

AKA64/A9-1

U.S.S. TOLLAND (AKA64)
c/o Fleet Post Office
San Francisco, California

REG. NO 403
R.S. NO
REG. SHEET NO 119

CONFIDENTIAL

1 October 1944

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: Wary Diary for month of September 1944 - Submission of.
Reference: (a) CINCPAC Confidential Letter 2CL-44.
(b) ALNAV 176.

1. In compliance with references (a) and (b) the following report is submitted for the month of September 1944:

4 September 1944 (Zone Plus 5 00)

Moored starboard side to Pier "A", Navy Yard, Charleston, S.C. No.1 boiler in use for auxiliary purposes. 1345 Officers and crew to quarters. Captain G.E. Baker, representing the Commandant, Sixth Naval District, published orders from Navy Department placing this vessel, the U.S.S. TOLLAND (AKA64), in full commission. In accordance with basic orders, Commander Edward J. Kingsland, USNR, assumed command, and Lieutenant James E. Hayden, USNR, Executive Officer. 1355 Captain G.E. Baker left ship. 1550 Y.O. 98 and Y.O. 22 moored alongside port quarter to transfer fuel to this vessel. 1558 Commenced taking fuel. 1845 Commenced loading supplies.

5 September 1944

0130 Completed taking on fuel. 0800 YF 414 moored alongside port bow; commenced taking on ammunition from YF 414. 0930 Energized all Degaussing coils. 1050 Started Master Gyro. 1053 Secured Degaussing coils. 1350 Secured Master Gyro to make repairs.

7 September 1944

0535 Lit off No.2 boiler. 0600 Made all preparations for getting underway. 0804 Yard Pilot C. Swain came aboard. 0820 Energized all Degaussing coils. 0826 Cast off all lines; underway from Berth "A", proceeding on various courses and speeds to deperming station. 0935 Moored starboard side to deperming pier, at Navy Yard. 1100 Removed all ship's chronometers, clocks, watches, and magnetic compass cards to pier. 1130 Commenced deperming. 1430 Completed deperming; all ship's chronometers, clocks, watches, and magnetic compass cards returned aboard. 1558 Underway from deperming pier to degaussing range for calibration of degaussing coils; proceeding down Cooper River on various courses and speeds. 1648 Running degaussing range on course 010°T. 1657 Degaussing calibration completed; proceeding up Cooper River. 1758 Moored port side to berth H3 at Navy Yard. 1820 Secured No.1 boiler, No.2 boilers in use for auxiliary purposes.

8 September 1944

0710 Made all preparations for getting underway; energized degaussing coils. 0805 Lt.Cdr. W.Santas, USCG, and Navy Yard Pilot Swan came aboard. 0830 Underway from Pier H3, Navy Yard, for compass calibration and

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8 September 1944 (Cont'd)

gunnery exercises. 0953 Proceeding on various courses and speeds down Cooper River. 1029 Passed degaussing range. 1040 With assistance of tugs, commenced swinging ship for calibration of magnetic compass. 1248 Completed swinging ship; proceeded to submarine net. 1309 Passed through submarine nets. 1315 Proceeding out entrance channel, course 119°T, standard speed 15 knots. 1416 Structural firing practice began. 1524 Reversed course to 299°T. 1610 Completed firing exercises. Returned to Navy Yard and at 1859 moored port side to Berth H3.

9 to 16 September 1944

Moored to Berth H3, Navy Yard, Charleston, S.C. Undergoing navy yard overhaul. Completed taking on fuel, supplies, and provisions, in preparation for Shakedown training.

17 September 1944

0630 Lit off No.2 boiler. 1600 Made all preparations for getting underway. 1625 Underway from Berth H3 to anchorage in Berth 9-C, in compliance with orders from COM SIX. 1741 Anchored in Berth 9-C, in 7 fathoms of water with 60 fathoms of chain to port anchor.

18 September 1944

0430 Made all preparations for getting underway. 0502 Lt.Cdr. N. Richardson, pilot aboard. 0521 Underway from Berth 9-C, to Norfolk, Va. in accordance with orders from COM SIX; proceeding on various courses and speeds conforming to channel. 0548 Pilot left ship. 0648 Set course 067° T, standard speed 15 knots; 0954 Engines ahead 2/3 speed, commenced streaming paravanes. 1100 Ceased streaming paravanes due to breaking of up-haul chain on paravane shoe. 1101 Engines ahead standard speed.

19 September 1944 (Zone Plus 5)

1034 Proceeding on various courses conforming with outer channel to Hampton Roads, Va. 1318 Pilot R.C. Francis came aboard. 1320 Proceeding through swept channel. 1519 Anchored in berth 25, Hampton Roads, in 9 fathoms of water with 60 fathoms of chain to starboard anchor.

20 September 1944

1325 Phibtraland inspection party came aboard. 1354 Commenced hoisting aboard LCM's and LCVP's received from Amphibious Training Command, Berkely, Virginia.

22 September 1944

0811 Underway from berth 25, Hampton Roads, to Chesapeake Bay, in compliance with Comphiblant Shakedown schedule. 1120 Commenced swinging ship for magnetic compass calibration. 1500 Passed through degaussing range. 1652 Anchored in anchorage off Cape Charles City in 6 fathoms of water with 60 fathoms of chain to port anchor.

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23 September 1944 (Zone Plus 5)

0841 Exercised crew at fire drill. 1007 Exercised crew at General Quarters; commenced battle problem. 1040 Exercised crew at Abandon Ship stations. 1131 Underway from anchorage off Cape Charles City, Va. in compliance with Comphibtralant Shakedown schedule. 1642 Anchored in berth 88, anchorage area off Cove Point, Md., in 8 fathoms of water with 60 fathoms of chain to starboard anchor.

24 September 1944

0805 Set Condition 1-A; commenced lowering all boats. 0921 Completed launching all boats. 1105 Commenced recovery of all boats. 1159 Completed recovery of all boats. 1355 Commenced lowering all boats. 1420 All boats launched. 1503 Parted port guy on 35 ton toom, No.4 hatch; no casualties. 1525 Commenced recovery of boats. 1631 All boats recovered.

25 September 1944

0830 Commenced launching all boats. 0832 Port guy to 35 ton boom, No.4 hatch, parted striking one man and knocking him into well of LCM, with resultant severe bruises to his right leg. 0833 Padeye holding port guy of 35 ton boom, No.4 hatch, gave way and guy swung across deck; no casualties. 0914 Completed launching all boats. 0915 Exercised crew at following emergency drills: steering casualty, fire drill, General Quarters, Engine-room casualty, personnel casualty, damage control, and abandon ship drill. 1004 Secured from emergency drills. 1033 Commenced recovery of all boats. 1127 Completed recovery of all boats.

26 September 1944

0818 Commenced launching all boats. 0853 Completed launching. 0854 Made all preparations for cargo handling drills; LCT's practiced coming alongside. 1350 Commenced cargo handling drill; loading cargo from and reloading cargo into LCT's. 1605 Completed cargo handling drill. 1640 Commenced recovery of boats. 1910 Completed recovery.

27 September 1944

0511 Commenced launching all boats. 0548 Completed launching. 0844 Commenced recovery of boats. 0933 Completed recovery. 0957 Exercised crew at following emergency drills: Fire & Rescue, and Man Overboard. 1433 Exercised at the following drills: General Quarters, Fire drill, Damage Control, Casualty drill, and Abandon Ship. 1510 Secured from all drills.

28 September 1944

0808 Underway to assigned operations area in accordance with Shakedown schedule, from berth 88, on course 356°T, standard speed 12 knots, steaming 2/3 speed. 0838 Ahead standard speed. 1103 Commenced first run of measured mile on course 003°T at 90 RPM's. 1107 Completed first run. 1121 Commenced second run of measured mile at 90 RPM's on course 183°T. 1125 Completed second run. 1140 Commenced third run of measured mile at 80 RPM's on course 003°T. 1144 Completed third run. 1157 Commenced fourth run of measured mile at 80 RPM's on course 183°T. 1201 Completed fourth run. 1211 Commenced fifth

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28 September 1944 (Cont'd)

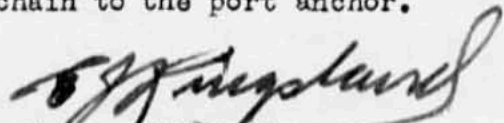
run of measured mile at 60 RPM's on course 003°T. 1216 Completed fifth run. 1229 Commenced sixth run of measured mile at 60 RPM's on course 183°T. 1234 Completed sixth run. 1255 Commenced seventh run at 80 RPM's on course 003°T. 1259 Completed seventh run. 1321 Commenced eighth run at 80 RPM's on course 183°T. 1324 Completed all runs of measured mile, proceeding to anchorage. 1354 Anchored in Chesapeake Bay off Annapolis, Md. with 60 fathoms of chain to starboard anchor in 7 fathoms of water.

29 September 1944

0721 Underway from anchorage in accordance with Shakedown schedule, to gain tactical data; proceeding to assigned area on various courses and speeds. 0802 Commenced test run of measured mile at various speeds on courses 003°T and 183°T. 1147 Completed test runs. 1359 Commenced maneuvering ship to gain tactical data. 1600 Completed turning circle tests; proceeding to anchorage off Cape Charles City, Va. 2123 Anchored in Chesapeake Bay in 8 fathoms of water with 60 fathoms of chain to the port anchor.

30 September 1944

0610 Underway from anchorage in Chesapeake Bay, in accordance with Shakedown schedule; proceeding on various courses and speeds. 0857 Anchored in anchorage area "C", Chesapeake Bay in 7 fathoms of water with 60 fathoms of chain to port anchor. 1245 Underway from anchorage for firing practice; proceeding on various courses at standard speed 10 knots. 1248 All hands to General Quarters; commenced firing exercises. 1509 Completed gunnery exercises. 1513 Secured from General Quarters; proceeding to anchorage. 1633 Anchored in Chesapeake Bay off Cape Charles City in 7 fathoms of water with 60 fathoms of chain to the port anchor.


E. J. KINGSLAND.

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U. S. S. TOLLAND (AKA 64)
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San Francisco, Calif.

File:
AKA64/A9-1

Ser: CONFIDENTIAL

1 November 1944

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: War Diary for month of October - Submission of.
Reference: (a) CINCPAC Conf. Letter 2CL-44.
(b) ALNAV 176.

1. In compliance with references (a) and (b) the following report is submitted for the month of October, 1944:

1 to 13 October 1944.

Completed Shakedown Training, under Comphiblant. Entered Norfolk Navy Yard, Portsmouth, Va. for post-shakedown overhaul. Upon completion, loaded cargo, fueled and provisioned for sea.

14 October 1944 (Zone Plus 5 00)

At 1308 underway from Norfolk, Va. to Canal Zone as Task Group 29.7 with Captain Vaughn Bailey, Commanding Officer of U.S.S. MERRIMAC (AO37) as Senior Officer Present.

16 October 1944 (Zone Plus 5 00)

At 1020 changed route to avoid violent tropical storm, new route to pass between Hispaniola and Puerto Rico.

18 October 1944 (Zone Plus 5 00)

At 1054 in accordance with operation order, separated from Task Group 29.7 and proceeded to destination, in company with U.S.S. LEO (AKA60), U.S.S. JOBB (DE707), U.S.S. HOLT (DE706), and U.S.S. CHAFFEE (DE230), as Task Unit 29.7.1, Commander Edward J. Kingsland, USNR., Commanding Officer of U.S.S. TOLLAND (AKA64) as Senior Officer Present.

21 October 1944 (Zone Plus 6 00)

At 1241 arrived at Canal Zone and received orders to proceed to Pearl Harbor, T.H. At 1300 changed clocks to zone time.

22 October 1944 (Zone Plus 6 00)

At 0859 underway to pass through the Panama Canal. At 1746 (having passed through the Panama Canal) enroute to Pearl Harbor, T.H., unescorted.

25 October 1944 (Zone Plus 7 00)

Underway as before. At 1900 changed clocks to zone time.

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Subject: War Diary for month of October - Submission of.

28 October 1944 (Zone Plus 8 00)

Underway as before. At 1900 changed clocks to zone time.

30 October 1944 (Zone Plus 9 00)


Underway as before. At 1900 changed clocks to zone time.

31 October 1944 (Zone Plus 9 00)

Underway as before. At 2000 position was:

Latitude - 19° 21.5' N

Longitude- 131° 27.5' W


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U. S. S. TOLLAND (AKA 64)

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Ser: CONFIDENTIAL

5 December 1944

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: War Diary for month of November 1944 - Submission of.
Reference: (a) CINCPAC Conf. Letter 20L-44.
(b) ALNAV 176.

1. In compliance with references (a) and (b) the following report is submitted for the month of November, 1944:

1 November 1944 (Zone Plus 9 00)

0000 Underway as before enroute to Pearl Harbor from Canal Zone without escort. At 0800 Latitude 19°45.5' N
Longitude 134°20' W

2 November 1944 (Zone Plus 10 00)

Underway as before. At 1900 changed clocks to zone time.

5 November 1944 (Zone Plus 10 30)

0913 (Zone Plus 10 00 time) arrived at Pearl Harbor. Moored to buoys X17 and X17S in berth X17 of East Lock. 2000 Changed clocks to zone time.

6 November 1944 (Zone Plus 10 30)

1522 Underway for berth K-3, Naval Supply Depot, Pearl Harbor, T.H.
1615 Moored starboard side to berth K-3. 1852 Commenced discharging cargo.

