

Reg. No. _____
R. S. No. _____ 21

USS SUFFOLK, AKA-69

c/o Fleet Post Office
New York, N. Y.

File: AKA69/A12-1/tjk

Ser.: 020

30 November 1944

CONFIDENTIAL

From: Commanding Officer, U.S.S. SUFFOLK (AKA-69)
To : Commander in Chief, United States Fleet.
Subj: War Diary of U.S.S. SUFFOLK (AKA-69)

14 November 1944 (Zone plus 4)

At 1600 the Suffolk was placed in full commission by Commandant Sixth Naval District, at Pier H4 Charleston Navy Yard, CHARLESTON, SOUTH CAROLINA, in obedience to orders of the Chief of Naval Operations. Undergoing fitting out period.

15 November 1944

Moored as before. In accordance with orders Commandant Sixth Naval District got underway at 1509 and proceeded down Cooper River to Clyde Mallory Line Docks for loading stores and provisions. At 1607 moored starboard side to Piers 2 and 3, Clyde Mallory Line Docks, Charleston, S.C.

16-18 November 1944.

Moored as before, continued loading stores and provisions.

19 November 1944

Moored as before. Completed loading stores and provisions. At 0804 underway for Deperming Station, Charleston, S.C. in obedience to orders of Commandant Sixth Naval District. At 0908 Moored starboard side to Navy Yard Deperming Station, Charleston, S.C., undergoing deperming operations.

20 November 1944

Moored as before. At 0806 got underway to compensate magnetic compasses and to effect structural firing in obedience to orders of Commandant Sixth Naval District. Proceeded to area off Fort Moultrie for compass compensation, which was completed in the forenoon, and then proceeded to sea to fire structural tests. Ammunition expended: 4 rounds, 5"38; 64 AAT rounds, 40MM; and 880 rounds, 20MM. Completed structural firing and returned to Charleston Navy Yard, to complete fitting out period. Arrived at Charleston Navy Yard and at 1850 moored port side to AKA 70 alongside Pier H4.

Subj: War Diary of U.S.S. SUFFOLK (AKA-69)

21 - 24 November 1944

Moored as before. Undergoing fitting out period. Reported to Chief of Naval Operations and Commander, Amphibious Training Command, United States Atlantic Fleet readiness for shakedown as of 2400, 24 November 1944.

25 November 1944

Moored as before. Completed fitting out period. At 0613, in obedience to confidential speedletter 04294 from Commander Amphibious Training Command, United States Atlantic Fleet, proceeded from Charleston, South Carolina to Hampton Roads, Virginia for shakedown. 0800 Position, abeam of HECF, Charleston Harbor. 1200 Position L. 32°58'15"N. Lo. 78° 50' 30"W. 2000 Position L. 33°58'12"N, Lo. 76°43'17"W.

26 November 1944

Underway as before. 0800 Position L. 36° 25'15"N, Lo. 74° 38'15"W. 1200 Position L. 36° 53'12"N, Lo. 75° 28'17"W. At 1009 passed Bouy S5 abeam to port and entered Chesapeake Bay Swept Channel, and proceeded to Hampton Roads. At 1508 anchored in Berth 4, Hampton Roads, Virginia.

27 November 1944

Anchored as before.

28 November 1944

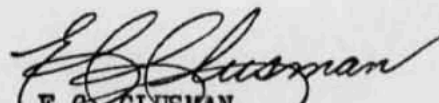
Anchored as before. At 0812, in obedience to letter SD 281 of Commander Amphibious Training Command, United States Atlantic Fleet proceeded from Hampton Roads to Chesapeake Bay area for shakedown cruise. 1200 Position L. 37° 18'12"N, Lo. 76° 05'11"W. Ran wolf Trap Degaussing Range and swung ship for compass calibration. At 2108 anchored off Annapolis, Maryland.

29 November 1944

Anchored as before. At 0814 underway to run measured mile of Annapolis, Maryland. 1200 Position L. 38°55'12"N. Lo. 76°21'14"W. Completed operation and proceeded to Cove Point, Maryland. 1550 Anchored off Cove Point, Maryland.

30 November 1944

Anchored as before. Exercised crew at Battle, Condition 1A, Fire Drill, and Damage Control Drills.


E.C. CLUSMAN.

cc: CincPac

File: AKA69/Al2-1/tjk

Serial No: 025

U. S. S. SUFFOLK (AKA-69)

% Fleet Post Office

~~NEW YORK, NEW YORK.~~

San Francisco, California

Reg. No. 87

R. S. No.

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

31 December 1944.

From: Commanding Officer, U.S.S. SUFFOLK (AKA-69)

To : Commander in Chief, United States Fleet.

Subj: War Diary of U.S.S. SUFFOLK (AKA-69),
Month of December 1944.

1 December 1944

Zone Plus 4.

Operating under orders from Commander Amphibious Training Command, United States Atlantic Fleet. In obedience to letter SD 281 of Commander Amphibious Training Command, United States Atlantic Fleet, continuing shakedown period in the Chesapeake Bay area. Anchored in BERTH TWO (2) COVE POINT, MARYLAND. At 0537 commenced exercising crew at Condition ONE ABLE and at 0637 commenced launching landing craft. 0914 Completed launching landing craft and began hoisting them aboard. During entire operation maintained radio communication with LCP(L) from bridge. 0953 All boats were aboard. 1125 Underway in obedience to orders from Commander Amphibious Training Command, United States Atlantic Fleet for battle and gunnery exercises. 1323 Exercised crew at General Quarters and gun crews at plane spotting, using target plane furnished. 1503 Entered southern half of area BAKER. 1536 Began exercising at 5"38, 40MM and 20MM guns using target raft and towed sleeves as targets. 1723 Secured from firing exercise, and proceeded to anchorage off CAPE CHARLES CITY, VIRGINIA. 1857 Anchored off CAPE CHARLES CITY, VIRGINIA.

2 December 1944.

Anchored as before. At 0655 in obedience to orders from Commander Amphibious Training Command, United States Atlantic Fleet underway for Battle and Gunnery Exercises. At 0804 Entered area CHARLIE and began firing exercises, first firing at short range battle raft with 5"38 and 40MM guns. At 0955 Exercised crew at General Quarters and at 1013 began AA firing exercises, firing 20MM and 40MM at sleeve towed by target plane. 1050 Secured from firing exercises and proceeded to NORFOLK NAVY YARD, PORTSMOUTH, VIRGINIA for post-shakedown availability period in obedience to orders from Commander Amphibious Training Command, United States Atlantic Fleet. 1508 Entered HAMPTON ROADS and 1530 entered ELIZABETH RIVER CHANNEL. 1650 Moored to PIER THREE (3), BERTH TWENTY-THREE (23), NORFOLK NAVY YARD, PORTSMOUTH, VIRGINIA. Ammunition expended for training purposes on 1st. and 2nd. December: 5"38, 20 rounds; 40MM, 8 AAT; 41 HCIP, 125 HEIT; 20MM, 936 HBT, 1907 HEI.

3-6 December 1944.

Moored as before. Undergoing post-shakedown repair period.

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

31 December 1944.

Subj: War Diary of U.S.S. SUFFOLK (AKA-69) -----

7 December 1944.

Moored as before. 0757 Underway for NAVAL OPERATING BASE, NORFOLK VIRGINIA in obedience to orders from Commander Amphibious Training Command, United States Atlantic Fleet for loading. 0938 Moored to PIER THREE (3), BERTH THIRTY-FIVE (35), NAVAL OPERATING BASE, NORFOLK VIRGINIA.

8 December 1944.

Moored as before. Fueling ship and taking on fresh water.

9 December 1944.

Moored as before. At 0810 got underway in obedience to orders from Commander Service Force, United States Atlantic Fleet for BERTH TWENTY-FIVE(25), HAMPTON ROADS, VIRGINIA, to await further orders. 0832 Anchored in BERTH TWENTY-FIVE (25), HAMPTON ROADS, VIRGINIA.

10 December 1944.

Anchored as before. At 1100 Received one hundred and thirty (130) United States Navy enlisted men, as passengers.

11 December 1944.

Anchored as before. 0958 In obedience to secret despatch number 092211 from Commander Service Force, United States Atlantic Fleet, underway in company with TASK UNIT 29.6.7 composed of U.S.S. SUFFOLK, U.S.S. STOKES and U.S.S. TORRANCE, Commander of Task Unit 29.6.7, Lt. Comdr. E. C. Clusman, USNR in U.S.S. SUFFOLK. 1200 Position L. 36-36-00N, Lo. 74-07-12W. 2000 Position 36-54-02N, Lo. 75-55-01W. During 20-24 watch the sea became very rough and the wind rose to gale intensity with gusts up to 65 knots.

12 December 1944.

Steaming as before with TASK UNIT 29.6.7. At 0200 the sea was becoming very confused and we experienced gusts of wind up to 65 knots. Ship rolling 20-25 degrees to port and starboard according to clinometer. At 0231 hit high and confused seas, the Suffolk pitching and rolling in and abnormal manner. At this time with a 40° roll to starboard, two (2) LCM'S with LCVP'S in them broke adrift from their gripes which parted with the tremendous weight and momentum and plunged into the sea, on the starboard side at #2 and #4 hatches, safely clearing the side of the ship. On the roll to port, two (2) LCM'S with LCVP'S in them broke adrift from their gripes at #3 and #5 hatch. The LCM at #5 hatch safely cleared the side, but the LCM at #3 hatch punctured the sheer strake along the port side at frame #78.

31 December 1944.

Subj: War Diary of U.S.S. SUFFOLK (AKA-69)

0342 Hove to on course 179°T. 0630 On a 40° port roll one (1) LCM with LCVP in it roke adrift from its gripes on #2 hatch and plunged into the sea on the port side, safely clearing the ship. Number two (2) starboard five (5) ton boom was bent by the impact. 0635 We lost radar contact with the U.S.S. STOKES. 0702 The LCM with LCVP on after portion of #3 hatch, on a roll of 40o to starboard parted its gripes and plunged into the sea, safely clearing the starboard side. 0901 Main generators failed and bridge steering control was lost. At this time steering was shifted to the after steering station. 0908 The generators were put back on the line and bridge steering control resumed. Seas continued high and confused throught the day becoming mountainous at times. 0800 Position L. 35° 20' 30"N., Lo. 72° 54' 00"W. 1200 Position L. 35° 04' 25"N., Lo. 72° 56' 45"W. 2000 Position L. 33o 29' 00"W., Lo. 72° 18' 00"W.

13 December 1944.

Steaming as before with TASK UNIT 29.6.7, less U.S.S. STOKES. Mountainous seas continuing. Winds moderating to between 35 and 50 knots. Suffolk rolling as much as 25°. 1050 Underway again on course 110°T. During 16-20 and 20-24 watch seas and winds moderated considerably. 1705 U.S.S. TORRANCE reported and engineering breakdown and speed was slowed until 2340 at which time the TORRANCE reported ready to made headway and standard speed was resumed. 0800 Position L. 33° 31' 00"N., Lo. 72° 48' 00"W. 1200 Position 33° 11' 00"N., Lo. 72° 07' 48"W. 2000 Position L. 32° 21' 24"N., Lo. 70° 08' 30"W.

14 December 1944.

Steaming as before with TASK UNIT 29.6.7, less U.S.S. STOKES. Seas subsiding and wind moderating throught the day. 0800 Position L. 30° 23' 30"N., Lo. 68° 44' 48"W. 1200 Position L. 29° 25' 30"N., Lo. 68° 34' 30"W. 2000 Position L. 27° 10' 30"N., Lo. 68° 22' 00"W.

15 December 1944.

Steaming as before in company with TASK UNIT 29.6.7, less U.S.S. STOKES. Exercised crew at Battle Stations at morning twilight, and abandon ship drills. Zig-zagging during daylight hours. 0800 Position L. 24° 15' 48"N., Lo. 67° 45' 00"W. 1200 Position L. 23° 19' 30"N., Lo. 67° 45' 00"W. 2000 Position L. 21° 21' 00"W., Lo. 67° 50' 35"W.

16 December 1944.

Steaming as before in company with TASK UNIT 29.6.7, less U.S.S. STOKES. Excerised crew at Battle Station at morning twilight. 0824 Sighted Mona Island passage clearing the passage at 1000. 1229 Visual contact was established with U.S.S. STOKES at Rendevous Point and STOKES rejoined TASK UNIT 29.6.7. Zig-zagging during daylight hours. 0800 Position L. 19° 21' 30"N., Lo. 68° 02' 30"W. 1200 Position L. 17° 37' 25"N., Lo. 68° 30' 30"W. 2000 Position L. 16° 15' 00"N., Lo. 69° 30' 30"W.

31 December 1944.

Subj: War Diary of U.S.S. SUFFOLK (AKA-69) -----

17 December 1944.

Steaming as before in company with TASK UNIT 29.6.7. Exercised crew at Battle Stations at morning twilight. At 1032 commenced maneuvering with TASK UNIT for purpose of conducting tactical exercises and training. At 1725 ceased tactical exercises and all ships returned to their assigned disposition. At 1838 we sighted the Sierra Nevadas, north east, Santa Marta, bearing 200°T. Zig-zagging during daylight hours. 0800 Position L. 14° 03' 00"N., Lo. 71° 00' 30"W. 1200 Position L. 13° 13' 00"N., Lo. 71° 32' 45"W. 2000 Position L. 12° 28' 30"N., Lo. 73° 20' 00"W.

18 December 1944.

Steaming as before in company with TASK UNIT 29.6.7. Exercised crew at Battle Stations at morning twilight and at abandon ship drill at 1352. Zig-zagging during daylight hours. 0800 Position L. 11° 37' 30"N., Lo. 76° 12' 00"W. 1200 Position L. 11° 13' 48"N., Lo. 76° 59' 00"W. 2000 Position 10° 41' 15"N., Lo. 78° 34' 45"W.

19 December 1944.

Steaming as before in company with TASK UNIT 29.6.7. 0252 Sighted Isla Grande Light bearing 183°T., distance 31 miles. 0753 Entered Gatun swept channel. Proceeded to temporary anchorage in Limon Bay for routine inspection and boarding parties. 13000 All ship's clocks were retarded one hour to conform to time zone plus 5, (the time kept in Panama.) 1209 Underway for PIER TEN (10), CRISTOBAL, CANAL ZONE. 1258 Moored port side to pier ten (10). Took on fuel oil and fresh water. 1840 Army crane # 479 came alongside and removed two (2) five (5) ton booms for transfer to the U.S.S. STOKES to replace STOKES which were damaged in the storm. 0800 Position L. 09° 32' N., Lo. 79° 55' 15"W.

20 December 1944.

Zone plus 5.

Moored as before. 1032 Underway in obedience to Secret Despatch of Port Director, Balboa, Canal Zone on authority of Commander in Chief Pacific Ocean Area, to proceed to San Francisco, California for onward routing and loading. 1801 Completed south passage of Panama Canal and entered Balboa Harbor. 2003 Took departure from Balboa, Canal Zone with Bona Island abeam to starboard, distance 4.5 miles, and proceeded in accordance to routing issued us by Port Director, Balboa, Canal Zone. Steaming singly. 1200 Position Lower Locks, Gatun Locks. 2000 Position L. 08° 35' 00"N., Lo. 79° 30' 00"W.

21 December 1944.

Steaming as before. 0800 Position L. 06° 45' 30"N., Lo. 81° 33' 30"W. 1200 Position L. 06° 45' 30"N., Lo. 82° 32' 15"W. 2000 Position 08° 15' 40"W., Lo. 84° 02' 00"W.

22 December 1944.

Steaming singly as before. 1800 All ship's clocks were retarded one-half hour to conform to time zone plus 5½. 0800 Position 9° 56' 00"N., Lo. 87° 10' 40"W. 1200 Position L. 10° 06' 00"W., Lo. 88° 29' 00"W. 2000 Position 10° 59' 00"W.

31 December 1944.

Subj: War Diary of U.S.S. SUFFOLK (AKA-69)

23 December 1944.

Plus 5½

Steaming as before. 1900 All ship's clocks were retarded one-half hour to conform with time zone plus 6. 0800 Position L. 12° 46' 00"N., Lo. 93° 53' 30"W. 1200 Position L. 13° 10' 50"N., Lo. 94° 59' 35"W. 2000 Position L. 14° 06' 05"N., Lo. 97° 00' 20"W.

24 December 1944.

Steaming singly as before. 1900 All ship's clocks were retarded one-half hour to conform to time zone plus 6½. 0800 Position L. 15° 40' 15"W., Lo. 99° 36' 00"W. 1200 Position L. 16° 00' 30"N., Lo. 100° 53' 00"W. 2000 Position L. 16° 52' 20"N., Lo. 103° 03' 05"W.

25 December 1944.

Plus 6½.

Steaming singly as before. During the afternoon a crew's Christmas party was held on number 4 hatch. At 1900 all ship's clocks were retarded one half hour to conform to time zone plus 7. 0800 Position L. 18° 31' 20"N., Lo. 105° 42' 30"W. 1200 Position L. 18° 58' 50"N., Lo. 106° 40' 45"W. 2000 Position L. 10° 14' 45"N., Lo. 108° 29' 30"W.

26 December 1944.

Plus 7.

Steaming singly as before. 0958 Tested Smoke Generators. 0800 Position L. 22° 10' 30"N., Lo. 110° 57' 45"W. 1200 Position L. 22° 49' 15"N., Lo. 111° 47' 40"W. 2000 Position L. 24° 07' 40"N., Lo. 113° 24' 30"W.

27 December 1944.

Steaming singly as before. 0800 Position L. 26° 21' 50"N., Lo. 115° 41' 50"W. 1200 Position L. 27° 20' 00"N., Lo. 116° 10' 00"W. 2000 Position L. 29° 20' 45"W.

28 December 1944.

Steaming singly as before. 0744 Sighted San Clemente Island bearing 350° T., distance 50 miles. At 1020 Santa Catalina Island was sighted bearing 070° T., distance 50 miles. In navigating past these islands, surface search radar ranges were used in conjunction with visual bearing of peaks and tangents. 1403 San Nicholas Island was passed abeam to starboard, distance 14.5 miles. 1624 Santa Rosa Island was sighted bearing 349° T., distance 24 miles. 1905 we encountered heavy ground swell and speed was reduced to prevent pounding. At 2224 Point Anguillo Light was passed abeam to starboard, distance about 22 miles. 0800 Position L. 32° 11' 00"N., Lo. 118° 31' 00"W. 1200 Position L. 32° 51' 15"N., Lo. 119° 05' 50"W. 2000 Position L. 33° 56' 30"N., Lo. 120° 43' 00"W.

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

31 December 1944.

Subj: War Diary of U.S.S. SUFFOLK (AKA-69) -----

29 December 1944.

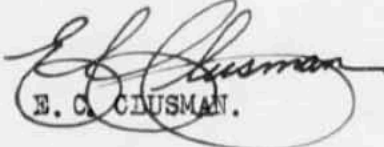
Steaming singly as before. 0632 Point Sur Light was sighted bearing 018° T., distance about 30 miles. 1420 We sighted Southeast Farallon bearing 349° T., distance about 20 miles. 1537 With "Buoy A" abeam to port, close aboard, we entered San Francisco swept channel and proceeded to Pilot Station, receiving pilot on board from pilot vessel "California". 1643 Proceeded through Golden Gate Channel, passing through outer submarine nets and entered San Francisco Harbor. 1755 Proceeded to anchorage assigned and at 1835 anchored in BERTH EIGHT (8), ANCHORAGE TWELVE (12), SAN FRANCISCO HARBOR, CALIFORNIA. 0800 Position L. $36^{\circ} 00''$ 30N., Lo. $122^{\circ} 14' 00''$ W. 1200 Position L. $36^{\circ} 53' 15''$ W., Lo. $122^{\circ} 40' 45''$ W.

30 December 1944. Anchored

Anchored as before. 0633 In obedience to orders from Port Director, San Francisco, California underway for pier #92, San Francisco, California. Receiving stores and provisions.

31 December 1944.

Moored as before.


E. C. CIUSMAN.

cc: CincPac

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R. S. No.

File: AKA69/A12-1/tjk U. S. S. SUFFOLK (AKA-69)
% Fleet Post Office
~~NEW YORK N.Y.~~
Ser. No: 03 San Francisco, California

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

31 January 1945.

From: Commanding Officer, U.S.S. SUFFOLK (AKA-69)
To : Commander-in-Chief, United States Fleet.
Subj: War Diary of U.S.S. SUFFOLK (AKA-69).
Month of January 1945.

1 January 1945 (Zone Plus 7)

Operating under orders from Commander Western Sea Frontier, San Francisco, California. In obedience to Secret Despatch of Port Director, Balboa, Canal Zone, on authority of Commander-in-Chief, Pacific Ocean Area at San Francisco, California for onward routing and loading. Moored to PIER NINETY-TWO (92), SAN FRANCISCO HARBOR, CALIFORNIA.

2 January 1945

Moored as before. At 0717 underway for anchorage off Bethlehem Steel Ship Yards, San Francisco, California, to await entrance to Ship Yard. Anchored at 0743 in San Francisco Harbor, off Bethlehem Steel Shipyards. At 1446 underway for Bethlehem Steel Shipyards. Moored at 1512 to BERTH FOURTEEN (14), WHARF SIX (6), BETHLEHEM STEEL SHIPYARDS, SAN FRANCISCO, CALIFORNIA. Undergoing availability period to repair storm damage and undergo routine repairs and alterations.

3-9 January 1945

Moored as before. Undergoing availability period.

10 January 1945

Moored as before. At 0000 our availability period was completed. 0848 Underway for anchorage twelve (12), San Francisco Harbor, California for temporary anchorage. Anchored at 0916 in BERTH FIVE (5), ANCHORAGE TWELVE (12), SAN FRANCISCO HARBOR, CALIFORNIA. At 1450 received orders from Port Director, San Francisco, California by visual despatch to proceed, to proceed to Pier Ninety (90), Berth Able (A), San Francisco, California and at 1641 underway in obedience to those orders. Moored at 1717 to PIER NINETY (90), BERTH ABLE (A), SAN FRANCISCO, CALIFORNIA. At 2000 commenced taking aboard cargo.

11-15 January 1945.

Moored as before. Continuing cargo loading operations.

16 January 1945.

Moored as before. Continuing cargo loading operations. At 0445 Ceased all cargo operations. At 1303 underway for anchorage thirteen (13), San Francisco, California to load ammunition cargo.

106429

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

31 January 1945.

Subj: War Diary of U.S.S. SUFFOLK (AKA-69).

Month of January 1945.

At 1428 anchored in ANCHORAGE THIRTEEN (13). Commenced loading ammunition cargo at 2032.

