

A16-3/AKABO
Serial No. C-6

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
New York, N. Y.

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

4 January 1945.

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Subject: War Diary for the Month of December 1944 - Submission of.
Reference: (a) ComInch Restricted Ltr FF1/A12-1/A16-3, Serial 7152, dated 29 October 1943.

1. In compliance with reference (a), the following War Diary is submitted:

1530, 4 Dec. 1944:

At Key Highway Plant of the Bethlehem Steel Company, Baltimore, Md., the U.S.S. TYRRELL (AKA 80) was placed in full commission by Captain Louis Augustine, U.S.N., representing the Assistant Industrial Manager, U.S.N., Baltimore, Md. At this time, 23 officers and 195 enlisted men were aboard for duty.

6 Dec. 1944 to 8 Dec. 1944:

Commenced outfitting, conversion still in progress.

8 Dec. 1944:

Shifted to Port Covington, Baltimore, Md., for completion of conversion and outfitting.

8 Dec. 1944 to 12 Dec. 1944:

Loading outfit and completing conversion.

13 Dec. 1944:

Conversion and outfitting completed. Departed Baltimore, Md., enroute Hampton Roads Area for shakedown under ComPhibTraLant in accordance with orders from Commandant, Navy Yard, Norfolk, Va., Serial 00826. Streamed paravanes and ran measured mile enroute.

14 Dec. 1944:

Reported to ComPhibTraLant for shakedown.

16 Dec. 1944:

Ship was depermed.

17 Dec. 1944:

Loaded ship's allowance of ammunition.

18 Dec. 1944:

Departed Hampton Roads for shakedown in upper Chesapeake Bay.

19 Dec. 1944:

Amphibious training off Cove Point.

20 Dec. 1944:

Amphibious training off Cove Point and compensate magnetic compasses.

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4 January 1944.

Subject: War Diary for the Month of December 1944 - Submission of.

21 Dec. 1944:

Carried out structural firing tests, tracking practice, anti-aircraft and surface battle practices. Ammunition expended in all practices: 5"/38 cal. - 45, 40MM - 425, 20MM - 4172. Ran two hour smoke prevention run while returning to anchorage from firing area.

22 Dec. 1944:

Amphibious training off Cove Point.

23 Dec. 1944:

Made four hour full power run and had fueling at sea exercise with U.S.S. DURICK (DE 666). Returned to anchorage in Hampton Roads.

24 Dec. 1944:

Proceeded to Norfolk Navy Yard, Portsmouth, Va., for post shakedown availability expiring 2400, 29 Dec. 1944.

29 Dec. 1944:

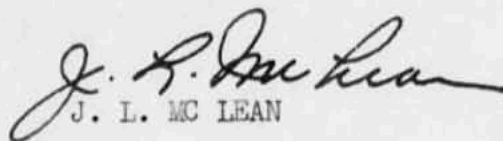
Navy Yard availability expired. Reported ready for sea as of 0800, 30 Dec 1944, to ComServForLant.

30 Dec. 1944:

Shifted to Army Piers, Army Base, Norfolk, Va., for loading general cargo.

31 Dec. 1944:

Commenced loading ship with general cargo.


J. L. MC LEAN

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U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

Date	110
R.I. No.	

6 February 1945

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

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Subject: War Diary for the Month of January 1945 - Submission of.
Reference: (a) ComInch Restricted Ltr FF1/A12-1/A16-3, Serial 7152, dated 29 October 1943.

1. In compliance with reference (a), the following War Diary is submitted:

1 Jan. 1945: U.S.S. TYRRELL (AKA 80), +4 Zone time. Moored to Pier #2, Army Base, Norfolk, Virginia, preparatory to loading ship with general cargo. At 0820, commenced loading.

2-3 Jan. 1945: Loading of ship continued.

4 Jan. 1945: At 1300, loading completed, having loaded 4153 tons of general cargo.
Orders were received from ComSerForlant constituting Task Unit 29.6.4, consisting of U.S.S. TYRRELL (AKA 80) and U.S.S. J. WILLIAMSON (DE 370). Commander Task Unit, Lt. Comdr. John L. MC LEAN, USNR in U.S.S. TYRRELL.

5 Jan. 1945: At 0839, +4 Zone time, underway from Norfolk, Virginia, enroute Cristobal, Canal Zone, in obedience to orders from ComSerForlant, in Task Unit 29.6.4 with escort U.S.S. WILLIAMSON (DE 370). Held dusk alert.

Position	0800	1200	2000
Lat.	36°55' N	36°53' N	36°08' N
Long.	76°20' W	75°31' W	73°19' W

6 Jan. 1945: Steaming as before. Held dawn and dusk alert.

Position	0800	1200	2000
Lat.	32°58' N	32°09' N	30°41' N
Long.	72°58' W	73°13' W	73°28.5' W

7 Jan. 1945: Steaming as before. Held dawn and dusk alert.

Positions	0800	1200	2000
Lat.	27°26' N	26°32.5' N	24°28' N
Long.	74°07' W	74°16' W	74°11' W

8 Jan. 1945: Steaming as before. Held dawn and dusk alert.

Position	0800	1200	2000
Lat.	21°32' N	20°36' N	18°48' N
Long.	74°36' W	74°08' W	74°57' W

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

U.S.S. TERRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

6 February 1945

Subj: War Diary for the Month of January 1945 - Submission of.

9 Jan. 1945: Steaming as before. Held dawn alert. Had anti-aircraft firing practice using bursts of 5"38 gun as targets. Expended 11 rounds of 5"38 A.A. Common; 2 rounds, 5"38 illuminating; 380 rounds, 40MM and 3,580 rounds, 20MM ammunition. No casualties. The gun crews handled their equipment well. Held dusk alert.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	15°58.5' N	15°01' N	13°16' N
Long.	76°19.5' W	76°53' W	77°51' W

10 Jan. 1945: Steaming as before. Held dawn alert. At 1050, entered swept channel to Cristobal, Canal Zone. At 1314, moored to Pier #9, Cristobal, Canal Zone. Task Unit 29.6.4 was dissolved. Ship's clocks retarded to +5 Zone time.

<u>Positions</u>	<u>0800</u>
Lat.	10°16' N
Long.	79°35' W

11 Jan. 1945: The Commanding Officer reported to Port Director, Cristobal, Canal Zone, for orders and onward routing. Orders from Port Director, Balboa, Panama, delivered by Port Director, Cristobal, Canal Zone, to proceed through the Panama Canal and thence to Pearl Harbor, Territory of Hawaii. To proceed independently. Underway at 1202, Zone +5, to transit Panama Canal. 1945, + 5 Zone - having completed transit of Panama Canal put to sea in obedience to above orders.

12 Jan. 1945: Steaming as before. Held dawn and dusk alert. Ship's clocks retarded to + 6 Zone time.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	7°03' N	6°57' N	6°31' N
Long.	81°15' W	82°16' W	84°34' W

13 Jan. 1945: Steaming as before. Held dawn and dusk alert.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	7°24' N	7°51' N	8°23' N
Long.	87°35' W	88°31' W	89°55' W

14 Jan. 1945: Steaming as before. Held dawn and dusk alert.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	9°06' N	9°21' N	10°01' N
Long.	92°13' W	93°01' W	95°25' W

15 Jan. 1945: Steaming as before. Held dawn alert. Carried out surface firing practice using ship made float as target. No casualties. Expended 13 rounds, 5"38 A.A. Common; 287 rounds 40MM and 2,233 rounds, 20MM ammunition. The gun crews

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15 Jan. 1945: showed the benefits of training received during dawn and dusk alerts on loading and handling their weapons. Held dusk alert.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	11°01' N	11°11' N	11°53.5' N
Long.	98°30' W	99°06' W	101°14' W

16 Jan. 1945: Steaming as before. Held dawn and dusk alert. Retarded ship's clocks one (1) hours to +7 Zone time.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	12°09' N	13°07' N	13°53' N
Long.	104°34' W	105°37' W	107°54' W

17 Jan. 1945: Steaming as before. Held dawn and dusk alert.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	14°45' N	15°00' N	15°24' N
Long.	111°08' W	112°14' W	114°01' W

18 Jan. 1945: Steaming as before. Held dawn and dusk alert. Retarded ship's clocks one (1) hours to +8 Zone time.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	16°13' N	16°28' N	16°55' N
Long.	117°45' W	118°52' W	121°10' W

19 Jan. 1945: Steaming as before. Held dawn and dusk alert.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	17°38' N	17°45' N	18°12' N
Long.	124°24' W	125°37' W	127°40' W

20 Jan. 1945: Steaming as before. Held dawn and dusk alert.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	18°54' N	19°09' N	19°24' N
Long.	130°55' W	132°02' W	134°28' W

21 Jan. 1945: Steaming as before. Held dawn and dusk alert.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	19°48' N	19°56' N	20°14' N
Long.	137°32' W	138°35' W	140°58' W

22 Jan. 1945: Steaming as before. Held dawn alert. Held damage control battle problem and anti-aircraft firing practice combined. Simulated repelling air attack by dive bombers and torpedo planes. Men showed continued improvement in firing as well as in functions of damage control. Emergency equipment functioned well and training program is beginning to show profits. Expended 2 rounds 5"38 cal., 82 rounds 40MM and 240 rounds 20MM. No casualties. Held dusk alert.

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Subj: War Diary for the Month of January 1945 - Submission of.

22 Jan. 1945: Positions 0800 1200 2000
(cont'd) Lat. 20°38' N 20°45' N 20°51' N
 Long. 143°49' W 144°46' W 146°56' W

23 Jan. 1945: Steaming as before. Held dawn and dusk alert. Retarded ship's clocks one-half ($\frac{1}{2}$) hour to + 9 $\frac{1}{2}$ Zone time.
Positions 0800 1200 2000
Lat. 21°01' N 20°54' N 21°11' N
Long. 150°16' W 151°07' W 153°03' W

24-30 Jan. 1945: Steaming as before. Held dawn alert. Sighted Maui Island, Territory of Hawaii, bearing 205°T, distance about 30 miles. At 1523, 24 January 1945, entered Pearl Harbor through anti-submarine nets and at 1600 moored to Berth M-4, Pearl Harbor, Territory of Hawaii. Stevedores commenced unloading cargo at 1720, 24 January 1945. The unloading continued in shifts around the clock until 0050, 31 January 1945. Some of the cargo of canned goods in the #1, #2, #3 and #4 holds showed damage due to moisture condensation. Cartons falling apart when attempting to handle them. This cargo was loaded during cold weather with temperatures as low as 30°. At the time of discharge, the cargo was still colder by several degrees than the air outside, although the ship's ventilation equipment was operated throughout the trip. All the damaged cartons came from the center of the stowage and as no dunnage was laid to separate cartons, condensation was probably caused by lack of ventilation as none of the cargo in the wings or ends of the holds was damaged.