14 November 1944 (Zone Plus 10 30)

1100 Underway from berth K-3 to rendezvous with Task Unit 13.10.15 (Transport Group 45) outside Pearl Harbor. 1152 Underway enroute to Maalala Bay, T.H. as Task Unit 13.10.15 (Transport Division 45), in company with USS LOWNDES (APA154), USS HENDRY (APA118), USS LEO (AKA60), USS MELLETTE (APA156), USS PICKENS (APA190), and USS BARROW (APA61), with Captain A.C.J. Sabalot, USN, as Commander Task Unit 13.10.15, USS LOWNDES (APA154) Flagship. Task Unit 13.10.15 proceeding in accordance with Training Order No. 8-44, Amphibious Forces, U.S. Pacific Fleet.

15 to 28 November 1944 (Zone Plus 10 30)

Conducted training operations in vicinity of Maui and in accordance with Training Order No. 8-44, Amphibious Forces, U.S. Pacific Fleet. These operations included landing boat operations daily in Maalala Bay, launching and hoisting all boats aboard daily, night cruising south of

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Kahoolawe Island, anti-aircraft firing, and ship maneuvering.

29 November 1944 (Zone Plus 10 30)

1630 Left Maalala Bay enroute to Pearl Harbor, T.H., in accordance with Training Order No.8-44.

30 November 1944 (Zone Plus 10 30)

1201 Entered Pearl Harbor entrance channel with Buoy #1 abeam to port, Buoy #2 abeam to starboard. 1207 Struck bottom on port side of channel between Buoy #1 and Buoy #3. Engine stopped to await tugs. 1303 Line received from Navy Tug 53. 1312 Line received from tug Mahoe. 1339 Ship clear of bottom. 1345 Tugs cast off lines. 1432 Again entered Pearl Harbor entrance channel. 1534 Moored to starboard side of USS LEO (AKA60) in berth X-10 of East Lock, Pearl Harbor, T.H. 1546 Moored to buoys X-10 and X-10S in berth X-10.


E. J. KINGSLAND.

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1 January 1945

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: War Diary for month of December - Submission of.
Reference: (a) Cincpac Conf. Ltr. 2CL-44.
(b) ALNAV 176.

1. In compliance with references (a) and (b) the following report is submitted for the month of December, 1944:

1 to 4 December 1944 (Zone Plus 10 30)

Moored to buoys X-10 and X-10S in berth X-10 of East Loch, Pearl Harbor, T.H., with the U.S.S. LEO (AKA60) moored to same buoys.

5 December 1944 (Zone Plus 10 30)

1000 Transferred ten (10) LCVP's to Amphibious Operating Base, Waipio, T.H., in compliance with Commander Administrative Command, Amphibious Forces, Pacific Fleet despatch 050831 of December 1944. 1433 Underway from berth X-10 of East Loch, Pearl Harbor, T.H., en route to San Francisco, California, in accordance with Commander Administrative Command, Amphibious Forces, Pacific Fleet, Serial 0338, as Task Unit P.S.198. 1605 Assumed position as guide of P.S. 198, composed of U.S.S. TOLLAND (AKA64), U.S.S. LEO (AKA60), and U.S.S. ARTEMIS (AKA21), with Captain E.J. Kingsland, USNR., Commanding Officer of U.S.S. TOLLAND (AKA64), as Senior Officer Present. 1830 Changed clocks to Zone Plus 10 00 time.

7 December 1944 (Zone Plus 10 00)

0550 Engine room reported trouble with feed pump. 0606 Lost all power, ship losing headway. 0610 Gyro switched to batteries. 0625 Emergency lights on. 0630 Feed pump reported not working at all. 0719 All power regained, gyro switched back to regular current. 0740 Underway as before.

9 December 1944 (Zone Plus 9 00)

0000 Changed clocks to Zone Plus 9 00 time. 1740 Received message changing destination from San Francisco to Port Hueneme, California.

12 December 1944 (Zone Plus 8 00)

0000 Changed clocks to Zone Plus 8 00 time. 1150 Entered Port Hueneme, California. 1201 Moored starboard side to Dock No.1, Port Hueneme, California.

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Subject: War Diary for month of December - Submission of.

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13 December 1944 (Zone Plus 8 00)

0650 Commenced loading cargo.

16 December 1944 (Zone Plus 8 00)

0530 Ceased loading cargo.

17 December 1944 (Zone Plus 8 00)

1414 Underway from dock, passing out of port. 1432 Outside Port Hueneme, California, enroute to Pearl Harbor, T.H., in accordance with orders of Commandant, 11th Naval District, in company with U.S.S. LEO (AKA64), with Captain E.J. Kingsland, USNR., Commanding Officer, U.S.S. TOLLAND (AKA64), as Senior Officer Present.

18 December 1944 (Zone Plus 9 00)

1800 Changed clocks to Zone Plus 9 00 time.

20 December 1944 (Zone Plus 10 00)

1800 Changed clocks to Zone Plus 10 00 time.

23 December 1944 (Zone Plus 10 30)

0930 Changed clocks to Zone Plus 10 30 time. 1112 Entered Pearl Harbor, T.H. entrance channel. 1150 Moored port side to berth A-9, Pearl Harbor, T.H. 2100 Commenced discharging cargo from all holds.

30 December 1944 (Zone Plus 10 30)

1015 Received ten (10) LCVP's from Amphibious Operating Base, Waipio, T.H. 1830 Finished discharging cargo.

31 December 1944 (Zone Plus 10 30)

1435 Underway from Berth A-9. 1448 Left Pearl Harbor, T.H. enroute to Hilo, T.H., in accordance with Commander Transport Squadron Sixteen Order No. Al-44, as Transport Division 46, in company with U.S.S. CECIL (APA96), Flagship, U.S.S. DEVEL (APA160), U.S.S. DARKE (APA159), and U.S.S. HOCKING (APA121), with Commodore J.B. McGovern, USN. as Commanding Officer of the Division.


E. J. KINGSLAND.

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U.S.S. TOLLAND (AKA64)
c/o Fleet Post Office
San Francisco, California

1 February 1945

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: War Diary for month of January 1945 - Submission of.
Reference: (a) CinCPac Conf. ltr. 1CL-45.

1. In compliance with instructions contained in reference (a), the following report is submitted for the month of January, 1945:

1 January 1945 (Zone Plus 10 30)

Underway as before, enroute from Pearl Harbor, T.H. to Hilo, T.H., in accordance with ComPhibsPac Order #A1-44, with Transron 16 (Commodore J.B. McGovern, USN, Comtransron 16, USS CECIL (APA96), Flagship). 0831 Entered Hilo Bay, Hilo, Hawaii. 0905 Moored to Pier 3, Hilo, T.H. 1225 Commenced loading cargo aboard. 2115 LCM #2 was overturned while alongside APA 159, by revolving of ship's screw.

0800 Position
Lat. 19° 44' N.
Long 155° 05' W.

2 January 1945 (Zone Plus 10 30)

0955 Adcomphibspac ordered search of palletized ammunition for matches and paper. 1045 LCM #2, overturned Jan. 1st, returned to ship under tow. 2045 Loading operations stopped on orders from ComtransUnit 46. 2155 Resumed loading at hatches #3 and #4. Commenced unloading at hatches #1 and #2 in order that search could be made for suspected evidence of sabotage, by authority of ComtransUnit 46.

3 January 1945 (Zone Plus 10 30)

0830 Ceased unloading hatches #1 and #2. No evidence of sabotage uncovered. Commenced loading #1 and #2 hatches. 1915 Received report of fire aboard APA 121, moored to Berth #2. 1918 Away Fire & Rescue Party. 1950 Fire & Rescue Party returned.

4 January 1945 (Zone Plus 10 30)

1407 Completed loading of all cargo. 1900 Held Abandon Ship drill. 1930 Secured from Abandon Ship drill

5 January 1945 (Zone Plus 10 30)

Underway from Hilo, T.H. to Pearl Harbor, T.H., in accordance with Adcomphibspac Order #A1-44, with Transron 16.

6 January 1945 (Zone Plus 10 30)

1440 Entered Pearl Harbor, T.H. 1545 Moored to Buoy X-7 and X-7S, in berth X-7, Pearl Harbor, T.H.

9 January 1945 (Zone Plus 10 30)

1745 USS ARTIMIS AKA-21 moored along starboard side.

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12 January 1945 (Zone Plus 10 30)

0830 Underway from Pearl Harbor, T.H. to Maui Bay, T.H. in accordance with Comphibspac Training Order #A30-44, with Task Group 51.12 (Rear Admiral Hill, USN, Senior Officer Present, USS AUBURN AGC-10, Flagship)

12 January to 17 January 1945 (Zone Plus 10 30)

Participating in training exercises in and near Maalaea Bay, Maui, T.H., including AA firing, General Quarters, Fire drills, Abandon Ship drills, unloading boats and cargo, landing operations, tactical maneuvers, smoke screen exercises, and streaming paravanes, as directed by Comphibspac Training Order #A30-44 and Training Attack Order A29-44.

17 January 1945 (Zone Plus 10 30)

1640 Underway from Maalaea Bay, Maui, T.H. to Pearl Harbor, T.H., in accordance with Comphibspac Training Order #A30-44.

18 January 1945 (Zone Plus 10 30)

1342 Entered Pearl Harbor, T.H. 1500 Moored port side to USS NEWBERRY (APA-158) in Berth C-6, Pearl Harbor, T.H. 1550 USS CECIL (APA-96) moored along starboard side.

27 January 1945 (Zone Plus 10 30)

0830 USS NEWBERRY cast off and underway. 1010 USS CECIL cast off and underway. 1053 Underway from Pearl Harbor, T.H., to Eniwitok Atoll, in accordance with Comphibspac Operational Plan #A25-44, with Task Group 51.12 (Rear Admiral Hill, USN, Senior Officer Present, USS AUBURN AGC-10, Flagship). 1449 Exercised crew at General Quarters for AA firing practice.

29 January 1945 (Zone Plus 10 30)

1250 Exercised crew at General Quarters for AA practice firing. 1320 Exercised crew at Fire drill. 1930 Changed clocks to Zone Plus 11 time.

30 January 1945 (Zone Plus 11 00)

1930 Changed clocks to Zone Plus 1130 time.

31 January 1945 (Zone Plus 11 30)

1020 Exercised crew at General Quarters.

E. J. Kingsland
E. J. KINGSLAND.

1 March 1945

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: War Diary for month of February 1945 - Submission of.
Reference: (a) CinCPac Conf. ltr. 1CL-45.

1. In compliance with instructions contained in reference (a), the following report is submitted for the month of February, 1945:

Crossed International Date Line at 2400 31 January 1945 - Date advanced to 2 February 1945.

2 February 1945 (Zone Minus 12 00)

Underway as before, steaming from Pearl Harbor, T.H. to Eniwetok Atoll in accordance with ComPhibsPac Oper. Plan #A25-44, with Task Force 51, U.S.S. AUBURN (AGC10) as flagship with Rear Admiral Hill, Senior Officer Present. 1025 Exercised crew at Fire Drill. 1036 Exercised crew at Abandon Ship Drill. 1050 Exercised crew at General Quarters for A.A. practice firing. 1300 Streamed paravanes. 1800 Retarded ship's clocks 30 minutes to Zone Minus 12 00.

3 February 1945 (Zone Minus 12 00)

1247 Exercised crew at General Quarters for A.A. practice firing.

4 February 1945 (Zone Minus 12 00)

1300 Streamed paravanes. 1800 Retarded ship's clocks 30 minutes to Zone Minus 11 30.

5 February 1945 (Zone Minus 11 30)

0930 Retarded ship's clocks 30 minutes to Zone Minus 11 00. 0945 Proceeding on various courses and speeds to channel entrance, Eniwetok Atoll, Marshall Islands. 1214 Anchored in anchorage 383.

6 February 1945 (Zone Minus 11 00)

1340 Underway to go alongside tanker. 1523 Moored starboard side to USS CHIPOLA and taking on fuel oil. 1800 Ceased taking on fuel oil; underway from tanker to anchorage. 1836 Anchored in anchorage 383.

7 February 1945 (Zone Minus 11 00)

1259 Underway from anchorage 383, Eniwetok Atoll, to Saipan, Marianas Islands, in accordance with ComPhibsPac Oper. Plan #A25-44, attached to Task Force 51, Transport Squadron 16, Transport Division 46; Rear Admiral Hill, Senior Officer Present, in USS AUBURN (AGC10), Flagship.

8 February 1945 (Zone Minus 11 00)

1318 Exercised crew at General Quarters for A.A. practice firing. 1343 Exercised crew at Abandon Ship Drill. 1353 Exercised crew at Fire Drill.

9 February 1945 (Zone Minus 11 00)

Steaming as before.

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Subject: War Diary for month of February 1945 - Submission of.

10 February 1945 (Zone Minus 10 30)

1800 Retarded all clocks 30 minutes to Zone Minus 10 00.

11 February 1945 (Zone Minus 10 00)

0806 Proceeding to anchorage in Saipan Harbor. 0925 Anchored in berth M32 in Saipan Harbor.

12 February 1945 (Zone Minus 10 00)

1808 Underway in accordance with ComPhibsPac Oper. Plan #A25-44, in company with Task Force 51, on night retirement.

13 February 1945 (Zone Minus 10 00)

0600 Maneuvering to position off Tinian Island. 0628 Set Condition 1A and commenced lowering boats in preparation for practice landings on Tinian Island. 1320 Commenced hoisting boats aboard. 1555 All boats aboard. 1730 Proceeding to anchorage in Saipan Harbor. 1909 Anchored in berth M7, Saipan Harbor.