17 January 1945

Anchored as before. Continuing loading of ammunition cargo. Concluded all cargo operations and secured ship for sea at 0440. In obedience to Voyage Order Number 93-45 of 15 January 1945 of Commander Western Sea underway at 1427, taking departure from San Francisco, California, at end of swept channel at 1740, for Manus Island, Admiralty Group, traveling independently. At 1900 retarded ship's clocks one half ($\frac{1}{2}$) hour to conform to time zone minus seven and one half. ($7\frac{1}{2}$). 2000 Position L. $37^{\circ} 13.8' N.$, Lo. $123^{\circ} 37.2' W.$

18 January 1945.

Underway as before. Steaming with dimmed running lights during darkness. Ship darkened, Material Condition BAKER, Condition II. Exercised crew at general quarters at dawn. At 1900 Ship's clock were retarded one half hour ($\frac{1}{2}$) to conform to time zone plus eight. 0800 Position L. $35^{\circ} 28' N.$, Lo. $126^{\circ} 18' 2'' W.$ 1200 Position L. $34^{\circ} 51' N.$, Lo. $127^{\circ} 22' 2'' W.$ 2000 Position L. $33^{\circ} 51' 2'' N.$, Lo. $129^{\circ} 39' W.$

19 January 1945

Underway as before. Exercised crew at general quarters at dawn. At 1900 ship's clocks were retarded one hour to conform to time zone plus nine. 0800 Position L. $32^{\circ} 25' 2'' N.$, Lo. $133^{\circ} 01' W.$ 1200 Position L. $31^{\circ} 53' N.$, Lo. $133^{\circ} 59' 7'' W.$ 2000 Position L. $30^{\circ} 28' 5'' N.$, Lo. $136^{\circ} 25' 3'' W.$

20 January 1945.

Underway as before. Exercised crew at general quarters at dawn. 0600 Commences zig-zagging in accordance with zig-sag plan #6. 1300 Exercised crew at general quarters and Battle Problem. Zig-zagging during daylight hours. 1900 Ship's clocks were retarded one half hour to conform to time zone plus nine and one half. 0800 Position: L. $28^{\circ} 57' 5'' N.$, Lo. $139^{\circ} 21' 5'' W.$ 1200 Position: L. $28^{\circ} 32' 02'' N.$, Lo. $140^{\circ} 16' 00'' W.$ 2000 Position: L. $27^{\circ} 21' 07'' N.$, Lo. $142^{\circ} 14' 03'' W.$

21 January 1945.

Underway as before. Zig-zagging during daylight hours. At dawn crew was exercised at general quarters. 1900 Ship's clocks were retarded one half hour to conform to time zone plus 10. 0800 Position: L. $25^{\circ} 28' 03'' N.$, Lo. $145^{\circ} 02' 02'' W.$, 1200 Position: L. $25^{\circ} 12' 08'' N.$, Lo. $145^{\circ} 43' 00'' W.$ 2000 Position L. $23^{\circ} 55' 00'' N.$, Lo. $147^{\circ} 42' 00'' W.$

31 January 1945

Subj: War Diary of U.S.S. SUFFOLK (AKA-69)
Month of January 1945.

22 January 1945.

Underway as before. Zig-zagging during daylight hours. Exercised crew at general quarters at dawn. 0800 Position: L. 21° 58' 00"N., Lo. 150° 12' 00"W. 1200 Position: 21° 28' 00"N., Lo. 151° 00' 00"W. 2000 Position L. 20° 17' 00"N., Lo. 152° 41' 00"W.

23 January 1945.

Underway as before. Zig-zagging during daylight and moonlit hours. Exercised crew at general quarters at dawn. At 1900 Ship's clocks were retarded one half hour to conform to time zone plus ten and one half (10½). 0800 Position: L. 18° 26' 00"N., Lo. 155° 18' 00"W. 1200 Position: 17° 58' 00"N., Lo. 156° 08' 00"W. 2000 Position: L. 17° 08' 00"N., Lo. 158° 16' 00"W.

24 January 1945.

Underway as before. Zig-zagging during daylight and moonlit hours. Exercised crew at general quarters at dawn. 0800 Position: L. 16° 02' 00"N., Lo. 161° 10' 00"W. 1200 Position: L. 15° 43' 00"N., Lo. 162° 05' 00"W. 2000 Position L. 14° 58' 00"N., Lo. 164° 00' 00"W.

25 January 1945.

Underway as before. Zig-zagging during daylight and moonlit hours. Exercised crew at general quarters at dawn. 1900 Ship's clocks were retarded one half hour to conform to time zone plus eleven. (11) 0800 Position: L. 13° 35' 00"N., Lo. 166° 54' 00"W. 1200 Position: L. 13° 14' 00"N., Lo. 167° 50' 00"W. 2000 Position: L. 12° 18' 00"N., Lo. 169° 42' 00"W.

26 January 1945

(Plus 11 time zone)

Underway as before. Zig-zagging during daylight and moonlit hours. Exercised crew at general quarters at dawn. 1900 Ship's clocks were retarded one half hour to conform to time zone plus eleven and one half. (11½) 0800 Position: L. 11° 13' 00"N., Lo. 172° 27' 00"W. 1200 Position: 10° 57' 00"N., Lo. 173° 36' 00"W. 2000 Position L. 09° 56' 00"N., Lo. 175° 19' 00"W.

29 January 1945

Underway as before. Zig-zagging during daylight and moonlit hours. Exercised crew at general quarters at dawn. 0900 Neptunus Rex held initiation ceremonies for all pollywogs. 0800 Position: L. 06° 17' 00"N., Lo. 176° 40' 00"E. 1200 Position; L. 05° 38' 00"N., Lo. 175° 47' 00"E. 2000 Position: L. 04° 48' 00"N., Lo. 174° 22' 00"E.

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

31 January 1945.

Subj: War Diary of U.S.S. SUFFOLK (AKA-69)
Month of January 1945.


30 January 1945

Underway as before. Zig-zagging during daylight and moonlit hours. Exercised crew at general quarters at dawn, 1900 Ship's clocks were retarded one half hour to conform to time zone minus eleven and one half. (11½) 0800 Position: L. 04° 17' 00"N., Lo. 171° 15' 00"E. 1200 Position L. 03° 57' 00"N., Lo. 170° 10' 00"E. 2000 Position: 02° 03' 00"N., Lo. 168° 11' 00"E.

31 January 1945.

(-11½ time zone)

Underway as before. Zig-zagging during daylight and moonlit hours. Exercised crew at general quarters at dawn. 0800 Position: L. 02° 25' 00"N., Lo. 165° 05' 00"E. 1200 Position: L. 02° 07' 00"N., Lo. 164° 03' 00"E. 2000 Position: L. 01° 45' 00"N., Lo. 161° 57' 00"E.


E. C. CLUSMAN,
Commander, USNR
Commanding.

cc: CincPac

USS SUFFOLK, AKA-69

File: AKA69/A12-1/tjk

c/o Fleet Post Office,
San Francisco, California.

Ser.: 06

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

28 February 1945.

From: Commanding Officer, U.S.S. SUFFOLK (AKA-69)
To : Commander-in-Chief, United States Fleet.

Subj: War Diary of U.S.S. SUFFOLK (AKA-69)
Month of February 1945.

1 February 1945

Time Zone Minus 11½.

Operating in obedience to Voyage Order Number 93.45 of 15 January 1945 of Commander, Western Sea Frontier. Enroute from San Francisco, California to Manus Island, Admiralty Group, travelling independently. Zig-zagging during daylight and moonlit hours. Exercised crew at General Quarters at dawn. 1315 Test fired all landing craft armament. Expended 490 rounds of .50 caliber ammunition. 1900 Retarded ship's clocks one-half hour to conform to time zone minus 11. 0800 Position L. 1° 12' 00"N., Lo. 158° 45' 00"E. 1200 Position L. 1° 01' 00"N., Lo. 157° 46' 00"E. 2000 Position L. 0° 32' 00"N., Lo. 155° 45' 00"E.

2 February 1945

Time Zone Minus 11.

Underway as before. Zig-zagging during daylight and moonlit hours. Exercised crew at General Quarters at dawn. 0800 Exercised deck divisions at towing ship drill. 1405 Exercised boat crews at familiarization firing of .30 caliber Browning machine guns. Expended 960 rounds of .30 caliber ammunition. 1600 Sighted probable submarine periscope, bearing 284° true, distance about two miles. Sounded General Quarters and proceeded at flank speed on evasive courses. Periscope was not sighted again and at 1623 we secured from General Quarters and resumed base course and standard speed. At 1853 Mussau Island was sighted bearing 225° true, distance about sixty (60) miles. 1900 Retarded ship's clocks one-half hour to conform to time zone minus 10½. 0800 Position D. 0° 14' 00"S., Lo. 152° 47' 00"E. 1200 Position L. 0° 28' 00"S., Lo. 151° 47' 00"E. 2000 Position L. 0° 49' 00"S., Lo. 149° 51' 00"E.

3 February 1945.

Time Zone Minus 10½.

Underway as before. Zig-zagging during daylight and moonlit hours. Exercised crew at General Quarters at dawn. 0655 Sighted entrance to Seeadler Harbor. At 0807 entered Seeadler Harbor and in obedience to orders from Senior Officer Present Afloat proceeded to Berth 109 to fuel from the U.S.S. LEOPARD (IX-122), mooring port side to and commencing to fuel ship at 0852.

28 February 1945.

Subj: War Diary of U.S.S. SUFFOLK (AKA-69)
Month of February 1945.

At 1345 completed fueling and at 1628, in obedience to orders from Senior Officer Present Afloat, underway to berth 106 for overnight anchorage; anchoring in BERTH 106, SEEDLER HARBOR, at 1642. 1000 Ship's clocks were retarded one-half hour to conform to time zone minus 10. 0800 Position L. 1° 53' 53' 00"S., Lo. 147° 19' 00"E.

4 February 1945.

Time Zone Minus 10.

Anchored as before. 1618 Underway in obedience to orders from Senior Officer Present Afloat to Parende Point, Manus Island. At 1738 moored port side to MURZIM DOCK, PARENDO POINT, MANUS ISLAND, ADMIRALTY GROUP for purpost of discharging cargo. At 1800 commenced discharging cargo on a 24 hour basis.

5 February 1945.

Moored as before. Continuing discharging cargo on a 24 hour basis. At 1925 Flash Red Air Alert was received from Radio Manus, and Flash White all clear received from Radio Manus at 1930.

6 February 1945.

Moored as before. Continuing discharging cargo on a 24 hour basis.

7 February 1945.

Moored as before. Continuing discharging on a 24 hour basis. Took aboard 3119 gallons of fresh water from dock facilities. At 1539, in obedience to Secret Movement Order 366-45 from Operations Officer, Navy 3205, underway for Hollandia, Netherlands, New Guinea for inclusion in Leyte convoy, proceeding independently, taking departure from Seeadler Harbor at 1639. Zig-zagging during daylight and moonlit hours. 2000 Position; L. 1° 38' 00"S., Lo. 146° 32' E.

8 February 1945.

Underway as before. Exercised crew at General Quarters at dawn. Zig-zagging during daylight and moonlit hours. 1500 Sighted entrance to Hollandia Harbor. Entered Hollandia Harbor at 1735 and at 1800, in obedience to orders from Port Director, Hollandia, Netherland's New Guinea, anchored in Navy anchorage 19. 0800 Position L. 2° 10"S., Lo. 143° 12' 00"E.

9 February 1945.

Anchored as before. At 1210, in obedience to Commander, Seventh Amphibious Force, Beach Parties, Navy 3115 orders numbers 50 and 51, six officers and 51 men of U. S. Navy Beach Parties reported aboard for transportation to Leyte.

28 February 1945

Subj: War Diary of U.S.S. SUFFOLK (AKA-69)
-----Month of February 1945.-----

1300 Retarded ship's clocks to conform to time zone minus 9. 1454 In Obedience to orders from Naval Control Service Officer, Naval Control Service Center, Port Director, Hollandia, (Royal Australian Navy), dated 9 February 1945, underway to proceed to formation with Convoy G. I. 10. At 2000 Formed in Convoy G. I. 10. Commodore in position in U.S.S. FON du LAC, guide in position 31 in U.S.S. STONEWALL, SUFFOLK in position sixty-one (61). Distance between columns 700 yards, distance between ships in column 500 yards, and normal cruising speed 7 knots. 2000 position L. 2° 10' 00"S., Lo. 140° 46' 00"E.

10 February 1945.

Time Zone Minus 9.

Underway as before in company with Convoy G. I. 10.

Exercised crew at General Quarters at dawn. 1500 Guide designated by Commodore as his ship in position fifty-one (51). 0800 Position L. 1° 34' 00"S., Lo. 139° 28' 00"E. 1200 Position L. 1° 32' 00"S., Lo. 138° 56' 00"E. 1600 Position L. 1° 05' 00"S., Lo. 137° 55' 00"E.

11 February 1945.

Underway as before in company with Convoy G. I. 10.

Exercised crew at General Quarters at dawn. 0800 Position L. 0° 49' 00"S., Lo. 136° 26' 00"E. 1200 Position L. 0° 32' 00"S., Lo. 136° 17' 00"E. 2000 Position L. 0° 32' 00"N., Lo. 135° 46' 00"E.

12 February 1945.

Underway as before in company with Convoy G. I. 10.

Exercised crew at General Quarters at dawn. 1530 Submarine contact reported by screen, convoy made emergency turn of 20° to the right; contact not confirmed and at 1535 resumed normal cruising disposition. 2232 Air lock in telemotor steering caused bridge to lose steering control, shifted to after steering station. 2243 Telemotor repairs completed and resumed bridge steering control. 0800 Position L. 1° 38' 00"N., Lo. 135° 04' 00"E. 1200 Position L. 1° 56' 00"N., Lo. 134° 48' 00"E. 2000 Position L. 2° 48' 00"N., Lo. 134° 24' 00"E.

13 February 1945.

Underway as before in company with convoy G. I. 10. Ex-

ercised crew at General Quarters at dawn. Exercised crew at abandon ship drill during forenoon. At 1130 the Commodore exercised convoy at emergency turn practice, securing at 1235. 0800 Position L. 3° 55' 00"N., Lo. 133° 49' 00"E. 1200 Position L. 4° 25' 00"N., Lo. 133° 38' 00"E. 2000 Position L. 5° 17' 00"N.

14 February 1945.

Underway as before in company with Convoy G. I. 10. Exercised

crew at General Quarters at dawn. 0800 position L. 6° 34' 00"N., Lo. 132° 57'. 1200 Position L. 6° 45' 00"N., Lo. 131° 41' 00"E. 2000 Position L. 7° 20' 00"N., Lo. 132° 40' 00"E.

28 February 1945.

Subj: War Diary of U.S.S. SUFFOLK (AKA-69)
Month of February 1945.

15 February 1945.

Underway as before in company with Convoy G. I. 10. Exercised crew at General Quarters at dawn and twilight. 0800 Position L. 8° 15' 00"N., Lo. 130° 27' 00"E. 1200 Position L. 8° 28' 00"N., Lo. 129° 58' 00"E. 2000 Position L. 8° 59' 00"N., Lo. 129° 17' 00"E.

16 February 1945.

Underway as before in company with Convoy G. I. 10. Exercised crew at General Quarters at dawn and twilight. At 1310 short circuit in automatic whistle apparatus caused an emergency turn blast on whistle, which was cancelled by immediate TBS transmission. 0800 Position L. 9° 47' 00"N., Lo. 128° 04' 00"E. 1200 Position L. 9° 58' 00"N., Lo. 127° 37' 00"E. 2000 Position L. 10° 20' 00"N., Lo. 126° 42' 00"E.

17 February 1945.

Underway as before in company with Convoy G. I. 10. Exercised crew at general quarters at dawn. 0307 Sighted Dinagat Island and at 0320 sighted Homonhon Island. At 0505 Passed through Sarigao Straits Sono Buoys and entered Leyte Gulf. At 0722 in accordance with orders from Commodore Convoy G. I. 10, Convoy G. I. 10 was dissolved and we lay to awaiting turn to enter swept channel, ships entering channel single file. At 1150 entered swept channel of San Pedro Bay and maneuvered to overnight anchorage. At 1448 anchored in BERTH 156, SAN PEDRO BAY, PHILIPPINE ISLANDS. 0800 Position L. 10° 48' 00"N., Lo. 125° 30' 00"E. 1200 Position L. 10° 54' 00"N., Lo. 125° 18' 00"E. 2000

18 February 1945.

Anchored as before. 1213 U. S. Navy Beach Parties embarked were disembarked into LST 452 in accordance with their basic orders. 1912 In accordance with Flash Red Air Alert of Senior Officer Present Afloat Leyte went to General Quarters and at 1935 in accordance with Flash White all clear of SOPA Leyte secured from General Quarters.

19 February 1945

Anchored as before. 0730 In obedience to verbal orders from Port Director, Leyte, underway for Guiuan, Samar Island, Philippine Islands. 1053 anchored in BERTH A-18, GUIUAN ROADSTEAD, SAMAR, PHILIPPINE ISLANDS. 1147 In accordance to verbal orders from Commander, Naval Station, Samar, Via Naval pilot underway to shift berth to facilitate discharge of cargo. 1207 Anchored in BERTH Z-48, GUIUAN ROADSTEAD, SAMAR, PHILIPPINE ISLANDS. 0800 Position L. 11° 05' 00"N., Lo. 125° 11' 00"E., 1200 Position L. 11° 00' 00"N., Lo. 125° 41' 00"E.

28 February 1945

Subj: War Diary of U.S.S. SUFFOLK (AKA-69)
Month of February 1945.

20 February 1945.

Anchored as before. Exercised crew at General Quarters at 0825 and 0836 set Condition 1A and commenced launching craft. At 0952 completed launching landing craft and opened all hatches to discharge cargo in accordance with verbal orders from Base Cargo officer, Samar. At 1100 Secured from cargo operations in accordance with verbal orders from Base Cargo Officer, Samar. Closed all hatches and hoisted in landing craft. Secured from Condition 1A at 1500.

21 February 1945.

Anchored as before. Diving operations in morning and afternoon to effect underwater adjustments to overboard discharges.

22 February 1945.

Anchored as before. Provisioned ship from U.S.S. MIZAR.

23 February 1945.

Anchored as before. Exercised crew at General Quarters at 0800 and at Condition 1A at 0810. Launched all landing craft and at 0951 hoisted in all landing craft. At 1055 secured from Condition 1A.

24 February 1945.

Anchored as before. Exercised crew at General Quarters at 0615 and at Condition 1A at 0622. Launched all landing craft and opened all hatches to discharge cargo in accordance with verbal orders from Base Cargo Officer, Samar. At 0740 Condition IV was set and cargo operations were commenced. Ship's crew and shore working party working cargo for all hatches into ship's LCVP's and LCM's and into LCT's as furnished by Naval Base.

25 February 1945.

Anchored as before. Continuing cargo operations. 2130 in accordance with Flash Red air alert from SOPA, Leyte darkened ship and at 2225 in accordance with Flash White all clear from SOPA, Leyte resumed cargo light conditions.

26 February 1945.

Anchored as before. Continuing cargo operations on a 24 hour basis.

27 February 1945.

Anchored as before. Continuing cargo operations on a 24 hour basis. 2150 Received Flash Blue Air Alert from SOPA, Leyte. 2205 Received Flash White all clear from SOPA Leyte. At 2250 the weather became gusty accompanied by rain squalls, continuing with marked wind shift to south and strong gusts with choppy sea. All boats alongside were ordered to lie off, heading into wind until weather moderated. Main engines were warmed up in preparation for getting underway and steering gear was out in at about 2350 weather began moderating noticeably. Temporarily ceased cargo operations.

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Reg. No.	173
R. S. No.	

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

28 February 1945

Subj: War Diary of U.S.S. SUFFOLK (AKA-69)
Month of February 1945.

28 February 1945.

Anchored as before. Heavy gusts and rain squalls moderating. Engines and steering gear ready for getting underway.. At 2210 weather moderated, we resumed cargo operations and main engines were placed on 2 hours notice, steering gear secured.

E. C. Clusman
 E. C. CLUSMAN,
 Commander, USNR.

CC: CincPac
TransRonSEVENTEEN
File

AKA69/A12-1/tjk

011

U.S.S. SUFFOLK (AKA-69)
c/o Fleet Post Office,
San Francisco, California

170
Reg. No. 249

R. S. No.

31 March 1945.

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

From: Commanding Officer.
To : Commander-in-Chief, United States Fleet.
Subj: War Diary - Month of March 1945.

1 March 1945

Time Zone Minus 9.

Operating in obedience to orders of Commander-in-Chief, Pacific Fleet. Anchored in Berth Z-48, Guiuan Roadstead, Samar, Philippine Islands, discharging cargo on a twenty-four hour basis into ship's boats, barges and LCT's as available for landing at Naval Base Samar. In accordance with Flash Red from SOPA, Leyte, went to General Quarters at 2245 and at 2330 secured from General Quarters in accordance with Flash White from SOPA, Leyte.

2 March 1945

Anchored as before. Continuing cargo operations on a twenty-four hour basis. In accordance with Flash Red from SOPA, Leyte went to General Quarters at 2320 and at 2350 secured from General Quarters in accordance with Flash White from SOPA, Leyte.

3 March 1945

Anchored as before. Continuing cargo operations on a 24 hour basis. Completed discharge of all cargo at 1400 and hoisted all boats aboard. 1500 Underway in obedience to despatch orders of Commander, Seventh Fleet, dated 21 February 1945. Proceeding from Guiuan Roadstead, Samar, Philippine Islands to Tarraguna Roads, Leyte, Philippine Islands. Arrived at Tarraguna Roads at 1730 and reported for duty to Commander Transport Squadron Seventeen. 1815 In obedience to orders of Commander Transport Squadron Seventeen proceeded to assigned anchorage in Tarraguna Roadstead, Leyte, Philippine Islands. Commenced provisioning ship at 2237.

4 March 1945.

Anchored as before, continuing provisioning ship. Completed provisioning ship at 0515. In obedience to orders of Commander Transport Squadron Seventeen underway at 0654 from Tarraguna Roadstead to San Pedro Bay for fueling. Anchored in Berth 117, San Pedro Bay at 0843, awaiting fueling assignment by Commander Service Squadron Ten. In obedience to fueling assignment of Commander Service Squadron Ten underway at 1153 for Berth 104, San Pedro Bay, and moored to S. S. FORT LARAMIE, merchant tanker, at 1226.

31 March 1945

Subj: War Diary - Month of March 1945.

Underway for return to Tarraguna Roadstead at 1535. At 1809 anchored in Berth 851, Tarraguna Roadstead, Leyte, Philippine Islands for purpose of receiving combat cargo and troops for operation Al-45, of Commander Fifth Fleet. Status now Fifth Fleet, Fifth Amphibious Force, Amphibious Group Seven, Transport Squadron SEVENTEEN, Transport Division FIFTY-ONE. At 1930 commenced loading combat troops of 77th. Division, United States Army.

5 March 1945

Anchored as before. Continuing loading of combat troops. In accordance with Flash Red from SOPA, Leyte went to General Quarters at 0400, and at 0425 secured from General Quarters in accordance with Flash White from SOPA, Leyte. At 0955 commenced loading combat cargo of 77th. Division, U. S. Army aboard from ship's boats, and LCT's as available.

6 March 1945

Anchored as before. Continuing cargo operations on at twenty-four (24) hour basis. Heavy to moderate north-easterly swells making it difficult to keep boats and LCT's alongside.

7-11 March 1945.

Anchored as before. Continuing cargo operations on a 24 hour basis. Moderate to heavy north-easterly swell making it difficult at time to keep boats and LCT's alongside and causing damage to above water portion of hull and more extreme damage to ship's boats and LCT's. It was found virtually impossible to use LCVP's. At times LCM's could not beach or be kept alongside. Frequently LCT's would part all mooring lines and were ordered to lie off to await moderation of swell.

12 March 1945

Anchored as before. Continuing cargo operations on a 24 hour basis. LCVP 16 swamped in heavy swell and sank at 0835. At 2056 ceased all cargo operations and at 2232 commenced hoisting boats aboard in preparation for departure for rehearsal.

13 March 1945

Anchored as before. Making all preparations for rehearsal. At 0723, in obedience to Training Order number A103-45 of Commander Task Group 51.1, underway for clearance of anchorage, and sortied from Tarraguna Roadstead at 0839 with Task Group 51.1. Enroute to rehearsals in Cabugan Grande Area. In obedience to visual message from Commander Transport Squadron SEVENTEEN at 0903 left Task Group 51.1 and return to Tarraguna Roadstead to complete loading combat cargo for pending operation.

31 March 1945

Subj: War Diary - Month of March 1945.

Anchored in Berth 851, Tarraguna Roadstead, Leyte, Philippine Islands at 1021, launched boats, and resumed loading combat cargo at 1536 from LCT's.

