

Contributed by Frank Gerhardt

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U. S. S. NEW HANOVER
C/O FLEET POST OFFICE
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FILE:
AKA/73

AKA73/A16
JRH:rjy
Serial: 015

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

15 August 1945

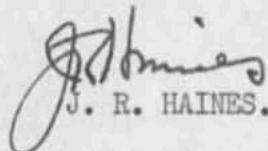
From: The Commanding Officer.
To : The Commander in Chief, U.S. Fleet.

Subj: War Diary.

Ref : (a) PacFlt conf. ltr. 1CL-45.

Encl: (A) Subject report.

1. Enclosure (A) is forwarded in compliance with reference (a).


J. R. HAINES.

cc:
Cincpac

139823

WAR DIARY
USS NEW HANOVER (AKA-73)
ATTACHED TO COMPHIBSTRALANT

22 December 1944. (Zone + 4)

Commissioned ship at Pier H-4, Navy Yard, Charleston, S.C. Continued receiving stores and commissioning allowance outfit.

23 December 1944.

At 1621 underway shifting berth to Pier A, Navy Yard, Charleston, S.C.

23 - 25 December 1944.

Moored to Pier A, Navy Yard, Charleston, S.C. Continued receiving stores and commissioning allowance outfit.

25 December 1944.

At 1408 underway shifting berth to Clyde Mallory Docks 2 and 3, Cooper River, Charleston Harbor.

25 - 28 December 1944.

Moored to Clyde Mallory Docks 2 and 3, Cooper River, Charleston Harbor. Continued receiving stores and commissioning allowance outfit.

28 December 1944.

Underway to deperming dock, Cooper River, Charleston Harbor.

29 December 1944.

At 0828 underway to swing ship, make degaussing run tests and take official photographs. Standard speed 15 knots, 75 RPM's. Exercised crew at abandon ship stations and fire quarters while steaming to a point 25 miles south of fairway buoy "2CA". Conducted structural test firing of all guns. At 1832 returned to Pier H-4, Navy Yard, Charleston, S.C.

30 - 31 December 1944.

Moored to Pier H-4, Navy Yard, Charleston, S.C.

WAR DIARY
 USS NEW HANOVER (AKA-73)
 ATTACHED TO COMPHIBSTRALANT

1 January 1945. (Zone + 4)

At 0832 underway from Charleston, S.C. enroute to Norfolk, Va. cruising independantly without escort pursuant to orders of ComSixNavDist. At 1047 with buoy "2CA" bearing 030° T., distant 300 yards, took departure from seaward end of swept channel and set course 010° T., standard speed 15.5 knots, 80 RPM's. After clearing the lea of land course 010° was set, with sea amount 5, swell 4, from 143° T., wind force 8, from 170° T. Ship rolled 28° to 30° on this heading, necessitating zig zagging along course until loose gear was well secured.

Position	1200	2000
Latitude	32° - 42' N	33° - 38.5' N
Longitude	79° - 28' W	77° - 13' W

2 January 1945.

Steaming as before. At 1305 sighted Fairway buoy #5 off Cape Henry, Va., bearing 307°, distant 2½ miles. At 1645 entered swept channel. At 1828 anchored in Berth 4, Hampton Roads.

Position	0800	1200
Latitude	35° - 39° N	36° - 42' N
Longitude	74° - 43' W	74° - 56' W

3 January 1945.

Anchored as before. At 1520 Captain D.F.J. SHEA, USN, and inspection board came aboard and made materiel inspection, accompanied by Commander T.L. JERMANN, USNR, and shakedown inspection party. At 1650 inspection board and shakedown inspection party left ship.

4 January 1945.

At 0949 underway from Hampton Roads for shakedown cruise in Chesapeake Bay. At 1212 completed swinging ship. At 1537 finished degaussing run. At 1540 anchored off Cape Charles City, Md.

5 January 1945.

At 0746 underway in continuation of shakedown cruise. At 0900 commenced four (4) hours full power run, 95.1 RPM (18.6 knots) was peak hour average. At 1401 obtained speed data from runs over measured mile off Kent Island. At 1614 anchored off Annapolis, Md.

6 January 1945.

At 0835 underway in continuation of shakedown cruise. At 0905 continued measured mile runs off Kent Island. At 1420 manuvered ship to obtain tactical data. This was done by taking constant bearings on two lighthouses and radar range on one. The data when plotted on a manuvering board indicated tactical diameter of approximately 800 yards. The data was not as accurate as that obtained by circling an anchored boat and taking constant bearings and rangefinder readings of boat from ship and stadimeter ranges of ship from boat, but was generally satisfactory considering the time shortage. At 1806 anchored off Cove Point, Md.

WAR DIARY
USS NEW HANOVER (AKA-73)

7 January 1945. (Zone + 4).

Anchored as before. Scheduled amphibious exercise cancelled because of hazardous weather conditions; wind velocity 30 - 35 knots, ice forming on weather decks, and reduced visibility.

8 January 1945.

At 0904 conducted amphibious exercise consisting of simulated Ship to Shore evolution. Landing craft crews appear well trained. Valuable experience was gained by deck divisions in launching and receiving boats. At 1440 exercised crew at general quarters, fire and rescue, boarding and salvage, abandon ship stations, man overboard drill.

9 January 1945.

Anchored as before. At 0800 conducted amphibious exercises. At 1427 Lt.(jg) F.A. BIRMINGHAM, Officer in Charge and civilian party of 34 from Incentive Division, USN, came aboard. At 1451 underway in continuation of shakedown cruise in Chesapeake Bay. At 1636 conducted tests for tactical data. At 1826 anchored off Bull Neck, Md.

10 January 1945.

At 0821 underway in continuation of shakedown cruise, proceeding to firing area. At 0932 commenced firing on surface target with 5" 38 and 20 MM batteries. Civilian party was invited to participate in firing 20 MM. At 1400 commenced A.A. firing drill with 5" 38, 40 MM and 20 MM batteries at drone and towed sleeve. At 1650 ceased firing exercise. Total ammunition expended: 37 rounds 5" 38, 446 rounds of 40 MM and 4407 rounds of 20 MM. Firing practice was considered beneficial to training of gun crews. Several 5" 38 hits were observed on surface target. One towed sleeve was shot down. At 1924 anchored off Cape Charles City, Va.

11 January 1945.

Anchored as before. At 0830 Lt.(jg) F.A. BIRMINGHAM, USNR, Officer in Charge and civilian party of 34 left ship. At 0907 underway in continuation of shakedown cruise. At 1045 conducted fueling at sea exercises and set course 190° T. enroute to Norfolk Navy Yard. At 1633 moored starboard side to Pier A-1, Norfolk Navy Yard, Portsmouth, Va.

12 - 16 January 1945.

Moored starboard side to Berth A-1, Norfolk Navy Yard, Portsmouth, Va., for alterations and repairs and receiving commissioning allowance outfit. At 1124 underway from Norfolk Navy Yard for full power run. At 1335 turbine bearing in overheated condition, concluded full power run. Chief Engineer reported no damage to turbine bearing, except carbon packing burned. At 1729 anchored Berth 25, Hampton Roads.

WAR DIARY
 USS NEW HANOVER (AKA-73)
 ATTACHED TO COMSERVLANT

17 January 1945. (Zone +4)

Anchored as before. At 0832 underway shifting berth. At 0906 moored starboard side to Pier 4, Berth 43, N.O.B., Norfolk, Va. At 1633 fire alarm sounded. Fire in #2 hold aft, 3rd deck, in cargo net stowage. At 1637 first stream of water at scene of fire. At 1650 Norfolk N.O.B. Fire Department arrived and lead hoses aboard. At 1720 two Navy Yard tugs standing by to port to assist getting in underway if necessary. At 1741 two openings cut in skin of ship at frame 58 for better access to fire. Ship listed to port 8°. Draft, forward 15' 7", aft 18' 10". At 1832 ATR 54 standing by to port to render assistance if necessary. At 1837 fire extinguished. Fire damage estimated as 72 cargo nets destroyed, damage to mike coil degaussing cable, minor damage to deck platings, side plating, electric lighting cable and fixtures and fire alarm thermostats. Probable cause: Sparks from welding operations. Reference: Commander J.R. HAINES, dispatch 18-1618 of January 1945 to ComServLant and ComPhibsTraLant.

18 - 23 January 1945.

Fire damage to ship and equipment being repaired by N.O.B., Norfolk. Loading general cargo. Winch detail and cargo handling crews supplied by N.O.B., Norfolk, from Pier 4, Berth 43, N.O.B., Norfolk, Va. On 23 January completed loading, having received 3300 tons general cargo.

24 January 1945.

Moored as before. At 1059 underway enroute to Colon, Canal Zone, in accordance with orders ComServLant. At 1735 formed Task Unit 29.6.10 consisting of USS New Hanover (AKA-73) and USS Sims (APD-50), C.T.U. 29.6.10, Commander J.R. HAINES, USNR, embarked in USS New Hanover (AKA-73). At 1738 took departure with Buoy X5, off Cape Henry, Va., bearing 037° T., distance 500 yards on course 127° T. Standard speed 15.5 knots (80 RPM). At 1740 by order C.T.U. 29.6.10 USS Sims took screening station 2500 yards ahead of this ship.

Position	1200	2000
Latitude	37° - 00' N	36° - 36' N
Longitude	76° - 12' W	74° - 09' W

25 January 1945.

Steaming as before. Exercised crew at fire quarters, collision quarters, abandon ship stations and general quarters.

Position	0800	1200	2000
Latitude	34° - 11' N	32° - 54' N	31° - 33' N
Longitude	73° - 54' W	73° - 11' W	73° - 28' W

WAR DIARY

USS NEW HANOVER (AKA-73)

26 January 1945. (Zone +4).

Steaming as before. Secured main engine 8 minutes because of loss of lubricating oil pressure. No damage.

Position	0800	1200	2000
Latitude	28° - 28' N	27° - 40' N	25° - 14' N
Longitude	73° - 57' W	74° - 05' W	74° - 17' W

27 January 1945.

Steaming as before. Engineering Officer reported excessive salinity (approximately 30 gr.) in Boiler #1 and 2. At 1602 secured main engine 14 minutes due to failure of forced draft blowers.

Position	0800	1200	2000
Latitude	22° - 12' N	21° - 10' N	19° - 09' N
Longitude	74° - 48' W	74° - 22' W	74° - 38' W

28 January 1945.

Steaming as before.

Position	0800	1200	2000
Latitude	61° - 20' N	15° - 18' N	13° - 30' N
Longitude	76° - 04' W	76° - 45' W	77° - 54' W

29 January 1945.

Steaming as before. At 1553 sighted fairway buoy off Canal Zone, bearing 205° T. Distance 4½ miles. At 1700 entered Limon Bay. At 1716 anchored off Manzanille Point, Colon, Canal Zone. At 1845 retarded ship's clocks one hour to + 5 zone. C.T.U. 29.6.10 dissolved this date. Reported for duty to CincPac.

Position	0800	1200	2000
Latitude	10° - 55' N	10° - 21' N	Anchored
Longitude	79° - 15' W	79° - 04' W	Anchored

WAR DIARY
USS NEW HANOVER (AKA-73)
REPORTED FOR DUTY CINCPAC

30 January 1945. (Zone + 5).

At 0331 underway shifting berth. At 0404 moored port side to Pier 10, Cristobal, Canal Zone.

31 January 1945.

Moored as before. At 0100 commenced washing down #1 and #2 boilers, alternately while maintaining fire under one boiler for auxiliary purposes.

WAR DIARY

USS NEW HANOVER (AKA-73)

ATTACHED TO CINCPAC, CRISTOBAL, CANAL ZONE.

1 February 1945. (Zone + 5).

Moored port side to Pier 10, Cristobal, Canal Zone. At 0430 completed washing down boilers #1 and #2. At 0959 underway from Pier 10, Cristobal, Canal Zone, for passage through Panama Canal. At 1113 secured in Gatun Locks. At 2117 cleared Miraflores Locks, Panama Canal. At 2257 with Taboguilla Light abeam to starboard, distance 2.5 miles, took departure from Balboa, Canal Zone, on course 180° T. enroute to Pearl Harbor, Oahu, Hawaiian Islands, in accordance with CincPac and CincPoa instructions contained in orders received from Port Director, Balboa, Canal Zone. Standard speed 12.5 knots (64 RPM's).

2 February 1945.

Steaming as before.

Position	0800	1200	2000
Latitude	07° - 10' N	07° - 03' N	06° - 59' N
Longitude	80° - 07' W	80° - 56' W	82° - 36' W

3 February 1945.

Steaming as before. At 0100 retarded ship's clocks one hour to + 6 Zone Time. We are holding a instruction schedule for deck watch officers in the wardroom daily during the week from 0930 to 1015. The more experienced officers taking turns in presenting lectures and conducting discussions covering various aspects of Damage Control, Navigation, Seamanship, Duties of O.O.D. in port and underway, Aircraft Recognition, etc. Junior Officers are required to maintain a navigation notebook.

Position	0800	1200	2000
Latitude	06° - 26' N	06° - 40' N	07° - 20' N
Longitude	85° - 06' W	85° - 06' W	87° - 25' W

4 February 1945.

Steaming as before. We are holding night fire drills during Dusk Alert with the ship darkened, giving repair parties activity and practical experience in carrying out their assignments under simulated battle conditions. Two fires are frequently designated at one time to create additional problems for fire fighting parties.

Position	0800	1200	2000
Latitude	08° - 10' N	08° - 20' N	08° - 45' N
Longitude	89° - 04' W	89° - 58' W	91° - 40' W

5 February 1945.

Steaming as before. We conducted a battle problem involving torpedo plane attack. C.I.C. produced a raid, tracking imaginary planes in from 30 miles. Look-outs were alerted. General Quarters sounded. A hit was announced over the Public Address system, starboard side forward holing skin below waterline with subsequent fire and casualties. Repair and Medical parties alerted at scene. Five minutes

WAR DIARY
 USS NEW HANOVER (AKA-73)
 ATTACHED TO CINCPAC

5 February (cont'd).

later a second hit was announced with similar casualty, starboard side aft. Bulkheads were actually shored by repair parties and designated casualties carried to battle dressing stations. Imagination and enthusiasm displayed by all hands added much to the effectiveness of the drill. 20 MM and 40 MM batteries were exercised using weather balloons for targets. 8 of the 15 balloons released were shot down. Ammunition expended: 3911 rounds of 20 MM and 925 rounds of 40 MM.

Position	0800	1200	2000
Latitude	09° - 46' N	10° - 00' N	10° - 35' N
Longitude	94° - 13' W	94° - 58' W	96° - 24' W

6 February 1945. (Zone + 7).

Steaming as before. 0100 retarded ship's clocks one hour to + 7 zone time. Held battle problem similar to that described 5 February, including personnel and material casualties. Exercised gun crews at surface target firing. Ammunition expended: 5 rounds of 5" 38, 120 rounds of 20 MM, 600 rounds of 50 caliber machine gun and 1000 rounds of 30 caliber machine gun. At 1400 commenced zig zagging using plan number 19, U.S. 1940.

Position	0800	1200	2000
Latitude	11° - 36' N	11° - 27' N	11° - 59' N
Longitude	99° - 28' W	100° - 15' W	101° - 52' W

7 February 1945.

Steaming as before. Held battle problem and exercised crew at personnel and material casualty drills similar to that described 5 February.

Position	0800	1200	2000
Latitude	12° - 44' N	12° - 48' N	13° - 18' N
Longitude	104° - 06' W	104° - 37' W	106° - 12' W

8 February 1945.

Steaming as before. Held battle problem and exercised crew at personnel and material casualty drills. Simulated dive bomber attack with subsequent topside damage. At 1912 during Dusk Alert lost electrical power for 15 minutes due to a short circuit on emergency switchboard.

Position	0800	1200	2000
Latitude	13° - 56' N	13° - 53' N	14° - 17' N
Longitude	108° - 18' W	108° - 44' W	109° - 50' W

9 February 1945.

Steaming as before. At 0800 retarded ship's clocks one (1) hour to + 8 time zone.