14 February 1945 (Zone Minus 10 00)

2205 - Flash Blue - Executed smoke plan. 2206 All hands to General Quarters. 2208 - Flash Red. 2217 - Flash White - secured from General Quarters.

15 February 1945 (Zone Minus 10 00)

1401 Executed smoke plan. 1402 All hands to General Quarters. 1421 Ceased making smoke. 1431 Secured from General Quarters.

16 February 1945 (Zone Minus 10 00)

1527 Underway from Saipan, Marianas Islands, enroute to Iwo Jima, Volcano Islands, with Task Force 51, in accordance with ComPhibsPac Oper. Plan #A25-44. USS AUBURN (AGC10) as Flagship, with Rear Admiral Hill as Senior Officer Present.

17 February 1945 (Zone Minus 10 00)

1800 Retarded all clocks 30 minutes to Zone Minus 9 30.

18 February 1945 (Zone Minus 9 30)

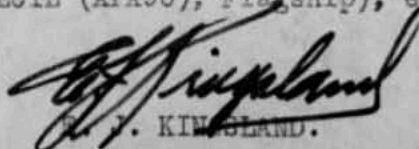
1800 Retarded all clocks 30 minutes to Zone Minus 9 00.

19 February 1945 (Zone Minus 9 00)

Arrived at Iwo Jima and participated in invasion of that island, as covered in Action Report submitted by this vessel.

28 February 1945 (Zone Minus 9 00)

Completed discharging cargo. 1747 All boats aboard except five LCVP's and one LCM: LCM lost due to inoperative conditions; three LCVP's lost due to swamping and two LCVP's turned over to Admiral Hill. 1748 Underway in accordance with orders from Comtaskforce 51, with Transron 16 (Commodore J.B. McGovern, USN, Comtransron 16, USS CECIL (APA96), Flagship), enroute to Saipan.


R. J. KINGSLAND.

CONFIDENTIAL

1 April 1945

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: War Diary for month of March 1945 - Submission of.
Reference: (a) Cincpac Confidential Letter 1 CI-45.

1. In compliance with instructions contained in reference (a), the following report is submitted for the month of March 1945:

1 March 1945 (Zone Minus 9 00)

Underway from Iwo Jima to Saipan, in accordance with orders from Comtaskfor 51, with Transron 16 (Commodore J.B. McGovern, USN, Comtransron 16, in USS CECIL (APA96), Flagship). 1800 Advanced all clocks 30 minutes to Zone Minus 9 30.

2 March 1945 (Zone Minus 9 30)

1800 Advanced all clocks 30 minutes to Zone Minus 10 00.

3 March 1945 (Zone Minus 10 00)

1107 Proceeding on various courses and speeds to anchorage. 1135 Anchored in 16 fathoms of water with 75 fathoms of chain to the port anchor, in berth M-21, Saipan Harbor. 1556 Underway from anchorage berth M-21 to berth L-53. 1705 Anchored in berth L-53, in 16 fathoms of water with 75 fathoms of chain to the port anchor.

4 March 1945 (Zone Minus 10 00)

2030 A board of Investigation, Lt. Comdr. Sinclair, USNR, Engineering Officer of USS HANSFORD (APA106), as Senior Member, convened by order of Comtransron 16, to inquire into loss of power and speed of USS TOLLAND (AKA64). 2106 Divers finished inspection of ship's screw. 2300 Board of Investigation adjourned to await action of convening authority.

5 March 1945 (Zone Minus 10 00)

1157 Commenced heaving in on port anchor. 1211 Underway to port side of tanker (USS WHIPPET) to refuel. 1300 Moored starboard side to USS WHIPPET and commenced taking on fuel. 1610 Completed fueling ship, having received on board 178,751 gallons of fuel oil. 1634 Underway to anchorage in berth L-53. 1722 Anchored in berth L-53, in 16 fathoms of water with 75 fathoms of chain to the port anchor.

6 March 1945 (Zone Minus 10 00)

1749 Underway from Saipan enroute to Tulagi, in accordance with Port Director, Saipan, orders #NB3245 in company with USS STOKES (AKA68), USS YANCEY (AKA93), USS CARTARET (APA70), and USS RALL (DE304) and USS GRADY (DE445) as escorts. The USS TOLLAND, Flagship, with Captain E.J. Kingsland, USNR as Senior Officer Present.

CONFIDENTIAL

Subject: War Diary for month of March 1945 - Submission of.

11 March 1945 (Zone Minus 10 00)

0904 Engines ahead one third. 0909 Steaming on various courses while taking GREGORY, Oran F., 834 63 90, S2c., V-6 USNR, aboard from USS GRADY (DE445) to receive possible treatment for appendicitis. 0928 Engines ahead standard. 2400 Set clocks ahead one hour to Zone Minus 11 00.

13 March 1945 (Zone Minus 11 00)

1046 Sighted unidentified vessel bearing 096°T, distance 15 miles. 1415 Commenced test firing of 5"/38 Cal. gun. 1435 Secured from test firing, having expended 12 rounds. 2130 All engines ahead two thirds; commenced emergency appendectomy on SANDRIE, Francis J., 301 04 07, S1c., USN, of this vessel.

14 March 1945 (Zone Minus 11 00)

0836 Jolly Roger raised at foremast. King Neptune and Royal Party aboard for initiation ceremonies. 1115 Initiation ceremonies completed. Jolly Roger hauled down.

16 March 1945 (Zone Minus 11 00)

1008 Formed single column, 1000 yards distance. 1130 Retarded clocks one hour to Zone Minus 12 00. 1325 Steaming on various courses and speeds coming to anchorage. 1438 Anchored in 21 fathoms of water with 60 fathoms of chain to the starboard anchor in berth 27, Gavater Harbor, Florida Islands.

17 March 1945 (Zone Minus 12 00)

1150 Underway from Tulagi, Florida Islands, to Espirito Santos, in accordance with orders from ComSoSols, in company with Task Unit 51.16.10 and USS WHITESIDE (AKA90); USS TOLLAND as Flagship with Captain E.J. Kingsland, USNR, as Senior Officer Present.

18 March 1945 (Zone Minus 12 00)

1530 USS YANCEY (AKA93) ordered to proceed independently due to her inability to maintain task unit's speed. 1800 Changed clocks to Zone Minus 11 00.

19 March 1945 (Zone Minus 11 00)

1433 Proceeding on various courses and speeds through swept channel to harbor. 1637 Proceeding to anchorage. 1703 Anchored in berth 21, Pallikulo Bay, Espirito Santo, New Hebrides Islands, in 50 fathoms of water with 105 fathoms of chain to starboard anchor. 1744 Pilot Hannafin and assistant pilot Smith came aboard. 1757 Underway from anchorage to floating drydock. 1855 Pilot decided to postpone drydocking; 1902 Anchored in 17 fathoms of water with 75 fathoms of chain to starboard anchor. No assigned berth.

20 March 1945 (Zone Minus 11 00)

1253 Pilot Hannafin and assistant pilot Smith came aboard with crew of seven men. 1350 Underway to dry dock. 1424 YTB 256 made fast on starboard quarter; 1447 YTB 256 made fast on port beam. LCM's assisting on both sides in drydocking. 1513 Stbd bow line to drydock. 1525 YTB 256 cast off. 1545 In place and all lines to dry dock made fast. 1555 Drydock commenced pumping.

CONFIDENTIALSubject: War Diary for month of March 1945 - Submission of.

20 March 1945 (Continued)

1556 Receiving salt water and electricity from dry dock. 2000 All hands over side to scrape ship's bottom. Drydock personnel made inspection of ship's propeller.

22 March 1945 (Zone Minus 11 00)

0430 Commenced flooding drydock. 0555 Pilot Hannafin and assistant pilot Smith came aboard. 0646 Commenced casting off all lines. 0650 YTB 256 made fast on port bow. 0652 YTB 267 made fast on port beam. 0657 All lines cast off; clear of drydock. Underway to Pier 4, West Segand Bay, Espirito Santo, on various courses and speeds. 0658 Pilot Alexander came aboard. 0659 YTB 256 and 267 cast off. 0709 Pilot Hannafin and assistant pilot Smith left ship. 0747 Entering Diamond Passage. 1036 Proceeding on various courses and speeds to Dock 4. 1100 YT 153 made fast on starboard quarter. 1101 YT 204 made fast on port bow. 1120 YT 204 cast off port bow. 1122 YT 204 made fast on starboard bow. 1144 Moored port side to Dock 4, West Segand Channel. 1230 Ninety-five Army personnel from 106th Anti-tank Battalion and thirty-five Army personnel from 106th Headquarters Company came aboard to assist in loading. 1350 Commenced loading hatches #1 and #2. 1805 Commenced loading hatch #4. 1945 Commenced loading hatch #3.

23 March 1945 (Zone Minus 11 00)

1320 Board of Engineering Inspection, Captain W.W. Wood, USN, Senior Member, convened; Comtransron 16 convening authority. 1530 Board of Engineering Inspection adjourned to await action of convening authority. 2130 Completed loading #1 hatch. 2230 Completed loading #3 hatch.

24 March 1945 (Zone Minus 11 00)

1410 Hoisted Army personnel gear aboard. 1627 Pilot Alexander came aboard. 1630 Mustered passenger troops on dock; four officers and two hundred twelve enlisted men. 1645 Completed loading all cargo. 1655 Underway from Pier 4, on various courses and speeds to anchorage. 1730 Anchored in berth 29, Segand Channel, in 20 fathoms of water with 60 fathoms of chain to port anchor. 1740 Pilot left ship.

25 March 1945 (Zone Minus 11 00)

0612 Underway from berth 29, in accordance with Operations Plan A5-45 of Comtaskgroup 51.3, as part of Transdiv 46 of Transron 16 (Commodore J.B. McGovern, USN, Comtransron 16, in USS CECIL (APA96), as Senior Officer Present).

27 March 1945 (Zone Minus 11 00)


2116 Escort vessel picked up submarine contact; commenced evasive tactics. No further information.

30 March 1945 (Zone Minus 11 00)

0800 Changed all clocks to Zone Minus 10 00. 0835 All ship's power failed due to grounding on main electrical board. 0950 Resumed position in formation.

31 March 1945 (Zone Minus 11 00)

1950 Changed all clocks to Zone Minus 9 30.



J. KINGLAND

CONFIDENTIAL171
375
1 May 1945

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: Wary Diary for month of April 1945 - Submission of.
Reference: (a) Cincpac Confidential Letter No. 1CL-45.

1. In compliance with instructions contained in reference (a), the following report is submitted for the month of April 1945:

1 April 1945 (Zone Minus 11 00)

Underway from Espirito Santo, New Hebrides Islands, to Ulithi, West Caroline Islands, in accordance with Operational Plan A5-45 of Commander Expeditionary Forces, Floating Reserve, Commander Task Group 51.3, and attached to Transron 16 with USS CECIL (APA96) as Flagship, Commodore J.B. McGovern, USN, Senior Officer Present.

3 April 1945 (Zone Minus 11 00)

0900 Retarded all clocks to Zone Minus 10 00. 1050 Proceeding on various courses and speeds through Mugar Channel to anchorage. 1205 Anchored in 23 fathoms of water with 75 fathoms of chain to port anchor in Berth A, Ulithi.

4 April 1945 (Zone Minus 10 00)

0857 Heave short. 0900 Underway from Ulithi to Okinawa Shima, in accordance with Operational Plan A5-45. Proceeding on various courses and speeds to seaward from Berth A.

5 April 1945 (Zone Minus 10 00)

0733 USS CECIL (APA96), Flagship, dropped out of position due to engine casualty; Tactical Command assumed by USS RUTLAND (APA192). 0942 USS CECIL resumed position in formation and assumed Tactical Command.

6 April 1945 (Zone Minus 10 00)

1300 Exercised crew at Fire Drill. 1308 Secured from Fire Drill. 1310 Exercised crew at Abandon Ship drill. 1318 Secured from Abandon Ship drill. 1900 Retarded all clocks 30 minutes to Zone Minus 9 30.

8 April 1945 (Zone Minus 9 30)

Retarded all clocks 30 minutes to Zone Minus 9 00.

9 April 1945 (Zone Minus 9 00)

0800 Proceeding on various courses and speeds to anchorage at Okinawa Shima. 1022 Let go port anchor; anchored in 19 fathoms of water with 60 fathoms of chain to port anchor. 1026 All boats lowered into water. 1101 All hatches opened in preparation for discharging cargo.

9 April to 16 April 1945 (Zone Minus 9 00)

Anchored off Hagushi Beach, Okinawa Shima, discharging cargo and troops as given in Action Report submitted by this vessel.

CONFIDENTIALSubject: War Diary for month of April 1945 - Submission of.

16 April 1945 (Zone Minus 9 00)

0815 Anchors aweigh; Underway in accordance with Comtransron 16 Sortie Order A9-45, with Task Unit 51.29.16, from anchorage H19, Okinawa Shima, enroute to Saipan, Marianas Islands, with USS CECIL (APA96) as Flagship, Commodore J.R. McGovern, USN, Senior Officer Present.

18 April 1945 (Zone Minus 9 00)

0000 Advanced all clocks 1 hour to Zone Minus 10 00.

20 April 1945 (Zone Minus 10 00)

1331 Proceeding on various courses and speeds into port. 1515 Let go anchor; anchored in Berth M5 in outer Saipan Harbor, with 75 fathoms of chain to the starboard anchor in 22 fathoms of water.