31 Jan. 1945: At 1505 a small cargo of medical supplies and 2nd and 3rd class U. S. Mail was loaded aboard. Instructions to report to ComHawSeaFront for routing were received.


J. L. MC LEAN.

CC:
CincPac
CincPac-CincPoa

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Serial No. 019

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

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Reg. No. 15-2

R. S. No. _____

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

5 March 1945

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Subject: War Diary for the Month of February 1945 - Submission of.
Reference: (a) ComInch Restricted Ltr FF1/AL2-1/AL6-3, Serial 7152, dated 29 October 1943.

1. In compliance with reference (a), the following War Diary is submitted:

- 1 Feb. 1945: Zone plus 9 $\frac{1}{2}$. Moored at Merry Point, Pearl Harbor, Territory of Hawaii, loading cargo of medical supplies and U. S. Mail. At 0900, AdComPhiBspac staff assisted by officers from the U.S.S. ACERNAR made material inspection of the ship. at 1407, in obedience to orders from ComHawSeaFron get underway for Eniwetok, Marshall Islands, to proceed independently.
- | | | | |
|-----------------|-----------|--|--|
| <u>Position</u> | 2000 | | |
| Lat. | 20°00' N | | |
| Long. | 158°01' W | | |
- 2 Feb. 1945: Cruising as before. Held dawn and dusk alert. Retarded ship's clocks one (1) hour to Zone plus 10 $\frac{1}{2}$ time.
- | | | | |
|-----------------|-----------|-----------|-----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| Lat. | 19°45' N | 19°35' N | 19°26' N |
| Long. | 160°46' W | 162°16' W | 164°40' W |
- 3 Feb. 1945: Cruising as before. Held dawn and dusk alert and during the morning alert held anti-aircraft firing practice. The practice went well and all hands continue to improve in speed with which we can man all guns and open fire. Ammunition expended: 8 rounds 5"38; 170 rounds 40MM; 1,850 rounds 20MM. No casualties. Retarded ship's clocks one-half ($\frac{1}{2}$) hour to Zone plus 11 time.
- | | | | |
|-----------------|-----------|-----------|-----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| Lat. | 18°53' N | 18°44' N | 18°24' N |
| Long. | 167°14' W | 168°15' W | 170°07' W |
- 4 Feb. 1945: Cruising as before. Held dawn and dusk alert. Retarded ship's clocks one (1) hour to Zone plus 12 time.
- | | | | |
|-----------------|-----------|-----------|-----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| Lat. | 17°58' N | 17°45' N | 17°16' N |
| Long. | 173°14' W | 174°17' W | 176°36' W |
- 5 Feb. 1945: Cruising as before. Held dawn alert. At 0935 crossed the International Date Line (180°meridan) and advanced the date to 6 February 1945.
- | | |
|-----------------|-----------|
| <u>Position</u> | 0800 |
| Lat. | 16°34' N |
| Long. | 179°35' W |

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Subject: War Diary for the Month of February 1945 - Submission of.

- 6 Feb. 1945: Cruising as before. Held dusk alert.
- | | | |
|-----------------|-----------|-----------|
| <u>Position</u> | 1200 | 2000 |
| Lat. | 16°18' N | 15°44' N |
| Long. | 179°23' E | 177°14' E |
- 7 Feb. 1945: Cruising as before. Held dawn and dusk alert. During dawn alert held anti-aircraft firing practice. Ammunition expended: 9 rounds 5"38; 153 rounds 40MM; 960 rounds 20MM. No casualties.
- | | | | |
|-----------------|-----------|-----------|-----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| Lat. | 14°58' N | 14°43' N | 14°09' N |
| Long. | 174°20' E | 173°03' E | 170°49' E |
- 8 Feb. 1945: Cruising as before. Held dawn and dusk alert.
- | | | | |
|-----------------|-----------|-----------|-----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| Lat. | 13°15' N | 12°55' N | 12°12' N |
| Long. | 167°34' E | 166°34' # | 164°33' E |
- 9 Feb. 1945: Arrived at Eniwetok Atoll, Marshall Islands at 0912 and anchored in Berth "Q5". The Commanding Officer reported to the Port Director Eniwetok Atoll for further orders and routing. At 1305 we got underway for Ulithi, Caroline Islands as part of Task Unit 96.6.8, consisting of Transport Squadron 17, composed of the U.S.S. CHILTON (APA 38); U.S.S. HENRICO (APA 45); U.S.S. NESHOPA (APA 216); U.S.S. MONTROSE (APA 212); U.S.S. MOUNTRAIL (APA 213); U.S.S. TETON (AGC 14); U.S.S. TYRRELL (AKA 80); and escort Division 31 composed of U.S.S. SEDERSTROM (DE31); U.S.S. FLEMING (DE 32); U.S.S. EISELE (DE 34). Commander Task Unit, Commodore T. B. BRITTAIN, USN, in U.S.S. CHILTON (APA 38); Screen Commander, Commander C. A. KUNTZ, USN, in U.S.S. SEDERSTROM (DE 31). The orders were from Port Director Eniwetok Atoll, Marshall Islands, serial 0014, movement order #2-45.
- Upon passing south of the Eniwetok Atoll planes from Eniwetok come out and towed sleeves for the unit, and anti-aircraft firing practice was held. The firing was greatly improved over our last practice of this type and the guns tracked more closely together and all equipment functioned well. Ammunition expended: 4 rounds 5"38; 127 rounds 40MM; 633 rounds 20MM. No casualties.
- | | |
|-----------------|-----------|
| <u>Position</u> | 2000 |
| Lat. | 11°26' N |
| Long. | 160°58' E |
- 10 Feb. 1945: Cruising as before. Held dusk alert. Retarded ship's clocks one-half (½) hour to Zone minus 11½ time.
- | | | | |
|-----------------|-----------|-----------|-----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| Lat. | 11°59' N | 12°01' N | 12°24' N |
| Long. | 157°48' E | 156°49' E | 154°40' E |

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U.S.S. TYRRELL (AKA 80)
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C O N F I D E N T I A L

5 March 1945

Subject: War Diary for the Month of February 1945 - Submission of.

- 11 Feb. 1945: Cruising as before. Held dawn and dusk alert. Retarded ship's clocks one-half ($\frac{1}{2}$) hour to Zone minus 11 time.
- | <u>Position</u> | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|-----------------|-------------|-------------|-------------|
| <u>Lat.</u> | 13°11.5' N | 13°14' N | 12°38' N |
| <u>Long.</u> | 151°41' E | 150°27' E | 148°41' E |
- 12 Feb. 1945: Cruising as before. Held dawn and dusk alert. Retarded ship's clocks one-half ($\frac{1}{2}$) hour to Zone minus 10 $\frac{1}{2}$ time.
- | <u>Position</u> | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|-----------------|-------------|-------------|-------------|
| <u>Lat.</u> | 11°13' N | 10°55' N | 10°30' N |
| <u>Long.</u> | 145°46' E | 144°51' E | 142°50' E |
- 13 Feb. 1945: Cruising as before. 0725 - Sighted Gielap Island bearing 210°T, distance 8 miles. At 1010 anchored in Berth #146, Ulithi Atoll, Caroline Islands.
- 14 Feb. 1945: Anchored as before. At 1148 underway to shift to U.S.S. MILLICOMA (AO 73) for fueling. Due to rolling and pitching of ship while alongside tanker our head line parted permitting the ships to swing together at which time our port 20MM gun sponson, which extends out over the side, was set down onto a similar sponson on the tanker causing superficial damage to both sponsons. There is an alteration out to move these sponsons inboard, but it has not been accomplished on this ship as yet due to lack of availability. Upon leaving the tanker it was noted that a willow puddin fender rigged by the tanker had made several indentations in our port side at frames 51 to 57, below the main deck. This damage is also minor in extent and requires no repairs. At 1516 we returned to Berth #146. At 1700 commenced unloading cargo of medical supplies and mail brought from Pearl Harbor. At 2230 this unloading was completed.
- 15 Feb. 1945: At 0734 underway in obedience to serial 0015 from Port Director Ulithi, Caroline Islands, enroute to Leyte, Philippine Islands, to stop at Kossol Reef, Palau Islands for onward routing to Leyte, Philippine Islands, as part of Task Unit 94.18.12, composed of Transport Squadron 17, composition: U.S.S. CHILTON (APA 38); U.S.S. TETON (AGC 14); U.S.S. VIRGO (AKA 20); U.S.S. TYRRELL (AKA 80); U.S.S. MONTROSE (APA 212); U.S.S. MOUNTRAIL (APA 213); U.S.S. NESHOPA (APA 216); U.S.S. HENRICO (APA 45); U.S.S. TATE (AKA 70); U.S.S. LYCOMING (APA 155); U.S.S. NATRONA (APA 214); and escorts, U.S.S. CONKLIN (DE 439); U.S.S. MC COY REYNOLDS (DE 440); U.S.S. GLADIATOR (AM 319); U.S.S. IMPECCABLE (AM 320). Commander Task Unit, Commodore T. B. BRITAIN, USN, in U.S.S. CHILTON (APA 38). When passing south of the Atoll planes came out of Ulithi and towed sleeves for the unit to fire at. The TYRRELL cut one sleeve in half and generally

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

5 March 1945

Subject: War Diary for the Month of February 1945 - Submission of.

15 Feb. 1945: appeared to have her fire well concentrated. The men like to
(cont'd) fire and are showing excellent spirit at all drills. Ammunition expended: 8 rounds 5"38; 335 rounds 40MM; 790 rounds 20MM. Held dusk alert.

<u>Position</u>	<u>1200</u>	<u>2000</u>
Lat.	9°28' N	8°03' N
Long.	139°09' E	137°57' E

16 Feb. 1945: Cruising as before. At 0755 sighted Babethaup Island bearing 250°T, distance 30 miles. Held dawn alert. At 0915 entered Kossol Reef Eastern entrance and at 0957 anchored in Berth #8, Kossol Reef Anchorage.

17 Feb. 1945: Anchored as before. It was intended that Task Unit 94.18.12 should get underway for Leyte, Philippine Islands but due to the late arrival of two (2) of the new escort vessels the departure was put off.

18 Feb. 1945: At 0941, underway from Berth #8, Kossol Reef as part of Task Unit 94.18.12 for Leyte, Philippine Islands. The Unit is now composed of Transport Squadron 17, consisting of: U.S.S. HENRICO (APA 45); U.S.S. OBERON (AKA 14); U.S.S. LST 813; U.S.S. TETON (AGC 14); U.S.S. NATRONA (APA 214); U.S.S. LSM 321; U.S.S. NESHOBIA (APA 216); SS CAPE NEDDICK; U.S.S. CEBU (ARG 6); U.S.S. CHILTON (APA 38); U.S.S. MOUNTRAIL (APA 213); U.S.S. CORVUS (AKA 26); U.S.S. LYCOMING (APA 155); U.S.S. TATE (AKA 70); U.S.S. TYRRELL (AKA 80); U.S.S. MONTROSE (APA 212); U.S.S. BUTTE (APA 68); U.S.S. LST 814; and escorts U.S.S. JACCARD (DE 356); U.S.S. HOLTON (DE 703); U.S.S. PARLE (DE 708). Commander Task Unit, Commodore T. B. BRITAIN, USN. The routing was from Kossol Reef, Palau Islands, Port Director, Kossol-Leyte Convoy order #16.