Position	0800	1200	2000
Latitude	14° - 41' N	14° - 54' N	14° - 54' N
Longitude	111° - 16' W	112° - 08' W	113° - 30' W

WAR DIARY
USS NEW HANOVER (AKA-73)

10 February 1945. (Zone + 8).
Steaming as before.

Position	0800	1200	2000
Latitude	15° - 04' N	15° - 30' N	15° - 48' N
Longitude	115° - 11' W	115° - 45' W	116° - 46' W

11 February 1945.
Steaming as before.

Position	0800	1200	2000
Latitude	16° - 13' N	16° - 19' N	16° - 44' N
Longitude	118° - 56' W	119° - 47' W	121° - 17' W

12 February 1945.

Steaming as before. Held battle problem with simulated torpedo plane and dive bomber attack. Exercised gun crews at surface target. Rafts put over side of ship. Ammunition expended: 138 rounds of 40 MM and 1430 rounds of 20 MM.

Position	0800	1200	2000
Latitude	17° - 19' N	17° - 20' N	17° - 38' N
Longitude	123° - 43' W	123° - 56' W	125° - 31' W

13 February 1945.

Steaming as before. At 0100 retarded ship's clocks one hour to + 9 zone. Exercised crew at going from General Quarters stations to 1-A stations and visa versa. Mustered Fire and Rescue, Ship Rescue and Own Ship's Rescue parties. Officers in charge of the various parties describing individual's duty and function of party. A high percentage of the crew are just out of boot camp and require considerable orientation to ship routine. They lack experience but not enthusiasm.

Position	0800	1200	2000
Latitude	18° - 18' N	18° - 26' N	18° - 51' N
Longitude	127° - 59' W	128° - 50' W	130° - 29' W

14 February 1945.
Steaming as before.

Position	0800	1200	2000
Latitude	19° - 24' N	19° - 34' N	19° - 48' N
Longitude	132° - 51' W	133° - 38' W	135° - 27' W

WAR DIARY
 USS NEW HANOVER (AKA-73)

15 February 1945. (Zone + 9).

Steaming as before. Exercised Fire and Rescue and Ship's Rescue parties.

Position	0800	1200	2000
Latitude	20° - 06' N	20° - 16' N	20° - 25' N
Longitude	137° - 57' W	138° - 47' W	140° - 22' W

16 February 1945.

Steaming as before. At 0500 retarded ship's clocks one hour to + 10 zone.

Position	0800	1200	2000
Latitude	20° - 37' N	20° - 40' N	20° - 51' N
Longitude	142° - 56' W	143° - 47' W	145° - 37' W

17 February 1945.

Steaming as before. Main engine stopped 3 minutes because of suction lost on fuel oil pump.

Position	0800	1200	2000
Latitude	21° - 59' N	21° - 02' N	21° - 05' N
Longitude	148° - 25' W	149° - 08' W	150° - 17' W

18 February 1945.

Steaming as before.

Position	0800	1200	2000
Latitude	21° - 06' N	21° - 10' N	21° - 16' N
Longitude	153° - 04' W	153° - 42' W	154° - 49' W

19 February 1945.

Steaming as before. At 0100 advanced ship's clocks one half hour to + 9½ zone. At 1019 conducted A.A. firing exercises on towed sleeve off Oahu, Hawaiian Islands. Ammunition expended: 2 rounds of 5" 38, 304 rounds of 40 MM and 1449 rounds of 20 MM. At 1100 proceeded to entrance Pearl Harbor on course 290° T. with Diamond Head Light bearing 311° T. distance 7.5 miles. At 1243 passed channel entrance #2 abeam to starboard, standing in Pearl Harbor channel. At 1336 moored starboard side to Pier M-3, Pearl Harbor, Oahu, Territory of Hawaii. Reported to AdComPhibsPac for duty. At 2013 commenced unloading general cargo.

Position	0800	1200
Latitude	21° - 23' N	21° - 14' N
Longitude	157° - 12' W	157° - 53' W

WAR DIARY
 USS NEW HANOVER (AKA-73)

20 - 23 February 1945. (Zone + 9½).

Moored starboard side to Pier M-3, Pearl Harbor, Oahu, Territory of Hawaii.
 Unloading cargo.

24 February 1945.

Moored as before. Unloading cargo. Six (6) U.S. Navy Officers and forty (40) enlisted personnel U.S.M.C. reported aboard for transportation.

25 February 1945.

Moored as before. At 0145 completed unloading cargo. At 0712 underway from Pier M-3, Pearl Harbor, Oahu, Territory of Hawaii, enroute to Guadalcanal, Solomon Islands, in accordance with orders received from AdComPhibsPac. At 0818 with Diamond Head Light bearing 092° T., distance 8 miles, took departure on course 182° T. Standard speed 15 knots (78 RPM's), cruising independantly. Zig Zagging in accordance with plan number 11, U.S. 1940.

Position	1200	2000
Latitude	20° - 22' N	18° - 59' N
Longitude	157° - 59' W	159° - 12' W

26 February 1945.

Steaming as before. At 0100 retarded ship's clocks one half (½) hour to + 10 zone time. At 0310 #1 boiler primed, steaming at 1/3 standard speed on #2 boiler. We are exercising repair parties at Fire Drill during morning alert. Various locations and conditions are designated to train parties in fighting all types of fires. At 0507 #1 boiler back on line resumed standard speed 15 knots (78 RPM's). At 1500 retarded ship's clocks one hour to + 11 zone time.

Position	0800	1200	2000
Latitude	17° - 10' N	16° - 27' N	15° - 04' N
Longitude	161° - 27' W	162° - 35' W	164° - 32' W

27 February 1945.

Steaming as before. At 1440 sighted descending balloon, altitude 1000 ft., bearing 179° T., 2 miles. Ship's position, 12° - 56' N, 168° - 52' W. Manuvered ship to pick up same and bring aboard. Balloon, identified as Japanese was stowed away in Captain's cabin for future delivery to intelligence officer.

Position	0800	1200	2000
Latitude	13° - 36' N	13° - 11' N	12° - 27' N
Longitude	167° - 13' W	168° - 10' W	169° - 40' W

WAR DIARY
USS NEW HANOVER (AKA-73)

28 February 1945. (Zone + 11).

Steaming as before. Exercised 5" 38 gun crew at A.A. practice. Ammunition expended: 8 rounds of 5" 38. At 1900 retarded ship's clocks one (1) hour to

+ 12 zone time.

Position	0800	1200	2000
Latitude	11° - 06' N	10° - 39' N	09° - 44' N
Longitude	172° - 57' W	173° - 57' W	176° - 00' W

WAR DIARY
 USS NEW HANOVER (AKA-73)
 ATTACHED TO ADCOMP hibSPAC

1 March 1945. (Zone + 12).

Steaming on course 244° T., enroute from Pearl Harbor, Oahu, Hawaiian Islands, to Guadalcanal, Solomons Islands, in accordance with orders received 25 February 1945 from AdComPhibsPac. Cruising independantly zig zagging in accordance with Plan Number 11, 1940. Standard speed 15 knots (78 RPM's). At 1325 crossed International Date Line at 07° - 40' N.

Position	0800	1200	2000
Latitude	08° - 23' N	07° - 55' N	07° - 03' N
Longitude	178° - 47' W	179° - 44' W	178° - 24' E

3 March 1945. (Zone - 12).

Steaming as before.

Position	0800	1200	2000
Latitude	05° - 46' N	05° - 16' N	04° - 05' N
Longitude	175° - 48' E	174° - 51' E	173° - 32' E

4 March 1945.

Steaming as before. At 0306 engines stopped fifty two (52) minutes when fuel oil strainer cap was carried away. At 2300 retarded ship's clocks one (1) hour to zone - 11.

Position	0800	1200	2000
Latitude	02° - 18' N	01° - 42' N	00° - 21' N
Longitude	171° - 26' E	170° - 49' E	168° - 58' E

5 March 1945. (Zone - 11).

Steaming as before. At 0924 exercised crew at battle problem involving personnel and material casualties. Conducted A.A. firing practice using 5" 38 bursts for automatic weapons target. Exercised all batteries at surface firing on improvised target raft. Ammunition expended: 25 rounds of 5" 38, 1119 rounds of 40 MM and 4260 rounds of 20 MM.

Position	0800	1200	2000
Latitude	01° - 51' S	02° - 20' S	03° - 21' S
Longitude	167° - 11' E	166° - 39' E	165° - 02' E

6 March 1945.

Steaming as before.

Position	0800	1200	2000
Latitude	05° - 24' S	06° - 02' S	06° - 44' S
Longitude	163° - 25' E	162° - 53' E	162° - 07' E

WAR DIARY

USS NEW HANOVER (AKA-73)

7 March 1945. (Zone - 11).

Steaming as before. At 0705 engines stopped three (3) minutes due to failure of lubricating oil pressure. No damage. At 0830 entered Solomon Islands from the east thru Indispensable Strait, passed 5 miles off northern coast of Malaita Island proceeding to Guadalcanal. At 1457 anchored off Lunga Point, Guadalcanal. Reported for duty to ComPhibs Group Four, Rear Admiral L.F. REIFSNIDER, USN. The six (6) U.S. Navy Officers and forty (40) USMC enlisted personnel left ship, transportation completed.

Position	0800	1200	2000
Latitude	08° - 08' S	09° - 11' S	
Longitude	160° - 30'		

8-14 March 1945.

Anchored off Lunga Point, Guadalcanal awaiting further orders ComPhibs Group Four.

15 March 1945.

Anchored as before. Detached this date by ComPhibs Group Four and reported to CNB, South Solomons as ordered. At 1255 underway from anchorage off Lunga Point enroute to Port Purvis, in accordance orders CNB, South Solomons. At 1305 engine stopped five (5) minutes due to lubricating oil failure to ~~after~~ high pressure turbine bearing. No damage. At 1522, with red entrance buoy bearing 120° True, 600 yards, entered swept channel. At 0649 anchored Berth 27, Port Purvis, Florida Island, Solomon Islands.

16-17 March 1945.

Anchored in Port Purvis topping off fuel, ammunition and provisions.

18 March 1945.

Anchored as before. At 1500 received message via officer messenger dated 17 March 1945 that ship was detached from Commander, South Solomons, and ordered to report to ComTransRon 16.

19 March 1945.

Anchored as before. At 0845 underway from Port Purvis, Florida Island, Solomon Islands enroute without escort to Espiritu Santo, New Hebrides Islands, in accordance with orders received from CNB, South Solomons. At 0953 with Bungana Island light bearing 141° True, 1 3/4 miles, took departure on course 190° True. Standard speed 15 knots (75 RPM) zig-zagging in accordance with Plan No. 11, U.S. 1940.

WAR DIARY

USS NEW HANOVER (AKA-73)

19 March 1945 (Cont'd)

Position	1200	2000
Latitude	09° - 24' S	10° - 52' S
Longitude	160° - 25' E	161° - 22' E

20 March 1945.

Steaming as before. At 1458 using various courses and speeds to determine ship's handling characteristics.

Position	0800	1200	2000
Latitude	12° - 49' S	13° - 28' S	14° - 22' S
Longitude	163° - 28' E	164° - 09' E	165° - 20' E

21 March 1945.

Steaming as before. At 0538 sighted Espiritu Santo Island bearing 080° True, 18 miles. At 0655 proceeded thru swept channel, Malo Strait. At 0828 entered Bruat swept channel. At 0848 engine stopped, standing off Tutula Island awaiting pilot. At 0929 pilot aboard, proceeding to entrance Segond channel. At 1001 entered Segond channel. At 1100 moored alongside starboard side USS CELTIC (IX-137) Berth 13, receiving fuel. At 1527 underway from alongside USS CELTIC proceeding to mooring buoy, Berth 10. At 1725 moored to mooring buoy, Berth 10, Segond channel, Espiritu Santo Island, New Hebrides Islands. Reported for duty this date to ComTransRon 16, Commodore J.B. McGOVERN, USN.

Position	0800
Latitude	15° - 43' S
Longitude	167° - 21' E

22 March 1945 (Zone - 11).

Moored as before. At 0852 underway from Berth 10 proceeding to Pier 5. At 0918 moored starboard side to Pier 5, Espiritu Santo Island, New Hebrides Islands. At 1030 eleven (11) troop officers and one hundred twenty nine (129) troops of 27th Division, U.S. Army reported aboard in compliance CTG 51.3 Operation Plan A5-45. At 1440 commenced loading combat cargo.

23-24 March 1945.

Moored as before. Continued loading. Topped off fresh water and provisions.

25 March 1945.

Moored as before. At 0335 completed loading 2150 tons combat cargo. Reference: USS NEW HANOVER (AKA-73) Action Report 22 March 1945 to 19 April 1945. At 0433 underway from Pier 5, Espiritu Santo Island, New Hebrides Islands, in accordance orders CTG 51.3, Commodore J.B. McGOVERN, USN, Operation Plan A5-45, and CTU 51.3.13 (CTD 47), Captain A.S. WOTHERSPOON, USN, Operation

WAR DIARY

USS NEW HANOVER (AKA-73)
25 March 1945 (cont'd)

Plan No. 4-45; in company CTG 51.3. On course 321° True, standard speed, 13 knots (67 RPM), zig-zagging in accordance with Plan No. 44, U.S. 1940, USS CECIL (APA-96) Flagship, CTG 51.3, Formation Guide, complying with orders OTC. Conducted A.A. firing practice on towed sleeve. Ammunition expended: 10 rds. 5"-38, 300 rds. 40MM, 400 rds. 20MM. At 1212 formed cruising disposition 3ALL and took assigned station 3-5.

Position	1200	2000
Latitude	15° - 00' S	13° - 46' S
Longitude	167° - 28' E	166° - 22' E

26 March 1945 (Zone - 11).

Steaming in company CTG 51.3 This is our first experience at cruising in convoy, station keeping is a new problem with a number of our watch officers and is the primary subject of discussion during the morning instruction period and meal times.

Position	0800	1200	2000
Latitude	11° - 55' S	11° - 15' S	09° - 55' S
Longitude	164° - 46' E	164° - 21' E	163° - 36' E

27 March 1945.

Steaming in company CTG 51.3. At 2115 USS HALLORAN (DE-305) reported sonic contact.

Position	0800	1200	2000
Latitude	08° - 22' S	07° - 56' S	07° - 00' S
Longitude	161° - 50' E	161° - 11' E	160° - 03' E

28 March 1945.

Steaming in company CTG 51.3

Position	0800	1200	2000
Latitude	05° - 25' S	04° - 44' S	03° - 40' S
Longitude	158° - 09' E	157° - 37' E	156° - 37' E

29 March 1945. (Zone - 11).

Steaming in company CTG 51.3. At 1800 sonic contact reported by USS McCLELLAND (DE-750). Set Condition I. Executed emergency maneuvers ordered by OTC.

Position	0800	1200	2000
Latitude	01° - 56' S	01° - 26' S	01° - 06' S
Longitude	154° - 40' E	154° - 10' E	152° - 43' E

WAR DIARY
USS NEW HANOVER (AKA-73)

30 March 1945.

Steaming in company CTG 51.3.

Position	0800	1200	2000
Latitude	00° - 28' S	00° - 05' S	00° - 15' N
Longitude	150° - 45' E	149° - 55' E	149° - 03' E

31 March 1945.

Steaming in company CTG 51.3. At 0910 secured boiler #2, engines reduced to 2/3 speed due to overheated condition of port forced draft blower. Dropped back of station. At 0922 blower returned to operation. At 0926 lighted off boiler #2. At 0930 resumed standard speed. At 1034 resumed station in formation. At 1950 retarded ship's clocks one half ($\frac{1}{2}$) hr - 10 $\frac{1}{2}$ zone.

Position	0800	1200	2000
Latitude	01° - 41' N	01° - 54' N	02° - 35' N
Longitude	147° - 15' E	146° - 38' E	145° - 15' E

WAR DIARY

USS NEW HANOVER (AKA-73)

ATTACHED TO COMTRANSRON 16

1 April 1945 (Zone - Minus 10 $\frac{1}{2}$)

Steaming in company C.T.G. 51.3 on course 305 $^{\circ}$ T, standard speed 13 knots, (67 RPM). At 0804 on order from O.T.C. exchanged stations with USS YANCEY (AKA-93) to convoy position 4-5.