21 April 1945 (Zone Minus 10 00)

1000 Commenced bringing aboard 8 LCM's, transferred to this vessel from Boat Pool, Saipan. 1615 Tested all navigational equipment. 1716 Underway from Berth M5, Saipan, enroute to Ulithi, West Carolini Islands, in accordance with Comtransron 16 Sortie Order A10-45, in company with Transron 16, USS CECIL (APA96) as Flagship, Commodore J.B. McGovern, USN, Senior Officer Present.

22 April 1945 (Zone Minus 10 00)

1435 All hands to General Quarters. 1447 Target identified as friendly aircraft; secured from General Quarters.

23 April 1945 (Zone Minus 10 00)

0900 Proceeding on various courses and speeds to anchorage. 1101 Anchored in Berth 201, Ulithi, in 25 fathoms of water with 75 fathoms of chain to the port anchor.

24 April 1945 (Zone Minus 10 00)

1532 Underway from Berth 201 to go alongside USS CHATAUK (IX188) in Berth 11, in accordance with visual orders from Comtransron 16. 1706 Anchored in Berth 14 in 23 fathoms of water with 75 fathoms of chain to starboard anchor to await orders to proceed alongside tanker. 1905 Commenced heaving round. 2115 Underway on various courses and speeds to tanker. 2115 Moored port side to USS CHATAUK (IX188) in Berth 11, Ulithi, with standard mooring lines out. 2215 Commenced fueling.

25 April 1945 (Zone Minus 10 00)

0235 Completed taking on fuel, having received on board 209,981 gallons of fuel oil. 0326 Let go all lines; underway from Berth 11 to Berth 201. Proceeding on various courses and speeds. 0445 Anchored in Berth 201, Ulithi, in 21 fathoms of water with 90 fathoms of chain to port anchor.

AKA64/A9-1

U.S.S. TOLLAND (AKA64)
c/o Fleet Post Office
San Francisco, California

CONFIDENTIAL

Subject: War Diary for month of April 1945 - Submission of.

28 April 1945 (Zone Minus 10 00)

0855 Underway in accordance with visual orders from Comtransron 16 to shift anchorage from Berth 201 to Berth 224; proceeding on various courses and speeds. 0938 Anchored in Berth 224 in 17 fathoms of water with 75 fathoms of chain to port anchor. 1115 All hands to General Quarters. 1133 Aircraft identified; secured from General Quarters.

29 April 1945 (Zone Minus 10 00)

0647 Anchors aweigh; underway from Berth 224 to special anchorage B1, in compliance with Comtransron 16 gunnery order for firing exercises. 0847 Anchored in Berth B1, in 21 fathoms of water with 60 fathoms of chain to the starboard anchor. 0815 All hands to General Quarters. 0917 Commenced firing runs. 1120 Ceased firing runs; secured from General Quarters. Following ammunition expended: 1605 rounds 20 MM, 959 rounds 40 MM, 24 rounds 5"/38 Cal; 960 rounds 50 Cal. 1134 Anchors aweigh; underway from special anchorage B1 to Berth 224, on various courses and speeds. 1230 Anchored in Berth 224 in 17 fathoms of water with 75 fathoms of chain to starboard anchor.

30 April 1945 (Zone Minus 10 00)

1200 Anchors aweigh; underway to shift anchorage from Berth 224 to Berth 32, in accordance with visual orders from Comtransron 16; proceeding on various courses and speeds. 1235 Anchored in Berth 32, Ulithi, in 20 fathoms of water with 75 fathoms of chain to the starboard anchor.


E. J. KINGSLAND.

Copy to:
Cincpac

CONFIDENTIAL

1 June 1945

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: War Diary for month of May 1945 - Submission
Reference: (a) CINCPAC Confidential Letter No. 1CL-45.

NO 433
S. NO
REG. SHEET NO 14

1. In compliance with instructions contained in reference (a), the following report is submitted for the month of May 1945:

1 May to 4 May 1945 (Zone Minus 10 00)

Anchored in Northern anchorage, Berth 32, Ulithi, in 20 fathoms of water with 75 fathoms of chain to the starboard anchor.

5 May 1945 (Zone Minus 10 00)

1204 Tested main engines. 1322 Underway in accordance with visual orders from Comtransron 16, shifting berths from Berth 32, Northern Anchorage, to Berth 216, Southern Anchorage, Ulithi. Proceeding on various courses and speeds. 1425 Anchored in Berth 216, Ulithi, in 17 fathoms of water with 90 fathoms of chain to the port anchor.

10 May 1945 (Zone Minus 10 00)

0625 Underway from Berth 216, Southern Anchorage, to berth E-3, Ulithi, on orders from Comtransron 16, for firing practice. Proceeding on various courses and speeds. 0748 Anchored in Berth E-3 in 13 fathoms of water with 60 fathoms of chain to the port anchor. 0819 General Quarters; commenced firing practice. 1126 Completed morning firing practice; secured from General Quarters. 1249 General Quarters; resumed firing practice. 1601 Firing practice completed; secured from General Quarters. 1611 Underway from Berth E-3 to Berth 217, Ulithi, in accordance with orders from Comtransron 16. 1739 Anchored in Berth 217, Ulithi, in 20 fathoms of water with 90 fathoms of chain to the port anchor.

11 May 1945 (Zone Minus 10 00)

1032 Fire aboard U.S.S. RUTLAND (APA192); away Fire and Rescue Party. 1109 Fire and Rescue party returned aboard.

13 May 1945 (Zone Minus 10 00)

1410 Commenced loading 5"/38 Cal. ammunition on board. 1500 Completed bringing 5"/38 Cal. ammunition on board, having received 148 rounds from Comservron 10.2.

14 May 1945 (Zone Minus 10 00)

0844 Underway from Berth 217 to Berth 11 alongside U.S.S. CHATAUK (IX188) to refuel in accordance with visual orders of Comtransron 16. 1010 Moored port side to U.S.S. CHATAUK, in Berth 11, Ulithi. 1022 Commenced taking on fuel oil and diesel oil, and commenced giving fresh water to U.S.S. CHATAUK. 1230 Completed sending fresh water to IX188. 1235 Completed taking on fuel oil, having received 51,161 gallons. 1315

137034

CONFIDENTIALSubject: War Diary for month of May 1945.

14 May 1945 (Cont'd)

Completed taking on diesel oil, having received 1,214 gallons. 1345 Underway from Berth 11 to Berth 217, Ulithi. 1453 Anchored in Berth 217, Ulithi, in 20 fathoms of water with 90 fathoms of chain to the port anchor.

16 May 1945 (Zone Minus 10 00)

0558 Underway from Berth 217, Ulithi, to Anguar, Palau Islands, in accordance with orders from Port Director, Ulithi of 15 May 1945, Serial A4-39; in company with USS CARTARET (APA70). Standard speed 15 knots, steaming at standard speed. Set course 172°T at 0652. 0800 Commenced zig-zagging in accordance with Zig-Zag Plan 11Z.

17 May 1945 (Zone Minus 10 00)

1315 Laying to off Anguar Island. 1345 Boarding Party came aboard. 1351 Proceeding to Southern Mooring Buoy. 1427 Moored to Outer Southern Mooring Buoy, Anguar Island. 1436 Commenced discharging all boats and opening hatches. 2050 Commenced loading cargo from LCT's and LCM's.

21 May 1945 (Zone Minus 10 00)

0410 Completed loading all hatches. 0645 Commenced hoisting boats aboard; made all preparations for getting underway. 0745 All boats aboard. 0759 Underway from Southern Mooring Buoy, Anguar, to Kossol Roads, Palau Islands, in accordance with orders from Port Director, Anguar, in company with USS CARTARET (APA70). 1455 Laying to off Kossol Roads, awaiting orders dispatched by coastal ship. 1507 Officer Messenger came aboard with orders. 1559 Set course 070°T; steaming at 1/3 speed while awaiting formation of convoy. 1632 Convoy formed; steaming at standard speed 14 knots, proceeding from Kossol Roads to Leyte Gulf, Leyte, P.I., in accordance with orders from Port Director, Kossol Roads; in company with Convoy K-O-I 209, consisting of the following ships: USS TOLLAND (AKA64) as Flag and Guide with Captain E.J. Kingsland, USNR as Convoy Commander; USS CARTARET (APA70), SS GOLDEN GATE; SS FORT STANWIX; SS CREIGHTON VICTORY; escorted by USS PRATT (DE363) and USS ROLF (DE362).

22 May 1945 (Zone Minus 10 00)

1900 Retarded ship's clocks one hour to Minus 9 00 zone time.

23 May 1945 (Zone Minus 9 00)

1114 Entering Leyte Gulf. 1234 All engines stopped. SS GOLDEN GATE detached from convoy and proceeding to Leyte as previously assigned. SS PANAMA EXPRESS joined convoy carrying orders from Port Director, Tacloban, Leyte, to proceed to Cebu City, Cebu. 1311 Proceeding on course 260°T, standard speed 14 knots. 2200 USS TOLLAND (AKA64) and USS CARTARET (APA70), detached from convoy to proceed to Cebu City. Changed course to 291°T, standard speed 9 knots.

CONFIDENTIALSubject: Wary Diary for month of May 1945.

24 May 1945 (Zone Minus 9 00)

0837 Proceeding on various courses and speeds to Berth 7, Cebu City, Cebu, P.I. 0943 Let go port anchor to assist in mooring. 1000 Moored starboard side to Berth 7, Cebu City, Cebu, with standard mooring lines out to dock. 1038 Commenced opening all hatches. 1200 Commenced discharging cargo.

27 May 1945 (Zone Minus 9 00)

0500 All cargo unloaded. 0650 Underway in accordance with orders from Port Director, Cebu City, Cebu, from Berth 7 to anchorage in outer Cebu Harbor. 0717 Anchored in $7\frac{1}{2}$ fathoms of water with 45 fathoms of chain to the starboard anchor in Cebu City Harbor, Cebu.

30 May 1945 (Zone Minus 9 00)

1637 Underway from anchorage in Cebu City, Cebu, to Subic Bay, Luzon, P.I., in compliance with dispatch order from Comtransron 16, at standard speed 14 knots. 1709 Set course 209°T, steaming at standard speed.

31 May 1945 (Zone Minus 9 00)

Steaming as before.



E. J. KINGSLAND.

Copy to:
Cinopac

CONFIDENTIAL

1 October 1945

From: Commanding Officer.
To : Commander in Chief, U.S. Fleet.
Subject: War Diary - 1 June to 30 September 1945 - Submission of.
Reference: (a) CINCPAC Confidential Letter No. 1CL-45.

1. In accordance with reference (a), a brief summary of the movements and employment of this vessel for the period 1 June to 30 September 1945, is submitted herewith. As indicated below, no offensive amphibious operations were carried out by this vessel during the period of this report.

1 June 1945 (Zone Minus 9 00)

Enroute from Cebu City, Cebu, P.I. to Subic Bay, Luzon, P.I. in accordance with Comtransron 16 280600/272332 of May 1945. 1000 Anchored in berth 47, Subic Bay.

2 June to 22 June 1945

Anchored in Subic Bay, Luzon, for upkeep and training. During this period frequent drills were held in hoisting and lowering of landing craft, and training maneuvers of boats. A.A. practice was conducted outside harbor entrance on June 14th, with 20 MM's, 40MM's and 5/38".

23 June 1945

0632 Departed Subic Bay for Manila, in accordance with visual orders from CTR 16. Conducted A.A. practice enroute, with 20 MM's, 40 MM's and 5"/38. 1425 Anchored in berth 41, Manila Bay.

24 to 27 June 1945

Anchored in Manila Bay, for purpose of liberty and recreation. Fifty percent of personnel granted liberty each day.

28 June 1945

1253 Underway from Manila Bay to Leyte Gulf, in accordance with CTR 16 Serial 0066, in company with Transdiv 47.

29 June 1945

Underway as before. 1300 Conducted general drills. 1659 Conducted test firing of 20 MM's, 40 MM's and 5"/38.

30 June 1945

0722 Anchored in Leyte Gulf, Leyte, P.I. Embarked Army troops, vehicles, and equipment, in preparation for amphibious training of elements of 323rd Infantry Division.

CONFIDENTIALSubject: War Diary - 1 June to 30 September 1945 - Submission of.

1 July 1945 (Zone Minus 9 00)

Anchored in Leyte Gulf, Leyte. 1457 Underway for Hinunangan Bay, Leyte, to commence training of Army. 1721 Anchored in Hinunangan Bay, Leyte.

2 July to 6 July 1945

Training Army in amphibious operations in vicinity of Hinunangan Gulf; disembarked and re-embarked troops and equipment frequently, into landing boats, and made amphibious landings on designated beaches. Returned to Terraguna, Leyte Gulf on July 5th and completed final discharge of troops and cargo.

7 July 1945 to 8 July 1945

Anchored in Leyte Gulf. Embarked another contingent of the 323rd Infantry with their equipment, for amphibious training.

9 July 1945

1056 Underway from Leyte Gulf to Salago Cove, Leyte, to commence 2nd week of amphibious training. 1332 Anchored in Salago Cove.

10 to 13 July 1945

Conducted 2nd week of amphibious training, between Salago Cove and Hinunangan Bay, Leyte. Completed operations on July 13th, disembarking all troops and equipment at Hinunangan Bay, Leyte.

14 July 1945

0611 Underway from Hinunangan Bay, Leyte, to Tacloban, Samar, in accordance with orders from Comtransdiv 47. 1105 Anchored in San Pedro Bay, P.I. Took on fuel and provisions.