14 March 1945

Anchored as before. Continuing cargo operations on a 24 hour basis. Completed loading of all combat cargo and embarkation of combat troops at 2212, and commenced hoisting boats aboard, and making preparations to receive logistics services in San Pedro Bay.

15 March 1945

Anchored as before. In accordance with arrangements made with Commander Service Squadron Ten Representative in U.S.S. HECTOR, underway at 0815 for San Pedro Bay for logistics. Anchored in Berth 102, San Pedro Bay, Leyte Gulf, Philippine Islands at 1050 to await fueling assignment. In accordance with instructions of Commander Service Squadron Ten, underway for Berth 73, at 1258. Moored to U.S.S. ABARANDA (IX-131) in Berth 73, San Pedro Bay at 1424 and completed topping off fuel oil tanks, returning to Berth 102 at 1512 and anchoring therein at 1600. Received fuel allowance of diesel fuel from YO-77 which came alongside.

16 March 1945

Anchored as before. Conducting field day of all berthing and messing spaces and Executive Officer's inspection thereof.

17 March 1945

Anchored as before. In accordance with flag hoist order to get underway of Commander Amphibious Group Seven in U.S.S. MT. Mc KINLEY (AGC-7), underway for Rizal-Dulag anchorage at 1537. In obedience to anchorage assignment of Commander Amphibious Group Seven anchored in Berth 670, Rizal-Dulag anchorage, Leyte, Philippine Islands at 1709; awaiting orders to sortie for operation AL-45 of Commander Fifth Fleet.

18-20 March 1945

Anchored as before. Securing all cargo and gear for sea and squaring away all compartment; checking all armament, ship control and navigation instruments, gas mks, life jackets and helmets; maintainance and repair of engineering plant, deck and auxiliary machinery and gyro compass.

21 March 1945

Anchored as before. In obedience to movement order A702-45 of Commander Task Force 51, sortied from Rizal-Dulag Anchorage at 1242. Formed up with Task Group 51.1 at 1309. Officer-in-tactical command, Commander Task Group 51.1 in U.S.S. MT. Mc KINLEY (AGC-7); in company with Transport Squadron Seventeen, U.S.S. BISCAYNE (AGC-18), Destroyer Squadron Forty-nine, Escort Division

31 March 1945

Subj: War Diary - Month of March 1945.

Sixty-nine, Underwater Demolition Unit Baker, Salvage and Rescue Unit Four, Support Carrier Unit Four, (composed of Carrier Division Twenty-four, Destroyer Division Ninety-two, and Escort Division Seventy-two). Cruising, anti-submarine, anti-aircraft dispositions, and zig-zagging as prescribed by Officer-in-Tactical Command. Exercised crew and embarked combat personnel at abandon ship drill in afternoon. Streamed paravanes for passage of Leyte Gulf and recovered them prior to passage of Surigosa Strait made passage of Surigosa Strait Sono Buoy Barrier at 1816, enroute to Karama Retto, Nansai Shoto Group. 2000 Position: L. $10^{\circ} 34' N.$, Lo. $126^{\circ} 05' E.$

22 March 1945

Time Zone -9.

Steaming as before. Courses, speed, disposition and zig-zagging as prescribed by Officer-in-Tactical Command. Exercised crew at General Quarters and anti-aircraft firing in morning and at anti-aircraft target tracking in afternoon. Ammunition expended for training: 1 5" 38 projectile #4933, 47 HBT 40MM, 47 HBIT 40MM, 826 HBT 20MM, 262 HBIT 20MM. Tactical exercises and maneuvers held by Officer-in-Tactical Command in the evening. 0800 Position L. $12^{\circ} 00' N.$, Lo. $127^{\circ} 23' E.$; 1200 Position: L. $12^{\circ} 07' N.$, Lo. $128^{\circ} 46' E.$; 2000 Position: L. $13^{\circ} 06' N.$; Lo. $129^{\circ} 33' E.$

23 March 1945

Steaming as before. Course, speed, disposition, and zig-zagging as prescribed by Officer-in-Tactical Command. Exercised crew at air-craft target tracking in morning. Tactical exercises and maneuvers held by Officer-in-Tactical Command in the afternoon. 0800 Position: L. $14^{\circ} 48' N.$; Lo. $131^{\circ} 19' E.$; 1200 Position: L. $15^{\circ} 42' N.$, Lo. $131^{\circ} 29' E.$; 2000 Position: L. $17^{\circ} 18' N.$, Lo. $132^{\circ} 06' E.$

24 March 1945

Steaming as before. Course, speed, disposition and zig-zagging as prescribed by Officer-in-Tactical Command. Exercised crew at General Quarters, chemical attack drill, and damage control drill in the morning. At 2032 U.S.S. LA GRANGE had steering casualty and danger of collision existed with her. We maneuvered independently to avoid collision and then returned to station at 2041. 0800 Position: L. $19^{\circ} 57' N.$, Lo. $131^{\circ} 56' E.$; 1200 Position L. $20^{\circ} 41' N.$, Lo. $131^{\circ} 29' E.$; 2000 Position L. $21^{\circ} 57' N.$, Lo. $130^{\circ} 35' E.$

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31 March 1945

Subj: War Diary - Month of March 1945.

25 March 1945

Steaming as before. Course, speed, disposition and zig-zagging as prescribed by Officer-in-Tactical Command. At 1130 a floating mine, believed to be dropped by aircraft was reported by U.S.S. HOPPING (APD-51) in screen and was detonated by her at 1149. In accordance with Flash Red from Officer-in-Tactical Command at 1800, went to General Quarters and in accordance with Flash White secured from General Quarters at 1905. Support limit two left disposition at 1914. 0800 Position: L23° 42' N, Lo. 129° 15' E.; 1200 Position: L. 23° 53' N., Lo. 128° 14' E.; 2000 Position: L. 24° 38' N., Lo. 127° 36' E.

26 March 1945

Steaming as before. Course, speed, disposition, and zig-zagging as prescribed by Officer-in-Tactical Command. At 0230 we entered the Kerama Retto, and approached Transport Area Fox at 0400. Went to General Quarters for approach to Transport Area. The moon was full, visibility excellent, the mountains of Yakabi Shima and Kuba Shima very visible. Screened speed lights were used by all ships and we came to a stop in the Transport Area Fox at 0456, and lay to using engines at slow speed and rudder to keep station. Secured from General Quarters at 0555. In accordance with Flash Red from Commander Task Group 51.1 at 0614 went to General Quarters to repel air attack. Direction of planes approach was from about 270° true. U.S.S. KIMBERLY (DD-521) was hit at 0620, about five miles off our starboard quarter, believed to be result of dive bombing. U.S.S. GILMER (APD-11) at 0625 reported via TBS that she had shot down a Japanese plane believed to be a Tony. In accordance with Flash White received from Commander Task Group 51.1 at 0659 secured from General Quarters. DD bearing 090° true, distance six miles was hit by a believed suicide plane two minutes later at 0701. In accordance with orders received from Commander Transport Squadron Seventeen in U.S.S. CHILTON (APA-38), at 0720, followed the movements of the Chilton into Inner Transport Area George. While in Inner Transport Area George lay to and fueled the following ship's: U.S.S. SCRIBNER (APD-122), U.S.S. ROBERT H. SMITH (DM-23). At 1733 in accordance with Flash Red from Commander Task Group 51.1 went to General Quarters, and at 1809 in accordance with Flash Whitesecured from General Quarters. In obedience to orders from Commander Task Group 51.1 underway to form night retirement disposition at 1754. Retired with Task Group 51.1 for night. Course, speed, disposition and zig-zagging as prescribed by Officer-in-Tactical Command. 2000 Position: L. 26° 01' N., Lo. 127° 02' E.

27 March 1945

Steaming as before on night retirement. In accordance with Flash Red from Commander Task Group 51.1 went to General Quarters at 0455, and secured at 0624 in accordance with Flash White to return to General Quarters again at 0637 in accordance with a second Flash Red and secured at 0655 in accordance with Flash White.

31 March 1945.

Subj: War Diary - Month of March 1945.

Entered Kerama Retto and at 0700 maneuvered into position in Inner Area George arriving at 0906. Transferred supplies and ammunition as requested to LSM 189 moored alongside. LSM 188 came alongside for same purpose but caused extensive damage at her superstructure in a windward approach, as well as damage to our hull, and cast off. Transferred fresh water to LCI 770 moored alongside. U.S.S. BREESE (DM-18) moored alongside for fueling but heavy swell caused minor damages to her superstructure and she cast off without fueling. In obedience to orders from Commander Task Group 51.1 underway to form night retirement disposition at 1822. Retired with Task Group 51.1, less detached units, for night. Course, speed, disposition and zig-zagging as prescribed by Officer-in-Tactical Command. 2000 Position: L. 25° 54' N., Lo. 127° 04' E.

28 March 1945

Steaming as before on night retirement. Entered Kerama Retto at 0500 and maneuvered into position in Inner Transport Area George arriving at 0745. In accordance with Flash Red from Commander Task Group 51.1 went to General Quarters at 0751 in accordance with Flash White secured at 0757. In obedience to orders from Commander Task Group 51.1 left Transport Area to Western Kerama Anchorage at 0821 and anchored west of Aka Jima at 0905. Fueled and provisioned U.S.S. BREESE (DM-18). In obedience to orders from Commander Task Group 51.1 underway to form night retirement disposition at 1531. Retired with Task Group 51.1 less detached units. Course, speed, disposition, and zig-zagging as prescribed by Officer-in-Tactical Command. In accordance with Flash Red from Commander Task Group 51.1 went to General Quarters at 1943, and secured at 2012 in accordance with Flash White. 2000 Position: L. 25° 47' N., Lo. 127° 12' E.

29 March 1945.

Steaming as before on night retirement. Entered Kerama Retto at 0500 and maneuvered to assigned anchorage in Kerama Retto Western Anchorage, anchoring there at 0828. In accordance with Flash Red from SOPA, Kerama Retto went to General Quarters at 1039. Anti-aircraft fire and enemy planes were seen east of Aka Jima, one plane shot down by anti-aircraft firing. Secured at 1108 in accordance with Flash White. In obedience to orders from Commander Task Group 51.1 underway to form night retirement disposition at 1629. Retired with Task Group 51.1 less detached units for night. Course speed, disposition and zig-zagging as prescribed by Officer-in-Tactical Command. At 2300 an indefinite number of unidentified planes attacked the formation. No ship was known to be damaged. 2000 Position: L. 25° 45' N., Lo. 127° 15' E.

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

31 March 1945

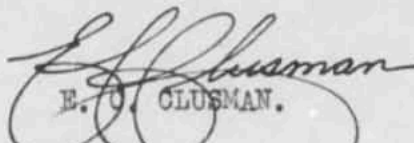
Subj: War Diary - Month of March 1945.

30 March 1945

Steaming as before on night retirement. At 0130 U.S.S. WYANDOTTE (AKA-92) was damaged by and underwater explosion believed to be either near miss by dive bomber or floating mine launched by aircraft. Wyandotte was assigned escort and instructed to proceed at safe speed to King Anchorage, Kerama Retto. Entered Kerama Retto at 0445 and maneuvered to assigned anchorage in Kerama Retto Western Anchorage. Anchored there at 0747. Transferred ammunition to LCI 770 moored alongside. In accordance with Flash Red from SOPA, Kerama Retto went to General Quarters at 1729, securing at 1753 in accordance with Flash White.

31 March 1945

Anchored as before. In accordance with Flash Red from SOPA, Kerama Retto went to General Quarters at 0337, securing at 0411. Under the same authority went to General Quarters at 0600 securing at 0734, and 1720 and securing at 1850.


E. O. CLUSMAN.

cc: CincPac
ComTransRonSEVENTEEN
File

7

File: AKA69/A12-1/(tjk)

Ser: 018

U.S.S. SUFFOLK (AKA-69)
c/o Fleet Post Office
San Francisco, California

310
Reg. No. 260

R. S. No.

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

1 May 1945.

From: Commanding Officer.
To : Commander-in-Chief, United States Fleet.
Subj: War Diary - Month of April 1945.

1 April 1945

Time Zone Minus Nine.

Operating as Task Unit 51.1 in obedience to Commander Fifth Fleet operation order 1-45, and Commander Task Force 51 operation order A1-45. Anchored in western anchorage, Kerama Retto, Nansei Shoto, Japan. Underway for night retirement at 1633 in accordance with orders of Commander Task Unit 51.1. Commander Transport Squadron Seventeen in U.S.S. CHILTON (APA-38) Officer-in-Tactical-Command. Courses, speeds and zig-zagging as ordered by Officer-in-Tactical Command. Went to General Quarters at 1911 in accordance with Flash Red from OTC, securing at 2024 in accordance with Flash White.

2 April 1945

Underway as before on night retirement. Went to General Quarters at 0012 in accordance with Flash Red from OTC, securing at 0016 in accordance with Flash White. Enemy planes attacked the formation at 0340, but none were sighted by us. At 0609 several enemy planes attacked the formation and were successfully repelled. Went to General Quarters at 0610 to repel this air attack, securing at 0633. Expended the following ammunition in repelling this attack: 62 rounds 20MM, 43 rounds 40MM. Entered Kerama Retto at 0700 and proceeded to assigned anchorage in Kerama Retto West anchorage, anchoring at 0905. Today two (2) LCM's were dispatched to assist U.S.S. WYANDOT (AKA-92), which had been damaged. In accordance with orders of Commander Transport Division 51.1 underway at 1616 to form night retirement disposition, leaving Kerama Retto at 1723. At 1839 task unit was attacked by numerous enemy aircraft and we went to General Quarters to repel this air attack. During this raid the U.S.S. HENRICO (APA-45) was hit in her bridge by an enemy aircraft, which made a suicide dive on her, and began burning around her superstructure and bridge. In a later report it was discovered that Commodore Kiehl, Commander Transport Division Fifty, was killed by this attack. At 1855 Commander Task Unit 51.1 ordered SUFFOLK to stand by to render assistance to HENRICO and tow her to port if necessary. We complied immediately and lay to from that time until 2239, communicating with HENRICO via TBS. While laying to several life rafts, blown from the HENRICO, were sighted, and at 1906 a survivor was sighted on one of them. We lowered an LCVP to rescue him, rescuing him at approximately 1930; survivor was found to be an Army enlisted man who had been blown clear of the HENRICO, and was found to be uninjured. HENRICO has lost all power and control and her superstructure was burning fiercely. Secured from General Quarters at 2003.

1 May 1945.

Subj: War Diary - Month of April 1945.

At 2239 HENRICO signified that she was ready to receive tow line from us and we commenced maneuvering to take her in tow; using LCVP to pass lines. HENRICO informed us that she had no power on deck and requested us to take her tow line which we did, securing it aft at 2320. Underway at 2324 at slow speed, U.S.S. HENRICO (APA-45) in tow, enroute anchorage "KING", Kerama Retto. During this trip we were screened by the U.S.S. BAURE (DM-26). Ammunition expended in repelling evening air attack was 302 rounds 20MM, 219 rounds 40MM, and 2 rounds 5"38.

3 April 1945.

Underway as before, U.S.S. HENRICO (APA-45) in tow, enroute anchorage "KING", Kerama Retto. In accordance with Flash Red from CTG 51.1 went to General Quarters at 0118 and secured at 0153 in accordance with Flash White. In accordance with Flash Red from CTG 51.1 went to General Quarters at 0430. Arrived of southern ~~ent~~ entrance to anchorage "KING", Kerama Retto at 0553, and made preparations for transferring tow line. U.S.S. YUMA (ATF-94) took tow line at 0645 and we then proceeded to Western anchorage, Kerama Retto, anchoring there at 0923. In obedience to secret dispatch of CTG 51 underway at 1538 as T.U. 51.1.1 for waiting area, leaving Kerama Retto at 1620. Courses, speeds and zig-zagging as ordered by Officer-in-Tactical Command, Commander Transport Squadron Seventeen in U.S.S. CHILTON (APA-38). 2000 Position: L. 25° 39' N., Lo. 127° 45' E.

4 April 1945.

Underway as before for waiting area. Courses, speeds and zig-zagging as ordered by O.T.C. 0800 Position: L. 24° 18' N., Lo. 129° 28' E. 1200 Position: L. 24° 03' N., Lo. 130° 01' E. 2000 Position: L. 22° 52' N., Lo. 131° 01' E.

5 April 1945.

Underway as before for waiting area, courses, speeds, and zig-zagging as ordered by OTC. At 0030 we arrived in waiting area. 0800 Position: L. 23° 06' N., Lo. 130° 37' E. 1200 Position: L. 23° 38' N., Lo. 130° 19' E. 2000 Position: L. 23° 08' N., Lo. 131° 01' E.

6 April 1945.

Underway as before in waiting area; courses, speeds, and zig-zagging as ordered by OTC. 0800 Position: L. 23° 35' N., Lo. 130° 22' E. 1200 Position: L. 23° 54' N., Lo. 129° 58' E. 2000 Position: L. 22° 58' N., Lo. 130° 50' E.

7 April 1945

Underway as before in waiting area; courses, speeds, and zig-zagging as ordered by OTC. 0800 Position: L. 22° 28' N., Lo. 131° 03' E. 1200 L. 22° 27' N., Lo. 131° 35' E. 2000 Position: L. 21° 11' N., Lo. 132° 24' E.

1 May 1945.

Subj: War Diary - Month of April 1945.

8 April 1945

Underway as before in waiting area; courses, speeds and zig-zagging as ordered by OTC. Formation commenced fueling this date. 0800 Position: L. 22° 44' N., Lo. 131° 09' E. 1200 Position: L. 23° 04' N., Lo. 131° 31' E. 2000 Position: L. 23° 38' N., Lo. 132° 38' E.

9 April 1945

Underway as before in waiting area; courses, speeds and zig-zagging as ordered by OTC. Formation continuing fueling. We went alongside U.S.S. SEBEC (AO-87) at 1205, fueled, and cast off at 1537. 0800 Position: L. 22° 31' N., Lo. 131° 32' E. 1200 Position: L. 22° 13' N., Lo. 132° 37' E. 2000 Position L. 25° 21' N., Lo. 132° 34' E.

10 April 1945.

Underway as before in waiting area; courses, speeds and zig-zagging as ordered by OTC. Formation completed fueling today. 0800 Position: L. 22° 30' N., Lo. 131° 50' E. 1200 Position: L. 22° 07' N., Lo. 132° 08' E. 2000 Position: L. 21° 13' N., Lo. 132° 26' E.

11 April 1945

Underway as before in waiting area; courses, speeds and zig-zagging as ordered by OTC. U.S.S. GOODHUE (APA-107) and U.S.S. BRYANT (DD-665) joined formation at 0040. In accordance with Flash Red from OTC at 0911 went to General Quarters. Aircraft was identified to be a B-29 and we secured from General Quarters in accordance with Flash White at 0921. U.S.S. WILEY (DM-29) reported a positive sonar contact at 1334; speed was increased to flank and evasive courses taken until contact was lost at 1435 at which time normal cruising was resumed. In accordance with Flash Red from OTC at 1516 went to General Quarters and secured at 1517 in accordance with Flash White. 0800 Position: L. 22° 33' N., Lo. 131° 23' E. 1200 Position: L. 22° 09' N., Lo. 131° 42' E. 2000 Position: L. 21° 07' N., Lo. 132° 23' E.

12 April 1945

Underway as before in waiting area; courses, speeds and zig-zagging as ordered by OTC. OTC held tactical exercised at 1000 until 1146. In accordance with Flash Red from OTC at 1322 went to General Quarters and secured at 1338 in accordance with Flash White. 0800 Position L. 22° 34' N., Lo. 131° 08' E. 1200 Position: L. 22° 12' N., Lo. 131° 41' E. 2000 Position: L. 22° 16' N., Lo. 132° 14' E.

13 April 1945.

Underway as before in waiting area; courses, speeds, and zig-zagging as ordered by OTC. The following ship's left the formation to return to Okinawa Jima in obedience to secret dispatch of Commander Task Force 51: U.S.S. LA GRANGE APA-124, U.S.S. DREW (APA-162), U.S.S. RIXEY (APH-3), U.S.S. TATE (AKA-70), U.S.S. TAZEWELL (APA-209), U.S.S. ST. MARY'S (APA-126), U.S.S. MONTROSE (APA-212), U.S.S. PRINGLE (DD-477), U.S.S. HART (DD-594) and U.S.S. METCALF (DD-595)

1 May 1945.

Subj: War Diary - Month of April 1945.

OTC held anti-aircraft firing practice for all ships during morning. We expended: 256 rounds of 40MM and 7 rounds of 5"38. 0800 Position: L. 22° 38' N., Lo. 131° 02' E. 1200 Position L. 22° 33' N., Lo. 131° 10' E. 2000 Position: L. 21° 36' N., Lo. 132° 14' E.

14 April 1945.

Underway as before in waiting area; courses, speeds and zig-zagging as ordered by OTC. OTC and guide is now Commander Transport Division Fifty-one in U.S.S. GOODHUE (APA-107). OTC held anti-aircraft firing practice for all ship's during afternoon. We expended 1480 rounds of 20MM, 472 rounds of 40MM and 8 rounds of 5"38. 0800 Position: L. 22° 54' N., Lo. 130° 52' E. 1200 Position: L. 23° 22' N., Lo. 130° 12' E. 2000 Position: L. 24° 42' N., Lo. 128° 57' E.

15 April 1945.

Underway from waiting area to Northern Hagushi Beaches, Okinawa Jima, Nansei Shoto, Japan in obedience to secret dispatch from Commander Task Force 51. Arrived in anchorage area "How" at 0732 and anchored in Berth H-176 as assigned by SOPA at 0905. In accordance with Flash Red from CTG 51.1 went to General Quarters at 0833 and secured at 0852 in accordance with Flash White. From 1120 to 1125 five minutes of silence and prayer were observed by all ship's present in memory of our late president and Commander-in-Chief, Franklin Delano Roosevelt. Two LCM's were dispatched on temporary duty with Transport Squadron Seventeen in obedience to Commander Transport Squadron Seventeen dispatch 150028. Condition 1-Able was set in morning and all landing craft launched in preparations for unloading. At 1656 shifted berth to Berth H-163, anchoring there at 1736. Piloting at Hagushi at this time was especially difficult because of the lack of navigational aids; Zampa Miski was only prominent mark and it was obscured by other vessels most of the time. SOPA at Hagushi was in U.S.S. ELDORADO (AGC-11). In accordance with Flash Red from SOPA went to General Quarters to repel air attack at 1823. Japanese aircraft arrived within firing range at 1838 and we fired upon them expending: 360 rounds of 20MM, 102 rounds 40MM. At 1924 in accordance with orders of SOPA commenced smoking, using Bessler fog generators fore and aft as necessary and LCVP equipped with smoke generator and pots as necessary. Most of the time throughout this operation it was found that one generator created sufficient smoke coverage during average wind conditions. In accordance with orders of SOPA ceased smoking at 1937, and secured from General Quarters at 2225 in accordance with Flash White. We were again ordered to make smoke by SOPA and commenced doing it at 0341; going to General Quarters once more at 0335 in accordance with Flash Red from SOPA, to secure at 0505, at Flash White. Returned to General Quarters at 0650 in accordance with Flash Red and secured at 0659. Returned to General Quarters once again at 0827 and secured at 0840. At 0936 in accordance with Flash Red went to General Quarters to repel air attack. Enemy planes approached anchorage from north and were closing rapidly, but were attacked by CAP (Marine Corsairs) at 0947, one medium bomber being shot down in flames, missed his suicide target, a screening destroyer, and crashed into the sea with a heavy explosion, bearing 320° true from us, distance about 5 miles.

4

1 May 1945.

Subj: War Diary - Month of April 1945.