Position	0800	1200	2000
Latitude	03 $^{\circ}$ - 40'N	04 $^{\circ}$ - 13'N	05 $^{\circ}$ - 07'N
Longitude	143 $^{\circ}$ - 17'E	142 $^{\circ}$ - 39'E	141 $^{\circ}$ - 51'E

2 April 1945

Steaming in company C.T.G. 51.3. At 0941 conducted maneuvers according to orders received from O.T.C.

Position	0800	1200	2000
Latitude	06 $^{\circ}$ - 38'N	06 $^{\circ}$ - 7'N	07 $^{\circ}$ - 47'N
Longitude	140 $^{\circ}$ - 50'E	140 $^{\circ}$ - 51'E	140 $^{\circ}$ - 11'E

3 April 1945.

Steaming in company C.T.G. 51.3. At 1006 on order from O.T.C. formed column of ships in accordance with entry plan. At 1115 entered Ulithi Atoll via Mugai Channel. At 1130 retarded ship's clocks one-half (1/2) hour to zone -10. At 1133 anchored in Berth Q, Northern Anchorage, Ulithi Islands, Western Carolines.

Position	0800	1200	2000
Latitude	09 $^{\circ}$ - 24'N		
Longitude	139 $^{\circ}$ - 43'E		

4 April 1945.

Anchored as before. At 0902 underway with C.T.G. 51.3 in accordance Sortie Plan, Ulithi, C.T.G. 51.3 operation Plan A5-45, course 325 $^{\circ}$ T, speed 13 knots, (68 RPM), zig-zagging in accordance with plan No. 6 USF-10A. Formed in cruising disposition 3AL-1, station 4-5.

Position	1200	2000
Latitude	10 $^{\circ}$ - 04'N	11 $^{\circ}$ 28'N
Longitude	139 $^{\circ}$ - 52'E	139 $^{\circ}$ - 09'E

5 April 1945.

Steaming in company C.T.G. 51.3.

Position	0800	1200	2000
Latitude	13 $^{\circ}$ - 24'N	13 $^{\circ}$ - 59'N	15 $^{\circ}$ - 16'N
Longitude	137 $^{\circ}$ - 56'E	137 $^{\circ}$ - 24'E	136 $^{\circ}$ - 24'E

6 April 1945.

Steaming in company C.T.G. 51.3. At 2030 retarded ship's clocks one-half (1/2) hour to zone -9 $\frac{1}{2}$.

Position	0800	1200	2000
Latitude	16 $^{\circ}$ -42'N	17 $^{\circ}$ - 03'N	18 $^{\circ}$ - 01'N
Longitude	135 $^{\circ}$ - 12'E	134 $^{\circ}$ - 49'E	134 $^{\circ}$ - 08'E

WAR DIARY
USS NEW HANOVER (AKA-73)

7 April 1945.

Steaming in company C.T.G. 51.3. At 1317 USS RALL (DE-304) reported sonic contact. At 1404 set condition I. At 1435 secured from general quarters. At 1710 USS RALL reported sonic contact. Executed emergency turns at orders of O.T.C. Set condition I. At 1740 secured from general quarters.

Position	0800	1200	2000
Latitude	19 ² -55'N	20° - 25'N	20° - 07'N
Longitude	133° - 16'E	132° - 43'E	132° - 02'E

8 April 1945.

Steaming in company C.T.G. 51.3. At 0050 assumed station 3-4 at order O.T.C. At 0621 executed emergency turns ordered by O.T.C. At 1853 conducted emergency maneuvers at order O.T.C. At 2030 retarded ship's clocks one-half (1/2) hour to zone -9.

Position	0800	1200	2000
Latitude	22° - 44'N	23° - 14'N	24° - 24'N
Longitude	130° - 40'E	130° - 22'E	129° - 17'E

9 April 1945.

Steaming in company C.T.G. 51.3. At 0545 formed cruising disposition 3AL-2 with O.T.C., Commander W.A. Lynch, USN, in USS HANSFORD (APA-106) acting C.T.D. 47 proceeding to Kerama Retto. At 0943 anchored off Koba Jima, Kerama Retto. At 1813 underway from Koba Jima anchorage proceeding to anchorage Kerama Kaikyo in accordance with orders acting C.T.D. 47. At 1840 enemy planes in vicinity, set condition I. At 1905 passed thru net gate and entered anchorage. At 1927 anchored Berth K-33, Kerama Kaikyo, Kerama Retto. All clear. Secured from general quarters.

Position	0800	1200
Latitude	26° - 06'N	26° - 10'N
Longitude	127° - 20'E	127° - 15'E

10 April 1945.

Anchored as before. At 0719 enemy planes in vicinity, set condition I. At 0748 all clear. Secured from general quarters. At 0830 underway with acting C.T.D. 47 from Kerama Kaikyo enroute to transport area to join C.T.G. 51.3. At 1508 anchored in transport area off Hagushe Beaches, Okinawa Jima. At 1700 set condition IA, commenced lowering all landing craft at order of C.T.G. 51.3. At 1830 on order from C.T.G. 51.3 began hoisting landing craft aboard ship. Wind force 5, long swell from 350°T rendered boat handling difficult.

Position	0800	1200
Latitude	26° - 10'N	26° - 19'N
Longitude	127° - 20'E	127° - 42'E

11 April 1945.

Anchored as before. Wind force between 5 and 6 with long swell prevented unloading.

WAR DIARY

USS NEW HANOVER (AKA-73)

12 April 1945.

Anchored as before. At 0615 set condition IABLE, commenced lowering all landing craft. At 0801 all boats waterborne standing by for order to commence unloading cargo. At 1731 commenced discharging vehicles.

13 - 16 April 1945

Anchored as before. Continued to unload cargo. Reference: Action Report, USS NEW HANOVER (AKA-73) 22 March to 19 April 1945. Weather conditions since 12 April have been favorable, no winds in excess of force 3 and slight swell.

17 April 1945.

Anchored as before. Continued to unload cargo. At 0517 completed discharging cargo. At 0715 all troop officers and troops left ship. At 0730 three (3) U.S. Navy officers and thirty-eight (38) enlisted personnel, Beach Party, USS CARTERETT (APA-70) reported aboard for transportation. We had two (2) raids by enemy planes today. The past five days we have averaged between four and five air raids daily, which has delayed unloading.

18 April 1945.

Anchored as before. Awaiting orders to return to rear areas. Transferred 1,500 gallons of fresh water to LCI-1026. One raid by enemy planes today.

19 April 1945.

Anchored as before. At 0819 underway from Okinawa Jima enroute to Ulithi in company Okinawa-Ulithi Merchant Convoy, S.O.P.A. in Sea Runner, on course 142°T, standard speed 13.5 knots, (78 RPM).

Position	1200	2000
Latitude	26° - 02'N	24° - 38'N
Longitude	127° - 24'E	128° - 40'E

20 April 1945.

Steaming in Okinawa-Ulithi Merchant Convoy. At 0500 commenced zigzagging in accordance with Plan #11, U.S. 1940.

Position	0800	1200	2000
Latitude	22° - 23'N	21° - 50'N	20° - 22'N
Longitude	130° - 43'E	131° - 07'E	132° - 06'E

21 April 1945.

Steaming in Okinawa-Ulithi Merchant Convoy. At 0100 advanced ship's clocks one (1) hour to zone -10. At 2205 slowed to 1/3 standard speed for seven (7) minutes due to failure of forced draft blower requiring boiler #2 be secured.

Position	0800	1200	2000
Latitude	18° - 23'N	17° - 37'N	16° - 10'N
Longitude	133° - 28'E	133° - 57'E	134° - 50'E

WAR DIARY

USS NEW HANOVER (AKA-73)

22 April 1945.

Steaming in Okinawa-Ulithi Merchant Convoy. Our watch officers have made considerable progress in station keeping. Today we received a commendation from the convoy commodore for excellent station keeping during the present cruise.

Position	0800	1200	2000
Latitude	14° - 07'N	13° - 24'N	12° - 02'N
Longitude	136° - 26'E	136° - 55'E	137° - 52'E

23 April 1945.

Steaming in Okinawa-Ulithi Merchant Convoy. At 0810 formed single column for entering port. At 1035 secured boiler #1 due to failure of forced draft blower. At 1041 lighted off boiler #1. At 1043 resumed standard speed. At 1245 entered Ulithi Atoll via Mugai Channel. At 1424 anchored in Berth #211, Ulithi Islands, Western Carolines in company with C.T.R. 16. At 1830 the officers and enlisted men of Beach Party, USS CARTERET left ship, transportation completed.

Position	0800	1200
Latitude	10° - 18'N	09° - 57'N
Longitude	139° - 36'E	139° - 44'E

24 April 1945.

Anchored as before. At 1306 underway to fuel alongside USS CHATAUK (IX-188). At 2340 returned to anchorage, Berth #211.

25 - 30 April 1945.

Anchored as before. 25 April Received capacity of fresh and dry provisions for general mess. 29 April Received casualties as summarized: Two troop officers, U.S. Army; Twenty-two (22) troops, U.S. Army; Two (2) enlisted men, U.S. Marine Corp; Two (2) enlisted men, U.S. Navy.

WAR DIARY
 USS NEW HANOVER (AKA-73)
 ATTACHED CTR-16

1 May 1945 (Zone - 10)

Anchored Berth 211, Ulithi Islands, Western Carolines in company with CTR-16.

2 May 1945

Anchored as before. At 0802 underway independently from Ulithi enroute to Guam in accordance orders Port Director Ulithi to procure complement of landing craft (transferred 7 LCM & 1 LCVP to Boat Pool, Okinawa) and additional supplies and equipment for CTR-16. At 0851 with Beacon 'A', Manejang Island bearing 207°T, 1 mile took departure swept channel on course 117°T standard speed 14 knots (86 RPM's) Zigzagging in accordance Plan No. 11 US-1940.

Position	1200	2000
Latitude	10°-10' N	11°-05' N
Longitude	140°-20' E	141°-48' E

3 May 1945

Steaming as before. At 0854 Sighted Guam bearing 025°T, 45 mile. At 1235 Engines stopped, standing off HECF tower, Orote Peninsula, awaiting Pilot. At 1352 Pilot aboard, proceeding to harbor entrance. At 1359 Entered Port Apra via swept channel. At 1515 Moored to buoys, fore and aft, in Berth 19. Port Apra, Guam, Marianas.

Position	0800	1200
Latitude	12° - 39' N	13° - 18' N
Longitude	143° - 53' E	144° - 36' E

4 May 1945

Moored as before. At 0845 Casualties left ship; (2) two officers, U.S.A.; (22) twenty-two troops, U.S.A.; (2) two enlisted personnel, USMC; (2) two enlisted personnel, USN. transportation completed.

5 May 1945

Moored as before. Loading supplies for CTR-16 and Five (5) TD2C aircraft (Drones) for NAB Ulithi. Received full complement of LCM's and LCVP's. (This ship carries 8 LCM, 15 LCVP, 1 LCPL) and 1 (one) additional LCM carried outboard on the 30 ton boom at starboard side of No. 4 Hatch.

6 May 1945

Moored as before. At 0835 Underway independantly from Port Apra, Guam enroute to Ulithi in obedience to orders of Port Director, Guam. At 0851 With HECF tower Orote, Peninsula abeam to starboard, 800 yards took departure from swept channel and set course 282° T, standard speed 14.5 knots (80 RPM), Zigzagging in accordance with Plan #11 US-1940.

Position	1200	2000
Latitude	13° - 02' N	11° - 48' N
Longitude	144° - 06' E	142° - 23' E

WAR DIARY
USS NEW HANOVER (AKA-73)

7 May 1945

Steaming as before. At 0630 Sighted Ulithi bearing 213°T , 13 miles. At 0805 Entered Mugai swept channel with Beacon 'A' Mangejang Island bearing 210° , distance 1 mile. At 0918 Anchored in Berth 205 Northern anchorage, Ulithi Islands, Western Carolines. At 1535 Underway shifting berth. At 1705 Anchored Berth 115 Northern anchorage.

Position	0800
Latitude	$09^{\circ} - 57' \text{ N}$
Longitude	$139^{\circ} - 43' \text{ E}$

8 May 1945

Anchored as before. Unloading supplies for CTR-16 and (5) five TD2C aircraft (Drones) consigned to NAB, Ulithi.

9 May 1945

Anchored as before. At 1251 Underway independantly from Ulithi enroute to Manus Island in accordance orders received from Port Director Ulithi. Detached from CTR-16 this date and attached to CCMSOPAC. At 1354 With Beachn 'A' Mangejang Island bearing 273°T , $2\frac{1}{2}$ miles took departure from Mugai swept channel on course 121°T , standard speed 14.5 knots (78 RPM). Zigzagging in accordance with Plan No. 11 US-1940.

Position	2000
Latitude	$08^{\circ} - 50' \text{ N}$
Longitude	$140^{\circ} - 26' \text{ E}$

10 May 1945

Steaming as before.

Position	0800	1200	2000
Latitude	$06^{\circ} - 43' \text{ N}$	$06^{\circ} - 00' \text{ N}$	$04^{\circ} - 24' \text{ N}$
Longitude	$141^{\circ} - 56' \text{ E}$	$142^{\circ} - 26' \text{ E}$	$143^{\circ} - 39' \text{ E}$

11 May 1945 (Zone - 10)

Steaming as before. From $03^{\circ} - 30' \text{ N}$ to 2°S experienced considerable easterly set ($1 - 1\frac{1}{2}$ knots) though the current Pilot Chart indicated a generally westerly set. We continued to observe $\frac{1}{2}$ to 1 knot easterly set from 2°S to $4^{\circ} - 30' \text{ S}$.

Position	0800	1200	2000
Latitude	$02^{\circ} - 25' \text{ N}$	$01^{\circ} - 38' \text{ N}$	$00^{\circ} - 10' \text{ N}$
Longitude	$145^{\circ} - 04' \text{ E}$	$145^{\circ} - 32' \text{ E}$	$146^{\circ} - 30' \text{ E}$

12 May 1945

Steaming as before. At 0510 sighted Manus Island dead ahead on course 160°T distance 18 miles. At 0707 with Beacons 'A' & 'B' abeam to starboard and to port entered harbor through swept channel. At 0751 anchored Berth C27 Seeadler Harbor, Admiralty Islands.

WAR DIARY

USS NEW HANOVER (AKA-73)

13 May 1945

Anchored as before. At 0818, underway independently from Admiralty Islands enroute to Russell Islands in accordance with orders of Port Director Ulithi. With beacon "A" abeam to port took departure from swept channel on course 000° T, standard speed 14.5 kts (80 RPM). At 0947, conducted AA firing exercise on towed sleeve. Ammo expended: 17 rds 5"-38, 1094 rds 40 mm, and 2874 rds 20 mm. We have not had the opportunity for AA firing in over a month. All batteries benefited from this practice. At 1621, expended 120 rds 40 mm on floating wreckage at 03° S, 149° - 18' E.

Position	1200	2000
Latitude	02° - 08' S	03° - 46' S
Longitude	147° - 27' E	149° - 09' E

14 May 1945

Steaming as before. Today we passed thru Vitiaz Strait, between Southern coast of New Britain and Northeastern coast of New Guinea. Visability was excellant and permitted a fine view of the new Guinea coastal range.

Position	0800	1200	2000
Latitude	05° - 56' S	06° - 29' S	07° - 11' S
Longitude	147° - 36' E	148° - 13' E	149° - 55' E

15 May 1945 (Zone -10)

Steaming as before. At 2000 advanced ships clocks one (1) hour to -11 zone.

