

Courtesy Frank Gerhardt

REG. NO 488
S. NO
REG. SHEET NO 74

USS STOKES, AKA-68

File: AKA68/(efs)

Ser.: 013

Fleet Post Office
San Francisco, Cal.
29 June 1945

CONFIDENTIAL

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

Subject: War Diaries

Reference: (a) Cominch ltr 4-25-45, Serial 3750

Enclosures: (A) War Diary for November 1944
(B) War Diary for December 1944

1. (A) and (B) are enclosed in accordance with reference (a).

G. W. Graber
G. W. GRABER

129356

AKA68/A12-1/(hj1)

CONFIDENTIAL

30 November 1944

From: Commanding Officer
 To : (1) Cominch, United States Fleet
 (2) CominchPac

Reference: (a) Pacific Fleet CL-2-44

In accordance with reference (a) the War Diary for November, 1944 is submitted herewith.

Attached - Fifth Fleet Amphibious Force 53 Attack Force
 TransRon 15
 TransDiv 45

4 November 1944

Zone Time / 4
 Port Duty Watch

At 1602 U.S.S. STOKES (AKA 68) was put in commission this date, orders read and acceptance of command by Lt. Comdr., G.W. GRABER, USNR, Commanding Officer, with Captain G.E. BAKER, USN, officiating at ceremonies. Watch was set. Moored port side to Pier 321, Berth 43 Navy Yard, Charleston, S.C. At 1801 underway assisted by tugs. 1839 moored starboard side to Pier "A" Navy Yard, Charleston, S.C.

5 November 1944

Zone Time / 4
 Port Duty Watch

Moored as the day before. Took on board ammunition allowance.

6 November 1944

Zone Time / 4
 Port Duty Watch

Moored as the day before. At 0835 underway from Navy Yard, Charleston proceeding to Clyde Mallory Dock to take aboard ship's allowance of supplies and stores. 1004 moored starboard side to Clyde Mallory Dock, Charleston, S.C.,

7 November 1944

Zone Time / 4
 Port Duty Watch

Moored as the day before. Taking aboard ships stores and supplies.

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8 November 1944

Zone Time \neq 4
Port Duty Watch

Moored as the day before, taking aboard ships stores and supplies. 1300 exercised crew at abandon ship stations. 1305 secured from abandon ship stations.

9 November 1944

Zone Time \neq 4
Port Duty Watch

Moored as the day before. At 0944 underway on various courses and speeds for Deperming Station Navy Yard, Charleston, S.C., 1047 moored port side to Deperming Station Dock, Navy Yard, Charleston, S.C. At 1645 exercised crew at general quarters stations. 1710 secured from general quarters.

10 November 1944

Zone Time \neq 4
Port Duty Watch

Moored as the day before. At 0817 underway to make runs on Degaussing Range and to swing ship and compensate magnetic compasses. At 1131 completed degaussing and swinging ship, proceeding toward channel entrance on various courses and speeds. 1158 set steaming watch condition #3. At 1311 went to general quarters and set material condition ABLE and condition of readiness I. Commenced making speed runs, turning circles, and test firing all guns. 398 rounds of 20MM expended and 96 rounds of 40MM and 4 rounds of 5" 38 expended. 1532 secured from general quarters. Set material condition BAKER and condition of readiness III. At 1601 exercised crew at fire drill. Proceeding through channel on various courses and speeds. At 1800 moored port side to U.S.S. TATE AKA 70.

11 November 1944

Zone Time \neq 4
Port Duty Watch

Moored as the day before. No remarks.

12 November 1944

Zone Time \neq 4
Port Duty Watch

Moored as the day before. At 1403 shifting berths by aid of tugs to Dock 317 - Berth F-5. 1450 moored port side to Dock 317 - Berth F-5.

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13 November 1944

Zone Time / 4

Port Duty Watch

Moored as the day before. No remarks.

14 November 1944

Zone Time / 4

Port Duty Watch

Moored as the day before. At 0743 underway on various courses and speeds to shift to pier 317E Berth B-3, Navy Yard, Charleston, S.C. At 0808 moored port side to U.S.S. SATELITE 70, Pier 317E Berth B-3, Navy Yard, Charleston, S.C.

15 November 1944

Zone Time / 4

Port Duty Watch

Moored as the day before. At 0832 underway proceeding to sea on various courses and speeds to conform to channel. 1057 took departure on buoy SAC abeam to port, distance 50 yards. Set base course 065° T full speed 16.6 knots. 1105 set material condition BAKER and condition of readiness III enroute to Norfolk, Va. 2158 sighted Cape Lookout Light bearing 030° T.

Positions:	1200	32° 45' N	79° 21' W
	2000	33° 35' N	77° 05' W

16 November 1944

Zone Time / 4

Condition III Watches

Steaming as the day before. At 1155 channel buoy "S6" abeam to port distance 500 yards. Steaming on various courses and speeds conforming to swept channel. 1644 anchored in 12 fathoms of water with 60 fathoms of chain to port anchor in anchorage #4 Hampton Rhodes, Va.

Positions:	0800	36° 10' N	74° 43' W
	1200	36° 55' N	75° 12' W
	2000	36° 58' N	76° 20' W

17 November 1944

Zone Time / 4

Port Duty Watch

Anchored as the day before. At 0830 held general drills. 0940 secured from general drills. At 1450 underway on various courses and speeds proceeding to pier #4, N.O.B., Norfolk, Va. 1533 moored port side to berth 32, pier H, N.O.B., Norfolk, Va.

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18 November 1944

Zone Time / 4

Port Duty Watch

Moored as the day before. At 0715 underway on various courses and speeds to Area H, Hampton Rhodes, Va. 0743 anchored in Area H, Hampton Rhodes, Va. Received complement of landing craft from NLFED, Newton Park, Virginia.

19 November 1944

Zone Time / 4

Port Duty Watch

Anchored as the day before. At 0842 underway to swing ship and run degaussing range. Steaming on various courses and speeds to conform to channels in the Chesapeake Bay Area. 1656 anchored in 40 feet of water off Cape Charles City, Va.

20 November 1944

Zone Time / 4

Port Duty Watch

Anchored as the day before. At 0816 underway on a course 330° proceeding to Cove Point, Maryland to undergo shakedown tests on a handling of landing craft. 1540 anchored in 50 feet of water with Cove Point Lighthouse bearing 325° T.

21 November 1944

Zone Time / 4

Port Duty Watch

Anchored as the day before. At 0830 set condition on IA and commenced shakedown tests on handling of ships landing craft. 1140 tests secured and hoisted in all boats. 1455 secured condition IA.

22 November 1944

Zone Time / 4

Port Duty Watches.

Anchored as the day before. At 0807 set condition on IA. 0810 commenced scheduled amphibious boat training operation. 1752 completed scheduled amphibious boat training. 1759 secured from condition IA.

23 November 1944

Zone Time / 4

Port Duty Watches

Anchored as the day before. 0827 set condition and commenced scheduled amphibious boat training operations. 1630 completed scheduled amphibious training operations.

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24 November 1944

Zone Time / 4
Port Duty Watch

Anchored as the day before. At 0558 underway proceeding to firing area Northern "C", during this training schedule made tracking runs on Battle Rafts, and towed sleeves. Runs made were both dry and firing runs. 1603 completed firing operation and proceeded on various courses and speeds to anchorage off Cove Point, Maryland. Days operations were very satisfactory.

25 November 1944

Zone Time / 4
Port Duty Watch

Anchored as the day before. At 0805 underway proceeding to area Southern "B" for firing practice. Steaming on various courses and speeds to conform to channel. 1230 commenced target firing practice at towed sleeves. 1410 ceased target firing practice. Today's operation proved very satisfactory and above yesterday's results. Returned to anchorage off Cove Point light, on various courses and speeds. At 1736 anchored in 8 fathoms of water, with Cove Point Light, Maryland bearing 332° T.

26 November 1944

Zone Time / 4
Port Duty Watch

Anchored as the day before. At 1302 underway on various courses and speeds. At 1356 test streamed paravanes, results satisfactory. 1429 retrieved paravanes. Returned to lower Chesapeake Area and anchored in 8 fathoms of water at 1749 off Annapolis, Maryland preparatory to making measured mile runs tomorrow.

27 November 1944

Zone Time / 4
Port Duty Watch

Anchored as the day before. At 0935 underway from anchorage on various courses and speeds, proceeding to measured mile range. 0954 buoy "200" Northern measured mile range abeam to port. Commenced measured mile range runs. 1704 completed measured mile runs and continued scheduled shakedown tests. At 1750 anchored off Kent Island, Annapolis, Maryland.

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28 November 1944

Zone Time \neq 4

Port Duty Watch

Anchored as the day before. At 0854 underway from anchorage on various courses and speeds to conform with channels. At 1803 anchored off Cap Charles City, Virginia in fifty (50) feet of water.

29 November 1944

Zone Time \neq 4

Port Duty Watch

Anchored as the day before. At 1012 underway on various courses and speeds to rendezvous with U.S.S. CARTER (DE 112) to carry out scheduled fueling underway training. 1122 commenced fueling underway operations. At 1137 secured from fueling underway operation, results of operation were excellent and ran very smoothly. With shakedown schedule completed and all scheduled tests and operations carried out satisfactorily, we returned to Hampton Rhodes, Va. and anchored in berth 6 at 1706.

30 November 1944

Zone Time \neq 4

Port Duty Watch

Anchored as the day before. Underway at 1318 maneuvering on various courses and speeds to conform with channel proceeding to Norfolk Navy Yard, Portsmouth, Va. for scheduled shakedown availability. At 1520 moored port side to Dock #8, Norfolk Navy Yard, Portsmouth, Va.

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CONFIDENTIAL

31 December 1944

From: Commanding Officer.
 To : (1) Cominch, United States Fleet
 (2) CominchPac.
 Reference: (a) Pacific Fleet CL-2-44.

In accordance with reference (a) the War Diary for December, 1944 is submitted herewith.

Attached - Fifth Fleet Amphibious Force 53 Attack Force
 TransRon 15
 TransDiv 45

1 - 4 December 1944

Zone Time \neq 4
 Port Duty Watch.

Moored in drydock #8, Norfolk Navy Yard, Portsmouth, Va. undergoing repairs and alterations as per scheduled by Shakedown Schedule.

5 December 1944

Zone Time \neq 4
 Port Duty Watch

Moored as the day before. At 1602 underway on various courses and speeds to conform with channel, proceeding from Norfolk Navy Yard to Berth #41, Pier #4, NOB, Norfolk, Va. At 1650 moored starboard side to Berth #41 Pier #4, N.O.B. Norfolk, Va. At 1940 commenced loading cargo.

6 - 9 December 1944

Zone Time \neq 4
 Port Duty Watch.

Moored as the day before and continued loading cargo. No remarks

10 December 1944

Zone Time \neq 4
 Port Duty Watch

Moored as the day before, and continued loading cargo. At 0300 finished loading cargo. At 1100 a draft of 130 men reported aboard for transportation and further transfer in accordance with sealed orders and BuPers dispatch #281238 of November 1944. Underway at 1223 from Pier 4, Berth 41, NOB, Norfolk, Va. to anchorage berth #6, Hampton Rhodes, Va. Anchored at 1348 in berth #6, Hampton Rhodes, Va. At 1420 7 officers reported aboard in accordance with BuPers orders 315121M-6 for transportation.

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11 December 1944

Zone Time \neq 4
 Port Duty Watch.

Anchored as the day before. Underway at 1500 steaming on various courses and speeds to conform with swept sea channel in company with U.S.S. SUFFOLK (AKA69) and U.S.S. TORRANCE (AKA76). At 1746 took departure from buoy "XS" and set course 133° T. Speed 15 knots. Steaming in column formation with U.S.S. SUFFOLK (AKA69) as guide. Steaming without surface or air escort.

12 December 1944

Zone Time \neq 4
 Condition III.

Steaming as the day before. Steaming in heavy weather force 10 winds, 1 sea, 5-6 and swell 5-6. Experienced difficulty keeping head of ship into the sea. Maintaining a constant 30° starboard rudder angle throughout the storm. At 0618, LCVP #12 and LCM (3) #2 carried away gripes and were lost over the port side damaging booms and deck gear as they went over. Gear was damaged beyond safe useage. 1423 #6 port five-ton boom on #2 hatch, was carried away by a heavy sea. Lost sight of U.S.S. SUFFOLK and U.S.S. TORRANCE.

Positions:	1200	34° 16' N	73° 14' W
	2000	36° 33' N	74° 09' W

13 December 1944

Zone time \neq 4
 Condition III

Steaming as the day before. Sea and wind quieting down. At 2215 increased speed to standard 13.7 knots.

Positions:	0800	33° 30' N	73° 48' W
	1200	33° 10' N	72° 45' W
	2000	32° 52' N	70° 39' W

14 December 1944

Zone Time \neq 4
 Condition III

Steaming as the day before. Increased speed at 0750 to full speed 16.8 knots.

Positions:	0800	30° 53' N	70° 53' W
	1200	30° 00' N	69° 57' W
	2000	28° 12' N	68° 25' W

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15 December 1944

Zone Time \neq 4

Condition III

Steaming as the day before. No remarks.

Positions:	0800	25° 00' N	68° 15' W
	1200	23° 56' N	68° 07' W
	2000	21° 34' N	68° 05' W

16 December 1944

Zone Time \neq 4

Condition III

Steaming as the day before. At 0845 sighted Cape Egano Lighthouse bearing 273° T distance 12 miles. At 1034 Mona Islands abeam to port, distance 9.5 miles. Zig Zagging according to plan #56. Sighted and rejoined the U.S.S. SUFFOLE (AKA69) and U.S.S. TORRANCE (AKA76).

Positions:	0800	18° 35' N	68° 00' W
	1200	17° 49' N	68° 12' W
	2000	16° 09' N	69° 21' W

17 December 1944

Zone Time \neq 4

Condition III

Steaming as the day before. Commenced zig zagging according to plan #6, U.S.F. 10A.

Position:	0800	13° 52' N	70° 57' W
	1200	13° 05' N	71° 27' W
	2000	12° 27' N	72° 12' W

18 December 1944

Zone Time \neq 4

Condition III

Steaming as the day before. No remarks.

Positions:	0800	11° 32' N	76° 02' W
	1200	11° 08' N	77° 10' W
	2000	10° 37' N	78° 22' W

19 December 1944

Zone Time \neq 4

Condition III

Steaming as the day before. At 0420 sighted Isle De Grande Light bearing 208° T, distance 20 miles. At 0645 Isle de Grande light abeam to port. At 0830 entered Panama swept channel maneuvering on various courses and speeds. At 1007 moored starboard side to Pier 9B, Manzanella Island, Cristobal, Panama. Arrangements made to make necessary repairs and replace gear damaged or lost to the storm of 11 December and 12 December. Retarded ships clocks one hour to \neq 5 zone time.

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20 December 1944

Zone Time \neq 5
Port Duty Watches

Moored as the day before. Workmen making repair to damaged booms and replacing boom lost over the side. 1335 underway and proceeding on various courses and speeds to coaling pier, berth 16C. At 1425 moored starboard side to South West side of Berth 16-C, Cristobal, C.A.

21 December 1944

Zone Time \neq 5
Port Duty Watches

Moored as the day before. Underway at 1512 on various courses and speeds to Panama Canal Entrance. At 1633 making entry through Gatun Locks and Panama Canal. 2205 completed transit through the Panama Canal. 2326 Set Material Condition Baker and condition of readiness II. 2325 took departure from Tabaguilla Light abeam to starboard 11.5 miles.

22 December 1944

Zone Time \neq 5
Condition II

Steaming as the day before. No remarks.

Positions:	0800	07° 02' N	80° 10' W
	1200	06° 50' N	81° 05' W
	2000	06° 50' N	83° 00' W

23 December 1944

Zone Time \neq 5
Condition II

Steaming as the day before. At 1000 exercised at general drills. 1025 secured from general drills. 2200 retarded ship's clocks one hour to \neq 6 zone time.

Positions:	0800	06° 50' N	85° 51' N
	1200	07° 08' N	86° 08' N
	2000	07° 49' N	88° 46' N

24 December 1944

Zone Time \neq 6
Condition II

Steaming as the day before. 1300 held general drills. 1330 secured from generaldrills.

Positions:	0800	08° 55' N	92° 05' W
	1200	09° 15' N	93° 12' W
	2000	10° 02' N	95° 21' W

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25 December 1944

Zone Time \neq 6
 Condition II
 Steaming as the day before. No remarks.
 Positions: 0800 10° 56' N 98° 24' W
 2200 11° 15' N 99° 32' W
 2000 11° 55' N 101° 46' W

26 December 1944

Zone Time \neq 6
 Condition II
 Steaming as the day before. At 1000 retarded ships clocks one hour to \neq 7 zone time.
 Positions: 0800 12° 46' N 104° 36' W
 1200 13° 06' N 105° 53' W
 2000 13° 45' N 107° 51' W

27 December 1944

Zone Time \neq 7
 Condition II
 Steaming as the day before. 1300 held general drills. 1337 secured from general drills.
 Positions: 0800 14° 45' N 111° 03' W
 1200 14° 53' N 111° 54' W
 2000 15° 23' N 113° 59' W

28 December 1944

Zone Time \neq 7
 Condition II
 Steaming as the day before. Held general drills at 1300, and secured from same at 1326. At 1900 retarded ships clocks one hour to conform to \neq 8 zone time.
 Positions: 0800 16° 08' N 117° 05' W
 1200 16° 33' N 118° 11' W
 2000 16° 42' N 120° 10' W

29 December 1944

Zone Time \neq 8
 Condition II
 Steaming as the day before. No remarks.
 Positions: 0800 17° 45' N 123° 51' W
 1200 17° 52' N 124° 57' W
 2000 18° 06' N 127° 42' W

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30 December 1944

Zone Time \neq 8

Condition II

Steaming as the day before. Held general drills at 1300. Secured from same at 1328. 1900 retarded ships clocks one hour to \neq zone time.