Secured from General Quarters at 1027 at Flash White from SOPA. It was found necessary to put a diver over the side at 1330 to repair casualty to plug in blow off valve at Frame 103, starboard side. Diving operations, and repairs were completed successfully at 1352. Commenced smoking at 1938 on orders of SOPA and ceased at 1946 on his orders. In accordance with Flash Red from SOPA went to General Quarters at 2047, securing at 2113 at Flash White. Today during smoking periods it was found necessary to secure all ventilation throughout the ship to reduce the amount of oil smoke in superstructure and holds.

17 April 1945.

Anchored as before at Northern Hagushi Beaches, Okinawa Jima. In accordance with Flash Red from SOPA went to General Quarters at 0204 and commenced making smoke at 0245. Ceased smoking at 0259 and secured from General Quarters at 0304, both in accordance to Orders of SOPA. Day light hours today were devoid of enemy air activity and were used to clear up ship and provide rest for officers and men off watch. But at 2024 Flash Red was once again ordered and we returned to our Battle Stations and commenced making smoke. In obedience to orders of SOPA for "ships covered by smoke must not fire" we did not fire at any air target during the remainder of our stay at Hagushi though at least once enemy planes were directly overhead, and several times, within range of our guns, were illuminated by radar controlled, shore based AA lights for several moments. Ceased smoking at 2221 as ordered by SOPA. In accordance with Flash White from SOPA secured from General Quarters at 2237.

18 April 1945

Anchored as before. In accordance with Flash Red and orders to smoke we went to General Quarters and commenced smoking at 1923. SOPA ordered "stop smoke" at 1956 and we complied, to resume again at 2010 as ordered. At 2029 SOPA ordered "stop smoke" and at 2054 "Flash White"; we ceased smoking immediately and secured from General Quarters at Flash White. Underway at 2237, in obedience to Commander Transport Division Fifty-one operation orders 000445 of 13 April 1945, as Task Unit 51.23.21 in company with Task Unit 51.23.22 (Transport Division Forty-nine), Task Unit 51.23.23 (Control Unit), and Task Unit 51.23.24 (Transport Screen); enroute Southeastern Beaches, Okinawa Jima, Nansei Shoto, Japan for a demonstration landing to be coordinated with intensified drive by Tenth Army in Southern Okinawa. Officer in Tactical Command is Commander Transport Division Fifty-one in U.S.S. GOODHUE (ARA-107). Task unit sortied from Hagushi Beaches anchorage at 2300; all courses, speeds as prescribed by OTC.

19 April 1945

Underway as before. Passed through Eastern Kerama Retto Straits, between Maye Jima and Keise Jima at 0140, and thence proceeded on route, course and speed as ordered by OTC. TBS traffic was limited to bare necessities, speed signals being given on screened speed lights. Arrived in Transport Area "Charlie" off Southern Beaches, Okinawa Jima at 0500 and exercised crew at General Quarters in preparation for Condition 1-Able which was set at 0523. Launched LCVP's from hatches 1, 2, 3 and 4 between 0530 and 0603. Commenced disembarking demonstration group of 60 men of 77th (Statue of Liberty) Division U. S. Tenth

1 May 1945.

Subj: War Diary - Month of April 1945.

Army, at 0603 and completed disembarkation at 0618. The demonstration group departed at 0620 for the rendezvous area in charge of Boat Group Commander of U.S.S. SUFFOLK (AKA-69) in LCP(L). We secured from Condition 1-Able at that time to return again at 0945 to re-embark combat troops. 1100 Hoisted aboard landing craft; completing at 1146, and secured from Condition 1-Able. Departed Transport Area at 1300 for return to Hagushi Beach anchorage. Route, course and speed as ordered by OTC. In obedience to dispatch 191415 of Commander Task Unit 51.23.2 left formation at 1414 and proceeded in company with U.S.S. DREW and DE-508 to anchorage "Now" at Nago Wan, Okinawa Jima. OTC is commanding officer of U.S.S. DREW. Proceeded at best available speed on courses prescribed by OTC, sighting Zampa Misaki (Point Bolo) at 1625, bearing 061° true, distance eight miles. At 1637 our orders were changed by TBS message from CTU 51.23.2 and we proceeded independently to assigned anchorage in anchorage "How" off Hagushi Beaches, Okinawa Jima, anchoring in Berth H-163 at 1731. In accordance with Flash Red from SOPA, Hagushi Beaches at 1919 went to General Quarters; securing at 1933 in accordance with Flash White.

20 April 1945

Anchored as before. In accordance with Flash Red of SOPA at 0425 and order to make smoke went to General Quarters and commenced making smoke; securing from both at 0510 with Flash White. Underway at 0555 for Ie Jima with U.S.S. CHILTON, U.S.S. TATE, U.S.S. TORRANCE and U.S.S. DREW; O.T.C. is Commander Transport Squadron Seventeen in U.S.S. CHILTON (APA-38). Arrived in anchorage "Mike" at 0714 and proceeded to assigned anchorage, anchoring 600 yards south of Berth M-43, Ie Shima, Nansei Shoto, Japan. Commenced unloading combat cargo into LSM 220, LCT 1333 and into LCVP's at 0951 for use of U. S. Army 77th. Division on Ie Jima. Unloaded large caliber and small arms ammunition and combat vehicles with their drivers; also discharged 900 gallons of fresh water to LCT 1333. Ceased unloading cargo at 1655 and got underway for return to anchorage "How" Hagushi Beaches, Okinawa Jima at 1711 with same ships. Arrived in anchorage "How" at 1845 and anchored in Berth H-176 at 1920. In accordance with Flash Red from SOPA at 1922 and orders to make smoke, went to General Quarters and commenced smoking. Made smoke as ordered during air-alert. Secured from General Quarters and smoking with Flash White at 2314.

21 April 1945

Anchored as before. In accordance with Flash Red from SOPA and orders to commence smoking at 0046 went to General Quarters and commenced smoking; securing from both at 0118 with Flash White. Exercised crew at General Quarters at 0445 and set Condition 1-Albe to launch landing craft. Loaded two LCM's with troop ammunition and dispatched them for Menna Jima, Nansei Shoto, Japan in charge of Boat Wave Commander, at 1020, in obedience to orders of ComTransDiv 51. Underway at 1637 to shift to unloading berth anchoring in berth H-43, Hagushi Beaches, Okinawa Jima at 1730.

1 May 1945.

Subj: War Diary - Month of April 1945.

Commenced discharging cargo on a 24 hour basis at 1833, but ceased at 1856 in obedience to orders of ComTransDiv 51. In accordance with Flash Red and "make smoke" from SOPA at 1952 went to General Quarters and commenced smoking. Secured from both at 2035 at Flash White to return to General Quarters at 2039 with Flash Red. Smoked as ordered by SOPA during air-alert, securing on Flash White at 2309.

22 April 1945.

Anchored as before. In accordance with Flash Red from SOPA at 0146 and orders to make smoke went to General Quarters and commenced smoking, securing from both with Flash White at 0255. Resumed unloading cargo and troops into ship's boats. At 0900 because of lack of empty boats we secured from unloading. In accordance with Flash Red from SOPA at 1751 and orders to make smoke went to General Quarters and commenced smoking, securing from both at 1951 in accordance with Flash White.

23 April 1945

Anchored as before. In accordance with orders of SOPA made smoke from 0027 to 0044 and from 0200 to 0301; and in accordance with his Flash Red went to General Quarters at 0208, securing at 0306 with Flash White. Continuing unloading combat troops and cargo on a 24 hour basis, into ship's boats, LSM's and LST as available.

24-25 April 1945.

Anchored as before continuing unloading of combat troops and cargo on a 24 hour basis.

26 April 1945

Anchored as before. Continuing unloading of combat troops and cargo on a 24 hour basis. Commander Transport Division Fifty-one in U.S.S. GOODHUE (APA-107) departed today for Ulithi Atoll leaving Captain Mc Intosh in U.S.S. LA GRANGE as officer in charge. U.S.S. MONTROSE (APA-212) at 0512, bearing 208° true, distance one mile from us reported four salvos from enemy shore battery landing close aboard; MONTROSE got underway immediately and shifted anchorage.

27 April 1945

Anchored as before. Continuing unloading of combat troops and cargo on a 24 hour basis. In accordance with Flash Red and orders to make smoke from SOPA at 0221 went to General Quarters and commenced smoking, securing from both at 0235 with Flash White; ceased cargo operations temporarily during General Quarters. Completed unloading of combat troops and cargo at 0602 and hoisted aboard all boats in preparation for getting underway. In accordance with Flash Red from SOPA went to General Quarters at 1915, securing at 1919 with Flash White. At 1943 we received orders from SOPA via TBS for all ships in our vicinity to shift their berths to the northward to get out of range of enemy artillery fire and we were underway immediately, anchoring on soundings near Berth H-161 at 2031. Went to General Quarters from 2227-2231 and 2342 throughout night in accordance with orders of SOPA; smoking as ordered.

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

1 May 1945

Subj: War Diary - Month of April 1945.

28 April 1945


Anchored as before; at General Quarters and making smoke as ordered. Enemy plane shot down by AA fire bearing 110 true, distance 1700 yards from us. Secured from General Quarters at 0630 with Flash White. Underway at 0930 to shift berth, anchoring in Berth H-161 at 0950. In accordance with Flash Red from SOPA at 1603 went to General Quarters, securing at 1647 with Flash White. Returned to General Quarters at 1932 with Flash Red; smoking as ordered all night.

29 April 1945.

Anchored as before; at General Quarters and making smoke as ordered until sunrise. Secured from General Quarters at 0223 with Flash White, to return with Flash Red at 0422. Secured from General Quarters at 0512 with Flash White. Returned with Flash Red at 0755, securing at 0758 with Flash White. Received empty oil drums as cargo from LCT's and other small craft during the day. In accordance with Flash Red from SOPA at 2109 went to General Quarters securing at 2158 on Flash White, made smoke as ordered throughout the night. Returned to General Quarters on Flash Red at 2330 to secure on Flash White at 2359.

30 April 1945

Anchored as before; making smoke as ordered by SOPA Hagushi Beaches. In accordance with Flash Red from SOPA at 0055 went to General Quarters, securing with Flash White at 0125. Returned to General Quarters with Flash Red at 0215 to secure at 0550 with Flash White. Underway at 0914, in obedience to CTG 51.22 sailing order dated 30 April, to sortie from Hagushi. Sortied at 1020 from Hagushi with T.U. 51.29.26 as Okinawa Saipan Convoy number two (2); officer in tactical command and Convoy Commodore is CTU 51.29.26 and ComTransRon 17 in U.S.S. CHILTON (APA-38); Vice-Commodore is Commanding Officer of U.S.S. OKALOOSA (APA219) in that ship. Route as prescribed by sailing order, course, speed, and zig-zagging as prescribed by OTC. Departed Okinawa Jima at 1957 enroute Saipan Harbor, Saipan Island, Marianas Islands. 1200 Position: L. 26° 03' N., Lo. 127° 26' E. 2000 Position: L. 25° 03' N., Lo. 128° 29' E.


E. C. GLUSMAN.

cc: CincPac
ComTransRonSeventeen
ComTransDivFifty-one
File

8

USS SUFFOLK, AKA-69
c/o Fleet Post Office
San Francisco, California

193
Reg. No. 279
R. S. No.

File: AKA69/A12-1(tjk)

Ser.: 021

CONFIDENTIAL

1 June 1945.

From: Commanding Officer.
To : Commander-in-Chief, United States Fleet.
Subj: War Diary - Month of May 1945.

1 May 1945

Time Zone Minus 9.

Operating as T.U. 51.29.26, in obedience to CTG 51.22 sailing order dated 30 April 1945. Underway in Okinawa Saipan Convoy #2 from Hagushi Beaches, Okinawa Jima, Japan to Saipan Harbor, Saipan Island, Marianas Islands. Officer-in-Tactical-Command and Convoy Commodore is CTU 51.29.26 and ComTransRonSEVENTEEN in USS CHILTON (APA-38), vice-commodore is commanding officer of USS OKALOOSA, in that vessel. Route is as prescribed by sailing order; course, speed and zig-zagging as ordered by OTC. At 1005 U.S.S. BASS (APD-124) and U.S.S. WANTUCK (APD-125), screening vessels left the formation on duty previously assigned. Advanced all ship's clocks one hour to conform to convoy time and time zone minus ten. 0800 Position: L. 24° 00' N., Lo. 130° 38' E. 1200 Position: L. 23° 40' N., Lo. 131° 38' E. 2000 Position: L. 22° 59' N., Lo. 132° 38' E.

2 May 1945.

Time Zone Minus 10.

Underway as before in company with Convoy OKS #2. 0800 Position: L. 21° 48' N., Lo. 134° 57' E., 1200 Position: L. 21° 44' N., Lo. 135° 38' E., 2000 Position: L. 20° 56' N., Lo. 136° 49' E.

3 May 1945

Underway as before in company with Convoy OKS #2. At 0409 screen reported submarine contact and evasive courses were steered, until 0527 when contact was lost and base course was resumed. 0800 Position: L. 19° 30' N., Lo. 138° 23' E. 1200 Position: L. 19° 10' N., Lo. 139° 08' E. 2000 Position: L. 18° 28' N., Lo. 140° 24' E.

4 May 1945

Underway as before in company with Convoy OKS #2. 0800 Position: L. 17° 15' N., Lo. 142° 20' E. 1200 Position: L. 16° 49' N., Lo. 142° 55' E. 2000 Position: L. 16° 00' N., Lo. 144° 00' E.

5 May 1945

Underway as before in company with Convoy OKS #2. Maniagassa Island was sighted at 0655 bearing 061° true, distance 10 miles. At 0713, in accordance with orders of Convoy Commodore, convoy was disbanded and we proceeded to anchorage assigned, passing through Saipan Harbor net entrance at 0950 and anchoring in Berth L-53 at 1020, 6 May 1945.

CONFIDENTIAL

1 June 1945.

Subj: War Diary - Month of May 1945.

6 May 1945

Anchored as before in Berth L-53, Saipan Harbor, Marianas Islands.

7 May 1945

Anchored as before, taking aboard fresh stores and provisions. In obedience to orders of Port Director Saipan, underway at 1517 to shift anchorage, passing through net entrance at 1545 and anchoring in Berth M-29, Outer Saipan Harbor at 1605.

8 May 1945.

Anchored as before. Embarked three U. S. Navy officers and five U. S. Navy enlisted men for transportation to the United States. In obedience to sailing orders from Port Director, Navy 3245, underway from Saipan at 1247, enroute to San Francisco, California. Passed Marpi Point, Saipan abeam to starboard at 1355. Zig-zagging during daylight and moonlit hours. 2000 Position: L. 14° 51' N., Lo. 147° 00' E.

9 May 1945

Underway as before. Enroute independantly from Saipan Island, Marianas Islands, to San Francisco, California. Zig-zagging during daylight and moonlit hours. 0300 Position: L. 14° 20' N., Lo. 150° 00' E. 1200 Position: L. 14° 09' N., Lo. 150° 46' E. 2000 Position: L. 13° 43' N., Lo. 152° 27' E.

10 May 1945

Time Zone Minus 10½.

Underway as before. 0000 Advanced all ship's clocks ½ hour to conform to time zone minus 10½. Zig-zagging during daylight and moonlit hours. 0300 Position: L. 13° 13' N., Lo. 155° 09' E. 1200 Position: L. 12° 52' N., Lo. 156° 00' E. 2000 Position: L. 12° 14' N., Lo. 157° 45' E.

11 May 1945

Time Zone Minus 11.

Underway as before. 0600 Advanced all ship's clocks ½ hour to conform to time zone minus 11. Zig-zagging during daylight and moonlit hours. Sighted Eniwetok Atoll bearing 084° true, distance 20 miles. 0800 Position: L. 11° 43' N., Lo. 160° 17' E. 1200 Position: L. 11° 29' N., Lo. 161° 13' E. 2000 Position: L. 11° 01' N., Lo. 162° 57' E.

12 May 1945.

Time Zone Minus 11½.

Underway as before. 0000 Advanced all ship's clocks ½ hour to conform to time zone minus 11½. Zig-zagging during daylight and moonlit hours. Radar contact on Ailinginae Atoll bearing 061° true, distance 20 miles at 1000; and Jemo Island bearing 140° true, distance 47 miles at 2315. 0800 Position: L. 10° 56' N., Lo. 165° 40' E. 1200 Position: L. 10° 51' N., Lo. 166° 22' E. 2000 Position: L. 10° 50' N., Lo. 168° 14' E.

13 May 1945

Time Zone Minus 12.

Underway as before. 0000 Advanced all ship's clocks ½ hour to conform to time zone minus 12. Zig-zagging during daylight and moonlit hours. 0300 Position: L. 11° 10' N., Lo. 171° 01' E. 1200 Position: L. 11° 21' N., Lo. 171° 48' E. 2000 Position: L. 11° 42' N., Lo. 173° 38' E.

1 June 1945.

Subj: War Diary - Month of May 1945.

13 May 1945

Time Zone Plus 12.

Underway as before. 0000 Retarded all ship's clocks 24 hours to conform to time zone plus 12. Zig-zagging during daylight and moonlit hours. 0800 Position: L. 12° 38' N., Lo. 176° 09' E. 1200 Position: L. 13° 04' N., Lo. 176° 57' E. 2000 Position: L. 13° 53' N., Lo. 178° 35' E.

14 May 1945

Underway as before. Zig-zagging during daylight and moonlit hours. 0800 Position: L. 14° 51' N., Lo. 178° 57' W. 1200 Position: L. 15° 00' N., Lo. 177° 56' W. 2000 Position: L. 15° 34' N., Lo. 176° 10' W.

15 May 1945

Time Zone Plus 11½.

Underway as before. 0000 Advanced all ship's clocks ½ hour to conform to time zone plus 11½. Zig-zagging during daylight and moonlit hours. 0800 Position: L. 16° 25' N., Lo. 173° 33' W. 1200 Position: L. 16° 42' N., Lo. 172° 41' W. 2000 Position: L. 17° 14' N., Lo. 171° 01' W.

16 May 1945

Time Zone Plus 11.

Underway as before. 0000 Advanced all ship's clocks ½ hour to conform to time zone plus 11. Zig-zagging during daylight and moonlit hours. 0800 Position: L. 18° 04' N., Lo. 168° 14' W. 1200 Position: L. 18° 12' N., Lo. 167° 24' W. 2000 Position: L. 18° 36' N., Lo. 165° 41' W.

17 May 1945

Time Zone Plus 10½.

Underway as before. 0000 Advanced all ship's clocks ½ hour to conform to time zone plus 10½. Zig-zagging during daylight and moonlit hours. 0800 Position: L. 19° 14' N., Lo. 162° 49' W. 1200 Position: L. 19° 26' N., Lo. 161° 50' W. 2000 Position: L. 19° 51' N., Lo. 159° 57' W.

18 May 1945

Time Zone Plus 10.

Underway as before. 0000 Advanced all ship's clocks ½ hour to conform to time zone plus 10. Zig-zagging during daylight and moonlit hours. Sighted Mani Island, Hawaiian Island at 0514, bearing 085 true, distance 70 miles. Sighted Diamond Head, Oahu at 0750 and passed it abeam to port, distance five miles, at 0924. Made passage of Kaiwi Channel at 1007 and proceeded as per routing instruction. 0800 Position: L. 21° 01' N., Lo. 157° 53' W. 1200 Position: L. 21° 33' N., Lo. 157° 53' W. 1200 Position: L. 21° 33' N., Lo. 157° 17' W. 2000 Position: L. 22° 42' N., Lo. 155° 49' W.

19 May 1945

Time Zone Plus 9½.

Underway as before. 0000 Advanced all ship's clocks ½ hour to conform to time zone plus 9½. Zig-zagging during daylight and moonlit hours. Passed 152nd meridian at 1500 and ceased zig-zagging. 0800 Position: L. 24° 12' N., Lo. 153° 29' W. 1200 Position: L. 24° 56' N., Lo. 152° 43' W. 2000 Position: L. 25° 55' N., Lo. 150° 52' W.

CONFIDENTIAL

1 June 1945

Subj: War Diary - Month of May 1945.

20 May 1945

Underway as before. 0000 Advanced all ship's clocks $\frac{1}{2}$ hour to conform to Time Zone Plus 9.
time zone plus 9. 0800 Position: L. $27^{\circ} 34' N.$, Lo. $148^{\circ} 03' W.$ 1200 Position:
L. $28^{\circ} 01' N.$, Lo. $147^{\circ} 06' W.$ 2000 Position: L. $29^{\circ} 03' N.$, Lo. $145^{\circ} 06' W.$

21 May 1945

Underway as before. 0000 Advanced all ship's clocks $\frac{1}{2}$ hour to conform to Time Zone Plus $8\frac{1}{2}$.
time zone plus $8\frac{1}{2}$. 0800 Position: L. $30^{\circ} 36' N.$, Lo. $142^{\circ} 03' W.$ 1200 Position:
L. $31^{\circ} 07' N.$, Lo. $140^{\circ} 56' W.$ 2000 Position: L. $32^{\circ} 06' N.$, Lo. $138^{\circ} 47' W.$

22 May 1945

Underway as before. 0000 Advanced all ship's clocks $\frac{1}{2}$ hour to conform to Time Zone Plus 8.
time zone plus 8. 0800 Position: L. $33^{\circ} 31' N.$, Lo. $135^{\circ} 35' W.$ 1200 Position:
L. $33^{\circ} 58' W.$, $134^{\circ} 31' W.$ 2000 Position: L. $34^{\circ} 42' N.$, Lo. $132^{\circ} 00' W.$

23 May 1945

Underway as before. 0000 Advanced all ship's clocks $\frac{1}{2}$ hour to conform to Time Zone Plus $7\frac{1}{2}$.
time zone plus $7\frac{1}{2}$. 0800 Position: L. $36^{\circ} 02' N.$, Lo. $128^{\circ} 40' W.$ 1200 Position:
L. $36^{\circ} 24' N.$, Lo. $127^{\circ} 26' W.$ 2000 Position: L. $37^{\circ} 15' N.$, Lo. $125^{\circ} 12' W.$

24 May 1945

Underway as before. 0000 Advanced all ship's clocks $\frac{1}{2}$ hour to conform to Time Zone Plus 7.
time zone plus 7. Sighted The Farralon's Lighthouse at 0142 and proceeded to enter
San Francisco Harbor, entering the Golden Gate at 0623 and anchoring in Navy
anchorage 12, San Francisco Harbor, San Francisco, California at 0715. Dis-
embarked all passengers. Spent the day taking aboard fuel oil and landing craft
replacements from San Francisco boat pool.

25 May 1945

Anchored as before. In obedience to sailing orders of Commander Western Sea
Frontier underway at 0758 to leave San Francisco, California enroute Seattle, Wash-
ington for loading. Passed through the Golden Gate at 0850. Passed Punta Gorda
light at 2305 and Cape Mendocino light at 2355. 1200 Position: L. $37^{\circ} 48' N.$,
Lo. $123^{\circ} 16' W.$ 2000 Position: L. $39^{\circ} 29' N.$, Lo. $124^{\circ} 31' W.$

26 May 1945

Underway as before. Sighted Shoal Water light bearing 044° true at 2328.
1200 Position: L. $42^{\circ} 22' N.$, Lo. $124^{\circ} 54' W.$ 2000 Position: L. $43^{\circ} 30' W.$,
Lo. $124^{\circ} 57' W.$

CONFIDENTIAL

1 June 1945


Subj: War Diary - Month of May 1945.