Position	0800	1200	2000
Latitude	08° - 14' S	08° - 37' S	09° - 23' S
Longitude	152° - 38' E	153° - 42' E	155° - 36' E

16 May 1945

Steaming as before. At 0840, sighted Banaka Island, Russell Islands. At 1215, with beacon "M" Banaka Is. bearing 319° T, 6 miles, changed course to 319° T proceeding to channel entrance. At 1305, entered Sunlight Channel. At 1638, moored port side to pier Renard Sound, Banaka Is., Russell Islands. At 2111, commenced loading general cargo. P.D. Manus Is. approach directions to Westward side of Russells where HECF installations have been removed caused several hours delay in our arrival.

Position	0800	1200
Latitude	09° - 24' S	09° - 12' S
Longitude	158° - 20' E	159° - 11' E

17 - 21 May 1945 (Zone -11)

Moored as before. Continued loading general cargo. NAB Russells supplying winchmen and hatch crews. We have obtained use of an American Red Cross recreation building on the beach and have established the "Club 73". Ship's crew is enjoying port and starboard liberty with beer, coke, an orchestra and entertainment from ship's company. This is the first liberty for the crew in three months.

(4)

17 - 21 May 1945 Continued -

On 21 May, one (1) officer CEC, USN and one (1) officer USMC reported aboard for transportation. One hundred nineteen (119) enlisted men USMC were received aboard for transportation.

22 May 1945

Moored as before. At 0615, completed loading 3600 tons of general cargo. At 0739, underway independently from Russell Islands enroute to Tulagi. At 0907, took departure on course 095° T with beacon "E" bearing 165° T, dist. 2700 yds, standard speed 13.5 kts (75 RPM). Zigzagging in accordance with plan No. 11 US 1940. At 1353, with beacon "B" Songonangona Is. bearing 358° T 2½ mi., changed course to 007° T proceeding to harbor entrance. At 1412, entered Tulagi harbor. At 1446, anchored in berth 6, Tulagi harbor, Florida Is., Solomons group. Topped off on fuel and water.

Position	1200
Latitude	09° - 02' S
Longitude	159° - 53' E

23 May 1945

Anchored as before. At 0800, underway independently from Tulagi enroute to Eniwetok Atoll in accordance orders of CNB SoSol. At 0816, with beacon "B" abeam to starboard, 1000 yds, took departure from swept channel on course 190° T, standard speed 14.5 kts (80 RPM). At 1333, with Cape Astrolobe, Malaita Is., bear 095° T, 8 mi., ~~to~~ ^{changed course} to 001° T, proceeding out of Solomons group. At 1340, commence zigzagging according to plan No. 11, US-1940.

Position	1200	2000
Latitude	08° - 35' S	07° - 04' S
Longitude	160° - 09' E	161° - 06' E

24 May 1945 (Zone -11)

Steaming as before.

Position	0800	1200	2000
Latitude	04° - 25' S	03° - 24' S	01° - 44' S
Longitude	162° - 01' E	162° - 14' E	162° - 34' E

25 May 1945

Steaming as before. At 2221, lost steering control for 25 minutes while switching from port to starboard steering engines.

Position	0800	1200	2000
Latitude	00° - 49' N	01° - 42' N	03° - 29' N
Longitude	163° - 23' E	163° - 36' E	163° - 56' E

26 May 1945

Steaming as before. At 2316, sighted flare on starboard beam. Conducted search in vicinity of position 09° - 31' N, 162° - 31' E for 45 minutes. No further flares seen.

Position	0800	1200	2000
Latitude	06° - 12' N	07° - 05' N	09° - 00' N
Longitude	163° - 48' E	163° - 31' E	162° - 41' E

27 May 1945

Steaming as before. At 0644, sighted Eniwetok Bearing 355° - T, 17 mi. At 0811, with beacon "E" Taptan Is., abeam to starboard, $\frac{1}{2}$ mi., entered Deep Entrance (East channel). At 0914, anchored berth K-8, anchorage A, Eniwetok Atoll.

Position	0800
Latitude	11° - 25' n
Longitude	162° - 24' E

28 - 31 May 1945 (Zone -12)

Anchored as before. Awaiting orders to proceed to Guam to discharge cargo. On 28 May at 0800, advanced ships clocks to zone -12. One officer CEC USN left ship, transportation completed. On 29 May, exercised gun crews at tracking practice while friendly planes conducted simulated dive bombing and torpedo attacks on ships in anchorage.

WAR DIARY

USS NEW HANOVER (AKA-73)

ATTACHED: ComSoFac

1-15 June 1945 (Zone - 12).

Anchored Berth K-8, Eniwetok Atoll, Marshall Islands awaiting orders to proceed to Guam and discharge cargo. The ship has been on water hours since the middle of March. The presence of 120 passengers aboard since 21 May has added to the water shortage. On 3 June and 9 June we received a total of 60,000 gals. water from YW 103 to bolster ship's supply. 4 June at 0809 underway to go alongside USS MEREDOSIA (IX-193), Berth K-3 to top off fuel. At 1201 anchored in Berth K-8. On 6 June and 14 June received a small quantity of provisions (10 tons) and dry stores (50 cases) for general mess.

16 June 1945 (Zone - 12).

At 1331 underway independently from Eniwetok enroute to Guam pursuant to orders received from P.D. Eniwetok. At 1412 took departure from swept channel on course 105° True with red entrance #2 abeam to port, distance 300 yds, standard speed 15.5 knots (85 RFM). At 1415 conducted A.A. gunnery practice while steaming along course. 5" - 38 bursts were used for target. Ammunition expended: 15 rds. 5" - 38, 280 rds. 40MM, 1188 rds. 20MM. At 1430 retarded ship's clocks one hour to zone - 11. At 1600 commenced zig-zagging in accordance with Plan #11, U.S. 1940.

Position	2000
Latitude	11° - 18' N
Longitude	160° - 55' E

17 June 1945.

Steaming as before.

Position	0800	1200	2000
Latitude	12° - 04' N	12° - 10' N	12° - 25' N
Longitude	158° - 05' E	157° - 06' E	155° - 14' E

18 June 1945.

Steaming as before. At 0100 retarded ship's clocks one hour to zone - 10.

Position	0800	1200	2000
Latitude	12° - 53' N	13° - 05' N	13° - 15' N
Longitude	151° - 55' E	150° - 54' E	148° - 58' E

19 June 1945.

Steaming as before. At 0921 sighted Guam, bearing 254° True, 45 miles. At 1318 standing by off Orote Peninsula, Guam awaiting pilot. At 1338 pilot aboard,

WAR DIARY

USS NEW HANOVER (AKA-73)

19 June 1945 (cont'd)

proceeding to entrance Port Apra. At 1348 entered harbor. At 1425 moored port side to USS LENOIR (AKA-74) in Berth #9, Port Apra, Guam, Marianas. One officer and 119 enlisted men USMC left ship, transportation completed. Reported for duty to CinCPOA.

Position	0800	1200
Latitude	13° - 40' N	13° - 44' N
Longitude	145° - 49' E	144° - 51' E

20 June 1945.

Moored as before. At 1812 underway from Guam enroute to Saipan. At 1834 took departure on course 018° true with HEPC bearing 152° true, 2 miles. Standard speed 11 knots (60 RPM) zig-zagging in accordance with Plan #26, U.S. 1940.

Position	2000
Latitude	13° - 39' N
Longitude	144° - 40' E

21 June 1945.

At 0552 sighted Saipan Island bearing 045° true, 18 miles. At 0918, with black entrance buoy abeam to port, 100 yds. entered harbor. At 0950 anchored Berth L-66, Saipan Harbor, Saipan Island, Marianas. At 1621 underway to shift berth. At 1641 anchored in Berth L-73.

Position	0800
Latitude	15° - 07' N
Longitude	145° - 37' E

22-23 June 1945.

Anchored as before awaiting orders to return to Guam and discharge cargo.

24 June 1945.

Anchored as before. At 1738 underway from Saipan enroute to Guam in accordance orders received from P.D. Saipan. At 1830 with black entrance buoy abeam to starboard, 25 yds. took departure from swept channel on course 239° true, standard speed 12 knots (65 RPM), zig-zagging in accordance with Plan #26, U.S. 1940.

Position	2000
Latitude	15° - 03' N
Longitude	145° - 29' E

25 June 1945.

Steaming as before. At 0500 sighted Guam, bearing 138° true, 25 miles.

WAR DIARY

USS NEW HANOVER (AKA-73)

25 June 1945 (cont'd)

At 0648 standing by off Orote Peninsula awaiting pilot. At 0909 pilot aboard, proceeding to harbor entrance. At 1023 entered harbor. At 1047 moored to mooring buoys fore and aft in Berth 16. Topping off provisions and dry stores.

Position	0800
Latitude	13° - 30' N
Longitude	144° - 36' E

26 June 1945.

Moored as before. At 1535 underway shifting berth. At 1611 moored port side to Pier E, Port Apra. At 1700 commenced discharging cargo.

27-30 June 1945.

Moored as before, continued discharging cargo.

WAR DIARY
 USS NEW HANOVER (AKA-73)
 ATTACHED TO: CinCPOA

1 July 1945 (Zone - 10).

Moored port side to Pier E, Port Apra, Guam, Marianas. Discharging cargo.

2 July 1945.

Moored as before. Continuing to discharge cargo. Loaded aboard 570 bags of U.S. mail.

3 July 1945.

Moored as before. Continuing to discharge cargo. Topped off fuel oil tanks. At 2215 completed unloading cargo.

4 July 1945.

Moored as before. At 0639 underway shifting berths. At 0701 anchored in Berth 562 Apra Harbor, cleaning and covering all hatches, hoisting ship's boats aboard, and making ship ready for sea. At 1100 loaded aboard 104 sacks, 59 outside pieces of U.S. mail. At 1201 underway independently from Port Apra, Guam, Marianas enroute to San Francisco, California in accordance with orders received from P.D., Guam. At 1214 with HECF tower abeam to port, 500 yds. took departure on course 282° true, standard speed 14.5 knots (80RPM). When clear of Guam, conducted A.A. gunnery exercises. 40MM and 20MM batteries firing on 5" -38 shell bursts. Ammunition expended: 12 rds 5" - 38, 505 rds. 40MM, 202 rds. 20MM. At 1500 commenced zig-zagging in accordance with Plan #11, U.S. 1940.

Position	2000
Latitude	12° - 55' N
Longitude	146° - 02' E

5 July 1945.

Steaming as before. At 0100 advanced ship's clocks one hour to zone - 11.

Position	0800	1200	2000
Latitude	12° - 42' N	12° - 35' N	12° - 20' N
Longitude	148° - 39' E	149° - 36' E	151° - 32' E

6 July 1945.

Steaming as before.

Position	0800	1200	2000
Latitude	12° - 03' N	11° - 57' N	11° - 37' N
Longitude	154° - 23' E	155° - 26' E	157° - 14' E

WAR DIARY
USS NEW HANOVER (AKA-73)

7 July 1945.

Steaming as before. At 0100 advanced ship's clocks $\frac{1}{2}$ hour to zone - 11 $\frac{1}{2}$. At 1734 sighted Eniwetok Atoll, Marshall Islands, bearing 052° true, 18 miles. After passing the Atoll set a great circle course for San Francisco, California.

Position	0800	1200	2000
Latitude	11° - 22' N	11° - 15' N	11° - 26' N
Longitude	159° - 47' E	160° - 45' E	162° - 33' E

8 July 1945.

Steaming as before. At 0100 advanced ship's clocks $\frac{1}{2}$ hour to zone - 12.

Position	0800	1200	2000
Latitude	13° - 12' N	12° - 55' N	15° - 02' N
Longitude	164° - 34' E	165° - 11' E	166° - 43' E

9 July 1945.

Steaming as before. We have received a number of reports of enemy submarines in vicinity of our course but have had no visual contacts. We are zig-zagging day and night. Continue dawn and dusk alert, and maintain material condition affirm at night, to insure utmost watertight integrity.

Position	0800	1200	2000
Latitude	16° - 53' N	17° - 28' N	18° - 34' N
Longitude	168° - 58' E	169° - 42' E	171° - 11' E

10 July 1945.

Steaming as before.

Position	0800	1200	2000
Latitude	20° - 15' N	20° - 49' N	21° - 50' N
Longitude	173° - 34' E	174° - 22' E	175° - 58' E

11 July 1945 (Meridian Day).

Steaming as before. 0100 advanced ship's clocks $\frac{1}{2}$ hour to zone - 12 $\frac{1}{2}$. At 1615 crossed International Date Line at 24° - 30.5' N.

Position	0800	1200	2000
Latitude	23° - 24' N	23° - 55' N	25° - 03' N
Longitude	178 - 12' E	179 - 08' E	179 - 14' N

11 July 1945.

Steaming as before. At 0100 advanced ship's clocks $\frac{1}{2}$ hour to zone + 11. The air and sea temperatures are now a comfortable 80° a considerable relief from the equatorial heat. All hands are in fine spirit.

WAR DIARY

USS NEW HANOVER (AKA-73)

11 July 1945 (cont'd)

Position	0800	1200	2000
Latitude	26° - 30' N	26° - 54' N	27° - 35' N
Longitude	176° - 46' W	175° - 51' W	173° - 55' W

12 July 1945.

Steaming as before. At 0100 advanced ship's clocks $\frac{1}{2}$ hour to zone + 10 $\frac{1}{2}$.

Position	0800	1200	2000
Latitude	28° - 44' N	29° - 10' N	30° - 00' N
Longitude	171° - 14' W	170° - 18' W	168° - 24' W

13 July 1945.

Steaming as before. At 0100 advanced ship's clocks $\frac{1}{2}$ hour to zone + 10.

Position	0800	1200	2000
Latitude	31° - 05' N	31° - 27' N	32° - 12' N
Longitude	165° - 38' W	164° - 40' W	162° - 37' W

14 July 1945.

Steaming as before.

Position	0800	1200	2000
Latitude	33° - 08' N	33° - 31' N	34° - 09' N
Longitude	159° - 37' W	158° - 34' W	156° - 28' W

15 July 1945.

Steaming as before. At 0100 advanced ship's clocks $\frac{1}{2}$ hour to zone + 9 $\frac{1}{2}$.

Position	0800	1200	2000
Latitude	34° - 50' N	35° - 02' N	35° - 13' N
Longitude	153° - 23' W	152° - 15' W	150° - 18' W

16 July 1945.

Steaming as before. At 0100 advanced ship's clocks $\frac{1}{2}$ hour to zone + 9.

Position	0800	1200	2000
Latitude	35° - 37' N	36° - 02' N	36° - 53' N
Longitude	147° - 29' W	146° - 42' W	144° - 43' W

17 July 1945.

Steaming as before. At 0100 advanced ship's clocks $\frac{1}{2}$ hour to zone + 8 $\frac{1}{2}$.

WAR DIARY

USS NEW HANOVER (AKA-73)

17 July 1945 (cont'd)

At 0236 fire alarm sounded at Frame 54 due to open switch. At 1600 CO. held personnel inspection of crew.

Position	0800	1200	2000
Latitude	37° - 10' N	37° - 11' N	37° - 29' N
Longitude	141 - 49' W	140 - 47' W	138 - 32' W

18 July 1945

Steaming as before. At 0100, advanced ship's clocks $\frac{1}{2}$ hour to zone +8. At 0520, exercised crew at battle problem involving simulated suicide plane attack with ship sustaining near miss resulting in the following material damage: ship's skin holed at waterline starboard side, frame 114, bilge fire, fire in LCP(L), electrical circuits shorted by concussion causing loss of power, communication system ruptured forward of frame 88, defective projectile in 20mm #12 resulted in three casualties on signal bridge. At 0555, secured from battle problem, all damage having been repaired and fires put out and casualties taken to dressing station. At 1600, C.O. held personnel inspection.

Position	0800	1200	2000
Latitude	38° - 00' N	38° - 02' N	38° - 03' N
Longitude	135° - 27' W	134° - 18' W	131° - 58' W

19 July 1945

Steaming as before. At 0100, advanced ship's clocks $\frac{1}{2}$ hour to zone +7 $\frac{1}{2}$. At 0525, exercised crew at battle problem with simulated suicide attack in which plane crashed into ship's side amidships causing extensive topside damage, fire, and casualties. At 0555, with exercises finished, secured from battle problem.