Positions:	0800	18° 58' N	130° 25' W
	1200	19° 07' N	131° 34' W
	2000	19° 07' N	134° 05' W

31 December 1944

Zone Time \neq 9

Condition II

Steaming as the day before. No remarks.

Positions:	0800	19° 53' N	137° 21' W
	1200	20° 02' N	138° 02' W
	2000	20° 18' N	140° 30' W

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CONFIDENTIAL

1 March 1945

From: Commanding Officer
 To : (1) Cominch, United States Fleet
 (2) CominchPac
 Subject: War Diary
 Reference: (a) Pacific Fleet CL-2-44

1. In accordance with reference (a) the War Diary for January is submitted herewith.

Attached - FIFTH Fleet Amphibious Force Attack Force 53.
 TransRon 15
 TransDiv 45

1 January 1945

Zone time - 9

Underway enroute from NOB, Norfolk, Va. to Pearl Harbor, operating singly without surface or air escort, in obedience to orders to discharge load of general cargo at Pearl Harbor. 2100 retarded ship's clocks $\frac{1}{2}$ hour to conform with - $9\frac{1}{2}$ zone time.

Positions:	0900	20°33' N	144°12' W
	1200	20°41' N	145°23' W
	2000	20°53' N	147°37' W

2 January 1945

Zone time - $9\frac{1}{2}$

Steaming as the day before. No comments.

Positions:	0800	21°03' N	151°02' W
	1200	21°02' N	152°07' W
	2000	21°11' N	154°15' W

3 January 1945

Steaming as the day before. Makapu Light, Island of Oahu abeam to starboard, distance 8 miles. At 1209 Diamond Head Light abeam to starboard, distance 2.5 miles. At 1324 entered Pearl Harbor swept channel. At 1436 moored starboard side to Pier King 3.

Positions:	0800	21°22' N	157°04' W
	1200	21°15' N	157°50' W

4 January 1945

Transferred draft of 100 passengers in accordance with BuPers dispatch 2181238 of November 1944 verbal orders of ComSerLant.

5 January 1945 to 11 January 1945

Discharging cargo at Pier King 3, Pearl Harbor.

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12 January 1945

Transferred by order of ComPhibPac dispatch #120151 from TransRon -15. TransDiv 45 for temporary duty with TransDiv 48 TransRon 16. Underway at 1522 on various courses and speeds to conform with Pearl Harbor swept channel, enroute from Pearl Harbor to Hilo Bay, Hawaii. At 1648 took departure from seaward end of channel and set course 105°T. and pgc. Steaming with PC 487 as escort vessel.

Positions: 2000 21°21' N 157°57' W

13 January 1945

Steaming as the day before. At 1120 PC 487 secured from screening operations. At 1137 entered Hilo Bay swept channel. At 1254 moored starboard side to North end of Pier #1 Hilo Bay, Hawaii. Preparing all hatches for loading. At 1745 began combat unit loading all hatches for secret Amphibian Operation.

14 - 17 January 1945

Continued combat unit loading. At 1530 completed combat unit loading. Embarked 143 officers and enlisted men as passengers.

18 January 1945

Underway at 0801 to shift berth from north end of Pier #1 to anchorage in Hilo Bay. At 0852 anchored in 8 fathom of water with 45 fathom of chain to starboard anchor. At 1635 underway once more from Hilo Bay enroute to Honolulu Harbor, Honolulu. At 1641 took departure on lighted on lighted buoy LBR and set course in company with USS CREW (DD 108) as surface escort.

19 January 1945

Steaming as the day before. At 0756 Diamond Head Light abeam to starboard, distance 4 miles. At 0802 steaming independently. U.S.S. CREW (DD 108) detached from escort duty. At 0845 entered Honolulu swept channel. At 0921 moored port side to Pier #20 Honolulu Harbor.

20 January 1945

Moored as the day before. At 1030 draft of 18 men and 11 war dogs reported on board for transportation, destination unknown.

21 January 1945

Moored as the day before. At 0957 underway from Pier #20 Honolulu Harbor, Honolulu, enroute to Pearl Harbor. At 1055 entered Pearl Harbor swept channel. At 1233 moored port side to starboard side merchant ship, SS SEA RUNNER in berth "X" 3 at Pearl Harbor.

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22 - 26 January 1945

Moored as before. At 1435 maneuvered on various courses and speeds from Berth "X"3 Pearl Harbor, enroute to Pier #7 Honolulu Harbor, Honolulu. At 1910 in pursuant to orders, reference CG 5th Marine Division field message date 24 January 1945.

27 January 1945

Moored as the day before. Underway in accordance with orders in column astern of U.S.S. DICKENS (APA161) in sectional Transport Division 48 Ship on condition II. At 1627 exercised at General Quarters. At 1705 commenced firing exercises at towed sleeve. 1809 secured from firing exercises and General Quarters. 1900 retarded all clocks one hour to conform to zone - 10 $\frac{1}{2}$ time.

Positions:	1200	21°13' N	157°56'45" W
	2000	20°20' N	159°25' W

28 January 1945

Zone Time - 10 $\frac{1}{2}$

Ship on condition II

0555 held General Quarters. 0710 secured from General Quarters.

Conducted exercises in accordance with instructions.

Positions:	0800	19°33' N	162°06' W
	1200	19°40' N	162°14' W
	2000	19°35' N	163°51' W

29 January 1945

Zone Time - 10 $\frac{1}{2}$

0610 General Quarters. 0725 secured from General Quarters. Conducted exercise in accordance with instruction. 1930 retarded clocks $\frac{1}{2}$ hour to conform with Zone - 11 time.

Positions:	0800	19°25' N	166°15' W
	1200	19°19' N	167°06' W
	2000	19°02' N	168°39' W

30 January 1945

Zone Time - 11

Ship on condition II

0559 General Quarters. 0702 secured from General Quarters. Conducted exercise in accordance with instruction. Drone firing. Shot down one drone plane. Expended 75 rounds of 40MM's and 154 rounds of 20MM's during firing exercise; no casualties.

Positions:	0800	18°40' N	171°28' W
	1200	18°28' N	172°23' W
	2000	18°04' N	174°08' W

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31 January 1945

Zone Time - 11 $\frac{1}{2}$

Ship on Condition II

0550 General Quarters. 0700 secured from General Quarters. Conducted exercise in accordance with instructions.

Positions:	0800	17°36' N	176°43' W
	1200	17°15' N	177°37' W
	2000	16°49' N	179°19' W

USS STOKES (AKA68)

None

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CONFIDENTIAL

1 March 1945

From: Commanding Officer
To : (1) Cominch, United States Fleet
(2) CominchPac

Reference: (a) Pacific Fleet CL-2-44

1. In accordance with reference (a) the War Diary for February is submitted herewith.

Attached - FIFTH Fleet Amphibious Force Attack Force 53
53.1 Transport Group ABLE (Transron 16)
53.1.3 TransDiv 48

2 February 1945 (East Longitude Date)

Zone time - 11½

Ship on condition II

0607 General Quarters. 0708 secured from general quarters. Conducted exercise in accordance with instructions. 1800 retarded all ship's clocks ½ hour to conform with zone - 12 time.

Positions:	0800	16°12' N	178°07' W
	1200	15°54' N	177°14' W
	2000	15°32' N	175°32' W

3 February 1945

Zone time - 12

Ship on condition II

0555 General Quarters. 0700 secured from general quarters. Conducted exercise in accordance with instructions. 1838 general quarters. 1932 secured from general quarters.

Positions:	0800	14°49' N	172°50' E
	1200	14°29' N	171°50' E
	2000	14°03' N	170°16' E

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4 February 1945

Zone Time - 12

Ship on condition II

0615 General Quarters 0724 secured from General Quarters. 1227 changed formation for drone firing drill. Commenced drone firing exercise. 1438 completed drone firing exercise; no casualties. Expended 360 rounds of 40MM's and 1536 rounds of 20MM's. Regained formation. 1800 retarded ship's clocks $\frac{1}{2}$ hour to conform to zone -11 $\frac{1}{2}$ time. 1833 General Quarters. 1910 secured from General Quarters. Conducted exercise in accordance with instructions.

5 February 1945

Zone Time - 11 $\frac{1}{2}$

Ship on condition II

0601 held General Quarters. 0700 secured from General Quarters. At 0930 retarded ship's clocks $\frac{1}{2}$ hour to conform with zone -11 time. At 0907 changed formation as instructed for entering Eniwetok Lagoon through Deep Entrance. 1415 anchored in berth 399 in 21 fathoms of water with 75 fathom of chain to starboard anchor.

6 February 1945

Zone Time - 11

At 1137 underway and standing by to refuel from tanker X117 in berth #401. At 1750 completed refueling and got underway to anchorage #399. 1900 anchored in berth #399 in 21 fathoms of water with 45 fathoms of chain to starboard anchor.

7 February 1945

Zone Time - 11

Anchored as the day before in berth #399. At 1215 underway, proceeding from Eniwetok Lagoon. Cruising formation 3AL2 of Transport Group ABLE movement plan. At 1515 commenced firing exercise at towed sleeve. 1637 completed firing exercise. 1527 rounds of 20MM, 824 rounds of 40MM ammunition expended; one ruptured cartridge casualty occurred on #5-20MM gun. 1817 General Quarters. 1911 secured from General Quarters. Conducted exercise in accordance with instructions.

Positions: 2000 11°03' N 162°02' E

8 February 1945

Zone Time - 11

Ship on condition II

At 0538 General Quarters. 0636 secured from General Quarters. Conducted exercise in accordance with instructions. 1830 General Quarters. 1923 secured from General Quarters.

Positions: 0800 11°49' N 159°42' E
 1200 11°54' N 158°46' E
 2000 12°14' N 157°13' E

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9 February 1945

Zone time - 11

Ship on condition II

At 0604 General Quarters. 0710 secured from General Quarters. Conducted drills and exercise in accordance with instructions. 1800 retarded ship's clocks $\frac{1}{2}$ hour to conform with zone $-10\frac{1}{2}$ time. At 1833 General Quarters. 1907 secured from General Quarters.

Positions:	0800	12°53' N	154°41' E
	1200	12°56' N	153°57' E
	2000	13°18' N	152°14' E

10 February 1945

Zone time - $10\frac{1}{2}$

Ship on condition II

At 0555 held General Quarters. 0640 secured from General Quarters. Conducted drills and exercise in accordance with instructions. 1800 retarded ship's clocks $\frac{1}{2}$ hour to conform with zone -10 time. 1812 held General Quarters. 1853 secured from General Quarters.

Positions:	0800	13°47' N	149°47' E
	1200	13°54' N	149°17' E
	2000	14°15' N	147°46' E

11 February 1945

Zone time -10

Ship on condition II

At 0542 General Quarters. 0633 secured from General Quarters. 0817 proceeding to anchorage at Saipan. 1027 anchored in 17 fathoms of water. 68 fathoms of chain to starboard anchor (anchored on shelf). 1934 underway shifting anchorage. 2300 anchored in 48 fathoms of water with 90 fathoms of chain to port anchor.

12 February 1945

Zone time -10

Ship on condition II

1600 prepared to get underway to proceed on assigned mission (rehearsal area off Tinian Island) in formation 3AL2.

Positions:	2000	15°14' N	145°40' E
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13 February 1945

Zone time - 10

Ship on condition II

0532 arrived rehearsal area. 0540 held General Quarters. Set condition 1A. 0644 commenced boat lowering operations. All boats dispatched on schedule in accordance with boat allocation table. 1500 completed rehearsal all boats on board. 1657 proceeded to anchorage at Saipan Harbor 1906 anchored in berth M4 in 17 fathoms of water with 75 fathom of chain to port anchor. Set condition II

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14 February 1945

Zone time - 10

Anchored as previous day in Saipan Harbor. Ship set on condition II. gun watches. 2147 warning flash "Blue". Went to General Quarters, smoke boats and ship's smoke generators laid smoke screen. 2212 flash #White" all clear; no action. 2236 secured from General Quarters.

15 February 1945

Zone time - 10

Ship on condition II.

Anchored as previous day. 1411 commenced smoke plan exercise. 1425 completed smoke exercises.

16 February 1945

Zone time - 10

Condition II gun watch

At 1536 underway and rendezvous in accordance to Sortie plan. 1705 in assigned position in accordance with formation plan 3AL2, enroute to objective. 1821 General Quarters. 1912 secured from General Quarters.

Positions: 2000 15°19' N 145°03' E

17 February 1945

Zone time - 10

Condition II

At 0552 General Quarters. 0646 secured from General Quarters. 1825 executed emergency turn. General Quarters. TBS receiver not in operating condition. 1919 resumed base course. TBS in operating condition 1927 secured from General Quarters.

Positions: 0800 16°15' N 142°46' E
1200 16°57' N 143°05' E
2000 18°07' N 142°05' E

18 February 1945

Zone time - 10

Condition II

At 0601 held General Quarters. 0705 secured from General Quarters. Enroute to objective. 1829 General Quarters. 1908 secured from General Quarters.

Positions: 0800 20°19' N 142°44' E
1200 20°51' N 142°15' E
2000 22°31' N 141°13' E

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CONFIDENTIAL

19 February 1945 D-Day

Zone time - 10

Condition II

At 0531 General Quarters. 0634 secured from General Quarters and set condition IA. Arrived transport area Iwo Jima. 0638 commenced hoisting out boats. 0900 H-Hour all boats dispatched on schedule. At 1651 commenced hoisting available boats aboard. Made preparations to retire from Transport Area. 1804 secured from condition IA and set condition II. Proceeded to sea in accordance with instructions, disposition 3AL2. 1913 O.T.C. reported radar contact with enemy planes, went to General Quarters. 2105 secured from General Quarters. Planes contacted retired from area. Set condition II

Positions:	0800	24°35' N	141°31' E
	1200	24°38' N	141°31' E
	2000	24°31' N	141°31' E

20 February 1945, D-1

Zone time - 10

Condition II

At 0545 General Quarters. 0642 secured and set condition IA. 0725 commenced unloading boats to discharge cargo on instructions. 1745 retired from transport area as by instructions from O.T.C.

Positions: Transport Area ABLE

21 February 1945, D-2

Zone time - 10

Condition II

At 0522 arrived transport Area ABLE. Resumed discharging cargo as directed. 1713 made preparations to repulse air attack. 1714 General Quarters. Enemy aircraft contact by radar reported. No action encountered. 2207 secured from General Quarters.

Positions: Transport Area ABLE and retirement area.

22 February 1945

Zone time - 10

Condition II

At 0520 arrived transport area. 0651 set condition II. Continued discharging cargo as directed. 1505 went to General Quarters. Enemy aircraft reported by radar. 1549 enemy planes reported departed from area, no action encountered. At 1743 secured from condition IA and set condition II and proceeded to retirement area in accordance with instructions.

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23 February 1945

Zone time - 10

Condition II

Enroute from retirement area to transport anchorage area. 1115 anchored in berth 20, in 22 fathom of water with 105 fathom of chain to starboard anchor. Set condition 1A, continued discharging cargo throughout the day. 1053 1053 thirty-one (31) casualties were received from the beach. At 1910 received warning of contact by radar of approach of enemy planes. 1925 enemy planes overhead, commenced firing. 1927 ceased firing. 1935 commenced firing. 1937 ceased firing. One enemy plane was sighted directly overhead disappearing into clouds. Ammunition expended: 98 rounds of 40MM, and 1176 rounds of 20MM.

At 2014 and during air attack a 20MM shell landed on the platform of #4-40MM gun, presumably a spent shell from a ship of our own force, causing injury to four (4) members of #4-40MM gun crew of this ship. Two of these injuries were of a serious nature. 2100 all clear. Secure from General Quarters and set condition 1A.

Positions: Anchorage berth #20. Iwo Jima

24 February 1945

Zone time - 10

Condition 1A

Anchored as the day before in transport anchorage berth #20. Continued discharging cargo. 1330 transferred one wounded ship's crew member injured in 40MM gun tub on the evening of 23 Feb. 1945, to the U.S.N. Hospital Ship for treatment. At 1600 casualties were received from the beach and were transferred to U.S.N. Hospital Ship. 2035 went to General Quarters: condition flash "Red" enemy planes contacted by radar (unknown station). 2225 enemy planes retired from area (no action). Secured from General Quarters and set condition 1A. Continued discharging cargo.

25 February 1945

Zone time - 10

Condition 1A

Anchored as the day before in berth #20 Transport Anchorage, Iwo Jima. At 0720 made preparations to get underway and proceeded to newly assigned anchorage berth #18A. At 0933 anchored in berth #18A in 40 fathoms of water with 100 fathoms of chain to starboard anchor. Continued to discharge cargo ship on condition 1A.

26 February 1945

Zone time - 10

Condition 1A

Anchored in berth #18A as the day before continued to discharge cargo, ship on condition 1A. 1400 transferred one member of ship's crew to the U.S. N. Hospital Ship, injured by 20MM shell exploding on 40MM gun platform on the evening of 23 February 1945. 1800 buried at sea one Marine Pfc. and one USN Sea Bee. All necessary forms have been forwarded in accordance with instructions.

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27 February 1945

Zone time - 10

Condition 1A

Anchored as the day before in berth #13A. Ship on condition 1A, continued discharging cargo throughout the day. Received on board 33 casualties from the beach for treatment.

28 February 1945

Zone time - 10

Condition 1A

Anchored as before in berth #13A, ship on condition 1A, continued discharging cargo throughout the day. Experienced some difficulty holding LCT's and LSM's alongside the ship, due to a shortage of manila line. All casualties aboard were transferred to US Navy Hospital Ship, "U.S.S. SAMARITAN" for treatment.

