
21. Hit On Ship None Was Ship Straffed No Size Gun ---
22. Number Near Bomb Misses None Casualties From Near Misses ---
23. Planes Shot Down None Sure ----- Possible ----- Damage -----
By What Size Gun -----
24. Details of Damage To Target by Gunfire if Available No apparent
damage to planes.
25. Performance of Ammunition Satisfactory.
26. Pattern Sizes Does not apply.
- Time 0530. Ship on course 280°, speed 5 knots.

S K E T C H

N.



(Sun)
E.
twilight sun
not yet up.

ACTION REPORT #4.

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of Ship Two and one half miles due west of Charonkana town, Saipan Island, Marianas. U.S.S. JUPITER (AK-43)

Date 18 June 19 44

1. Surprise Attack No
2. Method Picking Plane Up By radar guard vessel.

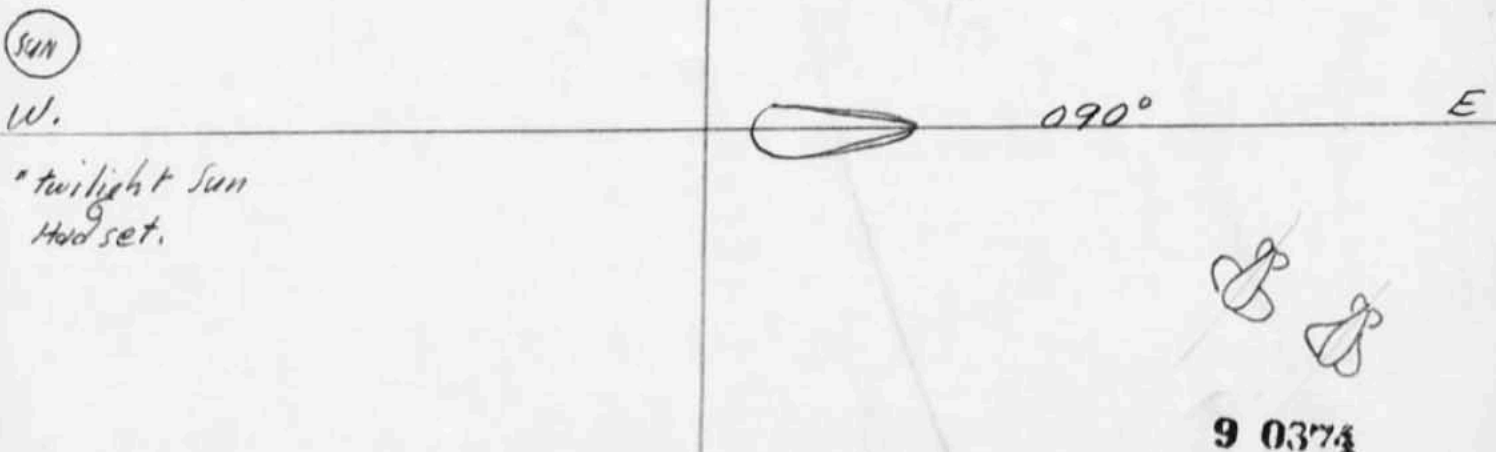
(a) Lookout(s) or Special Equipment Detector Operator(s)

Made Initial Contact By Radar distance 50 miles.

4. Number of Planes Two
5. Type of Plane Unknown Type of Attack Did not attack
6. Speed and Altitude 300 knots, 3500 yards altitude.
7. Guns Firing _____ Size 3"/50 Number 2
- Method of Control Local Method Spotting By Bursts.
8. Ammunition Expended 5 rounds 3"/50.
9. Percent Service Allowance Expended 1/2 of 1%.
10. Approximate Time Tracking To First Hits See #24.
11. Approximate Time of First Hits See #24.
12. Approximate Time First To Last Shot 1 minute.
13. Approximate Position Angle Open Fire 40°
14. Approximate Position Cease Fire 65°
15. Approximate Bearing First Shot 100°
16. Approximate Bearing Last Shot 120°
17. Approximate Range First Shot 3500 yards.

18. Approximate Range Last Shot. 400 yards
19. Approximate Altitude Bomb Release None Time Bomb dropped.
20. Approximate Range Torpedo Release None Size of Torpedo _____
21. Hit On Ship None Was Ship Straffed No Size Gun ----
22. Number Near Bomb Misses -- Casualties From Near Misses --
23. Planes Shot Down None Sure -- Possible --- Damage --
 By What Size Gun -----
24. Details of Damage To Target By Gunfire If Available No
apparent damage to plane.
25. Performance of Ammunition Satisfactory. No casualty.
26. Pattern Sizes Does not apply.
- Anchored heading 090°. Time 1715.

S K E T C H



ADVANCE COPY

Reg. No. 142
R. S. No. 10 01560

AK43/A12

U. S. S. JUPITER

11/jef

Serial No. 100

CONFIDENTIAL
CONFIDENTIAL

SEP 27 1944

From: The Commanding Officer.
To: The Commander in Chief, U.S. Fleet.
Via: Commander Transport Division 26 (CTU 32.4.3).
Commander Task Group 32.2
Commander Task Force 32.
Commander Western Pacific Task Forces.
Commander in Chief, U.S. Pacific Fleet.

Subject: Action Reports.

References: (a) U.S. Navy Regulations, 1920, Art. 712,
874(6).
(b) PacFlt Conf. Ltr 2CL-44.
(c) PacFlt Conf. Ltr 16CL-44.

Enclosures: (A) Executive Officer's ltr to CO dated 23
September 1944.-p.7

1. In compliance with reference (b) enclosure
(A) and the following action report is submitted.

2. Chronological record.

16 September 1944

At 1500 the U.S.S. JUPITER, attached to Trans-Div 26, which was Task Unit 32.4.3, commenced operating in company with other ships of Task Group 32.2 in accordance with CTG 32.2 Attack Order A264-44. The U.S.S. JUPITER steamed in cruising disposition Zebra 3 in the area to the southeast of PALAU ISLANDS at a speed of 12 knots on various courses while waiting to land troops and cargo at ANGAUR ISLAND, PALAU ISLANDS. The U.S.S. JUPITER was fourth ship in the center column which consisted of six ships of Trans-Div 26. The six vessels of TransDiv 20 comprised the right column and the four vessels of TransDiv 32 the left column. The fleet center was the U.S.S. CALLAWAY (APA-35). The U.S.S. FREMONT (APA-44) carried the flag of the OTC, Rear

Serial No. _____

CONFIDENTIALSubject: Action Reports.

Admiral W.H.P. Blandy. The entire force consisted of nine APAs, three APs, two LSDs, two AKAs, and one AK, all loaded with troops and supplies of the 81st Infantry Division, U.S. Army, as cargo. During the entire ANGAUR ISLAND approach and landing operations no enemy forces were encountered. Weather during the day was good, wind not over 6 knots, sea and swell not over two feet in height, and visibility ranged between five and fifteen miles.

17 September 1944

At 0000 made approach to ANGAUR ISLAND. At 0510 arrived in Transport Area #6 off northeast coast of ANGAUR ISLAND, stopped engines, and lowered landing boats to the rail. As LCV(P) #12 was being swung out, the eye splice in the leg of the hoisting bridle pulled out. The boat landed in the water on one side and sank, KONRATH, J. F., S2c, 727-24-66, V6, USNR, was struck by the boat as it fell and sustained a back contusion. At 0643 commenced discharging priority cargo into ship's boats. On hoisting one D-8 bulldozer out of #3 hold, a cracked blade support arm broke. Another was fabricated and welded in place by ship's force. At 0810 first wave of boats crossed line of departure and at 0830, "George" hour, first wave of boats hit Blue Beach on the east coast of ANGAUR ISLAND. At 0913, with other vessels of TransDiv 26, closed the beach to Transport Unloading Area #8. While in the Transport Areas the ship was maneuvered as necessary to keep assigned position. At 1010 commenced unloading general cargo into LCV(P)s, LCTs, LC(M)s, DUKs, and LVTs which began to arrive alongside. At 1318 STENGLE, L.J., BM2c, 244-26-03, USN, was struck by a sling-load of hatch boards and knocked over the port side at #4 hatch striking an LVT alongside before falling in the water. He sustained a ruptured small intestine. At 1834 got underway with other vessels of Task Group 32.4 for night retirement into the area southeast of ANGAUR ISLAND. At 2215 KNIPPEN, A.D., Pfc, 1806442, USA, fractured his arm in several places in falling from the second to third deck in #2 cargo hold during darkness. During the entire day wind did not exceed four knots and there was almost no sea or swell. Visibility was excellent.

AK43/A12

U. S. S. JUPITER

11/jef

Serial No. _____

CONFIDENTIAL

Subject: Action Reports

18 September 1944

At 0615 arrived in Transport Unloading Area #8 off Blue Beach, ANGAUR ISLAND. At 0631 resumed unloading cargo into ship's boats and other small landing craft. At 1535, on orders from CTD 26, ceased discharging cargo and at 1740 got underway together with other vessels of Task Group 32.4 for night retirement into the area southeast of ANGAUR ISLAND. At 1928 U.S.S. MCDERMUT and U.S.S. MONSSEN reported bogies on radar screen and on Air Flash "RED" from CTG 32.6 went to General Quarters. No planes were seen and Air Flash "WHITE" was given at 2007. Wind during the day did not exceed five knots and waves and swells were not over two feet high.

19 September 1944

At 0642 arrived in Transport Unloading Area off Blue Beach, ANGAUR ISLAND. At 0645 resumed unloading cargo into small boats. At 1751, sunset, darkened ship except for screened lights in cargo holds and over the side. The U.S.S. JUPITER did not retire for the night but continued discharging cargo using screened cargo lights. At 1815 went to General Quarters on receipt of Air Flash "RED" from CTF 32 and secured from unloading cargo. At 1921 on receipt of Air Flash "WHITE", secured from General Quarters and resumed unloading cargo. Wind did not exceed five knots. A slight swell for a few hours in the afternoon somewhat hindered unloading. Visibility remained good.

20 September 1944

Unloaded cargo throughout the night and day using screened cargo lights after sunset. At 1813 on receipt of Air Flash "RED" from CTF 32, secured from unloading cargo and went to General Quarters. At 1936 Air Flash "WHITE" was received and cargo unloading resumed. At 2115 BROWN,

AK43/A12

U. S. S. JUPITER

11/jef

Serial No. _____

CONFIDENTIAL

Subject: Action Reports.

H.E., Sgt, 33015653, USA, fell into #1 deep tank in the dark and sustained a 4-inch scalp laceration. Wind blew at 7-9 knot velocity most of the day resulting in a sea about three feet high which banged the boats against the side and made unloading more difficult. Visibility remained good.

21 September 1944

Continued unloading cargo throughout the day and night using screened cargo lights during periods of darkness. Wind ranged from one to six knots in velocity, and sea and swell were not over two feet. Visibility remained good.

22 September 1944

Continued unloading cargo as on previous day. At 1430 commenced disembarking service troops of the 81st Infantry Division, U.S. Army. 1730 Completed discharging all cargo and transferred all remaining troops ashore. Made preparations for retiring and at 1759 proceeded to join the formation of TransDiv 20 less the U.S.S. LEONARD WOOD and U.S.S. OAK HILL, and TransDiv 26 less the U.S.S. WHITE MARSH for night retirement into the area to the southeast of ANGAUR ISLAND. A rain squall in the afternoon with winds up to 20 knots and five-foot waves hampered unloading cargo and troops. Another rain squall at dusk reduced visibility to 100 yards as vessels commenced night retirement, and continued for an hour.

23 September 1944

Returned to Transport Unloading Area #8 off Blue Beach, ANGAUR ISLAND, at 0643 and hoisted on board the three ship's boats previously left behind. Operated in this area until 1700 at which time formed Task Unit 32.19.8 and departed in accordance with CTU 32.19.8 despatch orders 231509 September 1944.

Serial No. _____

CONFIDENTIALSubject: Action Reports.

3. Conclusions:

(a) Night Unloading

The U.S.S. JUPITER remained in the Transport Unloading Area the third, fourth, and fifth nights at the objective. At sunset the LVTs and DUKWs were secured. At dark the unloading of LCV(P)s and LC(M)s at the beach was secured due to conditions at the beach. The third and fourth nights a warning, Air Flash "RED", was passed and the ship went to General Quarters for approximately one hour. The second night 2 LCTs and a few LCV(P)s and LC(M)s reported to the ship. These were loaded and remained alongside and in the vicinity until sunrise. The third night the 3 LCTs made an average of two shuttle trips during the night. Five LC(M)s and ten LCV(P)s were loaded and they remained at the ship until sunrise. The total amount of cargo discharged during the three nights amounted to approximately 550 tons. As all boats were loaded at sunrise, very little or no cargo was discharged prior to 0730. It is believed that night unloading is not feasible unless the conditions at the beach permits the unloading of boats after dark and a sufficient number of boats be returned to the ship to keep the hatch crews working. If boats are not unloaded at the beach at night an equivalent amount of cargo can be discharged by remaining in the Transport Unloading Area until dark before retiring and returning thereto about one and one half hours after sunrise. This would permit boat crews to sleep in their boats during the night and they would be subsisted on rations. The ship's company would get some rest, eat breakfast, and man their stations prior to the return of the boats. The Shore Party could rest during the night and unload the boats at sunrise. On return to the Unloading Area all hands would have obtained rest and food, and empty boats would be available for further unloading.