15 July 1945

1247 Underway from San Pedro Bay to Terraguna, Leyte, to resume amphibious training.

16 to 20 July 1945

Conducted 3rd week of amphibious training of elements of 323rd Infantry, completing training on the 20th, operating in vicinity of Hinunangan Bay. At 1215 on July 20th departed Hinunangan Bay, Leyte, for Guinan, Samar, to disembark members of ship's company detailed to arrange for stores; then returned to Hinunangan Bay, Leyte, coming to anchor at 1806.

21 to 22 July 1945

Carried out further amphibious training operations in vicinity of Hinunangan Bay. At 0622 on July 22nd departed for Guinan, Samar, coming to anchor at Guinan at 0959.

23 to 25 July 1945

At 1410 on July 23rd departed from Guinan, Samar, to Subic Bay, Luzon. Anchored in Subic Bay, Luzon, P.I. at 0815 on July 25th, rejoining Transdiv 46.

CONFIDENTIALSubject: Wary Diary - 1 June to 30 September 1945 - Submission of.

26 to 28 July 1945

Anchored in Subic Bay, Luzon. At 0601 on July 28th underway in accordance with Comtransron 16 Serial 0098, as part of Task Unit 76.8.2., enroute to Lingayen Gulf, Luzon, for amphibious training operations. 1829 Anchored in Lingayen Gulf.

29 to 31 July 1945

Anchored in Lingayen Gulf. General drills were conducted on July 31st.

1 to 16 August 1945

Operating in vicinity of Lingayen Gulf, Luzon, conducting amphibious training operations with U.S.Army in that area.

17 August 1945

Completed amphibious training; disembarked all troops and equipment. 1626 Underway from Lingayen Gulf, enroute to Subic Bay, Luzon.

18 to 19 August 1945

At 1103 on August 18th anchored in Subic Bay. Took on fuel and provisions.

20 August 1945

0616 Underway from Subic Bay to Batangas Bay, Luzon. 1431 Anchored in Batangas Bay.

21 to 24 August 1945

Anchored and moored at Batangas Bay, Luzon, while embarking elements of 1st Cavalry Division, their equipment and cargo. During this period this vessel transferred eight of her LCM's to Subic Bay, and replaced them with eight Army LCM's with Army Boat Crews for temporary duty until completion of operation.

25 August 1945

0651 Underway from Batangas Bay, Luzon, in company with Transdiv 46, part of Transron 16, in accordance with CTG 33.1 sortie order A16-45. In afternoon Transdiv 16 and USS MT OLYMPUS (AGC8) joined up with Transron 16.

26 August 1945

1100 Task Group 33.1 anchored in Subic Bay, Luzon.

27 August 1945

1013 Underway from Subic Bay, in company with Task Group 33.1.

28 to 31 August 1945

Enroute, in company with Task Group 33.1, from Subic Bay, Luzon, to Yokohama, Japan, carrying elements of 1st Cavalry Division as occupation troops for the latter port.

CONFIDENTIALSubject: War Diary - 1 June to 30 September 1945 - Submission of.

1 to 2 September 1945

Enroute, in company with Task Group 33.1, from Subic Bay, Luzon, to Yokohama, Japan. At 1016 September 2nd, came to anchor in Yokohama, Japan. Commenced preparations for discharging cargo. 1615 Moored to berth "B", First District, Yokohama, having been brought to the dock by Japanese Pilot Y. Yamama, with aid of two Japanese tugs. Commenced unloading all hatches. Transferred eight Army LCM's and Army Boat Crews.

3 September 1945

Shifted berths from alongside dock to berth B33, Yokohama, having completed unloading all troops and cargo.

4 September 1945

1440 Underway from Yokohama, Japan, in company with Transron 16, in accordance with Comtransron 16 sortie order A18-45.

5 to 10 September 1945

Enroute from Yokohama, Japan, to San Pedro Bay, Leyte, P.I.

11 September 1945

Anchored in San Pedro Bay, Leyte, at 1237.

12 to 13 September 1945

Anchored in San Pedro Bay, Leyte.

14 September 1945

0900 Underway from San Pedro Bay to Zamboango, Mindanao, P.I., in company with Transron 16.

15 to 16 September 1945

Underway for Zamboango, Mindanao, P.I. At 1110 September 16th moored to pier at Zamboango, Mindanao; commenced loading all hatches.

17 to 19 September 1945

Moored to pier at Zamboango, Mindanao, while loading elements of 41st Army Division, equipment and cargo. At 1334 September 19th underway, enroute to Bugo, Mindanao, P.I., in company with Transron 16.

20 to 21 September 1945

Enroute to Bugo, Mindanao. At 0918 September 21st anchored off Abuyos, Leyte, P.I.

22 September 1945

0600 Underway from Abuyos, Leyte, enroute to Kure, Japan, in accordance with Comphibgroup OpPlan A1105-45, in company with Transron 16.

23 to 24 September 1945

Underway for Kure, Japan, with Army occupation troops and equipment.

25 September 1945

In accordance with Comphibgroup 2 despatch 230535 of Sept. 1945, convoy temporarily diverted to Okinawa. 1920 Anchored in berth L67 at Buckner Bay, Okinawa.

AKA64/A9-1

U.S.S. TOLLAND (AKA64)
c/o Fleet Post Office
San Francisco, California

CONFIDENTIAL

Subject: War Diary - 1 June to 30 September 1945 - Submission of.

26 to 27 September 1945

Anchored in Buckner Bay, Okinawa.

28 September 1945

1400 Underway from Buckner Bay, Okinawa, in company with Transron 16.

29 to 30 September 1945

Maneuvering in vicinity of Okinawa, to keep clear of threatened typhoon area.


E. J. KENGLAND.

Copy to:

CINCPAC.

CONFIDENTIAL

1 December 1945

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Subject: War Diary - 1 October to 30 November 1945 - Submission of.
Reference: (a) CINCPAC Confidential Letter No. 1CL-45.

1. In accordance with reference (a), a brief summary of the movements and employment of this vessel for the period 1 October 1945 to 30 November 1945, is submitted herewith:

1 October 1945 (Zone Minus 9 00)

Underway, maneuvering in vicinity of Okinawa, in company with Transport Squadron 16, in Transdiv 46, with USS CALVERT (APA32) as flag and guide ship. 1423 Anchored in Buckner Bay, Okinawa.

3 October 1945

0800 Underway from Buckner Bay, Okinawa, enroute to Kure, Japan, in company with Transport Squadron 16, in accordance with ComPhibsGrp 11 OpPlan All05-45.

5 October 1945

1749 Anchored in swept channel in Iyo Nada, Inland Sea, Japan in 30 fathoms of water, in company with Transport Squadron 16.

6 October 1945

0648 Underway from Iyo Nada, Japan. 1016 Anchored in Aki Nada off Kurahashi Jima, Japan, in 30 fathoms of water. 1247 Underway from Aki Nada. 1453 Anchored in Hiro Wan, Japan. Commenced unloading operations, utilizing ship's boats, LCT's, and Japanese barges.

7 to 9 October 1945

Continuing unloading operations. Unloading operations completed on last day, and at 1315 on the 9th shifted berths to Aki Nada anchorage.

10 to 14 October 1945

Anchored in berth 95, Aki Nada, Inland Sea, Japan.

15 October 1945

0642 Underway from Aki Nada, Japan, enroute to Manila, P.I., via Subic Bay, P.I., in accordance with Com7thPhibs 130330 and 140048 of Oct., 1945, as CTG 54.18.26. CTU 54.18.26 in USS TOLLAND (AKA64), flag and guide ship, Captain E.J.Kingsland, USNR, Senior Officer Present, in company with USS WHITESIDE (AKA90), USS YANCEY (AKA93), and USS TODD (AKA71). At 1300 USS TODD (AKA71) departed from formation enroute to Okinawa.

16 to 19 October 1945

Underway as before, enroute from Aki Nada, Japan, to Subic Bay, P.I.

150885

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20 October 1945 (Zone Minus 9 00)

0650 Anchored in berth 126, Subic Bay, Philippine Islands. Commenced loading GSK stores. Received 8 LCM's from Boat Pool, Subic Bay.

21 October 1945

0628 Underway from Subic Bay to Manila, P.I. as CTG 54.18.26, accompanied by the YANCEY, WHITESIDE, and TODD, with flag and guide remaining in TOLLAND. 1316 Anchored in Manila Bay, Philippine Islands.

22 to 29 October 1945

Anchored as before in Manila, P.I., for recreation of ship's company and logistics. On October 23rd fueled ship from the USS LEOPARD (IX-122). On October 24th took on 12500 gallons of fresh water from the YW-108.

30 October 1945

0359 Underway in accordance with Com7thPhibs OpPlan A1704-45, from Manila enroute to Haiphong, French Indo-China, in company with Transport Squadron 24, Commodore E.T. Short, USN, Senior Officer Present, as Comtransron 24, with flag and guide in USS DADE (APA99).

31 October 1945

Underway as before.

1 November 1945 (Zone Minus 8 00)

Underway as before.

2 November 1945

0747 Anchored in Tonkin Gulf, off Hon Dau Island, French Indo-China. 1200 Retarded all clocks one hour to Minus Seven Zone Time.

3 November 1945 (Zone Minus 7 00)

Embarked elements of the Chinese 52nd Army with their gear and equipment. Total troops embarked approximately 1000.

4 November 1945 (Zone Minus 7 00)

0953 Underway from Tonkin Gulf, French Indo-China, in company with Transport Squadron 24, with flag and guide in USS DADE (APA99) as before. 1200 Set all ship's clocks ahead one hour to Zone Minus 8 00.

5 to 11 November 1945 (Zone Minus 8 00)

Underway as before, enroute to Chinwangtao, China.

12 November 1945 (Zone Minus 8 00)

1025 Anchored in Chinwangtao Road, China.

13 November 1945

1600 Shifted berths to alongside the dock at Chinwangtao, China. Commenced and completed discharging all troops and their equipment.

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14 November 1945 (Zone Minus 8 00)

0806 Ship underway from Chinwangtao to Taku, China, in company with Transport Squadron 24. 1740 Anchored off Taku, China.

15 to 19 November 1945

Anchored as before. On November 16th took on fuel oil from the USS KENNEBAGO (AO-81).

20 November 1945

2254 Underway from Taku, North China, enroute to Seattle, Washington, in accordance with ComWestSeaFron 151948 of Nov., 1945, as Task Unit 78.19.6. CTU 78.19.6 in USS TOLLAND, flag and guide, Captain E.J. Kingsland, USNR, Senior Officer Present, accompanied by USS LEO (AKA60) and USS VENANGO (AKA82), sailing Great Circle route.

24 November 1945 (Zone Minus 8 00)

Advanced clocks to Zone Minus 8 30.

25 November 1945 (Zone Minus 8 30)

Advanced clocks to Zone Minus 9 30.

26 November 1945 (Zone Minus 9 30)

Advanced clocks to Zone Minus 10 30.

28 November 1945 (Zone Minus 10 30)

Advanced clocks to Zone Minus 11 00.

30 November 1945 (Zone Minus 11 00)

2000 Crossed the 180th Meridian. Advanced clocks to Plus 12 00. Underway as before from Taku, North China, with ETA Seattle, Washington on December 7, 1945.


E. J. KINGSLAND.Copy to:
Cincpac.

CONFIDENTIAL

From: Commanding Officer.
 To : Commander in Chief, U. S. Fleet.
 Via : (1) Commander Transport Squadron SIXTEEN.
 (2) Commander Amphibious Group TWO, Pacific Fleet.
 (3) Commander Amphibious Forces, Pacific Fleet.
 (4) Commander in Chief, U.S. Pacific Fleet and Pacific Ocean Areas.

6-05130

Subject: Action Report - Iwo Jima Operations.

Reference: (a) CinCPac Conf. Letter LCL-45 of 1 January 1945.

PART I. BRIEF SUMMARY.

A. The USS TOLLAND (AKA64) participated as a unit of Task Group 51.12 in the Amphibious Landing on Iwo Jima beginning on 19 February 1945 and terminating 28 February 1945.

PART II. PRELIMINARIES.

A. The USS TOLLAND (AKA64) was a unit of Transport Division 46, which in turn was a unit of Task Group 51.12. CTG was in Commander Transport Squadron 16, USS CECIL (APA96), Flagship.

B. Underway at 1100 (Plus 10½ time) in accordance with Comphibspac Operation Order No. A25-44, from Pearl Harbor, T.H., in company with Task Group 51.12. Enroute to Iwo Jima via Eniwetok and Saipan, on 27 January 1945.

On 13 February 1945 training operations were carried out off coast of Tinian. It was noted that surf conditions restricted operations considerably, hence training exercises were cut to one day to prevent further damage to boats. Several ships had reported boats damaged.

C. The primary function of the USS TOLLAND was to disembark cargo, hereinafter described, into various landing craft from this and other ships. Cargo that was too large to load into small boats was loaded into LCT's, LSM's, LST's, and pontoon barges.

Assumptions were that weather conditions would be favorable enough to permit loading cargo into boats and that no enemy surface forces would be encountered.

Initial plans were for this ship to take position in Transport Area ABLE for unloading operations, but in the first three days of the operation, unloading was carried out at numerous spots off the island coast. This was due to a strong current which made it necessary to maneuver at various times to prevent drifting out to sea.

Enemy forces were not encountered with two minor exceptions. On the night of 23 February 1945 an enemy medium bomber, a Betty, flew over. It was fired on by all ships but was out of range. Also on several occasions at night, sporadic mortar fire came from the island, presumably from a pile of plane wreckage on the side of the slope rising up from the beach.