27 May 1945

Underway as before. Passed Shoal Water light abeam to starboard, distance 13 miles at 0012. 0400 Passed Destruction Island light abeam to starboard, distance $15\frac{1}{2}$ miles. 0955 Passed Calahan Bay light abeam to port distance 6 miles and entered Puget Sound. 1033 Passed Sheringham Point light abeam to starboard, distance 4 miles. Took aboard Seattle Pilot at 1226 and moored to Berth "H", Todd Shipyards, Harbor Island, Seattle, Washington at 1636. 0800 Position: L. $48^{\circ} 29'$ N., Lo. $124^{\circ} 52'$ W. 1200 Position: L. $48^{\circ} 10'$ N., Lo. $123^{\circ} 27'$ W.

28-31 May 1945

Moored as before. Undergoing yard availability at Todd Shipyards, Seattle, Washington.


E. G. CLUSMAN

cc: CincPac
TransRonSEVENTEEN
TransDivFIFTY-ONE
File

USS SUFFOLK, AKA-69
c/o Fleet Post Office,
San Francisco, California

File: AKA69/A12-1/(jtk)

Ser.: 024

1 July 1945

CONFIDENTIAL

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

Subj: War Diary - Month of June 1945.

1 June 1945

Time Zone Plus 7.

Operating as a unit of Transport Squadron SEVENTEEN, Transport Division FIFTY-ONE, but in obedience to orders of Commander Western Sea Frontier and Commandant THIRTEENTH Naval District. Moored at Berth "H", Todd's Shipyard, Harbor Island, Seattle, Washington, undergoing yard availability period. Conducted dock engine trial runs from 2000 to 2230.

2 June 1945.

Moored as before. In obedience to orders of Commandant THIRTEENTH Naval District terminated yard availability period at 0500 and shifted to loading dock at 0618, mooring to South Pier 37, U. S. Army Port of Embarkation, Seattle, Washington 0736.

3-10 June 1945

Moored as before.; awaiting loading of cargo.

11 June 1945

Moored as before. Shifted to forward berth, South Pier 37, Seattle, Port of Embarkation at 1305.

12 June 1945

Moored as before. Awaiting loading of cargo. 0800 Commenced loading cargo.

13-15 June 1945

Moored as before. Continuing loading of cargo. Completed loading of cargo at 2130.

16 June 1945

Moored as before. In obedience to orders of Commandant THIRTEENTH Naval District, underway at 0629 for Kingston Explosive anchorage, Puget Sound, for loading aboard ship's ammunition, anchoring there at 0816. In obedience to Movement Order Number 44-45, serial 001046, dated 15 June 1945, of Commander Western Sea Frontier Routing Office, enroute from Seattle, Washington to Eniwetok Atoll, Marshall Islands for onward routing to Iwo Jima, Kazan Retto at 0905, taking departure from Swiftsure Bank Light ship at 1629.

1 July 1945.

Subj: War Diary - Month of June 1945.

Retarded all ship's clocks one half hour at 1900 to conform to time zone plus $7\frac{1}{2}$.
1200 Position: L. $48^{\circ} 11'$ N., Lo. $123^{\circ} 12'$ W. (Puget Sound); 2000 Position: L. $48^{\circ} 10'$ N., Lo. $126^{\circ} 29'$ W.

17 June 1945.

Underway as before. Proceeding indepently from Seattle, Washington to Eniwetok Atoll, Marshall Islands. 0300 Exhibited running lights and maneuvered to avoid collision with burdened vessel crossing from our port bow. Vessel was challenged and was identified as USSR ship Klara Zetkin. Retarded all ship's clocks one half hour at 1900 to conform to time zone plus 8. 0800 Positions: L. $46^{\circ} 27'$ N., Lo. $130^{\circ} 18'$ W. 1200 Position: L. $46^{\circ} 11'$ N., Lo. $131^{\circ} 43'$ W. 2000 Position: L. $45^{\circ} 42'$ N., Lo. $134^{\circ} 16'$ W.

18 June 1945

Time Zone ± 8 .

Underway as before. At 1824 we were overtaken by U.S.S. STOKES (AKA-68) passing abeam to starboard, distance 1100 yards. Retarded all ship's clocks one half hour at 1900 to conform to time zone plus $8\frac{1}{2}$. 0800 Position: L. $44^{\circ} 43'$ N., Lo. $138^{\circ} 19'$ W. 1200 Position: L. $44^{\circ} 27'$ N., Lo. $139^{\circ} 22'$ W. 2000 Position: L. $43^{\circ} 39'$ N., Lo. $142^{\circ} 10'$ W.

19 June 1945.

Time Zone Plus $8\frac{1}{2}$.

Underway as before. Retarded all ship's clocks one half hour to conform to time zone plus 9. 0800 Position: L. $42^{\circ} 34'$ N., Lo. $145^{\circ} 49'$ W. 1200 Position: L. $42^{\circ} 07'$ N., Lo. $146^{\circ} 27'$ W. 2000 Position: L. $41^{\circ} 13'$ W.

20 June 1945

Time Zone Plus 9.

Underway as before. Made full power speed of 91.25 R.P.M., 16.7 knots. Retarded all ship's clocks one half hour at 1900 to conform to time zone plus $9\frac{1}{2}$. 0800 Position: L. $40^{\circ} 01'$ N., Lo. $152^{\circ} 12'$ W. 1200 Position: L. $39^{\circ} 23'$ N., Lo. $153^{\circ} 10'$ W. 2000 Position: L. $38^{\circ} 18'$ N., Lo. $155^{\circ} 56'$ W.

21 June 1945

Time Zone Plus $9\frac{1}{2}$.

Underway as before. Sighted probable spherical floating mine at 0530, went to General Quarters and maneuvered to sink mine. We sunk probable mine by gunfire at 0552 in position: L. $36^{\circ} 58'$ N., Lo. $158^{\circ} 35'$ W; mine did not detonate. The following ammunition was expended: 42 rounds 40MM; and 250 rounds of 20MM. Retarded all ship's clocks one half hour at 1900 to conform to time zone plus 10. 0800 Position: L. $36^{\circ} 40'$ N., Lo. $159^{\circ} 12'$ W., 1200 Position: L. $36^{\circ} 04'$ N., Lo. $160^{\circ} 18'$ W. 2000 Position: L. $35^{\circ} 02'$ N., Lo. $162^{\circ} 12'$ W.

CONFIDENTIAL

1 July 1945

Subj: War Diary - Month of June 1945.

22 June 1945

Time Zone Plus 10.

Underway as before. At 1308 a floating horned mine was sighted and we went to general quarters and maneuvered to sink mine, sinking it by gunfire at 1326, in position: L. 32° 22' N., Lo. 166° 38' W; mine did not detonate. Retarded all ship's clocks one half hour at 1900 to conform to plus 10½ time zone. At 1933 another floating horned mine was sighted and we went to general quarters and maneuvered to sink mine, sinking it by gunfire at 1958 in position: L. 31° 18' N., Lo. 168° 14' W. Ammunition expended: 7 rounds 5"/38; 276 rounds 40MM; and 1550 rounds 20MM. 0800 Position: L. 33° 14' N., Lo. 165° 23' W. 1200 Position: L. 32° 44' N., Lo. 166° 21' W. 2000 Position: 31° 08' N., Lo. 168° 28' W.

23 June 1945

Time Zone Plus 11.

Underway as before. Commenced zig-zagging during daylight and moonlit hours, at 0500 today. Retarded all ship's clocks one half hour at 1900 to conform to time zone plus 11½. 0800 Position: L. 29° 33' N., Lo. 170° 43' W. 1200 Position: L. 28° 53' N., Lo. 173° 31' W. 2000 Position: L. 27° 30' N., Lo. 173° 31' W.

24 June 1945

Time Zone Plus 11.

Underway as before. Commenced zig-zagging during daylight and moonlit hours, at 0500 today. Retarded all ship's clocks at 1900 to conform to time zone plus 11½. 0800 Position: L. 25° 48' N., Lo. 176° 20' W. 1200 Position: L. 25° 09' N., Lo. 177° 11' W. 2000 Position: L. 24° 01' N., Lo. 179° 02' W.

25 June 1945

Time Zone Plus 11½.

Underway as before. Zig-zagging during daylight and moonlit hours. Exercised crew at general quarters and damage control problems in forenoon and expended the following ammunition: 7 rounds 5"/38; and 660 rounds 20MM; and 266 rounds of 40MM. Retarded all ship's clocks one half hour at 1900 to conform to time zone plus 12 and advanced all ship's clocks at 2400, 24 hours to minus 12 time zone. 0800 Position: L. 22° 18' N., Lo. 178° 07' E. 1200 Position: L. 21° 47' N., Lo. 177° 14' E. 2000 Position: 20° 37' N., Lo. 175° 22' E.

27 June 1945

Time Zone Minus 12.

Underway as before. Zig-zagging during daylight and moonlit hours. Exercised crew at general quarters, anti-aircraft firing and damage control in forenoon, and expended the following ammunition: 3 rounds 5"/38; 352 rounds 40MM; and 237 rounds of 20MM. 0800 Position: L. 18° 52' N., Lo. 172° 48' E. 1200 Position: L. 18° 18' N., Lo. 171° 58' E. 2000 Position: L. 17° 15' N., Lo. 170° 19' E.

28 June 1945

Underway as before. Zig-zagging during daylight and moonlit hours. Exercised crew at general quarters, anti-aircraft firing and damage control drills in forenoon, and expended the following ammunition: 6 rounds 5"/38; 445 rounds 40MM; 1115 rounds 20MM. 0800 Position: L. 15° 30' N., Lo. 167° 52' E. 1200 Position: L. 14° 52' N., Lo. 167° 05' E. 2000 Position: L. 13° 40' N., Lo. 165° 25' E.

CONFIDENTIAL

1 July 1945

Subj: War Diary - Month of June 1945.

29 June 1945

Underway as before; zig-zagging during daylight and moonlit hours. At 0945 we sighted Japtan Island, Eniwetok Atoll, Marshall Islands, bearing 238° true, distance 18 miles, and proceeded to enter Eniwetok Atoll, entering at 1103 and anchoring in Eniwetok Atoll anchorage Able, Berth L-10 at 1207. Awaiting on ward routing to Iwo Jima (Kazan Retto). 0800 Position: L. $11^{\circ} 44'$ N., Lo. $163^{\circ} 03'$ E.

30 June 1945

Anchored as before. In accordance with orders of Port Director, Eniwetok underway at 1100 to fuel, mooring to YO-160 at 1122 in Berth L-4. Completed fueling at 1450 and returned to Berth L-10.


E. C. GLUSMAN.

cc: CincPac
TransRonSEVENTEEN
TransDivFIFTY-ONE

File: AKA69/A12-1/(tjk)

U.S.S. SUFFOLK (AKA-69)
c/o Fleet Post Office
San Francisco, California

REG. NO 2530
R. S. NO
REG. SHEET NO 192

Ser.: 027

CONFIDENTIAL

1 August 1945.

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

Subj: War Diary - Month of July 1945.

1 July 1945

Time Zone Minus 12.

Operating as a unit of Transport Squadron Seventeen, Transport Division Fifty-one, but in obedience to movement order number 44-45, serial 0010406, dated 15 June 1945 of Commander Western Sea Frontier Routing Office, Seattle, Washington, anchored in Berth L-10, Anchorage Able, Eniwetok Atoll, Marshall Islands awaiting onward routing to Iwo Jima, Kazan Retto, Nanpo Shoto, Japan. Underway at 1350, taking departure from Eniwetok Atoll at 1439, enroute Saipan, Marianas Islands in obedience to routing instructions of Port Director, Navy 3237. Passed Giriinien Island, Eniwetok Atoll abeam to starboard, distance five miles at 0601. Retarded all ship's clocks one half hour at 1900 to conform to time zone minus 11½. Zig-zagging during daylight and moonlit hours. 2000 Position: L. 11° 29' N., Lo. 161° 08' E.

2 July 1945

Time Zone Minus 11½.

Underway as before, enroute Saipan; zig-zagging during day light and moonlit hours. Exercised crew at General Quarters at morning twilight. Test fired 14 rounds of 40MM ammunition. 0800 Position: L. 12-05' N., Lo. 158-12' E. 1200 Position: L. 12-19' N., Lo. 157-19' E. 2000 Position: L. 12-44' N., Lo. 155-20' E.

3 July 1945

Time Zone Minus 11½.

Underway as before, enroute Saipan, zig-zagging during daylight and moonlit hours. Exercised crew at General Quarters at morning twilight. Retarded all ship's clocks one half hour at 1900 to conform to time zone minus 11. 0800 Position: L. 13-16' N., Lo. 152-17' E. 1200 Position: L. 13-34' W., Lo. 151-21' E. 2000 Position: L. 14-05' N., Lo. 149-15' E.

4 July 1945

Time Zone Minus 11.

Underway as before; zig-zagging during daylight and moonlit hours. Exercised crew at General Quarters at morning twilight. Sighted Mount Tapotchau, Saipan, Marianas Islands to 0716, bearing 306 true, distance 40 miles. At 1022 we passed Nafutan Point, Saipan abeam to starboard and requested anchorage instructions from HEGP. Entered Saipan anti-torpedo nets at 1130 and anchored as instructed in Berth L-52, Saipan Harbor, Saipan at 1159. Retarded all ship's clocks one hour at 1300 to conform to time zone minus 10. 0800 Position: L. 14-54' N., Lo. 146-13' E.

CONFIDENTIAL

1 August 1945.

Subj: War Diary - Month of July 1945.

5 July 1945.

Time Zone Minus 10.

Anchored as before. Underway at 1611, taking departure from Saipan anti-torpedo nets at 1640, made sortie with U.S.S. KINGSBURY (APA-177), U.S.S. STOKES (AKA-68) and U.S.S. PRESLEY (DE-371), enroute Iwo Jima, Kazan Retto, in obedience to Routing Instruction SIW-53 of Port Director, Navy 3245, in convoy SIW-53; OTC in U.S.S. KINGSBURY (APA-177), screened by U.S.S. PRESLEY (DE-371). Courses, speeds and radar-radio guards were as prescribed by OTC in his movement order APA-177/A16-3. 2000 Position: L. 15-54' N., Lo. 145-13' E.

6 July 1945

Underway as before in convoy SIW-53. Exercised crew at General Quarters at morning twilight. 0800 Position: L. 18-30' N., Lo. 144-09' E. 1200 Position: L. 19-33' N., Lo. 143-53' E. 2000 Position: L. 21-16' N., Lo. 143-21' E.

7 July 1945.

Underway as before in convoy SIW-53. Exercised crew at General Quarters at morning twilight. Passed Minami Iwo Jima abeam to port, distance 20 miles, at 0958 and sighted Suribachi Yama, Iwo Jima at 1020, bearing 308° true, distance 30 Miles. Convoy SIW-53 was dissolved at 1242 in obedience to orders of OTC and we proceeded to assigned anchorage, anchoring at 1310 in Berth 163, Western Anchorage, Iwo Jima, Kazan Retto, Nanyso Shoto, Japan. We hoisted out all boats and commenced discharging cargo in available LCTs, LSMs, and our LCMs. 0800 Position: L. 23-57' N., Lo. 141-57' E 1200 Position: L. 24-40' N., Lo. 141-26' E.

8 July 1945.

Anchored as before. Continuing cargo operations on a twenty-four hour basis.

9 July 1945.

Anchored as before. Continuing cargo operations on a twenty-four hour basis. Completed cargo operation at 1710 having discharged 1127 tons of cargo, consisting of vehicles and general cargo over Western Beaches, Iwo Jima, and hoisted aboard ship's boats.

10 July 1945.

Anchored as before. Underway at 1610 taking departure from Iwo Jima at 1630, made sortie with U.S.S. KINGSBURY (APA-177) and U.S.S. PRESLEY (DE-371), enroute San Francisco, California, in obedience to Routing Instructions of Port Director, U. S. Naval Base, Navy 3150; OTC in U.S.S. KINGSBURY, screened by U.S.S. PRESLEY. Course speeds, disposition and radio-radar guard as prescribed by OTC. At 1928 reported sonar contact, evasive maneuvers were undertaken, but contact was lost and normal cruising resumed at 1931. 2000 Position: L. 23-49' N., Lo. 141-16' E.

1 August 1945.

Subj: War Diary - Month of July 1945.

11 July 1945

Underway as before. Exercised crew at General Quarters at morning twilight and held tactical maneuvers conducted by OTC in forenoon. U.S.S. KINGSBURY indicated a steering casualty at 0952 and we maneuvered to avoid collision, returning to normal cruising at 1014. 0800 Position: L. 21-13' N., Lo. 142-38' E. 1200 Position: L. 20-27' N., Lo. 143-07' E. 2000 Position: L. 18-38' N., Lo. 143-33' E.

12 July 1945.

Underway as before. Exercised crew at General Quarters at morning twilight. In accordance with separate orders, U.S.S. PRESLEY DE-371, left formation to proceed on duty assigned at 1025 at which time Mount Tapotchau, Saipan was sighted, bearing 200° true, distance 18 miles. At 1338 Toro Point, Saipan was passed abeam to starboard, distance 11 miles. 0800 Position: L. 15-58' N., Lo. 144-55' E. 1200 Position: L. 15-25' N., Lo. 145-29' E. 2000 Position: L. 15-06' N., Lo. 147-26' E.

13 July 1945.

Underway as before. Exercised crew at General Quarters at morning twilight. At 0500 this task unit commenced zigzagging during daylight and moonlit hours as prescribed by OTC. 0800 Position: L. 14-30' N., Lo. 150-15' E. 1200 Position: L. 14-19' N., Lo. 151-06' E. 2000 Position: L. 13-54' N., Lo. 152-50' E.

14 July 1945.

Time Zone Minus 10½.

Underway as before. Advanced all ship's clocks thirty minutes at 0031 to conform to time zone minus 10½. 0800 Position: L. 13-19' N., Lo. 155-27' E. 1200 Position: L. 13-01' N., Lo. 156-20' E. 2000 Position: L. 12-27' N., Lo. 158-06' E.

15 July 1945

Time Zone Minus 11.

Underway as before. Advanced all ship's clocks thirty minutes at 0031 to conform to time zone minus 11. At 0754 a possible floating mine was sighted and this task unit maneuvered to fire on it. U.S.S. KINGSBURY fired at mine, but it was not sunk and normal cruising was resumed at 0835. Sighted Girinien Island, Eniwetok Atoll at 1325 bearing 034° true, distance 13 miles. In obedience to orders of OTC, convoy was dissolved at 1359, and we proceeded independently to pass east of Eniwetok Atoll, enroute independently for San Francisco, California. Passed HECF, Parry Island, Eniwetok Atoll, abeam to port distance 4 miles and identified ourself to them at 1410. 0800 Position: L. 11-31' N., Lo. 160-49' E. 1200 Position: L. 11-16' N., Lo. 161-45' E. 2000 Position: L. 12-16' N., Lo. 163-17' E.

16 July 1945

Time Zone Minus 11½.

Underway independently for San Francisco, California. Zig-zagging during daylight and moonlit hours. Advanced all ship's clocks thirty minutes at 0100 to conform to time zone minus 11½. 0800 Position: L. 14-18' N., Lo. 165-29' E. 1200 Position: L. 14-55' N., Lo. 166-19' E. 2000 Position: L. 16-06' N., Lo. 167-48' E.

CONFIDENTIAL

1 August 1945.

Subj: War Diary - Month of July 1945.

17 July 1945.

Time Zone Minus 12.

Underway as before; zig-zagging during daylight and moonlit hours. Advanced ship's clocks thirty minutes at 0100 to conform to time zone minus 12. 0800 Position: L. 17-47' N., Lo. 170-18' E. 1200 Position: L. 18-20' N., Lo. 171-95' E. 2000 Position: L. 19-27' N., Lo. 172-36' E.

17 July 1945.

Time Zone Plus 12 & Plus 11½.

Underway as before; zig-zagging during daylight and moonlit hours. Retarded all ship's clocks 24 hours at 0000 to conform to time zone plus 12 and advanced ship's clocks thirty minutes at 0100 to conform to time zone minus 11½. 0800 Position: L. 21-11' W., Lo. 175-05' E. 1200 Position: L. 21-45' W., Lo. 175-52' E. 2000 Position: L. 22-52' N., Lo. 177-31' E.

18 July 1945

Time Zone Plus 11.

Underway as before; zig-zagging during daylight and moonlit hours. Advanced all ship's clocks thirty minutes at 0100 to conform to time zone plus 11. Ceased zig-zagging at 2030. 0800 Position: L. 24-38' N., Lo. 179-56' E. 1200 Position: L. 25-08' N., Lo. 179-17' W. 2000 Position: L. 25-59' W.

19 July 1945.

Time Zone Plus 10½.

Underway as before. Advanced all ship's clocks thirty minutes at 0100 to conform to time zone plus 10½. 0800 Position: L. 27-20' N., Lo. 174-46' W. 1200 Position: L. 27-45' N., Lo. 173-45' W. 2000 Position: L. 28-38' N., Lo. 171-38' W.

20 July 1945

Time Zone Plus 10.

Underway as before. Advanced all ship's clocks thirty minutes at 0100 to conform to time zone plus 10. 0800 Position: L. 29-55' N., Lo. 168-42' W. 1200 Position: L. 30-09' N., Lo. 167-41' W. 2000 Position: L. 31-06' N., Lo. 165-45' W.

21 July 1945

Time Zone Plus 9½.

Underway as before. Advanced all ship's clocks thirty minutes at 0100 to conform to time zone plus 9½. 0800 Position: L. 32-10' N., Lo. 162-35' W. 1200 Position: L. 32-33' N., Lo. 161-20' W. 2000 Position: L. 33-10' N., Lo. 159-25' W.

22 July 1945.

Time Zone Plus 9.

Underway as before. Advanced all ship's clocks thirty minutes at 0100 to conform to time zone plus 9. 0800 Position: L. 34-12' N., Lo. 156-07' W. 2000 Position: L. 35-05' N., Lo. 152-45' W. 1200 Position: L. 34-33' N., Lo. 155-09' W.

23 July 1945

Time Zone Plus 8½.

Underway as before. Advanced all ship's clocks thirty minutes at 0100 to conform to time zone plus 8½. Test Fired 24 rounds of 5"/38, 40 fuse, VT4 ammunition during forenoon. 0800 Position: L. 35-54' N., Lo. 148-47' W. 1200 Position: L. 36-09' N., Lo. 147-42' W. 2000 Position: L. 36-42' N., Lo. 145-02' W.

CONFIDENTIAL

1 August 1945.

Subj: War Diary - Month of July 1945.

24 July 1945

Time Zone Plus 8.

Underway as before. Advanced all ship's clocks thirty minutes at 0100 to conform to time zone plus 8. At 1106 we changed course to investigate a metal life raft which was found empty so we returned to our route. 0300 Position: L. 37-15' W., Lo. 141-03' W. 1200 Position: L. 37-18' N., Lo. 139-39' W. 2000 Position: L. 37-43' N., Lo. 136-53' W.

25 July 1945

Time Zone Plus 7½.

Underway as before. Advanced all ship's clocks thirty minutes at 0100 to conform to time zone plus 7½. 0800 Position: L. 38-02' N., Lo. 132-54' W. 1200 Position: L. 37-58' N., Lo. 131-25' W. 2000 Position: L. 37-43' N., Lo. 136-53' W.


26 July 1945

Time Zone Plus 7.

Underway as before. Advanced all ship's clocks thirty minutes at 0100 to conform to time zone plus 7. Radar Sighted south east Farallones Islands at 1012 and radar navigated to enter San Francisco swept channel entering at 1247. Entered San Francisco Harbor at 1448 and proceeded to Navy Anchoage Twelve in obedience to orders of Commandant 12th. Naval District, anchoring there at 1530. 0800 Position: L. 37-44' N., Lo. 124-32' W. 1200 Position: L. 37-39' N., Lo. 123-13' W.

27-31 July 1945

Anchored as before, awaiting availability.