(b) LC(M)s Versus LCTs ^{Palau}

During the [REDACTED] II, Phase I, operation, half of the LCTs that were being loaded by this

Serial No. _____

CONFIDENTIALSubject: Action Reports.

ship had between 20 and 50 tons of their own organization equipment aboard which reduced the amount of space for cargo. In addition to the above equipment the LCTs were carrying only light loads so they could beach without damage. The LCTs were poorly handled coming alongside, as many as four approaches having to be made before they were secured alongside. This latter was especially noticeable when a bow to stern landing was required. The most advantage of the use of LCTs by this vessel was made while unloading large vehicles and broken cargo. Long delays were experienced in spotting palletized cargo on LCTs. A finger lift on the LCT would speed up the handling of heavy boxes, pallets, etc. on LCTs. The LC(M) is the ideal boat for general cargo unloading as it can handle vehicles (except the largest), pallets, or broken cargo, and it comes alongside promptly. The LC(M) drum carrying capacity compares favorably with a lightly loaded LCT, 80 for an LC(M) and 250-300 for an LCT. It is recommended that this ship carry 5 LC(M)s for its own use until unloaded.

(c) Combat Loading

The U.S.S. JUPITER was poorly loaded for a combat operation. The dunnage was excessive. The cargo was poorly stowed for combat use, relatively small quantities of various priority cargo could be obtained quickly, but when larger quantities were needed a great deal of re-handling of other type cargo and tank tops had to be done with the resultant loss in time. A picked up ship's platoon loaded the ship and the assigned ship's platoon did not report aboard until the day before sailing. It must be recognized by the landing force that the best results on unloading can be obtained if the unloading personnel is the same group as the loading personnel, and the commanding officer of the ship's platoon should not be expected to land prior to his troops.

J. M. BRISTOL

AK43/P20-1

U. S. S. JUPITER

11/jef

23 September 1944

From: The Executive Officer.
To: The Commanding Officer.

Subject: Conduct of Personnel of the U.S.S. JUPITER, AK43, during the Landing on Angaur Island, September 16-23, 1944.

Reference: (a) Art. 948, USN Regulations.

1. It was observed that the personnel of this ship conducted themselves in accordance with the best traditions of the Naval service during the operation. All hands displayed a commendable spirit and put forth their best efforts in discharging the ship. It is believed, however, that better results could have been obtained by more aggressive supervision of the hatch working parties, who were lacking in experience and training in cargo handling.

O. W. LUTZ

ENCLOSURE (A)

UNITED STATES PACIFIC FLEET
COMMANDER TRANSPORT DIVISION TWENTY-SIX
c/o Fleet Post Office,
San Francisco, California.

FB7-26/A16-3/A12
Serial 00139

S E C R E T

5 October 1944

FIRST ENDORSEMENT to
CO JUPITER AK43/A12 ltr
Ser 100 dtd 9/27/44

From: The Commander ANGAUR Assault Unit Baker (CTU32.4.3).
To: The Commander-in-Chief, United States Fleet.
Via: (1) The Commander ANGAUR Assault Group (CTG32.8).
(2) The Commander ANGAUR Attack Group (CTG32.2).
(3) The Commander Western Attack Force (CTF32).
(4) The Commander Joint Expeditionary Force (CTF31).
(5) The Commander Western Task Forces and THIRD Fleet (CTF30).
(6) The Commander-in-Chief, United States Pacific Fleet.

Subject: U. S. S. JUPITER (AK43) - Action Report - Landing on ANGAUR
Island, (PALAU); Forwarding of.

1. Forwarded.

2. The classification of this report is changed from "Confidential" to "Secret" because of the use of a code name on page 5.

3. Under the circumstances in this operation, the LCM(3)'s could be used to better advantage than the LCT(6)'s for unloading operations. However, it is not believed that these advantages are normal. It was unfortunate that LCT organizational equipment took up so much cargo space in the LCT's. The Commanding Officers of the LCT's used in this operation were inexperienced in combat operations. It is recommended that LCT personnel, trained in combat operations, be used in succeeding operations and that inexperienced personnel be used in the LCT pools in the rear areas, insofar as practicable. Recommendation as to the use of finger lift in LCT's is concurred in. This should be an allowed item of equipment for the JUPITER. Time lost in lowering it to the deck of the LCT before loading and hoisting it after completion of loading would be inconsequential compared to the time which would be gained by its use.

4. Due to the heavy load, over 2800 tons, carried by the JUPITER for this operation, it was impracticable to have perfect combat loading. Consequently calls for certain urgent items did necessitate rehandling of other cargo in order to fulfill these requests. The present Commanding Officer assumed command of the ship after it was loaded and therefore it was impracticable for him to control the amount of dunnage used, which it is considered, was excessive for combat operations and normal sea conditions expected to be encountered in the operating areas. The personnel of the ship's platoon for loading the ship should be the same as for unloading. It is agreed that the Commanding Officer of the Ship's Platoon should be required to remain in the ship with his men until unloading is completed. Otherwise, disorganization is liable to occur at a very inappropriate time.

3 1015

2

8

UNITED STATES PACIFIC FLEET
COMMANDER TRANSPORT DIVISION TWENTY-SIX
c/o Fleet Post Office,
San Francisco, California.

FB7-26/A16-3/A13
Serial 00139

S E C R E T

5 October 1944

Subject: U. S. S. JUPITER (AK43) - Action Report - Landing on ANGAUR
Island, (PALAU); Forwarding of.

5. Taking full cognizance of the heavy load in the JUPITER, inexperience and insufficiency of ship's platoon, errors in priority loading of some items of cargo, inadequacy of ships crew, and unloading difficulties of various types, it is considered that the performance of duty of the Commanding Officer, officers and crew on this operation is deserving of the highest credit.

R. E. Hanson
R. E. HANSON

Copy to:
USS JUPITER

FB7-20/A16-3
Serial: 0065

UNITED STATES PACIFIC FLEET
TRANSPORT DIVISION TWENTY

(ctb)

S E C R E T

7 October 1944.

SECOND ENDORSEMENT to
CO JUPITER AK43/A12 ltr.
Ser. 100 of 27 Sept. 1944.

From: Commander Task Group THIRTY TWO POINT EIGHT
(Commander Transport Division TWENTY).
To: Commander-in-Chief, United States Fleet.
Via: (1) Commander Task Group THIRTY TWO POINT TWO
(Commander Group ONE, Amphibious Forces,
United States Pacific Fleet).
(2) Commander Task Force THIRTY TWO (Commander
Group FIVE, Amphibious Forces, U.S.
Pacific Fleet).
(3) Commander Task Force THIRTY ONE (Commander
THIRD Amphibious Force, U.S. Pacific Fleet).
(4) Commander Western Pacific Task Forces
(Commander THIRD Fleet).
(5) Commander-in-Chief, United States Pacific Fleet.

Subject: U.S.S. JUPITER (AK43) - Action Report - Landing
on ANGAUR Island, PALAU Islands; Forwarding of.

1. Forwarded.

D. W. Loomis
D. W. LOOMIS.

3 1015

10

OFFICE OF THE COMMANDER
AMPHIBIOUS GROUP ONE
Fleet Post Office
San Francisco, California

File: A16-3(2)/A9

Serial: 0081

25 October 1944

SECRET
S E C R E T

THIRD ENDORSEMENT to
CO JUPITER AK43/A12 ltr.
Ser. 100 of 27 Sept. 1944.

From: Commander Task Group THIRTY TWO POINT TWO (Commander Amphibious Group ONE, Pacific Fleet).
To : Commander in Chief, United States Fleet.
Via : (1) Commander Task Force THIRTY TWO (Commander Amphibious GROUP FIVE, Pacific Fleet).
(2) Commander Task Force THIRTY ONE (Commander THIRD Amphibious Force, Pacific Fleet).
(3) Commander Western Pacific Task Forces (Commander THIRD Fleet).
(4) Commander in Chief, U. S. Pacific Fleet.
Subject: U.S.S. JUPITER (Ak43) - Action Report - Landing on ANGAUR Island, PALAU Islands; Forwarding of.

1. Forwarded without comment in the absence of Commander Amphibious Group ONE. Comment, if any, will be forwarded by separate correspondence upon the return of the Group Commander.

F. H. Rile, Jr.
F. H. RILE, Jr.
By direction

cc: ComTransDiv 20
ComTransDiv 26
CO JUPITER

3 1015

ND

//

A9-8
Ser. X-538

COMMANDER AMPHIBIOUS GROUP FIVE
Fleet Post Office
San Francisco, California

4th Endorsement on USS JUPITER 1tr
AK43/A12, ser. 100 of 27 Sept. 1944

S E C R E T

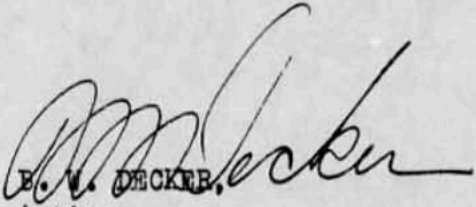
31 October 1944.

From: Commander Amphibious Group Five (CTF 32).
To: Commander in Chief, United States Fleet.

Via: (1) Commander Third Amphibious Force (CTF 31).
(2) Commander Third Fleet.
(3) Commander in Chief, U.S. Pacific Fleet.

Subject: USS JUPITER (AK43) - Action Report - Landing on ANGAUR
Islands, PALAU Islands; forwarding of.

1. Forwarded.


E. V. DECKER,
Acting.

3 1015

No
12

File No. FE25/A16-3

THIRD AMPHIBIOUS FORCE
OFFICE OF THE COMMANDER

J1/10

Serial

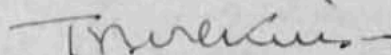
00353

3 DEC 1944

SECRET

FIFTH ENDORSEMENT to
CO, USS JUPITER Conf.
ltr. AK43/A12 serial 100
dated 27 Sept. 1944.

From: Commander Third Amphibious Force.
To : Commander in Chief, United States Fleet.
Via : (1) Commander Third Fleet.
(2) Commander in Chief, U. S. Pacific Fleet.
Subject: Action Reports.
1. Forwarded.


T. S. WILKINSON.

Copy to:
CO, USS JUPITER
ComPhibGrp FIVE
ComPhibGrp ONE
ComTransDiv 20
ComTransDiv 26

COM-IN-CHIEF
-FIVE

3 1015

13

FILE

Reg. No. *DM 9/29/45*
3 1015
R.S. No.

A16-3/(11)

UNITED STATES PACIFIC FLEET
THIRD FLEET

dm

Serial 0033

SECRET
S-E-C-R-E-T

A16-3/Sept

6th Endorsement on
CO, USS JUPITER Conf.
ltr., serial 100
dated 27 Sept. 1944.

JAN 9 1945



From: Commander THIRD Fleet.
To : Commander-in-Chief, United States Fleet.
Via : Commander-in-Chief, U. S. Pacific Fleet.

Subject: Action Reports.

- 1. Forwarded.

171 M. M. M. M. M.

ROBT. B. CARNEY
Chief of Staff

1945
16 16 15
RECEIVED
COMMANDER-IN-CHIEF
FLAG OFFICE

A16-3/Sept

00961 12 MAR 1945

7 ch Endorsement
CinC Pacific Fleet
To: *cominch*
Via:

- 1. Forwarded.

G. E. Prall

G. E. PRALL
by direction

3 1015

AK43/A12

Serial 109

Advance Copy

U. S. S. JUPITER

CONFIDENTIAL

26 October 1944.

CONFIDENTIAL

From: The Commanding Officer;
To : The Commander in Chief, U.S. Fleet.
Via : Commander Transport Division 26.
Commander Task Group 78.6.
Commander Task Force 78.
(Commander Seventh Amphibious Forces)
Commander Seventh Fleet.

Subject: Action Report - CENTRAL PHILIPPINES OPERATION.

References: (a) Article 712, 874(6), U.S. Navy Regulations, 1920.
(b) Seventh Amphibious Force Letter FE25/A16-3(3), serial 0212, of 17 February 1944.
(c) Pacific Fleet Confidential Letters 2CL-44, and 16CL-44.
(d) Pacific Fleet Confidential Notice 26CN-44.

1. In compliance with reference (a) to (d) inclusive, the following action report is submitted.

2. Chronological record.

The U.S.S. JUPITER, anchored at Seeadler Harbor, Manus, Admiralty Islands, was attached to Transport Division 26 of Task Group 78.6. On the 4th of October commenced loading cargo of the 1st Cavalry Division in accordance with Commander Transport Division 26 despatch 040105 October 1944, and Commander Allied Naval Forces, South West Pacific Areas Operation Plan 13-44, and completed loading on 6 October 1944.