U.S.S. STOKES (AKA 68)

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CONFIDENTIAL

31 March 1945

From: Commanding Officer
To : (1) Cominch, United States Fleet
(2) CominchPac

Via : Commander TransDiv 48 - 53.1.3

Reference: (a) Pacific Fleet CL-2-44

In accordance with reference (a) the War Diary for March, 1945 is submitted herewith.

Attached - Fifth Fleet Amphibious Force 53 Attack Force
53.1 Transport Group ABLE (TransRon 16)
53.1.3 TransDiv 48

1 March 1945

Anchored as the day before in berth #18A, Iwo Jima, anchorage area. At 0238 air alert. General Quarters, executed smoke plan. 0423 secured from General Quarters, continued discharging cargo, throughout the day. 1540 15 casualties received on board for transportation to Saipan Hospital. At 2100 completed discharging cargo. Set condition II. At 2106 anchor was reported dragging, weighed anchor. Seeking new anchorage.

2 March 1945

Zone time - 10
Condition II

At 0050 anchored in 60 fathoms of water with 100 fathoms of chain in the starboard anchor. At 0730 anchor reported dragging. Underway proceeded to AREA ZEBRA off Iwo Jima, and remained underway in this area until 1800 at this time formed cruising disposition with TG 51.29.4. Left Iwo Jima area enroute to Saipan Island, with the above Task Group. Total number of boats lost during operation: 6 LCVP's and 4 LCM's. Total number of boats transferred: 8 LCVP's.

Positions: 2000 24° 43' 45" N 141° 18' 57" E

3 March 1945

Zone time - 10
Condition II

Task Group 51.29.4 proceeding to Saipan. General repairs being made to rigging and remaining boats.

Positions: 0800 22° 40' N 141° 21' E
1200 22° 04' N 141° 40' E
2000 20° 43' N 142° 27' E

131254

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4 March 1945

Zone time - 10

Condition II

Steaming as the day before enroute to Saipan.

Positions:	0800	18°23' N	143°01' E
	1200	17°43' N	143°16' E
	2000	16°32' N	143°53' E

5 March 1945

Zone time - 10

Condition II

At 0954 anchored in Saipan Harbor berth L-64 in 31 fathoms of water with 75 fathoms of chain to starboard anchor. Task Unit 51.29.4 dissolved awaiting further orders. Requisitioned 5" and 8" manila line; none available. Requisitioned 4500 bbls. of Fuel Oil. None obtained at the close of the day.

6 March 1945

Zone time - 10

Condition II gun watches

Anchored as the day before in berth L-64. At 1045 transferred all casualties to U.S. Naval Hospital at Saipan. At 1745 prepared to get underway. At 1805 anchor aweigh. 1806 engine room reported blown out gasket. Anchored and secured engine for 45 minutes for repairs. 1901 engine room reported ready to get underway. 1913 underway and proceeded with unit. U.S.S. TOLLAND as the C.O. towards Guadalcanal via routing instructions. Fuel oil as requested was not obtained from station tanker anchored in harbor.

7 March 1945

Zone time - 10

Condition II

Enroute as the day before. No comments.

Positions:	0800	13°46' N	144°35' E
	1200	13°17' N	144°35' E
	2000	13°04' N	144°53' E

8 March 1945

Zone time - 10

Condition II

Enroute as the day before. No comments.

Positions:	0800	12°53' N	145°24' E
	1200	12°46' N	149°06' E
	2000	12°35' N	150°33' E

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9 March 1945

Zone time - 10

Condition II

At 0000 advanced ship's clocks one hour to conform with zone time - 11.

Enroute as the day before. No comments.

Positions:	0800	12°18' N	152°38' E
	1200	12°11' N	153°16' E
	2000	12°06' N	154°51' E

10 March 1945

Zone time - 11

Condition II

Enroute as the day before. At 1405 made emergency turn. Sound contact reported by U.S.S. GRADY. At 1430 resumed normal cruising disposition. No action encountered.

Positions:	0800	11°51' N	152°38' E
	1200	12°11' N	153°16' E
	2000	12°06' N	154°51' E

11 March 1945

Zone time - 11

Condition II

Enroute as the day before. No comments.

Positions:	0800	11°05' N	161°09' E
	1200	11°09' N	161°46' E
	2000	10°14' N	162°33' E

12 March 1945

Zone - 12

Condition II

At 0000 advanced clocks one hour to conform to zone - 12 time.

Positions:	0800	08°22' N	163°09' E
	1200	07°17' N	163°36' E
	2000	05°44' N	164°09' E

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13 March 1945

Zone time - 12

Condition II

Steaming as the day before. At 1246 commenced general drills. 1314 secured from general drills. No comments.

Positions:	0800	03°30' N	164°03' E
	1200	02°57' N	163°42' E
	2000	01°21' N	163°29' E

14 March 1945

Zone time - 12

Condition II

Steaming as the day before. No comments.

Positions:	0800	00°53' S	162°51' E
	1200	01°40' S	162°36' E
	2000	03°05' S	162°20' E

15 March 1945

Zone time - 12

Condition II

Steaming as the day before. No comments.

Positions:	0800	05°17' S	162°02' E
	1200	06°00' S	162°00' E
	2000	06°55' S	161°35' E

16 March 1945

Zone time - 12

Condition II

Steaming as the day before. At 0540 Ndai Island sighted, bearing 057° T., distance 6.5 miles. 0615 Ranios Island sighted bearing 336° T, distance 22.5 miles. At 0616 Malaita Island sighted bearing 159° T., distance 14 miles. At 0715 sighted Santa Isabel Island bearing 247° T distance 40 miles. At 1011 formed 180° relative from guide U.S.S. TOLLAND. Steaming through Iron Bottom Bay. At 1541 entered Gavutu Harbor channel. 1613 anchored at Gavutu Harbor, in berth #31 in 17 fathoms of water with 75 fathoms of chain to the starboard anchor. At 1700 retarded ship's clocks one (1) hour to conform with - 11 zone time. Transferred damaged landing craft and received replacements at Gavutu Harbor Boat Pool. Set port duty watches.

Positions:	0800	08°24' S	160°25' E
	1200	08°52' S	159°56' E

AKA63/A12-1/(hjl)

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17 March 1945

Zone time - 11

Port Duty Watches

Anchored as the day before. 1145 under way from berth #31, Gavutu Harbor enroute to Espiritu Santos. 1221 set condition II. 1646 assumed position in formation, following the USS WHITESIDE (AKA 90) with the USS TOLLAND as formation guide and flagship.

Positions:	0800	09°06' S	160°11' E
	1200	09°06' S	160°11' E
	2000	09°45' S	161°50' E

18 March 1945

Zone time - 11

Condition II

Steaming as the day before. No comments.

Positions:	0800	11°35' S	162°20' E
	1200	12°10' S	162°47' E
	2000	13°22' S	164°04' E

19 March 1945

Zone time - 11

Condition II

Steaming as the day before. At 1205 changed formation to 18 behind the formation guide. Espiritu Santos Island sighted, entered Bouganville Strait. At 1748 anchored in 36 fathoms of water with 100 fathoms of chain to the starboard anchor in Fallikula Bay, Espiritu Island. Set port duty watches.

Positions:	0800	15°20' S	166°16' E
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20 March 1945

Zone time - 11

Port Duty Watches

Anchored as the day before. 0822 underway from berth #24 to move to YO #183 anchored in berth #23 to refuel. At 1654 completed refueling and got underway from refueling ship to newly assigned anchored. 1805 anchored in berth #24, Fallikula Bay in 17 fathoms of water with 90 fathoms of chain to starboard anchor.

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21 March 1945

Zone time - 11
Port Duty Watches
Anchored as the day before. At 1745 underway from berth #29 proceeding to Army pontoon dock for loading. 1855 moored port side to Army pontoon dock, Pallikula Bay and commenced loading cargo.

22 March 1945

Zone time - 11
Port Duty Watches
Moored as the day before, and continued loading cargo.

23 March 1945

Zone time - 11
Port Duty Watches
Moored as the day before loading cargo.

24 March 1945

Zone time - 11
Port Duty Watches
Moored as the day before loading cargo. At 0930 completed loading cargo. At 1220 underway from Army pontoon dock and proceeded to anchorage in berth #33, Pallikula Bay. 1237 anchored in berth #33 in 16 fathoms of water with 75 fathoms of chain to starboard anchor. At 1940 fire reported in #4 tween hold. Sounded fire alarm. At 1950 fire extinguished. Cause of fire unknown, possible cause contributed to a lighted cigarette dropped from mess deck into oily rags laying on cases of "K" Ration. No damage to ship or cargo.

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25 March 1945

Zone time - 11
 Port Duty Watches

Anchored as the day before. At 0719 underway proceeding from anchorage through Diamond Passage Swept Channel in column formation, with the U.S.S. TALLADEGA (APA 208) as column leader. At 0901 formed cruising disposition 3 ALL. 0916 formed cruising disposition 3 AG. 0950 commenced gunnery exercises, firing at towed sleeve. Ammunition expended: 11 rounds 5'38; 342 rounds 40MM, and 367 rounds 20MM. 1221 formed cruising disposition 3 ALL.

Positions:	0800	15°28' S	167°16' E
	1200	15°01' S	167°25' E
	2000	14°19' S	166°21' E

26 March 1945

Zone time - 11
 Condition II

Steaming as the day before. At 1259 held general drills. 1355 U.S.S. GRADY (DE 445) reported sound contact, formation made evasive maneuvers. No enemy action encountered.

Positions:	0800	11°55' S	164°48' E
	1200	11°16' S	164°15' E
	2000	09°55' S	163°37' E

27 March 1945

Zone time - 11
 Condition II

Steaming as the day before. At 2115, escort screen reported sound contact. Formation made evasive maneuvers. No enemy action encountered.

Positions:	0800	08°28' S	161°50' E
	1200	07°56' S	161°10' E
	2000	07°03' S	159°53' E

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28 March 1945

Zone time - 11

Condition II

Steaming as the day before. At 1300 held general drills. 1319 secured from general drills.

Positions:	0800	05°03' S	158°38' E
	1200	04°48' S	157°38' E
	2000	03°37' S	156°28' E

29 March 1945

Zone time - 11

Condition II

Steaming as the day before. At 1054 escort made sound contact. Formation made evasive maneuvers. No enemy action encountered.

Positions:	0800	01°53' S	154°38' E
	1200	01°28' S	154°07' E
	2000	00°58' S	152°43' E

30 March 1945

Zone time - 11

Condition II

Steaming as the day before. At 0228 U.S.S. RAIL (DE 304) made sound contact formation made evasive maneuvers. No enemy action encountered. At 1245 held general drills. At 1307 secured from general drills.

Positions:	0800	00°29' S	150°30' E
	1200	00°30' S	149°56' E
	2000	00°25' S	148°35' E

31 March 1945

Zone time - 11

Condition II

Steaming as the day before. At 1850 retarded clocks $\frac{1}{2}$ hour to conform to - 10 $\frac{1}{2}$ zone time.

Positions:	0800	01°35' N	147°10' E
	1200	01°55' N	145°32' E
	2000	02°38' N	145°16' E

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CONFIDENTIAL

30 April 1945

From: Commanding Officer.
 To : (1) Cominch, United States Fleet.
 (2) CominchPac.
 Via : Commander Transport Division 48 - 53.1.3
 References: (a) Pacific Fleet CL-2-44.

In accordance with reference (a) the War Diary for April, 1945 is submitted herewith.

Attached - Fifth Fleet Amphibious Force
 51.3 Expeditionary Reserve Force Afloat.
 51.3.1 TransRon 16

1 April 1945

Zone Time - 10 $\frac{1}{2}$
 Condition II
 Steaming as the day before. No remarks.
 Positions: 0800 03°50' N 143°12' E
 1200 04°14' N 142°36' E
 2000 05°09' N 141°50' E

2 April 1945

Zone Time - 10 $\frac{1}{2}$
 Condition II
 Steaming as the day before. No remarks.
 Positions: 0800 06°50' N 140°47' E
 1200 06°49' N 140°47' E
 2000 07°45' N 140°12' E

3 April 1945

Zone Time - 10 $\frac{1}{2}$
 Condition II
 Steaming as the day before. At 1042 entering Ulithi Atoll Channel, steaming on various courses and speeds. 1130 retarded clocks one half hour to conform to zone time - 10. 1141 Anchored in Berth "N" at Ulithi Atoll Northern Anchorage Area.
 Positions: 0800 09°24' N 139°40' E

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4 April 1945

Zone Time - 10

Condition II

Anchored as the day before. At 0924 underway from anchorage at Ulithi Atoll enroute to destination in accordance with sortie plan formed cruising disposition 3-AL-1. At 2317 made evasive maneuvers, later contact was reported as a floating barge.

Positions:	0800	10°02' N	139°42' E
	1200	10°05' N	139°53' E
	2000		

5 April 1945

Zone Time - 10

Condition II

Steaming as the day before. 0542 held general quarters. 0656 secured from general quarters. At 2050 DE 445 sighted floating object, made evasive maneuvers. No enemy action.

Positions:	0800	13°33' N	137°53' E
	1200	14°00' N	137°26' E
	2000	15°10' N	136°25' E

6 April 1945

Zone Time - 10

Condition II

Steaming as the day before. 0552 held general quarters. 0658 secured from general quarters. Held general quarters at 1923. At 2023 secured from general quarters. 2030 retarded ship's clocks one-half hour to zone time - $9\frac{1}{2}$.

Positions:	0800	16°50' N	135°12' E
	1200	17°06' N	134°46' E
	2000	18°00' N	134°09' E

7 April 1945

Zone Time - $9\frac{1}{2}$

Condition II

Steaming as the day before. 0532 held general quarters. At 0633 secured from general quarters. At 1301 held general drills. 1324 U.S.S. RALL (DE 304) reported contact, executed evasive maneuvers, no enemy action encountered. 1410 secured from general drills. Held general quarters at 1859. At 1959 secured from general quarters.

Positions:	0800	20°11' N	133°08' E
	1200	20°23' N	132°39' E
	2000	21°18' N	131°50' E

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CONFIDENTIAL

8 April 1945

Zone Time - 9 $\frac{1}{2}$

Condition II

Steaming as the day before. 0538 held general quarters. 0638 secured from general quarters. At 1300 held general drills. Secured from general drills at 1339. 2030 retarded ship's clocks one-half hour to conform to zone time - 9.

Positions:	0800	22 ^o 47' N	130 ^o 39' E
	1200	23 ^o 12' N	130 ^o 13' E
	2000	24 ^o 24' N	129 ^o 19' E

9 April 1945

Zone Time - 9

Condition II

Steaming as the day before. 0512 held general quarters. 0618 secured from general quarters. 0858 set special sea details. Maneuvering on various courses and speeds following the movements of the division commander to our assigned anchorage off Hgushi Beach, Okinawa Shima. 0909 set condition IA. 0909 anchored in 31 fathoms of water with 90 fathoms of chain to the starboard anchor. 1153 unloaded all LCVP's. At 1555 commenced discharging cargo.

Positions:	0800	26 ^o 14' N	127 ^o 30' E
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10 - 15 April 1945

Zone Time - 9

Condition IA.

Anchored as the day before, discharging cargo and troops as needed. During this period on many occasions enemy planes appeared in this area. This ship however, did not encounter any action.

16 April 1945

Zone Time - 9

Condition IA

Anchored as the day before, discharging cargo. At 1055 reported ship completely unloaded. At 1844 Flash Red, Control Green. Went to general quarters. 1950 Flash White, Control Green. Set condition II.

U.S.S. STOKES (AKA 68)

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17 - 18 April 1945

Zone Time - 9

Condition II

Anchored as the day before. Completely discharged awaiting orders to depart from area. Enemy planes appeared in the area during this period. This ship did not encounter any action.

19 April 1945

Zone Time - 9

Condition II

Anchored as the day before. At 0833 underway in company with merchant ship convoy. S.S. SEARUNNER as guide. 1245 formed cruising disposition #4. At 1902 executed 45° emergency turn to starboard upon sighting mine. 1930 executed 45° emergency turn to port to base course.

Positions:	1200	26°05' N	127°27' E
	2000	24°40' N	125°30' E

20 April 1945

Zone Time - 9

Condition II

Steaming as the day before. No remarks.

Positions:	0800	22°37' N	130°28' E
	1200	21°50' N	131°05' E
	2000	20°33' N	132°02' E

21 April 1945

Zone Time - 10

Condition II

Steaming as the day before. Advanced clocks one hour to - 10 zone time at 0000. Enemy planes were reported in area by our C.I.C. Went to general quarters. No action encountered.

Positions:	0800	18°29' N	133°27' E
	1200	17°36' N	133°48' E
	2000	16°17' N	134°49' E

22 April 1945

Zone Time - 10

Condition II

Steaming as the day before. No remarks.

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hj1)

CONFIDENTIAL

17 - 18 April 1945

Zone Time - 9

Condition II

Anchored as the day before. Completely discharged awaiting orders to depart from area. Enemy planes appeared in the area during this period. This ship did not encounter any action.

19 April 1945

Zone Time - 9

Condition II

Anchored as the day before. At 0833 underway in company with merchant ship convoy. S.S. SEARUNNER as guide. 1245 formed cruising disposition #4. At 1902 executed 45° emergency turn to starboard upon sighting mine. 1930 executed 45° emergency turn to port to base course.

Positions:	1200	26°05' N	127°27' E
	2000	24°40' N	125°30' E

20 April 1945

Zone Time - 9

Condition II

Steaming as the day before. No remarks.

Positions:	0800	22°37' N	130°28' E
	1200	21°50' N	131°05' E
	2000	20°33' N	132°02' E

21 April 1945

Zone Time - 10

Condition II

Steaming as the day before. Advanced clocks one hour to - 10 zone time at 0000. Enemy planes were reported in area by our C.I.C. Went to general quarters. No action encountered.

Positions:	0800	18°29' N	133°27' E
	1200	17°36' N	133°48' E
	2000	16°17' N	134°49' E

22 April 1945

Zone Time - 10

Condition II

Steaming as the day before. No remarks.