E. C. GLUSMAN.

cc: CincPac
ComTransRon17
ComTransDiv51
File

File: AKA69/A12-1/(tjk)

U.S.S. SUFFOLK (AKA-69)
c/o Fleet Post Office
San Francisco, California

Ser.: 029

3 September 1945.

CONFIDENTIAL

From: Commanding Officer.
To : Commander-in-Chief, United States Fleet.
Subj: War Diary - Month of August 1945.

1 August 1945.

Time Zone Plus 7.

Operating as a unit of Transport Squadron Seventeen, Transport Division Fifty-one, but in obedience to orders of Commander Western Sea Frontier, anchored Berth Four, Navy Anchorage Twelve, San Francisco Harbor, San Francisco, California awaiting Navy Yard availability. At 0958 moved to repair dock, mooring to Pier 36 (north), Matson Lines, San Francisco, California at 1022 and commenced availability period.

2 - 7 August 1945.

Moored as before. Undergoing repair availability period.

8 August 1945.

Moored as before. Completed availability and ran dock trials in the forenoon. Underway at 0928 to run full power run, leaving San Francisco Harbor at 1053 and commencing full power run at 1334 at swept channel buoy "B" inwardbound. Re-entered San Francisco Harbor at 1459 and completed full power run at 1510; then proceeded to Anchorage Twelve and anchored there at 1535.

9 - 13 August 1945.

Anchored as before. Awaiting loading assignment by Commander Western Sea Frontier.

14 August 1945.

Anchored as before. Underway at 0829 in obedience to orders of Commander Western Sea Frontier for loading dock; mooring to Ninth Avenue Pier, Berth One, Oakland, California at 0930. At 1600 report was received by local radio of the President of the United States announcement of truce with the Japanese Empire in preparation for Japan's unconditional surrender.

15 August 1945.

Moored as before.

16 August 1945.

Moored as before. Commenced loading cargo at 0730.

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3 September 1945.

Subj: War Diary - Month of August 1945.

17 - 18 August 1945.

Moored as before. Continuing loading cargo.

19 August 1945.

Moored as before. Completed loading cargo at 1500.

20 August 1945.

Moored as before. At 0950, ten officers and 184 enlisted men reported aboard for transportation to Espiritu Santo. Underway at 1212 in obedience to Commander Western Sea Frontier's movement order 668 C&R taking departure from San Francisco Harbor at 1300, enroute independently for Espiritu Santo, New Hebrides Group. Exercised crew and passengers at abandon ship drill in afternoon. 2000 Position: L. 27-02N., Lo. 123-36W.

21 August 1945

Time Zone Plus 7.

Underway as before. Exercised crew and passengers at General Quarters and abandon ship drill in afternoon. Retarded all ship's clocks one-half hour at 1900 to conform to plus $7\frac{1}{2}$ time zone. 0800 Position: L. 35-01N., Lo. 126-15W. 1200 Position: L. 34-31N., Lo. 127-10W. 2000 Position: L. 33-21N., Lo. 129-20W.

22 August 1945

Time Zone Plus $7\frac{1}{2}$.

Underway as before. Exercised crew and passengers at abandon ship drill in forenoon. Retarded all ship's clocks one-half hour at 1900 to conform to plus eight time zone. 0800 Position: L. 32-03N., Lo. 132-20W. 1200 Position: L. 31-32N., Lo. 133-20W. 2000 Position: L. 30-26N., Lo. 135-34W.

23 August 1945.

Time Zone Plus 8.

Underway as before. Made rendezvous with U.S.S. DRAYTON (DD-366) at 1005 and transferred spontaneous pneumothorax case to DRAYTON, via our LCVP for immediate transportation to Naval Hospital. Retarded all ship's clocks one half hour at 1900 to conform to plus $8\frac{1}{2}$ time zone. 0800 Position: L. 28-51N., Lo. 138-42W. 1200 Position: L. 28-21N., Lo. 139-35W. 2000 Position: L. 26-58N., Lo. 141-31W.

24 August 1945

Time Zone Plus $8\frac{1}{2}$.

Underway as before. Retarded all ship's clocks one half hour at 1900 to conform to plus 9 time zone. 0800 Position: L. 24-56N., Lo. 144-13W. 1200 Position: L. 24-16N., Lo. 145-09W. 2000 Position: L. 22-49N., Lo. 147-00W.

25 August 1945.

Time Zone Plus 9.

Underway as before. Retarded all ship's clocks one half hour at 1900 to conform to plus $9\frac{1}{2}$ time zone. 0800 Position: L. 20-45N., Lo. 149-33W. 1200 Position: L. 20-02N., Lo. 150-25W. 2000 Position: L. 18-36N., Lo. 152-14W.

3 September 1945.

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Subj: War Diary - Month of August 1945.

26 August 1945.

Time Zone Plus $9\frac{1}{2}$.

Underway as before. Retarded all ship's clocks one half hour at 1900 to conform to time zone plus ten. 0800 Position: L. 16-38N., Lo. 154-44W. 1200 Position: L. 15-56N., Lo. 155-33W. 2000 Position: L. 14-28N., Lo. 157-19W.

27 August 1945.

Time Zone Plus 10.

Underway as before. Retarded all ship's clocks one half hour at 1900 to conform to time zone Plus $10\frac{1}{2}$. 0800 Position: L. 12-16N., Lo. 159-35W. 1200 Position: L. 11-31N., Lo. 160-22W. 2000 Position: L. 9-54N., Lo. 161-56W.

28 August 1945.

Time Zone Plus $10\frac{1}{2}$.

Underway as before. Retarded ship's clocks one half hour at 1900 to conform to time zone plus 11. 0800 Position: L. 7-40N., Lo. 164-05W. 1200 Position: L. 6-58N., Lo. 164-46W. 2000 Position: L. 5-28N., Lo. 166-12W.

29 August 1945.

Time Zone Plus 11.

Underway as before. Retarded ship's clocks one half hour at 1900 to conform to time zone plus $11\frac{1}{2}$. 0800 Position: L. 3-24N., Lo. 168-29W. 1200 Position: L. 2-42N., Lo. 169-20W. 2000 Position: L. 1-12N., Lo. 171-07W.

30 August 1945.

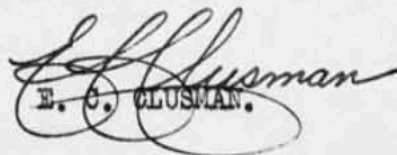
Time Zone Plus $11\frac{1}{2}$.

Underway as before. Retarded ship's clocks one half hour at 1900 to conform to time zone plus IV. 0800 Position: L. 1-16S., Lo. 173-15W. 1200 Position: L. 2-02S., Lo. 173-59W. 2000 Position: L. 3-42S., Lo. 175-32W.

31 August 1945.

Time Zone Plus 12.

Underway as before. At 2125 radar sighted Tunafuti Atoll, Ellice Islands, bearing 191° true, distance 27 miles and passed Tebuka Island abeam to port, distance 16 miles at 2303. 0800 Position: L. 4-49S., Lo. 177-54W. 1200 Position: L. 6-25S., Lo. 178-45W. 2000 Position: L. 7-38S., Lo. 179-27E.


E. C. GLUSMAN.

cc: CincPac
ComTransRon 17
ComTransDiv 51
File

162001 S - IT 50

File: AKA69/A12-1/(tjk)

U.S.S. SUFFOLK (AKA-69)
c/o Fleet Post Office,
San Francisco, California

Ser.: 030

3 October 1945.

CONFIDENTIAL

From: Commanding Officer.
To : Commander-in-Chief, U. S. Fleet.

Subj: War Diary - Month of September 1945.

1 September 1945

Time Zone Plus 12.

Operating as a unit of Transport Squadron SEVENTEEN, Transport Division FIFTY-ONE, but in obedience to Commander Western Sea Frontier's Movement Order 668 C&R, enroute independently from San Francisco, California to Espiritu Santo, New Hebrides Group. Retarded all ship's clocks one half hour at 1900 to conform with time zone plus 12½. Advanced all ship's clocks twenty-four hours at 2400 to conform to time zone minus 11½. 0800 Position: L. 9-41S. Lo. 176-56E. 1200 Position L. 10-20S. Lo. 176-08E. 2000 Position: L. 11-28S., Lo. 174-29E.

3 September 1945

Time Zone Minus 11½.

Underway as before. Retarded all ship's clocks one half hour at 1900 to conform with time zone minus 11. 0800 Position: L. 12-43S., Lo. 172-02E. 1200 Position: L. 13-03S., Lo. 171-17E. 2000 Position: L. 13-48S., Lo. 169-19E.

4 September 1945

Time Zone Minus 11.

Underway as before. Passed Mera Lava Island, New Hebrides Group abeam to starboard, distance ten miles at 0145. Passed Aurora Island, New Hebrides Group abeam to port, distance eight miles at 0300. At 0515, we sighted Oba Island bearing 172° true, distance 12 miles and at 0540 sighted Espiritu Santo, bearing 250° true, distance 18 miles. Arrived at Second Channel Arrival Point, Espiritu Santo, New Hebrides Group at 0740 and we maneuvered south of Tutuba Island and into Second Channel between Bogacio and Tutuba Islands at 0800. Proceeded to Dock Four, Second Channel and moored there at 0942. Commenced discharging cargo at 1230. Disembarked passengers at 1100. 0800 Position: L. 15-36S., Lo. 167-15E.

5 September 1945.

Moored as before. Continuing discharging cargo to Naval Advance Base, Espiritu Santo.

6 September 1945.

Moored as before. Continuing cargo operations, completing discharge of cargo at 1050. Received sixty-two (62) Navy enlisted men for transportation at 0800. Underway at 1455 in obedience to Routing Instructions ON-19, dated 5 September 1945, of Port Director, Espiritu, to clear Second Channel and proceed independently to Lingayen Gulf, Luzon, Philippine Islands, taking departure at 1545. Passed Malo Island abeam to starboard distance four miles at 1647. 2000 Position: L. 15-42S., Lo. 166-27E.

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3 October 1945

Subj: War Diary - Month of September 1945.

7 September 1945

Underway as before. Retarded all ship's clocks one-half hour at 1900 to conform to time zone minus $10\frac{1}{2}$. 0800 Position: L. 14-42S., Lo. 163-26E. 1200 Position: L. 14-24S., Lo. 162-23E. 2000 Position: L. 13-48S., Lo. 160-10E.

8 September 1945

Time Zone Minus $10\frac{1}{2}$.

Underway as before. At 1100 our destination was changed to Leyte, Philippine Islands in obedience to Commander-in-Chief, Pacific Fleet Advance Headquarters despatch 070716Z. 0800 Position: L. 12-38S., Lo. 157-18E. 1200 Position: L. 11-38S., Lo. 156-54E. 2000 Position: L. 9-37S., Lo. 156-00E.

9 September 1945

Underway as before. Retarded all ship's clocks one-half hour at 1900 to conform to time zone minus ten. 0800 Position: L. 8-07S., Lo. 153-23E. 1200 Position: L. 7-48S., Lo. 152-25E. 2000 Position: L. 7-02S., Lo. 150-15E.

10 September 1945

Time Zone Minus 10.

Underway as before. With Cape Cretin, New Guinea bearing 252° true, distance 19 miles entered Vitiaz Strait. Passed Long Island abeam to starboard, distance nine miles at 0845. Passed Bagabag Island abeam to starboard distance 16 miles at 1240. With Cape Croiselles, New Guinea abeam to port, distance five miles, left Vitiaz Strait. 0800 Position: L. 5-41S., Lo. 147-16E. 1200 Position: L. 5-09S., Lo. 146-13E. 2000 Position: L. 3-23S., Lo. 144-58E.

11 September 1945

Underway as before. Retarded all ship's clocks one half hour at 1900 to conform to time zone minus $9\frac{1}{2}$. 0800 Position: L. 2-11S., Lo., 142-03E. 1200 Position: L. 1-54S., Lo. 140-59E. 2000 Position: L. 0-28S., Lo. 139-28E.

12 September 1945

Time Zone Minus $9\frac{1}{2}$.

Underway as before. 0800 Position: L. 1-37N., Lo. 137-38E. 1200 Position: L. 2-17N., Lo. 137-04E. 2000 Position: L. 3-28N., Lo. 136-07E.

13 September 1945.

Underway as before. Retarded all ship's clocks one half hour at 1900 to conform to time zone minus 9 (Item). 0800 Position: L. 5-01N., Lo. 134-35E. 1200 Position: L. 5-36N., Lo. 133-54E. 2000 Position: L. 6-58N., Lo. 132-32E.

14 September 1945.

Underway as before. 0800 Position: L. 8-22N., Lo. 130-20E. 0800 Position: L. 8-49N., Lo. 129-28E. 2000 Position: L. 9-51N., Lo. 127-45E.

CONFIDENTIAL

3 October 1945

Subj: War Diary - Month of September 1945.

15 September 1945.

Underway as before. Radar sighted Siargao Island bearing 327° true, distance 37 miles at 0030 and sighted Suluan Island Light bearing 325° true, distance 28 miles at 0215. At 0425 with Pagbacuan Point, Homohon Island abeam to starboard, distance 9 miles passed through Surigosa Strait and entered Leyte Gulf, proceeding to Tarraguna Roadstead. Reported by visual to Commander Amphibious Group THREE in U.S.S. APPALACHIAN at Tarraguna Roadstead and were ordered to proceed to San Pedro Bay for fueling and logistics. We proceeded to San Pedro Bay and anchored in Berth 103 at 0902, awaiting refueling assignment. 0950 Underway in accordance with fueling assignment of Commander Service Division 101 to U.S.S. SIGNAL (IX-142) in Berth 76, San Pedro Bay, mooring to the SIGNAL at 1035 and commenced fueling. At 1135 in obedience to orders of Commander Philippine Sea Frontier all fresh water was chlorinated as prevention measure against dysentery. At 1442 fueling operations were completed and we proceeded to Berth 263, San Pedro Bay in obedience to orders of Commander Amphibious Group THREE, anchoring in Berth 263 at 1514 and reporting to Commander Transport Squadron NINETEEN, in U.S.S. MENDOCINO in adjacent Berth. At 1624 in obedience to verbal orders of Commander Transport Squadron 19, we shifted to northern part of anchorage berth 263 anchoring at 1631.

16 September 1945.

Anchored as before. Accomplishing logistic services throughout the day.

17 September 1945.

Anchored as before. In accordance to ComPhibGroupTHREE, despatch 170856Z, we were assigned to TransSquad 13 (temporary) and ordered to Tarraguna Roadstead to lift Ninth Corps, U. S. Army, cargo. Disembarked passengers to Receiving Station, Leyte.

18 September 1945.

Anchored as before. At 0648, underway in accordance with ComPhibGrpTHREE despatch 170856Z to Berth 936, Tarraguna Roadstead, arriving there at 0935.

19 September 1945.

Anchored as before. In obedience to Commander Amphibious Group THREE, operation order, A-306-45, er transferred LCMs to Samar Boat Pool. In obedience to Commander Transport Squadron THIRTEEN orders shifted to Berth 976, Tarraguna Roadstead for loading at 1022.

20 September 1945.

Anchored as before. Commenced loading U. S. Army Ninth Corps Combat cargo, combat and headquarters personnel at 1955 on a 24-hour basis.

21 September 1945.

Anchored as before. Continuing loading combat cargo on a 24 hour basis.

CONFIDENTIAL

REG. NO 387
3 October 1945
R. S. NO
REG. SHEET NO 1

Subj: War Diary - Month of September 1945.

22-23 September 1945.

Anchored as before. Continuing loading cargo on a 24 hour basis.

24 September 1945.

Anchored as before. Completed loading of troops and cargo at 1555.

25 September 1945.

Anchored as before.

26 September 1945.

Anchored as before. In obedience to movement order of Commander Task Group 34.8, dated 21 September 1945 and operation order A-306-45 of Commander Task Group 34 and Commander Amphibious Group THREE underway at 1705, as Task Unit 34.8.3, from Abuyog-Tarraguna Area to form up with Task Group 34.8 and assume position 27, assuming position at 1740 and leaving Leyte Gulf at 2117. Officer-in-Tactical Command was Commander Task Group 34.8 in U.S.S. HARRIS (APA-2). Course and speed and disposition as directed by OTC. Enroute Otaru, Hokkaido, Japan. 2000 Position: L. 10-41N., Lo. 125-36E.

27 September 1945.

Underway as before. Course, speeds, and disposition as directed by OTC. OTC exercised Task Group in tactical maneuvers from 0900 to 1000 and from 1900 to 2000. We exercised crew and passengers at General Quarters, Damage Control Drill, and abandon ship drill in the afternoon. 0800 Position: L. 12-20N., Lo., 127-29E. 1200 Position: L. 12-41N., Lo. 127-54E. 2000 Position: L. 12-43N., Lo. 129-42E.

28 September 1945.

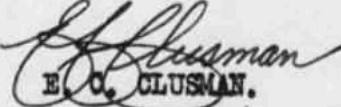
Underway as before. Course, speed and disposition as directed by OTC. 0800 Position: L. 13-00N., Lo. 132-28E. 1200 Position: L. 13-39N., Lo. 133-29E. 2000 Position: L. 15-02N., Lo. 133-34E.

29 September 1945.

Underway as before. Course, speed and disposition as directed by OTC. OTC exercised Task Group in tactical visual signal drill from 1900 to 2000. 0800 Position: L. 16-58N., Lo. 136-05E. 1200 Position: L. 17-28N., Lo. 136-22E. 2000 Position: L. 19-15N., Lo. 136-55 E.

30 September 1945.

Underway as before. Course, speed and disposition as directed by OTC. 0800 Position: L. 22-05N., Lo. 137-52E. 1200 Position: L. 23-04N., Lo. 138-07E. 2000 Position: L. 25-01N., Lo. 138-39E.


E. C. GLUSMAN.

cc: CincPac
ComTransRon 17
ComTransDiv 51
File

File: AKA69/A12-1/jcj

U.S.S. SUFFOLK (AKA-69),
c/o Fleet Post Office,
San Francisco, California.

Ser.: 031

3 November 1945

CONFIDENTIAL

From: Commanding Officer.
To : Commander-in-Chief, U. S. Fleet.
Subj: War Diary - Month of October 1945.

1 October 1945

Time Zone Minus 9

Operating as a unit of Transport Squadron THIRTEEN (temporary), and in obedience to movement order of Commander Task Group 34.8, dated 21 September 1945, and operation order A306-46 of Commander Task Force 34, and Commander Amphibious Group THREE. Underway as Task Unit 34.8.3 in company with Task Group 34.8 enroute from Leyte Gulf to Otaru, Hokkaido, Japan via Tsugaru Strait. Officer-in-Tactical-Command was Commander Task Group 34.8 in U.S.S. HARRIS (APA-2). Disposition, course, and speed as directed by O.T.C. via TBS and visual messages. We were loaded with U.S. Army IX Corps units embarked at Abuyog, Leyte and to be disembarked at Otaru. Also carried U.S. Army Mark VI LCM's and crews. From 1000 until 1100 Task Group exercised at streaming paravanes. At 1800 we sighted Sofu Gan, Nanpo Shoto bearing 325° true, distance 23 miles, and passed it abeam to port at 1911 bearing 281° true, distance 16 miles. Passed Tori Shima, Nanpo Shoto abeam to port at 2205, distance 24 miles. Position 0800: L.27-40N., Lo. 139-37E. Position 1200: L.28-16N., Lo. 140-02E. 2000 Position: L.29-54N., Lo. 140-42E.

2 October 1945

Underway as before. Disposition, course, and speed as prescribed by O.T.C. At 0800 U.S.S. OSAGE (LSW-3), U.S.S. GRUNDY (APA-11), U.S.S. BANCROFF (DD-598), left formation as previously ordered and proceeded to Yokohama, Honshu, Japan. A floating horned mine was sighted by U.S.S. CLAY (APA-39) at 0905 and sunk by U.S.S. MAYO (DD-422) at 0921 by gunfire. O.T.C. had tactical maneuvers from 1900 to 2000. 0800 Position: L. 32-51N., Lo. 141-14E. 1200 Position: L.33-46N., Lo. 141-30E. 2000 Position: L. 35-39N., Lo. 142-00E.

3 October 1945

Underway as before. Disposition, course, and speed as prescribed by O.T.C. Task Unit 34.7.2 joined Task Group at 2210. 0800 Position: L. 38-36N., Lo. 142-45E. 1200 Position: L. 39-25N., Lo. 142-51E. 2000 Position: L.40-19N., Lo. 142-34E.

4 October 1945

Underway as before. Disposition, course, and speed as prescribed by O.T.C. At 0120 Task Group formed single column in preparation to entry to Tsugaru Strait swept channel; entering the straits at 0500 with Shiriya Saki abeam to port and leaving at 1215 with Ko Shima abeam to port distance 6 miles; joined cruising disposition. At 1508 the following ships joined this Task Group:

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3 November 1945.

Subj: War Diary - Month of October 1945.

U.S.S. ROCKINGHAM (APA-229), U.S.S. BERRIEN (APA-62), U.S.S. RAWLINS (APA-226), U.S.S. WARRICK (AKA-89), U.S.S. SHOSHONE (AKA-65), and U.S.S. LIBRA (AKA-12). Passed Aonae Misaki Tower, Okushiri Shima abeam to starboard, distance 7 miles at 1610, and received Guard Mail from U.S.S. MAYO (DD-422) on our port quarter at 1730. Sighted Kamoi Misaki light bearing 064° true, distance 21 miles at 2215. 0800 Position: L. 41-32N., Lo. 140-42E. 1200 Position: L. 41-24N., Lo. 139-48E. 2000 Position: L. 42-47N., Lo. 139-38E.

5 October 1945

Underway as before. Disposition, course, and speed as prescribed by O.T.C. Passed Kamoi Misaki Light abeam to starboard, distance 13 miles at 0040. At 0445 Exercised crew at General Quarters followed by Condition 1A. Arrived in Transport Area at 0500. In obedience to TBS orders of O.T.C. proceeded independently to anchorage at 0523, anchoring in berth #48, outer harbor, Hokkaido, Japan at 0618, and commenced launching all landing craft completing launching boats at 0701. Underway in obedience to orders of Port Director, Otaru at 0708 for dock, entering Otaru inner harbor at 0750 and mooring at 0824 to Pier 1, berth "D", Otaru. Commenced discharging cargo and troops on a 24 hour basis at 0915.

6 October 1945

Moored as before. Continuing cargo operations on a 24 hour basis completing discharge of all cargo and troops at 0610. In obedience to orders of Port Director, Otaru underway at 0702 to return to anchorage berth 48, anchoring there at 0810 to await routing. Supplied PC-1180 with fresh water and dry provisions during afternoon. From 1600 to 1810 hoisted aboard Army LCM Mark VI's and Army crews for transportation to Aomori, Honshu, Japan. In obedience to orders of Commander Task Unit 34.8.8 in U.S.S. CLAY (APA-39) underway at 1822 in company with Task Unit 34.8.8 enroute to Guam, Marianas Islands via Tsugaru Strait. Officer in Tactical Command was Commander Transport Division 35 (temporary) and Commander Task Unit 34.8.8 in U.S.S. CLAY (APA-39). 2000 Position: L. 43-18N., Lo. 141-08E.

7 October 1945

Underway as before. Disposition, course, and speed as prescribed by O.T.C. At 0905 passed Ko Shima abeam to starboard, distance 7 miles and entered Tsugaru Strait swept channel. Task Unit hove to at 1100 to lower boats bound for Aomori, Honshu. Commenced hoisting boats at 1100 and completed operations at 1140, and at 1200 resumed transit of Tsugaru Strait, U.S.S. POLANA (AKA-35), U.S.S. EASTLAND (APA-163), and U.S.S. MONTRAIL (APA-213) joined formation at 1245. At 1504 we left Tsugaru swept channel. 0800 Position: L. 41-38N., Lo. 139-41E. 1200 Position: L. 41-26N., Lo. 140-37E. 2000 Position: L. 40-59N., Lo. 142-56E.