<u>Position</u>	<u>1200</u>	<u>2000</u>
Lat.	7°57' N	9°05' N
Long.	135°01' E	134°28' E

19 Feb. 1945: Cruising as before. Held dawn and dusk alert. Retarded ship's clocks one-half ($\frac{1}{2}$) hour to minus 9 $\frac{1}{2}$ zone time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	9°45' N	9°50' N	10°03' N
Long.	132°20' E	131°36' E	131°16' E

20 Feb. 1945: Cruising as before. Held dawn and dusk alert. Retarded ship's clocks one-half ($\frac{1}{2}$) hour to minus 9 zone time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	10°04' N	10°18' N	10°26' N
Long.	128°35' E	127°50' E	126°46' E

Al6-3/AKABO
Serial No. 019

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

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

5 March 1945

Subject: War Diary for the Month of February 1945 - Submission of.

- 21 Feb. 1945: Cruising as before. 0400 - Entered Surgiao Strait. 0510 -
(cont'd) Entered Leyte Gulf. 0833 - The convoy was dissolved and we
proceeded independently across the Leyte Gulf to anchor off
Dulag, Leyte, Philippine Islands at 1038. While underway across
Leyte Gulf at 0852, HENRY, Charles Edward, Jr., S2c, USNR, fell
overboard while working on lines preparatory to coming to anchor.
A boat was lowered and he was recovered uninjured but tired at
0900 and was back on board at 0906. All hands conducted them-
selves well during this emergency and the rapidity with which
he was recovered, although we were making 16 knots at the time
he fell overboard, is testified to by the times listed above.
After anchoring Condition 1-A was set and the crew was exercised
at launching and recovering landing craft. The whole maneuver
went quite smoothly and the crew show marked improvement over
their earlier efforts.
- 22 Feb. 1945: Anchored as before. In accordance with PhibGroup 12 orders
we shifted berth to Bito, Leyte, Philippine Islands. At 1430
in accordance with secret dispatch 302145 from Cincpac the
TYRRELL reported for duty to PhibGroup 12 TransRon 13 Trans Div
37 by our dispatch 220126 delivered to the U.S.S. HARRIS, Flag-
ship ComTransRon 13 by the Commanding Officer.
- 23 Feb. 1945: Anchored as before. Set Condition 1-A and further practice was
had at launching and recovering landing craft and though the
wind and seas were greater than at our last practice, the crew
are gaining confidence and "know how" and are daily improving.
At 1744, on orders from ComTransRon 13, we shifted berth to
Tolosa, Leyte, Philippine Islands, to come alongside the U.S.S.
FORMALHAUT (AK 22) for loading ammunition as cargo.
- 24 Feb. 1945: Moored as before. At 1230 underway from alongside U.S.S. FORM-
ALHAUT (AK 22) having received 600 rounds 8" shells and powder,
1000 - 6" shells and powder to shift back to berth off Bito,
Leyte, Philippine Islands. At 1716 anchored off Bito, Leyte,
Philippine Islands.
- 25 Feb. 1945: Anchored as before.
- 26 Feb. 1945: Anchored as before.
- 27 Feb. 1945: Anchored as before.
- 28 Feb. 1945: Anchored as before.

CC:
Cincpac
Cincpac-Poa

(5)

J. L. McLean
J. L. MC LEAN.

5

Al6-3/AKA80
Serial No. 029

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

Reg. No. 250

R. S. No.

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

12 April 1945

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Subject: War Diary for the Month of March 1945 - Submission of.
Reference: (a) ComInch Restricted Ltr FFL/Al2-1/Al6-3, Serial 7152, dated 29 October 1943.

1. In compliance with reference (a), the following War Diary is submitted:

- 1 March: Anchored in Bito Anchorage, Leyte, Philippine Islands. In accordance with ComTransRon 13 Order A3-45, we commenced loading assault cargo as it became available from shore. Loading was done by forty (40) U. S. Army personnel of the 200th Port Company of the 7th Infantry Division, 10th Army.
- 2 March: Anchored as before. No loading this date.
- 3 March: Anchored as before. Resumed limited loading of assault cargo as available from beach.
- 4 March: Anchored as before. One hundred and four (104) U. S. Army personnel of the 200th Port Company of 7th Infantry Division, 10th Army reported aboard for transportation and duty as ship's cargo platoons.
- 5 March: Anchored as before. Commenced loading assault cargo using ship's landing craft and LCT's and LSM's for lighterage as assigned. Transferred 1000 rounds 6" powder and projectiles to U.S.S. ALGORAB (AKA 8) in accordance with ComTransRon 13 Order A3-45.
- 6-9 March: Anchored as before. Continued loading with landing craft as assigned and available. During this time no ship's landing craft could be utilized due to surf conditions on the beach. Loading under extremely difficult conditions due to weather. LSM's in use during this period were subjected to considerable pounding against vessel's side, ship's inadequate allowance of fenders having been rendered useless the first day of loading. Cargo nets rolled into ball fenders were rigged to ease the pounding. Ship received a considerable number of indentations on the one-half ($\frac{1}{2}$) round scupper pipes. Under normal conditions it would have been advisable to knock off loading and await more favorable weather. However, loading of assault cargo was to be completed by 2400, 11 March and as weather forecasts indicated no immediate change for the better, loading was continued, in spite of conditions, in attempting to meet this deadline.

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

12 April 1945.

Subject: War Diary for the Month of March 1945 - Submission of.

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- 10-11 March: Anchored as before. Weather moderated allowing use of ship's landing craft. At 2300 Percherow, Morris, 12047579, T/5, U.S. Army, while on duty as hatch captain at #2 hatch and standing on a section of hatch boards between fore and aft section of #2 hold, the wire from a cargo draft tipped the hatch beam causing the hatch boards and man to fall into #2 lower hold. He was given first aid by Lt. G.E. Roth, (MC) USNR, ship's medical officer on the spot. He was then moved to sick bay. He received serious head and body injuries. His injuries were received in the performance of his duties and were not the result of his own misconduct.
- 12 March: Anchored as before. Continued loading. At 0030 Percherow, Morris, 12047579, T/5, U.S. Army died as the result of his injuries received in a fall into #2 lower hold. His injuries were received in the performance of his duties and were not the result of his own misconduct. His body was taken ashore at 0545 for burial. Loading continued throughout the day in spite of poor conditions caused by wind and long swells.
- 13 March: Anchored as before. Continued loading although wind and swells make the job difficult. 84 U.S. Army personnel of 200th Port Co., 7th Inf. Div., 10th Army reported aboard.
- 14 March: Anchored as before. 0215 Completed loading assault cargo. All landing craft aboard and shifted berth to transport area off Samar Island in Maglolo Bay preparatory to commencing scheduled rehearsals of landing in accordance with ComTrans Ron 13 training order A5-45.
- 15 March: Anchored as before. 0547 Underway for daylight approach to beaches at Bito and Tarraguna, Leyte in rehearsal landings in accordance with ComTransRon 13 training order A5-45. Ships in company composed a reinforced TransRon 13 as follows: TransDiv 37; U.S.S. HARRIS (APA 2), U.S.S. TETON (AGC 14), U.S.S. SHERIDAN (APA 51), U.S.S. PIERCE (APA 50), U.S.S. LAMAR (APA 47), U.S.S. TYRRELL (AKA 80), U.S.S. ALGORAB (AKA 8), TransDiv 38; U.S.S. BARNSTABLE (APA 93), U.S.S. ALFINE (APA 92), U.S.S. ELMORE (APA 112), U.S.S. LYCOMING (APA 155), U.S.S. ALSHAIN (AKA 55), U.S.S. EPPING FOREST (LSD 4), TransDiv 39; U.S.S. CUSTER (APA 40), U.S.S. BAXTER (APA 49), U.S.S. KITSON (APA 123), U.S.S. FREESTONE (APA 167), U.S.S. ALGOL (AKA 54), U.S.S. ARNEB (AKA 56), U.S.S. GEAR (ARS 34), TransDiv 13 (Temporary) U.S.S. OZARK (LSV 2), U.S.S. LAURENS (APA 153), U.S.S. APPLING (APA 58), U.S.S. BUTTE (AKA 68), U.S.S. ANDRAIN (AKA 59), U.S.S. CORVUS (AKA 26), U.S.S. AURELLA (AKA 23). ComTransRon 13, Commodore M.O. Carlson, U.S.N. in U.S.S. HARRIS (APA 2), Commander Southern Attack Force, Rear Admiral Hall, U.S.N., C.T.C. in U.S.S. TETON (AGC 14). This unit also designated as T.U. 51-13-11.

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

12 April 1945

Subject: War Diary for the Month of March 1945 - Submission of.

15 March (cont) The steaming formation of line of divisions in column with TransDiv 39 less U.S.S. GEAR (ARS 34) on left flank. TransDiv 38 less the U.S.S. EPPING FOREST (LSD 4) as column 2, TransDiv 37 less the U.S.S. ALGORAB (AKA 8), as column 3, and TransDiv 13 (Temporary) less the U.S.S. OZARK (LSV 2), as column 4, was the formation for the approach. The screen and carriers were not used and during the previous night a message had been received stating that TransDiv 39, and TransDiv 13 would not depart. 0932 The two remaining TransDivs 37 & 38 commenced deployment at transport area Dog off Taytay Point, Leyte, P.I. No. boats were lowered and units maintained station in transport area with engine and rudder. At 1307 TransDiv 37 got underway in column and proceeded to Tolosa for fueling. Anchored in berth 117 Tolosa while waiting turn at tanker at 1541. At 1623 got underway and moved to berth 74 alongside U.S.S. MONONGHEHELA AO 42 for fueling. Having completed fueling we got underway at 1920 to return to berth in transport area in Maglolobo Bay, Samar P.I. It was necessary to back away from tankers side due to overhanging structures on this ship and the tanker. At 1925 we were clear of tankers stern. At this time we stopped and commenced hoisting two LCVP's belonging to U.S.S. HARRIS (APA 2) which we had been ordered to carry at our rail. At 1930 a heavy rain squall set in obscuring tanker so bridge searchlights were turned on her. Even then she was but dimly visible and we were unable to locate with the lights a shoal buoy which was located 1200 yards bearing 014°T from the tankers berth. The navigator had received information that the tanker was in berth 74 and on station from the U.S.S. MONONGHEHELA as it had been impossible because of visibility to plot our own position. At 1937 the landing craft had been hoisted aboard and at 1939 the shoal buoy was sighted close aboard to port bearing about 116°T. Engines were stopped. The ship touched ground gently at what was estimated later in view of soundings, as being in the vicinity of frame 65 on what was assumed to be the bank of the shoal. The ship commenced swinging head to starboard. Soundings were taken around the ship showing from 7 to 10 fathoms except from frame 45 to 55 port side where 4 fathoms was sounded. 1949 The engine was backed 1/3 and stopped after having made only 4 revolutions. This maneuver was made to see whether ship was lying on or against the shoal. Since the ship commenced making sternway slowly the head swinging slowly to starboard, area between frames 60 and 90 was not sounded because ship having sternway on and leadsmen reaching these points commenced getting soundings of ten fathoms when they reached these respective points. 1955 Engine was then backed 1/3 and ship backed clear of shoal. We then proceeded to anchorage, as assigned by use of radar ranges and bearings. All tanks, voids, and double bottoms sounded and found normal.