U.S.S. STOKES (AKA 68)

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CONFIDENTIAL

23 April 1945

Zone Time - 10

Condition II

Steaming as the day before. 0805 changed formation to form 180 on guide standing into Ulithi Atoll. 1110 Fallalop Island abeam to starboard distance 1.5 miles. 1132 retired from formation and proceeding independently to anchorage. At 1248 anchored in berth 232 Ulithi Atoll.

Positions:	0800	10°26' N	139°44' E
	1200	09°59' N	139°44' E

24 April 1945

Zone Time - 10

Port Duty Watch.

Anchored as the day before. At 1707 underway once more proceeding to Northern Anchorage to fuel from A076. 1847 anchored in 22 fathoms of water while waiting to go alongside A076. 2221 underway to go alongside A076, in berth 14, Taking on fuel.

25 April 1945

Zone Time - 10

Port Duty Watch

Moored as before. 0445 completed refueling ship. At 0625 underway from A076 to berth 232. At 0705 anchored in berth 232.

26 April 1945

Zone Time - 10

Port Duty Watch

Anchored as the day before. No remarks.

27 April 1945

Zone Time - 10

Port Duty Watch

Anchored as the day before. No remarks.

28 April 1945

Zone Time - 10

Port Duty Watch

Anchored as the day before. No remarks.

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hj1)

CONFIDENTIAL

29 April 1945

Zone Time - 10

Port Duty Watch

Anchored as the day before. No remarks.

30 April 1945

Zone Time - 10

Port Duty Watch

Anchored as the day before. At 0750 underway from Ulithi Atoll proceeding to Guam to pick up ship's compliment of landing craft. At 0900 commenced zig zagging in accordance with plan #11.

Positions:	0800	09 ⁰⁵ ' N	139 ³⁸ ' E
	1200	10 ⁰⁹ ' N	140 ²⁶ ' E
	2000	11 ⁰⁵ ' N	144 ⁵⁵ ' E

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hj1)

CONFIDENTIAL

✓ 8 3.

31 May 1945

From: Commanding Officer
 To : (1) Cominch, United States Fleet
 (2) CominchPac.

Reference: (a) Pacific Fleet CL-1-45.

In accordance with reference (a) the War Diary for May 1945 is submitted herewith.

Attached - Fifth Fleet Amphibious Force 53 Attack Force
 53.1 Transport Group ABLE (TransRon 15)
 53.1.3 TransDiv 45

1 May 1945

Zone Time - 10
 Condition II

Underway from Ulithi Atoll, Caroline Islands proceeding to Guam, Marianas Islands. Steaming alone without surface or air escort. At 1132 Point Jacitan abeam to starboard, distance 7.5 miles. At 1610 entered Apra Harbor swept channel maneuvering on various courses and speedsto conform with channel. Moored port side to starboard side of APAL40 in berth #7, Apra Harbor, Guam Island.

Positions: 0800 12° 51' N 144° 23' E
 1200 13° 27' N 144° 36' E

2 May 1945

Zone Time - 10
 Port Duty Watch

Moored as the day before. At 1530 pursuant to orders 2 May 1945, N.O.B., Navy #926 received on board eleven officer passengers for transportation to Ulithi Atoll, Caroline Islands. At 1615 disembarked 69 passengers to N.O.B., Navy #926. Picked up new landing craft in accordance to orders.

3 May 1945

Zone Time - 10
 Port Duty Watch

Moored as the day before. At 0753 underway maneuvering on various courses and speeds to conform to swept channel. Set condition of readiness II. At 0853 took departure from Guam, Marianas and set course 195° T. Speed 15 knots proceeding to Ulithi Atoll. Zig zagging in accordance to plan #11, U.S. Diagrams (1940).

Positions: 0800 13° 27' N 144° 39' E
 1200 12° 55' N 141° 06' E
 2000 11° 45' N 142° 11' E

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hj1)

CONFIDENTIAL

4 May 1945

Zone Time - 10

Condition II

Steaming as the day before. Made land fall 0823 Ulithi Atoll, Caroline Islands. At 1017 beacon "A" Abeam to port. Maneuvering on various courses and speeds entering swept channel. Anchored in berth 224, Ulithi Atoll. Disembarked eleven passenger officers in accordance with N.O.B., Navy #926 orders.

Positions: 0800 10° 21' N 140° 02' E

5 May 1945

Zone Time - 10

Port Duty Watch

Anchored as the day before. Underway at 1303 from berth 224 to new assigned anchorage. Anchored at 1405 in anchorage berth #32.

6 - 8 May 1945

Zone Time - 10

Port Duty Watch

Anchored as the day before. No remarks.

9 May 1945

Zone Time - 10

Port Duty Watch

Anchored as the day before. Received on board nine (9) officer passengers and 155 enlisted men for passage to San Francisco, California.

10 May 1945

Zone Time - 10

Port Duty Watch

Anchored as the day before. Loaded on board 1,314 bags of mail as cargo for the United States. One officer passenger reported on board for transportation to a port in continental limits of the U.S.A.

11 May 1945

Zone Time - 10

Port Duty Watch

Anchored as the day before. At 0722 underway as per orders of Port Director, Ulithi proceeding to Guam for onward routing to San Francisco, Calif. Took departure from channel buoy abeam to port. Set course 115° T Speed 15 knots. Zig zagging in accordance with Plan #11, U.S. Diagrams 1940. Set condition of readiness II. Detached this date from TransRon 16, TransDiv 48.

Positions: 0800 10° 01' N 139° 42' E
1200 10° 14' N 140° 31' E
2000 11° 19' N 141° 35' E

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hj1)

CONFIDENTIAL

12 May 1945

Zone Time - 10

Condition II

Steaming as the day before. At 0652 sighted Guam bearing 065° T, distance 29 miles. At 0932 Orote Point Light abeam to starboard, distance 1 mile. Unloaded landing craft and transferred same to Boat Pool at Guam. Layed off Apra Harbor, Guam while unloading boats. Took departure for San Francisco, Calif. from Apra Harbor Point bearing 161°, distance 2 miles Set course 186° T, speed 15 knots, in accordance with routing instructions and orders from Port Director, Guam.

Positions:	0800	13° 09' N	144° 31' E
	1200	13° 28' N	144° 35' E
	2000	13° 04' N	144° 29' E

13 May 1945

Zone Time - 10

Condition II

Steaming as the day before. Zig Zagging according to plan #11, U.S. Diagrams 1940.

Positions:	0800	12° 52' N	148° 23' E
	1200	12° 47' N	149° 15' E
	2000	12° 29' N	151° 25' E

14 May 1945

Zone Time - 10

Condition II

Steaming as the day before. At 1245 held general drills, Secured from general drills at 1313. Advanced ship's clocks one hour to - 11 zone time.

Positions:	0800	12° 04' N	154° 03' E
	1200	11° 59' N	154° 57' E
	2000	11° 45' N	156° 35' E

15 May 1945

Zone Time - 11

Condition II

Steaming as the day before. At 1245 held general drills and secured from general drills at 1300. At 2030 Eniwetok Atoll abeam to port, distance 7.5 miles.

Positions:	0800	11° 26' N	159° 19' E
	1200	11° 29' N	160° 17' E
	2000	11° 14' N	162° 10' E

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hj1)

CONFIDENTIAL

16 May 1945

Zone Time - 11
 Condition II
 Steaming as the day before. At 1800 advanced clocks one hour to
 - 12 zone time.
 Positions: 0800 11° 55' N 165° 35' E
 1200 12° 14' N 166° 04' E
 2000 12° 45' N 167° 45' E

17 May 1945

Zone Time - 12
 Condition II
 Steaming as the day before. No remarks.
 Positions: 0800 13° 44' N 170° 32' E
 1200 14° 05' N 171° 22' E
 2000 14° 38' N 173° 23' E

18 May 1945

Zone Time - 12
 Condition II
 Steaming as in the day before. No remarks.
 Positions: 0800 15° 20' N 176° 08' E
 1200 15° 30' N 177° 00' E
 2000 16° 07' N 178° 59' E

18 May 1945 - West Longitude Date.

Zone Time \neq 12
 Condition II
 At 0000 changed date to 18 May 1945 W.L.D. to conform to \neq 12 zone
 time. Steaming as in the day before.
 Positions: 0800 16° 21' N 178° 51' W
 1200 16° 45' N 177° 10' W
 2000 17° 02' N 175° 31' W

19 May 1945

Zone Time \neq 12
 Condition II
 Steaming as in the day before. At 0812 Cleveland Price FITZ, Lt(jg),
 USN , 204612, died as a result of a self inflicted bullet wound. Advanced
 clocks at 1800 one hour to \neq 11 zone time.
 Positions: 0800 17° 50' N 172° 31' W
 1200 17° 56' N 171° 39' W
 2000 18° 10' N 170° 00' W

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hj1)

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20 May 1945

Zone Time \neq 11

Condition II

Steaming as the day before. At 0900 Lt(jg) Cleveland Price FITZ,
USN (204612) was buried at sea, with military honors. Position 18° 43' N
166° 57' W.

Positions:	0800	18° 42' N	167° 06' W
	1200	18° 54' N	166° 15' W
	2000	19° 05' N	164° 23' W

21 May 1945

Zone Time \neq 11

Condition II

Steaming as the day before. At 1800 advanced clocks one hour to \neq 10
zone time. At 2350 made radar contact on land bearing 014° \pm , distance
55 miles.

Positions:	0800	19° 34' N	161° 31' W
	1200	19° 41' N	160° 28' W
	2000	19° 58' N	158° 23' W

22 May 1945

Zone Time \neq 11

Condition II

Steaming as the day before. At 0323 passed Diamond light abeam to
port distance 3.5 miles.

Positions:	0800	22° 05' N	157° 26' W
	1200	22° 50' N	156° 40' W
	2000	23° 57' N	155° 09' W

23 May 1945

Zone Time \neq 10

Condition II

Steaming as the day before. Ceased zig zagging.

Positions:	0800	25° 45' N	152° 25' W
	1200	26° 21' N	151° 34' W
	2000	27° 25' N	148° 39' W

24 May 1945

Zone Time \neq 10

Condition II

Steaming as the day before. At 1300 held general quarters and firing
practice and secured from same at 1358. Expended 12 rounds of 5"38; 542
rounds of 40MM and 1,840 rounds of 20MM. Advanced clocks one hour to \neq 9
zone time.

Positions:	0800	29° 06' N	146° 54' W
	1200	29° 37' N	145° 50' W
	2000	30° 25' N	144° 05' W

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hjl)

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25 May 1945

Zone Time \neq 9

Condition II

Steaming as the day before. At 1318 commenced test firing 5" 38 special ammunition. 1338 test fire completed expending 16 rounds of 5" 38.

Positions:	0800	32° 02' N	140° 51' W
	1200	32° 30' N	139° 48' W
	2000	33° 24' N	137° 37' W

26 May 1945

Zone Time \neq 9

Condition II

Steaming as the day before. At 1800 advanced clocks one hour to \neq 8 zone time.

Positions:	0800	34° 51' N	134° 21' W
	1200	35° 17' N	133° 14' W
	2000	36° 07' N	130° 56' W

27 May 1945

Zone Time \neq 8

Condition II

Steaming as the day before. At 2025 sighted Farollan Island Aero Light bearing 096° T, distance 28 miles. At 2035 changed speed to 1/3 - 4 knots to make daylight entry through San Francisco, Harbor channel.

Positions:	0800	37° 19' N	127° 35' W
	1200	37° 27' N	126° 24' W
	2000	37° 41' N	123° 46' W

28 May 1945

Zone time \neq 8

Condition II

Steaming as the day before. At 0338 changed speed to 1/2 (10 knots). At 0407 passed Farollan Light abeam to port, distance 3 miles. At 0742 anchored in berth 12, San Francisco Bay, California. At 0800 advanced ships clocks one hour to \neq 7. Transferred all officers and enlisted passengers. Unloaded all U.S. Mail carried as cargo, 1,314 sacks and received on board full complement of landing craft.

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hj1)

CONFIDENTIAL

29 May 1945

Zone Time \neq 7
Port Duty Watch

Anchored as the day before. At 0946 underway maneuvering on various courses and speeds in compliance with orders from Port Director enroute to Seattle, Washington for loading. At 1230 took departure from Farallon Island Light abeam to starboard, distance 3 miles, and set course 310° T speed 15 knots.

Positions: 2000 $39^{\circ} 07' N$ $124^{\circ} 18' W$

30 May 1945

Zone time \neq 7
Condition II

Steaming as the day before with running lights in use between sunset and sunrise. At 2055 sighted Cape Mearns light abeam to starboard, distance 20 miles. At 2353 Columbia River Light bearing 022° T

Positions: 0800 $41^{\circ} 55' N$ $124^{\circ} 51' W$
1200 $42^{\circ} 51' N$ $124^{\circ} 47' W$
2000 $44^{\circ} 54' N$ $124^{\circ} 30' W$

31 May 1945 St

Zone Time \neq 7
Condition II

Steaming as the day before. Columbia River Light ship abeam to starboard distance 3.5 miles. At 1030 sighted Juan de Fuca Light ship bearing 026° T. At 1138 Cape Flattery Light abeam to starboard distance 5 miles, entering inland water. Maneuvered on various courses and speeds while working passage through the straits of Seattle, Washington. At 2040 anchored in berth #4, Elliott Bay, Seattle, Washington.

Positions: 0800 $47^{\circ} 50' N$ $124^{\circ} 52' W$
1200 $48^{\circ} 25' N$ $124^{\circ} 33' W$

18 July 1945.

CONFIDENTIAL

REG. NO 3717498
 R. S. NO
 REC. SHEET NO 200

From: Chief of Naval Personnel.
 To: COMINCH.
 Subj: Confidential Correspondence - Forwarding of.

1. Enclosed correspondence received in the Secret and Confidential Mail forwarded

Room is ~~returned~~ for the reasons indicated below:

- Misdirected to Chief of Naval Personnel
- Enclosures not received
- Endorsements lacking

By direction of Chief of Naval Personnel

R. F. Prinz

R. F. PRINZ, Lieut., USNR,
 Officer-in-Charge,
 Bureau Services Section.

Encl:

- (1) CO USS STOKES (AKA68) conf ltr, AKA 68/A12-1/(hjl) dated 31 March 1945.
- (2) CO USS STOKES (AKA68) conf ltr, AKA68/A12-1/(hjl) dated 30 April 1945.
- (3) CO USS STOKES (AKA68) conf ltr, AKA68/A12-1/(hjl) dated 31 May 1945.

cc:

U.S.S. STOKES (AKA 68)

REG. NO C-57
R. S. NO
REG. SHEET NO 73

AKA68/A12-1/(hj1)

CONFIDENTIAL

30 June 1945

From: Commanding Officer
To : (1) Cominch, United States Fleet
(2) CinCPac

Reference: (a) Pacific Fleet CL-1-45.

In accordance with reference (a) The War Diary for June 1945 is submitted herewith.

Attached - Fifth Fleet Amphibious Force.
Transport Squadron 15
Transport Division 45

1 June 1945

Zone Time \neq 8
Port Duty Watch.

Anchored in berth #4, Elliot Bay, Seattle, Washington, awaiting orders to go alongside pier to commence loading cargo. At 0810 underway on various speeds and courses to Pier 37. Moored at 0901 starboard side to pier 37, Seattle Port of Embarkation. Requested availability from Port Director to make necessary and voyage repairs. Port Director granted five (5) days availability not to interfere with loading. This allotted time was not sufficient enough to make required repairs and new ship alterations, approved by the Bureau.

2 - 10 June 1945

Zone Time \neq 7
Port Duty Watch
Moored as the day before. No remarks.

11 June 1945

Zone Time \neq 7
Port Duty Watch

Moored as the day before. At 1430 by the authority of the Commanding Officer's Order No. 186 Lt. Tunis K. VAN NORDEN (D) USNR, 97194 was detached from this command as Executive Officer to report to the Medical Officer in Command, U. S. Naval Hospital, Seattle, Washington. Executive Officer's duties were assumed by Lt. CRAIG, USNR, Gunnery Officer. Commenced taking on cargo at 1925.

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hjl)

CONFIDENTIAL

12 - 14 June 1945

Zone Time \neq 7
 Port Duty Watch
 Moored as the day before, loading cargo.

15 June 1945

Zone Time \neq 7
 Port Duty Watch
 Moored as the day before. At 2130 completed loading cargo.

16 June 1945

Zone Time \neq 7
 Port Duty Watch
 Moored as the day before. At 0710 underway from pier 37, Seattle Port of Embarkation to anchorage Berth "C". At 0800 anchored in anchorage Berth "C". At 0942 underway once more proceeding to sea enroute Eniwetok Atoll as per Sailing and routing Orders of Port Director, Seattle, Washington. Proceeding on various courses and speeds navigating through Juan de Fuca Straits. At 1813 took departure from Swift Sure Bank Lighthouse abeam to port, distance 700 yards and set course 295° T. Speed of advance 15 knots. Steaming alone without surface or air escort. 1823 set condition of readiness II, material condition BAKER. At 1900 retarded ship's clocks one hour to zone time \neq 8.

Positions:	1200	$48^{\circ} 06' N$	$122^{\circ} 40' W$
	2000	$48^{\circ} 23' N$	$125^{\circ} 57' W$

17 June 1945

Zone Time \neq 8
 Condition II
 Steaming as the day before in heavy fog, visibility from 500 - 1000 yards. At 1900 retarded ship's clocks one hour to conform to zone time \neq 9

Positions:	0800	$46^{\circ} 44' N$	$129^{\circ} 36' W$
	1200	$46^{\circ} 27' N$	$131^{\circ} 01' W$
	2000	$45^{\circ} 46' N$	$134^{\circ} 15' W$

18 June 1945

Zone Time \neq 9
 Condition II
 Steaming as the day before. No remarks.

