

USS TATE, AKA-70

File: AKA70/A12-1

Ser.: 014

Dep. No.	103
U.S. No.	

c/o Fleet Post Office
San Francisco, Calif.,
7 February 1945.

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary (25 November 1944 - 30 November 1944) -
Submission of.
Reference: (a) Cominch Ltr. serial 7152, dated 29 October 1943,
(N.D. Bull., Cum. Ed. 1943, P. 257).


U.S.S. TATE
56th Transport Division
19th Transport Squadron
5th Amphibious Force, U. S. Pacific Fleet

25 November 1944 (Zone; Plus 4)

At 1600 placed in full commission by Captain R.N.S. Baker, USN,
Aide to Commandant Sixth Naval District by orders Chief of Naval
Personnel, at Navy Yard, Charleston, South Carolina.

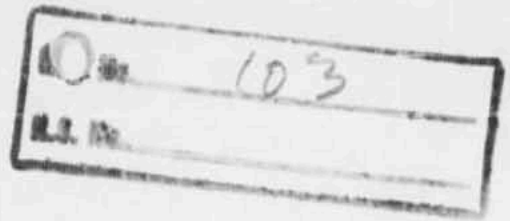
25-30 November 1944

Moored as before.


Kells M. BOLAND
Executive Officer
By direction.

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USS TATE, AKA-70



File: AKA70/A12-1

Ser.: 015

c/o Fleet Post Office
San Francisco, Calif.,
7 February 1945.

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary (1 December 1944 - 31 December 1944) -
Submission of.
Reference: (a) Cominch Ltr. serial 7152, dated 29 October 1943,
(N.D. Bull., Cum. Ed. 1943, P. 257).

U.S.S. TATE
56th Transport Division
19th Transport Squadron
5th Amphibious Force, U. S. Pacific Fleet

1 December 1944

At 0739 got underway in obedience to Comdt., NYd, Charleston Letter A7-3/AKA-64/L9-3/M-0-02 dated 8 November 1944 for purposes of conducting trial runs. At 1732 moored at Navy Yard, Charleston, South Carolina.

2-5 December 1944

At Navy Yard, Charleston, South Carolina.

6 December 1944

At 0103 got underway for Hampton Roads, Va. in obedience to ComPhibTraLant speed letter #04712 of 25 November 1944; traveling singly without escort. Exercised at general drills throughout the afternoon.

7 December 1944

At 1151 anchored in berth #3 Hampton Roads, Virginia.

9 December 1944

At 0836 got underway for Chesapeake Bay for purpose of conducting shake-down cruise.

10-15 December 1944

Shakedown cruise.

15 December 1944

At 1858 entered Norfolk Navy Yard, Portsmouth, Va. for period of Yard availability.

21 December 1944

At 0837 got underway for Advance Base Depot, Davisville, Rhode Island in obedience to ComServLant despatch order #191729 of December 1944 for purposes of loading cargo; traveling singly without escort

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Subject: War Diary (1 December 1944 - 31 December 1944) -
Submission of.

22 December 1944

At 1605 moored to the dock at Davisville, Rhode Island and proceeded to take on cargo.

30 December 1944

At 0208 got underway for Cristobal, Canal Zone, in obedience to ComServLant despatch order 191729 of December 1944; traveling singly without escort.

31 December 1944

Cruising as before. Exercised at general drills.


R. E. LYON

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Reg. No.	120
R. S. No.	

USS TATE, AKA-70

File: AKA70/A12-1

Ser.: 016

c/o Fleet Post Office
San Francisco, Calif.
22 February 1945.

CONFIDENTIAL

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From: The Commanding Officer.
 To : The Commander in Chief, U.S. Fleet.
 Subject: War Diary (1 January - 31 January 1945) - Submission of.
 Reference: (a) Cominch Ltr. serial 7152, dated 29 October 1943,
 (N.D. Bull., Cum. Ed. 1943, P. 257).

U.S.S. TATE
 56th Transport Division
 19th Transport Squadron
 5th Amphibious Force, U.S. Pacific Fleet.

1 January 1945

Cruising from Davisville, Rhode Island to Cristobal, Canal Zone, in obedience to ComServLant dispatch order #191729 of December 1944, traveling singly without escort, time zone (plus) 4.

Positions:	0800	28-56N	74-00W
	1200	27-40N	74-02W
	2000	25-48.2N	74-19W.

2 January 1945

Cruising as before. Exercised at general drills throughout afternoon.

Positions:	0800	22-36.3N	74-40.7W
	1200	21-37.4N	74-39.2W
	2000	19-49N	74-15W.

3 January 1945

Cruising as before.

Positions:	0800	17-16.5N	76-22W
	1200	15-54.2N	77-21W
	2000	14-35N	78-01W.

4 January 1945

Cruising as before. At 1541 we sighted first sea buoy in swept channel entrance to Limon Bay, Canal Zone. At 1722, with pilot and tugs, we moored starboard side to pier 9, Cristobal and at 1750 we retarded all ship's clocks one (1) hour to conform to Canal Zone (standard) time which is (plus) 5. During the early night the ship took on fuel from the dock.

Positions:	0800	11-38N	79-42.2W
	1200	10-29.5N	79-55W.

5 January 1945

Moored as before. At 1307 we got underway from pier 9 in obedience to CNO and Port Director Balboa dispatch 051535 of January 1945 for Pearl Harbor, T.H., and proceeded through Panama Canal. We proceeded through the Balboa swept channel about midnight after dropping the pilot at Balboa. We are traveling singly without escort.

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Subject: War Diary (1 January 1945 - 31 January 1945) - Submission of.

6 January 1945

Cruising as before. At 1535 set course to 262° (T) which took us out of sight of land. At about 1600 we entered (plus) 6 time zone and we changed from (plus) 5 standard time to (plus) 6 war time causing no change in the ship's clocks. Seas calm and weather mild.

Positions:	0800	07-05N	80-06W
	1200	07-03.4N	81-13W
	2000	06-53.8N	83-22.5W.

7 January 1945

Cruising as before. At 1410 we changed course to 288° (T), commencing the great circle track to the Hawaiian Islands. We exercised at general drills throughout the day.

Positions:	0800	07-11N	86-30.5W
	1200	07-26N	87-17W
	2000	08-01N	88-53W.

8 January 1945

Cruising as before.

Positions:	0800	09-11N	91-58W
	1200	09-32N	93-07W
	2000	10-11.7N	95-11W.

9 January 1945

Cruising as before. The sea today is heavier, the current moving in a direction alternately southwest, west, and northwest.

Positions:	0800	11-07N	98-13.5W
	1200	11-30.7N	99-29W
	2000	12-05N	101-35W.

10 January 1945

Cruising as before. In the afternoon the captain conducted a flag hoist drill for officers. This is thought to be very helpful for deck watch officers in preparation for convoy cruising and simple convoy maneuvering.

Positions:	0800	13-18N	104-41W
	1200	13-32N	105-43W
	2000	14-02N	107-56W.

11 January 1945

Cruising as before. At 0900 we retarded ship's clocks one (1) hour to conform to zone (plus) 7 war time, six hours behind Greenwich.

Positions:	0800	14-51N	111-00W
	1200	15-05N	112-13W
	2000	15-46N	114-19W.

12 January 1945

Cruising as before.

Positions:	0800	16-31N	117-32W
	1200	16-45N	118-35.5W
	2000	17-16.3N	120-45.8W.

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13 January 1945

Cruising as before. At 1300 we retarded all ship's clocks one (1) hour to conform to zone (plus) 8 war time, seven hours behind Greenwich.

Positions:	0800	18-01.5N	124-02.5W
	1200	18-16N	125-08.8W
	2000	18-39N	127-42.5W.

14 January 1945

Cruising as before. At about 1400 we had instructional firing for all 20MM gun crews and we expended 240 rounds of ammunition.

Positions:	0800	19-12N	131-06.2W
	1200	19-18.2N	132-11W
	2000	19-41N	134-18W.

15 January 1945

Cruising as before. At 0823 we changed course to 276° (T). At 1340 we changed course to 275° (T). At 1800 we retarded all ship's clocks one (1) hour to conform to (plus) 9 war time, eight hours behind Greenwich. At 1959 we changed course to 277° (T).

Positions:	0800	20-29N	137-29W
	1200	20-15.1N	138-41.5W
	2000	20-28.9N	141-09.4W.

16 January 1945

Cruising as before. At 0847 we changed course to 276° (T). At 0930 we changed course to 272° (T). At 1207 we changed course to 271° (T).

Positions:	0800	20-52N	144-34.1W
	1200	20-58N	145-44W
	2000	21-05N	147-50W.

17 January 1945

Cruising as before. At 0900 we retarded ship's clocks one-half ($\frac{1}{2}$) hour, 8 $\frac{1}{2}$ hours behind Greenwich. At 1304 we changed course to 270° (T). At 1630 we changed course to 271° (T). At 1800 we made radar contact on Mauna Loa on the Island of Hawaii, range 120 miles. At 2000 we changed course to 273° (T).

Positions:	0800	21-18N	151-12W
	1200	21-16N	152-20W
	2000	21-20N	154-33W.

18 January 1945

Cruising as before. At 0427 commenced changing course at frequent intervals as we steamed into the passage between Oahu and Molokai. Several navigational aids were noted to be either extinguished or considerably dimmed without our having hydrographic information. At 0753 Diamond Head Light abeam to starboard, our entrance was delayed by an entering convoy and we maneuvered off channel entrance buoys until 1155 when, with pilot, we proceeded in and moored at 1243 port side to berth W-8, West Loch, Pearl Harbor, T.H. At 1900 we commenced discharging cargo with personnel from the Advance Base Reshipment Depot as cargo and winch handlers. 3

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22 January 1945

On 22 January we shifted back 200 yards to berth W-9 without getting underway and continued to discharge our cargo. On 23 January we completed discharging cargo at 1617 and commenced loading cargo at 2020, this condition continuing until 28 January when we completed loading.

25 January 1945

Moored as before. At 1510 pursuant to Kauai Amphibious Training Base ltr. P-16-4/MMD, serial (VL/NN), we received aboard twenty-one (21) U.S. Naval enlisted personnel for transportation.

28 January 1945

Moored as before. At 1720 we got underway with pilot and tugs in obedience to AdComPhibForPac dispatch orders 280103 of January 1945 and stood out of harbor. These orders provided that we should load the remainder of our cargo at Port Allen, Kauai, T.H., and take aboard the remainder of the Kauai Amphibious Landing Craft Unit for transportation to Southern Samar where an amphibious boat pool was to be established near Botie Island. It also provided that such passengers should remain aboard until such time as they can be accommodated ashore. At the conclusion of the assignment, we are to report to ComPhibGrp 7. One mile outside harbor entrance buoys, we rendezvoused with S.S. WAIALEALE and SC 1011, the former taking station 1000 yards on our starboard beam and the latter acting as escort. At 1800 we set standard speed at 8 knots, and as guide and convoy commander, proceeded on course 261° (T), enroute to Port Allen, Kauai, T.H. At 1913 changed course to 309° (T). At 2257 changed course to 291° (T).

29 January 1945

Cruising as before. At 0400 changed course to 273° (T). At 0704 changed course to 335° (T). At 0806 we proceeded with pilot into Hanapepe Bay, Port Allen, Kauai, T.H., and at 0823 we moored starboard side to the dock, the S.S. WAIALEALE mooring port side to. At 1230 we commenced loading cargo.

30 January 1945

Moored as before. At 1630 we received aboard 15 U.S. Naval officers and 200 U.S. Naval enlisted personnel for transportation in obedience to AdComPhibPac secret serial 0071 of 24 January 1945. Completed loading cargo.

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Subject: War Diary (1 January 1945 - 31 January 1945) - Submission of.

31 January 1945

Moored as before. At 0802 we got underway for Eniwetok, Marshall Islands in obedience to Commander Hawaiian Sea Frontier dispatch 0726 of this date, traveling singly without escort, standard speed 16 knots. At 1025 set course to 191° (T). At 1300 we retarded all ship's clocks one-half ($\frac{1}{2}$) hour to conform to (plus) 10 zone time. In the afternoon we conducted practice firing of all guns and exercised at general drills. At 1503 we changed course to 265° (T).


R.E. LYON

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

USS TATE, AKA-70

File: AKA70/A12-1

Ser.: 018

c/o Fleet Post Office
San Francisco, Calif.,
9 March 1945,

CONFIDENTIAL
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From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet.
Subject: War Diary (1 February 1945 - 28 February 1945) - Submission of.
Reference: (a) Cominch Ltr. serial 7152, dated 29 October 1943,
(N.D. Bull., Cum. Ed. 1943, P. 257).

U.S.S. TATE
56th Transport Division
19th Transport Squadron
5th Amphibious Force, U.S. Pacific Fleet

1 February 1945

Cruising on course 265° (T) enroute from Port Allen, Kauai, T.H. to Eniwetok, Marshall Islands. Time zone (plus) 10. At 0809 changed course to 259° (T). At 1330 we changed course to 261° (T). At 2031 changed course to 259° (T).

Positions: 0800 19-49N 164-15W
1200 19-37.9N 165-16W
2000 19-19N 167-25W .

2 February 1945

Cruising as before. At 1413 we changed course to 256° (T). At 1500 we retarded all ship's clocks to conform to zone (plus) 11 war time, ten hours behind Greenwich. At 2010 we changed course to 258° (T).

Positions: 0800 18-42N 170-57W
1200 18-30N 171-48W
2000 18-03N 174-14W.

3 February 1945

Cruising as before. At 0500 changed course to 257° (T). At 1323 changed course to 255° (T). At 2020 a lookout sighted a large area of loamy water broad on the starboard bow about 500 yards. This appeared to be about 400 feet long in an east and west direction and possibly 100 feet wide running north and south. The area disappeared from sight before it came up on our abeam, but its position was ascertained to be 16-40.5N, 179-21.5W. It is suggested that this might be Rene Reef, reported to be in position 16-41N, 179-03E in 1915, and later (1923) reported undiscovered within a radius of 20 miles of that position (reference H.O. chart 5800). At 2025 changed course to 254° (T).

Positions: 0800 17-20N 177-37W
1200 17-06.8N 178-38W
2000 16-41N 179-18W.

At 1740, 3 February, we crossed the International date line, thus losing 4 February.

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USS TATE, AKA-70

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5 February 1945

Cruising as before. At 0830 we changed course to 253° (T). At 1500 we retarded all ship's clocks one (1) hour to conform to zone (plus) 12. At 2010 we changed course to 254° (T).

Positions:	0800	15-47N	176-04E
	1200	15-35.5N	175-07E
	2000	14-54N	172-47E.

6 February 1945

Cruising as before. At 0800 we changed course to 252° (T). At 1335 we changed course to 250° (T).

Positions:	0800	14-01N	169-39E
	1200	13-41N	168-36E
	2000	13-04N	166-30E.

7 February 1945

Cruising as before. At 0742 changed course to 241° (T). At 1101 we sighted Parry Island, Eniwetok Atoll, distant 10 miles. Throughout the late morning and afternoon we maintained a position north and east of the entrance channel awaiting permission to enter the lagoon. A large convoy of APAs, AKAs, AOs and other fleet units, including the U.S.S. NEW YORK, were standing out of the harbor entrance channel. At 1700 we proceeded in upon orders and anchored in berth # 113.

Positions:	0800	11-56N	163-25E.
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8 February 1945

Anchored as before. At 1300 ship fueled.

9 February - 13 February 1945

Anchored as before. At 1230 we got underway from our anchorage in obedience to Commander Transport Squadron 17 Movement Order 2-45 for Ulithi Atoll, West Caroline Islands, and stood out of harbor in a single column of formation, the order of ships having previously been designated by OTC. Commander Transport Squadron 17 (OTC) in U.S.S. CHILTON (APA 38); this task unit was designated at T.U. 96. 6.8, and consisted of the following ships: U.S.S. CHILTON (APA 38), U.S.S. HENRICO (APA 45), U.S.S. NESHORA (APA 216), U.S.S. MONTROSE (APA 212), U.S.S. MOUNT-RAIL (APA 213), U.S.S. LYCOMING (APA 155), U.S.S. VIRGO (AKA 20), U.S.S. TETON (AGC 14), U.S.S. TYRELL (AKA 80), and this ship. Task Unit escorted by escort division 31 consisting of U.S.S. SEDERSTROM (DE 31), U.S.S. FLEMING (DE 32), and U.S.S. EISELE (DE 34). Commander Escort Division in U.S.S. SEDERSTROM. At 1345 we sortied from atoll in cruising disposition 2 as designated in the movement order and shortly thereafter went into cruising disposition 3.

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At 1506 we commenced firing at a sleeve from a plane and at 1545 we ceased firing after several runs had been made. We expended the following ammunition: 12 rounds of 5"38 calibre; 182 rounds 40MM; 220 rounds of 20MM. At 0100, 10 February, we retarded all ship's clocks one-half ($\frac{1}{2}$) hour to conform to zone -11 $\frac{1}{2}$ war time. At 0910, 10 February, we expended 16 rounds of 20MM ammunition in test firing. At 0100, 11 February, we retarded all ship's clocks one-half ($\frac{1}{2}$) hour to conform to zone -11 war time. At 0921, 11 February, we expended 15 rounds of 20MM ammunition in test firing. At 0100, 12 February, retarded all ship's clocks one-half ($\frac{1}{2}$) hour to conform to zone -10 $\frac{1}{2}$ war time. At 0829 we were ordered by CTC to prepare for an air attack, the formation having made radar contact on an unidentified plane bearing 340° (T), distance 30 miles. This target closed to about 15 miles, reversed course, and faded from the screen some time later. At 0100, 13 February, we retarded all ship's clocks one-half ($\frac{1}{2}$) hour to conform to zone -10 war time. Positions of the vessel not required during voyage.

13 February 1945

At 0922 we entered Mugai Channel, Ulithi, Caroline Islands, in company with other units of T.U. 96.6.8 and in single line of formation and at 1006 we anchored in berth 145. The next day the ship was fueled alongside U.S.S. CAHABA (AO 82).