The cargo consisted of:

602.0	Tons of vehicles (146 vehicles).
600.0	Tons of Engineering Equipment.
85.0	Tons of Quartermaster Supplies.
2.0	Tons of Chemical Warfare Service Equipment.
20.0	Tons of Ordnance Supplies.
17.0	Tons of Signal Supplies.
90.0	Tons of Ammunition (40 MM and 90 MM).
88.0	Tons of Diesel Fuel (400 Drums).
249.7	Tons of Gasoline (1136 Drums).
6.0	Tons of Motor Oil, E-20, (26 Drums).
.8	Tons of Grease (GP-1).

96746

- 1 -

(2)

11 02265

AK43/A12

Serial 109.

U. S. S. JUPITER

CONFIDENTIAL

CONFIDENTIAL

Subject: Action Report - CENTRAL PHILIPPINES OPERATION.

 .5 Tons of Grease (GP-2).
1,761.0 Tons on board.

This cargo was loaded by service forces of the U.S. Army, 1st Cavalry Division, of which, 107 enlisted men and 6 officers remained on board for transportation and 90 were put on board the U.S.S. LEON for transportation. Weather conditions were good while loading except for several thunder-showers with attendant reduced visibility.

After completion of loading, the U.S.S. JUPITER remained at anchor until 1614, 13 October 1944, at which time she proceeded, in company with the U.S.S. LEON, to Hollandia, escorted by the U.S.S. HOPEWELL. At 0954, 14 October 1944, held anti-aircraft firing practice and expended 638 rounds of 20 MM, 7 rounds of 5"/38, and 18 rounds of 3"/50 ammunition. Afterwards the crew was exercised at general drills. At 0642, 15 October 1944, anchored in Humboldt Bay, Hollandia, New Guinea. At 0815, received Commander Task Force Seventy-Eight Operation Plan 101-44, and Commander Task Group Seventy-Eight Point Six Operation Order 7-44, and commenced operating in accordance therewith. At 1500, received from 592nd Engineer Boat and Shore Regiment, APO 565, one LCM and crew of five U.S. Army enlisted men. During this period the weather was generally good, with wind not exceeding 8 knots. There were a few short-lived thunder-showers, and visibility was fair to excellent.

At 0506, 16 October 1944, got underway and after clearing the harbor took station in Auxiliary Section One, of Task Group 78.6, as third ship in center column, astern of the U.S.S. STORM KING. The U.S.S. CALLAWAY, leading ship of center column, is formation guide. OTC is Captain S.P. JENKINS, in the U.S.S. CRESCENT CITY, leading ship in left column. Standard distance and interval in Auxiliary Section One is 600 yards and 1,000 yards respectively. Astern of Auxiliary Section One are twelve LCIs, Group 44, in two lines, distance and interval 300 yards. Astern of them are thirty-one LSTs and the ARL #41, in five lines, interval and distance 500 yards. Following them are six XAKs, arranged in three columns, distance and interval 600 yards and 1,000 yards respectively.

CONFIDENTIAL

U. S. S. JUPITER

CONFIDENTIAL

Subject: Action Report - CENTRAL PHILIPPINES OPERATION.

The screen consists of four DDs and two PFs. Air cover is provided by Task Unit 77.4.25, which consists of two CVEs and two DEs as their screen. This Task Unit is stationed astern of the XAKs. These sections comprise Task Group 78.6, Reinforcement Group One, Northern Attack Force, of the Central Philippines Attack Force. The passage to Leyte, Philippine Islands, was made without incident. Weather was good, the wind never exceeded 12 knots, visibility was generally good, and the sea was slight.

At 0850, 22 October 1944, anchored in the Transport Area, 5,000 yards from White Beach, Leyte Island, San Pedro Bay. The 90 soldiers, who had helped load the ship, arrived from the U.S.S. LEON and assisted the soldier-passengers in unloading cargo. Unloading was commenced at once upon anchoring, and continued throughout the night except for two interruptions when Air Flash "RED" was given and the crew went to General Quarters. Unloading was completed at 1200, 23 October 1944, and all soldiers were sent ashore shortly thereafter. While at Leyte, four Air Flash "REDS" were received. The first while underway approaching the anchorage at 0735 the 22nd, and lasting but eleven minutes; the second at 1836 the same day and terminating one hour later; the third on the following morning at 0524, followed by Air Flash "WHITE" at 0629; and the fourth at 1815, while standing out of San Pedro Bay. This last was followed by Air Flash "WHITE" at 1824, and was the only one in which an enemy plane was seen, although on each occasion some anti-aircraft fire from other ships was observed. This plane was seen to dive on a ship anchored in San Pedro Bay, several miles astern. After the two Air Flash "REDS", received while at anchor, the order to make smoke was given by CTF 78. Both forward and after generators made smoke and two boats were dispatched 1,000 yards to windward, to make smoke and drop smoke floats. At 1655, 23 October 1944, got underway in obedience to CTF 78 secret dispatch 230627 October 1944, as part of Task Group 78.11, and formed cruising disposition "C-1". Task Group is composed of 23 LSTs, OTC is Commander Linthicum, in the LST 1018, which is guide and leading ship in right center column. JUPITER is the sixth and last ship in the right column. Screen is furnished by two PCs and one PF. At 2330, 24 October 1944, two explosions were observed to port. At

AK43/A12

Serial 109.

U. S. S. JUPITER

CONFIDENTIAL

CONFIDENTIAL

Subject: Action Report - CENTRAL PHILIPPINES OPERATION.

2331, all vessels, on orders from the OTC, made a 45° emergency turn to port, and increased speed to Flank Speed. At the same time the LST 695 reported that she had been torpedoed and was dead in the water. For the next hour and a half all ships made smoke from their smoke generators, on orders from the OTC. The LST 686 later succeeded in taking the disabled vessel in tow, and the LST 170 stood by. All three vessels, escorted by the PC-598, were ordered to proceed to their destination. Two hours after the torpedoing, the remaining ships of the Task Group resumed standard speed and base course. At 1330, the U.S.S. CARSON CITY, PF-50, reported a sound contact and dropped depth charges. She remained with the contact for two hours, then reported that the contact proved to be negative. All ships went to General Quarters on order of OTC. At 0505, 26 October 1944, the U.S.S. JUPITER left the formation and proceeded to Kossol Passage, Palau Islands, escorted by the U.S.S. HOLWORTH, DD 592. The weather was good, wind did not exceed ten knots, visibility was moderate to excellent, and the sea was slight.

3. Conclusions.

It is recommended that the practice of carrying part of the ship's platoon on an APA or AP be continued, in order to relieve the inadequate living and messing facilities of the U.S.S. JUPITER.

J. M. BRISTOL

RECEIVED
02 OCT 1944
COMMUNICATIONS CENTER

RECEIVED
02 OCT 1944
COMMUNICATIONS CENTER

Advance Copy

AK43/A12

11/JMc

267

1 04043

Serial 2-45.

U.S.S. JUPITER (AK 43)

16 January 1945.

CONFIDENTIAL

From: The Commanding Officer,
To : The Commander in Chief, U.S. Fleet.
Via : Commander Transport Division 26.
Commander Task Group 78.5.
Commander Task Force 78.
Commander Seventh Fleet.

Subject: Action Report - LINGAYEN GULF OPERATION.

References: (a) Article 712, 874(6), U.S. Navy Regulations, 1920.
(b) Seventh Amphibious Force Letter FE25/A16-3(3), serial 0212, of 17 February 1944.
(c) Pacific Fleet Confidential Letters 2CL-44, and 16CL-44.
(d) Pacific Fleet Confidential Notice 26CN-44.

1. In compliance with references (a) to (d) inclusive, the following action report is submitted.

2. Chronological record.

On 7 December 1944, the U.S.S. JUPITER, attached to Transport Division 26 of Task Unit 76.4.17, completed logistics at Hollandia, New Guinea, and commenced operating in accordance with CTF Operation Plan 103-44. At 0600, (zone description -9) 12 December 1944, got underway with Task Unit 76.4.17, for Sansapor, New Guinea, in accordance with CTU Movement Order 2-44. The same day anti-aircraft firing practice was held. This vessel expended 5 rounds of 5"38, 9 rounds of 3"50, and 335 rounds of 20 MM ammunition. After anchoring at 1301, 14 December 1944, in Sansapor Anchorage, Task Unit 76.4.17 was dissolved and Task Group 78.5 was organized. Weather was good with light winds and good visibility.

On 16 December 1944, in compliance with visual despatch 150730 December of Commanding General 6th Infantry Division, U.S. Army, commenced loading cargo. Continued loading cargo through 21 December. Resumed loading 26 December and completed loading 29 December. The cargo consisted of:

747.93	Tons of Vehicles (186 vehicles).
75.3	Tons of Engineering Supplies.
89.53	Tons of Automatic Ordnance.
8.2	Tons of Radio Equipment.
31.0	Tons of CS-40 Chemical Ammunition.
390.0	Tons of P.O.L. Supplies.
225.52	Tons of Ammunition.
150.0	Tons of Rations.
<u>1,717.48</u>	Total tons on board.

16 January 1945.

Subject: Action Report - LINGAYEN GULF OPERATION.

The cargo brought on board 16 - 24 December was loaded by 110 Combat and Service Troops of the 6th Infantry Division who left the ship on completion of this loading. The cargo brought on board 26 and 29 December was loaded by 54 Combat and Service Troops of the 6th Infantry Division. These men remained on board as passengers. In addition 10 officers and 83 Combat and Service Troops of the 6th Infantry Division came on board 27 December, making the total passengers 10 Officers and 137 Troops. On the night of 28 December a Japanese plane was spotted by searchlights over Sansapor Anchorage. It was fired upon by shore batteries. Early in the morning of 30 December another Japanese plane was spotted and was shot down in flames off Cape Opmarai. While at Sansapor a moderate northwesterly swell, which is characteristic of this exposed anchorage, caused excessive rolling and made loading difficult. There were several wind and rain squalls during which it was necessary to suspend loading operations. Visibility was good except during these squalls.

At 1550, 30 December 1944, got underway with Task Group 78.5, the Blue Beach Attack Group of the San Fabian Attack Force. This vessel took station as the fourth of five ships in the right hand column. The transport Group, Task Unit 78.5.1, consisted of eight APA's, three AP's, one AKA, two AK's, three LSD's, one LSV, one APH, and one AO, in four columns of five ships each. Standard distance and interval was 600 and 1000 yards, respectively. The U.S.S. FREMONT (APA 44), fleet guide, carried the flag of the OTC, Rear Admiral W. M. Fechtler. Astern of the Transport Group were the LST group (Task Unit 78.5.5), LSM group (Task Unit 78.5.6), and LCI group (Task Unit 78.5.8), each of which formed a station unit. The screen was composed of Task Unit 78.7.2 and Task Unit 78.5.7. The first three days out three anti-aircraft burst firing practices were held in which this vessel expended 27 rounds of 5"38, 78 rounds of 3"50, and 1,746 rounds of 20 MM ammunition. Vessel were exercised at tactical maneuvers on 31 December 1944, and 1 January 1945. On the night of 31 December all ships made funnel smoke and smoke from fog oil generators. On the morning of 2 January 1945, Task Group 79.5 and 79.6 took station astern of this Task Group. The following morning Task Group 78.1 and the U.S.S. MARCUS ISLAND (CVE 77) and U.S.S. KADASHAN BAY (CVE 76), took station 14 miles ahead of this Task Group. Air coverage was furnished by the two CVE's. On receipt of Flash "RED", went to general quarters once on the 3, 4, and 6 January and four times on 7 January, but no enemy planes were seen. At 0245, 8 January, went to general quarters on receipt of Flash "RED". At 0315, on orders from CTG 78.5, commenced making smoke. At 0539 a single motor Japanese plane was seen gliding in on our starboard quarter

16 January 1945.

Subject: Action Report -- LINGAYEN GULF OPERATION

at mast head height at a distance of 200 yards, before reaching the ship the pilot gunned his engine and zoomed to the right, passing just over the bridge. Nine minutes later LST 912, astern of this ship reported that a Japanese plane had crashed into her stern, causing some casualties and starting a fire which was soon extinguished. At 0659, on orders from CTG 78.5, transports ceased making smoke. At 0759, took under fire two Japanese fighters on our starboard quarter. One departed on the starboard quarter. The other swung around the stern, paralleled the fleet course, passed on the port side between Transport Division 26 and Transport Division X ray, at an altitude of 1500 feet. When about 600 yards from the U.S.S. SUMTER, the second ship in Transport Division 26 column, this plane dropped two bombs which fell astern of the U.S.S. SUMTER. The plane then turned to starboard and reversing her course, made a suicide dive on the U.S.S. CALLAWAY, the leading ship of Transport Division 26 column. The fire, which was started, was extinguished in a few minutes. The U.S.S. CALLAWAY sheered out of column to starboard but shortly afterwards resumed her regular station. Flash "WHITE" was received at 0910. Went to general quarters at 2001 on receipt of Flash "RED" and secured at 2022 on receipt of Flash "WHITE". During the passage to Lingayen Gulf, weather was good with light winds, good visibility, slight sea, and low swell.