② 128070

CONFIDENTIAL

Subject: Action Report - Iwo Jima Operations.

PART III. CHRONOLOGICAL REPORT OF THE ACTION.

This ship arrived at Iwo Jima on the morning of 19 February 1945 in company with Task Group 51.12 (Transport Group ABLE). At 0630 this group was on station in Transport Area ABLE, this ship being 6th in column of Transdiv 46, astern of the USS HOCKING APA121. It was noted that the sea was comparatively calm, and at 0640 all boats were lowered with no difficulty. A one to two knot southerly set was prevalent and the wind was from the Northwest, force 8 knots. At 0719 completed lowering all boats and at 0723 unloading of No.1 hatch was commenced. At 0817 we commenced taking troops aboard who were to go ashore with the Weapons Co. At 1035 orders were received for this ship to take station ahead of the USS DEUEL (APA160), which was first in column of Transdiv 46. At 1217 commenced unloading into LCT, and at 1223 completed disembarking troops. At 1808 completed hoisting boats aboard in preparation for night retirement. At 1812 underway for night retirement. Sunset at 1831.

On arrival in Transport Area ABLE at 0720 Feb. 20th, from night retirement, all boats were lowered and unloading commenced into an LCT and LSM. Wind was from the Southwest, force 10 knots. 1544 General Quarters. Air raid did not materialize. Kept station on USS CECIL (APA96) in outer transport area ABLE. Continued unloading operations. 1902 General Quarters. 1913 Secured. At 2100 damaged half track which was tied up on port side of No.5 broke loose from moorings and drifted into the ship's screw, which was turning over slowly. The half track was thrown against the side of the ship, dropped to the water, and sunk. A later inspection proved no damage to screw except nicked blades. No night retirement made this date. Maintained station on the USS CECIL (APA96), bearing 205⁰T, in Area UNCLE.

Unloaded all day on Feb. 21st, into LSM's and LCT's. Considerable difficulty was experienced in keeping the LSM's and LCT's secured because the ship was continually moving in order to keep on station. The sea also was rough, further restricting operations. Wind was from Northeast, force 10 knots. At 1713 crew went to General Quarters - Flash RED. Air raid did not materialize. Continued unloading while keeping on station. No night retirement made this date.

Feb. 22nd - Maneuvering to keep station on USS CECIL (APA96), unloading into an LSM. 0318 General Quarters - Air raid failed to materialize. 0355 Continued unloading operations. During the day unloaded into various LSM's, LCT's, and barges (pontoon). 1635 Orders received to retire for night. Ceased unloading and brought boats aboard. Rendezvous in Area ZED - Retired for the night.

Feb. 23rd - At 0718 Proceeding to Area ABLE from night retirement. Upon arrival at area, ship was assigned to anchorage Berth 19. At 0917 Anchored in Berth 19. The anchor dragged immediately. Ship weighed anchor and at 1031 anchored again in Berth 19. Commenced unloading into LCT's and LSM's. At 1445 anchor dragged again. At 1509 anchored for third time. This difficulty in anchoring was due to three factors: (1) the steep ocean floor, (2) only fine volcanic sand for anchor to catch in, and (3) heavy seas which caused LSM's and LCT's to drag on the ship while they were tied up. At 1838 shifted anchorage again. 1843 Sunset. 1910 General Quarters was sounded - Flash RED - Made smoke. At this time ship was fired on by mortar shells from beach. There were three attacks - all ship's guns (except 5"/38) fired each time. Only 1 plane was actually seen. 2105 Flash WHITE - continued unloading operations.

Feb. 24th - Anchored in anchorage 19A off Iwo Jima for entire day. Continued unloading cargo into LCT's and LSM's. At 2033 an alert was sounded and crew went to General Quarters. Smoke screen was laid by ship's two LCVF's and ship's smoke generators. At 2225 crew was secured from General Quarters. Ship was not subject to attack as screen kept enemy aircraft from reaching anchorage area.

Subject: Action Report - Iwo Jima Operations.

PART III. CHRONOLOGICAL REPORT OF THE ACTION (CONT'D)

Feb. 25th - Anchored in berth 19 off coast of Iwo Jima. Continued unloading into LSM's. Weather continued to be mild. At 0715 heaved in on anchor in order to shift to berth 19A. At 0904 Re-anchored in berth 19A, in 54 fathoms of water with 120 fathoms of chain to the stbd anchor. At 0918 continued unloading operations into LSM's. At both 0932 and 0942 anchor detail was set as ship was dragging at anchor necessitating a slight shift in position of ship. At 1020 anchor finally held and unloading operations continued into LSM's.

Feb. 26th - Anchored in anchorage 19A off Iwo Jima. Weather mild with moderate temperature ranging from 69° to 71°. Mild variable wind with force ranging from five to 10 knots. Continued unloading ship's cargo into LSM's and LCT's. At 2210 LST 764 came alongside to receive our cargo. At 2325 the TOLLAND sent 1,600,000 units of pencillin and 30 blankets to Red Beach No.2.

Feb. 27th - Anchored as before in berth 19A off Iwo Jima. At 0047 commenced unloading into LST 764 and LCT's. At 0958 ship gave 1500 gallons of fresh water to LCT 1029. At 1652 Engines ahead 20 rpm's to counter-act dragging. At 1655 LST 764 cast off and anchor detail brought in anchor due to dragging. At 1656 ship underway to regain anchorage. At 1802 re-anchored, but anchor again was found to be dragging and at 1808 anchor was weighed and ship proceeded to regain anchorage. At 1930 ship again at anchor. LST 764 came alongside and at 2010 unloading operations were resumed. At 2020 port anchor was let go to prevent dragging on stbd anchor. Finally at 2043 ship came to rest at anchor.

Feb. 28th - Weather continued mild. Anchored as before in berth 19A, where unloading operations into LST 764 and LSM's continued. At 0240 engines were stopped because of rumbling in induction gears. At 0241 engineroom reported obstacle in screw, which upon investigation was found to be a damaged "duck". At 0245 The screw was cleared and engines were ahead 6 rpm's to prevent dragging of anchor. At 0807 LST 764 cast off, loaded. At 1009 engines were stopped in order to allow a diver to examine screw. At 1028 divers inspection was completed and engines were again turning over 6 rpm's. At 1644 unloading operations were completed and at 1713 commenced heaving in on both anchors. At 1747 all small boats were hoisted aboard except five LCVP's and one LCM. The LCM was abandoned at sea as it became inoperative, three LCVP's were lost due to swamping on beach, and two LCVP's were turned over to Admiral Hill. At 1748 ship was underway in accordance with orders from CTF 51.

PART IV. ORDNANCE.

A. Ammunition expended through combat operations (including that lost when ship's landing boats were sunk or swamped on beach) at Iwo Jima, from 19 to 28 February 1945, was as follows:

5"-38 AA Common	None
5"-38 AA Special	None
5"-38 Propellant charges	None
40 MM HET	448 Rounds
40 MM HEI(T)	160 "
20 MM HET	316 "
20 MM HEI	833 "
50 Caliber AP	8000 "
50 Caliber Tracer	4000 "

Subject: Action Report - Iwo Jima Operations.

PART IV. ORDNANCE (CONT'D)

30 Caliber Ball	9000 Rounds
30 Caliber Tracer	5000 "
30 Caliber (Clipped)	7500 "
45 Caliber Ball	3000 "

B. Fire Discipline: In that all guns are controlled from the bridge on this vessel, and no battery officer or gun captain is delegated the authority to open fire without permission from the bridge, both General Quarters and Condition II crews have been thoroughly indoctrinated in this procedure. Therefore, during such AA firing as was required at Iwo Jima, fire of all guns was not opened until so ordered from Control, and ceased immediately upon the sounding of the cease firing buzzers.

C. Gunnery Communications: Frequent telephone talker drills have been held on this vessel. Control discipline on gunnery phone circuits is good, and adequate for fire control needs. Difficulty of maintaining equipment has been a continual problem however, and inadequate spare parts for sound powered phones as provided, create an additional maintenance problem.

D. Effectiveness of AA Gunnery: The only combat firing this vessel has done has been at night without Radar control. Two targets were briefly seen, both positively identified as enemy aircraft, clearly outlined against the moon. As fire was opened by 40MM and 20MM batteries, the targets entered dark areas, so no hits were observed to have been made. Fire from the 5"/38 gun was not opened. A Mark 52 director installation for the 5"/38 gun has recently been authorized by CNO. This should materially increase the all around AA efficiency of this vessel's main battery, but it is believed that if Radar control of the 40MM batteries could also be provided, the night AA defense of this vessel would be greatly improved.

Ordnance material installed on this vessel is excellent. This applies not only to the period of combat operations at Iwo Jima, but to the entire period this vessel has been in commission. All material has operated with the highest standard of efficiency, is well built, easily cared for, and withstands rugged use as well as the elements. Ammunition performance has been excellent.

PART V. DAMAGE.

A. Other than some damage done to the propeller when hit by an amphibious tank floating and not under control, and a casualty to one radio antenna caused by enemy mortar fire, this vessel sustained no damage as a result of its participation in this operation.

PART VI. SPECIAL COMMENTS AND INFORMATION.

A. Amphibious Action.

1. Combat loaded and embarked 9 officers, 136 enlisted men, and 12 war dogs of RCT 26, 5th Marine Division at Hilo, Hawaii, on 1 January 1945. The ship was combat loaded with vehicles, rations, water, ammunition, and general cargo. A total of 2140 short tons was carried, and was stowed to conform with accepted methods. Began unloading cargo at Iwo Jima on 19 February 1945. Disembarked all troops with the exception of ship's platoon on 19 February 1945. Had difficulty unloading when the situation on the beach made it necessary to unload low priority cargo.

CONFIDENTIALSubject: Action Report - Iwo Jima Operations.

PART VI. SPECIAL COMMENTS AND INFORMATION (CONT'D)

A. Amphibious Action.

2. Landing Craft carried consisted of 8 LCM(3)'s, 15 LCV(P)'s, and 1 LCP(L). Launching, loading, and operation in accordance with Comphibspac OpPlan No. A25-44, Annexes G and O. Three LCV(P)'s and one LCM(3) lost by sinking during the operation. Control of landing craft in accordance with Comphibspac OpPlan No. A25-44, Annex G.

B. Combat Information Center.

During the approach to Iwo Jima, radar was used primarily for station keeping, although excellent navigational fixes were obtained, in passing, from Minami Iwo Jima, the only land on our route. In preparation for this phase of the operation, we had previously prepared a diagram of the approach sectors and courses of each of the participating transport and tractor groups with their location on these courses at every half hour. This diagram was drawn in India ink on tracing paper using the scale of 1" equals 5 miles, and was placed on the DRT with a piece of plain tracing paper over it. The DRT "bug" was reoriented when necessary by fixes on Minami Iwo Jima, and with the diagram gave us a continuous and up to date picture of where each of the units was. The extra sheet of tracing paper permitted tracking of any targets without damage to the diagram. It was no surprise to pick up other groups of ships at a predetermined time at a definite bearing and range, and traveling a known course and speed.

At the objective, during the assault phase, a composite diagram of all the information that could possibly be of use in CIC was found to be very valuable. This was on a scale of 1" equals 1 mile, and included the following information: locations of all beaches, location of various tractor and transport areas, aircraft rendezvous points, and radar picket stations. At all times while near Iwo Jima, our position was kept plotted on this diagram with reference to Point "Hot Rocks". There was little use for our surface search radar except during night retirement (used for station keeping). Thanks to early warning on all air raids, we were able to alert our air search radar operators in the proper direction, in time to pick up the bogey at a distance of at least 20 miles usually, and from there could track it in to a minimum of about 3 miles. As air targets approached, CIC furnished gunnery control with continuous ranges and bearings, and also the number of minutes of flying time away. Only two air targets passed near our ship, the others either being averted to other targets or being repulsed by the fire of the destroyers composing our screen while in the transport area.

Although cases were reported of friendly aircraft being shot down, all aircraft approaching this ship showed IFF of the proper code, and during air attack it was usually possible to distinguish between the bogies and the night fighters being vectored out to intercept them. The withdrawal from the combat area was uneventful.

C. Communications.

Visual, radio, TBS, and SCR communications were maintained prior to, during, and after the invasion period at the objective in accordance with USF 10-A, CentComTwo (as modified by Annexes and Appendices), and the communications plans contained in the OpPlans pertinent to the part played by this vessel. Such communications appear to have been satisfactory and adequate for the occasion.

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Subject: Action Report - Iwo Jima Operations.

PART VI. SPECIAL COMMENTS AND INFORMATION (CONT'D)

D. Use of smoke, camouflage, deception.

At the invasion of Iwo Jima the smoke boats of the USS TOLLAND, in conjunction with smoke boats from other transports, were active a good many times in the production of a suitable artificial fog screen by which the transport area was hidden from enemy aircraft.

As a whole, the TOLLAND's two LCVP's were successful. Difficulties encountered were high and variable wind velocity and direction. Other conditions which impaired smoke laying efficiency, possibly in only a small degree but nonetheless existing, were non-existence of foul weather gear that will withstand rain and salt spray for long periods of time, the lack of shelter for boat crews, and the impossibility of these individuals getting any rest or relief during the course of the invasion.

Of the two types of fog generators used by the TOLLAND boats, the Todd is the most desirable from the standpoint of safety and all around working conditions encountered in an amphibious operation.

E. Medical Report.

No casualties occurred in the ship's company of this vessel.