Position	0800	1200	2000
Latitude	38° - 06' N	38° - 05' N	38° - 05' N
Longitude	128° - 50' W	127° - 40' W	125° - 26' W

20 July 1945

Steaming as before. At 0100, advanced ship's clocks $\frac{1}{2}$ hour to zone plus 7. At 0354, sighted Farallon Is. light bearing 122° T, 22 miles. At 0727, pilot came aboard. At 0745, passed abeam of lighted buoys #1 and 2 and entered main ship swept channel entrance to San Francisco Bay. At 0901, anchored in berth K-2, anchorage 12, San Francisco Bay. At 2100, received two tons fresh provisions for general mess.

Position	0800
Latitude	37° - 47' N
Longitude	122° - 34' W

21 - 23 July 1945

Anchored in berth K-2, anchorage 12, San Francisco Bay. 674 bags, 59 outside piece US mail discharged into YF-707 alongside to port.

24 July 1945

Anchored as before. At 1703, underway shifting berths. At 1734, moored starboard side to pier No. 27, San Francisco, California.

WAR DIARY

USS NEW HANOVER (AKA-73)

25 - 31 July 1945

Moored starboard side to pier No. 27, San Francisco, California undergoing alterations and repairs supervised by assistant industrial manager, Hunters Point.

REG. NO 605
R. S. NO
REG. SHEET NO 81

WAR DIARY
USS NEW HANOVER (AKA-73)
ATTACHED TO COMWESTSEAFRON

1 - 3 August 1945 (Zone + 7)

Moored starboard side to pier # 27, San Francisco Bay, San Francisco, California. Undergoing repairs and alterations authorized by Ass't. Industrial Manager, Hunter's Point.

4 August 1945

Moored as before. At 0938 underway shifting berth. At 1007 anchored in Berth D-5, anchorage 12, San Francisco Bay.

5 August 1945

Anchored as before. At 1034 underway to swing ship in San Francisco Bay and shift berth. At 1536 moored port side to Pier C, Point Molate, San Francisco Bay. Fueled ship. Completed alterations and repairs.

6 - 10 August 1945

Moored as before. Commenced loading fog oil in drums. Topped off on provisions for general mess. At 1730, 10 August, completed loading 15,700 drums of oil (3800 tons).

11 August 1945.

Moored as before. At 0715 underway shifting berths. At 0857 moored starboard side to pier 48-B, San Francisco. At 2110 commenced loading general cargo.

12 - 14 August 1945

Moored as before. Continued loading general cargo. Eight (8) officers, U. S. Navy, reported aboard for transportation.

15 August 1945

Moored as before. Thirty nine (39) troops, U. S. Army received aboard for transportation. At 1710 completed loading 2000 tons general cargo. At 1847 underway from Pier 48-B, San Francisco, enroute to Pearl Harbor, T.H. in accordance ComWestSeaFron order of 14 August 1945. At 1945 with mile rock light abeam to port, distance 1 mile, took departure from San Francisco Bay on course 240°T, standard speed 15 knots (82 RPM), steaming independently.

16 August 1945

Steaming as before. The Commanding Officer continues to hold General Quarters for dawn alert. Retarded ship's clocks one (1) hour to zone + 8.

Position	0800	1200	2000
Latitude	36° - 28' N	36° - 10' N	35° - 16' N
Longitude	125° - 38' W	126° - 33' W	129° - 11' W

17 August 1945

Steaming as before.

Position	0800	1200	2000
Latitude	34° - 10' N	33° - 48' N	32° - 57' N
Longitude	132° - 30' W	133° - 25' W	135° - 28' W

WAR DIARY

USS NEW HANOVER (AKA-73)

18 August 1945 (Zone + 9)

Steaming as before. Held Captain's Inspection of crew. Retarded ship's clocks one (1) hour to zone + 9.

Position	0800	1200	2000
Latitude	31° - 41' N	31° - 14' N	30° - 16' N
Longitude	138° - 42' W	139° - 48' W	141° - 54' W

19 August 1945

Steaming as before.

Position	0800	1200	2000
Latitude	28° - 49' N	28° - 25' N	27° - 24' N
Longitude	145° - 02' W	145° - 51' W	147° - 50' W

20 August 1945

Steaming as before. Retarded ship's clocks one half ($\frac{1}{2}$) hour to zone + 9 $\frac{1}{2}$. Conducted gunnery exercises using inflated weather balloons for targets. Gun crews in general and especially the 40MM shot accurately; a good majority of the targets were shot down, in spite of the fact that crews had not fired since 4 July 1945. Ammunition expended: 78 rounds 5"-38, 1,464 rounds 40MM, 2,714 rounds 20MM.

Position	0800	1200	2000
Latitude	25° - 44' N	25° - 13' N	24° - 14' N
Longitude	150° - 38' W	151° - 35' W	153° - 30' W

21 August 1945

Steaming as before. Conducted gunnery exercise with plane towing target sleeve. Performance of gun crews was excellent; 3 sleeves were shot down. Ammunition expended: 41 rounds 5"-38, 2,015 rounds 40MM, 3,700 rounds 20MM. At 1315 sighted Oahu Island, bearing 235°T. At 1733 standing by, $\frac{1}{2}$ mile off Pearl Harbor entrance buoys # 1 and # 2 awaiting pilot. At 1757 pilot aboard proceeding to berth. At 1834 moored port side to Pier A-9, Pearl Harbor, Oahu, T. H. Reported for duty to AdComPhibsPac.

Position	0800	1200
Latitude	22° - 40' N	22° - 08' N
Longitude	156° - 10' W	157° - 04' W

22 - 23 August 1945

Moored as before. Thirty nine (39) troops, U. S. Army and eight (8) officers, U. S. Navy left ship having completed transportation. Unloaded 2000 tons general cargo.

24 August 1945

Moored as before. At 1550 underway shifting berth. At 1639 moored port side to U.S.S. SELINUR (AKA-41) in Berth X-11. Loading fresh provisions for general mess.

WAR DIARY
USS NEW HANOVER (AKA-73)

25 August 1945

Moored as before. Held Commanding Officer's Ship Inspection. Loaded fresh provisions for general mess.

26 - 27 August 1945

Moored as before. At 0728 underway shifting berth. At 0813 moored starboard side to Pier M-4. Commenced discharging cargo of fog oil in drums.

28 August 1945

Moored as before. Stopped discharging cargo. At 0648 underway shifting berth. At 0744 moored port side to U.S.S. UVALDE (AKA-88) in Berth X-4.

29 August 1945

Moored as before. At 1348 underway shifting berth. At 1423 moored starboard side to Berth M-4. Continued to discharge cargo.

30 - 31 August 1945

Moored as before. Continued to discharge cargo of fog oil in drums.

J. R. HAINES
Comdr., USNR
Commanding

WAR DIARY
USS NEW HANOVER (AKA-73)

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REG. NO. 667
R. S. NO.
REG. SHEET NO 2

1 September 1945

Moored to deck at M-4, Pearl Harbor, Oahu, T.H., and discharging fog oil taken on at San Francisco, California. Exercised crew at fire drill at 1245. Completed unloading cargo at 1600.

2 September 1945

Moored as before. Underway at 0632 to new berth assignment, and moored in Berth X-14 at 0745.

3 September 1945

Moored to buoys in Berth X-14, Pearl Harbor, Oahu, T.H. Transferred eleven enlisted personnel.

4 September 1945

Moored as before. At 0920, the SS GABRIEL FRANCHERE moored alongside to port.

5 September 1945

Moored as before. SS GABRIEL FRANCHERE moored alongside.

6 September 1945

Moored as before. SS GABRIEL FRANCHERE moored alongside.

7 September 1945

Moored as before. SS GABRIEL FRANCHERE moored alongside. Conducted below decks inspection at 1315. SS GABRIEL FRANCHERE underway at 1755.

8 September 1945

Moored as before. At 1231, the USS CHARLES CARROLL moored alongside to port.

9 September 1945

Moored as before. The USS CHARLES CARROLL (APA-28) moored alongside to port. Received 40,000 gallons of fresh water from YW 175 alongside to starboard. USS CHARLES CARROLL underway at 1205.

10 September 1945

Moored as before. At 1827, underway from Berth X-14 enroute Honolulu harbor, standard speed 75 RPM, 13.5 knots. Standing off Honolulu harbor from 1935 to 2047, when Pilot Behr came aboard. Moored portside to Pier 40-B at 2204.

11 September 1945

Moored port side to Pier 40-B, Honolulu, T.H. loading vehicles.

12 September 1945

Moored as before. Completed loading cargo at 2303.

13 September 1945

Moored as before. Received aboard for transportation twelve (12) Army officers and fifty (50) Navy enlisted men. Underway at 1705, enroute to Tinian, Marianas Islands. Took departure at 1734. The crew was exercised at abandon ship drill at 1856. Steaming independently.

Position 2000
Latitude 20° 42' N
Longitude 157° 59' W

148295

WAR DIARY
USS NEW HANOVER (AKA-73)

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14 September 1945

Steaming as before. Course 272° T, standard speed 14.3 knots, 80 RPM. At 0705, changed course to 264° T. At 1002, exercised crew at fire quarters and abandon ship drill. Adjusted base course to 265° T at 1342.

Position	0800	1200	2000
Latitude	20° 05' N	19° 59' N	19° 51' N
Longitude	160° 14' W	161° 11' W	163° 05' W

15 September 1945

Steaming as before, on course 265° T. At 0400, changed course to 260° T. At 2000, changed course to 258° T. Retarded ship's clocks one half hour to + 10 Zone time at 0100.

Position	0800	1200	2000
Latitude	19° 32' N	19° 20' N	19° 00' N
Longitude	166° 12' W	167° 03' W	169° 02' W

16 September 1945

Steaming as before. At 0100 retarded ship's clocks one hour to + 11 Zone time. At 1503, SKILES, D.D., MMlc, (624 00 27) V6 USNR, shot himself while handling a carbine in the armory. SKILES died at 1803. The findings of the board of investigation indicate that death resulted from a self-inflicted wound through the head and from own misconduct—not service connected.

Position	0800	1200	2000
Latitude	18° 22' N	18° 12' N	17° 48' N
Longitude	172° 21' W	173° 20' W	175° 18' W

17 September 1945

Steaming as before, standard speed 15 knots, 85 RPM. Changed course to 254° T at 1445, while crossing the International Date Line. At 2005, adjusted base course to 253° T.

Position	0800	1200	2000
Latitude	17° 05' N	16° 53' N	16° 25' N
Longitude	178° 18' W	179° 18' W	178° 39' E

19 September 1945

Steaming as before, on course 253° T. Retarded ship's clocks at 0100 to + 12 Zone time.

Position	0800	1200	2000
Latitude	15° 30' N	15° 13' N	14° 40' N
Longitude	175° 23' E	174° 23' E	172° 24' E

20 September 1945

Steaming as before. At 0720, changed course to 252° T. At 1000, retarded ship's clocks one hour to + 11 Zone time.

Position	0800	1200	2000
Latitude	13° 54' N	13° 32' N	12° 51' N
Longitude	169° 19' E	168° 11' E	166° 04' E

WAR DIARY
USS NEW HANOVER (AKA-73)

CONFIDENTIAL

21 September 1945

Steaming as before, on course 252° T. At 0100, changed course to 257° T. At 1041, sighted 124 ft. tank on Began Island, Eniwetok Atoll, and passed it abeam to port at 1116, distance 12 miles. Changed course to 283° T at 1627.

Position	0800	1200	2000
Latitude	12° 05' N	11° 53' N	11° 47' N
Longitude	163° 02' E	162° 01' E	159° 59' E

22 September 1945

Steaming as before on course 283° T.

Position	0800	1200	2000
Latitude	12° 32' N	12° 43' N	13° 10' N
Longitude	157° 10' E	156° 10' E	154° 16' E

23 September 1945

Steaming as before. At 0030, sighted USS COPAHEE as being on collision course, and reduced speed to 2/3 ahead. Cleared USS COPAHEE at 0057, and resumed standard speed. At 1300, exercised crew at General Quarters, holding firing practice, fire drill, abandon ship drill, and collision drill. At 1336, adjusted base course to 281° T. At 1400, retarded ship's clocks one hour to + 10 Zone time.

Position	0800	1200	2000
Latitude	13° 46' N	13° 58' N	14° 27' N
Longitude	151° 26' E	150° 33' E	148° 20' E

24 September 1945

Steaming as before. At 0205, changed course to 280° T. ETA Tinian Harbor - 0900. At 0745, with North tangent of Aguijan Island bearing 247° T, distance, two miles. Changed course to 336° T. At 0815, adjusted base course to 000° T, standing off Tinian Island, awaiting pilot and orders. Pilot SMITH came aboard at 0837, and at 0905, ship passed abeam of Harbor Entrance Channel buoys. At 0926, moored port side to pier, Berth 7, Tinian harbor. Commenced unloading cargo at 1335.

25 September 1945

Moored as before, discharging cargo.

26 September 1945

Moored as before. At 0100, completed unloading cargo. At 1032 underway from pier, enroute Saipan by direction Port Director, Tinian. At 1256, anchored in Berth L-51, Saipan Harbor, awaiting orders.

27 September 1945

Anchored in Berth L-51, in 15 fathoms of water. Received fuel from the SS RACCOON - 3,702 bbls.

28 September 1945

Anchored as before. Still awaiting orders.

WAR DIARY
USS NEW HANOVER (AKA-73)

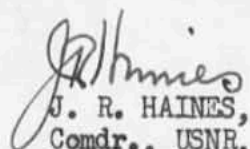
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29 September 1945

Anchored as before. At 1330, ship's service generators were secured, due to low water in # 2 boiler. Emergency power and lighting was immediately cut in. However, at 1420, the generators were back in operation, and emergency power secured.

30 September 1945

Anchored as before. At 1625, bearings verified the fact that the ship was dragging anchor, and Special Sea Details were set. The Captain deemed it advisable to wait until visibility improved, before weighing anchor. At 0919, the ship was underway, and at 0924, ship was anchored in Berth L-51 as before.


J. R. HAINES,
Comdr., USNR,
Commanding.

REG. NO 691
P
R. S. NO 34

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USS NEW HANOVER (AKA-73)
WAR DIARY

1 October 1945 (Zone time -10)

Anchored in Berth L-51, Saipan Harbor, Marianas Islands, awaiting further orders. Due to persistent heavy swells, the anchor chain was veered to 105 fathoms at 0930. At 1930, commenced turning over main engine 5 RPM to relieve strain on anchor chain.

2 October 1945

Anchored in Berth L-51, Saipan Harbor, Marianas Islands, awaiting orders. Main engine was secured at 0635. At 0843, ship's power failed, due to loss of steam pressure to ship's service generators while shifting boilers, and emergency power and lighting was cut in at 0843. Service generators were back in operation at 0859, supplying normal power and light. At 0949, commenced turning over main engine 5 RPM, and secured main engine at 1232.

3 October 1945

Anchored in Berth L-51, Saipan Harbor, Marianas Islands. Wind and swells have subsided considerably, and there seems to be no danger of dragging anchor. However, the length of chain remains at 105 fathoms, as a precautionary measure. At 1037, commenced taking on provisions for general mess, and completed provisioning at 1300, having received 10 tons of dry stores and 5 tons of fresh provisions.

4 October 1945

Anchored in Berth L-51, Saipan Harbor, Marianas Islands. At 0909, ship standing out of harbor, enroute Lingayen, Philippine Islands in accordance with ComPhibGroup 14 orders, reference # 021656, dated 2 October 1945. Standard speed was set at 14 knots, 82 RPM, initial course 249° T. At 0938, exercised crew at General Quarters, at fire quarters at 0946, and at abandon ship drill at 0953. Drills were secured at 1000. At 1153, changed course to 221° T. At 1948, changed course to 275° T. At 2350, changed course to 269° T.