9 January 1945.

At 0320 entered LINGAYEN GULF. Went to general quarters at 0530 upon receipt of Flash "RED" and secured on receipt of Flash "WHITE" at 0602. Observed anti-aircraft fire on our starboard bow but saw no planes. Fifteen minutes later Flash "RED" was received and went to general quarters. At 0716 received orders from CTU 78.5.1 to commence operating in accordance with CTG 78.5 Attack Order 2-44. At the same time observed anti-aircraft firing by ships on our port bow directed at a plane flying over the western shore of Lingayen Gulf. Plane was not brought down. A half an hour later two planes were fired upon by ships in Lingayen Gulf but were not shot down. At 0749 anchored in Transport Area "B", bearing 312°(T) and 10,000 yards from Blue Beach. At 0825 all landing boats were water-borne and were dispatched to other transports to land troops, equipment, and cargo. At 1305 went to general quarters on receipt of Flash "RED". A plane was seen to bomb the U.S.S. MISSISSIPPI and then crash into the forward stack of the HMAS AUSTRALIA. Secured from general quarters at 1402 when Flash "WHITE" was received. Went to general quarters at 1730 when Flash "RED" was received. At 1737 got underway to shift anchorage. At 1820 anchored 4000 yards, bearing 314° from the center of Blue Beach. On Flash

AK43/A12

11/JMc

Serial 2-45.

U.S.S. JUPITER (AK 43)

16 January 1945.

Subject: Action Report - LINGAYEN GULF OPERATION.

"WHITE" secured from general quarters at 1824, only to go back again at 1842 on Flash "RED". At 1858 opened fire with two 3"50s and one 5"38 on a Japanese bomber on our starboard bow, range 6000 yards. Fifty or more ships were firing on this plane with no apparent damage to the plane. No sooner had this plane gone out of range than the ship's starboard guns opened fire on a Japanese plane passing from stern to bow, altitude 5000 feet. Two bombs were seen to fall near the stern of the U.S.S. RIXEY (APH 2), anchored on a bearing of 022°(T) and distant one mile. The plane then turned to port and reversing its course passed on the port side of this vessel about the same altitude. Port batteries opened fire without effect. Secured from general quarters at 1958 on receipt of Flash "WHITE". Seven minutes later were at general quarters again after another Flash "RED". Flash "WHITE" was given at 2015. At 2110 Flash "RED" was received and general quarters sounded. Secured at 2159. Commenced unloading cargo at 2224.

10 January 1945.

At 0248 ceased unloading cargo as no lighterage was available. At 0520, on a report that enemy swimmers had damaged the U.S.S. ROBINSON, (DD-562), by exploding a charge against her side and that Motor Torpedo Boat attacks had been made on the LST 925 and U.S.S. WARHAWK (AP-168), placed a patrol of two LCV(P)s around the ship to guard against such attacks. At 0604, upon receipt of Flash "RED", went to general quarters. At 0638 commenced making smoke. Anti-aircraft fire was seen but no enemy planes were observed. Ceased making smoke and secured from general quarters at 0738, on receipt of Flash "WHITE". Resumed unloading cargo at 0758. Continued unloading cargo until 1250 when the ship got underway to shift anchorage. While hoisting out a 1 ton trailer about 1130, the ship took several 15° rolls. The trailer being tipped in its slings by hitting the gunwale of LCM and dumping its cargo. Part of the cargo was recovered. Moved 1000 yards to the northwest, as the swell in close to shore made difficult the unloading of cargo into small landing craft. At 1255 anchored 5000 yards, bearing 315° from the center of Blue Beach. At 1320 resumed unloading cargo. Lighterage not being available, ceased unloading cargo at 1530. At 1900 went to general quarters on receipt of Flash "RED". Observed anti-aircraft fire and a plane crash into the water. At 1911 commenced making smoke. At 1943 ceased making smoke and secured from general quarters on receipt of Flash "WHITE". Sixteen minutes after that another Flash "RED" was received, to be succeed twelve minutes later by Flash "WHITE".

Serial 2-45 .

U.S.S. JUPITER (AK 43)

16 January 1945.

Subject: Action Report - LINGAYEN GULF OPERATION.

11 January 1945.

Flash "RED" was received at 0545, 0656, and 0809; Flash "WHITE" was received at 0614, 0712, and 0849. General quarters was sounded on each Flash "RED". Made smoke from 0703 to 0722. No enemy planes were seen. Resumed discharging cargo at 0832 and continued through the day and night, except when interrupted by general quarters. From 1305 to 1322 were at general quarters on order from CTG 78.5. At 1852 observed anti-aircraft fire in the direction of the town of Lingayen. Went to general quarters. Three minutes later followed Flash "RED". Made smoke from 1815 until 1949. Anti-aircraft fire was observed to the north at 1934. Flash "WHITE" was received at 2020 and crew secured from general quarters. At 2110 went to general quarters on receipt of Flash "RED" and secured at 2114 on receipt of Flash "WHITE".

12 January 1945.

Continued unloading cargo throughout the day. At 0617 went to general quarters on receipt of Flash "RED". Commenced making smoke. An hour later opened fire with all starboard batteries on an enemy plane which was starting to dive toward our transports anchored 2500 yards to the north. Other vessels commenced firing about the same time. The plane immediately pulled out of his dive and levelling off, flew away to the east. Ceased making smoke on receipt of Flash "WHITE" at 0746. While in the process of securing from general quarters, a plane was seen to be under fire from ships anchored to the west. The general alarm was given and the port 3"50 battery opened fire on a "VAL" which went into a steep dive and crashed into the U.S.S. BELKNAP (APD 34), about two miles to the northwest. At the same time two bombs were seen to land in the water near a DD about a mile away to the northwest. At 0841 secured from general quarters on receipt of Flash "WHITE". At 1845 sounded general quarters on receipt of Flash "RED". Commenced making smoke and continued until 1901. Secured from general quarters at 1928 on receipt of Flash "WHITE".

13 January 1945.

Cargo unloading did not commence until 1040 as no lighterage was available. At 1637 completed unloading cargo. At 1700 disembarked all passengers. Went to general quarters on receipt of Flash "RED". Got underway at 1722 and joined Task Unit 78.11.3 which consisted of 1 AGC, 3 APAs, 4 AKAs, and 2 AKs. Screen consists of 2 DDs, 3 DEs, and 1 APD.

Serial 2-45

U.S.S. JUPITER (AK 43)

16 January 1945.

Subject: Action Report - LINGAYEN GULF OPERATION.

OTC is Rear Admiral I.N. Kiland in the U.S.S. MOUNT MC KINLEY (AGC-7), fleet guide and leading ship of the center column. Standard distance and interval is 600 and 1000 yards respectively. There are three ships in the right and left columns, and four in the center column. The U.S.S. JUPITER is the second ship in the right hand column. Secured from general quarters at 1750. Observed what appeared to be a large gasoline dump on fire on Bauang Point. Departed Lingayen Gulf at 2045. Weather while in Lingayen Gulf was good except for the moderate swell experienced close to the beach. Visibility was good, there was no rain and winds were light.

14 - 15 January 1945.

Continued on voyage to Leyte. Course was through the South China Sea and Sulu Sea.

16 January 1945.

Anchored at Leyte Gulf in berth #53, five miles bearing 333° from Taytay Point. Dissolved Task Group 78.11.3 and reverted to Task Group 78.5. During the passage weather was excellent, winds were light, sea was slight and visibility was good.

3. Performance of own ordnance material and equipment.

1.4(a) The armament of this vessel consists of one 5"38 dual purpose gun, four 3"50 dual purpose guns and eight 20 MM guns equipped with mark 14 sights. All of these batteries were brought into action on several occasions. There were no casualties on any of these batteries and the performance of all were satisfactory, considering the fact that there is no fire control equipment for the 5"38 and 3"50 batteries. All gun crews gave a good performance while in action and there were no apparent training deficiencies. This vessel has no salvo buzzer or cease firing bell at the gun stations and some difficulty was experienced in getting the "cease firing" signal transmitted to gun stations by sound powered phones. The 3"50 gun with present local control methods is considered ineffective as an anti-aircraft weapon. The rate of elevation and train makes it difficult to get on fast moving air targets. It is recommended that the present 3"50 battery be replaced by four twin mount 40 MM guns. Some satisfactory replacement for the originally scheduled MK 50 director should be provided for control of 5"38 battery.

16 January 1945.

Subject: Action Report - LINGAYEN GULF OPERATION.

(b) Ammunition expended was as follows:

<u>DATE FIRED</u>	<u>5"38</u>	<u>3"50</u>	<u>20 MM</u>
8 January	4 rounds	6 rounds	288 rounds
9 January	5 rounds	38 rounds	
12 January	3 rounds	14 rounds	164 rounds
TOTAL	12 rounds	58 rounds	452 rounds

(c) No hits from this vessel's guns were observed on Japanese planes. Three planes were seen to dive on ships through a hail of 20 MM fire. The 20 MM projectile is apparently too light to stop a plane. A hit by a much heavier projectile is needed to stop a suicide dive on a vessel.

4. Own battle damage.

1. (a) This ship was not under attack.

2. (a) Six Japanese planes were fired upon. No damage was observed.

5. Comments.

(A) CHEMICAL AMMUNITION (WHITE PHOSPHORUS)

1. The meaning of the phrase "Chemical Ammunition", as defined by article 13F1, Bureau of Ordnance Manual, was not known or was disregarded by the loading authorities of the Sixth Infantry Division (Reinforced) at Sansapor, New Guinea.

2. The assurance of the Army Transport Quartermaster that no white phosphorus ammunition was to be loaded in No. 1 hold was accepted. Near the end of the loading white phosphorus 80 MM mortar shells were found in the hold. This necessitated the rehandling of all ammunition in No. 1 hold (about 200 tons) in order to separate the white phosphorus ammunition. 75 cloverleaves of 105 MM howitzer and 268 cloverleaves of 80 MM mortar white phosphorus ammunition were found. These white phosphorus cloverleaves were deck loaded. The rehandling and inspection of about 200 tons of ammunition in No. 1 hold caused a delay in loading of 48 hours.

3. The Army Transport Quartermaster was given a copy of the definition of chemical ammunition which he took to the loading authorities ashore. White phosphorus ammunition was later found in No. 1 hold loaded in 3/4 ton trucks and 1 ton trailers. These vehicles were returned to the beach for reloading. This caused a further delay of

Serial 2-45 .

U.S.S. JUPITER (AK 43)

16 January 1945.

Subject: Action Report - LINGAYEN GULF OPERATION.

twelve hours in loading.

4. These two delays in loading could have been avoided had the loading authorities at Sansapor known the definition of chemical ammunition or had not disregarded it.

(B) SHIP'S PLATOON

1. The messing, berthing, and sanitary facilities aboard the U.S.S. JUPITER (AK43), were designed to accommodate 15 officers and 143 men. For the amphibious landing at San Fabian, Luzon, Philippine Islands, this vessel carried:

	<u>OFFICERS</u>	<u>MEN</u>
Ship's Company	18	246
Boat Group (Temporary)	7	67
Army	<u>10</u>	<u>137</u>
TOTAL	35	450

These overcrowded conditions are recognized and have to be accepted.

2. The JUPITER (AK43) was loaded by several different groups of men who took no further part in the operations of this ship.

3. Due to the limited facilities outlined above, the number of U.S. Army troops which can be carried is limited and should not exceed 10 officers and 110 men, including cooks and mess cooks. With the limited number of troops which can be carried the question of what troops to carry comes up, ship's platoon, or vehicle drivers. In this operation vehicle drivers were carried and were used to open up hatches and make the preliminary preparations for unloading. However, as the vehicles were unloaded the number of men available was steadily decreasing.

4. No definite ship's platoon was assigned to this vessel prior to its arrival in the objective area. The Commanding Officer tried to have this rectified prior to sailing but without success. The Commanding Officer to the 543rd Engineer Shore and Boat Regiment informed the Commanding Officer, U.S.S. JUPITER, that the ship's platoon to unload the JUPITER would be furnished by the Shore Party upon request of the Group Beachmaster. After repeated requests the ship's platoon came aboard in four groups of about 25 men each over a period of 2 days. One hundred men working constantly are barely sufficient for unloading in a combat area where lighterage is available.

Serial 2-45, U.S.S. JUPITER (AK 43)

16 January 1945.

Subject: Action Report - LINGAYEN GULF OPERATION.

5. It is iterated that it is poor practice to load with one group and unload with another.

6. It is recommended that a ship's platoon of 110 men be assigned to this vessel prior to loading and not to be released until the completion of unloading. That the ship's platoon plus a few vehicle drivers (to care for all vehicles loaded) be carried by the U.S.S. JUPITER. The remainder of the vehicle drivers to be carried by another ship of the same Transport Division and transferred the morning of the assault to the U.S.S. JUPITER.

(C) WORKING PARTIES IN LIGHTERAGE.

1. The loading of bulk cargo in LSM's and on pontoon barges requires the unloading ship to put men on this lighterage to stack the bulk cargo. These additional men are a drain on the manpower available for unloading the ship.