Positions:	0800	$44^{\circ} 45' N$	$138^{\circ} 20' W$
	1200	$44^{\circ} 26' N$	$139^{\circ} 28' W$
	2000	$43^{\circ} 43' N$	$142^{\circ} 04' W$

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hj1)

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19 June 1945

Zone Time \neq 9
Condition II

Steaming as the day before. Held general quarters at 1301, set material condition ABLE, condition of readiness I. Secured from general quarters and general drills at 1330. Set condition of readiness II. At 1900 retarded ship's clocks one hour to conform to \neq 10 zone time.

Positions:	0800	42° 32' N	145° 55' W
	1200	42° 06' N	146° 50' W
	2000	41° 10' N	149° 17' W

20 June 1945

Zone Time \neq 10
Condition II

Steaming as the day before. No remarks.

Positions:	0800	39° 53' N	152° 36' W
	1200	39° 06' N	154° 10' W
	2000	38° 13' N	156° 11' W

21 June 1945

Zone Time \neq 10
Condition II

Steaming as the day before. No remarks.

Positions:	0800	36° 37' N	159° 21' W
	1200	35° 48' N	160° 24' W
	2000	34° 47' N	162° 26' W

22 June 1945

Zone Time \neq 10
Condition II

Steaming as the day before. At 1900 retarded ship's clocks one hour to conform to \neq 11 zone time. Fog lifting, visibility about eight miles.

Positions:	0800	33° 12' N	165° 31' W
	1200	32° 31' N	166° 24' W
	2000	31° 02' N	168° 32' W

23 June 1945

Zone Time \neq 11
Condition II

Steaming as the day before. Fog lifted, visibility fine and clear, after 7 days of fog, and poor weather.

Positions:	0800	29° 08' N	171° 30' W
	1200	28° 26' N	172° 31' W
	2000	27° 08' N	174° 13' W

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hj1)

CONFIDENTIAL

24 June 1945

Zone Time \neq 11

Condition II

Steaming as the day before. Commenced zig zagging at 0000 according to plan #11, U.S. Diagrams 1940. At 1900 retarded ship's clocks one hour to conform to \neq 12 zone time. At 2300 advanced ship's date to Tuesday 26 June 1945, East Longitude Date and Zone Time - 12.

Positions:	0800	25° 19' N	176° 49' W
	1200	24° 59' N	177° 53' W
	2000	23° 48' N	179° 43' W

26 June 1945

Zone Time - 12

Condition II

Steaming as the day before. No remarks.

Positions:	0800	22° 11' N	177° 40' E
	1200	21° 30' N	176° 50' E
	2000	21° 31' N	175° 02' E

27 June 1945

Zone Time - 12

Condition II

Steaming as the day before. At 1300 went to general quarters and exercised at general drills. At 1312 exercised 5" 38 gun crew at test firing drill expended 12 rounds of 5" 38. At 1318 secured from general quarters and general drills.

Positions:	0800	18° 51' N	172° 26' E
	1200	18° 18' N	171° 35' E
	2000	17° 16' N	169° 55' E

28 June 1945

Zone Time - 12

Condition II

Steaming as the day before. No remarks.

Positions:	0800	15° 18' N	167° 39' E
	1200	14° 28' N	166° 49' E
	2000	13° 30' N	165° 19' E

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hjl)

CONFIDENTIAL

29 June 1945

Zone Time - 12

Condition II

Steaming as the day before. At 0912 sighted Ulithu, Caroline Atoll, Marshall Islands, bearing 240° , distance 16 miles. Maneuvering on various courses and speeds to make channel buoy #3. At 1038 entering swept channel maneuvering on various courses and speeds. At 1050 passed can buoy #5 abeam to port. Anchored in berth ITEM - 10 Anchorage ABLE, Eniwetok Atoll, Marshall Islands. At 1150 set port duty watches.
Positions: 0800 $11^{\circ} 52' N$ $162^{\circ} 58' E$

30 June 1945

Zone Time - 12

Condition II

Anchored as the day before. At 1312 underway to go alongside oiler S.S. CEDAR MILLS, anchored in Berth K-3. At 1345 moored port side to S.S. CEDAR MILLS in anchorage berth K-3. At 1831 underway proceeding to sea enroute from Eniwetok Atoll to Saipan, Marianas Islands, in accordance with sailing and routing orders from Port Director, Eniwetok. Maneuvering on various courses and speeds from anchorage through swept channel. 1920 set condition of readiness II and set course $204^{\circ} T$. Speed 15 knots and commenced zig zagging according to plan #11 U.S. Diagrams 1940
Position: 2000 $11^{\circ} 17' N$ $163^{\circ} 21' E$

Edward

AKA68/A12-1/(hjl)

CONFIDENTIAL

31 July 1945

From: Commanding Officer
 To : (1) Cominch, United States Fleet
 (2) CincPac.
 Reference: (a) Pacific Fleet CL-1-45.

In accordance with reference (a) the War Diary for July 1945 is submitted herewith.

Attached - Seventh Fleet Amphibian Force
 TransRon 16
 TransDiv 48

1 July 1945

Zone Time - 12
 Condition II

Steaming enroute Eniwetok Atoll to Saipan, Marianias, zig zagging in accordance with zig zag plan #11, U.S. Diagrams, 1940. Cargo consisting of a commercial load of vehicles to be discharged at Iwo Jima, Volcano Islands. At 1900 retarded ship's clocks one hour to conform to - 11 zone time.

Positions:	0800	11° 52' N	159° 23' E
	1200	12° 09' N	158° 23' E
	2000	12° 33' N	156° 15' E

2 July 1945

Zone Time - 11
 Condition II

Steaming as the day before. No comments.

Positions:	0800	13° 07' N	153° 17' E
	1200	13° 18' N	152° 18' E
	2000	13° 40' N	150° 27' E

3 July 1945

Zone Time - 11
 Condition II

Steaming as the day before. At 1225 wand land fall bearing 306° T distance 50 miles and identified as SAIPAN Island. At 1622 entered submarine nets maneuvering on various courses and speeds while entering anchorage area. At 1700 anchored in berth "L" 64, Saipan Harbor, Saipan. At 1800 retarded ship's clocks one hour to conform to - 10 zone time.

Positions:	0800	14° 21' N	147° 23' E
	1200	14° 41' N	146° 29' E

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hj1)

CONFIDENTIAL

4 July 1945

Zone Time - 10
Port Duty Watch
Anchored as before. No comments.

5 July 1945

Zone Time - 10
Port Duty Watch
Anchored as the day before. At 1553 underway in accordance with routing and sailing orders of Port Director Saipan Islands, Marianas in company with U.S.S. KINGSBURY (APA177) O.T.C.; U.S.S. SUFFOLK (AKA69) and U.S.S. CUNNINGHAM (DE371) as escort vessel, enroute Iwo Jima from Saipan. Set condition II watches.
Positions: 2000 15° 42' N 145° 40' E

6 July 1945

Zone Time - 10
Condition II
Steaming as the day before. No comments.
Positions: 0800 18° 31' N 144° 05' E
1200 19° 30' N 143° 49' E
2000 21° 17' N 143° 11' E

7 July 1945

Zone Time - 10
Condition II Watches
Steaming as the day before. At 1005 radar contact on Iwo Jima bearing 310° T, distance 34 miles. Maneuvering on various speeds while entering anchorage area. At 1316 anchored in berth 169, Iwo Jima. Set condition IA and commenced discharging cargo at 2100.

8 - 10 July 1945

Zone Time - 10
Condition IA,
Anchored as the day before discharging cargo into LCT's, LSM's and ship's landing craft. At 0005, 10 July 1945 100% unloaded. Set Port Duty Watch. 1503 commenced taking on cargo consisting of crated aircraft engines for transportation to San Francisco, U.S.A.

U.S.S. STOKES (AKA 68)

AKA68/A12-1(hj1)

CONFIDENTIAL

11 July 1945

Zone Time - 10
Port Duty Watch

Anchored as the day before taking on cargo. At 0600 completed taking on cargo. At 1626 underway maneuvering on various courses and speeds leaving anchorage area. At 1643 passed TOBRISH Pt. abeam to port, distance $1\frac{1}{2}$ miles and took departure, on base course 196° T. Set condition II, material condition Baker. Underway as per orders AdComPhibsPac enroute Iwo Jima to San Francisco, in accordance with routing directions of Port Director, Iwo Jima, in company with U.S.S. ROE (DD418) as escort and O.T.C. Zig zagging according to plan #25 USF 10B
Positions: 2000 $24^{\circ} 02' N$ $141^{\circ} 05' E$

12 - 15 July 1945

Zone Time - 10
Condition II

Steaming as the day before. At 0100 14 July 1945 advanced ship's clocks $1/2$ hour to conform to $-10\frac{1}{2}$ zone time. At 0100 15 July 1945 advanced ship's clocks $1/2$ hour to conform to -11 zone time.

16 July 1945

Zone Time - 11

Steaming as the day before. At 0100 advanced ship's clocks $1/2$ hour to conform to $-11\frac{1}{2}$ zone time. At 1113 sighted Eniwetok Atoll, Marshall Islands bearing 093° T. At 1258 U.S.S. ROE(DD418) detached and proceeded to Eniwetok Atoll as ordered. Proceeding independently.

Positions: 0800 $11^{\circ} 36' N$ $161^{\circ} 08' E$
1200 $11^{\circ} 30' N$ $162^{\circ} 00' E$
2000 $12^{\circ} 20' N$ $162^{\circ} 28' E$

17 July 1945

Zone Time - $11\frac{1}{2}$
Condition II

Steaming as the day before. At 1800 advanced ship's clocks $1/2$ hour to conform to -12 zone time.

Positions: 0800 $14^{\circ} 26' N$ $165^{\circ} 44' E$
1200 $15^{\circ} 14' N$ $166^{\circ} 25' E$
2000 $16^{\circ} 19' N$ $168^{\circ} 02' E$

18 July 1945

Zone Time - 12
Condition II

Steaming as the day before. Directed this date by Radio Dispatch from ComHanSeaFron to Pearl Harbor. At 0400 changed course to 088° in compliance with orders from ComHanSeaFron.

Positions: 0800 $17^{\circ} 34' N$ $170^{\circ} 41' E$
1200 $17^{\circ} 36' N$ $171^{\circ} 43' E$
2000 $17^{\circ} 35' N$ $173^{\circ} 47' E$

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hj1)

CONFIDENTIAL

19 July 1945

Zone Time - 12
Condition II
Steaming as the day before. No comments.
Positions: 0800 17° 39' N 176° 55' E
1200 17° 43' N 177° 53' E
2000 17° 53' N 179° 53' E

19 - 22 July 1945 W.L.D.

Zone Time \neq 12
Condition II
Steaming as the day before. At 0001 set ship's date to 19 July 1945. W.L.D. to conform to \neq 12 zone time. At 1800 advanced ship's clocks 1 hour to conform to \neq 11 zone time. At 1800 21 July 1945 advanced ship's clocks 1 hour to conform to \neq 10 zone time.

23 July 1945

Zone Time \neq 10
Condition II
Steaming as the day before. At 0712 sighted Pearl Harbor Sea Buoy bearing 006° T. At 0810 passed Pearl Harbor channel entrance buoy. At 0900 advanced ship's clocks 30 minutes to conform to \neq 9½ zone time. 0949 moored to pier A-9, Pearl Harbor, Oahu, T.H. Set Port Duty Watches. 2005 commenced unloading crated aircraft engines.

24 July 1945

Zone Time \neq 9½
Port Duty Watches.
Moored as the day before. At 1115 completed unloading crated aircraft engines. At 1443 underway from pier A-9 on various courses and speeds to pier B-3 to undergo voyage repairs at Pearl Harbor Navy Yard.

25 - 31 July 1945

Zone Time \neq 9½
Port Duty Watch
Moored as the day before. Undergoing necessary voyage repairs. No comments.

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hj1)

REG. NO 216
R. E. NO
REG. SHEET NO 39

CONFIDENTIAL

31 August 1945

From: Commanding Officer
To : (1) Cominch, United States Fleet
(2) CincPac.

Reference: (a) Pacific Fleet CL-1-45.

In accordance with reference (a) the War Diary for August 1945 is submitted herewith.

Attached - Seventh Fleet Amphibian Force
TransRon 16
TransDiv 48

1 August 1945

Zone Time $\neq 9\frac{1}{2}$
Port Duty Watch
Moored starboard side to U.S.S. DICKMAN (APA13) berth Baker three (3), Pearl Harbor Navy Yard, Pearl Harbor, Oahu, T.H. undergoing voyage repairs.

2 August 1945

Zone Time $\neq 9\frac{1}{2}$
Port Duty Watch
Moored as the day before. 0750 underway proceeding on various courses and speeds, while shifting berths to Pier ABLE Nine (9) for loading. At 0901 moored port side to Pier ABLE 9, Pearl Harbor, Oahu, T.H. At 1310 commenced taking on cargo.

3-6 August 1945

Zone Time $\neq 9\frac{1}{2}$
Port Duty Watch
Moored as the day before.

7 August 1945

Zone Time $\neq 9\frac{1}{2}$
Port Duty Watch
Moored as the day before. Finished loading 2900 long tons of cargo, 164 enlisted passengers and 3 officers for transportation to Okinawa. At 1306 underway enroute for Eniwetok Atoll, Marshall Islands as per instruction and routing of Port Director, Pearl Harbor. At 1332, cleared Pearl Harbor Swept channel and took departure. Set condition of readiness II. At 1415 casualty in main steam line, engine stopped. 1536 casualty repaired, repairs completed, underway at 80 R.P.M. 14 knots. At 1900 retarded ship's clocks 1/2 hour to conform to zone time $\neq 10$.
Positions: 2000 20° 00' N 158° 10' W

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hjl)

CONFIDENTIAL

8 August 1945

Zone Time \neq 10

Condition II

Steaming as the day before. At 1900 retarded ship's clocks one (1) hour to conform to zone time \neq 11.

Positions:	0800	19° 44' N	160° 49' W
	1200	19° 42' N	161° 49' W
	2000	19° 35' N	164° 00' W

9 August 1945

Zone Time \neq 11

Condition II

Steaming as the day before. No remarks.

Positions:	0800	19° 04' N	167° 11' W
	1200	18° 45' N	168° 08' W
	2000	18° 35' N	170° 06' W

10 August 1945

Zone Time \neq 11

Condition II

Steaming as the day before. At 1257 exercised in General Drills and AA fire at inflated balloons, expended 2,274 rounds of 20MM and 526 rounds of 40MM. At 1900 retarded all ship's clocks one (1) hour to conform to \neq 12 zone time.

Positions:	0800	18° 04' N	173° 08' W
	1200	17° 49' N	174° 22' W
	2000	17° 25' N	175° 36' W

11 August 1945

Zone Time \neq 12

Condition II

Steaming as the day before. No remarks.

Positions:	0800	16° 46' N	179° 41' W
	1200	16° 30' N	179° 16' E
	2000	15° 59' N	177° 21' E

13 August 1945 - East Longitude Date

Zone Time - 12

Condition II

Steaming as the day before. Crossed the International Date Line. Changed date to conform to - 12 zone time.

Positions:	0800	15° 01' N	174° 25' E
	1200	14° 39' N	173° 24' E
	2000	14° 07' N	171° 25' E

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hj1)

CONFIDENTIAL

14 August 1945

Zone Time - 12

Condition II

Steaming as the day before. No remarks.

Positions:	0800	13° 19' N	168° 25' E
	1200	13° 02' N	167° 28' E
	2000	12° 28' N	165° 27' E

15 August 1945

Zone Time - 12

Condition II

Steaming as the day before. At 0852 sighted Eniwetok Atoll bearing 300° T. Distance 18 miles. At 0921 entering Eniwetok Swept channel, nun buoy #2 abeam to starboard. Maneuvering on various courses and speeds to conform to channel, approaching assigned anchorage. At 1043 anchored in berth N-7, Eniwetok Atoll, Marshall Islands. 1625 moved from anchorage to fueling ship anchored in berth #400, Area "F". At 2030 moved once more from anchorage berth #400 after refueling and anchored in berth #370.

16 August 1945

Zone Time - 12

Port Duty Watch

Anchored as the day before. At 1213 underway as per directions and routing instructions of Port Director, Eniwetok. At 1302 took departure on Beacon "E" abeam to port, distance one mile. Set course 212° T. Set condition of readiness II. At 1900 retarded ship's clocks one hour to conform to - 11 zone time.

Positions:	2000	10° 45' N	160° 45' E
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17 August 1945

Zone Time - 11

Condition II

Steaming as the day before. No remarks.

Positions:	0800	10° 36' N	157° 49' E
	1200	10° 33' N	156° 47' E
	2000	10° 30' N	154° 48' E

18 August 1945

Zone Time - 11

Condition II

Steaming as the day before. At 1900 retarded ship's clocks to conform to - 10 zone time.

Positions:	0800	10° 19' N	151° 51' E
	1200	10° 14' N	150° 51' E
	2000	10° 14' N	148° 55' E

U.S.S. STOKES (AKA 68)

AKA68/A12-1/(hjl)

CONFIDENTIAL

19 August 1945

Zone Time - 10

Condition II

Steaming as the day before. No remarks.

Positions:	0800	10° 11' N	145° 58' E
	1200	10° 10' N	144° 48' E
	2000	10° 10' N	152° 56' E

20 August 1945

Zone Time - 10

Condition II

Steaming as the day before. At 0555 radar contact on Fais Island bearing 200° T., distance 17 miles. At 0828 sighted Ulithi Atoll bearing 274° T., distance 16 miles. At 0953 entering Magai Channel on various courses and speeds to conform to channel, proceeding to assigned anchorage between berths #38 and #39, Area 42. At 1059 anchored in assigned berth, Ulithi Atoll, Caroline Islands, Set Port Duty Watch.

21-31 August 1945

Zone Time - 10

Port Duty Watch

Anchored as before. Exercised at general drills at 1244, 31 August 1945. and secured from general drills at 1306, 31 August 1945.