15 February, at 0720, departed enroute Kossol Passage, Palau Islands, in single column formation through Mugai Channel with the following ships, designated as Task Unit 94.18.12: U.S.S. CHILTON (APA 38), U.S.S. TETON (AGC 14), U.S.S. VIRGO (AKA 20), U.S.S. TYRELL (AKA 80), U.S.S. MONROSE (APA 212), U.S.S. MOUNTRAIL (APA 213), U.S.S. NESHOPA (APA 216), U.S.S. HENRICO (APA 45), U.S.S. LYCOMING (APA 155), U.S.S. NATRONA (APA 214), and this ship; CTU ComTransRom 17 in U.S.S. CHILTON. Task Unit escorted by U.S.S. CONKLIN (DE439), U.S.S. MCCOY REYNOLDS (DE 440), U.S.S. GLADIATOR (AM 319), and U.S.S. IMPECCABLE (AM 320). At 0940 ships commenced firing at a sleeve towed by plane, and at 1002 ceased firing. We expended 532 rounds of ammunition; 192 - 40MM, 330 - 20MM, and 10 - 5"38 calibre. At 1133, course was set to 193° (T). At a point southwest of Ulithi the formation commenced zigzagging using plan # 8. At 1900 base course set to 218° (T). At 2135 base course changed to 270° (T).

Positions: 1200 09-27N 139-10E
2000 08-02.5N 137-58E.

16 February 1945

Cruising as before. At 0730, Palau Islands were sighted bearing 246° (T), distant 18 miles and the unit changed course to 281° (T). At 0824 zig zag plan # 8 was discontinued. We commenced maneuvering at 0833 outside of the harbor entrance buoys while we waited for the other ships of this unit to enter. At 1000 we proceeded in and at 1105 we anchored in berth 46, Kossol Passage, Palau Islands.

Positions: 0800 07-45N 135-57.5E.

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17 February 1945

Anchored as before.

18 February 1945

Anchored as before. At 0847 we got underway for Leyte, Philippine Islands, in obedience to GTU 94.18.12 sailing orders of 15 February 1945 and stood out of Kossol Passage Anchorage through the east channel in single line of formation as shown in Annex (A) to sailing orders. Convoy Commodore and GTU 94.18.12 ComTrans Ron 17 in U.S.S. CHILTON (APA 38). Task Unit consisted of the following ships: U.S.S. HENRICO (APA 45), U.S.S. TETON (AGC 14), SS CAPE NEDDICK, U.S.S. CHILTON (APA 38), U.S.S. LYCOMING (APA 155), U.S.S. MONTROSE (APA 212), U.S.S. OBERON (AKA 14), U.S.S. NATRONA (APA 214), U.S.S. NESHOPA (APA 216), U.S.S. MOUNTRAIL (APA 213), U.S.S. BUTTE (APA 68), LST 813, LSM 321, U.S.S. CEBU (ARG 6), U.S.S. CORVUS (AKA 26), U.S.S. TYRELL (AKA 80) LST 814, and this ship. Task Unit escorted by U.S.S. HOLTON (DE 703), U.S.S. PARLE (DE 708), U.S.S. JACCARD (DE 335), and U.S.S. ACREE (DE356). At 1010 we sortied two miles east of channel entrance buoys, assumed a cruising formation, and set course to 068° (T), standard speed 10 knots. At 1143 we changed course to 044° (T), and at 1158, changed course to 022° (T). At 1227, we changed course to 000° (T). At 1730 changed course to 330° (T), and at 1800 to 305° (T).

Positions:	1200	08-60N	135-01E	
	2	2000	09-06N	134-30.5E.

19 February 1945

Cruising as before. At 0130 we retarded all ship's clocks one-half ($\frac{1}{2}$) hour to conform to zone -9 $\frac{1}{2}$ war time. At 0130 we changed course to 279°. Weather; raining. Reduced convoy speed to 8.5 knots.

Positions:	0800	09-41.3N	132-14E
	1200	09-50N	131-34E
	2000	10-03N	130-18E.

20 February 1945

Cruising as before. At 0100 we retarded all ship's clocks one-half ($\frac{1}{2}$) hour to conform to zone -9 war time. At 2018 we changed course to 284° (T).

Positions:	0800	10-13.7N	128-33E
	1200	10-19.5N	127-53.3E
	2000	10-25.5N	126-49E.

21 February 1945

Cruising as before. The early morning was very dark and rainy. At about 0430, Homonhon Island at the entrance to Leyte Gulf was dimly visible. Convoy proceeded in to gulf and at 0835 TATE broke from formation, set course to 248° (T) and proceeded at 16 knots to Tarraguna, Leyte, while most of the other ships went up to San Pedro Bay. At 1014 we anchored off Tarraguna, Leyte.

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San Francisco, Calif.,
9 March 1945.

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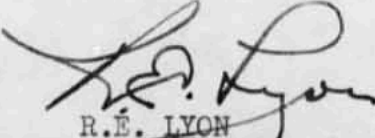
Subject: War Diary (1 February 1945 - 28 February 1945) - Submission of. -----

22 February 1945

Anchored as before. At 1338 we got underway in obedience to ComTrans^{on} 17 movement orders for Southern Samar, Philippine Islands, a distance of 45 miles. At about 1600, in a position off Manicani Island, off the town of Guiuan, Samar, where a pilot was to board, none was in sight, so we proceeded in unaided. After maneuvering northward at reduced speeds and on various courses, we anchored about 1 3/4 miles off the southwesternmost tip of Botic Island, bearing about 235° (T) from it. We immediately lowered all boats and commenced unloading the ship. The cargo was discharged on the island of Samar by the ship's boats, at a point northeast of Botic Island. Facilities ashore for taking the cargo from the boats was very poor and slowed up the operation. We established our own navigational aids to guide the boats in, a distance just under four miles. C.S. Chart 4423, from an early survey was found to be accurate in all important respects.

22 February - 28 February 1945

Anchored as before. Continued the discharging of cargo.


R.E. LYON

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Reg. No.	199
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USS TATE, AKA-70

File: AKA70/A12-1

Ser.: 019

c/o Fleet Post Office
San Francisco, Calif.
2 April 1945.

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander in Chief, U. S. Fleet.
Subject: War Diary (1 March 1945 - 31 March 1945) - Submission of.
Reference: (a) Cominch Ltr. serial 7152, dated 29 October 1943,
(N.D. Bull., Cum.Ed. 1943, P. 257).

U.S.S. TATE
56th Transport Division
19th Transport Squadron
5th Amphibious Force, U. S. Pacific Fleet
Temporarily attached to: 50th Transport Division
17th Transport Squadron

1-3 March 1945

Anchored southwest of Botic Island, southern Samar, Philippine Islands, discharging cargo to the beach with the ship's boats. We are establishing what was formerly the KAUAI Landing Craft Unit at a point on the mainland northeast of Botic Island. The boat pool is now designated as the Samar Landing Craft Unit. At 2240, 1 March, we had an air alert flashed by radio from SOPA, Leyte, but nothing materialized. At 2330, 2 March, we were again alerted by SOPA, Leyte, and at 0340, 3 March, the air attack warning was repeated, but in neither case did enemy planes show on our screen.

3 March 1945

At 1322 we got underway, having unloaded all our cargo and disembarked all members of the boat pool, and proceeded with pilot out of the harbor. We crossed Leyte Gulf and at 1730 anchored in berth #861 off Tarraguna.

4 March 1945

At 0625 we got underway and proceeded to San Pedro Bay, Leyte Gulf, where we fueled simultaneously from the U.S.S. GAZELLE (IX 116) and the YO 77. In the afternoon we got underway from alongside the tanker and proceeded slowly in a southerly direction from the bay, streaming paravanes on the way in obedience to ComTransDiv 50 dispatch orders. At 1600 we anchored in berth #861 off Tarraguna.

5-10 March 1945

Anchored as before. Using ship's boats and LCT's, the ship was combat loaded with 1554 tons of cargo including gasoline, ammunition and army trucks. The loading was completed at 2100, 9 March.

11 March 1945

In obedience to ComTransRon 17 dispatch orders five of our boat officers were detached and sent to various LST's for temporary additional duty as wave guide officers in connection with the forthcoming operation.

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CONFIDENTIAL

USS TATE, AKA-70

File: AKA70/A12-1

Ser.: 019

c/o Fleet Post Office
San Francisco, Calif.
2 April 1945

CONFIDENTIAL

Subject: War Diary (1 March 1945 - 31 March 1945) - Submission of.

12 March 1945

Exercised at emergency drills throughout morning.

13 March 1945

At 0812 we got underway in obedience to CTG 51.1 Movement Order A703-45 and proceeded in formation as designated with the various units of this task group and its screen. CTU 51.1 and OTC, Rear Admiral I. N. KILAND, USN, in USS MOUNT MCKINLEY (AGC 7). This movement order provided for maneuvers and rehearsal of the Western Islands attack group off Hinunangan Bay, southern Leyte. The LST tractor group and its screen proceeded independently on a similar but shorter route to the rehearsal area. Initial engine failure slowed our forming, but the trouble was shortly remedied. During the day we exercised at emergency turns, simulated various attacks by plane, conducted damage control problems and made test of pyrotechnics. At towed sleeves, we expended 548 rounds of 40 mm, 23 rounds of 5" 38, and 2274 rounds of 20 mm ammunition.

The transport track from Tarraguna followed course 106° (T) to a point south and west of Homonhon Island, Leyte Gulf, thence easterly to the Gulf's entrance, northeasterly to sea, southeasterly, then on 270° to the transport area.

14 March 1945

At 0400 we entered the transport area, stopped and lowered nine (9) of our boats to go to the USS SAMUEL CHASE (APA 26). During the morning we maneuvered to maintain position in transport area while the various landing exercises were conducted on the beaches. At 1037, pursuant to orders from the OTC, we anchored off Hinunangan Bay. At 1330 we got underway and proceeded to our assigned night anchorage off the small town of Silago, north of the bay, in berth T-18. At anchor we exercised at drills, and executed the smoke plan. Armed smoke boats patrolled around the ship during the night. Rain squalls persisted throughout the day.

15 March 1945

Anchored as before. At 0655 we got underway as lead ship of the ships in the northern anchorage and proceeded to the transport area where other units had already formed. Again we provided nine (9) LCVP's for the USS SAMUEL CHASE (APA 26). During the morning we remained underway in the transport area and at 1310, in obedience to orders from ComTransDiv 50, we anchored off Hinunangan Bay, southern Leyte. At 1350 we simulated unloading with an LSM alongside to starboard.

16 March 1945

Anchored as before. At 1225, having completed rehearsal and after emergency exercises in the morning, we got underway for San Pedro Bay, Leyte,

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in company with various units of TG 51.1. The course followed a northerly route, deviating only for tactical maneuvers and exercises. While standing into the channel just southeast of buoy #3, the USS SAMUEL CHASE (APA 26), about 600 yards ahead of us, ran over a five fathom shoal, kicking mud to the surface of the water. This disabled her to the extent that she was replaced in the operation plan by the USS PITT (APA 223). At 1830 we moored starboard side to the USS ABARENDA (IX 131) and fueled. During the night we provisioned ship.

17 March 1945

Moored as before. At 0640 we got underway from alongside and shifted berths, anchoring at 0652. During the night we took on ammunition.

18 March 1945

Anchored as before. At 0642 we got underway and at 0800 we anchored in berth 645 off Dulag, Leyte. At 1600 we detached two more boat officers for temporary additional duty as wave guide officers aboard LST 484.

19-20 March 1945

Anchored. 19 March, tractor groups George and How, with screen and other support craft stood out of Leyte Gulf.

21 March 1945

At 1250 we got underway in company with TG 51.1 in obedience to Commander Amphibious Group Seven Movement Order #A703-45; CTG and OTC, Rear Admiral I. N. KILAND, US Navy, aboard USS MOUNT McKINLEY (AGC 7). We proceeded in single column and formed cruising disposition 1K when clear of all anchorages. Air coverage from Support Carrier Unit Four, screen provided by DesRon 49 less USS WICKLES, USS LUCE, and CortDiv 69 less USS WALTER C. WANN, USS STAFFORD, plus USS STERN. This transport group streamed paravanes standing out. At 1845, on base course 090°, we commenced zig-zagging according to plan #24. At 2017, we changed course to 056° (T), standard speed set at 12 knots. At 2245 we ceased zig-zagging.

Positions: 1200 Leyte Gulf
2000 Just outside gulf.

22 March 1945

Cruising as before. At 0600 we resumed zig-zagging (plan #24). During the early morning we had anti-aircraft practice firing at a towed sleeve. We expended 15 rounds of 5" 38, 670 rounds of 40mm, and 2469 rounds of 20mm ammunition. Firing was conducted in cruising disposition 5K. At 1007, we formed disposition 1K again. At 1330 we simulated air attack and exercised at general

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quarters tracking planes until 1410. At 1610 course and fleet axis were changed to 045° (T). At 1930 task group exercised at tactical maneuvers and completed these maneuvers at 2118.

Positions:	0800	11-37N	127-34E
	1200	12-05.5N	128-17E
	2000	13-13N	129-35.5E

23 March 1945

Cruising as before. At 0600 we again executed several emergency turns and at 0635 we commenced zig-zagging according to plan #24. At 0812 course and fleet axis were changed to 020° (T). Throughout the day we exercised at various emergency drills, including tactical maneuvers. Several mines were thought to be seen along the transport track.

Positions:	0800		
	1200		
	2000	17-18N	132-04.5E

24 March 1945

Cruising as before. At 0000 course and fleet axis were changed to 352° (T). At 0315 we ceased zig-zagging. At 0540 course and fleet axis were changed to 325° (T). At 1635 we commenced zig-zagging according to plan #6. At 2105 with a possible submarine contact reported, we made an emergency turn to port, but the contact proved "non-sub" and we resumed base course.

Positions:	0800	19-59N	131-49E
	1200	20-38N	131-23.2E
	2000	22-01.5N	130-34E

25 March 1945

Cruising as before. At 1000 course and fleet axes were changed to 288° (T). At 1155 an escort detonated a mine about 3 miles off our starboard quarter. At 1321 course and fleet axis changed to 303° (T). At 1752 course changed to 333° (T). At 1829 we went to general quarters, one of the escorts having made visual contact on a low-flying enemy plane, believed to be the new Japanese dive bomber JUDY. At 1906 we secured from general quarters, the plane having left the area. At 2125 base course was changed to 328° (T).

Positions:	0800	23-08N	129-40.5E
	1200	23-48N	129-10E
	2000	24-43N	127-35E

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c/o Fleet Post Office
San Francisco, Calif.
2 April 1945

CONFIDENTIAL

Subject: War Diary (1 March 1945 - 31 March 1945) - Submission of.

26 March 1945

Cruising as before. At 0045 radar contact was made on KUME SHIMA, bearing 353° (T), 35 miles. At 0227 we ceased zig-zagging. At 0235 we changed course to 000° (T) and resumed zig-zagging. At 0322 we changed course to 045° (T) and at 0357 we stood into the transport area at reduced speeds on course 090° (T), arriving in position at about 0510. At daybreak about eight (8) enemy fighters were in the area and firing was seen all around the horizon. One suicider, missing his target, crashed about a mile and a half astern of us near a cruiser, but otherwise no planes seemed to penetrate the transport area. The USS KIMBERLY was seen hit by a bomb, bearing about 270° on the horizon. From the transport's standpoint, the destroyer screen and plane coverage was very effective for landing operations and the dispatching of ship's boats was carried out smoothly and without incident. At 1100 we fueled the USS HOPPING (APD 51), and at 1600 we fueled the USS BARR (APD 39). At about 1730 we again set condition I, enemy planes having been reported in the vicinity, but the situation cleared at 1750. At 1800 cruising disposition IK was formed and the task group commenced the night retirement plan. This ship left four LCVP's at the beach for use as casualty evacuation boats. At 1845 we again set condition I to repel air attack but nothing developed. The night retirement plan provided for a southerly route south and west of the KERAMA RETTO out on course 211° (T) and back on 039° (T) running east of the tractor group's retirement track. Throughout the night we zig-zagged.

27 March 1945

Cruising as before. At 0500 we set condition I, an unidentified surface craft reported and we remained in this condition until we arrived in the inner transport area just west of YATAN SHIMA. At 1110 we transferred 40mm ammunition to LCI 440. At 1230 we fueled the USS HOBSON (DMS 26) and provisioned her with miscellaneous refrigerated stores. At 1715 we again formed cruising disposition IK and this task group retired as before.

28 March 1945

Cruising as before. At 0624, approaching the inner transport area, we set condition I, enemy planes again being in the vicinity. By 0641 the planes had retired from the area and we resumed normal operation. At 1100 in obedience to orders from OTC, we anchored in KERAMA RETTO off KOKA JIMA. At 1120 we fueled the USS SHANNON (DM 25). At 1545 we received aboard for further transfer to the AGC 7 two prisoners-of-war, a first lieutenant and a private, both of the Imperial Japanese Army, captured on AKA SHIMA. With them was captured a small valise and canvas bag full of miscellaneous literature and personal effects of possible interest to intelligence. This was given to the flag ship the next morning when they were transferred. At 1600 we got underway for night retirement as before, formed the cruising disposition outside the islands and proceeded south. At 1940 we were alerted to general quarters and at 2045 we

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USS TATE, AKA-70

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secured, nothing having developed. The moon, this night, was full and the weather mild.

29 March 1945

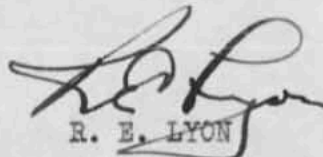
Cruising as before. At 0400 an enemy plane, thought to be the Japanese dive bomber VAL, crossed out stern from the quarter flying low over the water. Condition I was immediately set and at about 1402 the USS WYANDOT (AKA 92) reported a near miss off her bow, the explosion from which had caused underwater damage. At 0435 WYANDOT broke from formation, flooding forward, and proceeded with escort to an anchorage in KERAMA RETTO. We remained at general quarters until 0650 because of continued air contacts, but when we reached the inner transport area normal operations was resumed and we lowered boats. At 0903, in obedience to orders from OTC, we anchored again off KOBA SHIMA. At 1035 we were again alerted to repel attacking planes but nothing developed. At 1610 we got underway and retired from the area in company with the other units. At 2305 enemy planes attacked the formation and we executed several emergency turns. Heavy firing and possible bomb explosions were seen in and around two escort vessels. The USS RIXEY (PH3) directly ahead of us opened fire but our radar contacts and presumably the rest of the task group rendered the attacking planes beyond effective range. We secured from general quarters at 0020.

30 March 1945

Cruising as before. At 0645, upon receipt of TBS orders from OTC, we proceeded into KERAMA RETTO and at 0755 anchored off YAKAN JIMA. At 1640, after proceeding out to the transport area, we received orders from the division commander to anchor in KERAMA RETTO for the night. Previous orders concerning night retirement were cancelled. From 1728 to 1751 we were in condition I but the reported planes failed to close.