2. It is recommended that each LSM, LCT and pontoon barge carry its own working party.

(D) LIGHTERAGE.

1. This vessel carried 4 army LCM's, 1 DUKW and 12 LCV(P)'s to the objective area. These boats were assigned to other ships on S Day and that was the last that was seen of the LSM's and DUKW. The LCV(P)'s were useless except during the daylight hours of one day. This vessel which had a priority after S / 1 day shipping on unloading, received 4 LSM, 4 LCT, and the services of 1 LCM for forty eight hours out of the first 72 hours at the objective area. No lighterage was kept waiting to load at any time and all loading was done expeditiously. A shortage of lighterage was evident.

2. In view of this shortage of lighterage it is not understood why an LSM which had wasted 45 minutes coming alongside is ordered to another ship before it had been loaded, or why an LCT which is secured alongside is ordered to another ship. Occurrences of these types further decreased the amount of lighterage available.

4. For the purpose of estimating lighterage requirements, some standard load in tons for LSM's and LCT's should be broadcasted after initial landings at the objective. Lighterage requirements are impossible to estimate when one LCT will take 100 tons and another only 40 tons. It is realized that the Commanding Officer of the lighterage must be the final judge. However, the large number of young and inexperienced officers on these type crafts will carry loads varying from 25% capacity to overload.

AK43/A12

11/jMc

Serial 2-45 U.S.S. JUPITER (AK 43)

16 January 1945.

Subject: Action Report - LINGAYEN GULF OPERATION.

If an officer experienced in these type crafts, after a survey of beach conditions, would broadcast the average load to be put on each type, estimation of lighterage requirements would be more accurate and would release lighterage to other ships sooner.

(E) BOATS.

1. In this operation the 12 LCV(P)'s carried by this vessel were able to be used for unloading for only a period of 12 hours, unloading about 100 tons of rations. One of the 5 LCM's carried could be used 50% of the time. In both cases it required the rehandling of the cargo at the beach line.

2. It is recommended that the U.S.S. JUPITER carry the following:

4 LCM(6) and 1 LCM(3) or 5 LCM(3)
20 DUKW's

The present allowance is:

5 LCM(3)'s
13 LCV(P)'s

As this vessel carries cargo the change from LCV(P)'s to DUKW's will make for ship to dump service and permit a faster turn around.

6. Personnel performance and casualties.

1. There were no personnel casualties during this period.

2. Personnel performance was satisfactory. Cargo handling crews worked efficiently and gunnery personnel functioned well. Improvements might be effected by increasing the complement, thus insuring greater permanency of personnel. Thirty seamen were temporarily assigned the ship on 11 December 1944, to meet the needs of this vessel when operating with Amphibious Forces.

J. M. BRISTOL

R/N 419

UNITED STATES PACIFIC FLEET
COMMANDER TRANSPORT DIVISION TWENTY-SIX
c/o Fleet Post Office,
San Francisco, California.

FB7-26/A16-3
Serial 0213

CONFIDENTIAL

19 January 1945

FIRST ENDORSEMENT to
CO JUPITER AK43/A12 ltr
Ser 2-45 dtd 16 Jan 1945

From: The Commander Transport Division TWENTY-SIX.
To: The Commander in Chief, U. S. Fleet.

Via: (1) Commander Task Group 78.5.
(2) Commander Task Force 78.
(3) Commander SEVENTH Fleet.

Subject: Action Report - LINGAYEN Gulf Operation.

1. Forwarded approved.

2. The recommendation contained in paragraph 3 is strongly concurred in. It is urgently recommended that attack transports be armed with 40 mm guns as 20 mm guns have been ineffective against enemy crash dive tactics.

3. In order to avoid the delays and dangers whereat in the situation described in paragraph 5(3), it is suggested that steps be taken to provide representatives of the Army Ordnance Department at the loading areas to inspect and certify the types of ammunition being loaded aboard the transports.

4. The recommendation made in "Comments", (B), paragraph 6, is strongly concurred in.

5. The recommendation under "Boats", paragraph 2, is concurred in.

H. J. Wright
H. J. WRIGHT.

4 01956

3

11

A-910
042

FE25/A16-3
Serial: OLLA

COMMANDER AMPHIBIOUS GROUP 8
SEVENTH FLEET
Fleet Post Office
San Francisco, California

CONFIDENTIAL

26 February 1945

2nd. ENDORSEMENT to
CO JUPITER AK 43/A12 ltr
Ser 2-45 dated 16 Jan 1945

From: Commander Task Group 78.5 (ComPhibGrp8,7thFlt)
To : The Commander in Chief, U. S. Fleet.
Via : (1) Commander Task Force 78.
(2) Commander SEVENTH Fleet.

Subj: Action Report - LINGAYEN Gulf Operation.

- 1. Forwarded, concurring in first endorsement.

A. T. Sprague, Jr.
A. T. SPRAGUE, Jr.
Chief of Staff

cc: ComTranDiv26

4 01956

2

12

1313

A16-3 (S)

File FE25/A16-3
Serial: 0533

SEVENTH AMPHIBIOUS FORCE
U.S. Fleet Post Office
San Francisco, Calif.

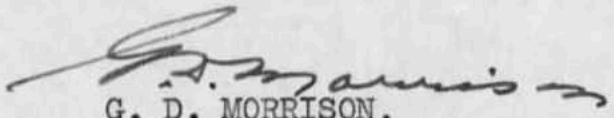
CONFIDENTIAL

8 MAR 1945

CONFIDENTIAL

THIRD ENDORSEMENT on:
CO U.S.S. JUPITER conf.
ltr., serial 2-45 of
16 January 1945.

From: Commander Task Force SEVENTY-EIGHT.
(Commander SEVENTH Amphibious Force)
To: Commander-in-Chief, U.S. Fleet.
Via: Commander SEVENTH Fleet.
Subject: Action Report - LINGAYEN GULF Operation.
1. Forwarded.


G. D. MORRISON,
Assistant Chief of Staff,
Operations.

Copy to:
CTG 78.5 (ComPhibGrp 8, 7thFlt)
ComTransDiv 26
CO USS JUPITER

4 01956



UNITED STATES FLEET
COMMANDER SEVENTH FLEET

140
Reg. No. 2832
R. S. No. 4 01956

A16-3(5)(F-3-4/jk)

Serial: 01194

CONFIDENTIAL

5 APR 1945

FOURTH ENDORSEMENT on:
CO U.S.S. JUPITER Conf. ✓
Ltr., Serial 2-45 of
16 January 1945.

From: Commander Seventh Fleet.
To: Commander in Chief, United States Fleet. ✓
Subject: Action Report - LINGAYEN GULF Operation.
1. Forwarded.



R. H. CRUZEN,
By direction.

1-4343



S. No.	272
R. S. No.	2011

AK43/A12

U. S. S. JUPITER

11/jef

Serial No. 4-45

16 January 1945

CONFIDENTIAL

From: The Commanding Officer.
To: The Commander in Chief, U.S. Pacific Fleet.
Via: The Commander, Transport Division 26.

Subject: Anti-Aircraft Action Reports; submission of.

Reference: (a) PacFlt Conf. Ltr. 2CL-44.

Enclosures: (A) Anti-Aircraft Action Report dated 8 January 1945. -p.2
(B) Anti-Aircraft Action Report dated 9 January 1945. -p.4
(C) Anti-Aircraft Action Report dated 9 January 1945. -p.6
(D) Anti-Aircraft Action Report dated 12 January 1945. -p.8
(E) Anti-Aircraft Action Report dated 12 January 1945. -p.10

1. In accordance with reference (a) enclosures (A) through (E) are forwarded herewith.

2. Advance copies of enclosures (A) through (E) have been submitted to the Commander in Chief, U.S. Fleet.

J. M. BRISTOL

104783

Advance Copy

CONFIDENTIAL

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of Ship China Sea U.S.S. JUPITER, AK43
Lat. 15° 11' N. Date 8 January 1945
Long. 119° 09' E.

- 1. Surprise Attack No
- 2. Method Picking Plane Up Naked Eye

(a) Lookout(s) or Special Equipment Detector Operator(s)

--

Made Initial Contact By Sight

- 4. Number of Planes Two (2)
- 5. Type of Plane Fighter Type of Attack Did Not Attack
- 6. Speed and Altitude Intermediate and fast.

7. Guns Firing _____ Size 5"/38 Number -1
3"/50 -2
20MM -5

Method of Control Local Method Spotting Visual

8. Ammunition Expended 4 rounds 5"/38, 6 rounds 3"/50 and 288 rounds 20MM.

9. Percent Service Allowance Expended 5"/38-1.4%; 3"/50 .5%; 20MM 1.7%

10. Approximate Time Tracking To First Hits No Hits

11. Approximate Time of First Hits --

12. Approximate Time First To Last Shot 1 1/2 minutes.

13. Approximate Position Angle Open Fire 30°

14. Approximate Position ^{Angle} Cease Fire 10°

15. Approximate Bearing First Shot 90°

16. Approximate Bearing Last Shot 20°

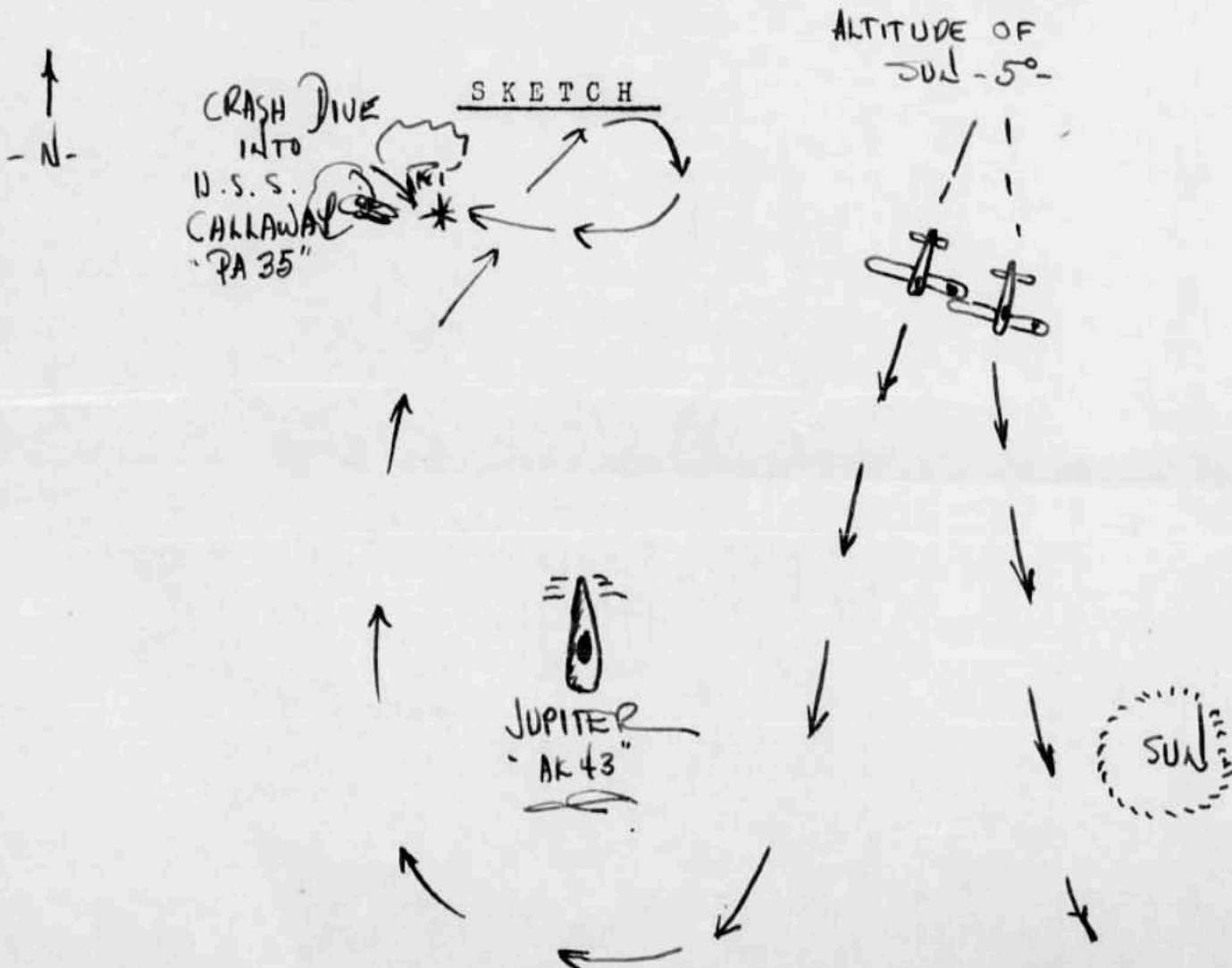
17. Approximate Range First Shot 1,500 yards.