G. W. Graber
G.W. GRABER

USS STOKES (AKA68)
Fleet Post Office
San Francisco, California



AKA68/A12-1/(twh)

Serial: 19

11 February 1946

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

Subject: Ship's History.

Reference: (a) Alpac 318-45.

Enclosure: (A) Ship's History, USS STOKES (AKA68) (3 copies).

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

H. I. CAIREN,
Commander, USNR.

cc:
Cincpac (Encl.(A) 3 copies)
FltHomeTown NewsGen. (Encl.(A) 3 copies)
ComWesSeaFron (Encl.(A) 3 copies)
CNTS (Encl.(A) 3 copies)

A. W. Hughes
A. W. HUGHES,
Lt.(jg), USNR.
Executive Officer
By Direction.

158549

U.S.S. STOKES (A.K.A.-68)

H. I. CAIREN, Commander, U.S.N.R.
Commanding Officer

- o -

S H I P ' S H I S T O R Y

- o -

S T A T I S T I C S

Launched	31 Aug. 1944
Commissioned	4 Nov. 1944
Bldg. Yard	N. Carolina Shipbldg. Co.
Outfitting Yard	Charleston, N. C.
Length Overall	459' 2 1/2"
Length between Perp.	435'
Beam	63'
Speed (Max.)	15.5 Knots
Speed (Stand.)	13.5 Knots
Displacement Ton.	13,050 Tons
Gross Ton.	14,960 Tons
Draft, light	12' 09" M.D.
Draft, loaded	26' 04.5" M.D.
Horsepower	6,000
Fuel Capacity	461,118 Gals.
F.W. Capacity	120,270 Gals.

- o -

Narrator: Lt.(jg) W. J. WEICKER,
U. S. N. R.

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SHIP'S HISTORY

U.S.S. STOKES (AKA68)

On 4 November 1944, in a short but impressive ceremony at Charleston, S.C., Hull 139 of Wilmington Shipyard, N.C., became the U.S.S. STOKES of the United States Navy. Official time of commissioning 1602. At 1801 she was already underway in her new career as part of the amphibious forces and proceeded to take aboard stores, supplies, ammunition, spare parts etc. The following days were busy ones for all on board, for due to a green complement of officers and men, many things about the sea and the ship had to be taught and learned. A tough job. Very little or no liberty at all.

With her first few commissioning days gone, all hands looked forward to taking her to sea on trial and shakedown runs; a first trip for a majority of those on board. The next few days were spent making engine and tactical tests and runs. With these completed, the "Mighty STOKES" turned her prow northward in the direction of Norfolk, Va. for further training and drills in the manly art of making amphibious warfare. During the course of the short two-day trip, there were several cases of "no sea legs". Result: seasickness was prevalent, and those who survived without turning one shade of green or another, automatically became "old salts". With hats at a cocky angle and developed tell-tale swagger of a sea-going sailor, the crew went over the gangway on liberty in Norfolk, for what liberty is to be found there.

What preparations were necessary to be made prior to seven-day training cruise in the confines of Chesapeake Bay, were quickly accomplished and she was underway again. The following week turned out to be even more grueling than any of her past weeks: boat drills day and night, gunnery and general drills under the watchful eyes of inspectors representing the Amphibious Training Command. After seven days of grueling drills and inclement weather, we once again returned to Norfolk, this time to the Portsmouth Navy Yard for a ten-day availability to make necessary repairs and changes to design and construction that might hinder smooth operation of the ship during an operation. After her availability, which seemed like ten hours, the STOKES was ready for her first load of cargo and long voyage. Loading completed at Norfolk Supply Depot, she put to sea on 11 December 1944 in the beginning of a typical Atlantic winter storm in company with the USS SUFFOLK (AKA69) and USS TORRANCE (AKA76). Only a few hours outside the Norfolk Channel Sea Buoy the sea and wind began to hike up the Beaufort Scale as only an Atlantic storm can in such short notice. Finally reached force 10 accompanied with mountainous seas and high winds, making it almost impossible to keep her head into the sea and wind, necessitating a constant 30° right rudder throughout the storm. The members of the crew who heretofore dubbed themselves "old salts" changed their minds as to a seagoing career being a delightful round-the-world cruise at the expense of the United States Navy. Due to rough weather, sight was lost of the rest of the Task Unit. Not until three days later did the Unit reform and steam on into the Panama Canal Zone. After being moored safely starboard side to Pier 9B, Manzanilla Island, Cristobal, Panama, arrangements were made to make necessary emergency repairs to damage caused by the storm.

With a new boom and minus one LCVP and 1 LCM, which were lost during the storm, she continued on to her original destination, Pearl Harbor, on 21 December, 1944. Her passage through picturesque Panama Canal completed, the STOKES settled down to thirteen days of steady, uneventful steaming to the origin of the Pacific War.

Unloading operations completed, the STOKES was assigned to TransDiv 48, TransRon 16, which had orders to participate in the Iwo Jima invasion. Complying with orders, the ship headed for Hilo, Hawaii, to take aboard Marine and CB troops, and their equipment, who had been training for what later turned out to be a second Tarawa. Our cargo was discharged and we returned to Honolulu to rejoin the squadron. With no rehearsal of invasion tactics with the division, she set sail with the 48th TransDiv on 27 January, enroute to staging areas prior to the invasion. All hands anxiously and diligently familiarized themselves with the maneuvering and tactics for a full scale invasion, both theoretically and practically, to put her through the division maneuvering paces. This was a bit rusty at first but a few days later, we were among the best. Enroute we stopped at Eniwetok, had more gunnery drills, provisioned ship and fueled. On 16 February, in formation with TransRon 48, she left Saipan and was off on her last leg toward "D" Day.

19 February 1945 - "D" Day, Iwo Jima, as the dawn broke, Mt. Surabachi loomed on the horizon, curtained by star shells, and the tell-tale red glow of heavy caliber bombardment shells of our mighty first line combatant ships. This was a memorable day for the "Old Girl" and a majority of her crew, her first operation and first baptism of fire was at hand. All hands and gear were in readiness for "H" Hour. While underway all boats were lowered and dispatched as per schedule to APA's for use in the initial landings, as personnel and "HOT CARGO" carriers. Hours after the first wave hit the beach, our boat crews returned, not with the word that the Marines had landed with little or no opposition, but that they were met with stubborn and fierce opposition with a great cost of casualties to the assault troops. Beach conditions were bad, heavy surf, small boats broaching, heavy mortar shells and small arms were harassing boats and personnel waiting to hit the beach.

Boat crews spent days in small boats, carrying "HOT CARGO", without warm food, sleep and shelter, awaiting the word to hit the beach and unload their essential cargo of rockets, gasoline and ammunition. The following days were bitter; heavy seas made unloading almost impossible, but operations went on in spite of all Mother Nature threw at us. For the first few days, unloading operations were carried out underway during the daylight hours, and at night retirement plans were executed. As a result, many of our small craft crews were left to spend the nights in their boats.

It was during one of these evening retirement plans that all hands above decks witnessed the death of the carrier BISMARCK SEA. The actual experience of seeing it hit was obscured from us by darkness and by smoke generated by us as a protective cover. Our attention was first attracted to it by 20 MM tracer fire, then followed by the glow of bomb bursts and suicide plane hits on her flight deck, and then by radio direction to other ships to go to her aid to pick up survivors and give whatever help was possible.

Throughout our presence in the transport area, we had only experienced one G.Q., this was caused by a one plane raid. There was plenty of fire power but, due to its altitude, the attacking foe was not hit.

The casualties suffered on this ship throughout our 14-day stay were 2 killed and 4 wounded. The ship itself suffered battered sides and twisted frames, caused by small craft alongside who were assigned to us for unloading operations.

When a foothold and beachhead had been established ashore, transports were assigned anchorages off the east shore of the island and completed unloading operations by working day and night. On D plus 14, and unloading completed, the STOKES was ordered to retire to Saipan. Casualties were loaded aboard to be returned to the base hospital on that island. From Saipan we headed for Guam, this time to replenish our complement of boats, depleted by the operation of Iwo. This accomplished, troops were loaded and preparations were made at Espiritu Santos, New Heberdies Islands. During this trip we did not carry initial assault troops, but were part of a floating reserve and did not make our appearance off the shores of Okinawa Jima until 10 April, 10 days after "D" Day. The climatic conditions for unloading were excellent. However, the actual unloading operation was continuously harrassed by repeated attacks of the Japanese Kamikaze Corps, which exacted a heavy toll of our naval forces, and our sleep. Throughout our short stay, we were alerted many times by a moaning voice over the TBS and SCR "Flash Red, Control Yellow" followed by the uncanny clanging of the General Alarm, sending all hands scurrying to their stations to await whatever the Japs had to offer. Ordered not to fire on enemy planes while in our smoke screen so as not to risk detection by Jap Pilots, there had been times when we wished we could, for on several occasions enemy planes passed over us mast high. So near and yet so far, when a few well aimed tracers could have sent another fanatic hurriedly to his ancestors. During several daylight raids, however, the STOKES participated in AA fire on suicide planes that resulted in destruction of the attacking foe.

The two invasions, coupled with the many days and endless nights we spent aboard the STOKES, made us all realize that our ship was something more than a few thousand tons of metal and machinery; to us the STOKES was a home, a place of refuge from an ever threatening sea; and above all, the means by which we would someday return to the land, the people and the symbol that men gave their lives, limbs and their souls for, HOME.

On the 19th of April 1945, we proceeded in convoy to Ulithi Atoll, Scuttlebutt had it that we were to return to the United States. The rumor was verified after what seemed like years of mental torture. Our crew and officers were as excited as children on Christmas Eve; our prayers, our hopes, our every common wish, had been answered. We proceeded to Guam and from there to Frisco. The morning of the 19th day after we left Guam we entered San Francisco Bay; a typical fog had settled over everything and everyone, the air was wet and cold: But for those of us that passed under the Golden Gate Bridge on that morning the sun was shining and we were approaching the Gateway to Paradise; our land, our country, our home.

We left San Francisco twenty-four hours after our arrival; with orders to proceed and report to the Port Director, Seattle, Washington for loading .

In as much as this paper is being created as a Ship's History, and not as a story of its crew and officers, we can cover a multitude of sins by simply saying we spent sixteen days in Seattle.

The destination of our Seattle load was Iwo Jima; it was a good trip with fair weather all the way. Less than five months ago, God's forgotten little acre was a mass of decadent rock, flesh and bones; but what we saw when we arrived should be a living testimonial to the fortitude, skill and engineering accomplishment of the C.B. Battalions that we left there.

From Iwo we proceeded under orders to ComWesSeaFrontier, San Francisco only to be intercepted at Pearl Harbor. We loaded at Iropu's Point with cargo destined for Okinawa. Most of us were of the opinion that the STOKES was in a rut; the only vast expanses of the Pacific that we knew of were Okinawa, Ulithi and Iwo Jima. None of us however realized that this particular excursion would be interesting if not hazardous.

We received hints of Peace while we spent our last few days at Pearl Harbor. News of the Atomic Bomb had reached us the day we stationed special sea details destined for Okinawa. We entered the Atoll of Eniwetok, 15 August and there, while approaching our anchorage we heard the glorious news that once more peace on earth towards men of good will was ours. The celebrating that afternoon was for the most part for our fellow countrymen who were still alive to enjoy peace; for those of us that were out there we learned a long time ago that you can't cry for your dead.

Ever since we first came out into the Pacific we heard stories of tropical typhoons. Thus far in the short naval career of the STOKES we knew the Pacific to be as its name implies.

We arrived in Buckner Bay, Okinawa early in September just as the so-called typhoon season was at its ebb. Unloading went along slowly but surely. We were there nine days when we received a storm warning. Most of us treated it as a joke because we had been in the habit of having typhoons and what have you, near us, but thus far they had been products of some communicator's or meteorologist's imagination. Several storm warnings followed the first one. Then one morning we received orders to leave Buckner Bay and head south, clear of the Island, and then towards China. The night before the storm was perfect, the sea was calm and peaceful and the air still and quiet. The next morning before noon, however, hell had broken loose in Buckner Bay and there would soon be the devil to pay.

There were several hundred ships in the Bay and, going out to sea that next morning, it seemed that everyone of them was trying to go through the submarine nets at the same time. Much has been written about tropical storms. It would suffice to say we were all scared stiff. We recorded our largest roll since the ship went into commissioning during this storm 41°.

From Okinawa we went to Guam where we lay-over fourteen sweltering days and rainy nights. We received our orders at Guam to proceed to Tacloban, on the island of Leyte to pick up some cargo destined for Wakayama, Japan. We were diverted to several places in the Philippines visiting Luzon and San Fernando. We unloaded at Wakayama, Japan. Several enjoyable days were spent by all hands sightseeing. From Wakayama we proceeded to Nagoya. We left Nagoya with orders to proceed and report to the Port Director at Seattle. At the time of the writing of this history, the destiny of the STOKES is uncertain. We do however, know this: she has served her crew and her country well. If the STOKES does go to sea again, with a Navy Commission Pennant flying from her mast, she will not do so before the 1st of January for she is now slated for ten days of much-needed availability.

The war is over, but the job of the STOKES is by no means secured; it is all very conceivable that the STOKES will play an important part in Victory as she did in War. She will, together with other ships of her type, carry our men home; she also will bring aid to the vanquished, in the form of food stuffs, clothing and medical supplies.

PORTS OF CALL DISTANCES AND DAYS STEAMING

<u>PORTS OF CALL</u>	<u>DISTANCE</u>	<u>DAYS STEAMING</u>
Charleston - Commissioning	-	-
Norfolk	425	2
Cheaspeake Bay Maneuvers	240	2
Panama	2580	8
Pearl Harbor	4700	14
Hilo, Hawaii	223	1
Honolulu, Oahu	218	1
Maneuvering, Pearl Harbor, Honolulu	88	1
Eniwetok	2381	8
Saipan	1074	4
Tinian	50	1
Saipan	50	1
Iwo Jima	798	4
Saipan	707	3
Guam	109	1
Tulagi	2647	10
Espiritu Santo	550	3
Ulithi	2461	10
Okinawa	1262	6
Ulithi	1264	5
Guam	360	1
Ulithi	360	1
Guam	360	1
San Francisco	5355	19
Seattle, Washington	890	3
Eniwetok	4380	14
Saipan	1140	3
Iwo Jima	660	3
Pearl Harbor	4180	13
Eniwetok	2414	7
Ulithi	1358	5
Buckner Bay, Okinawa	1020	4
Guam	1262	5
Tacloban, Leyte	1221	4
Guian, Samar	45	-
Lingayen Gulf, San Fernando	766	2
Agoo, Luzon	27	-
San Fernando, Luzon	27	-
Wakeyama, Japan	1470	4
Nagoya, Japan	270	1
Seattle, Washington	<u>4891</u>	<u>17</u>
Total	54,193	193

Computed as of 11 January 1946.

The USS STOKES was underway 46% of the time since her commissioning date.

U.S.S. STOKES (AKA-68)

AKA68/A12-1/(hj1)

11 February 1946

SUPPLEMENT TO SHIP'S HISTORY OF U.S.S. STOKES (AKA-68) of 2-11-46.

COMMANDING OFFICERS OF THE U.S.S. STOKES (AKA-68)

<u>NAME, FILE NO. & RANK</u>	<u>ASSUMED COMMAND</u>	<u>DETACHED</u>	<u>HOME ADDRESS</u>
G. W. GRABER (69074) Lt. Comdr., USNR	11-4-44	12-11-45	403 Front St. Greenport, N. Y.
R. T. McCLELLAND (188994) Lieut., USNR	12-11-45	12-24-45	4557-18th Ave. S. Minneapolis, Minnesota.
H. I. CAIREN (66042) Comdr., USNR	12-24-45	- - -	2042 Holt Ave. Los Angeles 34, California.

USS STOKES (AKA 68)
c/o Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL

USS STOKES, AKA-68

File: AKA68/(efs)

Ser.: 010

23 March 1945

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

4 01975

Via: (1) Commander Task Unit 53.1.3
(2) Commander Task Group 53.1
(3) Commander Task Force 53
(4) Commander Task Force 51
(5) Commander FIFTH Fleet
(6) Commander in Chief, Pacific Ocean Area

Subject: Action Report for the Iwo Jima Operation, Submission of

References: (a) U.S. Navy Regulations 1920, Articles 712, 874(6)
(b) Commander in Chief Pacific Fleet Confidential Letter
1CL-45

Enclosures: (A) Subject Report - p. 2
(B) Reporting AA Action by Surface Ship - p. 10

1. In accordance with references (a) and (b) the subject action reports are herewith submitted as enclosures (A) AND (B).

G. W. GRAEBER

ADVANCE COPIES

Cominch (1) ✓
Comhibspac (1)
Cincpac (3)

115115

USS STOKES (AKA68)

CONFIDENTIAL

AKA68/(efs)

Subject: Action Report for the Iwo Jima Operation

PART I

No remarks. Covered in Division Commander's report.

PART II

No remarks. Covered in Division Commander's Report.