Twenty five casualties evacuated from the beaches were treated aboard this ship, as follows: (a) Fourteen Red casualties, (b) Eight Blue casualties, and (c) Three White casualties. No deaths occurred. Three Blue casualties were evacuated to Saipan.

It is felt that more effective treatment could have been carried out aboard this ship if X-ray equipment were available.

All fractures were put up in split plaster casts for immobilization, and wounds were treated with Saline Irrigation, instillation of sulfathiazole powder and intramuscular injection of Pencillin. No serious infections were noticed.

PART VII. No comments.

PART VIII. No comments.


H. J. KINGSLAND.

ADVANCE COPY TO:
COMPHIBSPAC.

CONFIDENTIAL

From: Commanding Officer.
To : Commander in Chief, U. S. Fleet.
Via : (1) Commander Transport Squadron SIXTEEN.
(2) Commander Amphibious Group TWO, U.S. Pacific Fleet.
(3) Commander Amphibious Forces, U.S. Pacific Fleet.
(4) Commander in Chief, U.S. Pacific Fleet and Pacific Ocean Areas.

Subject: Action Report - Okinawa Operations.

Reference: (a) CinCPac Conf. Letter 1CL-45 of 1 January 1945.

PART I. BRIEF SUMMARY.

A. The USS TOLLAND (AKA64) participated as a unit of Transport Squadron 16 (Expeditionary Force Floating Reserve) in support landings on Okinawa, Ryukyu Islands, from 9 April to 16 April 1945.

PART II. PRELIMINARIES.

A. The USS TOLLAND (AKA64) was a unit of Transport Division 48, which in turn was a unit of Transport Squadron 16 (Comtransron 16 in USS CECIL (APA96), Flagship). Transport Squadron 16, carrying the 27th Army Division, was known as Expeditionary Force Floating Reserve.

B. Underway at 0612 in accordance with Comtransron 16 Operation Plan A5-45, from Expirito Santos, in company with Transport Squadron 16. Enroute to Okinawa, Ryukyu Islands, via Ulithi Island.

C. The primary function of the USS TOLLAND was to disembark cargo, hereinafter described, into various landing craft from this and other ships.

PART III. CHRONOLOGICAL REPORT OF THE ACTION.

April 9th - This ship arrived at Okinawa area just after daybreak (sunrise was at 0620), in company with Transron 16. Orders were received from CTS 16 to anchor 1750 yards bearing 035°T from the U.S. Navy Hospital Ship "Hope". To do this, the TOLLAND had to move very close inshore, and as soon as we dropped anchor the hospital ship moved out. At 1022 Anchored on western side of Okinawa, and at 1026 all boats were lowered and the hatches opened in preparation for unloading. The wind was from the South, force from 8 to 12 knots. A slight swell was prevalent in the morning, increasing in the afternoon. At 1735 completed hoisting boats and covered hatches, no cargo being unloaded this date. At 1844 a Flash Red came from CTF 51 and crew went to General Quarters, but the enemy air raid was halted by our screen and the CAP.

April 10th - At 0645 a Flash Red was received from CTF 51 and crew went to G.Q., but again enemy planes failed to reach the transport area. At 0800 boats were lowered and unloading of vehicles into LCM's was commenced. Wind was from west to northwest, force 10 to 15 knots. Rain was frequent and just after noon (1249) all boats not in use were hoisted aboard due to heavy rain and winds. Continued unloading until 1824 when all hatches except #3 were covered. At 2037 the anchor chain was veered to 75 fathoms on deck to give the anchor more holding power.

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Subject: Action Report - Okinawa Operations.

PART III. CHRONOLOGICAL REPORT OF THE ACTION (CONT'D).

Several boats containing cargo returned to ship, reporting they were unable to unload on the beach. Consequently the cargo had to be brought back aboard before the boats could be hoisted. Considerable difficulty was experienced because of heavy swells.

April 11th - Taking the vehicles out of the small boats and putting them into #3 hold took until 0120 on the morning of April 11th. All hatches were covered except #3 and the ship secured from Condition 1A to await favorable weather conditions. Heavy swells still prevailed, with wind from the north, force 13 to 20 knots. Sunrise at 0610. At 1022 Flash Red - crew went to G.Q. but secured at 1045, air raid failing to materialize. Another Flash Red at 1344 - crew went to G.Q., and secured at 1355. All boats were brought aboard except the LCPL and two smoke boats. At 2040 Flash Red - crew went to G.Q., and commenced making smoke, but at 2109 stopped making smoke and secured.

April 12th - Wind and swells calmed somewhat this morning. At 0340 Flash Red - crew went to G.Q. - commenced making smoke. At 0431 an enemy plane crossed the area from starboard to port. Guns of this ship did not fire. At 0451 an enemy plane identified as a Betty crossed the area, passing this ship from 050° relative to 230° relative, altitude 2000 ft. Guns from nearly all the transport area ships fired. Our 20MM, 40MM and .50 cal. guns fired. Hits were observed, but it was several seconds before the plane caught fire and crashed a good ways out from the area. At 0543 stopped making smoke, and secured from G.Q. at 0618. Lowered boats and opened all hatches except #1. At 0900 LSM 72 tied up port side #3 hatch. At 1100 commenced unloading from #1 hatch. At 1325 Flash Red - crew went to G.Q., and at 1402 LSM 72 cast off loaded with vehicles. At 1410 pontoon barge Nq.21 tied up. At 1450 secured from G.Q. Another G.Q. at 1452 but secured at 1525 and continued unloading. Pontoon barge #21 cast off at 1805. Sunset at 1850. Flash Red again at 1945 - commenced making smoke. Enemy planes failed to penetrate area and ship secured from G.Q. at 2213. At 2300 LSM 72 again tied up port side of #3 hatch. Continued unloading.

April 13th - Continued unloading into LSM 72. At 0317 Flash Red - crew went to G.Q. and unloading operations stopped - commenced making smoke. At 0331 stopped smoking but started again at 0350. Stopped again at 0403 and secured from G.Q. At 0555 continued unloading into LSM 72. At 0745 received news of President Roosevelt's death; word was passed to all hands. At 0759 cast off LSM 72, only partially loaded, on orders from Comtransron 16. Throughout the morning continued unloading vehicles into our own LCM's. Wind very light from NW, force 2 to 5 knots. Sea very still. At 1323 veered anchor chain to 75 fathoms at waters edge because ship was swinging and twisting the chain. (During the 6 days at Okinawa the ship completed 2-3/4 revolutions around the anchor). Unloading #1 hatch into a "duck". At 1746 Flash Red - crew went to G.Q.; crew was at G.Q. five different times before midnight and the ship was in a continuous cloud of smoke. At 1930, 40 army personnel came aboard from APA77 to help in unloading.

April 14th - Continued unloading into small boats. At 0608 LSM 222 tied up starboard side aft. At 0800 half-masted the ensign following SOPA. At 0850 two-blocked the ensign, following SOPA. Wind from the east - force 5 knots. Sea very calm. General Quarters was sounded twice during the morning, at 0903 (secured 0914) and at 1119 (secured 1137). At 1755 the ensign was again half-masted following SOPA. At 1910 LSM 222 cast off. At 0921 - went to G.Q. and commenced making smoke, securing again at 1946. Continued unloading.

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CONFIDENTIAL

Subject: Action Report - Okinawa Operation.

PART III. CHRONOLOGICAL REPORT OF THE ACTION (CONT'D)

April 15th - Continuing the unloading operations. At 0130 completed unloading #2 hold. At 0726 completed unloading #4 hold. At 0800 commenced unloading miscellaneous material and spare parts into LCM's for transfer to beach. At 0832 Flash Red - crew went to G.Q., but secured at 0851. Wind shifted from NE in morning to NW in afternoon, with an average force of 2 knots. At 1200 this ship observed a five minute period of silence and prayer in memory of President Roosevelt. At 1512 the ship was completely unloaded and all hatches were covered. At 1822 Flash Red - crew went to G.Q. At 1840 an enemy plane, instantly and unmistakably identified as an Oscar, came toward the transport area from over the island. Guns from shore batteries and ships opened up and the plane caught fire and crashed into the water. 20MM and 40MM guns fired from this ship. During this action a 20MM shell from another ship struck a gun shield on this vessel, causing 4 casualties (see medical and gunnery reports). At 1924 commenced making smoke but at 2005 the only smoke boat (the other one was covering merchantmen) was ordered to proceed and cover the USS SALT LAKE CITY. This left the ship without smoke coverage and at 2203 smoke pots were put over the side. At 2225 stopped making smoke and secured from G.Q.

April 16th - At 0218 Flash Red - crew went to G.Q., and commenced making smoke. At 0400 an enemy plane showing running lights bombed Kadena airfield. At 0506 secured from G.Q. and ceased making smoke. This ship transferred 4 men with one LCVP (smoke boat), and the eight LCM's, to boat pool, Okinawa. At 0815 weighed anchor and proceeded to sea in company with Transron 16, enroute to Saipan, in accordance with Comtransron 16 sortie order A9-45.

PART IV. ORDNANCE.

A. Ammunition expended through combat operations at Okinawa from 9 April to 16 April 1945, was as follows:

5"/38 Cal. (All types)	None
40MM HET	364 Rounds
40MM HEI(T)	None
20MM HET	153 "
20MM HEI	262 "
*50 Cal. AP	4392 "
*50 Cal. Tracer	2198 "
30 Cal. Ball	None
30 Cal. Tracer	None
30 Cal. Clipped & Bandolier	1500 "
45 Cal. Ball	600 "

*Of the 50 Cal. ammunition shown above, 4266 rounds of AP and 2134 rounds of Tracer was turned over to the Amphibious Boat Pool, Okinawa.

B. Gunnery Action: During the period at Okinawa this vessel was sent to General Quarters twenty two times by enemy air attacks. Because of the efficient air screen only a few enemy planes were able to get through to the transport area. Most of the planes which did get through to the transport area did so at night, during which time an artificial fog created by smoke generators was the principle defense. As concealment was the objective at night, fire was not opened by this vessel while covered by fog, even when enemy planes were caught in the illumination of shore radar controlled searchlights and were within range of automatic weapons.

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Subject: Action Report - Okinawa Operation.

PART IV. ORDNANCE (CONT'D).

This vessel fired three times at enemy aircraft, holding fire each time until planes had been definitely identified as such.

At 1840 on April 15th a Japanese "Oscar" appeared from over the island. Fire was opened by the forward 40MM batteries, followed by the port 20MM guns as the plane entered each's respective zones and ranges. The plane was hit, burst into flames, and crashed into the water, but with the large volume of fire from the transport area it is impossible to say which ships actually scored hits. During this firing a 20MM projectile, fired low from an adjacent ship, struck and detonated against the splinter shield of an after port bridge 20MM mount. The battery officer and three enlisted personnel were injured by shrapnel, although the gunner of the mount was not injured. Material casualties were limited to the cutting of the electrical cables of the power unit of the gunsight and the smashing of its pressure gauge.

Two firings were made upon enemy planes at night, both of which were clearly visible throughout the period of time they were under fire from this vessel's guns. The first occurred at 0431 on April 12th, when the forward part of the ship was completely uncovered by smoke. Two planes, flying in a tight formation at an altitude of about 2000 feet, approached this vessel from the island. As the shore based radar controlled searchlights illuminated them, at about 3000 yards, the leading plane was identified as a Betty. Approaching this ship from 050° relative on an apparent bombing run, the commanding officer ordered the forward 40MM batteries to commence firing. Firing was opened at about 2000 yards and at least five bursts appeared in the wing section of the leading plane, in the vicinity of its port motor. The plane crossed the ship towards 230° relative, dropped no bombs, continued on its course into the 20MM and 40MM fire coming from the transport area, and crashed into the water. The second plane, as soon as bursts appeared in the first plane's wing, banked and turned to its port, and was lost in the darkness.

The third firing occurred at 2124 on April 15th. One of the TOLLAND's smoke boats had been detailed to cover a merchant ship, and the other was ordered during this Flash Red to cover the SALT LAKE CITY. Being anchored on the shore edge of the transport area, with an off shore wind blowing, this vessel was completely out of the smoke screen area and without smoke concealment. Two additional LCVP's were immediately ordered to be equipped with smoke floats, the secondary method of creating artificial fog, and lowered into the water. Before this could be accomplished an enemy bomber was caught in the illumination of shore searchlights as it approached the transport area from over the island. It approached this vessel head on from 000° relative, flying at an altitude of about 4000 feet. When this plane came within maximum effective 40MM range, the forward 40MM batteries were ordered to open fire on the target. The plane then changed its course, moving down our starboard side, but on a course on an opening range. Firing ceased when it moved out of range. Smoke boats were then in operation, making smoke, so no further firing was conducted.

An interesting occurrence took place in the early morning of April 15th. While Flash Red, control Green, was in effect, our night fighters were up. Whenever our planes crossed the transport area, air fields, or shore installations, they had their running lights on. With control Green still in effect, several high speed planes, with running lights on, crossed the transport area from seaward to

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PART IV. ORDNANCE (CONT'D).

land, flying at an altitude of about 3000 feet. As they reached land, each dropped a stick of bombs, starting several fires, switched off their running lights, and were not taken under fire. From this and other air attacks which penetrated the outer defenses, it appeared the enemy was more interested in attacking the air strips and shore installations than the transport areas themselves. Also, it appeared that he preferred to attack with a large number of raids composed of few planes rather than fewer raids composed of more planes in each.

C. Fire Discipline: Throughout this operation the gun crews of this vessel displayed the same good discipline as at Iwo Jima. They were not "trigger happy" while under enemy attack, and fired as they were ordered. Adequate clearance was made of all adjacent vessels, and no firing was conducted on a retreating target.