ENCLOSURE (A)

2 0711

2

18. Approximate Range Last Shot, 8,000 yards.
19. Approximate Altitude Bomb Release -- Time Bomb --
20. Approximate Range Torpedo Release -- Size of Torpedo --
21. Hit On Ship --- Was Ship Straffed --- Size Gun ---
22. Number Near Bomb Misses --- Casualties From Near Misses ---
23. Planes Shot Down --- Sure -- Possible -- Damage ---
By What Size Gun --
24. Details of Damage To Target By Gunfire If Available ---
-
25. Performance of Ammunition Excellent
26. Pattern Sizes --



Advance Copy

CONFIDENTIAL

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of Ship LINGAYEN GULF, Luzon Island, U.S.S. JUPITER, AK43
Philippine, Islands

Date 9 January 19 45

1. Surprise Attack No

2. Method Picking Plane Up Naked Eye

(a) Lookout(s) or Special Equipment Detector Operator(s)

Made Initial Contact By Sight

4. Number of Planes One (1)

5. Type of Plane Two Engine Bomber Type of Attack Did Not Attack

6. Speed and Altitude Slow and High

7. Guns Firing _____ Size 3"/50 Number -2
5"/38 -1

Method of Control Local Method Spotting Visual

8. Ammunition Expended 3"/50 - 31 rounds; 5"/38 - 5 rounds.

9. Percent Service Allowance Expended 3"/50--2.6%; 5"/38- 1.8%

10. Approximate Time Tracking To First Hits No hits.

11. Approximate Time of First Hits --

12. Approximate Time First To Last Shot 3 minutes.

13. Approximate Position Angle Open Fire 30°

14. Approximate Position ^{Angle} Cease Fire 45°

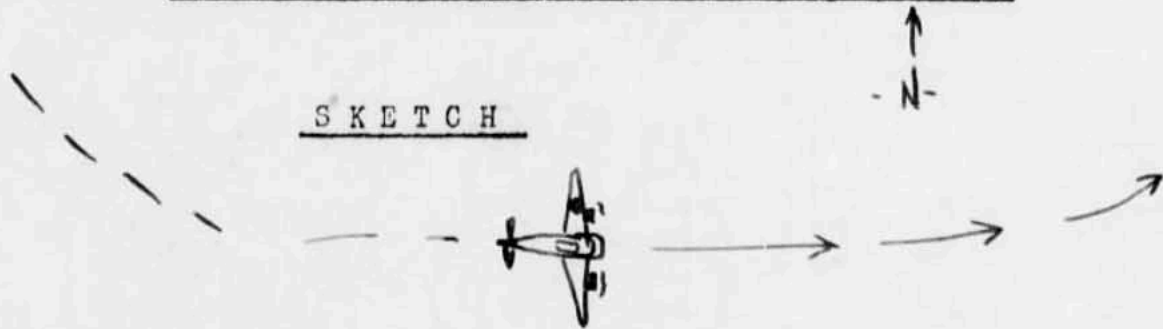
15. Approximate Bearing First Shot 10°

16. Approximate Bearing Last Shot 75°

17. Approximate Range First Shot 6,000 yards.

ENCLOSURE (B)

18. Approximate Range Last Shot, 8,000 yards.
19. Approximate Altitude Bomb Release Time Bomb
20. Approximate Range Torpedo Release Size of Torpedo
21. Hit On Ship Was Ship Straffed Size Gun
22. Number Near Bomb Misses Casualties From Near Misses
23. Planes Shot Down Sure Possible Damage
 By What Size Gun .
24. Details of Damage To Target By Gunfire If Available
25. Performance of Ammunition Excellent
26. Pattern Sizes



AFTER Glow
 FROM
 SUNSET

JUPITER
 - AK 43 -

CONFIDENTIAL

Advance Copy

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of Ship LINGAYEN GULF, Luzon Island, U.S.S. JUPITER, AK43
Philippine Islands Date 9 January 19 45

1. Surprise Attack Yes
2. Method Picking Plane Up Naked Eye.

(a) Lookout(s) or Special Equipment Detector Operator(s)

SWISHER, Kyle Ivan 866-14-11 Sle, SV-6, USNR

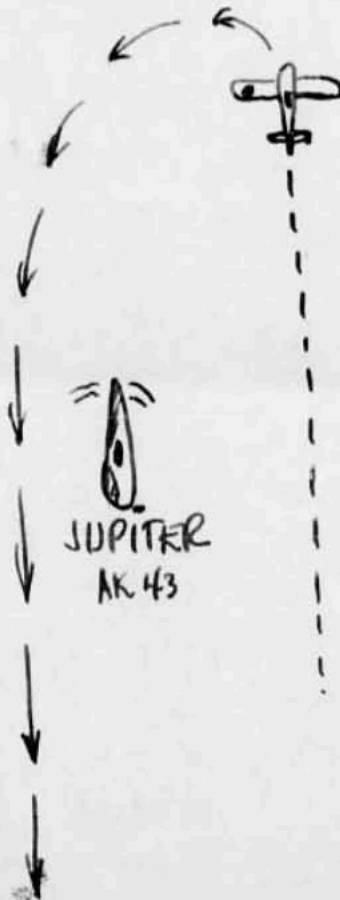
Made Initial Contact By Sight

4. Number of Planes One (1)
5. Type of Plane Fighter Type of Attack did not attack.
6. Speed and Altitude Intermediate and Fast.
7. Guns Firing _____ Size 3"/50 Number -1
20MM -8
Method of Control Local Method Spotting Visual
8. Ammunition Expended 3"/50 - 7 rounds. 20MM 600 rounds.
9. Percent Service Allowance Expended 3"/50 - .6%; 20MM - 3.5%
--
10. Approximate Time Tracking To First Hits No Hits.
11. Approximate Time of First Hits --
12. Approximate Time First To Last Shot 2 minutes.
13. Approximate Position Angle Open Fire 60°
14. Approximate Position ^{Angle} Cease Fire 30°
15. Approximate Bearing First Shot 140° relative
16. Approximate Bearing Last Shot 260° relative
17. Approximate Range First Shot 2,500 yards

ENCLOSURE (0)

18. Approximate Range Last Shot, 7,000 yards
19. Approximate Altitude Bomb Release Time Bomb
20. Approximate Range Torpedo Release Size of Torpedo
21. Hit On Ship Was Ship Straffed Size Gun
22. Number Near Bomb Misses Casualties From Near Misses
23. Planes Shot Down Sure Possible Damage
- By What Size Gun
24. Details of Damage To Target By Gunfire If Available
25. Performance of Ammunition Excellent
26. Pattern Sizes

S K E T C H



AFTER
GLOW

Advance Copy

CONFIDENTIAL

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of Ship LINGAYEN GULF, LUZON ISLAND, U.S.S. JUPITER, AK43
Philippine Islands. Date 12 January 19 45

- 1. Surprise Attack No
- 2. Method Picking Plane Up Naked Eye

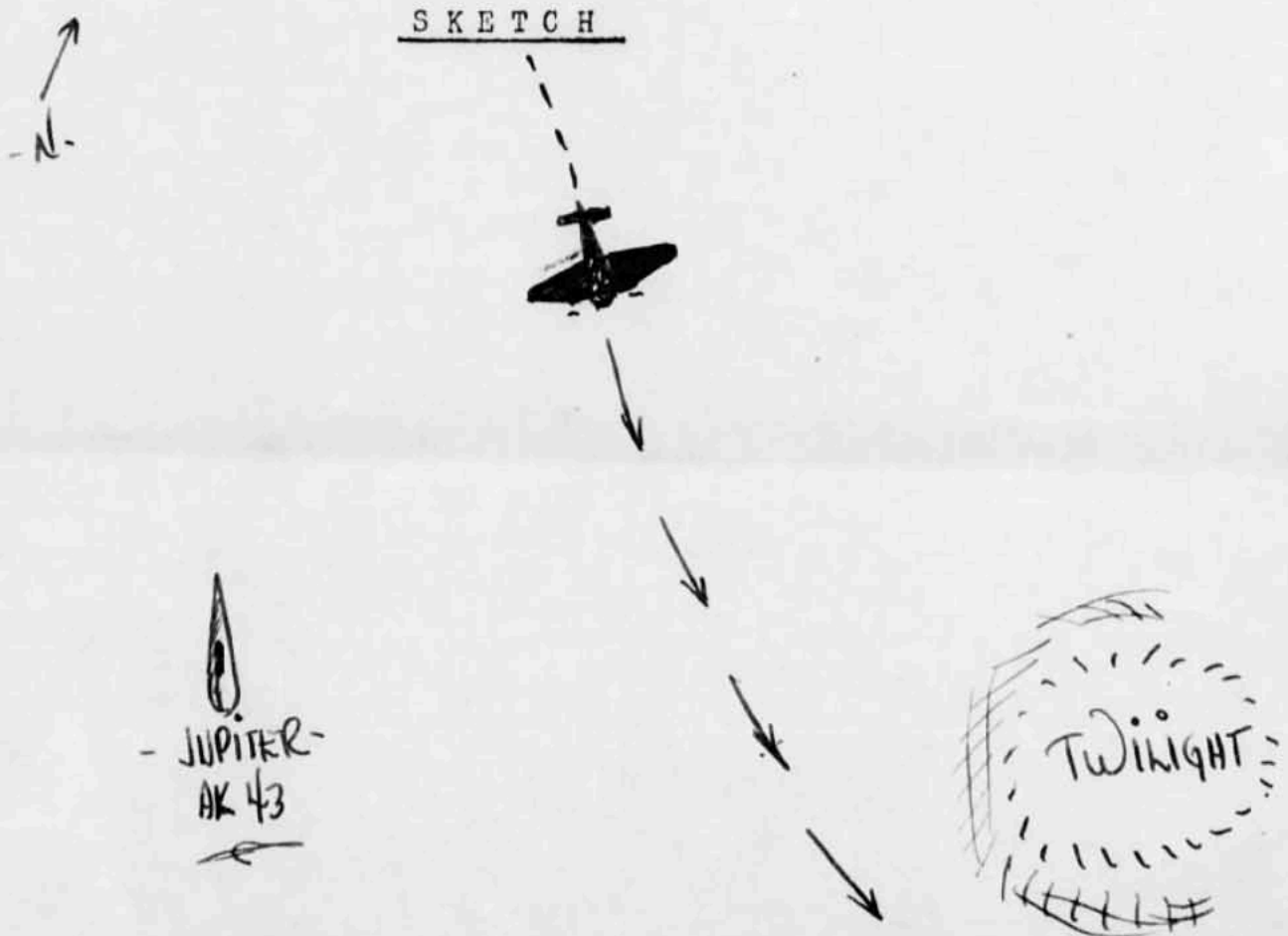
(a) Lookout ~~(a) or Special Endorsement Detachment (a)~~
KONRATH, Josef Frank 727-24-66 920, V-6, USNR

Made Initial Contact By Sight

- 4. Number of Planes One (1)
- 5. Type of Plane Fighter Type of Attack Did Not Attack.
- 6. Speed and Altitude Fast and High.
- 7. Guns Firing _____ Size 5"/38 Number -1
3"/50 -2
20MM -4
- Method of Control Local Method Spotting Visual
- 8. Ammunition Expended 5"/38 - 3 rounds; 3"/50 - 7 rounds; 20MM - 64 rounds.
- 9. Percent Service Allowance Expended -- 5"/38 - 1.0%; 3"/50 .6%
20 MM .4%.
- 10. Approximate Time Tracking To First Hits No Hits.
- 11. Approximate Time of First Hits -
- 12. Approximate Time First To Last Shot 4 minutes.
- 13. Approximate Position Angle Open Fire 250
- 14. Approximate Position ~~Angle~~ Cease Fire 350
- 15. Approximate Bearing First Shot 650 Relative.
- 16. Approximate Bearing Last Shot 1300 Relative.
- 17. Approximate Range First Shot 2,500 yards.

ENCLOSURE (D)

18. Approximate Range Last Shot, 6,000 yards.
19. Approximate Altitude Bomb Release -- Time Bomb --
20. Approximate Range Torpedo Release -- Size of Torpedo --
21. Hit On Ship -- Was Ship Straffed -- Size Gun --
22. Number Near Bomb Misses -- Casualties From Near Misses --
23. Planes Shot Down -- Sure -- Possible -- Damage --
By What Size Gun --
24. Details of Damage To Target By Gunfire If Available --
--
--
25. Performance of Ammunition Excellent
26. Pattern Sizes --



CONFIDENTIAL

Advance Copy

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of Ship LINGAYEN GULF, Luzon Island, U.S.S. JUPITER, AK43
Philippine, Islands. Date 12 January 1945

- 1. Surprise Attack No
- 2. Method Picking Plane Up Naked Eye.