16 March: Underway as before. At 0001 we reached our anchorage in Maglolobo Bay, Samar, P.I. At 0609 TransRon 13 as set forth in 15 March this

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

12 April 1945.

Subject: War Diary for the Month of March 1945 - Submission of.

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- 16 March: war diary with all ships except U.S.S. GEAR (ARS 34) present and all
(cont'd) divisions participating got underway for another daylight approach to transport area Dog in accordance with ComTransRon 13 training order A5-45. At 0948 the unit deployed and from then until 1119 maintained station in transport area Dog with engine and rudder. At 1119 we anchored on station and at 1417 the unit got underway to return to transport area in Maglolo Bay, Samar, P.I. While steaming in this formation we received word of a man in the water on port side of our column and we sheared out and lowered a boat to attempt to rescue him at 1655. At 1718 the boat returned having recovered an unidentified white, male body, possibly a Filipino.. The medical officer stated that he had been dead for some time. 1721 Continued on our course back to Maglolo Bay, Samar, P.I. and anchored at 1840. The chaplain from the U.S.S. HARRIS (APA 2), came aboard and burial ceremonies were held at 2020 for the man recovered.
- 17 March: Anchored as before. 0103 TransRon 13 as set forth in 15 March entry this war diary, except U.S.S. GEAR (ARS 34), got underway in accordance with ComTransRon 13 training order A5-45 to carry out full scale landing approach in darkness. 0522 Deployment was began and at 0609 the first boat was in the water. 0742 All landing craft were hoisted out and dispatched all arriving at their respective loactions on time. Until 0849 we maneuvered with engine and rudder to maintain station in Transport Area and then anchored in assigned berth. At 1354 we got underway and moved to inner transport area and anchored in berth 817 off Tarraguna, Leyte, P.I.
- 18 March: Anchored as before. At 0554 TransRon 13 less U.S.S. GEAR (ARS 34) got underway in accordance with ComTransRon 13 training order A5-45 in line of divisions two divisions to a column 37 & 13 in one column and 39 & 38 on left flank for scheduled anti-aircraft practice. Sleeves were towed by 2 TBF's we expended 8 rds. 5"38, 242 rds. 40MM, 1235 rds. 20MM and by comparison with the other ships our gunnery was good. The crews tracked well, fire was concentrated and orders were well carried out. Upon the completion of the practice the squadron proceeded to Maglolo Bay, Samar, P.I. and anchored.
- 19 March: Anchored as before. At 0121 in accordance with ComTransRon 13 training order A5-45 TransRon 13 less U.S.S. GEAR (ARS 34) got underway for another practice approach and landing during darkness. At 0610 formation commenced deployment and 0620 we put our first landing craft in the water. 0740 All landing craft were water borne and dispatched to their duties in accordance with schedule. We maintained station with engine and rudder in transport area "Dog" until 1601 when we moved into inner transport area and anchored in berth 817 Tarraguna, Leyte, P.I. at 1726.
- 20 March: Anchored as before.
- 21 March: Anchored as before.

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

12 April 1945.

Subject: War Diary for the Month of March 1945 - Submission of.

22 March: Anchored as before.

23 March: Anchored as before. 0733 We got underway and moved to Tacloban to go alongside S.S. HANGING ROCK to top off fuel and at 1100 we were moored to her starboard side. At 1339 a diver from U.S.S. ARGONNE (AG 31) came aboard to inspect bottom of ship for damage when she touched ground on March 15. The finding was that only a small dent in a 3 foot area at frame 65 was the only damage. Berth was shifted to Tacloban anchorage in order to top off supplies.

24 March: Anchored as before. Having topped off supplies we shifted berth back to Tarragona anchorage. At this time two more Army personnel reported aboard and loading was completed and we are in all respects ready for the coming operation.

25 March: Anchored as before.

26 March: Anchored as before. At 1300 Commodore M.O. Carlson U.S.N. came aboard to present the Silver Star and Purple Heart to EM2c Hansen E. Farmer USNR in accordance with BuPers ltrs 64 and 7094. The awards were for gallantry in action and wounds received during the invasion of France on June 6, 1944.

27 March: Anchored as before. At 1040 we got underway as part of TU 51-13-11 in accordance with ComPhibPacFlt order Al-45. The T.U. consisted of TransRon 13 as listed under 15 March this war diary and DesDiv 47 and Carrier Group 5 consisting of U.S.S. Santee and U.S.S. STEAMER BAY. At getting underway the formation came to two columns TransDiv 38 and 39 on the left and TransDiv 37 and 13 on the right in order to hold anti-aircraft practice. Two sleeves towed by TBF's were used and the TYRRELL distinguished herself by knocking down two of the 4 sleeves the squadron got. The men are enthusiastic about their gunnery and morale is high. With this to top off our preparation for the ships first action our readiness in all respects is taken care of. Ammo expended, 12 rds. 5"38, 491 rds. 40MM, 1154 rds. 20MM, no casualties and all guns are in good working condition. At 1703 the squadron changed formation to a line of divisions in column which is to be our formation to our destination.

Positions:

1200 - 10° 30' N. Lat. 125° 52' E. Long.
2000 - 10° 55' N. Lat. 126° 38' E. Long.

AL6-3/AKASO
Serial No. 029

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

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

12 April 1945.

Subject: War Diary for the Month of March 1945 - Submission of.

28 March: Steaming as before. Continued zigzagging and weather conditions unsettled. News of Forecast tropical disturbances in back of us. Exercised at streaming paravanes.

Positions:

0800 - 13° 10' N. Lat. 127° 55' E. Long.
1200 - 13° 27' N. Lat. 128° 03' E. Long.
2000 - 14° 35' N. Lat. 128° 39' E. Long.

29 March: Steaming as before. Continued zigzagging and weather still unsettled with tropical disturbances still forecast as coming our way.

Positions:

0800 - 16° 09' N. Lat. 129° 56' E. Long.
1200 - 16° 50' N. Lat. 130° 10' E. Long.
2000 - 18° 01' N. Lat. 131° 23' E. Long.

30 March: Steaming as before. Continued zigzagging and weather improving.

Positions:

0800 - 19° 59' N. Lat. 132° 10' E. Long.
1200 - 20° 50' N. Lat. 131° 33' E. Long.
2000 - 21° 59' N. Lat. 130° 40' E. Long.

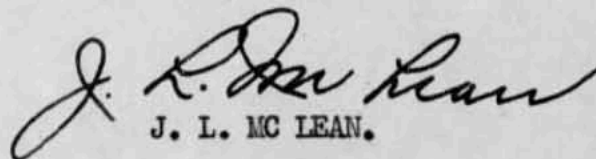
31 March: Steaming as before. Continued zigzagging in good weather.

Positions:

0800 - 24° 40' N. Lat. 129° 16' E. Long.
1200 - 23° 51' N. Lat. 129° 06' E. Long.
2000 - 24° 47' N. Lat. 127° 36' E. Long.

cc:

CincPac
CincPacCincPoa


J. L. MC LEAN.

AL6-3/AKA80
Serial No.031

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

129

No. 320
R. S. No.

4 May 1945

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

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Subject: War Diary for the Month of April 1945 - Submission of.
Reference: (a) ComInch Restricted Ltr FF1/AL2-1/AL6-3, Serial 7152, dated 29 October 1943.

1. In compliance with reference (a), the following War Diary is submitted:

- 1 April 1945: Zone time minus 9 or I. Underway enroute to Okinawa Shima, Nansei Shoto, Japan as part of Task Unit 55-13-11 composed of Transport Squadron 13 consisting of Transport Division 37, U.S.S. HARRIS (APA 2), U.S.S. TETON (AGC 14), U.S.S. SHERIDAN (APA 51), U.S.S. PIERCE (APA 50), U.S.S. LAMAR (APA 47), U.S.S. TYRRELL (AKA 80), U.S.S. ALGORAB (AKA 8); Transport Division 38, U.S.S. BARNSTABLE (APA 98), U.S.S. ALPINE (APA 92), U.S.S. ELMORE (APA 112), U.S.S. LYCOMING (APA 155), U.S.S. ALSHAIN (AKA 55), U.S.S. EPPING FOREST (LSD 4); Transport Division 39, U.S.S. CUSTER (APA 40), U.S.S. BAXTER (APA 49), U.S.S. KITTSOON (APA 123), U.S.S. FREESTONE (APA 167), U.S.S. ALGOL (AKA 54), U.S.S. ARNEB (AKA 56), U.S.S. GEAR (ARS 34); Transport Division 13 (temporary), U.S.S. OZARK (LSV 2), U.S.S. LOURENS (APA 153), U.S.S. APPLING (APA 58), U.S.S. BUTTE (AKA 68), U.S.S. AUDRAIN (AKA 59), U.S.S. CORVUS (AKA 26), U.S.S. AURELIA (AKA 23). Commodore M. O. CARLSON, USN, in U.S.S. HARRIS (APA 2), ComTransRon 13, Rear Admiral J. L. HALL, USN, in U.S.S. TETON (AGC 14) is C.T.U., the screen is DesDiv 47 and Carrier Group 5 consisting of U.S.S. SANTEE and U.S.S. STEAMER BAY. We are proceeding in accordance with ComPhibsPacFlt order AL-45 and ComPhibGrp 12 order 1202-45 for landing on beaches at Hagashi, Okinawa Shima, Nansei Shoto, Japan.
The period 1 April to 9 April 1945 is covered by action report submitted by this command through chain of command under subject, "Action Report covering rehearsal for operation "Iceberg" and operation "Iceberg" for period 14 March 1945 through 9 April 1945 inclusive".
- 10 April 1945: Anchored as before in berth H-160 off Hagashi, Okinawa, Nansei Shoto, Japan. The ship being fully unloaded and in all respects ready for sea we are awaiting orders to retire. At 0719 we held General Quarters in response to orders from S.O.P.-CTF 51. At 0839 we got underway in accordance with C.T.F. 51 despatch 091340 as part of TU-51-29-12 composed of U.S.S. CAMBRIA (APA 36), U.S.S. BURLEIGH (APA 95), U.S.S. BLADEN (APA 63), U.S.S. ARNEB (AKA 56), U.S.S. STARR (AKA 67), U.S.S. AUDRAIN (AKA 59),

119266

AL6-3/AKA80
Serial No. 031

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

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

4 May 1945

Subject: War Diary for the Month of April 1945 - Submission of.