D. Gunnery Communications: Telephone discipline appeared to be good and communications adequate.

E. Effectiveness of AA Gunnery: For daylight firing against relatively low flying planes where adequate warning exists, the AA effectiveness of this vessel is good. However, radar solutions would materially increase the all around effectiveness of this vessel's armament for high level and night attacks.

F. Performance of all ordnance equipment and ammunition was excellent. In accordance with instructions from Adcomphibspac, four spare 50 Cal. Browning Machine Guns, model M2, were mounted as temporary installations to increase the volume of automatic weapons fire in case of attack by suicide planes. These guns had good arcs of fire, had safety limits installed and also could be brought to bear on the water well within the minimum range limits of the 20MM and 40MM guns, thus giving added protection against enemy suicide boats.

PART V. DAMAGE. None.

PART VI. SPECIAL COMMENTS AND INFORMATION.

A. Amphibious Action.

1. Combat loaded and embarked 4 officers and 212 enlisted men of the 106th Reg. combat team, 27th Army Division, at Espirito Santos, on 22 March 1945. The ship was combat loaded with chiefly vehicles, some rations, ammunition, and general cargo. A total of 1617 short tons was carried. This vessel deviated from the accepted methods of ammunition stowage by stowing ammunition in holds other than specially prepared ammunition stowage spaces. This was necessary because of the large quantity of ammunition carried. Began unloading cargo at Okinawa on 9 April 1945, disembarking troops individually as their assigned vehicles were unloaded. No difficulties were encountered during the period of unloading.

2. Landing Craft carried consisted of 8 LCM(3), 15 LCV(P), and 1 LCP(L). No boats were lost during the operation and all boats were in operating condition upon completion of unloading. The entire combat cargo, with the exception of two ISM loads, was carried to the beach by ship's boats. Operating efficiency of boats and boat crews was excellent, though beachings were made on coral reefs, sometimes under adverse surf conditions.

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PART VI. SPECIAL COMMENTS AND INFORMATION (CONT'D)

B. Combat Information Center:

During the approach to Okinawa, radar was used for stationkeeping, and for occasional radar guard assignments. In connection with radar guard duties, it appeared that little attention was paid to the type radar aboard the various ships. For example, on one occasion this ship was assigned long range air search guard, although our SA radar is almost valueless at ranges over 40 miles. Only once were we assigned long range surface search guard, although our SG radar performs as well as any ship in this squadron, better than most. In the future, perhaps the guard duties can be assigned to those ships whose radar equipment makes them best qualified for a particular assignment.

A chart of the Okinawa area drawn in India ink on tracing paper cut to fit on our DRT, to the scale of 1" equals 6000 yards, was very valuable both during the approach and during our stay in the area. The chart included Okinawa and all the nearby islands, and it indicated the mountains on each island with their location and height, the nature of the shoreline, location of radar picket stations, aircraft rendezvous and reference points, the principle beaches, and the principle airfields.

Since the approach was made during daylight, navigation (or rather piloting) by radar was not necessary, though the CIC watch maintained a continuous plot of the ship's position on this chart using the DRT bug, reoriented when necessary. This not only prepared us for any emergency, but also provided good practice for the radarmen and CIC watch officers.

During the unloading of the ship, a watch was in CIC at all times. The SA and SG were kept in standby condition, and not normally operated during Condition 1A. CIC watchstanders guarded TBS and Local Air Warning net, and were prepared to turn on both radars in case of an approaching bogey or a Flash Blue, whichever arose first. In cases of air attack, the information provided by GTF 51 (voice call Anzac) proved very satisfactory, and from it a summary air plot was maintained in CIC. The courses of bogies were given frequently and accurately, but there was very little word on air speeds and altitude of these enemy planes. There was no difficulty experienced in converting bearings and ranges of approaching bogies (taken from Pt. Bolo) to bearings and ranges from this vessel.

Very few raids were able to reach the transport area, because of the air screen. This was true even on the day that 176 enemy planes ventured near Okinawa. Our SA radar is even less satisfactory while near land than it is at sea. During the thirty odd times we were at General Quarters radar operators were able to pick up enemy planes only twice, and then tracking was difficult. The SG picked up no low flying enemy planes for the large number of ships in the small area made this a slow and difficult process. Since on the retirement of this vessel from Okinawa, our SG with the same operator picked up a low flying B-24 at 33 miles, the handicap was one of location at Okinawa.

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During all air raids, the large chart of the area that we had prepared doubled as a plotting sheet for air raids. By plotting on this chart as well as the polar air plot, we were able to get much the same effect attained by a shore based Fighter Director with his polar coordinates superimposed on a geographical chart of the area. By means of this plot, we could picture the location of enemy planes with reference to the land masses, and notice the similarity of enemy approach courses and evasive tactics. Although a comprehensive report of the enemy attack tactics will be made by the CASCU units, it was very evident that the Japanese pre-

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Subject: Action Report - Okinawa Operation.

PART VI. SPECIAL COMMENTS AND INFORMATION (CONT'D)

ferred reaching land as soon as possible, and then changing course to head for their objective while over land and harder to track. Several times, enemy planes went as far east of Okinawa as 100 miles only to reverse their course and return to attack the island.

During withdrawal from the area, the SG radar was used principally for stationkeeping, and the ship was assigned two days of radar guard duties, short range air search, and long range air search. Nothing eventful happened enroute to Saipan.

C. Communications:

Communications, visual and radio, were conducted in accordance with USF10 A, CentComTwo (as revised by annexes and appendices), and the Operation Plans pertinent to this operation.

For the first time a second fox schedule (Love Fox) was guarded while within 200 miles of the objective, in addition to the regular fox schedule, the tactical CW circuit, the SCR and TBS. In view of the duplication of traffic on the two fox schedules and the necessity of using additional radiomen to man the Love Fox circuit it seems questionable whether (in the case of a ship such as this with a limited number of radiomen) the disadvantages of guarding the additional fox schedule did not outweigh the advantages.

Other than as above noted, the prescribed mode of communications and the performance of personnel aboard this vessel appeared most satisfactory and adequate to the occasion.

D. Use of smoke, camouflage, deception:

Two LCVP's, designated as smoke boats of the TOLLAND, were active seven successive nights, April 9th to 16th, in Okinawa invasion area. Although the primary purpose of the smoke boats was to produce artificial fog screen over this vessel during night air attack, the use of the boats as ship's patrol was emphasized in this operation. Thus, these smoke boats, as patrol craft, maintained constant patrol around ship in an area of 500 yards radius day and night; their purpose being to guard against enemy suicide boat attacks on parent ship, enemy swimmers conveying explosive charges, or floating projectiles or mines in water which would be capable of explosion upon contact.

From April 11th to 13th, one of our two smoke boats was assigned to the SS SILVER BOW VICTORY, merchantman, for duty from sunset to sunrise; this boat remained under operational control of this ship. On April 14th one smoke boat was assigned to SS AFOUNDRIA, merchantman, for duty from sunset to sunrise, and on April 15th one boat was assigned to USS SALT LAKE CITY from sunset to sunrise.

Results of this vessel's smoke boats were favorable. Weather conditions for smoke laying in Okinawa region were excellent. The system of two relief officers and crews for continuous smoke boat patrol increased efficiency of activity immensely. As smoke production was needed frequently here, our generators required constant attention and engineers of each boat crew must be adequately schooled in the care and operation of same.

In addition to producing smoke screens at Okinawa, the boat patrol was instrumental in destroying several navigational hazards within their area. No mines, enemy swimmers, or suicide boats were encountered by this vessel's boats.

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Subject: Action Report - Okinawa Operation.

PART VI. SPECIAL COMMENTS AND INFORMATION (CONT'D)

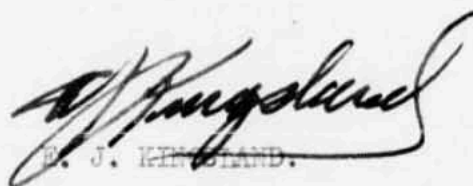
E. Medical Report.

No casualties were evacuated or treated from the beach.

Four casualties occurred on this vessel when a 200MM shell struck a gun shield on the Flying Bridge. One was a Red casualty and was evacuated to the U.S. Naval Hospital Ship, HOPE. Three were white casualties and were returned to duty within three days.

PART VII. No comments.

PART VIII. No comments.


E. J. KINGLAND.ADVANCE COPY TO:
COMPHIBSPAC.

CTS16/A12/A16-3/A9-8
Serial 0115

800
No.
O-R-I-G-I-N-A-L

COMMANDER TRANSPORT SQUADRON SIXTEEN
AMPHIBIOUS FORCES, PACIFIC FLEET
U.S.S. CECIL, Flagship.

CONFIDENTIAL

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

c/o Fleet Post Office,
San Francisco, California.
18 May 1945.

M-sec. 123321
FIRST ENDORSEMENT on

U.S.S. CECIL (APA 96) - Action Report (OKINAWA);
M-sec. 123330 - U.S.S. DEUEL (AP160) - Action Report (OKINAWA);
M-sec. 123331 - U.S.S. DARKE (AP159) - Action Report (OKINAWA);
M-sec. 117406 - U.S.S. HOCKING (AP121) - Action Report (OKINAWA);
M-sec. 123332 - U.S.S. THURSTON (AP 77) - Action Report (OKINAWA);
p. 1 U.S.S. TOLLAND (AKA 64) - Action Report (OKINAWA);
M-sec. 123334 - U.S.S. WHITESIDE (AKA90) - Action Report (OKINAWA).

From: Commander Transport Squadron SIXTEEN (Commander Transport Division FORTY-SIX).
To : The Commander in Chief, U. S. Fleet.
Via : (1) Commander Amphibious Forces, U. S. Pacific Fleet.
(2) Commander in Chief, U. S. Pacific Fleet.
Subject: ACTION REPORT - OKINAWA, Phase I; Period 9 April to 16 April 1945.

1. Forwarded.

2. Referring to the remarks of the U.S.S. TOLLAND relative to the assignment of the long range radar guard to that ship, the following comment is made:

(a) In the preparation of the guard schedule, consideration was given to the types of radar gear on board the ships of the squadron. The superiorities and advantages of SC over SA gear are understood, and every attempt is made to exploit them. With only four (4) ships in the squadron equipped with SCs, it is necessary for some long range air searches to be made with SA (also a long range air set), since two such guards are stood simultaneously.

(b) That the TOLLAND's SG performs as well as any in the squadron is appreciated. Unlike the case of the SC, the squadron is well equipped with SG equipment. Consequently, each ship is called upon for that guard less frequently. However, each ship's SG works continuously as a station keeping instrument.

CTS16/A12/A16-3/A9-8
Serial 0115

ORIGINAL

COMMANDER TRANSPORT SQUADRON SIXTEEN
AMPHIBIOUS FORCES, PACIFIC FLEET
U.S.S. CECIL, Flagship

CONFIDENTIAL

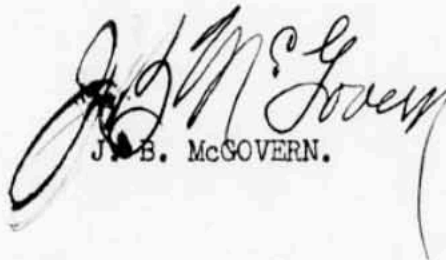
C-O-N-F-I-D-E-N-T-I-A-L

18 May 1945

FIRST ENDORSEMENT on Transport Division FORTY-SIX - Action Report (OKINAWA).

Subject: ACTION REPORT - OKINAWA, Phase I; Period 9 April to 16 April 1945.

3. The Action Report of the U.S.S. HOCKING is hereby downgraded from
SECRET to CONFIDENTIAL.


J. B. McGOVERN.

Copy to:

CO, CECIL (APA96)
CO, DEUEL (APA160)
CO, DARKE (APA159)
CO, HOCKING (APA121)
CO, THURSTON (AP 77)
CO, TOLLAND (AKA 64)
CO, WHITESIDE (AKA 90)

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Reg. 66610
R. S. #

OFFICE OF THE COMMANDER
AMPHIBIOUS FORCES, U. S. PACIFIC FLEET
SAN FRANCISCO, CALIFORNIA

CAF/A16-3(3)

05/rn

Serial: 0875

C 05511

12 JUN 1945

CONFIDENTIAL

SECOND ENDORSEMENT to
USS CECIL, DEUEL, DARKE,
HOCKING, THURSTON, TOLLAND,
& WHITESIDE Action Report's
on OKINAWA.

From: Commander Amphibious Forces, U. S. Pacific Fleet.
To : Commander in Chief, United States Fleet.
Via : Commander in Chief, U. S. Pacific Fleet.

Subject: ACTION REPORT - OKINAWA, Phase I; Period 9 April
to 16 April 1945.

1. Forwarded. Comments will be forwarded at a later date
if deemed advisable.

H. G. Heedy
H. G. HEEDY,
By direction.

26 JUN 1945

3RD Endorsement.

Copy to:
ComFIFTH Fleet
CO, USS CECIL
CO, USS DEUEL
CO, USS HOCKING
CO, USS THURSTON
CO, USS TOLLAND
CO, USS WHITESIDE
CO, USS DARKE

From: CinCPac
To: CominCh

1. Forwarded.

2. This comment is considered
appropriate, it will be included in
CinCPac's Monthly Report of Operations
in the Pacific Ocean Areas for the
month concerned.

R. E. Keeton

R. E. KEETON
By direction