31 March 1945

At anchor. Twice in the early morning we went to general quarters but in neither case did we see enemy planes. At about 1000 we received a dispatch from ComTransRon 17 canceling the night retirement plan. At 1630 we shifted anchorage to Kerama Kaykio, berth # 14.


R. E. LYON

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CinCPac.
ComTransRon Seventeen
File

U. S. S. TATE (AKA-70)

332
Reg. No. 259
R. S. No.

AKA70/A12-1

035

c/o Fleet Post Office
San Francisco, Calif.,
15 May 1945.

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Subject: War Diary (1 April to 30 April 1945) - Submission of.
Reference: (a) Cominch Ltr. serial 7152, dated 29 October 1943.
(N.D. Bulletin Cum. Ed. 1943, Par. 257).
(b) Commanding Officer's Action Report, Capture of OKINAWA GUNTO, Phases I and II.

U. S. S. TATE
56th Transport Division
19th Transport Squadron
5th Amphibious Force

Temporarily assigned to 50th Transport Division, 17th Transport Squadron. Zone ITEM (-)9.

1 April

Anchored in KERAMA KAIKYO, OKINAWA GUNTO, operating with T. G. 51.1.1 (C.T.G. 51.1.1 Commodore T. B. BRITTAIN, U. S. Navy) under Commander Amphibious Group SEVEN Op Plan A701-45 which provided for the capture of KERAMA RETTO. An air alert at 0140 failed to materialize into action. All ships in the anchorage, so equipped, made smoke. At 1654, underway for night retirement in company with various units of T. G. 51.1.1 and screen. Cruising disposition 1K, TATE astern U.S.S. RIXEY (APH-3), OTC and guide ComTransRon 17 in U.S.S. CHILTON (APA-38).

2 April

Cruising as before. At 0850 anchored off YAKAN JIMA, KERAMA RETTO. At 1730 underway for night retirement, formed cruising disposition 1K, guide and OTC as before. Several air alerts throughout night.

3 April

Anchored in the morning off YAKAN JIMA, KERAMA RETTO. Air alert at 1200 continued until 1252 without incident. In the early afternoon received despatch orders from ComPhibsPac to proceed with other units of T. G. 51.1.1 to an area approximately 200 miles Southeast of OKINAWA. The despatch provided for cruising there in a rectangular track still further Southeast from the initial reference point with speed adjusted to arrive at the reference point (latitude 23-50N, longitude 130-05E) at noon daily. At 1540 got underway from anchorage, rendezvoused outside and west of islands, and proceeded with T. G. 51.1.1 to waiting area. OTC and C.T.G. 51.1.1 ComTransRon 17 in U.S.S. CHILTON (APA-38).

Position: 2000 25-36N 127-40.5E.

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U.S.S. TATE (AKA-70)

AKA70/A12-1

035

c/o Fleet Post Office
San Francisco, Calif.,
15 May 1945.

CONFIDENTIAL

Subject: War Diary (1 April to 30 April 1945) - Submission of.

4 April

Cruising as before. Extended air alerts throughout night were without incident. At about 1200, arrived at designated reference point and proceeded to operate on track.

Positions:	0800	24-17N	129-25E
	1200	24-02N	130-09.5E
	2000	22-50N	131-04E

5 April to 13 April

Cruising in waiting area. Period uneventful, weather mostly clear and without rain, seas moderate to calm. Other fleet units and transport groups passed on several occasions within visual or radar range. Occasional bogey reports, surface and underwater contacts were experienced, but in the main these proved to be friendly forces and in no instance was this task group under attack. On 6 April, coincident with the report of the Japanese Task Force off KYUSHU, a despatch originating from ComPhibsPac ordered this group Southeast. With the successful dealing of this enemy unit, another despatch, modifying the first, designated a new reference point (latitude 23-15N, longitude 129-50E) and track in approximately the same position as before. On 9 and 10 April, TATE and other ships fueled at sea, this ship from the U.S.S. SEBEC (A087). On 10 April, U.S.S. LAGRANGE (APA-124) assumed guide. On 11 April, U.S.S. GOODHUE (APA-107) assumed guide. On 12 April, U.S.S. CHILTON (APA-38) broke from formation and proceeded back to OKINAWA, U.S.S. LAGRANGE (APA-124) guide and OTC. On 13 April, this task group proceeded back to OKINAWA in obedience to ComPhibsPac despatch orders, and anchored, 14 April, off HAGUSHI. Units of this task group returned to participate in landings on IE SHIMA in accordance with ComPhibGrp 4 attack plan A406-45. TATE's cargo and troops to be discharged there.

14 April

Anchored as before.

15 April

Anchored as before.

16 April

Anchored as before. At 0413, during air attack and under very thick smoke cover, got underway in company with T.U. 51.1.1 for IE SHIMA, OTC and guide ComtransRon 17 in U.S.S. CHILTON (APA-38).

U. S. S. TATE (AKA-70)

AKA70/A12-1

035

c/o Fleet Post Office
San Francisco, Calif.,
15 May 1945.

CONFIDENTIAL

Subject: War Diary (1 April to 30 April 1945) - Submission of.

16 April (continued)

ComPhibGrp 4 in U.S.S. PANAMINT (AGC-13) sailed with this unit. During the morning, in the transport area, TATE used her boats to aid other ships in discharging assault cargo and troops. The area at this time was under air attack for three hours, but the operation was not noticeably slowed. At 1020 U.S.S. PANAMINT (AGC-13) assumed guide and tactical command and ships in transport area were reformed closer to the beach. TATE, as on subsequent days of unloading at IE SHIMA, employed LCTs and LSMs for the bulk of her cargo.

In late afternoon, this task unit retired to HAGUSHI Anchorage, off OKINAWA, for the night. Air attacks occurred this night.

17 April

Anchored as before. At 0500 got underway for IE SHIMA with T.U. 51.1.1. Continued discharging cargo off assault beaches. At 1720, proceeded with other ships of this task unit and anchored at 1907 in NAGO WAN Anchorages, OKINAWA. Armed LCVPs and smoke boats patrolled the perimeter of the anchorage throughout the night.

18 April

Anchored as before. At 0523 got underway and at 0803 anchored 600 yards South of U.S.S. RIXEY (APH-3) off IE SHIMA beaches. Continued unloading throughout the day and at 1912 anchored at NAGO WAN, OKINAWA.

19 April

Anchored as before. Normal unloading at IE SHIMA. At 1725 got underway and anchored after dark at HAGUSHI Anchorages, OKINAWA, during an air attack.

20 April

Anchored as before. At 0536 got underway and proceeded to IE SHIMA with various units of T.U. 51.1.1. At 1230, TATE completed unloading. At about 1700, proceeded back to HAGUSHI with task unit and anchored.

21 April

Anchored as before. Air alerts throughout night were without incident to this ship. 1207 LCS(L) 64 received 3000 gallons of fresh water from this ship while alongside. Commencing at 1951 and extending to 2310, HAGUSHI Anchorage was under air attack, and the smoke plan was executed. Anti-aircraft fire but no planes were observed.

22 April

Anchored as before. 0056 general quarters. 0253 secured from general quarters, air attack without incident to TATE. Another air attack at 0830 but nothing developed.

U.S.S. TATE (AKA-70)

AKA70/A12-1

035

c/o Fleet Post Office
San Francisco, Calif.,
15 May 1945.

CONFIDENTIAL

Subject: War Diary (1 April to 30 April 1945) - Submission of.

22 April (Continued).

At 1323 got underway in obedience to ComPhibsPac despatch orders for SAIPAN in company with several naval auxiliaries, merchant ships and screen; guide and OTC ComTransDiv 50 in U.S.S. SARASOTA (APA-204), TATE in position 3-2 astern guide. The despatch ordered this ship to report, via SAIPAN and GUAM, to ComSerRon 10 at ULITHI for limited availability and for the loading of landing craft. This unit designated as T.U. 51.29.20. Standard speed set at 14 knots, convoy zig-zagging plan #11.

Position: 2000 25-19.5N 127-57E

23 April

Cruising as before. At 0445 exercised at dawn alert, battle stations manned until sunrise. At 0945 held tactical maneuvers. A "bogey" report at 1106 proved friendly. At 1429 maneuvered while screen investigated possible submarine contact. At 1520 resumed base course and zig-zag plan, contact undeveloped.

Positions: 0800 24-15N 130-32E
1200 23-42.5N 131-07E
2000 22-44N 132-34.5E

24 April

Cruising as before.

Positions: 0800 21-36N 134-51E
1200 21-14N 135-32E
2000 20-38N 136-54E

25 April

Cruising as before. At 0000 advanced all ship's clocks one (1) hour to conform to (-)10 zone time.

Positions: 0800 19-55N 138-29E
1200 19-30.5N 139-14E
2000 18-35N 140-35E

U. S. S. TATE (AKA-70)

AKA70/A12-1

035

c/o Fleet Post Office
San Francisco, Calif.,
15 May 1945.

CONFIDENTIAL

Subject: War Diary (1 April to 30 April 1945) - Submission of.

26 April

Cruising as before. At 0815 slowed to 11 knots. During the morning sighted several navy patrol planes in area.

Positions:	0800	17-15N	142-37E
	1200	16-44N	143-13E
	2000	15-57N	144-12E

27 April

Cruising as before. At 0809 anchored in berth M-35 off SAIPAN. At 1913 got underway for GUAM in obedience to original orders and onward routing from Port Director, SAIPAN, traveling singly without escort.

28 April

Cruising as before. At 0300 received ComPhibsPac despatch modifying his first orders and directing TATE to remain at SAIPAN for further orders.

29 April

Anchored as before. Commenced provisioning ship.

30 April

Anchored as before. At 1905 completed provisioning ship. At 1500 received despatch orders from CINCPAC (Pearl) directing TATE report to COMSOPAC, GUADALCANAL, for loading elements of Marine rear echelons cargo to be discharged in the MARIANAS. The despatch also provided this ship transfer all landing craft, save two LCVPs, to PhibsPac Replacement Pool, SAIPAN.


R. E. LYON

Copy to:

CinCPac
ComTransRon 17
File

U.S.S. TATE (AKA-70)

Reg. No.	290
R. S. No.	

AKA70/A12-1

Ser: 038

c/o Fleet Post Office
San Francisco, Calif.,
1 June 1945.

CONFIDENTIAL

From: The Commanding Officer.
 To : The Commander-in-Chief, U. S. Fleet.
 Subject: War Diary (1 May to 31 May 1945) - Submission of.
 Reference: (a) Cominch Ltr. serial 7152, dated 9 October 1943.
 (N.D. Bulletin Cum. Ed. 1943, Par. 257).
 (b) Pacific Fleet Conf. Ltr. 1CL-45.

U.S.S. TATE
 56th Transport Division
 19th Transport Squadron
 5th Amphibious Force.

Temporarily assigned to 50th Transport Division, 17th Transport Squadron.

1 May

Anchored off SAIPAN, MARIANA Islands, Zone KING (-10). A dispatch received 30 April from CINCPAC (Pearl) directed this ship to report to COMSOPAC, GUADALCANAL, for loading elements of Marine rear echelons, cargo to be subsequently discharged in the MARIANAS.

2 May

Anchored as before. At 1325 transferred all ship's boats except two (2) LCVPs to PhibsPac Replacement Pool, SAIPAN. At 1805 got underway for GUADALCANAL, standard speed 15 knots, traveling singly without escort.

Position: 2000 OFF SAIPAN, TINIAN

3 May

Cruising as before. At various times during this voyage, U.S.S. SARASOTA (APA-204), U.S.S. TROUSDALE (AKA-79), and U.S.S. LUMEN (AKA-30) were sighted visually, all more or less upon the same track and traveling singly.

Positions:	0800	14 - 31N	149 - 13E
	1200	14 - 18N	150 - 13.5E
	2000	13 - 54N	152 - 15E

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U.S.S. TATE (AKA-70)

AKA70/A12-1

Ser: 038

c/o Fleet Post Office
San Francisco, Calif.,
1 June 1945.

CONFIDENTIAL

Subject: War Diary (1 May to 31 May 1945) - Submission of.

4 May

Cruising as before. At 1800 advanced to Zone LOVE (-11).

Positions:	0800	13 - 13N	155 - 07E
	1200	13 - 00N	156 - 00E
	2000	12 - 32N	157 - 53.5E

5 May

Cruising as before. At 1415 sighted ENIWETOK and at 1510 changed course to the Southward.

Positions:	0800	11 - 58N	160 - 21E
	1200	11 - 38.5N	161 - 15E
	2000	10 - 18.5N	162 - 35E

6 May

Cruising as before. Frequent rain squalls encountered; storm about 2200 with winds up to 35 knots.

Positions:	0800	07 - 20N	163 - 30E
	1200	06 - 25N	163 - 54E
	2000	04 - 38N	164 - 17E

7 May

Cruising as before.

Positions:	0800	01 - 30N	163 - 46E
	1200	00 - 27N	163 - 31E
	2000	01 - 31.5S	163 - 10.5E

8 May

Cruising as before. At 2130 radar picked up GOWER ISLAND; navigated throughout the night by radar.

U.S.S. TATE (AKA-70)

AKA70/A12-1

c/o Fleet Post Office
San Francisco, Calif.,
1 June 1945.

Ser: 038

CONFIDENTIAL

Subject: War Diary (1 May to 31 May 1945) - Submission of.

8 May (continued).

Positions:	0800	04 - 09S	162 - 31E
	1200	05 - 31S	162 - 24.5E
	2000	OFF GOWER ISLAND.	

9 May

Cruising as before. At 0720 anchored off LUNGA Point, GUADALCANAL.

10 May - 11 May

Anchored as before; provisioned ship.

12 May

At 1330 got underway and moored starboard side to POINT CRUZ dock, KUKUM Beach, GUADALCANAL; commenced loading general cargo.

13 May - 16 May

Moored as before. Embarked the following passengers: 7 Marine officers, 3 Navy officers, 20 Navy Hospital corpsmen, and 120 Marine enlisted personnel, representing seventeen (17) miscellaneous Fleet Marine Units. TATE loaded at GUADALCANAL 2100 tons of cargo. At 1320, 16 May, got underway for TULAGI, FLORIDA Island, to take on provisions, fuel, and deck load landing craft. At 1628, anchored in GAVUTU Harbor, FLORIDA Island.

17 May

Anchored as before. Completed loading 16 landing craft.

18 May

Anchored as before. At 0630 got underway for GUAM via ENIWETOK, MARSHALL Islands, in obedience to original despatch from CINCPAC (Pearl) and onward routing from Port Director, TULAGI. Standard speed 14 knots. Conducted anti-aircraft firing off SAVO Island at towed sleeve, expending the following ammunition: 13 rounds 5".38 Calibre, 663 rounds 40mm, and 1689 rounds 20mm. Exercised at emergency drills throughout morning.

Positions:	1200	OFF MALAITA Island.	
	2000	06 - 56S	161 - 11E

U.S.S. TATE (AKA-70)

AKA70/A12-1

Ser: 038

c/o Fleet Post Office
San Francisco, Calif.,
1 June 1945.

CONFIDENTIAL

Subject: War Diary (1 May to 31 May 1945) - Submission of.

19 May

Cruising as before.

Positions:	0800	04 - 30S	162 - 18.5E
	1200	03 - 37S	162 - 35E
	2000	01 - 57S	163 - 12E

20 May

Cruising as before. Squalls and winds of 30 knots experienced.

Positions:	0800	00 - 22N	164 - 13.5E
	1200	01 - 25.5N	164 - 04E
	2000	03 - 12.5N	163 - 43.5E

21 May

Cruising as before. At 0530 sighted KUSAIE Island, CAROLINES, and passed abeam it at 0610, distant 17 miles.

Positions:	0800	05 - 47N	163 - 14.5E
	1200	06 - 42N	163 - 09E
	2000	08 - 46.5N	162 - 44E

22 May

Cruising as before. At 0730 sighted ENIWETOK Atoll, Marshall Islands. At 0830 passed through East Channel and at 0930 anchored in berth N-7, Anchorage "A".

23 May

Anchored as before.

24 May

Anchored as before. At 0845 received visual message from Port Director, ENIWETOK, informing ship that it will delay at ENIWETOK until called for by GUAM.

25 May - 28 May

Anchored as before.

U.S.S. TATE (AKA-70)

AKA70/A12-1

Ser: 038

c/o Fleet Post Office
San Francisco, Calif.,
1 June 1945.

CONFIDENTIAL

Subject: War Diary (1 May to 31 May 1945) - Submission of.

29 May

Anchored as before. At 1130, under ComTransDiv 50 aboard U.S.S. SARASOTA (APA-204) and in company with several other vessels, conducted Battle Problem, Damage Control Drills, and C.I.C. tracking exercise. Navy planes participated.

30 May - 31 May

Anchored as before.


R. E. LYON

Copy to:

CINCPAC
COMTRANSRON 17
FILE

U.S.S. TATE (AKA-70)

File: AKA70/A12-1
Serial: 044

REG. NO 343
R. S. NO
REG. SHEET NO 256

c/o Fleet Post Office
San Francisco, Calif.
1 July 1945

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Subject: War Diary (1 June to 30 June 1945) - Submission of.
References: (a) Cominch Ltr. serial 7152, dated 9 October 1943.
(N.D. Bulletin Cum. ED. 1943. Par. 257).
(b) Pacific Fleet Confidential Letter 1CL-45.

U.S.S. TATE
56th Transport Division
19th Transport Squadron
5th Amphibious Force

Temporarily assigned to 50th Transport Division, 17th Transport Squadron.

1 June (-11 Time Zone)

Anchored in ENIWETOK ATOLL, MARSHALL Islands. The ship is loaded with 2100 tons of general cargo and is transporting the following passengers from GUADALCANAL to GUAM; 7 Marine officers, 2 Navy officers, 20 Navy hospital corpsmen, and 120 Marine enlisted personnel, representing seventeen (17) miscellaneous fleet marine units. At 1130 got underway in obedience to onward routing from Port Director, ENIWETOK, for GUAM, MARIANA Islands, standard speed 15 knots. At 1840 sighted a small net buoy which at first appeared to be a mine. Exercised at general quarters and conducted practice firing, expending the following ammunition: 2 rounds 5"/38, 158 rounds 40 MM, and 78 rounds 20 MM.

Position: 2000 11-27N 160-25E

2 June

Cruising as before. At 1800 retarded ship's clocks to -10 zone time.

Positions: 0800 11-58.5N 157-15E
1200 12-12.5N 156-12.5E
2000 12-31N 154-04.5E

3 June

Cruising as before.