U.S.S. ALGOL (AKA 54), U.S.S. DIPHDA (AKA 59), U.S.S. OZARK (ISV 2), U.S.S. CORVUS (AKA 26), U.S.S. KENTON (APA 122), U.S.S. DEVOSA (AKA 27), U.S.S. HYDRUS (AKA 28), C.T.U. Commodore H. B. KNOWLES, USN, in U.S.S. CAMBRIA (APA 36); Escorts U.S.S. OSMOND INGRAM (APD 35), U.S.S. BOWERS (DE 637), U.S.S. GOSSELIN (APD 126), U.S.S. WILMARTH (DE 638), U.S.S. HORACE A. BASS (APD 124), for Guam, Marianas Islands, for onward routing to Pearl Harbor, Territory of Hawaii.

<u>Position</u>	<u>1200</u>	<u>2000</u>
Lat.	25°56'N	24°58'N
Long.	127°43'E	128°58'E

11 April 1945: Steaming as before.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	22°44'N	21°53'N	21°31'N
Long.	130°48'E	131°22'E	132°30'E

12 April 1945: Steaming as before. Advanced all ship's clocks one (1) hour to minus 10 zone time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	18°47'N	18°27'N	17°36'N
Long.	134°04'E	134°52'E	136°11'E

13 April 1945: Steaming as before. Lieut. G. E. ROTH (MC), USNR, Ship's Medical Officer, performed an emergency appendectomy on ROCHE, J. P., 908 29 24, Slc, USNR, at 2210.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	16°18'N	15°47.5'N	14°48'N
Long.	138°17'E	130°17'E	140°46'E

14 April 1945: Steaming as before. 1400 - Arrived off Apra, Guam, Marianas Islands and stood by in formation awaiting orders whether to enter harbor or proceed to Pearl Harbor, Territory of Hawaii. At 1731 ROCHE, J.P., 908 29 24, Slc, USNR, on whom the emergency appendectomy had been performed, was transferred ashore by the U.S.S. WILMARTH (DE 638), to which ship he was taken by one of our boats. The T.U.-51-29-12 was dissolved and at 1744 we got underway to join convoy "Guam - Pearl 5", consisting of U.S.S. CAMBRIA (APA 36), U.S.S. DEVOSA (AKA 27), U.S.S. HYDRUS (AKA 28), U.S.S. ARNEB (AKA 56), in starboard column and U.S.S. DIPHDA (AKA 59), U.S.S. ALGOL (AKA 54), U.S.S. STARR (AKA 67), and U.S.S. TYRRELL (AKA 80) in port column. Commodore H. B. KNOWLES, USN, in U.S.S. CAMBRIA (AKA 36), O.T.C. At 1751 BABAUTA, J. L. G., 286 09 68, CK2c, USN, was seriously wounded by a self-inflicted gunshot wound.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	13°31'N	13°28'N	13°15'N
Long.	143°08'E	143°58'E	144°35'E

AL6-3/AKA80
Serial No. 031

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

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

4 May 1945

Subject: War Diary for the Month of April 1945 - Submission of.

15 April 1945: Steaming as before.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	12°25'N	12°47'N	12°39'N
Long.	147°26'E	148°28'E	149°57'E

16 April 1945: Steaming as before. At 0100 ship's clocks were advanced one (1) hour to minus 11 zone time. At 1751 we were detached from the convoy to proceed independently to Eniwetok Atoll, Marshall Islands, to transfer BABAUTA, J. L. G., 286 09 68, CK2c, USN, who is suffering from self-inflicted gunshot wound and who's life is being sustained by administering oxygen continuously. We are to proceed at best speed to arrive at daylight on 18 April. However, at 2335 the man died as a result of his wound and we returned to the formation of convoy "Guam - Pearl 5".

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	12°26'N	12°17'N	12°02'N
Long.	152°19'E	153°01'E	154°55'E

17 April 1945: Steaming as before. At 0215 we resumed our original station in convoy "Guam - Pearl 5". At 0909 burial at sea services were held for BABAUTA, J. L. G., 286 09 68, CK2c, USN. He was buried at 11°34' N Lat., 157°37' E Long. in 3200 fathoms of water from the port side of the ship with crew mustered at quarters for full military honors.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	11°36'N	11°36'N	11°21' N
Long.	157°21'E	158°09'E	159°55'E

18 April 1945: Steaming as before.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	11°13'N	11°06.4'N	11°51'N
Long.	162°20'E	163°17'E	164°55'E

19 April 1945: Steaming as before.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	10°49'N	10°50'N	11°31'N
Long.	167°25'E	168°20'E	170°03'E

20 April 1945: Steaming as before. Ship's clocks advanced one (1) hour to zone minus 12 time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	11°26'N	11°16'N	12°06'N
Long.	172°23'E	173°16'E	175°02'E

AL6-3/AKA80
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U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

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

4 May 1945.

Subject: War Diary for the Month of April 1945 - Submission of.

21 April 1945: Steaming as before. At 1919 we crossed the 180° meridian and changed the date officially to Friday, 20 April 1945.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	12°53'N	13°33'N	14°14'N
Long.	177°01'E	178°27'E	180°09'W

21 April 1945: Steaming as before. Advanced all ship's clocks one (1) hour to plus 11 zone time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	13°11'N	15°27'N	16°03'N
Long.	177°18'W	176°31'W	174°38'W

22 April 1945: Steaming as before.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	16°15'N	17°09'N	17°39'N
Long.	171°58'W	170°59'W	169°09'W

23 April 1945: Steaming as before. Advanced all ship's clocks one-half ($\frac{1}{2}$) hour to zone plus 10½ time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	19°58'N	18°13'N	18°43'N
Long.	166°43'W	166°05'W	164°18'W

24 April 1945: Steaming as before. Advanced all ship's clocks one-half ($\frac{1}{2}$) hour to zone plus 10 time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	19°20'N	19°36'N	19°56'N
Long.	161°43'W	160°42'W	158°39'W

25 April 1945: Steaming as before. Advanced all ship's clocks one-half ($\frac{1}{2}$) hour to zone plus 9½ time. At 0945 took pilot aboard and entered Pearl Harbor entrance channel. 1052 - Moored in East Loch, Pearl Harbor, Territory of Hawaii.

26 April 1945: Moored as before.

27 April 1945: Moored as before. Commenced painting ship.

28 April 1945: Moored as before. Continued painting ship assisted by Pearl Harbor Navy Yard workmen.

29 April 1945: Moored as before. Continued painting ship with Pearl Harbor Navy Yard assistance.

AL6-3/AKABO
Serial No. 031

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

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

4 May 1945.

Subject: War Diary for the Month of April 1945 - Submission of.

30 April 1945: Moored as before. Continued painting ship with Pearl Harbor Navy
Yard assistance. Received four (4) LCM(6)'s to replace smaller
LCM(3)'s formerly carried.

J. L. McLean
J. L. MC LEAN

CC:
Cincpac
Cincpac-Poa

A16-3/AKASO
Serial No. 036

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

116
Reg. No. 373
R. S. No. _____

4 June 1945

CONFIDENTIAL

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Subject: War Diary for the Month of May, 1945 - Submission of.
Reference: (a) ComInch Restricted ltr FF1/A12-1/A16-3, Serial 7152,
dated 29 October 1943.

1. In compliance with reference (a), the following War Diary is submitted:

1 to 4 May 1945: Moored in berth C-5, alongside U.S.S. CIRCE (AKA 25), in East Loch, Pearl Harbor, Territory of Hawaii.

5 May 1945: Moored as before. At 0931 in accordance with orders from CincPoa got underway for San Francisco, California, United States of America, to proceed independently.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	- - -	21°13'N	22°49'N
Long.	- - -	157°41.5'W	156°37'W

6 May 1945: Steaming as before.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	24°39'N	25°17'N	26°20'N
Long.	153°55'W	152°52'W	151°07'W

7 May 1945: Steaming as before. Advanced ship's clocks one-half ($\frac{1}{2}$) hour to zone plus 9 time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	28°02'N	28°38'N	29°47'N
Long.	148°20'W	147°21'W	145°16'W

8 May 1945: Steaming as before.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	31°17'N	31°50'N	32°45'N
Long.	142°07'W	141°11'W	138°53'W

9 May 1945: Steaming as before. Advanced ship's clocks one-half ($\frac{1}{2}$) hour to zone plus 8½ time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	34°01'N	34°28'N	35°14'N
Long.	135°41'W	134°10'W	131°51'W

10 May 1945: Steaming as before. Advanced ship's clocks one-half ($\frac{1}{2}$) hour to zone plus 8 time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	36°29'N	36°42'N	37°27'N
Long.	128°46'W	127°50'W	125°23'W

124367

AL6-3/AKABO
Serial No. 036

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL

4 June 1945

Subject: War Diary for the Month of May, 1945 - Submission of.

-
- 11 May 1945: Steaming as before. Advanced ship's clocks one (1) hour to zone plus 7 time. At 0347 Farallon Island Light was identified bearing 072°T, distance approximately 26 miles. At 0728 we took on a pilot and entered San Francisco Bay and at 0926 we anchored in Naval Anchorage #12 in San Francisco Bay.
- 12-13 May 1945: Anchored as before, awaiting orders to go alongside dock to load.
- 14 May 1945: Anchored as before. At 1226 we got underway in accordance with orders from Port Director, San Francisco, California, and shifted berth to Pier 48-B, U. S. Navy Overseas Freight Terminal, to load general cargo. At 1312 we were moored to Pier 48-B.
- 15 May 1945: Moored as before. Loading has not yet started.
- 16 May 1945: Moored as before. At 0700 civilian stevedores commenced loading ship with general cargo.
- 17-23 May 1945: Moored as before. Civilian stevedores loading ship.
- 24 May 1945: Moored as before. 0000 - Civilian stevedores completed loading ship. At 1227 in accordance with orders from Western Sea Frontier we got underway for Pearl Harbor, Territory of Hawaii, to proceed independently. 1900 - Ship's clocks retarded one (1) hour to zone plus 8 time.
- | | | | |
|-----------------|----------|--|--|
| <u>Position</u> | 2000 | | |
| Lat. | 36°52'N | | |
| Long. | 124°31'W | | |
- 25 May 1945: Steaming as before. Exercised crew at fire drill, abandon ship drill and general quarters.
- | | | | |
|-----------------|----------|----------|----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| Lat. | 35°52'N | 35°06'N | 34°22'N |
| Long. | 128°03'W | 129°12'W | 131°37'W |
- 26 May 1945: Steaming as before. Held dawn alert. Retarded ship's clocks one-half (½) hour to zone plus 8½ time.
- | | | | |
|-----------------|----------|----------|----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| Lat. | 33°01'N | 32°34'N | 31°37'N |
| Long. | 135°04'W | 136°06'W | 138°31'W |
- 27 May 1945: Steaming as before. Held dawn alert and during this alert held Anti-Aircraft firing practice. At dusk alert Anti-Aircraft firing practice was held again. Ammunition expended both practices: 5"38 - 13; 40MM - 433; 20MM - 1960; no casualties.
- | | | | |
|-----------------|----------|----------|----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| Lat. | 30°16'N | 29°44'N | 28°53'N |
| Long. | 141°33'W | 142°37'W | 144°44'W |

Al6-3/AKA80
Serial No. 036

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL

4 June 1945

Subject: War Diary for the Month of May, 1945 - Submission of.