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3 November 1945.

Subj: War Diary - Month of October 1945.

8 October 1945

Underway as before. Disposition, course, and speed as prescribed by O.T.C. U.S.S. COOK (APD-130) left formation for Tokyo, Honshu, Japan at 1530. Retarded all clocks 1 hour at 1300 to conform with Time Zone Minus 10. 0800 Position: L. 38-04N., Lo. 143-10E. 1200 Position: L. 37-00N., Lo. 143-15E. 2000 Position: L. 35-30N., Lo. 143-19E.

9 October 1945

Time Zone Minus 10

Underway as before. Disposition, course, and speed as prescribed by O.T.C. O.T.C. held flag hoist drill in forenoon and tactical maneuvers in the afternoon. 0800 Position: L. 32-26N., Lo. 143-51E. 1200 Position: L. 31-27N., Lo. 143-58E. 2000 Position: L. 29-23N., Lo. 144-03E.

10 October 1945

Underway as before. Disposition, course, and speed as prescribed by O.T.C. O.T.C. held flag hoist drill in forenoon and tactical maneuvers in the afternoon. 0800 Position: L. 26-27N., Lo. 144-04E. 1200 Position: L. 25-58N., Lo. 143-58E. 2000 Position: L. 23-38N., Lo. 143-58E.

11 October 1945

Underway as before. O.T.C. held tactical maneuvers in the afternoon. 0800 Position: L. 20-48N., Lo. 144-04E. 1200 Position: L. 19-52N., Lo. 143-58E. 2000 Position: L. 18-06N., Lo. 144-11E.

12 October 1945

Underway as before. At 1043 we sighted Rota Island, Marianas Islands bearing 123° true, distance 55 miles. Exercised crew at General Quarters and at anti-aircraft firing at bursts during afternoon. At 1630 in accordance to TBS orders of O.T.C. this Task Unit was disordered and we proceeded independently to outer Port Apra, Guam, Marianas Islands, entering the harbor at 1732. Moored bow to buoy C-3 in berth #8 at 1754 in obedience to orders of Port Director Guam. 0800 Position: L. 15-09N., Lo. 144-19E. 1200 Position: L. 14-15N., Lo. 144-28E.

13-15 October 1945

Moored as before. Accomplishing logistic services.

16 October 1945

Moored as before. In obedience to orders of Port Director, Guam underway for loading pier at 0813, mooring to Pier "E", Port Apra, Guam at 0833. Commenced loading Sixth Marine Division personnel and cargo on a 24 hour basis at 1222.

17-19 October 1945

Moored as before. Continuing cargo operations on a 24 hour basis.

CONFIDENTIAL

3 November 1945.

Subj: War Diary - Month of October 1945.

20 October 1945

Moored as before. Continuing cargo operations until 0145 at which time loading of Sixth Marine Division cargo and troops was completed.

21 October 1945

Moored as before.

22 October 1945

Moored as before. In obedience to Routing instruction PDG-2720 of Port Director Guam, underway to sortie with Transport Division 35 (temporary) at 0945 from Port Apra Guam, enroute to Chingtao, Shantung, China. Officer in Tactical Command was Commander Transport Division 35 in U.S.S. CLAY (APA-39). Disposition, course, and speed as prescribed by O.T.C. Exercised crew and passengers at Abandon Ship drill in forenoon. Exercised crew at General Quarters and anti-aircraft firing at towed sleeve in afternoon. Because of low overcast and reduced visibility exercises were secured before we were able to fire. 1200 Position: L. 13-54N., Lo. 144-15E. 2000 Position: L. 15-19N., Lo. 142-53E.

23 October 1945

Underway as before. Disposition, course, and speed as prescribed by O.T.C. Exercised crew and passengers at abandon ship drill in forenoon. O.T.C. held tactical maneuvers in afternoon. Retarded all ship's clocks one hour to conform to Time Zone Minus 9 at 1700. 0800 Position: L. 16-57N., Lo. 140-28E. 1200 Position: L. 17-33N., Lo. 139-37E. 2000 Position: L. 18-38N., Lo. 137-44E.

24 October 1945

Time Zone Minus 9

Underway as before. Disposition, course, and speed as prescribed by O.T.C. O.T.C. exercised at yardarm blinker drill in the evening. 0800 Position: L. 20-20N., Lo. 135-15E. 1200 Position: L. 20-54N., Lo. 134-21E. 2000 Position: L. 21-51N., Lo. 132-45E.

25 October 1945

Underway as before. Disposition, course, and speed as prescribed by O.T.C. O.T.C. held tactical maneuvers in forenoon and CIC drills in the afternoon. 0800 Position: L. 23-10N., Lo. 130-19E. 1200 Position: L. 23-44N., Lo. 129-49E. 2000 Position: L. 24-25N., Lo. 128-06E.

26 October 1945

Underway as before. Disposition, course, and speed as prescribed by O.T.C. Sighted Kume Jima, Kerama Retto, Okinawa Gunto at 0600 bearing 051° true, distance 20 miles. At 1955 the formation turned to avoid large amount of flotsam reported by U.S.S. MONTANK (LSV-6). 0800 Position: L. 26-32N., Lo. 125-58E. 1200 Position: 27-27N., Lo. 125-21E. 2000 Position: L. 29-10., Lo. 125-05E.

CONFIDENTIAL

REF ID: A6622048
3 REG. SHEET NO 98

Subj: War Diary - Month of October 1945.

27 October 1945

Underway as before. Disposition, course, and speed as prescribed by O.T.C. Sighted Kokugan To bearing 005° true, distance 38 miles at 1430, and at 1520 entered Yellow sea swept channel through former Japanese minefield extending from Korean Archipelago to China's East Coast. At 1630 with Kokuzanto abeam to starboard, distance 6 miles, in obedience to orders of Commander Transport Division 35 U.S.S. SUFFOLK (AKA-69), and U.S.S. MONTRAIL (APA-213) detached to proceed together to Chingtao. Remainder of Division to proceed to Taku Baf. Officer in Tactical Command was Commanding Officer of U.S.S. MONTRAIL (APA-213). Disposition, course, and speed as prescribed by O.T.C. Retarded all ship's clocks one hour at 1900 to conform to Time Zone Minus 8. 0800 Position: L. 31-58N., Lo. 125-39E. 1200 Position: L. 32-52N., Lo. 125-21E. 2000 Position: L. 34-28N., Lo. 124-07E.

28 October 1945


Time Zone Minus 8

Underway as before. Disposition, course, and speed as prescribed by O.T.C. Sighted Chalien Tao bearing 275° true, distance 13 miles at 0541, passing it abeam to port distance 2 miles at 0638 and entering Chingtao swept channel. At 0820 the formation was dissolved and we lowered all landing craft in preparation for unloading. Entered Chingtao Harbor at 0950 and proceeded to temporary anchorage in Kaichow Wan, anchoring there at 1022. Underway at 1036 for Pier in Tai Kiang and moored to Pier #2, Tai Kiang, Chingtao at 1100. Commenced discharging cargo on a 24 hour basis at 1300. 0800 Position: L. 35-59N., Lo. 120-32E.

29-31 October 1945

Moored as before. Continued discharging cargo on a 24 hour basis.

cc: CincPac
File


E. C. CLUSMAN.

File: AKA69/A12-1/jcJ

Ser.: 032

USS SUFFOLK, AKA-69,
c/o Fleet Post Office,
San Francisco, California.

RECEIVED SC FILES

Room 2055

3 December 1945.

24 DEC 1945

File No. (SC) A12-1/AKA6

Doc. No.

Copy No.

303,2029

CONFIDENTIAL

From: Commanding Officer.
To : Commander-in-Chief, U. S. Fleet.
Subj: War Diary - Month of November 1945.

1 November 1945

Time Zone Minus 8

Operating as a unit of Transport Division 35 (temporary) and in obedience to orders of Port Director, Chingtao, China, moored to Pier Two at Tai Kiang, Chingtao, Shantung Province, China engaged in the occupation of Chingtao. Discharging Sixth Marine Division troops and combat cargo on a twenty four hour basis.

2 November 1945

Moored as before. Continuing cargo operations on a twenty four hour basis, completing discharge at 0050. In obedience to orders of Port Director, Chingtao, at 0810 we shifted from Pier Two to Anchorage Berth F-6, Nei Kiang, Chingtao, Anchoring there at 0850.

3 November 1945

Anchored as before. Awaiting routing.

4 November 1945

Anchored as before. In obedience to despatch number 030132 of Commander Task Group 78.1.5 we got underway at 1405 to take departure from Chingtao at 1450, enroute Buckner Bay, Okinawa, screened by U.S.S. HOLTON (DE-703). Eighty five U. S. Navy and Marine Corps enlisted men and two officers were aboard as passengers to be returned to the United States for discharge or reenlistment. Exercised crew and passengers at abandon ship drill in the afternoon. 2000 Position: L. 35-39N., Lo. 121-32E.

5 November 1945

Steaming as before. At 1300 Holton destroyed horn type floating mine. Passed through Yellow Sea Swept channel during forenoon. 0800 Position: L. 34-05N., Lo. 124-54E. 1200 Position: L. 33-10N., Lo. 125-17E. 2000 Position: L. 31-20N., Lo. 125-40E.

6 November 1945

Time Zone Minus 9

Steaming as before. Advanced all ship's clocks one hour at 0100 to conform to Time Zone Minus 9. Radar contacted Kume Jima, Nansei Shoto at 2130, forty-one miles distant. 0800 Position: L. 28-47N., Lo. 124-44 E. 1200 Position: L. 28-01N., Lo. 124-37E. 2000 Position: L. 26-40N., Lo. 125-45E.

154346

CONFIDENTIAL

3 December 1945.

Subj: War Diary - Month of November 1945

7 November 1945

Steaming as before, passing south of Kerama Retto during night. U.S.S. HOLTON (DE-703) was detached from screening duty at 0555 and proceeded to Hagushi Beaches in obedience to former orders. We passed south of Okinawa Jima and entered Buckner Bay at 0850, and in obedience to orders of Port Director, Buckner Bay anchored in Berth B-81 at 0944. 0800 Position: L. 26-04N., Lo. 127-58E.

8 November 1945

Anchored as before. In obedience to instructions of Port Director, Buckner Bay we left Berth B-81 at 0742 and proceeded to Berth B-47 to fuel from U. S. S. GUADLUPE (AO-32). We moored alongside the Guadalupe at 0852 and fueled; completing fueling operations at 1112 and returning to Berth B-80 at 1129 to await onward routing to San Francisco, California.

9 November 1945

Anchored as before, awaiting onward routing.

10 November 1945

Anchored as before. In obedience to routing and sailing orders dated 9 November 1945 of Port Director Navy 3256, Buckner Bay, Okinawa Jima, at 1456 we got underway to leave Buckner Bay, taking departure at 1530, enroute San Francisco, California; proceeding independently with passengers embarked at Chingtao and U. S. Mail embarked at Buckner Bay. 2000 Position: L. 26-28N., Lo. 129-02E.

11 November 1945

Steaming as before. 0800 Position: L. 27-14N., Lo. 131-58E. 1200 Position: L. 27-25N., Lo. 132-59E. 2000 Position: L. 27-51N., Lo. 135-06E.

12 November 1945

Time Zone Minus 9 1/2

Steaming as before. Advanced all ship's clocks one half hour at 0100 to conform to Time Zone Minus 9 1/2. 0800 Position: L. 28-40N., Lo. 138-18E. 1200 Position: L. 28-49N., Lo. 139-21E. 2000 Position: L. 29-06N., Lo. 141-27E.

13 November 1945

Time Zone Minus 10

Steaming as before. Advanced all ship's clocks one half hour at 0100 to conform to Time Zone Minus 10. To prevent pounding it was necessary to reduce speed in the afternoon. 0800 Position: L. 29-37N., Lo. 144-36E. 1200 Position: L. 29-44N., Lo. 145-26E. 2000 Position: L. 29-58N., Lo. 147-14E.

14 November 1945

Time Zone Minus 10 1/2

Steaming as before. Advanced all ship's clocks one half hour at 0100 to conform to Time Zone Minus 10 1/2. Ship pitched heavily throughout the day in a 4 sea, and speed was reduced. During the afternoon a party was held to

CONFIDENTIAL

3 December 1945.

Subj: War Diary - Month of November 1945.

celebrate Suffolk's first anniversary and the completion of a thrill packed year. 0800 Position: L. 30-33N., Lo. 150-10E. 1200 Position: L. 30-37N., Lo. 151-08E. 2000 Position: L. 30-49N., Lo. 153-13E.

15 November 1945

Time Zone Minus 11

Steaming as before. Advanced all ship's clocks one half hour at 0100 to conform to Time Zone Minus 11. During the day the excessive pitching experienced for the past two days eased a great deal with a slighter sea, and speed was increased proportionally. 0800 Position: L. 31-09N., Lo. 155-41E. 1200 Position: L. 31-37N., Lo. 156-33E. 2000 Position: L. 32-31N., Lo. 158-13E.

16 November 1945

Time Zone Minus 11 1/2

Steaming as before. Advanced all ship's clocks one half hour at 0100 to conform to Time Zone Minus 11 1/2. Ship commenced heavy pitching again and speed was reduced. 0800 Position: L. 33-34N., Lo. 160-54E. 1200 Position: L. 33-50N., Lo. 162-03E. 2000 Position: L. 34-39N., Lo. 163-44E.

17 November 1945

Time Zone Minus 12

Steaming as before. Advanced all ship's clocks one half hour at 0100 to conform to Time Zone Minus 12. Retarded all ship's clocks 24 hours at 2400 to conform to Time Zone Plus 12. 0800 Position: L. 35-46N., Lo. 166-35E. 1200 Position: L. 36-13N., Lo. 167-37E. 2000 Position: L. 37-06N., Lo. 169-54E.

17 November 1945

Time Zone Plus 12

Steaming as before. Exercised crew at General Quarters and crew and passengers at Abandon Ship Drill during forenoon. In obedience to despatch number 171904 of Commander Western Sea Frontier, at 0930 our destination was changed to Portland, Oregon. 0800 Position: L. 38-08N., Lo. 173-29E. 1200 Position: L. 38-35N., Lo. 174-37E. 2000 Position: L. 39-35N., Lo. 176-51E.

18 November 1945

Time Zone Plus 11 1/2

Steaming as before. Advanced all ship's clocks one half hour at 0100 to conform to Time Zone Plus 11 1/2. 0800 Position: L. 41-08N., Lo. 179-33W. 1200 Position: L. 41-43N., Lo. 178-17W. 2000 Position: L. 42-35N., Lo. 175-52W.

19 November 1945

Time Zone Plus 11

Steaming as before. Advanced all ship's clocks one half hour at 0100 to conform to Time Zone Plus 11. Ship rolling heavily throughout the day (10°-25°). 0800 Position: L. 43-06N., Lo. 172-08W. 1200 Position: L. 43-28N., Lo. 170-38W. 2000 Position: L. 43-59N., Lo. 168-06W.

20 November 1945

Time Zone Plus 10 1/2

Steaming as before. Advanced all ship's clocks one half hour at 0100 to conform to time zone Plus 10 1/2. Ship rolling heavily throughout the day. 0800 Position: L. 44-44N., Lo. 164-59W., 1200 Position: L. 45-08N., Lo. 163-31W. 2000 Position: L. 45-46N., Lo. 161-15W.

CONFIDENTIAL

3 December 1945.

Subj: War Diary - Month of November 1945

21 November 1945

Time Zone Plus 10

Steaming as before. Advanced all ship's clocks one half hour at 0100 to conform to Time Zone Plus 10. Ship rolling excessively throughout the day. We hove to at 2050 to ride out storm overtaking us from WNW which was traveling ENE at 35 knots forecast as force 10 within 200 miles of center. We were in the right semicircle. At 2400 winds force 8, barometer falling steadily to low of 29.46 inches. 0800 Position: L. 46-28N., Lo. 157-23W. 1200 Position: L. 46-37N., Lo. 155-57W. 2000 Position: L. 47-04N., Lo. 153-14W.

22 November 1945

Time Zone Plus 9 1/2

Steaming as before; ship rolling heavily throughout the day, hove to riding out storm. Advanced all ship's clocks one half hour at 0100 to conform to Time Zone Plus 9 1/2. High winds and heavy seas at beginning of the day, moderating throughout the day, barometer falls steadily to low of 28.76 at 2300. At 2138 we got underway once more. 0800 Position: L. 45-48N., Lo. 151-29W. 1200 Position: L. 45-48N., Lo. 150-24W. 2000 Position: L. 45-39N., Lo. 148-31W.

23 November 1945

Time Zone Plus 9

Steaming as before. Advanced all ship's clocks one half hour at 0100 to conform to Time Zone Plus 9. Ship rolling moderately and weather moderating throughout the day, barometer rising slowly and steadily. 0800 Position: L. 45-50N., Lo. 145-07W. 1200 Position: L. 46-24N., Lo. 144-16W. 2000 Position: L. 46-29N., Lo. 141-26W.

24 November 1945

Steaming as before. 0800 Position: L. 46-29N., Lo. 137-13W. 1200 Position: L. 46-33N., Lo. 135-51W. 2000 Position: L. 46-29N., Lo. 133-02W.

25 November 1945

Time Zone Plus 8 1/2

Steaming as before. Advanced all ship's clocks one half hour at 0100 to conform to Time Zone Plus 8 1/2. Radar sighted Cape Disappointment at 1900, 75 miles distant and proceeded to Columbia River Light Ship, visually sighting Cape Disappointment Light at 2042. Advanced all ship's clocks one half hour at 2100 to conform to Time Zone Plus 8. Arrived at Columbia River Light Ship at 2205 and hove to, to await Bar Pilotage. 0800 Position: L. 46-28N., Lo. 129-11W. 1200 Position: L. 46-27N., Lo. 127-43W. 2000 Position: L. 46-19N., Lo. 125-23W.

26 November 1945

Time Zone Plus 8

Hove to as before. 0050 Underway once more to cross Columbia River Bar crossing it at 0100, and proceeding to Portland, Oregon. Moored to Berth 3, Pier 2, Terminal 4, Portland, Oregon at 0920. Disembarked all passengers at 1100. Shifted berths at 1408, mooring to Pier 2, Oceanic Terminal, Portland, Oregon at 1511. 0800 Position: L. 45-45N., Lo. 122-46W.

27-30 November 1945

Moored as before, awaiting ships yard availability and further orders.

cc: CincFac
CNO (NTS)
File.


E. C. GLUSMAN

AKA69/A12-1/(tjk)

U.S.S. SUFFOLK (AKA-69)
c/o Fleet Post Office,
San Francisco, California.

01

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

3 January 1946.

From: Commanding Officer.
To : Commander-in-Chief, U. S. Fleet.
Subj: War Diary - Month of December 1945.

1 December 1945

Time Zone Plus 8.

Operating as a unit of the Naval Transportation Service and in obedience to orders of Port Director, Portland, Oregon, awaiting ship yard availability. Moored to Pier 2, Oceanic Terminal, Portland, Oregon. At 1418 we shifted berths and at 1510 moored to Berth 3, Daiser Company Incorporated Shipyard, Swan Island, East Portland, Oregon, and commenced repair availability.

2 - 21 December 1945.

Moored as before. Undergoing repair availability and utilizing availability period as leave period for officers and crew.

22 December 1945.

Moored as before. At 1130, we shifted to Swan Island Drydock, docking there at 1210.

23 - 26 December 1945.

Dry docked as before. At 0850 we were waterborne and proceeded to return to Berth 3, Swan Island, mooring there at 0920. Continuing repair period.

28 - 31 December 1945.

Moored as before.

T. B. Hutchins III
T. B. HUTCHINS, III.

cc: CincPac
CNO (NWS)
File

03
14 JAN
A12-1/AKA-69
424
425

REC 3 15 AM

USS SUFFOLK, AKA-69.
c/o Fleet Post Office,
San Francisco, California.

File: AKA69/A12-1/(jcj)

Ser.:



SOR

23 November 1945.

RECEIVED
Navy Department
Secy's Office - Records Div.

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

Subj: History of the U.S.S. SUFFOLK (AKA-69).

EXOS Routing Section
Ref: ^{AdComPhibsPac} (a) ALPac 202-45.
(b) ComPhibsPac Dispatch 190730 of September 1945.

Encl: (A) Subject History.

1. In accordance with references (a) and (b), enclosure (A) is submitted.

E. C. Clusman
E. C. CLUSMAN.

cc: CincPac (Pearl)
AdComPhibsPac.



158564

HISTORY OF U.S.S. SUFFOLK (AKA-69)

The keel was laid for the U.S.S. SUFFOLK (AKA-69) as NC Hull 141 on September 2, 1944, at the North Carolina Shipbuilding Company, Wilmington, North Carolina. Twelve days later, on September 14th, the hull was launched and moved to a fitting out dock. After a fitting out period of six weeks, Suffolk was placed in temporary commission at the Wilmington Yard on October 23, getting underway for the Charleston Navy Yard to undergo a fitting out period. At this time the pre-commissioning detail had been formed since September 15th, and was in training at U.S.N.T.S., Newport, Rhode Island. On November 9th, the Suffolk detail departed from U.S.N.T.S., Newport, Rhode Island, for Charleston. On November 14th, Suffolk was placed in full commission at Charleston Navy Yard. Commander E. C. CLUSMAN, USNR., assumed command. November 15th to 18th were spent at the Clyde Mallory Dock, Charleston, S.C., for outfitting and supply purposes. Deperming took place at the Charleston Navy Yard deperming station on the 19th while the Suffolk was occupied on the 20th with compensating compasses and undergoing structural test firing of ship's armament off Charleston. Suffolk returned to Charleston Navy Yard on the 20th and underwent additional fitting out until November 24th. On November 25th, Suffolk got underway for Hampton Roads, Va., and reported to ComPhibTralant on the 26th for shakedown. Shakedown period was between November 28th and December 2nd, in Chesapeake Bay during which time daily drills and exercises were held in gunnery and seamanship, and an attempt made to achieve cohesive organization of the previously inexperienced and amorphous crew. Suffolk returned to dock at Norfolk Navy Yard on December 2nd, for post shakedown repairs until the 7th. On the 7th, the ship was moved to NOB, Norfolk for loading, moving to anchorage in Hampton Roads on December 9th. On December 11th, with 130 U.S.N. enlisted passengers aboard and in company with U.S.S. Stokes and U.S.S. Torrance - O.T.C. in Suffolk, got underway for Panama Canal Zone. On the night of December 12th in Cape Hatters area, a storm arose, occasioned by mountainous swells and high heavy confused seas. With Suffolk rolling violently, maximum in excess of 45 degrees, the gripes on the landing craft were forced to part, and 16 boats were lost overboard. Superficial topside damage to the ship was suffered, and Suffolk hove to in order to ride out the storm. U.S.S. Stokes was lost from sight at this time. On the 13th, the Task Unit got underway, the seas having abated somewhat. Stokes rendezvoused on December 16th in Mona Passage. Suffolk arrived at Cristobal, Canal Zone with Task Unit on the 19th, fueled transited the Panama Canal on the following day, and took departure for San Francisco.