Positions: 0800 12-56.5N 150-53E
1200 13-02N 149-53E
2000 13-28N 147-55E

4 June

Cruising as before. At 0530 sighted GUAM and ROTA, passed north of

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U.S.S. TATE (AKA-70)

File: AKA70/A12-1
Serial: 044

c/o Fleet Post Office
San Francisco, Calif.
1 July 1945

CONFIDENTIAL

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

4 June

island and down western side to APRA Harbor where we moored to a buoy in berth 705 at 1005. Ship awaiting docking space to discharge cargo and passengers. Fueled and provisioned while in berth 705.

5 June

Moored as before.

6 June

Moored as before. Completed transfer of the landing craft carried from TULAGI, FLORIDA Island, to the port director, GUAM. At 1950 the ship was alerted by SOPA, SUAM, and condition I was set. Certain ships in APRA Harbor were designated to make smoke. At 2007 we secured from the alert.

7 June

Moored as before.

8 June

Moored as before. At 0830 the ship, with pilot and tugs was shifted to Pier #9, APRA Inner Harbor, and the discharge of cargo under Navy Construction Battalions commenced. At 2126 SOPA GUAM again alerted the area to general quarters. At 2151 secured from alert.

9 June - 11 June

Moored and discharging cargo as before.

12 June

Moored as before. During the day, the stevedore construction battalions only succeeded in unloading 154 tons of cargo, and in view of generally favorable unloading conditions, this delay was not felt justified. At 1945, with 408 tons of cargo left aboard ship, the commanding officer ordered the CB's ashore and directed the ship's crew to continue the unloading, all relevant ship's officers having agreed that the job could be done more expeditiously this way.

13 June

Moored as before. At 1413 completed unloading ship. At 1622 got underway for SAN FRANCISCO, California, USA, in obedience to dispatch orders from CINCPAC (Pearl) for purposes of yard availability and loading, standard speed 15 knots.

Position: 2000 13-03N 145-13E

U.S.S. TATE (AKA-70)

File: AKA70/A-12-1
 Serial: 044

c/o Fleet Post Office
 San Francisco, Calif.
 1 July 1945

CONFIDENTIAL

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

14 June

Cruising as before.

Positions:	0800	13-01N	147-52E
	1200	12-51N	148-43E
	2000	13-09N	150-41.5E

15 June

Cruising as before.

Positions:	0800	13-17N	153-36E
	1200	13-56.5N	154-28E
	2000	14-17N	156-33.5E

16 June

Cruising as before. At 0100 advanced ship's clocks one hour (-11) zone time.

Positions:	0800	14-47.5N	159-15E
	1200	15-00N	160-16.5E
	2000	15-25.5N	162-14E

17 June

Cruising as before.

Positions:	0800	16-00.5N	165-18E
	1200	16-10N	166-19E
	2000	16-29N	168-25E

18 June

Cruising as before. At 1003 sighted small flag target, exercised at general quarters for purposes of firing practice, expending the following ammunition: 7 rounds 5"/38, 247 rounds 40 MM, 291 rounds 20 MM. At 1430 advanced all ship's clocks one hour to (-)12 zone time.

Positions:	0800	18-15N	170-58E
	1200	18-56N	171-50.5E
	2000	20-05N	173-23E

19 June (-12 time)

Cruising as before. At 1336 held anti-aircraft practice firing at 5"/38 shell burst, expending the following ammunition: 2 rounds 5"/38, 100 rounds 40 MM, 128 rounds 20 MM.

Positions:	0800	21-59N	176-04E
	1200	22-35.5N	176-55E
	2000	23-50N	178-50.5E

U.S.S. TATE (AKA-70)

File: AKA70/A12-1
Serial: 044

c/o Fleet Post Office
San Francisco, Calif.
1 July 1945

CONFIDENTIAL

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

19 June (≠ 12 time)

Cruising as before. At 0100 crossed international date line. At 0845 exercised at general drills, expending the following ammunition: 1 round 5"/38, 20 rounds 40 MM, 60 rounds 20 MM.

Positions:	0800	25-42.5N	178-13W
	1200	26-11N	177-16.5W
	2000	27-08.5N	175-05.5W

20 June

Cruising as before. At 0900 advanced ship's clock's one hour to (≠) 11 zone time.

Positions:	0800	28-29N	171-51W
	1200	28-56N	171-04W
	2000	29-54N	168-45W

21 June

Cruising as before. At 1823 stopped, dispatched ship's medical officer by boat to S.S. COLGATE VICTORY, the master of that ship having requested medical treatment for a member of the crew. At 1912 the medical officer returned aboard, necessary treatment having been rendered. For the next 24 hours the ship remained within signalling range of the COLGATE VICTORY to watch over the progress of the patient.

Positions:	0800	31-12N	165-20W
	1200	31-42N	164-16W
	2000	32-28N	162-00W

22 June

Cruising as before. At 1300 advanced all ship's clocks one hour to (≠) 10 zone time.

Positions:	0800	33-28N	158-22W
	1200	34-05N	157-06W
	2000	34-32N	154-56W

23 June

Cruising as before.

Positions:	0800	35-30N	151-07W
	1200	36-03N	149-45W
	2000	36-26N	147-06W

24 June

Cruising as before. At 0900 advanced ship's clocks one hour to (≠) 9 zone time.

U.S.S. TATE (AKA-70)

File: AKA70/A12-1
Serial: 044

c/o Fleet Post Office
San Francisco, Calif.
1 July 1945

CONFIDENTIAL

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

24 June

Positions:	0800	36-57N	143-23W
	1200	37-12N	142-24W
	2000	37-24W	139-54W

25 June

Cruising as before. At 0600 dispatched message to Commander Western Sea Frontier informing him of this ship's ETA. At 1500 received dispatch from Commander Western Sea Frontier ordering this ship to divert immediately and proceed to SEATTLE, Washington, USA. At 1545 changed course to the northward.

Positions:	0800	37-50N	136-20W
	1200	38-14N	135-01W
	2000	38-57N	133-18W

26 June

Cruising as before.

Positions:	0800	41-23N	131-22W
	1200	42-27N	130-51W
	2000	44-12N	129-31W

27 June

Cruising as before. At 1800 entered JUAN DE FUCA Strait, WASHINGTON, and proceeded to SEATTLE.

Positions:	0800	46-45N	127-21W
	1200	47-17N	126-35W

28 June

Cruising as before. At about 0600, the ship docked in SEATTLE, but later in the morning we were moved up PUGET SOUND to the EVERETT-PACIFIC SHIPYARDS in EVERETT, WASHINGTON, where the ship's 15 day availability period commenced.

29 June - 30 June

Moored at EVERETT-PACIFIC SHIPYARDS, EVERETT, WASHINGTON.


R. E. LYON

Copy to:

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File

U.S.S. TATE (AKA-70)

REG. NO 407
R/S NO
REG. SHEET NO 144

File: AKA70/A12-1
Serial: 047

c/e Fleet Post Office
San Francisco, Calif.
1 August 1945

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Subject: War Diary (1 July 1945 to 31 July 1945) - Submission of.
References: (a) Cominch Ltr. serial 7152, dated 9 October 1943.
(N.D. Bulletin Cum. ED. 1943. Par. 257).
(b) Pacific Fleet Confidential Letter 1CL-45.

U.S.S. TATE
56th Transport Division
19th Transport Division
5th Amphibious Force

Temporarily assigned to TransDiv 50, TransRan 17.

1 July - 13 July (Zone 7)

Moored at EVERETT-PACIFIC SHIPYARD, EVERETT, WASHINGTON, U.S.A. for purposes of yard availability.

14 July

Moored as before. At 1320 got underway and proceeded to SEATTLE, WASHINGTON, for loading and embarkation of passengers. At 1630 moored to pier #90, SEATTLE, and commenced loading general cargo.

15 July - 18 July

Loading at pier #90.

19 July

Completed loading of cargo and embarkation of U.S. Army personnel. The ship loaded 3620 tons of general cargo destined for GUAM and received aboard 3 Army officers and 85 enlisted men for passage to GUAM. At 0900 the ship got underway for SAN FRANCISCO, CALIFORNIA, U.S.A. in obedience to orders from the Commander Western Sea Frontier to take aboard the ship's complement of landing craft. At 1330 the pilot was dropped at PORT ANGELES, WASHINGTON, and the ship proceeded out the STRAIT of JUAN DE FUCA. General drills were conducted for indoctrination of troops. Frequent fog banks were encountered on this voyage.

Position: 2000 48 - 14N 125 - 34W

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U.S.S. TATE (AKA-70)

File: AKA70/A12-1
Serial: 047

c/o Fleet Post Office
San Francisco, Calif.
1 August 1945

CONFIDENTIAL

Subject: War Diary (1 July - 31 July 1945) - Submission of.

20 July

Cruising as before.

Positions:	0800	45 - 05N	125 - 04W
	1200	43 - 56N	125 - 16W
	2000	41 - 53N	125 - 20W

21 July

Cruising as before. At 1330 sighted FARALLONE ISLANDS, bearing 095 (t), distance 10 miles. Proceeded into SAN FRANCISCO BAY with pilot, and anchored at 1715 in anchorage 12.

Positions:	0800	38 - 44N	124 - 38W
	1200	37 - 55.5N	123 - 52.5W

22 July

Anchored as before. The ship took aboard its complement of landing craft during the day receiving: 1 LCP(L), 8 LCM's, and 15 LCVP's from the NAVAL LANDING FORCE EQUIPMENT DEPOT, ALBANY, CALIFORNIA.

23 July

Anchored as before.

24 July

Anchored as before. At 1400 received aboard the following U.S. Navy personnel from the U.S. Naval Embarkation Barracks, TREASURE ISLAND, CALIFORNIA, for passage to GUAM: 125 enlisted men and 6 officers. At 1700 the ship's departure was delayed until 0800, 25 July, because of the necessity of making emergency engine room repairs.

25 July

Anchored as before. At 0745 got underway for GUAM via ENIWETOK in obedience to orders and routing from the Commander Western Sea Frontier, standard speed 15 knots. At 1015 passed EAST FARALLON DIAPHONE abeam to starboard and proceeded on route BOLERO (WPRI) for ENIWETOK. Heavy seas were encountered for the first 24 hour period, but the weather remained generally good.

Positions:	1200	37 - 40N	123 - 32W
	2000	37 - 55N	126 - 02W

26 July

Cruising as before. At 0500 ship's clocks were retarded to + 8 zone time. General drills were conducted throughout the morning. At 0915 firing

U.S.S. TATE (AKA-70)

File: AKA70/A12-1
 Serial: 047

c/o Fleet Post Office
 San Francisco, Calif.
 1 August 1945

CONFIDENTIAL

Subject: War Diary (1 July - 31 July 1945) -Submission of.

26 July

practice for all general quarters gun crews was conducted, and the following ammunition was expended: 654 rounds of 20 MM, 46 rounds of 40 MM, and 2 rounds of 5"/38 calibre.

Positions:	0800	37 - 45.5N	130 - 10W
	1200	37 - 43N	131 - 29W
	2000	37 - 38N	134 - 15W

27 July

Cruising as before.

Positions:	0800	37 - 11N	138 - 18.5W
	1200	37 - 02N	139 - 31W
	2000	36 - 37N	142 - 25W

28 July 1945

Cruising as before.

Positions:	0800	36 - 03N	146 - 22W
	1200	35 - 50.5N	147 - 30W
	2000	35 - 15.5N	150 - 51W

29 July

Cruising as before.

Positions:	0800	34 - 26.5N	153 - 47W
	1200	34 - 11N	155 - 01W
	2000	33 - 18N	157 - 38W

30 July

Cruising as before.

Positions:	0800	32 - 05N	161 - 07W
	1200	31 - 46.5N	162 - 18.5W
	2000	31 - 05N	164 - 34W

31 July

Cruising as before.

Positions:	0800	29 - 40N	167 - 55W
	1200	29 - 15.5N	168 - 59W
	2000	28 - 24N	171 - 09W

cc: CinCPac
 File


 R. E. LYON

U.S.S. TATE (AKA-70)

REG. NO 480
REG. SHEET NO 19

Serial: 051

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

1 September 1945.

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander-in-Chief, U.S. Fleet.
Subject: War Diary (1 August - 31 August 1945) Submission of.
Reference: (a) Cominch ltr. serial 7152, dated 9 October 1943
(N.D. Bulletin Cum. Ed. 1943, Para. 257).
(b) Pacific Fleet Confidential letter 1CL-45.

56th Transport Division
19th Transport Squadron

1 August (/ 10 Zone Time)

Cruising from SAN FRANCISCO, CALIFORNIA, to GUAM via ENIWETOK with 3620 tons of general cargo and the following passengers: 3 U.S. Army Officers and 85 U.S. Army enlisted men; 6 U.S. Navy officers and 125 U.S. Navy enlisted men. At 0130 retarded all ship's clocks to / 11 Zone Time.

Positions:	0800	26-49N	174-37W
	1200	26-15N	175-40W
	2000	25-07N	177-36W

2 August

Cruising as before. At 0700 crossed International Date line, advanced date to 3 August.

Positions:	0800	23-23N	179-33E
	1200	22-47N	178-36E
	2000	21-33N	176-39E

4 August

Cruising as before. At 0900 retarded all ship's clocks to - 12 Time Zone.

Positions:	0800	19-42N	173-49E
	1200	18-58N	172-41E
	2000	17-42N	170-50E

5 August

Cruising as before.

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Positions:	0800	15-47N	168-10E
	1200	15-08N	167-36E
	2000	13-49N	165-36E

CONFIDENTIAL

Subject: War Diary (1 August - 31 August 1945) - Submission of.

6 August 1

Cruising as before. At 0940 sighted ENIWETOK ATOLL and at 1040 proceeded through Deep Entrance and anchored in Anchorage "E". At 1500 transferred 6 U.S. Navy officers-passengers to Port Director, ENIWETOK. At 2200 the Atoll was alerted to air attack by SOPA, and battle stations were manned for 25 minutes.

Position: 0800 11-46N 163-01E

7 August

Shifted to berth 545 off RUNIT Island at 0800.

8 August - 10 August

Anchored as before.

11 August

Anchored as before. At 0855 got underway for GUAM in obedience to orders from the Port Director, ENIWETOK. At 1045, South of the Atoll, firing practice at a towed sleeve was conducted for all gun crews. The following ammunition was expended: 9 rounds 5"/38, 276 rounds 40 mm, 1350 rounds 20 mm.

Position: 2000 11-34N 159-47E

12 August

Cruising as before. At 0500 all ship's clocks were retarded to - 11 Zone Time. At 1930 all ship's clocks were retarded to - 10 Zone Time.

Positions: 0800 12-10N 156-21E
1200 12-22N 155-17E
2000 12-43N 152-58E

13 August

Cruising as before.

Positions: 0800 13-07N 149-52E
1200 13-16N 148-54E
2000 13-33N 146-58E

14 August

Cruising as before. At 0400 lights from GUAM were sighted. The ship proceeded north of the island and down the west side to APRA HARBOR. A delay off the harbor entrance due to heavy traffic prevented our entry until 1230. At 1300 moored alongside U.S.S. ALDEBARAN (AF-10) in berth #6.

CONFIDENTIAL

Subject: War Diary (1 August - 31 August 1945) - Submission of.

15 August

Moored as before. At 0945 remaining Army and Navy passengers disembarked. At 1415 got underway and at 1500 moored to Pier S2 in AFRA Inner Harbor. At 2045 commenced discharging cargo with Construction Battalion stevedore teams working at all but #4 hatch, which was unloaded by Ship's company.

16 August -22 August

Moored as before, discharging cargo. On 22 August, this ship was ordered by dispatch from CinCPac Advanced Headquarters to report to ComPhibs-Pac when discharged and ready for sea for subsequent duty with the 7th Amphibious Force.

23 August

At 1445 got underway & shifted to berth #9 in the outer harbor. Cargo left aboard was discharged to LCT's.

24 August

At 0500 completed discharging cargo.

25 August

Moored as before. At 2300 received dispatch orders from Commander 7th Amphibious Force to proceed to OKINAWA and report there to ComTransRon 17 and ConTransDiv 50.

26 August

Moored as before. Routing from Port Director (GUAM) directed this ship to ULITHI to join fast OKINAWA - bound convoy sailing from that port 28 August 1945. At 1330 got underway for ULITHI, standard speed 15 Knots. Ship zig-zagged throughout voyage.

Position: 2000 12-36N 143-31E

27 August

Cruising as before. At 1235 sighted ULITHI Islands, proceeded through MUGAI Channel at 1400, and anchored at 1500, in the northern anchorage.

Positions: 0800 10-53N 140-59.5E
1200 10-22N 140-15E

28 August

Anchored as before. Shortly before 0800, the engine room reported a pin connected to the throttle as broken. Inadequate replacement facilities aboard this vessel necessitated a delay of at least 6 hours, and departure was postponed. Port Director (ULITHI) subsequently assigned this vessel to sail 29 August with another convoy.

CONFIDENTIAL

Subject: War Diary (1 August - 31 August 1945) Submission of.

29 August

Anchored as before. At 1330 got underway for OKINAWA in company with T.U. 94.18.20, C.T.U Comdr. LST Group 92 (Comdr. J.G. WINN, USN) in U.S.S. LST 876, Vice-Commodore of convoy in this vessel. This convoy was escorted by U.S.S. DANON M. CUMMINGS (DE-643) and U.S.S. RAYMOND (DE-341), escort commander in CUMMINGS, and consisted of this vessel, LST 876, U.S.S. ATHANASIA (AF-41) and 7 Merchant ships. At 1600, off ULITHI Islands, the formation held practice firing at a towed sleeve. This vessel expended the following ammunition: 833 rounds 20 mm, 212 rounds 40 mm, and 2 rounds 5"/38 calibre. At 1715 the convoy assumed its cruising formation, this vessel in position 3-1.

Position: 2000 10-30N 139-41E

30 August

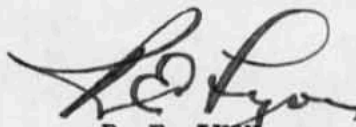
Cruising as before. Skies completely overcast, moderate to large swells from the west. Throughout the voyage, these seas increased in size but on 2 September the overcast skies cleared. At 1600 ship's boat brought aboard for treatment psychoneurotic patient from U.S.S. RAYMOND (DE-341).

Positions: 0800 11-53N 138-48E
1200 12-22N 138-27E
2000 13-22N 137-45E

31 August

Cruising as before.