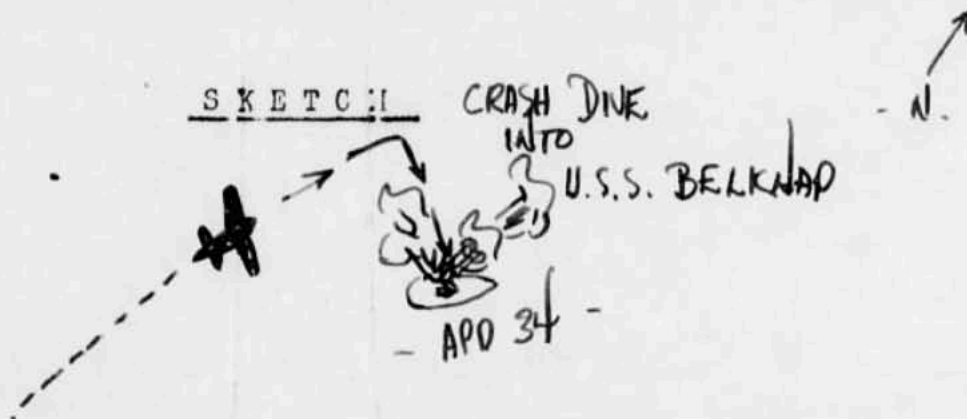
(a) Lookout(s) or Special Equipment Detector Operator(s)
--

Made Initial Contact By Sight

- 4. Number of Planes One (1)
- 5. Type of Plane Fighter Type of Attack Did Not Attack.
- 6. Speed and Altitude Fast and High.
- 7. Guns Firing _____ Size 3"/50 Number 2
Method of Control Local Method Spotting Visual
- 8. Ammunition Expended 3"/50 - 7 rounds.
- 9. Percent Service Allowance Expended -- 3"/50 - .6%
- 10. Approximate Time Tracking To First Hits No Hits.
- 11. Approximate Time of First Hits --
- 12. Approximate Time First To Last Shot 2 minutes.
- 13. Approximate Position Angle Open Fire 15°
- 14. Approximate Position ^{Angle} Cease Fire 5°
- 15. Approximate Bearing First Shot 320°
- 16. Approximate Bearing Last Shot 350°
- 17. Approximate Range First Shot 5,000 yards.

ENCLOSURE (E)

18. Approximate Range Last Shot, 6,000 yards.
19. Approximate Altitude Bomb Release Time Bomb
20. Approximate Range Torpedo Release Size of Torpedo
21. Hit On Ship Was Ship Straffed Size Gun
22. Number Near Bomb Misses Casualties From Near Misses
23. Planes Shot Down Sure Possible Damage
By What Size Gun
24. Details of Damage To Target By Gunfire If Available
25. Performance of Ammunition Excellent
26. Pattern Sizes



2 0114


 - JUPITER -
 - AK43 -

Morning
 TWILIGHT

Advance Copy

Reg. No.	331
R. S. No.	
11/jef	

U. S. S. JUPITER

AK43/A12
Serial No. 035-45

MAR 11 1945

CONFIDENTIAL

~~CONFIDENTIAL~~

3 04803

From: The Commanding Officer.

To: The Commander in Chief, U.S. Fleet.

Via: (1) The Commander, Task Unit Fifty One Point One Point Three, (Commander, Transport Division Thirty Two).
 (2) The Commander, Task Group Fifty One Point One, (Commander, Transport Squadron Eleven).
 (3) The Commander, Amphibious Group Two, U.S. Pacific Fleet.
 (4) The Commander, Amphibious Forces, U.S. Pacific Fleet.
 (5) The Commander in Chief, U.S. Pacific Fleet.

Subject: Action Report - IWO JIMA OPERATION.

References: (a) Article 712, 874(6), U.S. Navy Regulations, 1920.
 (b) Pacific Fleet Confidential Letter LCL-45.
 (c) Commander, Transport Division Thirty Two Mailgram 050648 March 1945.
 (d) CO, U.S.S. JUPITER, Letter AK43/Pc-1, serial no. 031-45, dated 11 March 1945, (Report of casualties).

Enclosure: (A) Copy of reference (d). P. 12

1. In compliance with references (a), (b), and (c) the following action report is submitted.

PART I - Brief Summary.

This report covers the period 8 February 1945 when the U.S.S. JUPITER arrived at Port Apra, Guam Island, Marianas Islands, until 8 March 1945 when departure was taken from IWO JIMA, Kazan Retto. The initial amphibious landing on IWO JIMA was made at 0900 (K) 19 February and fighting still continued on the island 8 March. At Port Apra this vessel loaded cargo and troops of the 3rd Marine Division. This division was used as a reserve. Cargo and troops were unloaded at IWO JIMA 22 February through 6 March 1945.

PART II - Preliminaries.

During this operation the U.S.S. JUPITER was attached to Transport Division 32 (Task Unit 51.1.3) a part of Transport Squadron 11 (Task Group 51.1). Commander Transport Division 32 was Captain W.S. Popham

X 1

U. S. S. JUPITER

11/jef

AK43/A12
Serial No. 035-45

CONFIDENTIAL

MAR 11 1945

Subject: - - Action Report - IWO JIMA OPERATION. - - - - -

PART II - Preliminaries, (Continued).

and Commander Transport Squadron 11 was Commodore D.W. Loomis. The following vessels comprised Transport Division 32:

- U.S.S. PRESIDENT JACKSON (APA-18) (F)
- U.S.S. PRESIDENT ADAMS (APA-19)
- U.S.S. DOYEN (APA-1)
- U.S.S. BOLIVAR (APA-34)
- U.S.S. CAPE JOHNSON (AP-172)
- U.S.S. LIBRA (AKA-12)
- U.S.S. JUPITER (AK-43)

The U.S.S. JUPITER arrived at Port Apra, Guam Island, 8 February and from 9-14 February loaded cargo and troops of the 21st Regimental Combat Team, 3rd Marine Division. On 16 February got underway with Transport Division 32 for IWO JIMA. On the morning of 17 February and 18 February anti-aircraft burst firing practice was held. A total of 20 rounds of 5"/38, 87 rounds of 3"/50 and 2162 rounds of 20MM ammunition was expended. Transport Division 32 arrived off the south east coast of IWO JIMA at 1000 (K) 19 February.

Transport Division 32 carried cargo and troops of the 3rd Marine Division. The 3rd Marine Division was the reserve and was to be landed when called for. The balance of the 3rd Marine Division was loaded on board Transport Divisions 31 and 32, which together with Transport Division 32, comprised Transport Squadron 11. The initial landings were to be made by the 4th Marine Division and 5th Marine Division. Transport Divisions 32 and 31 were to arrive at IWO JIMA after the initial landing. It was assumed that the enemy would make air attacks. Transports were directed not to fire on planes unless attacked, or unless granted permission by the OTC. All transports were prepared on short notice to lay an effective smoke screen. An alternate landing plan had been prepared in which troops would land on the beaches on the west side of the island. This was to be used in the event of unforeseen circumstances or in the event heavy surf made landing impracticable on the south east beaches. No unforeseen circumstances arose, and as surf conditions were favorable landings were made as planned on the south east beaches.

U. S. S. JUPITER

11/jef

AK43/A12

Serial No. 035-45

CONFIDENTIAL

MAR 11 1945

Subject: Action Report - IWO JIMA OPERATION.

PART II - Preliminaries, (Continued).

By the time the initial landings were made at 0900 19 February IWO JIMA had been bombed from the air every day for two months. It had also been subjected to a bombardment by surface vessels. Underwater demolition teams had exploded mines and reconnoitered the landing beaches. The nearby Japanese air base on CHICHI JIMA, OGASAWARA GUNTO, had been effectively neutralized. Our main battle force was between IWO JIMA and JAPAN engaged in attacking TOKYO from the air. Battleships, cruisers and destroyers were on hand for bombardment purposes, and aircraft carrier task groups were beyond the horizon from where their planes could bomb the island. Transports and landing craft with the 4th and 5th Marine Divisions were in the Transport Area, and Transport Division 26, with part of the 3rd Marine Division on board was 20 miles away.

No enemy forces were encountered other than those which were on IWO JIMA as a garrison.

PART III - Chronological Record.

At 1142 (zone description -10) 8 February 1945 the U.S.S. JUPITER, attached to Transport Division 32 of Transport Squadron 11, moored in berth #16 Apra Harbor, Guam Island, Marianas Islands. The U.S.S. JUPITER was operating in accordance with Task Force 51 Operation Plan A25-44 for planning and training. On 12 February received Commander Task Group 51.1 Operating Plan 1-45 (Preferred) and also began operating in accordance with this plan for planning and training. The same day moored alongside pier "K", Apra Harbor, and commenced loading ammunition, supplies and vehicles of the 3rd Marine Division. Loading was completed and all passengers were embarked 14 February. On 15 February received on board Commander Transport Division 32 Landing Order A1-45, and commenced operating in accordance therewith for planning and training. At 0330 16 February the three Operation Plans and the Landing Order which had been effective for planning and training became effective for the forthcoming operation. While at Port Apra weather was good except for winds of 15 to 25 knots which however did not interfere with cargo loading.

U. S. S. JUPITER

11/jef

AK43/A12
Serial No. 035-45

CONFIDENTIAL

Subject: Action Report - IWO JIMA OPERATION.

PART III - Chronological Record, (Continued).

On 16 February Commander Transport Division 32 Movement Order Al-45 came on board. In accordance therewith the U.S.S. JUPITER got underway at 1544 as a part of Task Unit 51.1.3, Unit of Joint Expeditionary Force Reserve. Task Unit 51.1.3 was composed of Transport Division 32 (Task Unit 51.1.21) which consisted of 4 APA's, 1 AP, 1 AKA and 1 AK, and screen (Task Unit 51.1.25) which consisted of 3 DD's and 1 DE. The U.S.S. PRESIDENT JACKSON (APA-18) was the fleet guide and carried the flag of Captain W.S. Popham, Commander Task Unit 51.1.3 and Commander Transport Division 32. Off the harbor transports formed cruising disposition 3A18. The U.S.S. JUPITER took position as fourth and last ship in the left hand column. Standard distance and interval were 600 and 1000 yards respectively.

The passage to IWO JIMA, Kazan Retto, was made without event except for a Flash "RED" the morning of 18 February when an unidentified plane was reported to be closing the formation. This proved to be a friendly plane. The weather was characterized by winds of 6 to 14 knots, cloudiness and reduced visibility.

On 19 February (D - Day) at 1000 Task Unit 51.1.3 arrived off the south east coast of IWO JIMA and reported to Commander Task Force 51. Transports moved into the Transport Area, and the U.S.S. JUPITER took station bearing approximately 145° and distance approximately 6000 yards from the U.S.S. PRESIDENT JACKSON. The initial landing had been made at 0900. At that time wind, sea and swell were from the northeast. Wind was 10 knots, sea was slight, swell was low and visibility was good. At 1911 while underway to join Task Group 53.2 for night retirement, received Flash "RED" and orders to make smoke. No planes were seen and an hour later ceased making smoke and joined Task Group 53.2, Night Retirement Group. Took position as the 5th and last ship in the right center column.

On 20 February at 0755 joined Transport Division 32 in the Transport Area and lay to, maneuvering to keep station on the U.S.S. PRESIDENT JACKSON. Nine landing boats were dispatched to the U.S.S. PRESIDENT JACKSON to land Marines. After embarking Marines they were ordered not to land

U. S. S. JUPITER

11/jef

AK43/A12

Serial No. 035-45

MAR 11 1945

CONFIDENTIAL

Subject: Action Report - IWO JIMA OPERATION.

PART III - Chronological Record, (Continued).

them, and returned them on board the U.S.S. PRESIDENT JACKSON. The wind, sea and swell were still from the northeast. The wind had increased to between 12 and 20 knots, sea conditions were rough, swell condition moderate and visibility good. There was a heavy surf on the landing beaches. These same weather conditions prevailed during the period of cargo unloading, although the wind occasionally dropped below 12 knots, and occasionally the direction of the wind and sea shifted counterclockwise around to the southwest. Due to the rolling of the ship, ship's boats all of which were stowed on hatches, were lowered, loaded with cargo and hoisted aboard, with much difficulty. We retired for the night with Task Group 53.2, Night Retirement Group, as the fourth and last ship in the left center column.

On 21 February at 0448 the U.S.S. LOGAN (APA-196), leading ship of the left center column, experienced a steering casualty, lost steering control and rammed the U.S.S. NAPA (APA-157), second ship in the right hand column. On returning to the Transport Area dispatched 13 landing boats to the U.S.S. PRESIDENT JACKSON. They embarked Marines and landed them on Yellow Beach. At 1733 Flash "RED" was received and anti-aircraft fire was observed 4 miles to the east. At 1850, after having joined Task Group 53.2, Night Retirement Group, as the third of four ships in the left center column, observed heavy anti-aircraft fire and a large explosion bearing 115°. At the same time heavy anti-aircraft fire was observed to the west in the direction of the ships that had remained in the Transport Area. Intermittent anti-aircraft fire was observed in both directions until Flash "WHITE" was received at 1908.

On 22 February after returning to the Transport Area and upon orders to discharge cargo, at 1120 commenced discharging cargo into ship's LCM's. This continued for four hours until stopped by a Flash "RED". Flash "WHITE" followed at 1550. This night remained in the Transport Area.

On 23 February discharged cargo for two hours during the day. The surf was so heavy on the beach that LCVP's were never permitted to land, and very seldom were LCM's allowed to land. Since the ship's LCVP's could not be sent into the beach with cargo, and LCM's only on occasions,

U. S. S. JUPITER

11/jef

AK43/A12

Serial No. 035-45

MAR 11 1945

CONFIDENTIAL

Subject: Action Report - IWO JIMA OPERATION.