28 May 1945: Steaming as before. Exercised crew at fire drill. Particular attention is being paid to instructing men in care and use of equipment. Ship's clocks retarded one-half ($\frac{1}{2}$) hour to zone plus 9 time.

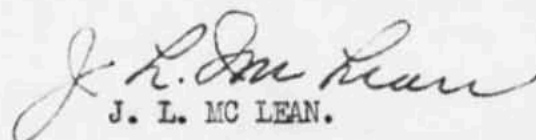
<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	27°17'N	26°55'N	25°28'N
Long.	147°40'W	148°34'W	150°28'W

29 May 1945: Steaming as before. Ship's clocks retarded one-half ($\frac{1}{2}$) hour to zone plus 9 $\frac{1}{2}$ time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	24°16'N	23°45'N	22°40'N
Long.	153°03'W	153°54'W	155°54'W

30 May 1945: Steaming as before. At 0325 Makapuu Point Light, Oahu Island, Territory of Hawaii, was sighted bearing 202°T. Dawn alert was held and a B-26 Marauder from Oahu came out and towed target for Anti-Aircraft practice. The gun crews worked well. The first sleeve was shot to shreds and necessitated calling for another sleeve. Ammunition expended: 5"38 Cal. - 10; 40MM - 539; 20MM - 1920; no casualties. At 1011 we took on a pilot in the channel and at 1130 we moored in berth F-8 in Pearl Harbor, Territory of Hawaii. At 1858 we shifted berth to Naval Supply Depot, Berth K-11, Pearl Harbor, Territory of Hawaii, to unload. At 2115 Construction Battalion stevedore teams commenced unloading at all hatches.

31 May 1945: Moored as before. Construction Battalion stevedores continuing the unloading. Because of the unnecessarily rough handling of the cargo and ship cargo handling gear, the First Lieutenant found it necessary to caution the Officer-in-Charge of the Construction Battalion teams of the danger to men, material and equipment. One (1) strand of the starboard guy fall of the 35 ton boom at #2 hatch had been carried away at 0315 while attempting to handle a four (4) ton lift.


J. L. MC LEAN.

CC:
CincPac
Cincpac-Poa

Al6-3/AKA80
Serial No. 041

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

6 July 1945

CONFIDENTIAL

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Subject: War Diary for the Month of June, 1945 - Submission of.
Reference: (a) ComInch Restricted ltr FF1/Al2-1/Al6-3, Serial 7152,
dated 29 October 1943.

1. In compliance with reference (a), the following War Diary is submitted:

- 1 to 4 June 1945: Moored in berth K-11 at Naval Supply Depot, Pearl Harbor, Territory of Hawaii. Construction Battalion stevedore teams unloading ship. Times are zone plus 9½.
- 5 June 1945: Moored as before. At 1000 Construction Battalion stevedores completed unloading ship. At 1042 got underway to shift berth to X-14, East Loch, Pearl Harbor, Territory of Hawaii, in accordance with Captain of the Yard's orders. At 1135 moored starboard side to S.S. JOHN M. CLAYTON, berth X-14, East Loch, Pearl Harbor, Territory of Hawaii.
- 6 June 1945: Moored as before. 1135 - U.S.S. LEEDSTOWN (APA 56) moored to our port side.
- 7 June 1945: Moored as before.
- 8 June 1945: Moored as before. 0645 - U.S.S. LEEDSTOWN (APA 56) cast off from our port side.
- 9 June 1945: Moored as before.
- 10 June 1945: Moored as before. 1530 - Transferred four (4) LCM(6)'s to Waipio Amphibious Operating Base.
- 11 June 1945: Moored as before. At 1414 got underway from Pearl Harbor, Territory of Hawaii, enroute to San Francisco, California, United States of America, in obedience to serial 00616 from ComPhibsPac as part of Task Unit 13.11.33 composed of U.S.S. RIVERSIDE (APA 102), U.S.S. HANOVER (APA 116), U.S.S. LEON (APA 48), U.S.S. CLARENDON (APA 72), U.S.S. CARLISLE (APA 69), U.S.S. CLEBURNE (APA 73), U.S.S. DIPHDA (AKA 59), U.S.S. ALGOL (AKA 54), U.S.S. TYRRELL (AKA 80). C.T.U. J. R. PALMER, Commodore, U. S. Navy, in U.S.S. RIVERSIDE (APA 102). Upon forming into two (2) columns at 1645 the organization was as follows: Column I: U.S.S. LEON (APA 48), U.S.S. CLARENDON (APA 72), U.S.S. CARLISLE (APA 69), U.S.S. CLEBURNE (APA 73); Column II; U.S.S. RIVERSIDE (APA 102)(FF), U.S.S. HANOVER (APA 116), U.S.S. DIPHDA (AKA 59), U.S.S. TYRRELL (AKA 80), U.S.S. ALGOL (AKA 54).

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Serial No. 041

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL

6 July 1945

Subject: War Diary for the Month of June, 1945 - Submission of.

11 June 1945: Position 2000
Lat. 21°40'N
Long. 157°34'W

12 June 1945: Steaming as before. The ships of the Task Unit exercised at general drills in the morning; held flag hoist drill and tactical exercises in the afternoon.
Position 0800 1200 2000
Lat. 23°27'N 23°38'N 24°56'N
Long. 155°52'W 155°01'W 153°32'W

13 June 1945: Steaming as before. The ships of the Task Unit exercised at general drills in the morning and held tactical exercises in the afternoon. Advanced ship's clocks one-half ($\frac{1}{2}$) hour to zone plus 9 time.
Position 0800 1200 2000
Lat. 26°29'N 27°02'N 27°58'N
Long. 151°40'W 150°23'W 147°51'W

14 June 1945: Steaming as before. At 0915 general quarters was held and a battle problem was conducted under orders of C.T.U. Our problem consisted of repelling air and underwater attack and repair of damages and handling of casualties. In the afternoon the Task Unit carried out tactical maneuvers.
Position 0800 1200 2000
Lat. 29°17'N 29°48'N 30°35'N
Long. 146°16'W 145°25'W 143°31'W

15 June 1945: Steaming as before. Advanced ship's clocks one (1) hour to zone plus 8 time. The ships of the Task Unit exercised at general drills in the morning and held tactical exercises in the afternoon.
Position 0800 1200 2000
Lat. 31°40'N 32°03'N 32°46'N
Long. 141°02'W 140°09'W 138°14'W

16 June 1945: Steaming as before. At 0913 held general quarters and carried out battle problem in which a simulated air attack and submarine attack was repelled and simulated repairs to ship and handling of casualties was practiced. At 1838 the U.S.S. HANOVER (APA 116) and U.S.S. CARLISLE (APA 69) were detached from the Task Unit.
Position 0800 1200 2000
Lat. 33°54'N 34°14'N 34°59'N
Long. 135°34'W 134°41'W 132°00'W

17 June 1945: Steaming as before.
Position 0800 1200 2000
Lat. 36°09'N 36°23'N 37°09'N
Long. 129°55'W 128°50'W 126°26'W

18 June 1945: Steaming as before. Advanced ship's clocks one (1) hour to zone plus 7 time. At 0845 the Task Unit formed single column to enter San Francisco, California, channel. At 1117 the Task Unit was

AL6-3/AKASO
Serial No. 041

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

REG. NO 490
R. S. NO
REG. SHEET NO 17
6 July 1945

CONFIDENTIAL

Subject: War Diary for the Month of June, 1945 - Submission of.

-
- 18 June 1945: ordered to proceed independently. At 1125 a pilot was taken aboard. At 1342 we anchored in Naval Anchorage #12, San Francisco Bay, and Task Unit 13.11.33 was dissolved.
- 19 June 1945: Anchored as before. At 1448 a board of investigation convened by ComTransRon 19 under precept serial 235 consisting of Lieut. Fitzwilliam SARGENT, USNR, senior member, Lieut. Gordon HAYES, USNR, Lt.(jg) Amader B. SARLE, (MC), USNR, came aboard to inquire into the death of BABAUTA, J. L. G., 421 02 03, Ck2c, USN, which occurred on April 16, 1945. At 1630 the board adjourned and returned to the U.S.S. MENDOCINO (APA 100) to await action of convening authority.
- 20 to 21 June 1945: Anchored as before.
- 22 June 1945: Anchored as before. At 1036 got underway in accordance with orders from the Port Director, San Francisco, to shift to pier 50-B, Naval Overseas Freight Terminal, to load. At 1114 moored starboard side to pier 50-B. At 1530 civilian stevedores commenced loading a cargo of anti-torpedo nets, bouys, anchors, and accessories.
- 23 to 26 June 1945: Moored as before. Stevedores continued loading ship.
- 27 June 1945: Moored as before. Stevedores continued loading ship. Received four (4) LCM(6)'s from Naval Landing Force Equipment Depot, Albany, California.
- 28 to 29 June 1945: Moored as before. Stevedores continued loading ship.
- 30 June 1945: Moored as before. Stevedores continued loading ship. At 0330 loading was completed. In accordance with ComWestSeaFron orders all preparations were made for getting underway at 1515. At 1552 the ship's fire alarm sounded indicating fire in #4 hatch aft where 2,850 sacks of mail were stowed on the third deck. Investigation by ship's fire party revealed that mail bags stowed in starboard after corner of the third deck were on fire. Ship's fire party brought fire under control immediately. At 1630 the Port Director's office notified the ship that the mail would be unloaded for inspection and later shipment. At 1800 commenced unloading mail. In order to complete discharging mail sailing was delayed sixteen (16) hours. At the time of sailing, no estimate could be made as to the amount of damage to mail, since segregation of the mail on the dock had not been completed. There was no damage to the ship's hull or fittings.

J. L. McLean
J. L. MC LEAN.

cc: CincPac
CincPac-Poa

Al6-3/AKA80
Serial No. 045

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

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

8 August 1945

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Subject: War Diary for the Month of July 1945 - Submission of.
Reference: (a) ComInch Restricted ltr FF1/Al2-1/Al6-3, Serial 7152,
dated 29 October 1943.