Positions: 0800 14-46N 136-44E
1200 15-15N 136-25E
2000 16-07N 135-43E


R. E. LYON

Copy to: CinCPac
ComTransRon 17
File

U. S. S. TATE, AKA-70
 c/o Fleet Post Office
 San Francisco, California

File: A12-1
 Ser.: 056

1 October 1945

CONFIDENTIAL

From: The Commanding Officer
 To : The Commander-in-Chief, U. S. Fleet
 Subject: War Diary (1 September - 30 September 1945) -
 Submission of.
 Reference: (a) Cominch ltr. serial 7152 dated 9 October 1943
 (N.D. Bulletin Cum. Ed. 1943, para. 257).
 (b) Pacific Fleet Confidential Letter 1CL-45.
 (c) Commanding Officer's Action Report (KOREAN Occupation)
 of 24 September 1945.

50th Transport Division
 17th Transport Squadron

1 September (- 9 Zone Time)

Cruising from ULITHI to OKINAWA in company with Task Unit 94.18.20, Commander Task Unit Comdr. LST Group 92 (Comdr. J. G. WINN U.S.N.) in U.S.S. LST 876, Vice-Commodore in TATE. Convoy was escorted by the U.S.S. DAMON M. CUMMINGS (DE-643) and the U.S.S. RAYMOND (DE-341), escort Commander in CUMMINGS, and consisted of this vessel, LST 876, the U.S.S. ATHANASIA (AF-41), and 7 Merchant Ships. This vessel in position 3-1.

Positions:	0800	17 - 28N	134 - 39E
	1200	18 - 11N	133 - 59E
	2000	19 - 13N	133 - 12E

2 September

Cruising as before.

Positions	0800	20 - 40N	132 - 13.5E
	1200	21 - 21N	132 - 01E
	2000	22 - 19N	131 - 14E

3 September

Cruising as before.

Positions	0800	23 - 40N	130 - 07E
	1200	24 - 03.5N	129 - 40.5E
	2000	24 - 56N	129 - 00E

U. S. S. TATE, AKA-70

c/o Fleet Post Office

San Francisco, California

File: A12-1

Ser.: 056

1 October 1945

CONFIDENTIAL

Subject: War Diary (1 September - 30 September 1945)
Submission of.

4 September

Cruising as before. At 0130 columns one and two of the formation changed course and proceeded to HAGUSHI Anchorage, OKINAWA. This vessel, as guide, proceeded in company with column 3 to BUCKNER BAY. At 1015 anchored in berth B - 126, BUCKNER BAY, OKINAWA.

5 September

At 0930 got under way and sailed around OKINAWA to HAGUSHI in company with several AKA's. At 1500 anchored in berth H - 291, HAGUSHI. Transport Squadron 17 sailed this date from BUCKNER BAY for JINSEN, KOREA. Having been too late to meet this schedule, this ship was ordered to lift second echelon troops and cargo of ASCOM XXIV at HAGUSHI and, when ready, sail for the KOREAN objective.

6 September

Anchored as before. At 1820 shifted closer to the beach and anchored in berth 294 at 1840.

7 September

Anchored as before. Provisioned ship.

8 September

Ship commenced loading cargo and embarking U.S. Army personnel. LCT's and ship's boats assisted in the loading.

9 September - 10 September.

Anchored as before. At 2400, 10 September, the ship completed loading. Cargo comprised various equipment from ASCOM 24, signal corps, Engineers, and Quartermaster truck corps of the 10th Army, aggregate tonnage 917. TATE embarked 15 U.S. Army Officers and 155 U.S. Army enlisted personnel.

11 September

At 0545, TATE got under way in obedience to Commander Amphibious Group 7 dispatch orders, sortied from HAGUSHI Anchorage with U.S.S. TROUSDALE (AKA-79), U.S.S. DEVOSA (AKA-27), U.S.S. CASWELL (AKA-72), and U.S.S. HOLTON (DE-703). Ships listed formed Task Unit 78.17.1, C.T.U. in this vessel, and proceeded to JINSEN, KOREA, standard speed 14.5 knots. Voyage generally unnotable, weather overcast and squally.

U. S. S. TATE, AKA-70

c/o Fleet Post Office

San Francisco, California

File: A12-1

Ser.: 056

1 October 1945

CONFIDENTIAL

Subject: War Diary (1 September - 30 September 1945) -
Submission of.

Positions:	0800	North of AGUNI SHIMA	
	1200	26 - 43N	126 - 16E
	2000	28 - 03N	124 - 50E

12 September
Cruising as before

Positions:	0800	30 - 48.5N	125 - 34E
	1200	31 - 42N	125 - 52E
	2000	S W of KAKYO TO, KOREA	

13 September

Cruising as before. At 0920, southwest of EAST Channel entrance to JINSEN KO and off MOKUTOKU TO light, this task unit anchored, continued passage having been rendered inadvisable by heavy squalls and greatly reduced visibility. At 1200, with visibility slightly increased, proceeded through East Channel to JINSEN KO escorted by U.S.S. NAWMAN (DE-416) and anchored at 1640. Task Unit dissolved, and commanding officers reported to Commander Transport Squadron 17 (Administrative SOPA) whose orders called for immediate unloading operations. At 2130 commenced discharging cargo.

14 September

Anchored as before. Reference (c) contains operational comment.

15 September

At 1150 completed unloading, got under way with previously listed AKA's and proceeded from the objective. At 1500 rendezvoused with U.S.S. FRYBARGER (DE-705), U.S.S. WOLF (APD-129), U.S.S. HOLTON (DE-703), and U.S.S. AMESBURY (APD-46) off MOKUTOKU TO light. AKA's assumed two-column cruising formation, ships above assumed screening stations; formed Task Unit 78.12.8 in obedience to Port Director's order's, and proceeded to OKINAWA. C.T.U. in this vessel.

Position:	2000	35 - 52N	125 - 16E
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U. S. S. TATE, AKA-70

c/o Fleet Post Office

San Francisco, California

File: A12-1

Ser.: 056

1 October 1945

CONFIDENTIAL

Subject: War Diary (1 September - 30 September 1945) -
Submission of.

16 September

Cruising as before. At 1300, with typhoon advisories indicating that a storm would pass close to our track, ships of this unit were ordered in a radio message from this ship to ballast all available tank spaces and gripe down for heavy seas topside weights. All four AKA's were at light draft. Throughout the day, seas increased from the east and southeast, squalls were frequent, and the barometer showed a drop of from 29.66 to 29.22.

Positions:	0800	32 - 53.5N	125 - 21E
	1200	31 - 58N	125 - 41E
	2000	30 - 07N	125 - 11.5E

17 September - 18 September

Cruising as before. As the storm passed north of OKINAWA, the seas gradually shifted from the northeast to northwest sector and increased considerably in size. At 1430 this date task unit changed course to 093(t) to pass north of island groups above KERAMA RETTO (TORI SHIMA, AGUNI SHIMA, etc.). At 1600, roll of AKA's became such (35 degrees) that further continuance upon routed track endangered ship's boats. Task unit experimented with various courses and decided upon 315(t) at reduced speeds (10 knots). HAGUSHI, and presumably all other western OKINAWA anchorages, had been cleared during this storm, and the entire northwest sector off the island was crossed by innumerable units. This congested condition presented the danger of collision several times during the night, and this unit was maneuvered often to free it from entanglement with other shipping. In general, however, course 315(t) was maintained until 2200 when an attempt was made to head more or less directly for the anchorage in order to realize that objective by dawn. At about 0300 it became possible to maintain course 140(t), and we proceeded without further incident. At 0925, task unit dissolved, and at 1015, this ship anchored in berth 290, HAGUSHI, OKINAWA.

Positions:	0800	27 - 37N	125 - 04E
	1200	27 - 05.5N	125 - 52E
	2000	27 - 09N	126 - 20.5E

19 - 20 September

Anchored as before.

U. S. S. TATE, AKA-70

c/o Fleet Post Office

San Francisco, California

File: A12-1

Ser.: 056

1 October 1945

CONFIDENTIAL

Subject: War Diary (1 September - 30 September 1945) -
Submission of.

21 September

Ship fueled at 0700 and at 1050 anchored just north of U.S.S. CHILTON (APA-38) in obedience to Commander Transport Squadron SEVENTEEN's visual orders.

22 September

At 0815 commenced loading cargo by ship's boats. Continued loading on 23rd.

24 September

At 0705 got underway in company with AKA's DEVOSA, TROUSDALE, and CASWELL and proceeded to NAGO WAN, OKINAWA. At 0950 anchored in berth E - 107. At 1500 commenced loading cargo. Continued loading on 25th.

26 September

At about 0000, completed loading cargo. In obedience to Commander Amphibious Group 7 Operation Order A711-45, TATE lifted various elements of the 1st MARINE Division, reinforced, including 1325 tons of convoy unit loaded cargo, 5 officers, and 147 men. This order provided for transporting and landing in amphibious operation this division in the TIENTSIN - CHINWANGTAO Area of CHINA as a part of the general plan to land the THIRD Amphibious Force Corps in NORTH CHINA. At 1520 sortied from NAGO WAN with TASK UNIT 78.1.1, OTC and guide Commander Transport Squadron 17 in U.S.S. CHILTON (APA-38). TATE assumed position 3-8 in cruising disposition, standard speed set at 12.5 knots.

Position: 2000 26 - 43.5N 127 - 02.5E

27 September

Cruising as before.

Positions: 0800 27 - 50N 124 - 48.5E
1200 28 - 36N 124 - 40.5E
2000 30 - 10N 125 - 17.5E

U. S. S. TATE, AKA-70

c/o Fleet Post Office

San Francisco, California

File: A12-1

Ser.: 056

1 October 1945

CONFIDENTIAL

Subject: War Diary (1 September - 30 September 1945) -
Submission of.

28 September

Cruising as before. In the late afternoon, off KAKYO TO, KOKUZAN SHOTO, the task unit sighted, at intervals, about 8 mines, most of which were disposed of by the screen. At 1645 a mine close aboard column 3 was fired upon by ships in column in succession. The mine was not sunk. Expended the following ammunition 1 round 5"/38 calibre, 234 rounds 40 MM, 160 rounds 20 MM.

Positions:	0800	32 - 26N	125 - 33E
	1200	33 - 10.5N	125 - 15E
	2000	34 - 49N	124 - 35E

29 September

Cruising as before. At about 1800, passed through ROTETSUZAN SUIDO, 13 miles off KWANTUNG Peninsula. CHINESE junks and sampans sighted and investigated. No mines encountered. At 1700 retarded ship's clocks to (-)8 Zone Time.

Positions:	0800	37 - 14.5N	123 - 28E
	1200	37 - 45.5N	122 - 42.5E
	2000	38 - 35.5N	120 - 31E

30 September

Cruising as before. At 0730, anchored in Transport Area D-1, TAKU - TIENTSIN Area. No unloading this date.


R. E. LYON

cc: CinCPac
ComTransRon 17
File

U. S. S. TATE, AKA-70
c/o Fleet Post Office
San Francisco, California

File:
Ser.: 059

4 November 1945

CONFIDENTIAL

From: The Commanding Officer
To : The Commander-in-Chief, U.S. Fleet
Subject: War Diary (1 October - 31 October 1945) - Submission of.
References: (a) Cominch ltr. serial 7152 dated 9 October 1943
(N. D. Bulletin Cum Ed. 1943, para. 257).
(b) Pacific Fleet Conf. ltr. 10L - 45.

50th Transport Division
17th Transport Squadron

1 October - 6 October Zone HOW (minus 8).

Anchored in transport area D-1, TAKU - TIEN-TSEN, CHINA, with Task Unit 78.1.1, CTU Commander Transport Squadron 17 in U.S.S. CHILTON (APA-38). This ship and others in company embarked various elements of the 1st MARINE Division, reinforced, at OKINAWA for passage to this objective, TATE carrying 5 officers, 147 men, and 1325 tons of convoy unit loaded cargo. With ships unloading according to the priority of the cargo carried, we did not receive lighterage service until 1600 on the 2nd of October. From that time until 0430 on the 6th of October, Chinese lighters and LSM'S were made available, and the ship discharged all cargo and passengers. TWO LCM'S remained at TAKU boat pool when ship left the area.

At 2200, 6 October, got underway in obedience to orders from Commander Transport Squadron 17 for MANILA, LUZON, in company with Task Unit 78.13.3, CTU and guide in U.S.S. CRESCENT CITY (APA-21), standard speed 13 knots.

7 October

Cruising as before.

Positions:	0800	38 - 33.5N	120 - 20E
	1200	38 - 14N	121 - 34E
	2000	37 - 07.5N	123 - 23E

8 October

Cruising as before. At 1400 commenced keeping ITEM (minus 9) zone time. At 1700, unit slowed to 10 knots, troop gasoline and ammunition spaces flooded in the face of increasingly rough seas.

Positions:	0800	34 - 36.5N	124 - 34E
	1200	33 - 50N	124 - 55E
	2000	32 - 29N	125 - 25E

153031

U. S. S. TATE, AKA-70

c/o Fleet Post Office

San Francisco, California

File:

4 November 1945

Ser.:

9 October

Cruising as before. 0200 reversed course to evade approaching typhoon. During the late morning, a succession of course changes to the right brought us back on southerly course again. At 1330 increased speed to 15 knots. At 2055 an LCM with an LCVP nested in it were carried over the side from #4 hatch during a roll. Muster of crew held below decks; no personnel loss or casualties.

Positions:	0800	32 - 06.5N	125 - 36.5E
	1200	32 - 09.5N	125 - 48E
	2000	30 - 16.5N	125 - 20E

10 October

Cruising as before. At 0645 reduced speed to 10 knots. At 1230 reduced speed to 7 knots, seas increasing. At 1800 the escort and U.S.S. MONTAUK (LSV-6) diverted and proceeded to OKINAWA. At 2330 increased speed to 14 knots.

Positions:	0800	27 - 28N	124 - 27E
	1200	27 - 21N	124 - 39.5E
	2000	26 - 01N	124 - 57.5E

11 October

Cruising as before. At 2015 increased speed to 16 knots.

Positions:	0800	24 - 17N	123 - 10E
	1200	23 - 33N	122 - 32E
	2000	22 - 08N	121 - 19E

12 October

Cruising as before.

Positions:	0800	19 - 21N	120 - 15E
	1200	18 - 29.5N	119 - 52E
	2000	16 - 26N	119 - 28.5E

13 October

Cruising as before. At 0940 anchored in berth #543, MANILA BAY, LUZON, PHILIPPINE ISLANDS.

14 - 15 October

Anchored as before.

16 October

In obedience to orders from ComTransRon 17, transferred 5 LCM'S to neighboring ships.

U. S. S. TATE, AKA-70

c/o Fleet Post Office

San Francisco, California

File:

4 November 1945

Ser.:

17 October

At 0600 got under way in company with U.S.S. BERGEN (APA-150) and proceeded to SUBIC BAY, LUZON. Anchored at 1100; received 8 LCM's and 1 LCVP from naval shore authorities.

18 October

Got underway from SUBIC at 0600 and anchored in berth #543, MANILA BAY, at 1030.

19 - 22 October

Anchored in MANILA BAY.

23 October

At 0900 got underway in company with Transport Division 49 (temporary) for KOWLOON, CHINA, CTD and guide in U.S.S. CRESCENT CITY (APA-21). Operating under the Commander 7th Amphibious Force operation plan A 1705-45 and Commander Transport Squadron 17 dispatch orders. Outside MANILA BAY, U.S.S. HANOVER (APA-116) assumed tactical command and guide due to gyro failure on the CRESCENT CITY. At 1800 retarded clocks to conform to minus 8 zone.

Positions: 2000 15 - 47N 119 - 02E

24 October

Cruising as before.

Positions: 0800 17 - 56N 117 - 23E
 1200 18 - 30N 116 - 45E
 2000 20 - 05N 115 - 40E

25 October

Cruising as before. At 0930 anchored in JUNK BAY off HONGKONG Island, CHINA. At 1400 retarded clocks to minus 9 zone. At 1710 got underway and at 1830 moored to Pier #2, KOWLOON. Throughout the night, embarked 986 troops of the 13th CHINESE National Army, 54th Division, 161st Regimental Headquarters, 1st Battalion.

Positions: 0800 22 - 06N 114 - 22E

26 October

Got underway from dock and anchored in JUNK BAY at 0746, awaiting passage of ComTransRon 17 in CHILTON. At 0900 got underway, proceeded through TATHONG channel with various units of Transport Squadron 17 in single column of formation, enroute to DAIREN, Manchuria. At 1300, retarded clock's to minus 8 zone.

Positions: 1200 21 - 52N 114 - 38E
 2000 21 - 50N 116 - 32.5E

U. S. S. TATE, AKA-70

c/o Fleet Post Office

San Francisco, California

File:

4 November 1945

Ser.:

27 October

Cruising as before.

Positions:	0800	21 - 50N	119 - 03.5E
	1200	21 - 49N	120 - 13E
	2000	22 - 34.5N	121 - 40.5E

28 October

Cruising as before. At 0100 diverted by Com. 7th Phib. dispatch to TAKU, NORTH CHINA. At 1900 diverted by Com. 7th Phib. dispatch to CHINWANGTAO, NORTH CHINA.

Positions:	0800	24 - 37N	123 - 30E
	1200	25 - 14N	124 - 11.5E
	2000	26 - 37N	124 - 26E

29 October

Cruising as before. At 1115 the body of Private TONG DE SHU was found, death due to intestinal infection. Body committed to the sea at 1400 in latitude 30 - 07N, longitude 125 - 10E.

Positions:	0800	29 - 11.5N	124 - 53E
	1200	29 - 41N	124 - 59E
	2000	31 - 17.5N	125 - 42.5E

30 October

Cruising as before. At 1925, engine room casualty necessitated this ship proceed on one boiler. At 1945, ComTransRon 17 ordered U.S.S. AQUARIUS (AKA-16), U.S.S. TODD (AKA-71) and escort, U.S.S. WEBER (APD-75), form task unit and accompany this ship to the objective. Standard speed reduced to 10 knots. OTC and guide in U.S.S. AQUARIUS.

Positions:	0800	33 - 46N	124 - 54.5E
	1200	34 - 41N	124 - 38E
	2000	36 - 31N	123 - 44.5E

31 October

Cruising as before.