PART III

- A. This vessel operated throughout the operation in Task Unit 53.1.3. The Task Unit Commander was the Commander, Transport Division 48. Departed Saipan Island, Marianas Islands, 16 February 1945 with Transport Group Able 53.1 (TransRon16) and arrived Iwo Jima Island, Volcano Islands 19 February 1945. The passage Saipan to Iwo Jima was uneventful.
- On 19 February maintained position on the transport guide in the transport area and retired the night of 19-20 February with units of Transport Division 48. At 1915 received a "Flash Red" and at 2050 received "Flash White". This unit was not molested by the enemy.
- On 20 February maintained position on the transport guide and retired the night of 20-21- February with Transport Division 48. No comment.
- On 21 February maintained position as before in transport area and retired at night 21-22 February with units of Transport Division 48. At 1710 received "Flash Red", at 2040 received "Flash White". The group was not attacked.
- On 22 February maintained position as before in transport area. The retirement, night of 22-23 February with Transport Division 48, was uneventful.
- On 23 February enroute from retirement area to transport anchorage area. At 1115 anchored in berth 20 in 22 fathoms water with 105 fathoms chain to starboard anchor. Discharged cargo throughout the day. At 1015 thirty-one casualties were received from the beach. At 1910 received "Flash Red". 1925 enemy plane overhead, commenced firing. 1927 ceased firing. 1935 commenced firing. 1927 ceased firing. One enemy plane sighted overhead and disappeared into clouds. Four men were injured during air attack by a spent 20MM shell from our own forces.
- On February 24 anchored as before in berth #20, Iwo Jima. Continued to discharge cargo. At 1600 received casualties from the beach, at 2035 received "Flash Red". Enemy planes contacted by radar (unknown station. 2225 "Flash White". Continued discharging cargo. Anchored as before.

USS STOKES (AKA68)

CONFIDENTIAL

AKA68/(efs)

Subject: Action Report for the Iwo Jima Operation

On 25 February anchored as before berth #20 transport anchorage. At 0720 prepared to get underway then shifted to newly assigned berth #18A in 40 fathoms water with 100 fathoms chain to starboard anchor. Continued to discharge cargo.

On 26 February anchored in berth #18A transport area. Continued to discharge cargo. At 1800 buried at sea one Marine PFC and one USN "Sea Bee" who died on board from injuries received on beach. All necessary forms have been forwarded in accordance with instructions.

On 27 February anchored as before in berth #18A transport area Iwo Jima. Continued discharging cargo throughout the day. Received on board this day 33 casualties from the beach.

On 28 February anchored as before in berth #18A. Continued to discharge cargo throughout the day. Experienced some difficulty holding LSM alongside due to shortage of manila lines. All casualties on board were transferred this day to USN Hospital Ship "Samaritan".

On 1 March anchored as before in berth 18A transport anchorage, Iwo Jima. At 0238 "Flash Red". Executed smoke plan. 0423 "Flash White" Continued discharging cargo throughout the day. 1540 received 15 casualties from beach. These were for transportation to Saipan. At 2100 completed discharging cargo.

2 March at 0730 underway and proceeded to area Zebra off Iwo Jima where ship remained until 1800. At this time formed cruising disposition with TG 51.29.4. Left area enroute to Saipan, arriving 5 March 1945. Passage to Saipan uneventful.

B. Zone time minus 10 was used throughout the operation.

PART IV

AMMUNITION EXPENDED DURING OPERATION AT IWO JIMA

- A. (a) 98 rounds 40MM
1176 rounds 20MM
7% of allowance expended
- (b) Fire discipline was good
Communications good
Local control
- (c) No hits, so far as was observed
- (d) No comments
- B. No comments
- C. No comments.

USS STOKES (AKA68)

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Subject: Action Report for the Iwo Jima Operation

PART V

A. Operational Damage

1. Considerable structural damage was suffered by this vessel during unloading operations. Cause was a heavy swell which caused LST's and LSM's to heave against the ship's side with great force. Fenders which had been in use were badly cut up and mashed on the first day of unloading while at anchor. In some cases the LSM's and LST's being light when they came alongside were out of good control and hit the ship at dangerous angles.

2. Damage is as follows:

(a) No. 1 hold, third deck portside

Frame 33 Large dent
35 Sprung in
36 to 41 - Sprung in

(b) No. 1 hold, third deck, starboard side

Frame 27 Sprung in
28 Large dent
29 Sprung in
30 Sprung in
31 Large dent
33 Sprung in
34 Large dent
35 Sprung in
36 to 40 - Sprung in
41 Bulkhead buckled over area approx. 8"x4'

(c) No. 1 hold, platform deck, starboard

Frame 20 Bulkhead slightly buckled
21 Sprung
22 Sprung
23 Sprung
24 Ruptured (has been welded)
25 to 39 * Sprung

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Subject: Action Report for the Iwo Jima Operation

- (d) No. 2 hold, third deck, port
Frame 41 - Bulkhead buckled over area 4"x16"
42 to 53 - Sprung
54 - Bulkhead buckled at deck
- (e) No. 2 hold, third deck, starboard
Frame 41 - Bulkhead buckled at deck
42 to 52 - Sprung
43 - Hull pierced (patched)
- (f) No. 3 hold, third deck, starboard
Frame 53 - Bulkhead slightly buckled
57 - Small dent
- (g) No. 3 hold, third deck, port
Frame 53 - Bulkhead slightly buckled
54 - to 60 - Sprung
58 - Dented
- (h) No. 3 hold, platform deck, starboard
Frame 55 slight dent
- (i) No. 3 hold, platform deck, port
Frame 53 to 60 - Slightly sprung
- (j) No. 7 hold, second deck, starboard
Frame 141 - Bulkhead buckled at deck
- (k) No. 6 hold, third deck, port
Frame 135 - Sprung
136 - Sprung
140 - Sprung
139 Hull dented
130 to 140 - Sprung slightly
- (l) No. 7 hold, second deck, starboard
Frames 142 to 152 - Sprung
- (m) No. 7 hold, second deck, port
Frame 142 to 148 - Sprung
- (n) No. 7 hold, third deck, starboard
Frames 142 to 146 - Sprung
- (o) No. 7 hold, third deck, port
Frame 147 - Small hole, shoredup

USS STOKES (AKA68)

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Subject: Action report for the Iwo Jima Operation

- (p) Paravane chain - Shoe downhaul parted by LSM coming alongside. Should be replaced with high carbon steel type. BuShips ltr SS1-2(620)EN28/A2-11 dated 20 Sept. 1944)
- (q) #1 20MM gun shield crushed inboard.
- (r) Two boat booms, port and starboard sides carried away by LSM's in approach to ship's side.

PART VI

A. No comments.

B. See report anti-aircraft action report by surface ship (enclosure (B))

C. Amphibious Action

(1) Troops and cargo.

(a) This ship embarked 143 officers and enlisted men on 17 January 1945

(b) Troops were embarked at Hilo and disembarked at Iwo Jima, 19 February to 28 February, 1945.

(c) The total amount of cargo was 2500 tons consisting of 116 vehicles, ammunition, rations, gasoline, water, and various other combat cargo.

(d) Cargo was all loaded at Hilo, T.H. on the dates including 13 to 18 January 1945 and was discharged during Iwo Jima operations, starting 19 February 1945.

COMMENT: During the unloading of cargo at Iwo Jima, difficulty was experienced in getting sufficient men to handle cargo. Working parties had to be supplied to all LCM's, LSM's, LST's, and LCT's that loaded cargo. Most of the time only very few Marines were helping to discharge. As they were disembarked the number decreased until an inadequate amount was on board to finish.

(2) (a) This vessel carries eight LCM's, 15 LCVP's, and 1 LCVP(L). All boats were used on D-day. After D-day only LCM's were used to any extent to discharge cargo. The LCVP(L) was used by the boat group commander. After D-day two smoke boats (LCVP) were kept standing by and two salvage boats (LCVP) were standing by and assisting at the beach.

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Subject: Action report for the Iwo Jima Operation

- (b) Eight LCM's and eleven LCVP's were unloaded with booms and six LCVP's were unloaded from welin davits. Some difficulty was experienced in unloading all boats on account of heavy swell. At times there was great strain on all falls, to the extent of being dangerous. This ship is not provided (and could not be obtained at Charleston, Norfolk, Cristobal, or Pearl Harbor Navy Yards) with any swivel hooks. Boats were all discharged from ship in twenty-five minutes.
- (c) Control of landing craft was good considering the conditions.
3. No comment.
4. (a) A very small amount of cargo was unloaded in ship's boats. This was due to poor conditions on the beach. LCM's were used mostly for discharge.
- (b) This ship handled more than its share of casualties. No other comments.
- D. 1. In general the performance of radar both SA and SG was good. SG proved to be of a great deal of assistance for station keeping and during smoke screen operations. Good results were obtained for tracking, and air search.
No comment: No deceptive measures were taken by this vessel. Some difficulty was experienced with IFF performance due to interference.
No comment.
2. Communications in general were good.
3. At times smoke deception was good. In general - not so good.
4. No comment.
5. No comment.
6. A capacity load of fresh and dry vegetables were loaded at Pearl. Spare parts for boats was sufficient except in a few cases of casting breaks.
7. This vessel handled 86 casualties - entirely too many. Officers gave up their room as the ship only has a six-bed sick bay and one doctor. Medical Department performance was excellent.

USS STOKES (AKA68)

CASUALTY REPORT OF MEMBERS OF CREW OF USS STOKES
AS A RESULT OF ACTION AT IWO JIMA FROM 19 FEBRUARY
1945 to 2 MARCH 1945

At 2000 on 23 February 1945 a 20mm shell hit the gun platform of the aft port 40mm gun injuring the following four men:

OXENFORD, William Huber	249-76-96
SWETTERLITSCH, John Louis	896-16-63
FINNEY, Charlie Raymond	978-45-31
DUNN, Ira Jr.	978-45-46

The above mentioned men were given first aid on the spot by a hospital corpsman who was on duty on the main deck aft. The following are the findings and dispositions of these four men:

For all four men:

Not misconduct, Not EPTE. Duty

1. Within command
2. Work
3. Negligence not apparent
4. Patients were at their guns during air attack when 20mm shell hit in gun mount, exploding.

DUNN, IRA JR.

- (1) Battle casualty: Seriously wounded in action
- (2) Diagnosis: Wounds multiple (R. groin) #2564 KL (K)
- (3) Prognosis: Serious
- (4) Patient treated for shock, dressed, and later transferred to hospital ship APH-2 because of evident damage to femoral artery. Transferred to hospital ship 2-26-45.

FINNEY, Charlie Raymond

- (1) Battle Casualty: Seriously wounded in action
- (2) Diagnosis: Wound fragment (Rt. foot) #2584 KL (K)
- (3) Prognosis: Serious. Foot amputated 2 inches above ankle

OXENFORD, William Huber

- (1) Battle casualty: Slightly wounded in action. Does not require hospitalization.
- (2) Diagnosis: Wound fragment rt. leg #2584 KL (K)
- (3) Prognosis: Favorable. Wound dressed and man returned to duty.

4 01975

USS STOKES (AKA68)

SWETZLITSCH, John Louis

- (1) Battle casualty: Slightly wounded in action. Does not require hospitalization.
- (2) Diagnosis: Wound fragment neck #2584 KL (K)
- (3) Prognosis: Favorable. Wound dressed and man returned to duty.

-- O--O--O--O--O--O--O--O--O--

Two men are missing in action. They were members of the boat group and were seen to be injured severely by members of the crew of their boat. As the medical department has no positive proof of death they are hereby reported missing in action, diagnosis and disposition unknown until further information is secured from other sources.

WALKER, George William, 783-70-62

- (1) Type of casualty: Missing in action, presumed to be the result of enemy action
- (2) 19 February 1945, Iwo Jima

SPENCER, Duval Ray

- (1) Type of casualty: Missing in action, presumed to be the result of enemy action.
- (2) 19 February 1945, Iwo Jima

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship. IWO JIMA VOLCANIC ISLANDS U. S. S. STOKES (AKAGI)

Date 23 February 1945..

NOTES

- (a) REPEL ATTACK FIRST--Then collect data for this report!
(b) Do not "gun deck" this report--if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
(c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers.

- 1. Surprise attack (yes or no) NO
2. Method picking plane up (Radar, binoculars, naked eye) RADAR UNKNOWN
(a) Lookout(s) or special equipment detector operator(s):
(Name) (Rate) (Service No.)
made initial contact by RADAR (UNKNOWN STATION)
(Sound), (radar), (SISD), (RAD), (Sight)
3. Range plane was picked up (50 miles, 30 miles, 10 miles, less 5 miles) 50 Miles
4. Number of planes
5. Type of plane (Fighter, scout, dive-bomber) Medium Bomber Type of attack
6. Speed & altitude (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) Intermediate and fast
7. Guns firing YES Size 20 & 40MM Number 2 40MM & 6000MM
Method of control Local Method spotting
8. Ammunition expended 98 rounds 40MM 1176 rounds 20MM
9. Percent service allowance expended 0.7%
10. Approximate time tracking to first shot
11. Approximate time of first hits
12. Approximate time first shot to last shot .2 minutes

13. Approximate position angle open fire^{45%}.....
14. Approximate position cease fire^{60%}.....
15. Approximate bearing first shot^{90%}.....
16. Approximate bearing last shot^{90%}.....
17. Approximate range first shot⁻⁻⁻.....
18. Approximate range last shot⁻⁻⁻.....
19. Approximate altitude of bomb release⁻⁻⁻..... Type bomb⁻⁻⁻.....
20. Approximate range torpedo release⁻⁻⁻..... Size of torpedo⁻⁻⁻.....
21. Hits on ship⁻⁻⁻..... Was ship strafed ^{NO}..... Size gun⁻⁻⁻.....
22. Number near bomb misses⁻⁻⁻..... Casualties from near misses⁻⁻⁻.....
23. Planes shot down--sure⁻⁻⁻..... Possible⁻⁻⁻..... Damage⁻⁻⁻.....
 By what size gun⁻⁻⁻.....
24. Details of damage to target by gunfire if available⁻⁻⁻.....

25. Performance of ammunition (Excellent, good, bad, poor)^{GOOD}.....
26. Pattern sizes (Large, small excessive)^{BARRAGE}.....

SKETCH

- (a) Indicate direction of attack relative ship's head.
- (b) Show relative position of sun.
- (c) Indicate own maneuvers.

AKA68/P6/(hjl)

USS STOKES (AKA68)

FLEET Post Office
San Francisco, Cal.

CASUALTY REPORT OF CREW OF

U.S.S. STOKES (AKA-68)

As a Result of Action at

IWO SHIMA, 23 February 1945

- - - -

The USS STOKES (AKA68) was anchored 2000 yards off the beach of IWO SHIMA, Volcanic Islands, participating in unloading operations during the attack and occupation of that island.

At 2014 on 23 February 1945, while enemy planes were overhead, and ships and shore batteries were participating in antiaircraft fire, a 20mm shell hit the gun platform of the aft port 40mm gun injuring four members of the gun crew. The 20mm shell apparently came from the barrage fire of the surrounding ships.

USS STOKES (AKA68)

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Reg. No.	371
R. S. No.	5 0518

Fleet Post Office
San Francisco, Cal.
23 April 1945

From: The Commanding Officer
To: The Commander in Chief, United States Fleet
Via: (1) The Commander Transport Division 48
(2) The Commander Transport Squadron 16
(3) The Commander Amphibious Forces, US Pacific Fleet
(4) The Commander FIFTH Fleet
(5) The Commander in Chief, US Pacific Fleet
and Pacific Ocean Areas

Subject: Action Report for the Okinawa Operation, Submission of

References: (a) US Navy Regulations 1920, Articles 712, 874(6)
(b) Commander in Chief Pacific Fleet Confidential Letter
1CL-45

Enclosure: (A) Subject Report, p. 2

1. In accordance with references (a) and (b) the subject action report is enclosure (A).

G. W. GRABER

ADVANCE COPIES:

Cominch (1) ✓
Comphibpac (1)
Cincpac (3)

122306

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Subject: Action Report for the Okinawa Operation
-----PART ONE

No remarks. Covered in Division Commander's report.

PART TWO

No remarks. Covered in Division Commander's report.

PART THREE

This vessel operated with the expeditionary force floating reserve. Transport Division 48.

Departed Ulithi, Caroline Islands, 4 April 1945 with Transport Group 51.3 (Trans Ron 16) and arrived 9 April 1945. Encountered no enemy action enroute.

On 9 April 1945 on arrival Transport Area Okinawa anchored at 1125. At 1555 started to discharge cargo. Ship on condition 1-Able. At 1842 enemy aircraft reported approaching. Went to General Quarters (on Flash Red). At 1937 planes reported returning. Secured from General Quarters and went to condition 1-Able. Continued discharging cargo. No enemy action by this vessel.

10 April: Anchored as the day before. Continued discharging cargo. At 0719 enemy aircraft reported approaching. Went to General Quarters. 0749 secured from General Quarters. Set condition 1-Able and continued discharging cargo into LCM's and LCVP's. Wind and swell increasing. Dropped port anchor with 50 fathoms of chain. All available boats taken aboard. No enemy action by this vessel this day.

11 April: Anchored as the day before. Port and starboard anchors out. Launched all boats except davit boats and continued discharging cargo. 1022 flash red (enemy aircraft reported approaching). 1045 flash white. Secured from General Quarters, set condition 1-Able and continued discharging cargo. At 1827 flash red (enemy aircraft reported). Went to General Quarters. 1916 secured from General Quarters. At 1925 hove up port anchor. Weather moderating. At 2024 flash red (enemy aircraft reported). Went to General Quarters. At 2105 secured from General Quarters on flash white. Continued discharging cargo. No enemy action encountered by this vessel.

12 April: Anchored as the day before. 0057 flash blue, control green. 0105 flash white. At 0340 flash red, control green. Went to General Quarters. At 0344 control yellow. At 0447 commenced firing at enemy plane identified as "Betty". Illuminated by searchlights. At 0448 ceased firing. Ammunition expended: 120 rounds 20MM and 30 rounds 40MM. At 0618 flash white, control green. Secured from general quarters and set condition 1-Able. At 0805 continued discharging cargo. At 1533 flash red, General Quarters. 1720 secured from General Quarters, set condition 1-Able and continued discharging cargo. At 1946 flash red, General Quarters. 2215 flash white. Secured from general quarters. Set condition 1-Able. Continued discharging cargo. 5 0848

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Subject: Action Report for the Okinawa Operation

13 April: Anchored as the day before. At 0314 flash blue, control yellow. At 0317 flash red, control yellow. General quarters. At 0333 flash blue, control green. 0620 flash white, control green, set condition 1-Able and continued discharging cargo. At 1443 got underway and shifted berth by order of port director. At 1505 anchored in berth 44 in 22 fathoms of water with 75 fathoms of chain to starboard anchor. At 1515 continued discharging cargo. At 1745 flash red, control green. Went to general quarters. At 1758 flash white, secured from general quarters. Continued discharging cargo. At 1940 flash red, control yellow, general quarters. At 2238 flash white, control green, secured from general quarters and set condition 1-Able. Continued discharging cargo. No enemy action encountered by this vessel.