<u>Position</u>	1200	2000
Latitude	15° 01' N	13° 35' N
Longitude	145° 14' E	143° 57' E

5 October 1945

Steaming independently on course 269° T. enroute Lingayen, Philippine Islands. Standard speed 14.5 knots, 83 RPM. At 0800, increased standard speed to 15 knots, 85 RPM. Held materiel inspection at 1315, and completed inspection at 1430.

<u>Position</u>	0800	1200	2000
Latitude	13° 39' N	13° 40' N	13° 39' N
Longitude	141° 08' E	140° 16' E	138° 20' E

6 October 1945

Steaming as before. At 0848, changed course to 270° T. At 0945, held Captain's Inspection. Strong headwinds are retarding ship's speed, and speed was increased to 87 RPM at 1050. The increase is enabling us to maintain

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USS NEW HANOVER (AKA-73)
WAR DIARY

6 October 1945 (Cont'd) (Zone time -9)
an average speed of 14.5 knots. At 1945, retarded ship's clocks (1) hour
to -9 zone time.

<u>Position</u>	0800	1200	2000
Latitude	13° 34' N	13° 29' N	13° 28' N
Longitude	135° 27' E	134° 37' E	132° 39' E

7 October 1945

Steaming as before, course 270° T, speed 14.5 knots, 87 RPM. At 0635,
changed course to 267° T. At 1601, reduced speed to 14 knots, 80 RPM, and
changed course to 254° T. At 1942, changed course to 270° T, reduced speed
to 13.5 knots, 75 RPM. At 2303, adjusted course to 272° T.

<u>Position</u>	0800	1200	2000
Latitude	13° 37' N	13° 26' N	13° 02' N
Longitude	129° 14' E	128° 19' E	126° 26' E

8 October 1945

Steaming as before. At 0100, changed course to 275° T, standard speed
remaining 13.5 knots, 75 RPM. At 0317, changed course to 250° T. At 0343,
changed course to 245° T. At 0410, changed course to 240° T. At 0418,
sighted San Bernardino light bearing 220° T, distance 19 miles. At 0434,
changed course to 230° T, increased speed to 14.5 knots, 85 RPM. Lookouts
sighted land at 0530. At 0600, standing into the San Bernardino Strait, from
where we proceeded on various courses to the Verde Islands passage.

<u>Position</u>	0800	1200	2000
Latitude	12° 32' N	12° 46' N	13° 14' N
Longitude	123° 57' E	123° 03' E	121° 17' E

9 October 1945

Steaming as before. Standard speed 14.5 knots, 85 RPM. Still proceeding
through Central Philippine waters on various courses. At 0445, set course at
350° T. At 0818, changed course to 000° T, and commenced piloting up the west
coast of Luzon. At 1148, changed course to 048° T. At 1334, changed course
to 089° T, and at 1425, ship was standing off San Fernando, Philippine Islands,
awaiting instructions. At 1614, Fort Director instructed ship to proceed to
Agoo in Lingayen Gulf, and the ship proceeded to an anchorage off Aringay
Point in Lingayen Gulf, and anchored at 1728.

<u>Position</u>	0800
Latitude	15° 19' N
Longitude	119° 41' E

10 October 1945

Anchored off Aringay Point, Lingayen Gulf, Philippine Islands. At 0907,
ship underway from Aringay Point to Agoo Beach, about 5 miles south. At 1113,

USS NEW HANOVER (AKA-73)
WAR DIARY

10 October 1945 (Cont'd) (Zone time -9)

ship anchored 1200 yds. off Agoos Beach, making preparations for taking on Army cargo. Draft before loading commenced: 12' 11" forward, 20' 03" aft.

11 October 1945

Anchored as before. Pursuant to ComPhibGroup 14 dispatch # 021656, dated 2 October 1945, 109 enlisted men and two (2) officers, U.S. Army, were received aboard for transportation to Sasebo, Kyushu, Japan.

12 October 1945

Anchored as before. Ensign R. I. BISHOP was this day suspended from duty by order of the Commanding Officer for failure to properly execute an order. Continuing loading cargo.

13 October 1945

Anchored as before. Cargo loading is proceeding slowly due to heavy swells and surf at Agoos Beach. Small boats are unable to operate successfully on this beach.

14 October 1945

Anchored as before. Three (3) Army officers reported aboard for transportation. Continuing loading cargo.

15 October 1945

Anchored as before. Continuing loading cargo.

16 October 1945

Anchored as before. Continuing loading cargo.

17 October 1945

Anchored as before. Continuing loading cargo. Received aboard 5½ tons of fresh provisions for general mess.

18 October 1945

Anchored as before. One Army officer reported aboard for transportation. Completed loading cargo at 1315. Draft forward 14' 10", aft 22' 4".

19 October 1945

Anchored as before. At 0955, standing out of Lingayen Gulf, Philippine Islands enroute Sasebo, Japan, in accordance with ComPhibGroup 14 order # 161246, dated 17 October 1945 in company with the U.S.S. APPLING (APA-58), O.T.C. in this ship. Standard speed 14 knots, 80 RPM, course 345° T. Draft: forward 14' 10"; aft 22' 4". At 1100, exercised crew at emergency drills; secured at 1119. At 1848, changed course to 029° T.

<u>Position</u>	1200	2000
Latitude	16° 58' N	18° 53' N
Longitude	120 15' E	120 27' E

USS NEW HANOVER (AKA-73)
WAR DIARY

20 October 1945 (Zone time -9)

Steaming as before. At 0652, changed course to 049° T. At 1253, increased standard speed to 14.3 knots, 83 RPM. At 2000, increased standard speed to 14.5 knots, 85 RPM.

<u>Position</u>	0800	1200	2000
Latitude	20° 27' N	21° 01' N	22° 11' N
Longitude	122° 38' E	123° 19' E	124° 50' E

21 October 1945

Steaming as before. At 1155, changed course to 352° T. At 1700, adjusted base course to 357° T. Ship was receiving a strong set to port. At 1845, changed course to 024° T. At 1926, changed course to 016° T. At 1932, passed Tokashiki Jima, Kerama Rhetto, abeam to port, distance 2 miles. At 1938, changed course to 001° T, reduced standard speed to 11 knots, 65 RPM. At 2134, increased standard speed to 11.5 knots, 68 RPM. At 2200, changed course to 015° T.

<u>Position</u>	0800	1200	2000
Latitude	23° 51' N	24° 33' N	26° 14' N
Longitude	126° 59' E	127° 37.5' E	127° 29' E

22 October 1945

Steaming as before. Course 015° T, speed 11.5 knots, 68 RPM. Adjusted base course to 017° T at 0658. At 1300, adjusted base course to 015° T and at 1330 increased standard speed to 11.7 knots, 70 RPM. At 2115, changed course to 012° T.

<u>Position</u>	0800	1200	2000
Latitude	28° 22' N	29° 05' N	30° 30' N
Longitude	ε 127° 59' E	128° 20' E	128° 51' E

23 October 1945

Steaming as before. Course 012° T, speed 11.7 knots, 70 RPM. At 0110, adjusted course to 015° T. At 0610, changed course to 010° T. At 0659, changed course to 000° T, making entrance into mine swept channel leading to Sasebo Ko. At 1027, ship anchored off Sasebo Ko Harbor entrance, Kyushu, Japan, awaiting further instructions.

24 October 1945

Anchored as before. General drills were held this afternoon, commencing at 1515, consisting of Fire Quarters, General Quarters, and Abandon Ship Drill. Secured from emergency drills at 1609.

25 October 1945

Anchored as before. Ship entered harbor today at 1000, piloted by Japanese pilot K. KUCHII. At 1110, ship was anchored in Berth 7. At 1525, crew was exercised at emergency drills. Called away fire and rescue party. Secured at 1552.

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USS NEW HANOVER (AKA-73)
WAR DIARY

26 October 1945 (Zone time -9)

Anchored as before, awaiting further instructions.

27 October 1945

Anchored as before. Ship underway at 1042, with the Commanding Officer at the Conn, shifting to Berth 27, and anchored at 1131, in Berth 27, off Green Beach. Commenced unloading cargo at 1417. Draft: forward 14' 3"; aft 21' 10".

28 October 1945

Anchored as before. Continuing unloading cargo.

29 October 1945

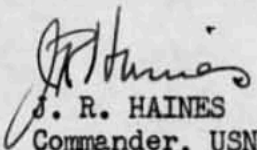
Anchored as before. Continuing unloading cargo.

30 October 1945

Anchored as before. Continuing unloading cargo.

31 October 1945

Anchored as before. Completed unloading cargo at 0553. Draft: forward 11' 11"; aft 19' 3". Awaiting orders.


J. R. HAINES
Commander, USNR,
Commanding.

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USS NEW HANOVER (AKA-73)
WAR DIARY

RECEIVED S-C FILES
Room 2055
ROUTE TO: 03
21 DEC 1945
17.12-1/AKA73

1 November 1945. (Zone time -9)

Anchored in Berth 27, Sasebo Ko, Kyushu, Japan, awaiting orders.

Copy No. of

2 November 1945.

Anchored as before. Held materiel inspection at 1315, and secured at 1415.

3 November 1945.

Anchored as before. At 0900, mustered crew at quarters for Captain's Inspection. Secured from Captain's Inspection at 0955.

4 November 1945.

Anchored as before.

5 November 1945.

Anchored as before. At 1600, exercised crew at fire quarters. 1612 - Secured from fire quarters.

6 November 1945.

Anchored as before.

7 November 1945.

Anchored as before. At 1315, commenced loading cargo of Japanese Army and Navy ordnance material to be shipped to the continental United States for experimental purposes, in addition to U.S. Navy ordnance.

8 November 1945.

Anchored as before. Continued loading cargo. At 1330, one (1) Navy enlisted man was received aboard for transportation to continental United States. 1450 - Pursuant to orders of CO, U.S. Naval Training School (Pre-Radar), Bowdoin College, Brunswick, Maine dated 1 September 1945, and in accordance with BuPers dispatch dated 30 August 1945, the following named officers were received aboard for duty: Maurice E. GLENNON, Jr., Ensign (D)L, USNR, 440605; Richard M. LIGHT, Ensign (D)L USNR, 440663. At 1905, HENDERSON, Porter, Ch. Mach., (E)L USNR reported aboard for duty as supercargo.

9 November 1945.

Anchored as before. Continued loading cargo. At 1905, one (1) enlisted man, USN, reported aboard for transportation.

10 November 1945.

Anchored as before. Continued loading cargo. At 0955, WOODMAN, Walter L., EM2c, 860 37 80, and COVERT, John A., CCS, 409 32 97 were transferred to Port Director Cub 18 for transportation to the continental United States and discharge from the Naval service.

11 November 1945.

Anchored as before. Continued loading cargo.

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USS NEW HANOVER (AKA-73)
WAR DIARY

12 November 1945. (Zone time -9)

Anchored as before. Continued loading cargo. At 0850, CAPUTO, Philip U., S2c, 643 83 64, USNR, sustained traumatic shock, contusions and abrasions of the legs, and possible internal injuries when he was knocked from the starboard side of the main deck by a line on the hook of the whip at #2 hatch aft. He fell, striking the gunwale of an LCM tied alongside, and plunged into the water. CAPUTO was immediately recovered by the LCM crew, the medical officer supervised first aid, and the patient was transferred to sick bay. The accident occurred in the line of duty, not misconduct. At 1300, CAPUTO was transferred to the U.S.S. SAMARITAN for medical treatment.

13 November 1945.

Anchored as before. Continued loading cargo.

14 November 1945.

Anchored as before. Completed loading cargo at 0841, having received 1,039 tons of ordnance equipment. Draft: forward 12' 11"; aft 21' 5". At 0950, ship underway to alongside U.S.S. ENOREE (AO-69). At 1110, commenced taking on fuel oil. Draft: forward 12' 11"; aft 21' 5". At 1310, completed taking on fuel oil, having received 2,500 barrels. Draft: forward 14' 6"; aft 21' 9". At 1540, twelve (12) officers, USMC and fifty-nine (59) enlisted men were received on board for transportation to the continental United States, and CAPUTO, Philip U., S2c, 643 83 64, reported on board for duty from the U.S.S. SAMARITAN. 1602 - Ship underway from alongside U.S.S. ENOREE to anchorage 16. At 1644, anchored in Berth 16, Sasebo, Japan.

15 November 1945

Anchored as before. At 1509, ship underway from anchorage Sasebo Ko, Kyushu, Japan enroute Pearl Harbor, Oahu, T.H. Standard speed 14 knots, 85 RPM; took departure on course 265°T. At 1500, changed course to 225°T. At 1610, changed course to 187°T. At 1620, commenced emergency drills—fire quarters and abandon ship drill. At 1625, changed course to 180°T. At 1640, secured from all emergency drills. At 1835, changed course to 198°T. At 2316, changed course to 140°T. Condition Affirm was set at sunset.

Latitude	2000
Longitude	32° 11' N
	129° 23' E

16 November 1945

Steaming as before, on course 140°T, speed 14 knots, 85 RPM. At 0142, changed course to 090°T. At 0807, exercised crew at collision quarters. At 0816, exercised crew at abandon ship drill, and secured from all emergency drills at 0827. At 1600, exercised crew at abandon ship drill, and secured at 1611. Because of the floating mine menace, condition Affirm will continue to be the evening cruising condition, and condition Baker the daytime cruising condition.

	0800	1200	2000
Latitude	30° 55' N	30° 57' N	30° 56' N
Longitude	131° 17' E	132° 31' E	134° 44' E

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USS NEW HANOVER (AKA-73)
WAR DIARY

17 November 1945. (Zone time -9)

Steaming as before, on course 090°T, speed 14 knots, 85 RPM. At 0100, advanced ship's clocks one hour to -10 zone time. At 1245, changed base course to 085°T, and at 1900, adjusted base course to 083°T.

	0800	1200	2000
Latitude	30° 55' N	30° 53' N	31° 01' N
Longitude	137° 37' E	138° 43.5' E	140° 56' W

18 November 1945.

Steaming as before, on course 083°T, speed 14 knots, 85 RPM. At 1230, changed course to 088°T.

	0800	1200	2000
Latitude	31° 14' N	31° 27' N	31° 30' N
Longitude	144° 22' E	145° 29' E	147° 27' E

19 November 1945.

Steaming as before, on course 088°T, speed 14 knots, 85 RPM. 0100 - Advanced ship's clocks one hour to -11 zone time. 1300 - Changed course to 085°T.

	0800	1200	2000
Latitude	31° 31.5' N	30° 28' N	31° 32' N
Longitude	150° 48' E	151° 53' E	154° 03' E

20 November 1945.

Steaming as before, on course 085°T, speed 14 knots, 85 RPM. At 0500, changed course to 093°T.

	0800	1200	2000
Latitude	31° 30' N	31° 37' N	31° 32' N
Longitude	157° 17' E	158° 15' E	160° 12' E

21 November 1945.

Steaming as before, on course 093°T, speed 14 knots, 85 RPM. At 1600, changed course to 100°T.

	0800	1200	2000
Latitude	31° 19' N	31° 15.5' N	31° 02' N
Longitude	163° 45' E	164° 57' E	167° 13' E

22 November 1945.

Steaming as before, on course 100°T, speed 14 knots, 85 RPM. At 1000, changed course to 093°T. At 1829, reduced speed to 12.5 knots, 75 RPM. At 2025, reduced speed to 7 knots, 45 RPM, due to heavy sea. At 2232, increased speed to 9 knots, 60 RPM.

	0800	1200	2000
Latitude	30° 25' N	30° 29' N	30° 23' N
Longitude	170° 01' E	171° 05' E	173° 02' E

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USS NEW HANOVER (AKA-73)
WAR DIARY

23 November 1945. (Zone time -11)

Steaming as before, on course 093°T, speed 9 knots, 60 RPM. At 0330, changed course to 104°T. At 0615, increased speed to 10.5 knots, 70 RPM. At 0714, increased speed to 12.5 knots, 75 RPM. At 0905, increased speed to 13.5 knots, 80 RPM. At 0933, increased speed to 14 knots, 85 RPM. Adjusted base course to 102°T at 2000.