Positions:	0800	37 - 43.5N	122 - 36.5E
	1200	38 - 01.5N	122 - 05.5E
	2000	38 - 39N	121 - 02E

R. E. LYON

cc: CinCPac
ComTransRon 17
File

U. S. S. TATE, AKA-70

c/o Fleet Post Office

San Francisco, California

File: AKA70/A12-1/wjf

Ser.: 230

6 December



From: The Commanding Officer.
To : The Secretary of The Navy
(Director of Public Information.)

Subject: Ship's History.

Reference: (a) ALPac 318.

Enclosure: (A) Three (3) copies Ship's History.
(B) Supplement #1 to Ship's History - List of Successive
Commanding Officers during the War Period.

1. In compliance with reference (a), Enclosure (A) and (B) are forwarded herewith.


R. E. LYON

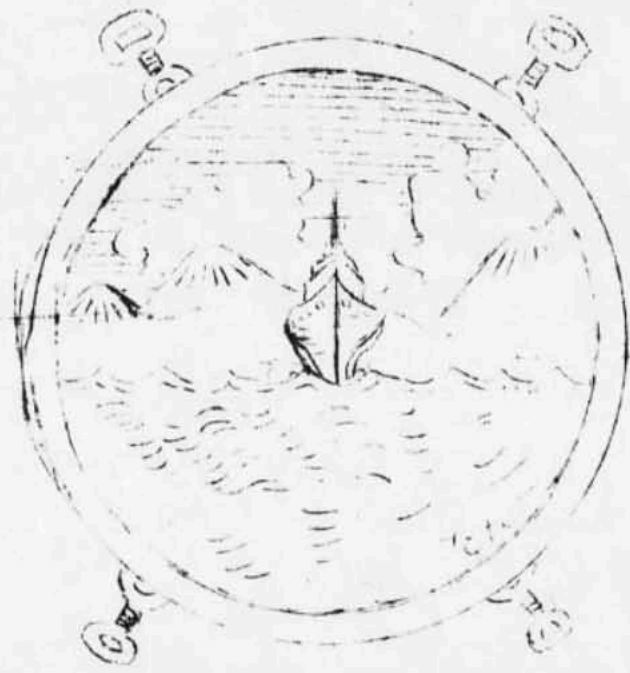
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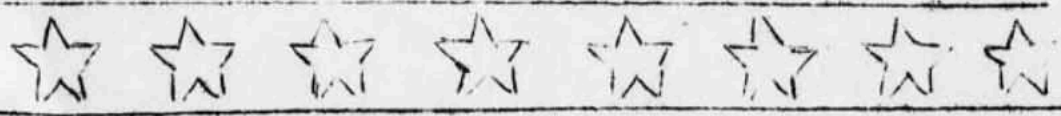
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War History
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U.S.S. TATE



COMDR. R. E. LYON
 COMMANDING



HISTORY OF THE U.S.S. TATE (AKA-70)

The keel of the USS TATE (AKA_70) was laid 22 July 1944 in the yard of the North Carolina Shipbuilding Company, Wilmington, North Carolina. On the same day, in Newport, Rhode Island, the first member of the crew assigned to the USS TATE Pre-commissioning Detail reported for duty at the Naval Training Station. Simultaneously, at the U.S. Naval Amphibious Training Base, Fort Pierce, Florida, the Landing Boat Group was in training. These three elements were joined on 25 November 1944, when the USS TATE was placed in full commission at the Charleston Navy Yard, Charleston, South Carolina. Lieutenant Commander William JORDAN assumed command.

The development and activity of the USS TATE followed in general the program designed for transport and cargo assault vessels. The Shake-down Cruise in Chesapeake Bay occupied the first two weeks of December, with firing tests, speed tests, and other training exercises were conducted. On December 16th Lieut-Comdr. R. E. LYON relieved Lieut-Comdr., William JORDAN as Commanding Officer and the ship sailed several days later on its first assignment, to Davisville, Rhode Island, to load general cargo for Pearl Harbor, T.H.

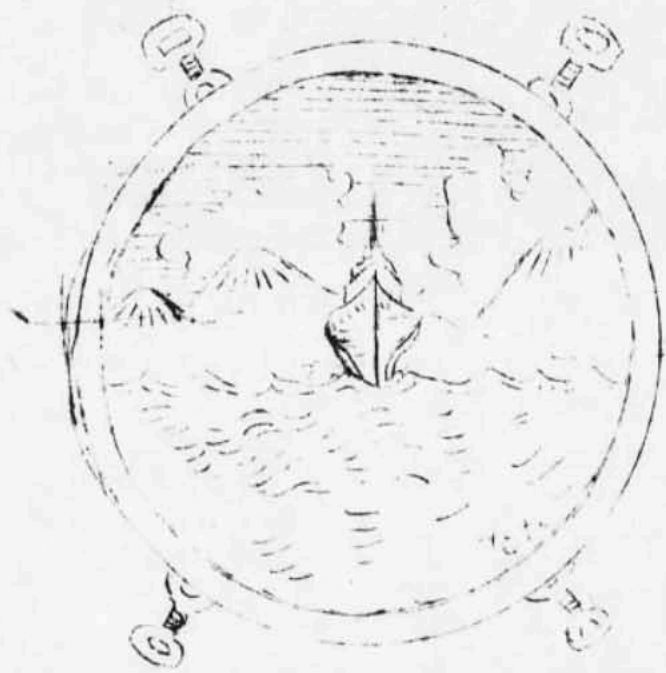
The USS TATE left Davisville, and the United States, on a cold December morning and set her course for the Canal Zone and the troubled skies and waters of the Pacific. After a brief stop at Cristobal, and another at Pearl Harbor and Port Allen, Kauai, T.H., for discharging and loading cargo, and personnel, the ship sailed for Eniwetok, in the Marshall Islands. There she met her sister ships of transport Squadron 17, with whom she was to share so many adventures. In February, in convoy for the first time, she sailed for Leyte Gulf, P.I. On 22 February 1945, after stops in Ulithi, Caroline Islands, and Kossol Roads, Palau Islands, the



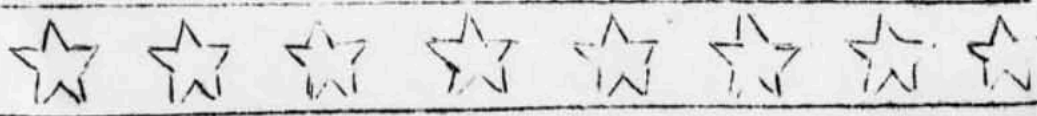
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U.S.S. *Walter H. H. H. H. H. H. H.*



COMDR. R. E. LYDIN
 COMMANDING



N-O-T-I-C-E

The information contained in this history is non-classified, and may be freely discussed or reprinted in periodicals, newspapers, and other organs.

HISTORY OF THE U.S.S. TATE (AKA-70)

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USS TATE arrived in Leyte Gulf from which point she proceeded to Samar, P.I., to discharge cargo and personnel. It is to be noted that exactly seven months after her keel was laid, or less than three months after commissioning, the ship was completing its first mission in the forward area - her second wartime mission.

In March and April, the USS TATE trained for and participated in the Amphibious Operation for the capture of the Olinawa Gunto. She was combat loaded off Tarraguna, Leyte, with personnel and equipment of the U.S. Army 77th Infantry Regiment. On the 21st of March she sailed as a unit of the Western Islands Attack Group, Rear Admiral KILAND in command, for the assault and capture of the Kerama Retto, a small group of Islands to the South and West of Okinawa. Landing craft and personnel of this vessel participated in invasions and subsequent transportation of personnel and supplies to the beaches of AKA SHIMA, KUBA SHIMA, YAKARI SHIMA and ZAMAMI SHIMA. All operations were successfully completed, and the ships withdrew to a waiting area.

Three weeks later the USS TATE was again participating in the assault and capture of an enemy island: IE SHIMA, where the famous war correspondent, Ernie Pyle, was killed. From 16 - 22 April her small boats successfully carried personnel, ammunition, and cargo to the beachheads.

After 28 days in the Olinawa area, the USS TATE withdrew to quieter waters. During these four weeks she had been subjected to attacks by enemy aircraft, submarines, and suicide boats. Enemy suicide planes struck vessels ahead and abeam of her position in formation, and an escort vessel was exploded and sunk.

On less strenuous duty, the ship sailed to Saipan, Marianas Islands, and from there to Guadalcanal, Solomon Islands, where she loaded marine personnel and cargo for Guam. In June she set her course from Guam for the United States, and arrived in Seattle, Washington. After a short yard availability, she sailed once again with a load of personnel and cargo, via San Francisco, where she took aboard a full complement of landing craft, for Guam. There, only a few hours after arrival, the news of the Japanese offer of surrender was announced, and with it, the war time cruise of the USS TATE came to an end.

Subsequent to the Japanese surrender, the ship has been employed in the occupation of Korea and Tientsin, China.

On 25 November 1945, the USS TATE will have completed one year in full commission. In this period she will have traveled approximately 53,000 miles, carried a total of 16,000 tons of cargo, expended 2,471 rounds of ammunition in action against the enemy, and anchored in smoke screens made by her own boats a total of 64 hours to evade enemy detection.

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USS TATE, AKA-70

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Reg. No. 205
R. S. No. 4 03501

File: KA70/A16-3

Ser.: 024

c/o Fleet Post Office
San Francisco, Calif.
10 April 1945

CONFIDENTIAL

From: The Commanding Officer.
To: Commander in Chief, United States Fleet.
Via: (1) ComTransDiv 50
(2) ComTransRon 17
(3) Commander Task Force 51

Subject: KERAMA RETTO Action of 26 March - 3 April, report on.

Reference: (a) U. S. Navy Regulations, 1920, Art. 712, 874 (6).

1. The following reports of anti-aircraft action off KERAMA RETTO during the period 26 March - 3 April is submitted in accordance with reference (a).

2. During March, this ship, operating in obedience to CTF 51 OP Plan Al-45 and operating in company with TG 51.1.1 loaded at Tarraguna, LEYTE, and took part in extensive maneuvers in LEYTE GULF in preparation for the seizure of KERAMA RETTO. We sailed 21 March and arrived the morning of 26 March, approaching the group of islands from the westward where boats were launched and landings conducted. Except for the nights of 30-31 March and 31 March - 1 April, various units of this task group and screen retired nightly from the island area before sunset and proceeded south and west, reversing course in time to arrive back at about sunrise. It was along these routes that most enemy activity was encountered. Opposition was entirely from the air throughout this period. The original provision in the operations plan was for this group to retire on a different and previously designated tract after 1 April, when the OKINAWA campaign opened and when command of TG 51.1.1 was changed from Commander Amphibious Group Seven to ComTransRon Seventeen, but this was never executed.

3. Movement from LEYTE GULF to KERAMA RETTO was completely unopposed, although several mines were sighted and detonated during the last three days. One enemy plane, JUDY, closed to within eight (8) miles at 1820, 25 March, but failed to attack. On the morning of 26 March, after entering the transport area, radar reported about ten (10) enemy planes in the vicinity, and at about 0530, in twilight, they attacked. These planes did not penetrate the transport area. Action lasted about a half-hour in which time at least two suiciders were observed missing their targets and one plane shot down. This ship did not have occasion to open fire. Through 28 March, we followed the normal plan. There were several air alerts without incident.

At 0400, 29 March, proceeding back to the anchorage in KERAMA RETTO after night retirement, an enemy dive bomber, VAL, crossed our stern flying low, and the USS WYANDOT (AKA 92) reported a near miss two minutes later. We were at general quarters. Our last radar report had tracked the plane in to 15 miles, bearing 235°, course 070°, at 0345. At 0435 WYANDOT broke from the

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USS TATE, AKA-70

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formation, flooding forward, and proceeded with escort to KERAMA. At 2305, 29 March, again on retirement, we were again attacked, and although heavy firing and possible bomb explosions were observed in and around the escort vessels, no planes closed the transport formation.

From 1 April - 3 April, the weather was mild and generally cloudy. A thick dark haze, greatly reducing surface visibility, hung over the water. This seemed concentrated around OKINAWA.

On the morning of 2 April, after two uneventful nights at the anchorage, we were attacked on the returning leg of the retirement route at 0336. Two planes were observed, one of which, probably a suicider, dove low over this ship and crashed astern of the USS RIXEY (APH 3), 800 yards on our Starboard bow. Several hits were thought to be scored on this plane, a BETTY, but we do not credit ourselves with its destruction. Later in the morning, at 0530, three or possibly four enemy planes were tracked by radar more or less circling west of us at a range of 12 - 14 miles. Friendly planes were in the vicinity. At 0600, an enemy plane closed from east of us. We opened fire and scored hits at 0608, and at 0610, by TBS, the USS EASTLAND (APA 163) reported a near miss but with negligible damage.

At 1830, 2 April, again on retirement, radar commenced tracking enemy planes from 40 miles, bearing 240° (T). One of these, at last TBS report, closed to 12 miles. Condition of readiness I-E was set by OTC, and the control to hold fire unless attacked was placed in effect. The following is as accurate a chronological summary as we could make:

- 1840 Three enemy planes, three friendlies, visually observed in pursuit west of formation. One suicider dives at USS TELFAIR (APA 210) apparently crashing close aboard to starboard.
- 1841 General Quarters. Enemy twin-engined bomber from east, fired upon by port ready guns of this ship, suicides into bridge of USS HENRICO (APA 45), port side, dropping and scoring two bombs just before she hit. HENRICO, totally disabled, drops from formation, superstructure aflame.
- 1855 Observed a sizable splash about 4000 yards off our starboard bow, believed to be plane which hit USS GOODHUE (APA 207).
- 1900 About six enemy planes closing from northwest and southeast, seen visually.
- 1903- Emergency 9 turn brought planes abeam, two definitely shot down. Emergency turns continue. Plane attacking high off port bow reverses course and flees. We believe we inflicted damage.
- 1905 USS DICKERSON (APD 21) hit by suicider about three miles off our port bow, large explosion observed.

We remained at general quarters all night. Many enemy and many friendly planes were reported. At 0533, 3 April, with several friendly planes

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USS TATE, AKA-70

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in the area, radar tracked from 10 to 12 enemy planes at 240° (T) from 40 to 9 miles closing on the formation. It is believed these planes were intercepted, for we never saw them. At 0604, four unidentified planes closed visually from the east, the formation opened fire. These planes, at about 10,000 feet, immediately reversed course, and it was observed at this time that they were probably F4U Corsairs. Both enemy and friendly planes had been reported by radar and TBS to be in the vicinity from which these planes appeared.

4. Performance of ordnance material and equipment excellent.
5. This ship suffered no battle damage.
6. **The performance of personnel in these actions was excellent.**
There were no casualties in this ship.


R. E. LYON

Copy to:

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ComTransRon 17
CTF 51
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3

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Anti-aircraft Action Report

Location of ship (area) U.S.S. TATE (AKA-7C)

Zone Time . . . (-) 9, 1820 25 March 1945
(date)

1. Surprise attack (yes or no) . . . No . . . Day or Night . . . Day

2. Method picking plane up (Radar, binoculars, naked eye) .. Radar.....

3. Range plane was picked up (50, 30, 10, less than 5 miles) . 20 miles...

4. Total number of planes observed.. one . . . TYPE Judy.....

5. Number of planes attacking own ship . None. TYPE?.....

6. Number of planes taken under fire by own ship ... None.....

(a) Of those attacking own ship . . . None . . . TYPE ...?.....

(b) Others None . . . TYPE ...?.....

7. Speed and altitude of approach in knots and feet . Unknown . . flying low.

8. Number of guns firing - by caliber

9. Ammunition expended - by caliber and type

10. Percent service allowance expended

11. Method of control Method of spotting

Method of ranging Method of firing

12. Approximate time-tracking to first shot

13. Approximate time of first hits

14. Approximate time first shot to last shot

15. Approximate position angle open fire

16. Approximate position angle cease fire

17. Approximate bearing first shot

18. Approximate bearing last shot

19. Approximate range first shot Altitude of plane

20. Approximate minimum range aircraft approached Altitude 8 low

21. Approximate range last shot Altitude of plane

22. Approximate altitude of bomb release Size of bomb

23. Approximate range torpedo release Size of torpedo

24. Number of hits on ship by bombs None by torpedos None

Was ship strafed? No . . . Size gun

25. Number near bomb misses damaging ship

26. Planes shot down: SURE SURE Probable Damaged

(By own ship alone) (Assist)

(a) Those attacking own ship None None None

(b) Other aircraft None None None

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

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

29. What failures in material occurred in this action?

30. Sketch: (a) Indicate direction of attack relative ship's head.

(b) Show relative position of sun. (c) Indicate own maneuvers.

Location of ship (area) Off Karana Retto, Ryukyu U.S.S. TATE (AXA-70)Zone Time (-) 9, 0243 - 0830 26 March 1945
(date)

1. Surprise attack (yes or no) No . . . Day or Night Day
2. Method picking plane up (Radar, binoculars, naked eye) Radar, Naked Eye
3. Range plane was picked up (50, 30, 10, less than 5 miles) 12-3 miles
4. Total number of planes observed.. 8 . . . TYPE Tony, others unknown.
5. Number of planes attacking own ship None . . . TYPE . . .
6. Number of planes taken under fire by own ship None
 (a) Of those attacking own ship None . . . TYPE . . .
 (b) Others TYPE . . .
7. Speed and altitude of approach in knots and feet Alt. about 2000 feet..
8. Number of guns firing - by caliber None
9. Ammunition expended - by caliber and type None
10. Percent service allowance expended None
11. Method of control Method of spotting . . .
 Method of ranging Method of firing . . .
12. Approximate time-tracking to first shot . . .
13. Approximate time of first hits . . .
14. Approximate time first shot to last shot . . .
15. Approximate position angle open fire . . .
16. Approximate position angle cease fire . . .
17. Approximate bearing first shot . . .
18. Approximate bearing last shot . . .
19. Approximate range first shot Altitude of plane . . .
20. Approximate minimum range aircraft approached 3500 yds Altitude crashed
21. Approximate range last shot Altitude of plane . . .
22. Approximate altitude of bomb release Size of bomb . . .
23. Approximate range torpedo release Size of torpedo . . .
24. Number of hits on ship by bombs None by torpedoes None
 Was ship strafed? No Size gun . . .
25. Number near bomb misses damaging ship None
26. Planes shot down: SURE SURE Probable Damaged
 (By own ship alone) (Assist)
 (a) Those attacking own ship None None None
 (b) Other aircraft None None None
27. Best estimate of size gun or guns responsible for each "SURE" . . .
28. Performance of ammunition (excellent, good, bad, poor) . . .
29. What failures in material occurred in this action? . . .
30. Sketch: (a) Indicate direction of attack relative ship's head.
 (b) Show relative position of sun. (c) Indicate own maneuvers.