14 April: Anchored as the day before. 0333 flash blue, control green. At 0421 flash white, control green. At 0904 flash red control green, general quarters. 0913 flash white, secured from general quarters, set condition 1-Able and continued discharging cargo. At 1020 AKA22 reported fire aboard. This ship called away fire and rescue party in compliance with orders from C.T.G. 51.3. At 1031 fire reported under control. Secured fire and rescue party. At 1120 flash red control green, general quarters. 1138 flash white, secured from general quarters, set condition 1-Able and continued discharging cargo. At 1921 flash red control green, general quarters. 1947 flash white, secured from general quarters. Set condition 1-Able, continued discharging cargo. No enemy action encountered by this ship.

15 April: Anchored as the day before. 0833 flash red, control green, general quarters. 0855 flash white, secured from general quarters, set condition 1-Able, continued discharging cargo. At 1200 observed five minutes of silence for prayer in memorium of the late President of the United States, Franklin D. Roosevelt. At 1825 flash red, general quarters. At 2225 flash white, secured from general quarters, set condition 1-Able continued discharging cargo. No enemy action encountered by this ship.

16 April: Anchored as the day before. 0217 flash red, general quarters. 0309 flash blue, control green. At 0352 flash red, control green. At 0443 flash blue, control green. 0447 flash red, control green. 0504 flash blue, control green. 0532 flash white, control green. Secured from general quarters, set condition 1-Able and continued discharging cargo. 0648 flash red, control green, general quarters. At 0659 flash white, secured from general quarters, set condition 1-Able and continued discharging cargo. At 0944 flash red, general quarters. At 1041 flash white. Secured from general quarters and continued discharging cargo. At 1055 reported 100% discharged. Commenced hoisting aboard all available boats and prepared for sea. At 1514 secured from condition 1-Able and set watches on condition II. 1844 flash red, general quarters. 1906 secured from general quarters, set condition II. 1929 flash red, general quarters. At 1950 flash white, secured from general quarters, set condition II. 2048 flash red, general quarters. At 2113 flash white, secured from general quarters, set condition II. No enemy action encountered by this ship.

5 0818

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17 April: Anchored as before. At 0242 flash red, general quarters. 0304 flash white, secured from general quarters, set condition II. At 2025 flash red, general quarters. Low flying planes passed directly over ship (unidentified). At 2239 flash white, secured from general quarters. No enemy action by this vessel.

18 April: Anchored as the day before. Continued on ship's routine work for the day. At 1930 flash red, control green, general quarters. At 2055 flash white, control green, secured from general quarters, set condition II. No enemy action this day.

19 April: Anchored as the day before. At 0820 stationed special sea details and prepared to get underway. 0833 underway on various courses and speeds. Joined unit of navy and merchant ships under command of Convoy Commodore Captain Walton in Sea Runner. Left area of Okinawa. This day ends uneventful.

PART IV
AMMUNITION EXPENDED

- A. (a) 120 rounds 20MM
30 rounds 40MM
1.5% of allowance expended
- (b) Fire discipline was good
Communications good
Local control
- (c) No hits so far as was observed

PART V

No comment.

PART VI

- A. No comment on surface gunnery operations.
- B. No comment on air operations.
- C. Amphibious Action
- (1) Troops and Cargo
- (a) This ship embarked nine officers and one hundred thirty-nine enlisted men of Battery "B", 106th F.A. Battalion, and one officer and twenty-nine enlisted men of 152nd Engineers of Combat Battalion; 4 enlisted men of the 27th Quartermaster Company; one officer and

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CONFIDENTIALSubject: Action Report for the Okinawa Operation

seventeen enlisted men of the 27th Combat Salvage Company; two enlisted men of the Headquarters Company 165th Engineers (C) Group; seven enlisted men of Company "C" 102nd Engineers (C) Battalion; one officer and twenty enlisted men of the 45th Q.M. War Dog Platoon; and 23 war dogs; and one navy enlisted man of the Military Government Detachment- a total of twelve officers and two hundred nineteen enlisted men of which sixty enlisted men were maintained as ship's platoon.

- (b) Troops were embarked 25 March 1945 at Espiritu Santos and disembarked 16 April 1945 as was required. Ship's platoon was disembarked 16 April 1945, all at Okinawa.
- (c) The total cargo amounted to 1950 tons consisting of 103 vehicles, rations, ammunition, and general supplies. Cargo was loaded 25 March 1945 at Espiritu Santos and discharged over the period of 10 April and 16 April 1945.
 - (1) Cargo was stowed in a semi-commercial type of loading below decks utilizing all ship's holds. All cargo except vehicles was discharged using yard and stay rigging. Vehicles were discharged with thirty ton booms.

(2) Landing Craft

- (a) This vessel carries eight LCM's, 15 LCVP's, and 1 LCVP(L). LCVP was used throughout the discharging of cargo at the control boat (as directed). LCM's and LCVP's were used throughout the discharging of cargo to transport cargo to beaches.
 - (b) LCM's and ten LCVP's were launched with thirty-ton booms, six LCVP's were discharged from Welin davits. No difficulty was experienced in this operation.
 - (c) In general, control of landing craft was good.
- (3) Minesweeping: No comment.
 - (4) Landing of Troops and Cargo: Landing craft was used for discharging cargo. Troops which were landed were also landed in ship's boats.
 - (5) Casualties: This vessel is equipped to handle a small amount of casualties having a sick bay of six beds. Stokes stretchers and army litters are located throughout the ship and equipped with battle dressings and blankets. No shore casualties were received on board in this operation.

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CONFIDENTIALSubject: Action Report for the Okinawa Operation

D. 1. Radar

- (a) Condition of Equipment: The SA-2 radar appeared to be operating at peak efficiency during our time in the Okinawa area. It had been tuned up by a company representative about three weeks previous to our arrival at Okinawa. All necessary replacements of tubes had been made.
- (b) Performance: Although the SA-2 was in good operating condition, the following limitations often interfered with our obtaining dependable plots of enemy aircraft:

- (1) Whenever we attempted to track raids over land masses at any distance whatever, we found it to be a very exceptional case where the target pip was strong enough to be observed above the land mass indication. Since there were land targets over a wide range of bearings in the Okinawa area, this fact was a frequent cause of our losing track of targets.
- (2) Due to the inherent limitations of the set regarding maximum range, we were seldom able to obtain dependable tracks on targets over 45 miles. We rarely observed any targets over 65 miles distant.
- (3) One of the main difficulties concerned the detection of low flying planes. It was not unusual for planes flying somewhat under 1000' to come in undetected, even though their approximate bearing had been reported.

The BM-IFF equipment gave variable performance. Occasionally we obtained strong indications with a minimum of fading interval while at other times the signal would be so weak and the fade zone so prolonged that it might take 4 or 5 minutes to identify a friendly plane.

- (c) Jamming: We frequently observed some sort of electronic jamming. This occurred during air raids and on the bearing of the raiding planes. It appeared at frequent intervals lasting about a minute or so at a time. The time base vibrated up and down while a great deal of interference appeared above it. The interference was not uniform along the whole length of the time base. Although this jamming interfered considerably with the detection of new targets, it did not completely prohibit tracking targets which had already been observed. The anti-jamming controls were not effective in reading through the jamming. Although frequent reports of the use of Window were received, we never detected any indications of it on our screen.

(Note): The SG gave its usual satisfactory performance. It was not found practicable to employ the SG for tracking low-flying planes because of the numerous surface targets and land masses in the immediate vicinity.

CONFIDENTIALSubject: Action Report for the Okinawa Operation

2. Communications: Secondary (Jump) Fox reception was generally good by copying NPM (Honolulu) direct. 8250 KCS was a good steady frequency. A higher frequency during the day and a lower one at night were used as standbys. Signal from Guam not dependable due to bad keying on all frequencies. Reception on tactical CW circuit (441 and 385 KCS) was good. Circuit discipline on all voice circuits was improved over previous operation. Reception generally good.
3. The use of smoke was satisfactory to the extent that boats tied up alongside could not be seen to be loaded.
4. Visual tangents and radar provided accurate piloting in the area. Results from Loran equipment was not accurate, only fair.
5. No comment.
6. A capacity load of fresh and dry provisions was taken aboard at Espiritu Santos on 20 March 1945. Small size rope and wire was obtained at Santos and an adequate supply of boat spares was received.

A total of 2000 gallons of fog oil was used in this operation, and gasoline at the rate of about 1 gallon to every 15 gallons of fog oil.

A heavy drain on ship's store stock was experienced. LST's and LSM's made demands and were served.
7. Medical Department was in all respects ready to receive casualties. None were sent on board.

PART VII

No comments.

PART VIII

Considerable difficulty was experienced in boats not returning to the ship for several hours. This was in many cases on account of tidal conditions, and a priority list for unloading of ship's boats. This ship had a twenty-four hour duty boat at the beach with a competent officer to see that boats were in place and ready to load on order.

USS STOKES (AKA68)

CONFIDENTIAL

ACTION REPORT

Based on a Voyage Ordered by AdComPhibsPac
Via Commander Western Sea Frontier, Cargo
Consisting of Vehicles, Gasoline & Lube Oil

PART I - BRIEF SUMMARY

No remarks. Covered by commander convoy - O.T.C.

PART II - PRELIMINARIES

No remarks. Covered by commander convoy - O.T.C.

PART III - CHRONOLOGICAL ACCOUNT

This vessel operated independently from Seattle, Washington to Saipan, thence under S.I.W. - 53 - Commander Hughes in USS KINGSBURY (APA177).

16 June 1945:

Departed Seattle, Washington at 0942 and proceeded independently, arriving at Eniwetok 29 June at 1150, zone -12 time and date. On 27 June at 1312, zone -12, exercised crews of 5" - 38 and test-fired. Expended twelve rounds 5" - 38 MK 53-Mod-2-Lot 2170. General drills were conducted as required. This voyage was uneventful. Encountered no enemy action or contacts.

30 June 1945 (Zone time -12)

Attended to necessary logistics and departed Eniwetok 1831. Proceeded towards Saipan, speed fifteen knots and zig-zagged in accordance with plan 11, U.S. Dia. 1940. No enemy contacts.

3 July 1945 (Zone time -10)

The period covered between 1 July and 3 July 1945 was uneventful. Encountered no enemy action. 1700 anchored at Saipan (Berth L-64).

4 July 1945 (Zone -10)

Anchored as before in berth L-64, Saipan in 16 fathoms of water with 90 fathoms of chain, starboard anchor. Two LCVP's lowered for messenger purposes. 0615 z - received orders to attend sailing conference at Port Director's office, 1000 K 5 July. Day ends uneventfully.

5 July 1945 (Zone -10)

Anchored as before. 1000 K attended sailing conference at Port Director's office. Commander J. H. Hughes, O.T.C. designated S.I.W. - 53 including USS KINGSBURY (APA177), USS SUFFOLK (AKA69), USS STOKES (AKA68), and USS PRESLEY (DE371) escort. Ship's logistics have been obtained as was necessary. 1553 K ship underway and proceeded via channel and anti-submarine net exit to point "Oboe. Joined formation as prescribed and proceeded on voyage to Iwo Jima. Direction O.T.C. in KINGSBURY. 5 July to 7 July enroute to Iwo Jima. Passage uneventful. No enemy contacts.

704602

Subject: Action Report, Seattle-Iwo Jima, 16 June to 11 July 1945

7 July 1945 (Zone -10)

Arrived Iwo Jima. Anchored in berth 169 at 1316 - 10 zone time in 12 fathoms of water with starboard anchor, 60 fathoms of chain. At 1900 launched all boats and commenced discharging cargo at 2100 into LCT's. Continued discharging cargo throughout the night. Three fifteen-man working parties were furnished to assist unloading by Port Group Commander. No enemy action.

8 July (Zone -10)

Anchored as before in berth 169, Iwo Jima. Continued discharging cargo into LCT's as they became available. The supply of LCT's was inadequate. There was a moderate swell all this day. Ship's boats started to land vehicles at 1700 and continued until sunset. Three fifteen-man gangs were furnished by Port Group Commander. No enemy action.

9 July (Zone -10)

Anchored as before berth 169, Iwo Jima. Continued discharging cargo as LCT's became available. Ship's boats assisted by carrying vehicles only. Discharging very much delayed. No LCT's available. Port Group Commander would not receive any cargo in LCM's except vehicles. Ship at 1200 only had drums of gasoline and oil to discharge. Three fifteen-man gangs were furnished to assist discharging. No enemy action.

10 July (Zone -10)

Anchored as before, berth 169, Iwo Jima. Discharging cargo on LCT, #5 hold, gasoline. 0100 finished discharging cargo. One fifteen-man gang worked #5 hold. 1503 commenced loading crated aircraft engines. 2125 finished loading aircraft engines. (These engines are enroute to States.) No enemy action.

PART IV - ORDNANCE

22 June 1945

Conducted routine test-firing of 5" - 38 projectiles, nose fuze, Mk. 53, Mod. 2, Lot 2170. These tests were conducted in accordance with OP 1480, with the following results:

Rounds fired -	Twelve
Normal	76%
Premature	8%
Dud	16%

PART V - DAMAGE

No comment

PART VI - SPECIAL COMMENTS AND INFORMATION

- A. No comment on surface gunnery operations.
- B. No comment on air operations.

Subject: Action Report, Seattle-Iwo Jima, 16 June to 11 July 1945

C. AMPHIBIOUS OPERATIONS

1. Troops and Cargo
 - (a) No troops (officers or enlisted)
 - (b) No comment
 - (c) The total cargo amounted to 995 short tons consisting of vehicles, gasoline, and lube oil. Cargo was all loaded at Seattle Wash. over a period from 11 June to 15 June and discharged over a period of 7 July to 9 July 1945 at Iwo Jima.
 - (1) Cargo was stowed in a semi-commercial type of loading below docks utilizing all ship's holds. Most vehicles were discharged with thirty and ten-ton booms. Other cargo by yard and stay.
2. Landing Craft
 - (a) This vessel carries eight LCM's and 15 LCVP's and 1 LCVP(L). Ship's LCM's were used to assist discharging cargo.
 - (b) LCM's and LCVP's were launched prior to discharging cargo with their respective gear. Note: Ten-ton, thirty-ton booms and welin davits. No difficulty was experienced.
 - (c) In general, control of landing craft was good.
3. Minesweeping: No comment
4. Cargo was landed in LCT's and ship's LCM's. (No troops.)
5. Casualties: This vessel is equipped to handle a small amount of casualties having a sick bay of six beds. Stretchers and army litters are located throughout the ship and equipped with battle dressings and blankets.

D. 1. RADAR

- (a) Condition of Equipment: Both the SG and SA-2 radar sets were in good operating condition during the trip from Seattle, Wash. to Iwo Jima, both sets having been thoroughly checked over by technicians from radio maintenance office at Seattle.
- (b) Performance: The following comments are in order concerning the performance of the SG radar: When at a distance of 80 to 100 miles from the Olympic Mountains of Washington State off the West Coast, many second sweep echoes were evident on the scope due to reflections from these mountains which rise to 8000 feet.
Rain squalls, cloud formations and other weather disturbances were in greater evidence on the scope than usual during a good part of this trip, frequently appearing sharp enough to be mistaken for surface targets.
Several cargo ships were picked up at ranges of approximately 40,000 yards.

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(2) Air Search (SA-2) Radar: Planes were usually detected initially at 50 miles, seldom at ranges greater than this. Good tracks could be obtained within this range. Frequently planes were detected between Eniwetok and Saipan which showed no IFF although they were later identified visually as friendly.

(c) JAMMING:

(1) No evidence of jamming was noticed at any time.

(2) Secondary (jump fox) reception was good throughout the voyage. No difficulty was experienced in receiving on any of the frequencies used. Copied NPM (Honolulu) direct most of the time, but found that the signal from NPM (Guam) was also dependable.

No difficulty was experienced on the other CW circuits employed. No evidence of jamming. Receptions on voice circuits were good. Visual communication was good.

3. No smoke screen was used during this movement.

4. Visual tangents and radar provided accurate piloting in the area. Results from Loran were not accurate, only fair.

5. Engineering: No comment

6. A capacity load of fresh and dry provisions was taken aboard at Seattle during loading operations, and replenished at Saipan.

A total of 2500 gallons of fog oil is on board and ready for use. Two smoke generators and a supply of gasoline is also on board.

LSM's made demands for water and were served.

7. Medical department was in all respects ready to handle any casualties. None were experienced.

PART VII - PERSONNEL PERFORMANCE AND CASUALTIES

No comments

PART VIII - LESSONS LEARNED, CONCLUSIONS, AND RECOMMENDATIONS

This was a simple matter of discharging cargo, and was accomplished by LCT's from the Port Group Commander and ship's own boats (vehicles only). The sea was moderate to smooth and no difficulty was experienced.

Discharging of cargo in my opinion could have been speeded up a great deal if ship's LCM's were allowed to discharge such cargo as drums and cans as there was no surf on the beach and this cargo could be rolled onto the beach by manpower. LCM's were used only to discharge vehicles. With good dispatch of LCT's and ship's boats this cargo could have been discharged in thirty-six hours. The actual time taken was fifty-two hours.

The working gangs sent to the ship by Port Group Commander made a very poor showing as far as work was concerned due principally to lack of supervision. The ship furnished winchmen, gangway men and men on the steadying lines.

G. W. GRABER