1. In compliance with reference (a), the following War Diary is submitted:

1 July 1945: Time zone plus 7. Moored to pier 50B, Naval Overseas Freight Terminal, San Francisco, Calif. At 0808 underway for Pearl Harbor, Territory of Hawaii, in obedience to orders from Commander, Western Sea Frontier. At 0906 passed under Golden Gate Bridge in heavy fog. At 1141 took departure from San Francisco swept channel in improving visibility. At 1900 retarded ship's clocks one-half ($\frac{1}{2}$) hour to plus 7 $\frac{1}{2}$ zone.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.			36°31'N
Long.			125°27'W

2 July 1945: Steaming as before. Retarded ship's clocks one-half hour to zone plus 8 time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	35°18'N	34°48'N	34°03'N
Long.	128°58'W	130°05'W	132°37'W

3 July 1945: Steaming as before. Retarded ship's clocks one-half ($\frac{1}{2}$) hour to zone plus 8 $\frac{1}{2}$ time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	32°52'N	32°21'N	31°25'N
Long.	136°03'W	137°21'W	139°56'W

4 July 1945: Steaming as before. Exercised crew at fire drill and abandon ship drill.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	29°51'N	29°21'N	28°18'N
Long.	143°02'W	144°04'W	146°05'W

5 July 1945: Steaming as before. Exercised crew at fire drill and steering casualty drill. Retarded all ship's clocks one-half ($\frac{1}{2}$) hour to plus 9 zone time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	26°48'N	26°16'N	25°14'N
Long.	149°02'W	150°01'W	151°48'W

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Serial No. 045
C O N F I D E N T I A L

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

8 August 1945

Subject: War Diary for the Month of July 1945 - Submission of.

6 July 1945: Steaming as before. Exercised crew at abandon ship stations. Re-tarded all ship's clocks one-half ($\frac{1}{2}$) hour to plus $9\frac{1}{2}$ zone time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	23°53'N	23°27'N	22°36'N
Long.	154°12'W	154°53'W	156°35'W

7 July 1945: Steaming as before. At 0355 sighted Makanalua Light and at 0357 sighted Makapua Light. At 0730 commenced anti-aircraft firing practice, a TBM plane from Pearl Harbor towing sleeve. Close proximity of land and numerous ships of various classes near the approach to our next port handicapped the training and firing during this practice. Round expended: 12 rounds 5"38; 662 round 40MM; 1690 rounds 20MM; no casualties. At 1119 we took on a pilot and entered Pearl Harbor, Territory of Hawaii. At 1148 moored in berth A-10, Pearl Harbor, Territory of Hawaii. At 1530 U. S. Navy stevedores commenced unloading all hatches.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	21°22'N		
Long.	157°34'W		

8-9 July 1945: Moored as before. Unloading continuing around the clock.

10 July 1945: Moored as before. Unloading completed at 0945. At 1630 made all preparations for getting underway. 1655 underway from berth A-10, Pearl Harbor, Territory of Hawaii, for San Francisco, Calif., in obedience to orders from Commander, Hawaiian Sea Frontier.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.			21°34'N
Long.			157°35'W

11 July 1945: Steaming as before. Exercised crew at abandon ship stations and steering casualty drill. Advanced ship's clocks one-half ($\frac{1}{2}$) hour to zone plus 9 time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	23°51'N	24°32'N	25°43'N
Long.	155°37'W	154°41'W	152°45'W

12 July 1945: Steaming as before. Exercised crew at fire drill. Advanced ship's clocks one-half hour to zone plus $8\frac{1}{2}$ time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	27°13'N	27°47'N	29°00'N
Long.	150°09'W	149°08'W	147°03'W

13 July 1945: Steaming as before. General quarters dawn alert. Advanced ship's clocks one-half ($\frac{1}{2}$) hour to zone plus 8 time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	30°31'N	31°08'N	32°10'N
Long.	144°00'W	142°56'W	140°44'W

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U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

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

8 August 1945

Subject: War Diary for the month of July 1945 - Submission of.

- 14 July 1945: Steaming as before. Exercised crew at fire drill.
- | <u>Position</u> | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|-----------------|-------------|-------------|-------------|
| Lat. | 33°32'N | 33°58'N | 34°41'N |
| Long. | 137°23'W | 136°05'W | 133°43'W |
- 15 July 1945: Steaming as before. Advanced ship's clocks one-half ($\frac{1}{2}$) hour to zone plus 7 $\frac{1}{2}$ time.
- | <u>Position</u> | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|-----------------|-------------|-------------|-------------|
| Lat. | 36°12'N | 36°29'N | 37°05'N |
| Long. | 130°25'W | 129°09'W | 127°09'W |
- 16 July 1945: Steaming as before. Advanced ship's clocks one-half ($\frac{1}{2}$) hour to zone plus 7 time. At 0954 sighted Farallon Island, at 1131 pilot came aboard and at 1256 anchored in Naval Anchorage #12, San Francisco Bay, California.
- | <u>Position</u> | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|-----------------|-------------|-------------|-------------|
| Lat. | 37°30'N | | |
| Long. | 123°57'W | | |
- 17 July 1945: Anchored as before.
- 18 July 1945: Anchored as before. At 0610 a man was removed from the water by the crew of an LCVP from the U.S.S. LST 272 anchored in the next berth. He was brought aboard this ship and the Medical Officer pronounced him dead. He was identified as COOKSON, Clarence W., Slc, USNR, of the crew of the U.S.S. LST 272. 0730 the body of COOKSON, Clarence W., Slc, USNR, was taken ashore by crew of LCVP from U.S.S. LST 272 in their boat.
- 19 July 1945: Anchored as before. At 0708 we got underway to shift berth to Encinal Terminal, Alameda, California, in obedience to orders from Port Director, San Francisco, California. At 0810 we moored in berth 4 Encinal Terminal, Alameda, California.
- 20 July 1945: Moored as before. At 0910 civilian stevedores commenced loading ship at all hatches.
- 21-25 July 1945: Moored as before. Stevedores continuing loading. 1455 - Loading completed.
- 26 July 1945: Moored as before. 1158 - Underway in obedience to orders from Port Director, San Francisco, California, to shift berth to anchorage #13, San Francisco Bay to load explosives. 1314 - Anchored in anchorage #13, San Francisco Bay. At 1514 civilian stevedores commenced load-explosives. At 1635 while loading explosives civilian stevedores under the direction of Mr. M. PETITJEAN of the San Francisco Stevedoring Company, Oakland, Calif., and Ens. J. S. GAGLIO, USNR, of the Explosives Loading Detail, Encinal Terminal, Alameda, Calif., while closing the after pontoon of the second deck level in #4 hatch aft section, removed the retaining pins before taking a strain on the

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U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

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

8 August 1945

Subject: War Diary for the Month of July 1945 - Submission of.

26 July 1945: wire pendant being used to lower the pontoon, allowing it to swing downward about two-thirds (2/3) of the way shut. The pontoon struck Mr. Charlie LAIR and Mr. Ervine DRYMON, civilian carpenters, who were securing the cargo stowed in the square of the hatch. The injured men were given immediate medical attention by the ship's Medical Officer and removed to sick bay and later transferred by ship's boat to the Advanced Training Base, Tibaron, California, where they were removed by ambulance to the Marine Hospital. Injuries were as follows: Charlie LAIR; 2" laceration of the scalp and possible injuries to the thoracic cage or back. No apparent fractures. Ervine DRYMON; minor contusions of right thigh and ankle. No fractures. At 2005 loading of explosives completed.

27 July 1945: Anchored as before. 0711 - We got underway in obedience to Commander, Western Sea Frontier movement order #570 for Majuro, Marshall Islands. At 0954 we cleared the San Francisco swept channel and took departure for Majuro, Marshall Islands. Retarded ship's clocks one-half ($\frac{1}{2}$) hour to plus 7 $\frac{1}{2}$ zone time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.		37°18'N	36°25'N
Long.		123°34'W	126°02'W

28 July 1945: Steaming as before. Ship rolling heavily throughout the day causing us to reduce speed and vary from track slightly to ease the strain. Retarded ship's clocks one-half ($\frac{1}{2}$) hour to plus 8 zone time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	35°48'N	35°24'N	34°58'N
Long.	128°24'W	130°15'W	132°35'W

29 July 1945: Steaming as before. During the night the weather had moderated sufficiently to resume original track and speed. Retarded ship's clocks one-half ($\frac{1}{2}$) hour to plus 8 $\frac{1}{2}$ zone time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	33°31'N	32°53'N	31°42'N
Long.	135°53'W	136°52'W	139°05'W

30 July 1945: Steaming as before. General Quarters dawn and dusk alerts.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	30°11'N	29°38'N	28°36'N
Long.	143°16'W	143°28'W	145°33'W

31 July 1945: Steaming as before. General quarters dawn and dusk alerts. At dusk alert exercised crew at anti-aircraft firing practice using illuminating shells as targets. Ammunition expended: 5 rounds 5"38; 113 rounds 40MM; 566 rounds 20MM; no casualties. All ship's clocks retarded one-half ($\frac{1}{2}$) hour to plus 9 zone time.

A16-3/AKA80
Serial No. 045

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

8 August 1945

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

Subject: War Diary for the Month of July 1945 - Submission of.

31 July 1945: (cont'd)	Position	0800	1200	2000
	Lat.	26°56.5'N	26°20'N	25°06'N
	Long.	148°35'W	149°38'W	151°44'W

J. L. McLean
J. L. MC LEAN.

cc:
CincPac
CincPac-Poa

Al6-3/AKA80
Serial No. 049

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

REG. NO 574
R. S. NO
REG. SHEET NO 185

5 September 1945.

CONFIDENTIAL

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Subject: War Diary for the Month of August, 1945 - Submission of.
Reference: (a) ComInch Restricted ltr FFL/Al2-1/Al6-3, Serial 7152,
dated 29 October 1943.

1. In compliance with reference (a), the following War Diary is submitted:

1 August 1945: Zone time plus 9. Underway enroute Majuro, Marshall Islands, from San Francisco, California, on orders from ComWestSeaFron. Proceeding independently. Held dawn alert and anti-aircraft firing practice. Ammunition expended: 3 rounds 5"38; 77 rounds 40MM; 135 rounds 20MM; no casualties. All ship's clocks retarded one-half ($\frac{1}{2}$) hour to plus 9 $\frac{1}{2}$ zone time. At 2012 plus 9 $\frac{1}{2}$ zone time sighted Makapuu Light, Oahu Island, and passed between Oahu and Molokai Islands.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	23°31'N	22°51'N	21°50'N
Long.	154°30'W	155°26'W	157°21'W

2 August 1945: Steaming as before. Held dawn alert. Held anti-aircraft firing practice. Ammunition expended: 2 rounds 5"38; 30 rounds 40MM; 137 rounds 20MM; no casualties. At 0800 held general drills. Held dusk alert. Held anti-aircraft firing practice. Ammunition expended: 2 rounds 5"38; 76 rounds 40MM; 190 rounds 20MM; no casualties.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	19°34'N	19°11'N	18°29'N
Long.	158°27'W	159°51'W	161°46'W

3 August 1945: Steaming as before. Held dawn alert and dusk alert. Retarded all ship's clocks one-half ($\frac{1}{2}$) hour to plus 10 zone time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	17°31'N	17°11'N	16°34'N
Long.	164°42'W	165°41'W	167°44'W

4 August 1945: Steaming as before. Held dawn alert and anti-aircraft firing practice. Ammunition expended: 2 rounds 5"38; 78 rounds 40MM; 288 rounds 20MM; no casualties. Received diversion order from Port Director, Eniwetok, Marshall Islands, changing destination to Roi, Marshall Islands. Retarded all ship's clocks one-half ($\frac{1}{2}$) hour to zone plus 10 $\frac{1}{2}$ time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	15°33'N	15°06'N	14°14'N
Long.	170°66'W	171°41'W	173°39'W

144059

AL6-3/AKA80
Serial No. 049

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

5 September 1945.

CONFIDENTIAL

Subject: War Diary for the Month of August, 1945 - Submission of.