	0800	1200	2000
Latitude	30° 01' N	30° 00' N	29° 33' N
Longitude	175° 44' E	175° 45' E	177° 47' E

24 November 1945. (Meridian Day)

Steaming as before, on course 102°T, speed 14 knots, 85 RPM. At 0500, crossed International Date Line. Changed course to 106°T at 0700, and at 1454 to 108°T.

	0800	1200	2000
Latitude	29° 00' N	28° 47' N	28° 13' N
Longitude	179° 03.5' W	177° 56' W	175° 41' W

24 November 1945.

Steaming as before, on course 108°T, speed 14 knots, 85 RPM. At 0100, advanced ship's clocks one hour to +11 zone time. Captain's Inspection was held at 1000, and secured from Captain's Inspection at 1038. At 2000, adjusted base course to 110°T.

	0800	1200	2000
Latitude	27° 27' N	27° 10' N	26° 34' N
Longitude	172° 55' W	171° 55' W	169° 56' W

25 November 1945.

Steaming as before, on course 110°T, speed 14 knots, 85 RPM. At 0914, adjusted course to 112°T.

	0800	1200	2000
Latitude	25° 39' N	25° 18' N	24° 36' N
Longitude	166° 58' W	165° 37.5' W	163° 34' W

26 November 1945.

Steaming as before, on course 112°T, speed 14 knots, 85 RPM. At 0100, advanced ship's clocks one-half hour to +10½ zone time. Reduced speed to 11.8 knots, 65 RPM at 0800. 1145, sighted Kauai Island bearing 150°T, distance 61 miles. 1433 - Reduced speed to 9 knots, 50 RPM. At 1830, changed course to 161°T, and increased speed to 9.6 knots, 56 RPM. Night fire quarters were held at 2150. Secured from night fire quarters at 2159.

	0800	1200	2000
Latitude	23° 29' N	23° 11' N	22° 34' N
Longitude	160° 42' W	160° 00' W	158° 55' W

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USS NEW HANOVER (AKA-73)
WAR DIARY

27 November 1945. (Zone time +10½)

Steaming as before, on course 161°T, speed 9.5 knots, 56 RPM. At 0442, changed course to 093°T, enroute target area, to hold anti-aircraft practice. At 0552, ship was maneuvering in the target area. Gunnery exercises commenced at 0704. Two Navy TBF's towing sleeves made several How, George, and Uncle runs on the ship. Exercise was secured at 0731. At 0733, ship resumed standard speed, and set course 060°T for Pearl Harbor entrance channel. At 0844, changed course to 065°T. Ship moored at 1132 in Berth C-6, Pearl Harbor, awaiting fuel and water barges.

	0800
Latitude	21° 04.5' N
Longitude	158° 21.5' W

28 November 1945.

Ship moored to buoys fore and aft in Berth C-6, Pearl Harbor, T.H. At 0935, three (3) enlisted men, USN, were transferred to CO, Staging Area for transportation to the West Coast of the United States. 1400 - Burnise H. ELLIOTT, First Lieutenant, USMCR, was detached to CO, Staging Area, Pearl Harbor for transportation to the continental United States and release from active duty. Two (2) officers and eighty (80) enlisted men, USN, reported aboard for transportation. At 2025, Donald F. HARRINGTON, Lt.(jg), (MC) USNR was received aboard for temporary duty.

29 November 1945.

Moored as before. At 1318, Richard J. GORMAN, Lieut., (MC) USNR, having been properly relieved as medical officer by Donald F. HARRINGTON, Lt.(jg), (MC), was detached for transportation to the continental United States. At 1412, ship underway, enroute Balboa, Canal Zone. At 1512, took departure on course 181°T, and set standard speed at 14 knots, 85 RPM. At 1605, commenced emergency drills, fire quarters and abandon ship drill. Secured from emergency drills at 1620. At 2045, changed course to 142°T.

	2000
Latitude	20° 12' N
Longitude	157° 59' W

30 November 1945.

Steaming as before, on course 142°T, speed 14 knots, 85 RPM. At 0100, advanced ship's clocks one-half hour to +10 zone time. At 1408, adjusted base course to 138°T.

	0800	1200	2000
Latitude	17° 58' N	17° 15' N	15° 48' N
Longitude	156° 22' W	155° 48' W	154° 35' W

J. R. Haines
J. R. HAINES
Commander, USNR
Commanding.

Shipbuilding etc

THE HISTORY
OF THE
U.S.S. NEW HANOVER, AKA-73

On the 31st day of August, 1944, the keel for hull #148 was laid at the North Carolina Shipbuilding Company in Wilmington, North Carolina. By virtue of a vastly accelerated program of construction, from this keel rose a completed hull which was launched two months later--on 31 October--and christened "The United States' Ship New Hanover, (AKA-73.)"

Also, on this latter date, various officers and key enlisted personnel were receiving orders to report for pre-commissioning training, conducted at the Naval Training Center, Newport, Rhode Island. Both the ship and its crew were constructed at a speed dictated by vital needs for transportation of men and the implements of war.

On 6 December 1944, the citizens of New Hanover County, North Carolina, after which the ship was named, presented to the Prospective Commanding Officer, Lieut. Commander J. R. Haines, USNR, a silver coffee service inscribed "A Token of Our Pride in This Vessel from the Citizens of New Hanover County, North Carolina."

On the 7th of December, after a test run held off Wilmington on 6 December, the New Hanover was delivered to the United States Navy. She was immediately commissioned, and with Crew #1, Pre-commissioning Detail, Wilmington, aboard she sailed to Charleston, South Carolina, decommissioned on 8 December, and the "fitting out" operations were commenced at once.

During this period more men and officers were accumulating in the New Hanover's Pre-commissioning Detail at Newport. Also, 11 officers and 117 men were completing an intensive course of instruction in the operation of amphibious landing craft at Fort Pierce, Florida.

All these constituents were assembled independently of one another, but soon all were to merge into one unit complete in itself.

On the 22nd of December 1944, the U.S.S. New Hanover, (AKA-73) was commissioned at pier H-4, Navy Yard, Charleston. The total complement of 326 men and 39 officers reported aboard, and Lieut. Commander Haines took command. Until 25 December she remained in the Navy Yard receiving stores and allowances outfit, and undergoing minor alterations. On Christmas day the ship moved to Clyde Mallory Docks 2 and 3, Cooper River, Charleston, S. C. to complete receipt of stores and allowance outfit. On the 28th of December she was depermed at Cooper River, Charleston Harbor. On the following day a short run was made outside the harbor during which magnetic compasses were compensated, the crew was exercised at emergency drills, and structural firing tests were conducted on all guns. At the conclusion of this exercise, she returned to pier H-4, Navy Yard, Charleston for last-minute alterations, remaining there until 1 January 1945. On that date, the U.S.S. New Hanover first met the open sea as a commissioned vessel, enroute from Charleston, S. C. to Norfolk, Virginia. During the passage off Hatteras, stormy seas rolled the ship to 30 degrees. On 2 January the ship anchored in Berth 4, Hampton Roads. On the following

SHIP'S HISTORY - U.S.S. NEW HANOVER (AKA-73)

day, Captain D. F. J. Shea, USN and Commander T. L. Jermann, USNR came aboard with materiel and shake-down inspection parties, respectively. The inspections were completed and both parties left the ship.

On 4 January the shake-down cruise commenced, as the New Hanover entered Chesapeake Bay, and ended on 11 January. During this time magnetic compasses were again compensated and a degaussing check run was made. A four-hour full power run was conducted, with a peak hour average of 95.1 rpm (18.6 knots) determined, and additional speed data were obtained over the measured mile at Annapolis. Various tactical data were obtained, the crew was exercised at general drills, and simulated amphibious exercises in a ship-to-shore evolution were executed.

From the 9th to the 11th of January, Lieut. (j.g.) F. A. Birmingham, USNR was aboard with a party of 34 civilian guests who represented various industries and labor organizations instrumental in naval and war production. After another full power run (which was interrupted by an over-heating turbine bearing) the New Hanover returned to Norfolk Navy Yard where the Chief Engineer reported no damage to the turbine bearing. Excessive friction had burned the carbon packing which was replaced by ship's force.

On 16 January, the commanding officer accepted his promotion to Commander, to rank from 27 August 1943.

On 17 January at 1633, while moored starboard side to pier 4 Berth 43, NOB, Norfolk, the fire alarm sounded and fire was reported in #2 hold aft, 3rd deck. At 1837 the fire was reported out after holes had been cut in the sides of the ship to facilitate fire-fighting operations. Seventy cargo nets were destroyed, the "mike" coil degaussing cable was damaged, and plates adjacent to the fire were distorted by the heat. Assistance was rendered by two fire tugs and the NOB Fire Department. A complete report (dispatch 18-1618 of January 1945 to ComServLant and ComPhibsTraLant) was submitted by the commanding officer.

Repairs were effected immediately and by the 23rd of January the ship had received her first cargo--3300 tons of it.

During the period from 24 January to 27 January, the KA-73 cruised from Norfolk to Manganille Point, Colon, Canal Zone. In Task Unit 29.6.10, she was accompanied by the U.S.S. Sims (APD-50), CTU being Commander Haines in the "73". On this cruise the members of the crew were exercised frequently at emergency drills, and much progress was made in indoctrinating them in their duties aboard ship. Some engine trouble developed necessitating securing the main engines on two occasions--once, due to loss of lube oil pressure, and again because of failure of the forced-draft blowers. Neither of these required other than minor repairs.

On arrival in Colon on 29 January, Task Unit 29.6.10 was dissolved and the New Hanover reported for duty to CinCPac, requesting a delay at Cristobal to

SHIP'S HISTORY - U.S.S. NEW HANOVER (AKA-73)

wash down boilers which had salted up on the journey. The request was granted, the boilers were cleaned, and at 0959, 1 February, the ship was underway for the 10-hour passage through the Panama Canal.

Upon clearing the Canal, the crew was informed that the ship's destination was Pearl Harbor, Oahu, T. H., estimated time of arrival, 1200, 19 February.

It was on this cruise, sailing independently, that the crew and officers of the AKA-73 became really acquainted with the ship, their ship-mates, and their duties. In addition to frequent drills and firing practice, a course of instruction was held for officers and enlisted personnel, and junior officers began to keep their navigation notebooks. Medical parties were trained and CIC teams were given opportunity to demonstrate their specialties. Well-formulated battle problems were used to illustrate to all hands the necessity for maintaining a high degree of efficiency and discipline.

On her arrival at Pearl Harbor, the ship was assigned pier M-3 where she moored starboard side to at 1330 to discharge her cargo. She immediately reported to AdComPhibsPac for duty. On February 25 unloading had been completed and the ship was underway with six Navy officer-passengers and forty USMC enlisted men who had reported aboard the preceding day for transportation. This cruise, to Guadalcanal, Solomons Islands, required nine days which were for the most part uneventful. Training and exercise at drills continued without interruption. On 27 February, lookouts sighted a balloon which appeared to be descending. The ship was maneuvered to pick the object up after it struck the water. Upon examination it proved to be a self-destroying meteorological or fire-bomb balloon of Japanese manufacture. It had apparently been damaged while aloft and was not complete. However, it seemed to have had elaborate automatic controls, and there remained attached a picrate explosive charge weighing about 2 pounds with a detonator. This charge had been rendered harmless by faulty construction or by immersion in water. Photographs which were taken of the balloon and all its parts were sent to ONI and the balloon itself was destroyed.

During the cruise, engine failure occurred three times. The first was due to #1 boiler priming; the second when the fuel oil strainer cap carried away; and the third time when lube oil pressure was lost.

After anchoring off Lunga Point, Guadalcanal, the passengers from Pearl Harbor were discharged and the New Hanover reported to ConPhibsGroup 4 for duty on 7 March. Until 15 March she remained off Lunga Point awaiting orders. Finally, orders arrived sending her to Purvis Bay, Florida Island, where she reported to CNB Semens for duty. Fuel and water tanks were topped off preparatory to sailing. On 18 March orders were received for a two-day cruise to Expiritu Santo, New Hebrides. Upon her arrival there on 21 March, she reported for duty to ComTransRon 16, Commodore J. B. McGovern, USN. In the following four days a combat load of 2150 tons was loaded aboard, along with a passenger complement of 11 troop officers and 129 troops of the 27th Division, U.S. Army. On the 25th of March the "73" was underway in convoy with Task Group 51.3

SHIP'S HISTORY - U.S.S. NEW HANOVER (AKA-73)

J.B. USN
enroute to Ulithi, Commodore McGovern as CTG 51.3. The ship was part of Task Unit 51.3.13 under Captain A. S. Johnson, USN. On this cruise, the officers of the New Hanover became acquainted with the complexities of travelling in company with other ships, especially in regard to station-keeping on zig-zag maneuvers. "Posits" were received in diminishing numbers, and emergency maneuvers became routine. Training of personnel continued in preparation for the action to come. Anchorage at Ulithi was over-night from the 3rd to the 4th of April, at which time the convoy continued to Kerama Retto where the ship anchored on 9 April 1945, off Koba Jima. On the evening of that date she shifted berth to the protected fleet anchorage at Kerama Kaikyo. For the first time, the crew was called to general quarters because of the proximity of enemy planes, but no planes were sighted and the "all clear" sounded.

On 10 April, in company with CTD 47, the New Hanover proceeded to the Hagushi Beaches, Okinawa Jima, to join the remainder of TG 51.3 which, on the previous day, had been detached on separate orders.

Until 12 April rough weather and swells forestalled efforts to discharge cargo. On that date, and continuing through 17 April cargo was discharged with all possible speed. During this time the crew was called to general quarters approximately 30 times. This, coupled with a congested condition on the beach, considerably slowed the unloading operation. On the 19th of April, two days after the completion of discharging her cargo, the ship was again underway enroute to Ulithi in company with a merchant convoy. The SOPA was on board the SS Sea Runner. On this cruise, which was completed on 23 April, engine failure occurred twice, both of which were due to minor defects in the forced-draft blowers. On 23 April she anchored in Ulithi Atoll and discharged 3 Navy officer-passengers and 38 Navy enlisted personnel--the beach party from the USS CARTERET, (APA-70) which had been embarked just prior to the ship's departure from Okinawa.

The ship remained at anchor in Ulithi until 2 May when she made departure enroute to Guam with 28 ambulatory casualties on board. On the 3rd of May she arrived at Guam and on the following day discharged her passengers. On 5 May she commenced receiving her cargo--supplies for CTR 16, five TD20's (drones), ^{in planes} and landing craft to replace those transferred to boat pools at Okinawa. On 6 May, with all her cargo aboard, the New Hanover was underway for the return to Ulithi. On 8 May, the day following her return to Ulithi, all cargo was discharged. On 9 May, having been so ordered by ComSoPac, she was detached from ComTransRon 16 and proceeded, on independent duty, to Manus Island with a small cargo of mail. An over-night stop was sufficient to discharge this cargo, and on 13 May she proceeded to the Russell Islands. On the 16th of May she moored to a dock at Banake Island, Russell Islands, and commenced loading 3600 tons of general cargo. On 21 May, 1 Navy officer passenger, and 120 USMC personnel reported aboard for transportation. All loading was completed on the 22nd of May and the ship proceeded to Tulagi Harbor for fueling and water. On the 23rd orders were received from CMB, South Solomons, and the ship departed enroute to Eniwetok Atoll.

The arrival at Eniwetok on 27 May marked the beginning of a 20-day wait

SHIP'S HISTORY - U.S.S. NEW HANOVER (AKA-73)

for clearance to Guam, the destination of the troops and cargo. During this time, minor repairs were made and much painting was done. Considerable difficulty was experienced in the regulation of water consumption on the part of embarked troops. A supplementary supply was obtained from the YW-103 and subsequent strict supervision prevented the recurrence of a shortage. On 16 June, orders were received and the ship was enroute to Guam. Immediately upon her arrival there, she discharged her passenger complement and was ordered to depart the following day for Saipan to await clearance for her cargo. After waiting two days at Saipan, clearance was granted and the ship returned to Guam, arriving there on 25 June. Provisions and stores were replenished at once and on the next day the discharge of cargo commenced. This activity was completed without incident and on 4 July, with a small cargo of mail aboard, the AKA-73 began the "magic-carpet run" to San Francisco, California. This cruise required 16 days, during which time various routine and special drills were held, battle problems were conducted, and the ship was prepared for her grand entrance. Uniform inspections were held for all hands. Work requests and requisitions were submitted so that no delay would result during her availability. On 20 July, anchorage was made in berth K-2, anchorage 12, San Francisco Harbor, where fresh provisions were received and the cargo of mail discharged.