Location of ship (area) Retirement Route.....U.S.S. TATE (AKA-7C)

Zone Time . . . (-) 9, 0340 - 0650 29 March 1945
(date)

1. Surprise attack (yes or no) Day or Night . . .Night

2. Method picking plane up (Radar, binoculars, naked eye) ..Radar.....

3. Range plane was picked up (50, 30, 10, less than 5 miles) 30 miles...

4. Total number of planes observed.. one . . . TYPE ...Val.....

5. Number of planes attacking own ship one . . . TYPE ...Val.....

6. Number of planes taken under fire by own ship One.....

(a) Of those attacking own ship . one . . . TYPE ...Val.....

(b) Others TYPE

7. Speed and altitude of approach in knots and feet .Low, 210 knots.....

8. Number of guns firing - by caliber 2 - .40 MM, ... 4 - .20 MM.....

9. Ammunition expended - by caliber and type 32 - .40 MM, ... 240 - .20 MM....

10. Percent service allowance expended

11. Method of control Director, Manual. Method of spotting ...Visual....

Method of ranging . . . Visual . . . Method of firingT.T......

12. Approximate time-tracking to first shot 0.....

13. Approximate time of first hits . 0400

14. Approximate time first shot to last shot . 0400 - 0401

15. Approximate position angle open fire 10 degrees

16. Approximate position angle cease fire . -"

17. Approximate bearing first shot 235 degrees

18. Approximate bearing last shot . 175 degrees

19. Approximate range first shot 3000 yards.... Altitude of plane 300 feet

20. Approximate minimum range aircraft approached 0.....Altitude 300 feet

21. Approximate range last shot ...T.T......Altitude of plane 300 feet

22. Approximate altitude of bomb release ...T.T..... Size of bomb ...T.T...

23. Approximate range torpedo release T.T...... Size of torpedo T.T....

24. Number of hits on ship by bombs None.... by torpedos ...None.....

Was ship strafed? . . Ne Size gun . . .-"

25. Number near bomb misses damaging ship None

26. Planes shot down: SURE SURE Probable Damaged
(By own ship alone) (Assist)

(a) Those attacking own ship None None ?

(b) Other aircraft

27. Best estimate of size gun or guns responsible for each "SURE" ..T.T.

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.

Location of ship (area) Retirement Route U.S.S. TATE (AKA-70)

Zone Time . . . (-) 9, 2256, 2400 29 March 1945
(Date)

1. Surprise attack (yes or no) . Yes . . Day or Night ~~Day~~ Night

2. Method picking plane up (Radar, binoculars, naked eye) Radar

3. Range plane was picked up (50, 30, 10, less than 5 miles) 23 miles

4. Total number of planes observed.. One . . . TYPE Betty (9)

5. Number of planes attacking own ship 0 . . . TYPE

6. Number of planes taken under fire by own ship 0

(a) Of those attacking own ship . . 0 . . . TYPE

(b) Others 0 . . . TYPE

7. Speed and altitude of approach in knots and feet

8. Number of guns firing - by caliber 0

9. Ammunition expended - by caliber and type 0

10. Percent service allowance expended

11. Method of control Method of spotting

Method of ranging Method of firing

12. Approximate time-tracking to first shot

13. Approximate time of first hits

14. Approximate time first shot to last shot

15. Approximate position angle open fire

16. Approximate position angle cease fire

17. Approximate bearing first shot

18. Approximate bearing last shot

19. Approximate range first shot Altitude of plane

20. Approximate minimum range aircraft approached Altitude

21. Approximate range last shot Altitude of plane

22. Approximate altitude of bomb release Size of bomb

23. Approximate range torpedo release Size of torpedo

24. Number of hits on ship by bombs 0 by torpedos 0

Was ship strafed? . . No Size gun

25. Number near bomb misses damaging ship . 0

26. Planes shot down: SURE SURE Probable Damaged

(By own ship alone) (Assiat)

(a) Those attacking own ship None None None

(b) Other aircraft None None None

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

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

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.

- Location of ship (area) Retirement Route U.S.S. TATE (AKA-70)
- Zone Time (-) 9, 0236 = 0410 2 April 1945
(date)
1. Surprise attack (yes or no) No Day or Night Night
 2. Method picking plane up (Radar, binoculars, naked eye) Radar
 3. Range plane was picked up (50, 30, 10, less than 5 miles) 19 miles
 4. Total number of planes observed.. two TYPE Betty
 5. Number of planes attacking own ship one TYPE Betty
 6. Number of planes taken under fire by own ship one
(a) Of those attacking own ship one TYPE Betty
(b) Others one TYPE Betty
 7. Speed and altitude of approach in knots and feet 150 knots, 400 feet
 8. Number of guns firing - by caliber 1 - 40 MM; 4 - 20 MM
 9. Ammunition expended - by caliber and type 10 rounds of 40 MM, 240 of 20 MM
 10. Percent service allowance expended -
 11. Method of control Director, Manual Method of spotting Visual
Method of ranging Visual Method of firing -
 12. Approximate time-tracking to first shot 0
 13. Approximate time of first hits 0336
 14. Approximate time first shot to last shot 0336- 0338
 15. Approximate position angle open fire 5 degrees
 16. Approximate position angle cease fire 3 degrees
 17. Approximate bearing first shot 260 degrees
 18. Approximate bearing last shot 000 degrees
 19. Approximate range first shot 500 yards Altitude of plane 400 feet
 20. Approximate minimum range aircraft approached 500 yds Altitude 400 feet
 21. Approximate range last shot 1500 yards Altitude of plane 400 feet
 22. Approximate altitude of bomb release - Size of bomb -
 23. Approximate range torpedo release - Size of torpedo -
 24. Number of hits on ship by bombs 0 by torpedoes 0
Was ship strafed? No Size gun -
 25. Number near bomb misses damaging ship 0
 26. Planes shot down: SURE SURE Probable Damaged
(By own ship alone) (Assist)
(a) Those attacking own ship none none one (1)
(b) Other aircraft none none none
 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.

- Location of ship (area) Retirement Route U.S.S. TATE (AKA-7C)
- Zone Time (-) 9, 0519 - 0652 2 April 1945
1. Surprise attack (yes or no) No Day or Night Twilight
2. Method picking plane up (Radar, binoculars, naked eye) Radar
3. Range plane was picked up (50, 30, 10, less than 5 miles) 14 miles.
4. Total number of planes observed 3 TYPE one SCUI4, others unknown
5. Number of planes attacking own ship 0 TYPE " "
6. Number of planes taken under fire by own ship one
- (a) Of those attacking own ship " " TYPE " "
- (b) Others one TYPE SCUI4
7. Speed and altitude of approach in knots and feet 150 knots, 500 feet.
8. Number of guns firing - by caliber 2 - 40 MM; 9 - 20MM; 1 - 5" /38
9. Ammunition expended - by caliber and type 166 - 40 ; 300 - 20 MM ; 2 - 5"/38
10. Percent service allowance expended " "
11. Method of control Director, Manual Method of spotting Visual
- Method of ranging Visual Method of firing " "
12. Approximate time-tracking to first shot 0
13. Approximate time of first hits 0608
14. Approximate time first shot to last shot 0608 - 0610
15. Approximate position angle open fire 10 degrees
16. Approximate position angle cease fire 12 degrees
17. Approximate bearing first shot 105 degrees (T)
18. Approximate bearing last shot 170 degrees (T)
19. Approximate range first shot 2500 yards Altitude of plane 500 feet
20. Approximate minimum range aircraft approached 2200 yds Altitude 600 feet
21. Approximate range last shot 5000 yards Altitude of plane 900 feet
22. Approximate altitude of bomb release " " Size of bomb " "
23. Approximate range torpedo release " " Size of torpedo " "
24. Number of hits on ship by bombs 0 by torpedos 0
- Was ship strafed? 0 Size gun " "
25. Number near bomb misses damaging ship 0
26. Planes shot down: SURE Probable Damaged
- (By own ship alone) (Assist)
- (a) Those attacking own ship none none none
- (b) Other aircraft none none one (1)
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.

- Location of ship (area) Retirement Route U.S.S. TATE (AXA-7C)
- Zone Time (-) 9, 1830 - 2130 2 April 1945
(date)
1. Surprise attack (yes or no) No Day or Night Twilight
2. Method picking plane up (Radar, binoculars, naked eye) Radar
3. Range plane was picked up (50, 30, 10, less than 5 miles) 40 miles
4. Total number of planes observed, 10 TYPE Freccos 12 and others
5. Number of planes attacking own ship Unknown TYPE None
6. Number of planes taken under fire by own ship four
(a) Of those attacking own ship Unknown TYPE Freccos 12 & others
(b) Others four TYPE Freccos 12 & others
7. Speed and altitude of approach in knots and feet various
8. Number of guns firing - by caliber 4-100's 16 = 2000 ; 1-5"/38 ; 5 = 50 Cal.
9. Ammunition expended - by caliber and type 225 = 40 mm ; 750 = 20 mm ; 6 = 5"/38
10. Percent service allowance expended " " " " " "
11. Method of control Director, Manual Method of spotting Visual
Method of ranging Visual Method of firing " " "
12. Approximate time-tracking to first shot 0
13. Approximate time of first hits 1841
14. Approximate time first shot to last shot unknown
15. Approximate position angle open fire 5 degrees
16. Approximate position angle cease fire " " " "
17. Approximate bearing first shot 300 degrees (T)
18. Approximate bearing last shot " " " "
19. Approximate range first shot 2000 yards Altitude of plane 400-500 feet
20. Approximate minimum range aircraft approached 1200 yds Altitude 300 feet
21. Approximate range last shot 1200 yards Altitude of plane 300 feet
22. Approximate altitude of bomb release " " " " Size of bomb " "
23. Approximate range torpede release " " " " Size of torpede " "
24. Number of hits on ship by bombs 0 by torpedes 0
Was ship strafed? " " " " Size gun " "
25. Number near bomb misses damaging ship 0
26. Planes shot down: SURE SURE Probable Damaged
(By own ship alone) (Assisted)
(a) Those attacking own ship None two (2) None
(b) Other aircraft None two (2) one (1)
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.

U. S. S. TATE (AKA-70)
3 April 1943

- Location of ship (area) (-) 9, 0346 - 0700
- Zone Time No Twilight (date)
1. Surprise attack (yes or no) Day or Night Naked Eye
2. Method picking plane up (Radar, binoculars, naked eye) 3 - eyes
3. Range plane was picked up (50, 30, 10, less than 5 miles) four 740 yards
4. Total number of planes observed.. 0 TYPE
5. Number of planes attacking own ship TYPE four
6. Number of planes taken under fire by own ship
(a) Of those attacking own ship TYPE
(b) Others TYPE Speed unknown; 10,000 feet
7. Speed and altitude of approach in knots and feet 1, 20 km ; 2 = 20 km
8. Number of guns firing - by caliber 25 = 20 mm ; 106 = 20 mm
9. Ammunition expended - by caliber and type
10. Percent service allowance expended Director, Manual Visual
11. Method of control Visual Method of spotting
Method of ranging Method of firing
12. Approximate time-tracking to first shot No hits
13. Approximate time of first hits 0604 + 0605
14. Approximate time first shot to last shot 45 degrees
15. Approximate position angle open fire 50 degrees
16. Approximate position angle cease fire 090 degrees
17. Approximate bearing first shot 090 degrees
18. Approximate bearing last shot unknown 10,000 feet
19. Approximate range first shot Altitude of plane
20. Approximate minimum range aircraft approached Altitude unknown
21. Approximate range last shot Altitude of plane
22. Approximate altitude of bomb release Size of bomb
23. Approximate range torpedo release 0 Size of torpedo
24. Number of hits on ship by bombs by torpedoes
Was ship strafed? Size gun 0
25. Number near bomb misses damaging ship
26. Planes shot down: SURE SURE Probable Damaged
(By own ship a ~~none~~) (As ~~none~~) none
(a) Those attacking own ship none
(b) Other aircraft
27. Best estimate of size gun or guns responsible for each
28. Performance of ammunition (excellent, good, bad, ~~none~~)
29. What failures in material occurred in this action?
30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun. (c) Indicate own maneuvers.

1 April 1945

1. The following services of boats, above those assigned to the Boat Pool, were rendered:

- (a) The LCP(L) was used daily by the Boat Group Commander in the attack on Kerama Retto, direction of traffic to the beaches, transporting prisoners of war and evacuating casualties.
- (b) Four (4) LCVP's were assigned as ambulance boats for the evacuation of casualties from the division beaches.
- (c) Two (2) LCVP's aided in the evacuation of casualties from the U.S.S. KIMBERLY (DD-521) to the US.S. RIXEY (PA-3).
- (d) Two (2) LCM's participated in the towing of pontoons to Kiese Shima.

2. On 26 March the U.S.S. HOPPING (APD-51) received 1335 barrels of burnable fuel, and U.S.S. BARR (APD-39) refueled with 684 barrels. On 27 March the U.S.S. HOBSON (DMS-26) took on 1592 barrels, and on 28 March the U.S.S. SHANNON (DM-25) received 783 barrels of burnable fuel.

3. On 27 March the U.S.S. HOBSON (DMS-26) was supplied with 1370 pounds of miscellaneous refrigerated stores. On 28 March LCI 472 came alongside for fresh water.

4. On 27 March LCI 440 received 1200 rounds (75 cans) of 40 MM ammunition.

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USS TATE, AKA-70

File: AKA-70/A16-3

Ser.: 032

c/o Fleet Post Office
San Francisco, Calif.,
9 May 1945.

CONFIDENTIAL

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

Subject: Report of Capture of OKINAWA GUNTO, Phases I and II.

Reference: (a) Article 712, 874(6) U. S. Navy Regulations.
(b) Pacific Fleet Conf. Ltr. 1CL-45.
(c) ComPhibsPac Conf. despatch 260305 of April 1945.

1. In accordance with reference (a), (b) and (c) the following report is submitted. All times ITEM (-9).

PHASE I

PART III, Chronological Account:

On the morning of 26 March, after entering the transport area, radar reported about ten (10) enemy planes in the vicinity, and at about 0530, in twilight, they attacked. These planes did not penetrate the transport area. Action lasted about a half-hour in which time at least two suiciders were observed missing their targets and one plane shot down. This ship did not have occasion to open fire. Through 28 March, we followed the normal plan. There were several air alerts without incident.

At 0400, 29 March, proceeding back to the anchorage in KERAMA RETTO after night retirement, an enemy dive bomber, VAL, crossed our stern flying low, and the USS WYANDOT (AKA-92) reported a near miss two minutes later. We were at general quarters. Our last radar report had tracked the plane in to 15 miles, bearing 235°, course 070°, at 0345. At 0435 WYANDOT broke from the formation, flooding forward, and proceeded with escort to KERAMA. At 2305, 29 March, again on retirement, we were again attacked, and although heavy firing and possible bomb explosions were observed in and around the escort vessels, no planes closed the transport formation.

From 1 April to 3 April, the weather was mild and generally cloudy. A thick dark haze, greatly reducing surface visibility, hung over the water.

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USS TATE, AKA-70

File: AKA-70/A16-3

Ser.: 032

c/o Fleet Post Office
San Francisco, Calif.,
9 May 1945.

CONFIDENTIAL

Subject: Report of Capture of OKINAWA GUNTO, Phases I and II.

On the morning of 2 April, after two uneventful nights at the anchorage, we were attacked on the returning leg of the retirement route at 0336. Two planes were observed, one of which, probably a suicider, dove low over this ship and crashed astern of the USS RIXEY (APH-3), 800 yards on our starboard bow. Several hits were thought to be scored on this plane, a BETTY, but we do not credit ourselves with its destruction. Later in the morning, at 0530, three or possibly four enemy planes were tracked by radar circling west of us at a range of 12 to 14 miles. Friendly planes were in the vicinity. At 0600, an enemy plane closed from east of us. We opened fire and scored hits at 0608, and at 0610, by TBS, the USS EASTLAND (APA-163) reported a near miss but with negligible damage.

At 1830, 2 April, again on retirement, radar commenced tracking enemy planes from 40 miles, bearing 240°(T). One of these, at last TBS report, closed to 12 miles. Condition of readiness 1-E was set by OTC, and the control to hold fire unless attacked was placed in effect. The following is as accurate a chronological summary as could be made:

- 1840 Three enemy planes, three friendlies, visually observed in pursuit west of formation. One suicider dives at USS TELFAIR (APA-210) apparently crashing close aboard to starboard.
- 1841 General Quarters. Enemy twin-engined bomber from east, fired upon by port ready guns of this ship, suicides into bridge of USS HENRICO (APA-45), port side, dropping and scoring two bombs just before she hit. HENRICO, totally disabled, drops from formation, superstructure aflame.
- 1855 Observed a sizable splash about 4000 yards off starboard bow, believed to be plane which hit USS GOODHUE (APA-207).
- 1900 About six (6) enemy planes closing from northwest and southeast, seen visually.
- 1903- Emergency 9 turn brought planes abeam, two definitely shot down.
- 1904 Emergency turns continue. Plane attacking high off port bow reverses course and flees. We believe we inflicted damage.
- 1905 USS DICKERSON (APD-21) hit by suicider about three miles off our port bow, large explosion observed.

Ships remained at general quarters all night. Many enemy and many friendly planes were reported. At 0533, 3 April, with several friendly planes in the area, radar tracked from 10 to 12 enemy planes at 240°(T) from 40 to 90 miles closing on the formation.

USS TATE, AKA-70

File: AKA-70/A16-3

Ser.: 032

c/o Fleet Post Office
San Francisco, Calif.,
9 May 1945.

CONFIDENTIAL

Subject: Report of Capture of OKINAWA GUNTO, Phases I and II.

It is believed these planes were intercepted, for we never saw them. At 0604, four unidentified planes closed visually from the east, the formation opened fire. These planes, at about 10,000 feet, immediately reversed course, and it was observed at this time that they were probably F4U GOSAIRS. Both enemy and friendly planes had been reported by radar and TBS to be in the vicinity from which these planes appeared.

PHASE II

PART III, Chronological Account:

On 3 April, this ship, in company with various units of T.G. 51.1.1 and screen, retired to a waiting area southeast of OKINAWA. On 13 April, this task group proceeded back and anchored 14 April at HAGUSHI Anchorage, OKINAWA. This unit returned to participate in landings on IE SHIMA, 16 April.