Suffolk arrived at San Francisco, California on December 29th, after an uneventful voyage, and proceeded to Pier 92 to disembark passengers. The advent of the new year found Suffolk at the Bethlehem Steel Ship Yard in San Francisco undergoing repairs for damage sustained during the storm in December. After an eight day availability, the ship moved to Pier 90, San Francisco, for cargo loading on January 10th, 1945. With all preparations for sea completed and with a near capacity load of general cargo in the holds, Suffolk passed beneath the Golden Gate bridge on January 17th, and

HISTORY OF U.S.S. SUFFOLK (AKA-69) cont'd

began her first voyage into the war zones, the first destination being Manus Island in the Admiralties. Every opportunity for exercises and drills was utilized enroute. This served to increase departmental efficiency and to thoroughly acquaint all hands with such evolutions as towing, fueling at sea, and paravane streaming. On February 2nd, a periscope was sighted one day out of Manus, and the dispatch with which the ship went to General Quarters amply justified the training program. The periscope was later lost and no further contact was made. Suffolk arrived at Manus on February 3rd, watered, fueled and discharged part of the cargo, and proceeded to Hollandia, Dutch New Guinea, on the 7th, arriving on the 8th. On February 9th, Naval Beach personnel were embarked as passengers and Suffolk got underway with Convoy G.I. 10 to Leyte Gulf, Philippine Islands. After voyage without incident, Suffolk arrived at San Pedro Bay, Leyte, on February 17th and disembarked passengers.

On February 19th, Suffolk moved to Guinan Roadstead, Samar for discharge of cargo, remaining there until unloading was completed on March 3rd. Several red alerts were sounded in this period, but no enemy contact was made. Suffolk moved back to San Pedro Bay on the 3rd and provisioned and fueled. On March 4th Suffolk reported to ComTransRon 17 at Tarragona Roadstead, Leyte, and proceeded to combat load troops and cargo. Loading was accomplished under the trying conditions created by bad weather and heavy swells, which severely hampered loading from ship's boats and lighterage. This experience, coupled with the previous unloading at Samar, was to the benefit of the green Suffolk hatch crews who had now begun to become familiar with the intricate deck gear and its use under adverse conditions. Loading was completed on March 15th, and after fueling Suffolk anchored at Dalag awaiting movement orders.

On the morning of March 21st, Suffolk in company with Task Group 51.1 carrying embarked elements of the 77th Infantry Division, got underway to join the Western Islands attack force in the amphibious assault on Kerama Retto, the first stage in the invasion of Okinawa Gunto in the Ryukyus. The four day voyage was devoid of enemy attack. On the morning of March 26th, as Suffolk was preparing to enter transport area, a group of Japanese planes attacked a destroyer picket group about five miles distant. Three splashes were observed, but the U.S.S. Kimberly (DD-521) received a bomb or suicide plane hit. What was believed to be a Tony was shot down by anti-aircraft fire from U.S.S. Gilmer a few minutes later about 3 miles to port. Flash red was received intermittently throughout the day, but no visual contact was made in the transport area. Late in the afternoon, the first night retirement was ordered by CTG 51.5 and the Task Group got underway accordingly. After a 75 mile retirement, the transports arrived at Kerama Retto at 0700 on the 27th and proceeded to inner transport area. Despite frequent flash reds on the 27th and 28th, no visual contact was made either in the transport area or on the nightly retirement. On March 28th, Suffolk anchored west of Aka Shima, and carried out the functions of providing water, fuel, and provisions for light vessels, retiring

HISTORY OF U.S.S. SUFFOLK (AKA-69) cont'd

that evening and anchoring once more in Kerama Retto at dawn of the 29th. Following a flash red, anti-aircraft fire was observed east of Aka Shima that morning, and one of the enemy planes was shot down. On the night of the 29th, one or more enemy aircraft made an undetected attack on the disposition. U.S.S. Wyandotte (AKA-92), steaming 1000 yards on Suffolk's port beam was hit by a bomb or mine and suffered flooding of forward compartments. Wyandotte was assigned an escort and proceeded to Kerama Retto anchorage at moderate speed. March 29th was punctuated by more flash reds, and Suffolk continued carrying out logistics operation as ordered by O.T.C. No night retirement was ordered on the 30th and 31st, and no contact was made in the anchorage despite many alerts. C.T.U. 51.1 ordered a night retirement on April 1st, L-Day at Okinawa. Two alerts were received during the night, but no contacts. At 0610 on the 2nd, a sudden enemy attack was encountered by an undetermined number of aircraft. A Japanese Val passing astern of Suffolk at low altitude and short range, was taken under fire by the Condition III gun crews, only to disappear into the morning haze after over 100 rounds of 20 and 40MM were fired at it. The Task Unit then proceeded into Kerama Retto, and spent an uneventful day. By this time, these islands had been virtually secured by the 77th Division.

Another retirement was ordered on April 2nd, and the Task Unit got underway at 1616. At 1839, while steaming in formation twenty miles south-east of Kerama Retto, the Task Unit was suddenly attacked by approximately twelve enemy planes of different types. U.S.S. Henrico (APA-45) received a complete Kamikaze unit, consisting of plane, bomb and pilot in her bridge structure killing Commander TransDiv 50, and rendering the vessel hors de combat. Seconds later, Suffolk engaged a rapidly approaching single engine craft with 40MM fire. This plane believed to be a Kate, suddenly banked, climbed and headed in an opposite direction to finally crash into U.S.S. Dickerson (APD-) causing her to be demolished and later sunk by our own forces. Several enemy planes were destroyed by ships' gunfire during the action, that being the only defense in the absence of combat air patrols. U.S.S. Goodhue and U.S.S. Telfair were damaged during the attack with attendant casualties. After the attack had been repelled, Henrico was observed to be burning considerably in her topside structure. Suffolk was then ordered by O.T.C. to stand by to render assistance to Henrico and tow her into Kerama Retto anchorage if necessary. Accordingly, Suffolk withdrew from the disposition and hove to near Henrico in order to secure a tow line as soon as circumstances permitted. At this time a Suffolk LCVP was hoisted out to rescue a soldier who had been previously blown off the Henrico at the time of the explosion. Henrico had by now lost all power and U.S.S. Bauer (DM-26) which had gone alongside to render fire-fighting assistance, was handicapped by the intense heat generated by the burning APA. Communication with Henrico was established by TBS, and at 2320 after an LCVP had successfully passed the tow line, the delicate operation was completed and Suffolk, screened by Bauer, towed Henrico safely into Kerama Retto at slow speed. For his part in the operation Commander Elmer C.

HISTORY OF U.S.S. SUFFOLK (AKA-69) cont'd

Clusman, USNR., Commanding Officer of the Suffolk, received a letter of commendation from Commander Amphibious Forces, U.S. Pacific Fleet.

On April 3rd, C.T.F. 51 ordered Suffolk and Task Unit 51.1.1 to get underway for a waiting area at sea southeast of Okinawa. Suffolk cruised in the waiting area until April 15th, during which time things were quiet, with the exception of one false sonar contact. The Task Unit fueled at sea, and ten ships returned to Okinawa on the 13th. Suffolk and remainder of the ships got underway for the Northern Hagushi Beaches at Okinawa on April 14th, arriving in the transport area at 0730 on the 15th. The enemy launched an air attack at dusk on nearby Yontan Air Field, the planes being taken under fire by ships gunfire and the combat air patrols. Suffolk expended 460 rounds of 20 and 40MM ammunition. Flash red occurred several times during the night, and the "make smoke" order was issued in the anchorage each time. On the morning of the 16th, one medium bomber was splashed by Marine Corsairs about 5 miles to seaward, while frequent alerts continued throughout the day. No daylight attacks were experienced on the 17th, but red alerts were received after dark, and frequent anti-aircraft fire was observed. At 2200 on the 18th, Suffolk with Task Unit 51.23.21 got underway for demonstration landing on the southeastern beaches of Okinawa, which was to be-coordinated with an intensified Xth Army drive in southern Okinawa. Landing craft and demonstration troops were launched at about 0600, and were dispatched to the rendezvous area. At 1300 Suffolk, having re-embarked troops and landing craft got underway for the Hagushi Beach anchorage, arriving after dark. Alerts were received during the night and smoke was made.

At 0550 on April 20th, Suffolk got underway for Ie Shima, arriving at 0700. Large and small calibre ammunition and some vehicles were unloaded into lighterage during the day, and Suffolk returned to the Hagushi Beaches at 1900. The night was again punctuated by alerts. O.T.C. had by this time issued orders that ships making smoke were not to fire. Suffolk did not fire another round at Okinawa, despite the fact that enemy planes were observed in the immediate vicinity with and without the aid of searchlights. Great cones of tracer fire were seen nightly on all sides and a number of enemy planes were destroyed near the transport area.

On April 21st, Suffolk commenced unloading cargo and troops. These operations were finally completed on the 27th. Rainy weather probably kept red alerts below expectations, and unloading proceeded without too much difficulty. On the 27th, increased enemy air activity was widened, and Japanese artillery fire from Okinawa necessitated a shift of anchorage. The entire night of the 27th and 28th was spent at General Quarters. The now unloaded Suffolk remained at anchorage during the 28th and 29th, making smoke, and going to General Quarters continually. On the morning of April 30th, Suffolk joined Okinawa Saipan Convoy #2 and got underway for the relatively quiet precincts of Saipan, Marianas Group.

HISTORY OF U.S.S. SUFFOLK (AKA-69) cont'd

After an uneventful 5 day passage, the convoy was disbanded at Saipan on the morning of May 5th. After provisioning and fueling, Suffolk got underway for San Francisco in obedience to orders from Port Director Navy 3245. Eniwetok was sighted on the 13th, Oahu on the 18th and Suffolk passed under the Golden Gate on May 24th. Acting on orders of ComWesSeaFron Suffolk proceeded to Seattle, Washington for loading, arriving on the 27th, and proceeded to the Todd ship yards for repairs. With the availability completed on June 2nd, Suffolk moved to South Pier 37, Port Of Embarkation, Seattle for loading. On June 16th, loading having been completed, Suffolk got underway for Eniwetok Atoll, Marshall Islands for onward routing to Iwo Jima, Kazan Retto. Suffolk entered Eniwetok Atoll on June 29th and departed for Saipan, Marianas on July 1st. Suffolk arrived at Saipan on July 4th. During the voyage from Seattle, several floating mines were sighted and sunk by ship's gunfire. Suffolk started on July 5th with U.S.S. Stokes (AKA-68), U.S.S. Presley (DE-371), and U.S.S. Kingsbury (APA-177) as flag, and proceeded to Iwo Jima, anchoring there on July 7th. All cargo was discharged by the 10th, and Kingsbury, Presley, and Suffolk departed on that day. Presley left the formation at Saipan and Kingsbury at Eniwetok. Suffolk proceeding independently to San Francisco in compliance with orders from Port Director Navy 3150.

The voyage was without incident and Suffolk anchored in Navy anchorage 12, San Francisco on July 26th. Remaining there until moving to Pier 36 (Matson Lines) on August 1st. The availability was completed on August 8th, after a full power run in the San Francisco swept channel, and Suffolk returned to anchorage 12 later on the same day. On August 14th Suffolk moored to Ninth Avenue Pier, Oakland, California for loading. Notwithstanding, Japan's acceptance of the Potsdam ultimatum on the 15th Suffolk completed loading and with 194 passengers got underway on August 20th for Espiritu Santo, New Hebrides.

The trip to Espiritu was notable for one incident, a transfer in the open sea by LCVP of a case of spontaneous pneumothorax to the U.S.S. Drayton (DD-366) on 23 August about half way between San Diego and Pearl Harbor. Suffolk arrived at Second Channel on September 4 and discharged cargo and passengers and proceeded on the 6th for Lingayen Gulf, Philippine Islands to join transport squadron 17 with 62 U.S.N. passengers on board. However on the 8th of September destination was changed to Leyte Gulf, Philippine Islands by Commander-in-Chief, Pacific Fleet.

The trip from Espiritu Santo to Leyte via the Vitiaz Strait was uneventful and the Suffolk arrived in San Pedro Bay on September 15th. Passengers were disembarked, logistic services accomplished, and then the Suffolk went to Tarraguna Roadstead, Leyte Gulf to embark U.S. Army IX Corps troops, and combat cargo for the occupation of Hokkaido. Loading was completed and the Suffolk proceeded from Leyte Gulf with Task Group 34.8 for Otaru, Hokkaido, Japan via Tsugaru Strait on September 26th.

HISTORY OF U.S.S. SUFFOLK (AKA-69) cont'd

The trip to Japan was notable for the many tactical maneuvers, mine sightings and two storms on the track, both of which were avoided successfully; and was ended on the 5th of October with the landing of the IX Corps on the shores of Hokkaido. The Suffolk had completed disembarkation in 22 hours and sailed with Task Unit 34.8.8 enroute to Guam, Marianas Islands via Aomori, Honshu, Japan on the evening of the 6th with IX Corps boats and boat crews aboard. The Army boats were launched on the 7th off Aomori, Honshu in the Tsurugaru Strait.

The trip from Japan to the Marianas was utilized for training exercises and was free of unusual happenings. Suffolk arrived at Guam on the 12th of October and loaded the 6th Marine Division and their equipment for the occupation of China. On the 22nd loading was completed and Transport Division 35 (temporary) including the Suffolk departed Guam for China.

This cruise was one of constant mine and flotsam sightings. Suffolk and U.S.S. Montrail (APA-213) arrived safely at Chingtao, Shantung, China the 28th of October where the 6th Marine Division was disembarked for the occupation of Shantung Province. Chingtao proved to be the most interesting foreign port the Suffolk had yet visited and was enjoyed by all. Unloading was completed on November 3rd and on the 4th the Suffolk sailed independently for Okinawa for further routing to San Francisco arriving in Buckner Bay, Okinawa on November 7th. Routing was obtained and on November 10th the Suffolk left for San Francisco, California with 85 passengers embarked at Chingtao, and a large number of crew members looking forward to demobilization. On 17th November Commander Western Sea Frontier changed the destination to Portland, Oregon. Present plans for the Suffolk is attachment to the Naval Transportation Service as a member of the peacetime U. S. Fleet.

AKA69/A9-8/tjk

U.S.S. SUFFOLK (AKA-69)
c/o Fleet Post Office,
San Francisco, California

012

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

17 April 1945.

From: Commanding Officer.
 To : Commander-in-Chief, United States Fleet.
 Via : (1) Commander Transport Division Fifty-one.
 (2) Commander Transport Squadron Seventeen.
 (3) Commander Amphibious Group Seven.
 (4) Commander Amphibious Forces, U. S. Pacific Fleet.
 (5) Commander, Fifth Fleet.
 (6) Commander-in-Chief, United States Pacific Fleet.

Subj: Anti-aircraft action by Surface Vessel, U.S.S. SUFFOLK (AKA-69)
Report of.

Ref : (a) CincPac Conf. C/L 1-45.

Encl: (A) AA Action Report (ComInch Form F-01 AA-1) of 0608, 2 April 1945.-p.2
 (B) AA Action Report (ComInch Form F-01 AA-1) of 1850, 2 April 1945.-p.4

1. Enclosures (A) and (B) are submitted herewith.

E. C. Clusman
 E. C. CLUSMAN.

cc: CincPac (Adv) (3)
 AdComPhibsPac
 File

CTD51/AL6-3/JLA/ewt
 Serial 037

1st endorsement on U.S.S. SUFFOLK conf.
 ltr. AKA69/A9-8/tjk Serial 012 dated
 17 April 1945.
 14 May 1945.

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

From: Commander, Transport Division FIFTY ONE.
 To: Commander in Chief, United States Fleet.
 Via: (1) Commander, Transport Squadron SEVENTEEN.
 (2) Commander, Amphibious Group SEVEN.
 (3) Commander, Amphibious Forces, U. S. Pacific Fleet.
 (4) Commander, FIFTH Fleet.
 (5) Commander in Chief, U. S. Pacific Fleet.

1. Forwarded.

J. L. Allen
 J. L. ALLEN.

131597

7 03017

2

CONFIDENTIAL

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS

Location of ship (area) Kerama Retto Area U.S.S. SUFFOLK (ATA-69)
Zone Time Minus Nine (9) Date 2 April 1945

1. Surprise attack (yes or no) Yes Day or night Day
2. Method picking plane up (Radar, binoculars, naked eye) Naked eye
3. Range plane was picked up (50, 30, 10, less than 5 miles) less than 5 miles
4. Total number of planes observed 8 Type Bomber
5. Number of planes attacking own ship 0 Type -----
6. Number of planes taken under fire by own ship One
 - (a) Of these attacking own ship 0 Type -----
 - (b) Others One (1) Type Bomber (Betty)
7. Speed and altitude of approach in knots and feet _____
8. Number of guns firing ___ by caliber 2 - 40 mm
9. Ammunition expended ___ by caliber and type 164 rounds 40 mm.
10. Percent service allowance expended .001
11. Method of control Mk 51 director Method of spotting eye
Method of ranging _____ Method of firing _____
12. Approximate time-tracking to first shot 2 minutes
13. Approximate time of first hits 0608 (1)
14. Approximate time first shot to last shot 5 minutes
15. Approximate position angle open fire 15°
16. Approximate position angle cease fire 165° relative 2°
17. Approximate bearing first shot 060° relative
18. Approximate bearing last shot 165° relative
19. Approximate range first shot 1500 Altitude of plane 1000 feet
20. Approximate minimum range aircraft approached 900 yards Altitude 800 feet
21. Approximate range last shot 1500 yards Altitude of plane 5°
22. Approximate altitude of bomb release ----- Size of bomb -----
23. Approximate range torpedo release ----- Size of torpedo -----
24. Number near bomb misses damaging ship None
25. Number of hits on ship by bombs 0 by torpedoes 0 was ship strafed?
No Size gun -----
26. Planes shot down: _____
SURE (By own ship alone) SURE (Assist) PROBABLE DAMAGED One

3

2

(a) Those attacking own ship None

(b) Other aircraft One

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

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

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

27. Best estimate of size gun or guns responsible for each "Sure" _____

28. Performance of ammunition (excellent, good, bad, poor) Excellent

29. What failures in material occurred in this action? None

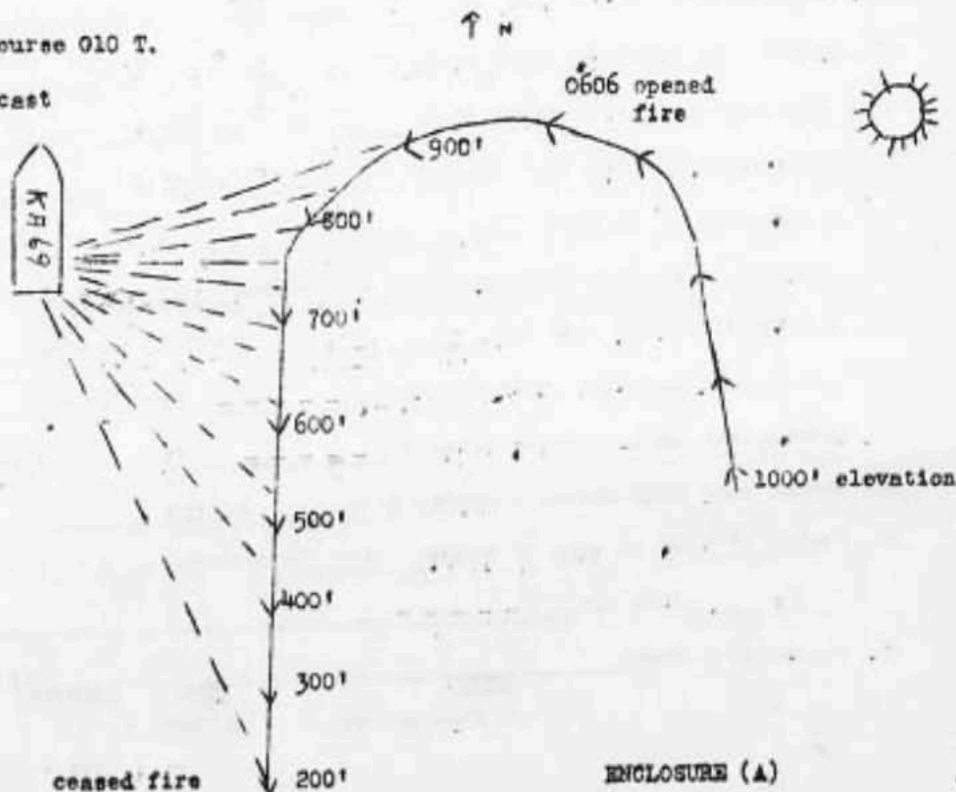
30. Sketch:

- Indicate direction of attack relative ship's head.
- Show relative position of sun.
- Indicate own maneuvers.

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

Ship's course 010 T.

Sky overcast



(a) Those attacking own ship _____ None _____

(b) Other aircraft _____

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

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

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

27. Best estimate of size gun or guns responsible for each "Sure" _____

28. Performance of ammunition (excellent, good, bad, poor) _____ Excellent _____

29. What failures in material occurred in this action? _____ None _____

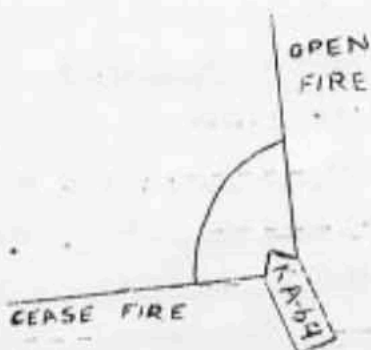
30. Sketch:

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

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



PA-45



ENCLOSURE (B)



6

6

6

5

File No CTS17/A16-3/(02)

UNITED STATES PACIFIC FLEET
AMPHIBIOUS FORCES
TRANSPORT SQUADRON SEVENTEEN

RWW/Rs

Serial 0102

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

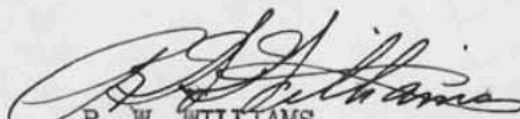
c/o Fleet Post Office,
San Francisco, California,
14 June 1945.

2nd Endorsement on
CO USS SUFFOLK conf.
ltr AKA69/A9-8 ser 012
of 17 April 1945.

From: Commander Transport Squadron SEVENTEEN.
To : Commander in Chief, United States Fleet.
Via : (1) Commander Amphibious Group SEVEN.
(2) Commander Amphibious Forces, Pacific Fleet.
(3) Commander FIFTH Fleet.
(4) Commander in Chief, United States Pacific Fleet.

Subject: Anti-aircraft Action by Surface Vessel, U.S.S. SUFFOLK
(AKA 69) - report of.

1. Forwarded.


R. W. WILLIAMS,
By direction.

Copy to:
CO USS SUFFOLK (AKA 69)
ComTransDiv 51.
ComdadComdPhibsPac

no
7 03017
6

File No.:

AMPHIBIOUS GROUP SEVEN

Gr7/ A16-3

c/o Fleet Post Office
San Francisco, California

FO/wt

Serial: 0330

CONFIDENTIAL

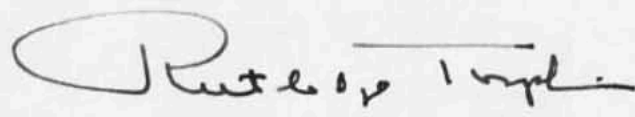
JUL 7 1945

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

THIRD ENDORSEMENT to
CO USS SUFFOLK (AKA 69)
conf. ltr. AKA69/A9-8
serial 012 dated 4/17/45.

From: Commander Amphibious Group SEVEN.
To : Commander in Chief, United States Fleet.
Subject: Anti-Aircraft Action by Surface Vessels, U.S.S. SUFFOLK
(AKA 69) - Report of.
Reference: (a) CinCPac Adv. Confidential Despatch 211122/97 of
June 1945.

1. Forwarded.
2. The routing has been changed in accordance with reference (a).



RUTLEDGE TOMPKINS
Chief of Staff

cc:
ComTransRon SEVENTEEN.
ComTransDiv FIFTY-ONE.
CO USS SUFFOLK (AKA 69).

no
m
x