Upon reporting to ComWestSeaFron, it was found that she had been granted approximately two-weeks' availability for yard repairs and alterations. These were begun on 24 July when she moored to pier 27. Leave was granted as liberally as possible and those men who remained aboard were granted liberty as lavishly as ship's work permitted.

On August 5, after compensating compasses in the bay, the ship proceeded to pier C, Point Molate, San Francisco Bay for fuel and to load 3100 tons of fog oil. This was completed on 10 August and on the next day she moved to pier 48-B to receive approximately 1050 tons of general cargo and a passenger complement of 8 Navy officer-passengers and 39 troops, U. S. Army.

On 15 August the ship left San Francisco enroute to Pearl Harbor, Oahu, T. H. on orders from ComWestSeaFron. Upon arrival in Pearl Harbor on 21 August, the New Hanover reported to AdComPhibsPac for duty. On the following day all passengers were discharged and the general cargo was discharged. Berths were shifted several times before the cargo of fog oil was completely discharged on 1 September. On 10 September orders were received to move to Honolulu Harbor where, in three days, the task of loading cargo and personnel for transportation was completed. On 13 September the ship was again underway-- this time enroute to Tinian with the cargo of 599 tons of vehicles and a passenger list of 11 officers, U.S. Army and 60 enlisted Navy personnel, the cruise completed on 24 September. On 16 September, while enroute to Tinian, a member of the crew, Skiles, D. D., MMlc, 624 00 27, V6 USNR, fatally injured himself while handling a carbine in the armory. Investigation strongly indicated that the subject man had deliberately taken his own life. The body of Skiles was interred on the day of arrival at Tinian in the Army Cemetery there.

SHIP'S HISTORY - U.S.S. NEW HANOVER (AKA-73)

The cargo was completely unloaded on 26 September, when orders were received, and the ship moved to Saipan Harbor to await further assignment. While waiting for these orders at Saipan, high winds and a lowering barometer caused some concern for the safety of the ship. Hurricanes were reported moving along paths nearby and all hands were anxious to get underway from the danger zone. On the 4th of October the "73" was ordered to proceed independently to Lingayen, Philippine Islands, via San Bernardino Strait and Verde Island Passageway. Upon her arrival there on 10 October she anchored off Point Aringay for one night while information was obtained as to the whereabouts of the Army activity to which the ship was to report. Cargo loading commenced on the 11th off Ago Beach. High swells and a difficult beach delayed the operation considerably, but by the 18th, the entire cargo, 1700 tons, and passenger complement of 6 officers and 109 enlisted personnel, U. S. Army, was aboard. The next day, in company with the U.S.S. Appling (APA-58) as Task Unit 54.15.17, the cruise to Sasebo, Kyushu, Japan commenced, with CTU in the New Hanover. This voyage was completed without incident on 23 October. Two days later she was ordered to proceed from the outer harbor to the inner harbor of Sasebo Ko where unloading operations commenced. This cargo was completely discharged on the 31st and all passengers were sent ashore. Some delay was noted to be due to excessive congestion at discharge points on the beach. However, the operation was executed in a reasonably satisfactory manner and the ship was reported ready for sea on the last day of October.



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Orders were received, 6 November 1945, to return to the United States with a cargo consisting mainly of captured Japanese equipment, and the loading operation commenced on 7 November. This activity proceeded slowly as it was necessary to locate and prepare for stowage many items of varying size and weight.

On 14 November, 1039 tons had been loaded, and the ship was fueled and reported ready for sea. On the following day, with 13 officer passengers and 59 enlisted passengers aboard, the ship was underway from Sasebo, Kyushu, Japan enroute to the Canal Zone via Pearl Harbor.

Stormy seas on 22 November forced a reduction in speed to 7 knots for about 12 hours, but subsequent good weather permitted the 73's arrival in Pearl Harbor early on 27 November.

The ship was fueled, and provisions were obtained as soon as necessary arrangements could be made.

Two passenger officers and 80 enlisted passengers were received aboard for transportation to the East Coast, while 6 officers and 3 enlisted men were detached for transportation to the West Coast.

After Civilian workers from the Navy Yard repacked the stern tube the ship departed from Pearl enroute to the Canal Zone on 29 November.

*

The ship arrived at Balboa Friday, 14 December 1945 and immediately transited the Panama Canal and moored at Coco Solo. Fuel, fresh water and provisions were taken aboard. Saturday, 15 December 1945, the ship got underway for Norfolk, Virginia. Storms were encountered enroute causing a delay of twenty-four hours but no damage was caused by the high seas and the ship docked on 22 December 1945 at Naval Operating Base, Norfolk, Virginia. Eleven officers and one hundred and thirty-seven enlisted men, passengers, and two officers, fifty-nine enlisted men, ship's company, were debarked for demobilization. It is believed that a large majority of this party arrived home in time for Christmas.

The cargo of NavTecJap material was discharged at Naval Operating Base. On 28 December 1945, Lt(jg) F. J. Slavin, (MC), USNR, reported aboard as relief for the temporary medical officer, Lt(jg) D. F. Harrington, (MC), USNR. The ship entered the Norfolk Naval Ship Yard for voyage repairs and drydocking. On 10 February 1946, Lieutenant Commander W. F. Barry, USNR, reported as relief for Lieutenant J. O. McKinney, Executive Officer. On 15 February 1946, upon completion of Navy Yard work and drydocking the ship moved to Naval Operating Base where 13 tons of vehicles were received aboard. One navy enlisted passenger was received for transportation to Port Hueneme, enroute to Philippine Islands. The ship got underway for Davisville, Rhode Island on 20 February and arrived on 21 February 1946. Lt(jg) Johnnie J. Wilkes, reported for relief for Lieutenant E. R. English, First Lieutenant. After loading 500 tons of miscellaneous cargo, the ship got underway from Davisville, Rhode Island on 1 March 1946 enroute to Gulfport, Mississippi where she loaded an additional 3,000 tons of general cargo and vehicles and other construction machinery. The ship got underway from Gulfport on 21 March enroute to Port Hueneme. Arriving at Cristobal on 25 March, seven navy enlisted passengers and three civilian passengers were taken aboard for transportation to Port Hueneme. The ship transited the canal and took departure for Port Hueneme on 28 March 1946.

FILE:
AKA/73

U. S. S. NEW HANOVER
C/O FLEET POST OFFICE
San Francisco, Calif.



20 JUL 1945

From: The Public Information Officer.
To : The Commander in Chief, U.S. Pacific Fleet.
Via : The Commanding Officer.
Subj: Feature Article and Pictures - Submission of.
Ref : (a) PacFlt Guide Book for PRO's.
Encl: (A) Feature Article on U.S.S. New Hanover.
(B) Negatives illustrating crew activities.

1. Herewith are submitted an article and photograph negatives concerning the activities of the USS New Hanover since the laying of her keel. It is believed that they will be of special interest to the newspapers indicated, inasmuch as the ship was built in Wilmington and named for her county, and the News and Observer has considerable circulation in that area.

R H Mason

R. H. MASON, Lt.(jg) USNR.

FIRST ENDORSEMENT
AKA73/L7-1

20 JUL 1945

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

1. Forwarded.

J R Haines
J.R. HAINES.

39-23-H

For: Wilmington Star-News

Wilmington, N.C.

News and Observer

Raleigh, N.C.

(Suggested for Sunday release)

By: Lt.(jg) R.H. Mason, USNR

USS New Hanover AKA 73

FPO San Francisco, Calif.

U.S.S. New Hanover, Named for County
That Gave Her Birth, Already a Veteran
And Itching for More Action in Pacific

ABOARD THE USS NEW HANOVER, SOMEWHERE IN THE PACIFIC—She comes of a seafaring people, and that always counts; ask anybody whose feet were webbed by the sea that tumbles against the resort shores of New Hanover County and laps at the pilings and girders of Wilmington's waterfront. She was born there in Wilmington, and baptized in her waters, and christened for New Hanover itself.

It wasn't long ago, really, not if you figure by the clock and the calendar. Less than a year: and in less than a year she grew from a blueprint to a ship that has held her place in fast convoy, and put her boats into the sea and filled them from her deep pouches with the tools of war, and made the sky an umbrella of shrapnel and tracer fire.

Only a handful of the people who were to sail her were on hand when her keel was laid September 1, 1944, and few more were there to see the launching of the USS New Hanover, AKA 73, at the North Carolina Shipbuilding Company on November 28. Even the launching wasn't much of a ceremony. "The Champagne spilled on her side," wrote a third class storekeeper who had about as much interest in her as anybody else on the premises. "The people followed her into the water with their eyes. Then they turned and went back to work."

Wilmington was sliding off ships every week that Fall.

Having had life spanked into her by the waves, the New Hanover left home. She was ferried down to Charleston, where she got her guns and finishing touches. She formally was commissioned December 22. Her officers and crew were aboard, but they hadn't had time to stow their gear.

MORE

2-2-2-2

Nor was that a great ceremony. Commissionings came as cheap in Charleston as christenings in Wilmington.

--- 3 ems

HEADCOLD ON ONE DAY

AND SUNBURN THE NEXT

A sailor aboard her caught cold in the Chesapeake Bay the day the New Hanover started her shakedown. Before he could cure it the sun blazing down on the Caribbean Sea had burned his skin. The ship went through the Panama Canal on February 1. She was welcomed to the Pacific fleet five months to the day after her keel was laid.

Comdr. John R. Haines, of 70 Morningside Drive, New York City, her captain, had a career in the Naval Reserve that dated from the last war and included plenty of action in the European and African theatres of the current conflict as first lieutenant and then executive officer of the USS Ancon, a command ship. Lt. Clyde A. Shomper, of Lykens, Pa., her executive officer, had spent 12 years in the merchant service and had had ships blown from under him by both the Nazis and the Japs; once he navigated a lifeboat to port after six days of tossing in the Atlantic.

The New Hanover's 37 other officers had an average of two months sea duty. Most of her 350 men had never been out; many had come into the Navy only six months before. They didn't know it, but when they got to Pearl Harbor, ~~19 days out of~~ Cristobal, they had less than two months in which to get ready for action.

-- 3 ems

ACROSS THE EQUATOR
---AND SUDDEN ORDERS

The New Hanover had carried cargo from Norfolk to Pearl. Then empty, she rolled in the Pacific as she turned her bow west again. She crossed the Equator March 4.

"Meekly following my jailor I was first placed under backbreaking torrent of water," wrote the storekeeper. "My head was jerked forward to the extent that it was almost separated from my shoulders, and the Royal Barber took stern measures to insure the necessity of my having removed the little hair which he might neglect at the moment. In proper sequence I was laid upon the rack while the Royal Doctor swabbed hither and yon in an attempt to remove the last traces of Pollywogism from my covering."

It was thusly that the scattering of veterans aboard the New Hanover,

MORE

augmented by attachment of much-traveled Marine passengers bound for Guadalcanal, initiated the rest of the officers and crew into the mysteries of Davy Jones' Order of the Deep.

You couldn't rightly call her a green ship after that. Wasn't every jack a-manning her a Shellback!

--- 3 ems

JOB SHE WAS BUILT FOR:

TO BACKYARD OF JAPAN

It was Sunday afternoon and raining hard, as often it did, upon the anchorage of Tulagi where the New Hanover lay when an officer messenger brought a dispatch, mentioned something about the weather, and left. Things began to hum before his boat could clear the gangway. When dawn broke the ship was on her way again. There was a tenseness that was new.

The New Hanover put on a combat load at Espirito Santos— 2,100 tons of bulldozers and halftracks, of wreckers and six-by-sixes, of tanks and cannon, of ammunition and provisions. That's the job she was built for: That's what makes an AKA an attack cargo vessel. She was loaded for an invasion. And as always she was in a hurry.

She joined a convoy and went to Okinawa.

The columns of transports and screen of destroyer escorts moved up to Kerama Retto unchallenged, and at the outset the weather was a more formidable enemy than the Japanese. There the convoy split, and the New Hanover dropped her anchor a mile off smoking Okinawa nine days after the initial landing. Unloading could not be accomplished the first time it was attempted; swells blew landing craft about like a pair of dungarees on a clothesline. Boys who had spent all their years before on soil and concrete turned seamen overnight.

With clearing weather came Nippon's fliers. They raided from two to half a dozen times a day during the week the New Hanover dug into herself for her weapons. The harbor was packed with shipping, and when the planes flew in at night it would seem that the moon and all the stars had broken into a million pieces and were leaping through the heavens, so thick and brilliant was the antiaircraft fire. Then would come the shrapnel; it fell like hail on the decks and in the water, and the awe would begin to escape the gunners.

~~Forward~~ the ~~unloading~~ unloading continued during alerts. The New Hanover's

winchmen and deck hands brought out the vehicles and armament and supplies with jumbo booms and yard-and-stay, and the New Hanover's boatmen took them to the beach in LC-M's and LC-VP's. Night shifts worked beneath feeble lights; coxswains slipped their craft through dark waters where challenges came as frequently as the hum of Diesels. Not one failed to get through or to come back.

Then to ~~the~~ ^{a fleet anchorage} steamed the New Hanover's high riding convoy, and from there the ship went alone to Guam to pick up a small load that meant her return to ~~the~~ ^{the anchorage}.

During the breathing period that followed the crew was sent to a recreation island by sections to swim in the surf and drink beer and Cokes brought from the States. The war suddenly seemed a long way off-- even if the tops hadn't grown back on some of the cocoanut trees.

Such recreation parties have become traditional with the New Hanover. At one island port she took over an abandoned building and dressed it up with tables and chairs and a beer and snack bar. The men even organized a "floor show." They called it "Club 73."

--- 3 ems

SHE WILL BE READY

FOR PARTY AT TOKYO

The New Hanover was detached from her Okinawa division as she steamed from Ulithi.

"Well done," messaged her old commodore.

~~She went to the Russels to move equipment to Guam; she got a lookin at the Admiralties and a rest at Eniwetok. She stopped at Tulagi again, and was briefly at Saipan. She has crossed the Equator four times now, and a straight course would have taken her around the globe long ago. And, inspired by the trend of current events, there isn't a salt-streaked Shellback on board who isn't looking forward to celebrating her first birthday hauling tanks and guns into Tokyo Bay.~~

Maybe she's no beauty, with her towering kingposts and fat booms and cargo gear spread along her 460 feet of deck. Maybe she doesn't snuggle to the water, with her 24 landing craft nested high on her five hatches and swinging from her davits. Maybe she's not the greatest fighter in the Navy, with her 5-inch gun naked on the fantail and her 40's and 20's bristling here and there, according to where they'll do the most good without being in the way.

But she comes of a seafaring people, and that always counts.

13

Cinepac File
A7-1(P)

Serial 031654

UNITED STATES PACIFIC FLEET
AND PACIFIC OCEAN AREAS
HEADQUARTERS OF THE COMMANDER IN CHIEF

31 JUL 1945

CONFIDENTIAL

CONFIDENTIAL

2nd Endorsement on
PIO, U.S.S. NEW HANOVER (AKA-73)
ltr. dated 20 July 1945, with
CO, U.S.S. NEW HANOVER
1st Endorsement thereto.

From: Commander in Chief, U. S. Pacific Fleet.
To: The Secretary of the Navy.

VIA AIR MAIL

Subject: News Material - Forwarding of.

1. Enclosures (A) and (B), censored and cleared for publication subject to indicated deletions, are forwarded herewith for delivery to the Office of Public Information.

Walter Crabtree

WALTER L. CRABTREE,
By Direction,

Copy to: CO, U.S.S. NEW HANOVER (W/encl)



RECEIVED S-C FILES
Signal Room 2055
A7-1
69556