At 1923, 14 April, alerted to general quarters, enemy planes having been reported from the southeast, distant 35 miles. At 1931, the smoke plan was executed on order, ceased at 1943, and general quarters secured at 1947. No enemy planes were seen during this period.

Another air alert on the morning of 15 April failed to materialize into action. At 1823, 15 April, we set condition I, and at 1841, three unidentified planes were picked up visually over OKINAWA flying southwest at medium altitude. Shore batteries and anti-aircraft batteries from landing craft along the beaches opened fire. These planes were well beyond our effective range. At 1843, two of these planes were seen shot down over the island, and the other reversed course and escaped to the north. At 1920, a BETTY, passing overhead at about 2,000 feet, was fired upon by this ship and several ships in neighboring berths. This firing lasted one minute, no hits were scored, and the plane disappeared somewhere north of KERMA RETTO. The USS TATE (AKA-70) expended 118 rounds of 20MM and 62 rounds of 40MM ammunition. At 1926, the smoke plan was executed on order, and no further planes were seen. At 2040, six (6) explosions, thought to be bombs, detonated in the vicinity of this ship's berth (171). From 2104 to 2225, when the anchorage secured from general quarters, several ships north of the TATE and batteries on shore concentrated heavy anti-aircraft fire in well-defined areas at frequent intervals, but this ship neither saw enemy planes nor opened fire again during the alert.

USS TATE, AKA-70

File: AKA-70/A16-3

Ser.: 032

c/o Fleet Post Office
San Francisco, Calif.,
9 May 1945.

CONFIDENTIAL

Subject: Report of Capture of OKINAWA GUNTO, Phases I and II.

At 0223, 16 April, enemy planes again closed the anchorage. The smoke plan was immediately ordered executed. Visibility, due to a very effective smoke screen, was reduced to about 100 yards, and the alert, though continued, was without incident to this ship. At 0413, got underway in company with various units of T.G. 51.1.1, whose mission it was to make the initial assault landings on IE SHIMA. At 0440, clear of the anchorage, visibility increased to good. At 0513, secured from general quarters. Commencing at 0812, during an air attack in the transport area, and extending through the morning to 1130, this group was at general quarters. This ship observed approximately eight (8) enemy planes attacking shipping in this area during this period. Six (6) of these planes were seen shot down, all but two of them by the destroyer screen on the west flank of IE SHIMA. At 0941, a low-flying KATE, coming in slowly from the west on a northeasterly course, passed close aboard several ships about a mile to the west of this ship, wobbling and maneuvering to elude their anti-aircraft fire. His intentions were not believed to be suicidal. At 0943, the plane was observed shot down close aboard a light cruiser off shore. Shortly afterwards, a VAL, previously in company with the above plane, was pursued and shot down by friendly fighters north of KERAMA RETTO. The TATE did not fire during the action.

At about 1700, this task group proceeded south and anchored once more at HAGUSHI. An eventful air alert took place early that evening, 16 April.

From 17 April to 22 April, the TATE proceeded each morning with various ships of T.G. 51.1.1 to IE SHIMA where the ship was unloaded. This group returned daily at about 1700 to anchor at HAGUSHI except on the nights of 17 and 18 April when anchorages were assigned at NAGO WAN. During this six-day period, air alerts occurred nightly and smoke coverage was provided on each occasion. Except for sighting occasional anti-aircraft fire, the TATE experienced nothing of note. No enemy planes were actually seen during this period and this ship did not open fire at any alert.

PART IV

- A. Performance of ordnance material and equipment excellent. Ammunition expenditure in special report.
- B. No comment.
- C. No comment.

PART V

The TATE suffered no battle damage and inflicted none on the enemy.

USS TATE, AKA-70

File:AKA-70/A16-3

Ser.: 032

c/o Fleet Post Office
San Francisco, Calif.,
9 May 1945.

CONFIDENTIAL

Subject: Report of Capture of OKINAWA GUNTO, Phases I and II.

PART VI

A. & B. do not apply.

C. Amphibious Action (General):

The TATE carried 305th RCT, 77th Division U. S. Army, consisting of 14 officers and 225 men. These troops were embarked at TARRAGUNA, Leyte, 9 March 1945, and disembarked at IE SHIMA, 19 April, 1945. This ship carried 1554 tons of combat loaded cargo which was loaded at TARRAGUNA with the 305th RCT and unloaded at IE SHIMA with the same unit. The TATE carried 17 LCVPs, 1 LCP(L), and 6 LCMs, all of which were used at IE SHIMA, most of them for the disembarkation and beaching of assault troops from the USS DREW (APA-162), and others for use as casualty boats and unloading boats. Control of landing craft was by patrol craft, Beachmaster (RED) and ships Debar-kation Officer. Beach organization and operation satisfactory. The usual preparations were made for handling casualties, and although ship's boats were used to transport wounded from the beach to other ships, the TATE embarked no casualties.

Amphibious Action (KERAMA RETTO):

A. Personnel in Assault Landing.

1. Seven (7) wave guide officers embarked in LST's, Leyte Gulf, P.I.
2. Several enlisted men embarked in LST'S, Leyte Gulf, P.I., to perform duties as radio operators.
3. Boat Group Commander in LCP(L) was an assistant control officer and served in other capacities: direction of traffic, evacuation of casualties and transportation of prisoners-of-war.
4. Two (2) officers stoodby as salvage officers.

B. Services:

1. Four (4) LCVPs as ambulance boats.
2. Two (2) LCVPs aided in evacuation of casualties from USS KIMBERLY (DD521) to USS RIXEY (APH-3).
3. Two (2) LCMs participated in towing pontoons to KIESE SHIMA.
4. Furnished two (2) LCMs to KERAMA RETTO Boat Pool.

USS TATE, AKA-70

File: AKA-70/A16-3

Ser.: 032

c/o Fleet Post Office
San Francisco, Calif.,
9 May 1945.

CONFIDENTIAL

Subject: Report of Capture of OKINAWA GUNTO, Phases I and II.

5. Fuled.
 - a. USS HOPPING (APD 31) - 1335 bbls.
 - b. USS BARR (APD 39) - 684 bbls.
 - c. USS HOBSON (DMS 26) - 1592 bbls.
 - d. USS SHANNON (DM 25) - 783 bbls.
6. Miscellaneous Services:
 - a. USS HOBSON - 1370 pounds of refrigerated stores.
 - b. LCI 472 - fresh water.
 - c. LCI 440 - 1200 rounds (75 can) 40 MM.
7. Transfer of army medical supplies to division beaches.

Amphibious Action (IE SHIMA):

- A. Personnel in Assault.
 1. Seven (7) wave guide officers embarked in LSTs, HAGUSHI, Okinawa Island.
 2. Boat Group Commander in LCP(L) was assistant control officer.
 3. Two (2) boat officers were salvage officers.
- B. Services.
 1. Furnished six (6) LCMs, 1 LCP(L), fifteen (15) LCVPs for assault waves, transportation of combat cargo during assault, unloading of division transports.
 2. Used LCPs for patrol picket duty and smoke boats.
 3. Assisted in the evacuation of casualties.
 4. Required services of LCTs and LSM to unload.
 5. Required LCMs of other ships.
 6. Furnished some medical supplies.

D. Special Comment:

1. Combat Information Center: - TBS "bogey" reports by the radar guard ship were frequently received 1 to 2 minutes after the time given in the report. On one occasion while at anchor in HAGUSHI, OKINAWA, with this ship's air search radar secured, this time lapse gave a bogey plot 5 miles to port at the time it was observed flying low overhead to starboard. At a later date in convoy, when assigned air search radar guard, it was found that radar TBS reports on a bogey could be made satisfactorily in less than one-half minute after the time of radar observation, notwithstanding conversion in bearing and range from own ship to a reference point.

USS TATE, AKA-70

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The use of SG radar when making way through a heavy smoke screen was very gratifying. On 16 April, in darkness and under smoke with visibility less than 100 yards, the TATE stood out of HAGUSHI anchorage by radar and took position in formation. On this occasion, there were several ships at anchor very close aboard and several other ships under way in the same area.

2. No comment.
3. Smoke screen on every occasion appeared very effective.
4. No comment.
5. No comment.
6. No comment.
7. No comment.

PART VII

Personnel performance excellent, no casualties.

PART VIII

No comment.


R. E. LYON

TD50/A16-3
Serial: 012

COMMANDER TRANSPORT DIVISION FIFTY
c/o Fleet Post Office
San Francisco, California

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

16 May 1945

FIRST ENDORSEMENT on
AKA70/A16-3 Serial 032
dated 9 May 1945.

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

Subject: Report of Capture of OKINAWA GUNTO, Phases I and II.

1. Forwarded.


R. W. ABBOTT

X

11 0570

8

File No. CTS17/A16-3/(02) UNITED STATES PACIFIC FLEET
AMPHIBIOUS FORCES
Serial 087 TRANSPORT SQUADRON SEVENTEEN

SLB/wjm

CONFIDENTIAL

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

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

2nd Endorsement on
CO USS TATE (AKA 70)
ltr AKA70/A16-3 ser 032
of 9 May 1945.

From: Commander Transport Squadron SEVENTEEN.
To : Commander in Chief, U. S. Fleet.
Via : (1) Commander Amphibious Group SEVEN.
(2) Commander Amphibious Group FOUR.
(3) Commander Amphibious Forces, Pacific Fleet.
(4) Commander in Chief, U.S. Pacific Fleet.
Subject: Report of Capture of OKINAWA GUNTO, Phases I and II.
1. Forwarded.

S. L. Brookfield
S. L. BROOKFIELD,
By direction.

Copy to:
ComTransDiv 50
CO USS TATE (AKA 70)

X
11 0570

no
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2569L



File No.:

AMPHIBIOUS GROUP SEVEN

Gr/ A16-3

c/o Fleet Post Office
San Francisco, California

Serial: 0340

CONFIDENTIAL

16 JUN 1945

A16-3(1)

THIRD ENDORSEMENT to
CO USS TATE (AKA 70)
Conf. Ltr. AKA70/
A16-3 Ser. 032 of
9 May 45.

From: Commander Amphibious Group SEVEN.
To : Commander in Chief, United States Fleet.
Via : (1) Commander Amphibious Group FOUR.
(2) Commander Amphibious Forces, U.S. Pacific Fleet.
(3) Commander in Chief, U.S. Pacific Fleet.

Subject: Report of Capture of OKINAWA GUNTO, Phases I and II.

1. Forwarded.

Rutledge Tompkins

cc:
ComTransDiv 50
CO USS TATE (AKA 70)
ComTransRon 17

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4
FILE NO: A16-3(1)/(11)
SERIAL: 0376

10584
COMMANDER
AMPHIBIOUS GROUP FOUR
UNITED STATES PACIFIC FLEET
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

(ta)

AUG 22 1945

773
FOURTH ENDORSEMENT on
CO, USS TATE (AKA 70)
conf. ltr. AKA70/A16-3
Ser. 032 of 9 May 1945.


CONFIDENTIAL

CONFIDENTIAL

From: Commander Amphibious Group FOUR (CTF 53).
To : Commander-in-Chief, United States Fleet.
Via : (1) Commander Amphibious Forces, Pacific Fleet.
(2) Commander FIFTH Fleet.
(3) Commander-in-Chief, U.S. Pacific Fleet.

Subject: Report of Capture of OKINAWA GUNTO,
Phases I and II.

1. Forwarded.


E. S. FULLINWIDER,
Chief of Staff.

Copies to:
ComTransDiv 50
CO, USS TATE (AKA 70)
ComTransRon 17

X

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

CAF/A16-3

Serial: 02119

05/AV



7 SEP 1945

11 0570

CONFIDENTIAL

FIFTH ENDORSEMENT to
CO, USS TATE (AKA70)
conf. ltr. AKA70/A16-3
serial 032 of 9 May 1945.

From: Commander Amphibious Forces, U.S. Pacific Fleet.
To : Commander in Chief, United States Fleet.
Via : Commander in Chief, U. S. Pacific Fleet.
Subject: Report of Capture of OKINAWA GUNTO,
Phases I and II.

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

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

Copy to:
CO, USS TATE (AKA70)

X

ENCLOSURE 129

031495

12

U. S. S. TATE, AKA-70
c/o Fleet Post Office
San Francisco, California

REG. NO 500
R. S. NO 10 01344
REG. SHEET NO 14

File: AKA-70/A16-3
Ser.: 001

24 September 1945

SECRET

From: The Commanding Officer
To: The Commander-in-Chief, U.S. Fleet
Via: Commander Transport Division FIFTY
Commander Transport Squadron SEVENTEEN
Commander Amphibious Group SEVEN
Commander SEVENTH Amphibious Force
Commander Amphibious Forces, Pacific Fleet
Commander-in-Chief, U.S. Pacific Fleet

Subject: Action Report (KOREAN Occupation)

References: (a) Article 712, 874(6), U.S. Navy Regulations
(b) Pacific Fleet Conf. ltr. 10L-45
(c) Commander SEVENTH Amphibious Force Operation Plan #A1702-45.

1. In obedience to references (a), (b), and (c), the following report is submitted. All times ITSM (minus 9).

2. In the absence of definite instructions from force or group commanders concerning this period to be covered, it has been assumed that this ship's report should cover from the commencement of loading at OKINAWA to the completion of unloading at JINSHU KO, KOREA, at which time we retired from the objective and returned to OKINAWA.

3. In complying with reference (b), only Parts I, II, III, and subparagraph C of Part VI in the outline for general action reports are thought to be applicable. All others, because of the nature of the operation, require no comment.

PART I

No action was encountered on this operation.

PART II

A. During the period covered by this report, this ship operated with Task Unit 78.17.1, comprising U.S.S. DEVOZA (AKA-27), U.S.S. TROUSDALE (AKA-79), and U.S.S. GABWELL (AKA-72), G.T.U. in this vessel. Next higher operational command was Commander Transport Squadron SEVENTEEN, who preceded this task unit to the objective and was present on our arrival.

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150060

U. S. S. TATE, AKA-70

c/o Fleet Post Office

San Francisco, California

File: AKA-70/A16-3

Ser.: 001

24 September 1945

SECRET

Subject: Action Report (KOREAN Occupation)

B. This ship's participation in the initial occupation of KOREA had to be cancelled early in September. Brief engine trouble in ULITHI prevented sailing with fast OKINAWA-bound convoy and therefore prevented meeting the schedule of Transport Squadron SEVENTEEN. At 1500 on 5 September, arrived at HAGUSHI Beach, OKINAWA, and at 1000 on 8 September, commenced loading troops and cargo.

G. This vessel's mission was to embark second echelon troops and cargo of the XXIV Army Corps at OKINAWA for disembarkation at JINSEH, KOREA.

D. TATE operated as C.T.U. for a rear echelon task unit composed of AKA's and screen.

E. No enemy forces encountered.

PART III

At 0600, 11 September, TATE, CASWELL, TROUSDALE, DEVOSA and escort (U.S.S. HOLTON, DE-703) formed Task Unit 78.17.1 and sortied from HAGUSHI Anchorage, OKINAWA. The voyage up to JINSEH was uneventful, the weather generally overcast and squally with visibility greatly reduced at frequent intervals, light winds from ESE, barometer averaging 29.55.

In approach to JINSEH, south west of the East channel and off MOKUYOKU TO light, this task unit anchored 0920, 13 September, conditions of visibility rendering further passage hazardous. This delay of three hours, after which time we were escorted to JINSEH KO by the U.S.S. HANMAN (DE-416), was the only instance where weather noticeably affected the operation. At 1630 13 September anchored in JINSEH KO and commenced unloading operations. At 1150, 15 September, unloading completed. TATE, CASWELL, TROUSDALE, DEVOSA, plus U.S.S. FRYBARGER (DE-705), U.S.S. WOLF (APD-129), U.S.S. HOLTON (DE-703), and U.S.S. AMSEBURY (APD-46) as screen, rendezvoused off MOKUYOKU TO light, formed Task Unit 78.12.8, and proceeded to OKINAWA. Commander task unit in this vessel.

After passing through the outer perimeter of the typhoon which hit OKINAWA 17 September, this and accompanying vessels maneuvered for about 12 hours northwest of the island until the seas and wind had subsided. At 1015, 18 September this task unit anchored at HAGUSHI, OKINAWA.

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U. S. S. TATE, AKA-70

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File: AKA-70/A16-3

Ser.: 001

24 September 1945

SECRET

Subject Action Report (KOREAN Occupation)

C. Amphibious Action:

1. Troops and Cargo:
 - a. Designation and number of troops embarked:
Various units of ASCOM 24; 15 officers, 155 men.
 - b. Date and place of embarking and disembarking troops:
Troops embarked from YELLOW 3 Beach, HAGUSHI, OKINAWA, 9 September 1945, and disembarked at JINSEON, KOREA, 15 September 1945.
 - c. Type and quantity of cargo embarked:
917 Short tons of cargo loaded, composed of 439 tons general cargo, 478 tons vehicles.
 - (1) Stowage and loading methods:
Cargo loaded according to modified combat-load method, transported from shore by ship's boats.
 - d. Date and place of loading and discharging cargo same as personnel.
2. Landing Craft:
 - a. This ship carried 8 LCM's and 15 LCVP's. 4 LCM's, supporting LCT's and LCI's used in conjunction.
 - b. Launching, loading, and operation generally satisfactory.
 - c. Landing craft controlled by ship's TQM and Boat Group Commander in accordance with the Beachmaster's instructions. Results satisfactory.
3. No minesweeping or underwater demolition activity by this ship.
4. Landing of troops and cargo:
 - a. No military support necessary.
 - b. Beach organization and operation:
a
5. No casualties sustained.

R. E. LYON

10 01344

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U. S. S. TATE, AKA-70

c/o Fleet Post Office

San Francisco, California

File: AKA-70/416-3

Ser.: 001

24 September 1945

SECRET

Subject: Action Report (KOREAN Occupation)

° Liaison and cooperation between Army and Navy was thought to be inadequate. This ship, and several others unloading by small boat, was singularly dependent upon the state of the tide, whose range prevented certain discharging operations in the tidal basin at low tide. Army unloading teams on the beach, without regard to these considerations, followed a routine meal schedule, without relief, with 1½ hours allowed for each meal. This greatly impeded operations.

It was also noted that LSM's present in the area (and under Army control) were assigned to unload XAK's and other low-priority ships. This ship, whose operational commitments called for a speedy return to OKINAWA, was not given adequate LSM assistance until the last 12 hours of unloading.

Beachmaster organization appeared sufficiently flexible to meet all changes in types of cargo and methods of unloading.

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