PART III - Chronological Record, (Continued).

we discharged cargo only when larger landing craft were allocated to us, or when LCM's were allowed to land at the beach. We retired for the night as the fifth and last ship in the right center column of Task Group 53.2, Night Retirement Group. At 1917 received Flash "RED", air attacks were made on ships to the east below the horizon, and to the west in the Transport Area. Again this Task Group was between two air attacks, and again it was not attacked.

On 24 February after returning to the Transport Area, closed the beach and at noon anchored 3800 yards bearing 177° from Tachiiwa Point and 4500 yards bearing 092° from Suribachi Mountain. While at anchor this day and on subsequent days, it was found necessary to go ahead on the engines from one to five knots, in order to lessen the danger of dragging anchor, to keep the ship's head off the wind where she would roll the least, and to form a lee for the boats moored alongside. During the afternoon discharged cargo into an LCT. We retired for the night with Task Group 53.2, Night Retirement Group. Flash "RED" was in effect from 2132 until 2206 but no anti-aircraft fire or planes were seen.

On 25 February at 0745 anchored 1300 yards bearing 165° from Tachiiwa Point, and 6500 yards bearing 070° from the Japanese held eastern part of the island. We could observe at close range the bombardment by our ships and bombing by our planes. At noon we moved to another anchorage 3800 yards bearing 179° from Tachiiwa Point and 6000 yards bearing 087° from Suribachi Mountain. During this day discharged cargo for 45 minutes only. Retired for the night with Task Group 53.2, Night Retirement Group.

On 26 February at 0756 anchored 3800 yards bearing 183° from Tachiiwa Point and 5900 yards bearing 082° from Suribachi Mountain. Discharged cargo until 1314 when we shifted to an anchorage 4000 yards bearing 181° from Tachiiwa Point and 6000 yards bearing 092° from Suribachi Mountain. Discharged cargo for three hours in the afternoon.

On 27 February the IST 731 moored alongside at 1315, and in four hours discharged almost as much cargo as we discharged in the five previous days. At 1853 shifted to an anchorage 3600 yards bearing 185° from

U. S. S. JUPITER

ll/jef

AK43/A12
Serial No. 035-45

MAR 11 1945

CONFIDENTIAL

Subject: Action Report - IWO JIMA OPERATION.

PART III - Chronological Record, (Continued).

Tachiiwa Point and 5200 yards bearing 083° from Suribachi Mountain. In coming alongside the starboard side of #1 hold at 1907 the LCT 1318 struck the side of the ship with force enough to open a hole 3" x 3" between frames 12 and 13, 12 feet above the water line. In the existing rough sea and moderate swell the IST 731 and LCT 1318 had great difficulty in mooring alongside. Cargo continued to be discharged after dark with the aid of shaded cargo lights.

On 28 February orders were received to anchor closer to the beach for the night, so at 1806 anchored 2600 yards bearing 210° from Tachiiwa Point and 4500 yards bearing 079° from Suribachi Mountain. After dragging anchor got underway and anchored at 2100, 2600 yards bearing 183° from Tachiiwa Point and 6200 yards bearing 078° from Suribachi Mountain. Cargo was discharged for 7½ hours during this day.

On 1 March at 0229 Flash "RED" and orders to make smoke were received. Unidentified planes were reported within five miles of the island, but no attacks were made either on the island or on the ships. Flash "WHITE" was received at 0424. In the forenoon shells from Japanese shore batteries struck the U.S.S. TERRY (DD-531) lying 5 miles bearing 035° from this ship, and also the U.S.S. CALHOUN (DD-801) lying 800 yards bearing 330° from this ship. Ship's boats collected empty shell cases from combat vessels engaged in bombarding the island. These empty cases were loaded on board. Cargo was discharged for 19 hours.

3 04803

On 2 March a Flash "RED" was received at 2120 and orders to make smoke. No Japanese planes came in to attack and Flash "WHITE" was received at 2142. Discharged cargo for 11 hours.

On 3 March the IST 634 moored alongside of #4 and #5 holds to port. There was a moderate ground swell and despite the use of numerous fenders both ships struck against each other many times resulting in damage to both ships. This vessel received three small holes above the water line in the side at #5 lower hold, 51 bent or dented frames, sheerstrake bent at frames #117 and #141 and two reach rods bent at #4 port deep tank.

U. S. S. JUPITER

11/jef

AK43/A12
Serial No. 035-45

CONFIDENTIAL

MAR 11 1945

CONFIDENTIAL
Subject: Action Report - IWO JIMA OPERATION.

PART III - Chronological Record, (Continued).

Got underway and anchored at 1139, 2500 yards bearing 165° from Tachiiwa Point and 7000 yards bearing 080° from Suribachi Mountain. Discharged cargo for 8 hours.

On 4 March at 0910 Dotson, Earl M., MoMM3c, 630-66-21, V-6, USNR, standing in the cockpit of LCM #1 maneuvering 300 yards from the ship, was cut in the face by a fragment of a shell which landed close aboard the LCM. Other splashes were observed within 500 yards of the ship and five shell fragments were found on the signal bridge. Shifted anchorage 3800 yards bearing 180° from Tachiiwa Point and 6000 yards bearing 094° from Suribachi Mountain. All Marines were disembarked except the Transport Quartermaster. At 1729 got underway and anchored at 1907 off the west coast of IWO JIMA, Kazan Retto, 3500 yards bearing 328° from Suribachi Mountain and 1800 yards bearing 213° from Kama Rock. Cargo discharging was resumed at 2200.

On 5 March discharged cargo for 17 hours into landing craft. Weather now was almost ideal for discharging with wind from 4 to 8 knots, sea smooth and swell slight.

On 6 March completed discharging all cargo at 0105. Transport Quartermaster, First Lieutenant Peter A. Cipriano, 21st Regimental Combat Team, 3rd Marine Division, was disembarked.

On 7 March Flash "RED" was received at 0230 and orders to make smoke. No Japanese planes came in to attack and Flash "BLUE" and orders to cease making smoke were received at 0246. Flash "WHITE" was received at 0646. Proceeded to the east side of the island and at 0720 lay to maneuvering to keep station 3500 yards bearing 150° from Suribachi Mountain. Collected empty shell cases from combat vessels with ship's boats and loaded them aboard. Anchored for the night at 1751, 4700 yards bearing 081° from Suribachi Mountain and 2900 yards bearing 206° from Tachiiwa Point.

U. S. S. JUPITER

11/jef

AK43/A12
Serial No. 035-45
CONFIDENTIAL

MAR 11 1945

CONFIDENTIAL

Subject: Action Report - IWO JIMA OPERATION.

PART III - Chronological Record, (Continued).

On 8 March at 0750 commenced lying to in the same position as on the previous day. Collected empty shell cases and loaded them aboard. At 1832 in obedience to Commander Task Force 51 despatch ~~080100~~ March got underway as part of Task Unit 51.29.15 to rendezvous with Task Unit 12.6.2. OTC was in the U.S.S. HERCULES (AK-41). U.S.S. JUPITER was the second of two ships in the right hand column astern of the U.S.S. HERCULES, fleet guide.

PART IV - Ordnance.

No report on own ordnance material and equipment is made as no opportunity for testing was given.

PART V - Battle Damage.

No battle damage was received by this vessel.

PART VI - Special Comments and Information.

Amphibious Action. (Troops and Cargo).

Commenced embarking troops on 9 February at Port Apra, Guam Island. By 11 February 8 officers and 149 men of the 21st Regimental Combat Team, 3rd Marine Division were embarked. They were used as working parties to stow cargo in the holds. After the cargo was completely loaded 14 February 2 officers and 74 men went aboard the U.S.S. CAPE JOHNSON for transportation, and 1 officer and 53 men came on board as passengers. Total passengers were 7 officers and 128 men of the 21st Regimental Combat Team, 3rd Marine Division. On 20 February after arrival at destination the same 2 officers and 74 men who had been embarked on the U.S.S. CAPE JOHNSON came on board and assisted in discharging cargo. Previous experience had proven that cargo could be unloaded more expeditiously if the same men who had loaded it were used to discharge it. Both passengers and working party except for the Transport Quartermaster, First Lieutenant Peter A. Cipriano, who remained on board until 6 March, were disembarked 4 March at IWO JIMA, Kazan Retto.

U. S. S. JUPITER

11/jef

AK43/A12
Serial No. 035-45
CONFIDENTIAL

MAR 11 1945

CONFIDENTIAL

Subject: Action Report - IWO JIMA OPERATION.

PART VI - Special Comments and Information, (Continued).

Amphibious Action, (Troops and Cargo), (Continued).

Cargo loading commenced at 1817 12 February while moored starboard side to pier "K", Port Apra. This was completed at 1000 14 February. The 3rd Marine Division furnished the cargo which consisted of:

291 tons Ammunition.
73 tons Rations.
370 tons Fuel and Water.
295 tons Vehicles (66 vehicles).
225 tons General Cargo.
1254 tons Total.

Cargo was loaded from the pier with the ship's booms. All cargo was combat loaded. Dunnage was used where necessary and all vehicles were effectively shored up so that they would not shift position in the event of heavy weather. Cargo discharging commenced on 22 February and was 75% completed at 1315 4 March when except for the Transport Quartermaster the Marine passengers and working party was disembarked. Ship's Company was used as working parties in the holds until all cargo was discharged at 0105 6 March. Empty shell cases were collected from combat vessels with ship's boats on 1 March and on 7 March and 8 March. These were loaded on board.

Landing Craft.

This vessel carried 5 LCM's and 13 LCVP's, all of which were stowed on top of cargo hatches or on deck. 21 February (D +2) 5 LCM's and 8 LCVP's landed Marines from the U.S.S. PRESIDENT JACKSON. From that day until 4 March the heavy surf on the southeast beaches prevented LCVP's from landing. Great difficulty was experienced in launching, loading and hoisting boats due to the prevailing rough sea and moderate swell conditions. The numerous hoisting and lowering of boats in a rough sea has structurally weakened all boats, especially the hoisting pads, and it is recommended that all boats be replaced prior to the next operation. Before leaving the Transport Area for night retirement all boats were put aboard if time permitted. While cargo was being discharged, most of the LCVP's had to remain in the water since there was no place to stow them on deck. None

U. S. S. JUPITER

11/jef

AK43/A12
Serial No. 035-45

CONFIDENTIAL

MAR 11 1945

CONFIDENTIAL

Subject: Action Report - IWO JIMA OPERATION.

PART VI - Special Comments and Information, (Continued).

Landing Craft, (Continued).

of the LCM's or LCVP's were lost while landing on beaches, although a heavy toll was taken there of small landing boats. One LCVP filled with water and sank on 21 February, and on 1 March LCM #5 with a load of ammunition aboard while in a sinking condition had to be sunk as it was a danger to navigation. LCM #4 lost its ramp but was picked up by the ship's booms and a temporary bow welded in place.

Pallets.

The use of pallets for cargo delayed the loading and unloading of the ship due to lack of facilities for handling pallets on this ship, on LSTs, on ISMs and ICTs. In addition the rough sea necessitated juggling pallets in order to get them into an LCM. If the pallet did not land properly in the LCM further time was lost in straightening the pallets.

The Commanding Officer of LST 247 also stated that the pallets were being broken on his LST before the cargo was landed.

The equivalent weight of 14 pallets is the same as one loaded pallet. It can easily be seen that 7% of the loaded pallet weight is tare. Without proper equipment this tare weight plus the cargo weight triples the time required to handle the cargo. As it is impossible to know before unloading what facilities are available it is recommended that the use of pallets be stopped.

PART VII - Personnel performance and casualties.

The performance of all personnel, officer and enlisted, was in accordance with the highest traditions of the Navy.

A copy of this report on personnel casualties submitted to the Bureau of Medicine and Surgery is appended hereto, marked enclosure "A".

J. M. BRISTOL

U. S. S. JUPITER

11/jef

AK43/E6-1
Serial No. 031-45

CONFIDENTIAL

11 March 1945

CONFIDENTIAL

From: The Commanding Officer,
To: The Chief of the Bureau of Medicine & Surgery,

Subject: Casualties; report of.

Reference: (a) BuM&S Manual, Para. 3518.

1. During the assault phase of the IWO JIMA OPERATION one casualty to ship's personnel was sustained. Facts are as follows:

Name: DOTSON, Earl (n), 630-66-21.

Rate: MoMM3c, V-6, USNR.

Place: IWO JIMA, Kazan Retto.

Date: 4 March 1945.

Nature: Member of boat crew operating LCM #1 when wounded by fragment from enemy mortar-shell burst.

Diagnosis: WOUND GUNSHOT, Left Ear and Face #2576, KL"K"

Prognosis: Favorable - return to duty in two weeks.

Disposition: Retained on board.

2. No other casualties sustained and none received from other sources.

cc: CincPac
ComSerForPac
TransRon 11

J. M. BRISTOL

COPY

COPY

COPY

ENCLOSURE "A"