-
- 5 August 1945: Steaming as before. Held dawn alert. 1900 - Retarded all ship's clocks one-half ($\frac{1}{2}$) hour to plus 11 zone time. At 2300 plus 11 zone time crossed International Date Line, 180° Long., 11°20' N Latitude. Advanced date to August 6, 1945. Retarded clocks one (1) hour to minus 12 zone time.
- | <u>Position</u> | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|-----------------|-------------|-------------|-------------|
| <u>Lat.</u> | 12°58'N | 12°31'N | 11°39'N |
| <u>Long.</u> | 176°27'W | 177°21'W | 179°18'W |
- 7 August 1945: Steaming as before. Held dawn and dusk alert.
- | <u>Position</u> | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|-----------------|-------------|-------------|-------------|
| <u>Lat.</u> | 10°20'N | 9°56'N | 9°05'N |
| <u>Long.</u> | 177°34'E | 176°35'E | 174°39'E |
- 8 August 1945: Steaming as before. Held dawn alert.
- | <u>Position</u> | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|-----------------|-------------|-------------|-------------|
| <u>Lat.</u> | 8°05'N | 8°01'N | 8°46'N |
| <u>Long.</u> | 171°56'E | 171°02'E | 169°23'E |
- 9 August 1945: Steaming as before. 0430 - Sighted loom of lights of Roi-Namur Island bearing 250°T distance eighteen (18) miles. At 0904 entered Mellu Pass to Roi Anchorage, Kwajalein Atoll, Marshall Islands. At 0952 anchored in Roi Anchorage. At 1255 commenced unloading to self propelled barges and LCT's.
- 10 August through 12 August 1945: Anchored as before. Continued unloading.
- 13 August 1945: Anchored as before. All cargo discharged for this port at 0050. At 1237 underway on orders from U. S. Naval Air Base Commander, Roi-Namur Island, for Majuro Atoll, Marshall Islands.
- 14 August 1945: Steaming as before. At 0718 entered Calaliu Channel, Majuro Atoll, Marshall Islands. 0824 - Anchored off Darrit Island, Majuro Atoll, Marshall Islands. At 1321 shifted berth along-side pontoon pier, Darrit Island, to unload. At 1500 commenced unloading.
- 15 August 1945: Moored as before. Continued unloading. 1145 - Formal announcement of termination of hostilities with Japan. SecNav dispatch 142301/194.
- 16 August 1945: Moored as before. Holiday declared by Atoll Commander. No cargo unloaded.
- 17 August through 20 August 1945: Moored as before. Resumed unloading.

5 September 1945.

CONFIDENTIAL

Subject: War Diary for the Month of August, 1945 - Submission of.

-
- 21 August 1945: Moored as before. Completed discharging cargo bound for Majuro at 1030. At 1350 on orders from Port Director, Majuro Atoll, got underway for Kwajalein Atoll, Marshall Islands.
- 22 August 1945: Steaming as before. At 0623 sighted loom of lights on Kwajalein Island bearing 328°T. At 0920 anchored in Kwajalein Atoll, Marshall Islands, off Kwajalein Island.
- 23 August 1945: Anchored as before. At 0755 commenced discharging balance of cargo on board into LCT's and self propelled barges.
- 24 August 1945: Anchored as before. At 0010 all cargo was completely unloaded.
- 25 August 1945: Anchored as before. 1231 - Shifted berth from K-19 to K-11, Kwajalein Lagoon, Kwajalein Atoll, Marshall Islands, on orders from Port Director, Kwajalein Atoll.
- 26 August 1945: Anchored as before. At 1558 on orders from Port Director, Kwajalein Atoll, got underway for Saipan, Marianas Islands. Proceeding independently.
- | | | | |
|-----------------|----------|--|--|
| <u>Position</u> | 2000 | | |
| <u>Lat.</u> | 9°06'N | | |
| <u>Long.</u> | 166°50'E | | |
- 27 August 1945: Steaming as before. At 1502 sighted Eniwetok Atoll. Retarded all ship's clocks one (1) hour to minus 11 zone time.
- | | | | |
|-----------------|----------|----------|----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| <u>Lat.</u> | 10°26'N | 10°54'N | 11°30'N |
| <u>Long.</u> | 164°05'E | 163°09'E | 160°59'E |
- 28 August 1945: Steaming as before.
- | | | | |
|-----------------|----------|----------|----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| <u>Lat.</u> | 12°04'N | 12°18'N | 12°44'N |
| <u>Long.</u> | 158°07'E | 157°08'E | 155°13'E |
- 29 August 1945: Steaming as before. Retarded all ship's clocks one (1) hour to minus 10 zone time.
- | | | | |
|-----------------|----------|----------|----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| <u>Lat.</u> | 13°28'N | 13°41'N | 14°17'N |
| <u>Long.</u> | 151°51'E | 150°44'E | 148°13'E |
- 30 August 1945: Steaming as before. 0444 - Sighted AGUIJAN ISLAND bearing 276°T. 0613 - Passed through Tinian Channel. 0806 - Entered Saipan Harbor. 0904 - Anchored in Saipan Harbor and reported to Port Director, Saipan and to CincPac Adv. by dispatch for further orders.

AL6-3/AK80
Serial No. 049

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

5 September 1945.

CONFIDENTIAL

Subject: War Diary for the Month of August, 1945 - Submission of.

31 August 1945: Anchored as before.

J. L. McLean
J. L. MC LEAN.

cc:
CincPac.
CincPac-Poa.

Al6-3/AKA80
Serial No. 052

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL

4 October 1945

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Subject: War Diary for the Month of September 1945 - Submission of.
Reference: (a) ComInch Restricted Ltr FFL/Al2-1/Al6-3, Serial 7152,
dated 29 October 1943.
Enclosure: (A) Copy of Action Report subject: "Action Report; Operations
connected with occupation of Nagasaki, Japan." M. Ser. 14 3 174
1. In compliance with reference (a), the following War Diary is
submitted:
1 Sept. 1945: Anchored in Saipan Harbor, Saipan Island, Marianas Islands. Awaiting
orders having reported to Port Director, Saipan, and CincPac
(Adv) by dispatch.
2, 3, 4, 5
and 6 Sept.: Anchored as before.
7 Sept. 1945: Anchored as before. On orders from CincPac (Adv) reported to
ComTransRon TWELVE (temporary).
8 Sept. 1945: Anchored as before.
9 Sept. 1945: Anchored as before. 0848 - Got underway in accordance with orders
from Port Director to shift berth to dock in Tanapag Harbor, Saipan
Island, to load cargo and personnel of Second Marine Division. 0935 -
Moored to dock in Tanapag Harbor.
10 Sept. 1945: Moored as before. At 0915 commenced loading cargo of vehicles, equip-
ment and impedimenta with Marine stevedores and ship's winchmen and
hatch captains. 1000 - Inspection party from ComTransDiv SIXTY made
surprise inspection of Supply Department. Loading continued twenty-
four (24) hours a day.
11 Sept. 1945: Moored as before. Continued loading.
12 Sept. 1945: Moored as before. Continued loading. 2220 - Received orders to stop
all loading and prepare for sea due to approaching storm. Orders
from ComTransDiv SIXTY.
13 Sept. 1945: Moored as before. Preparing for sea. 0545 - Orders from ComTransDiv
SIXTY to resume loading. 0840 - Resumed loading. 2309 - Loading
completed.
14 Sept. 1945: Moored as before. 0838 - Underway from dock to shift berth to outer
harbor on orders from Port Director. 1021 - Anchored in outer harbor.
15, 16 Sept. : Anchored as before.

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A16-3/AKASO
Serial No. 052

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL

4 October 1945

Subject: War Diary for the Month of September 1945 - Submission of.

17 Sept. 1945: Anchored as before. 1204 - Underway to shift berth to inner harbor on orders from Port Director. 1529 - Anchored in assigned berth in inner harbor.

18 Sept. 1945: Anchored as before. 1600 - We got underway as part of Task Unit 54.19.2 for Nagasaki, Kyushu, Japan. The part of this month covering this period is covered by Action Report subject: "Action Report; Operations connected with the occupation of Nagasaki, Japan." Copy attached as enclosure (A).

28 Sept. 1945: All times balance of this report is minus 9(I) time. Anchored in berth Two (2) off Okino Shima, Nagasaki Outer Harbor, Japan. Awaiting orders. 1332 - Got underway for Manila, Philippine Islands, as part of TransRon TWELVE (temporary), composed of two (2) sections. Section I: U.S.S. FREESTONE (APA 167), U.S.S. LYCOMING (APA 155), U.S.S. OTTOWA (AKA 101), U.S.S. WAUKESHA (AKA 84), U.S.S. ANDROMEDA (AKA 15). Section II: U.S.S. CAMBRIA (APA 36), U.S.S. MENARD (APA 201), U.S.S. APPLING (APA 58), U.S.S. CAPRICORNUS (AKA 57), U.S.S. TYRRELL (AKA 80). O.T.C. Commodore H. B. KNOWLES, USN, in U.S.S. CAMBRIA (APA 36). We got underway on #1 boiler only because the gasket in the main steam line from the superheater to the desuperheater on #2 boiler had blown out at 1130. Repairs were effected and #2 boiler was put on the line at 2200.

<u>Position</u>	2000
Lat.	31°53'N
Long.	129°05'E

29 Sept. 1945: Steaming as before. Reports of typhoon forming in vicinity of Luzon Island, Philippine Islands, and moving so as to cross our track caused O.T.C. to slow to eight (8) knots to await further weather reports.

<u>Position</u>	0800	1200	2000
Lat.	29°33'N	28°58'N	27°58'N
Long.	128°12'E	128°03'E	126°45'E

30 Sept. 1945: Steaming as before. Due to further reports of adverse weather ahead the course was reversed at 0622. At 1442 the O.T.C. in U.S.S. CAMBRIA (APA 36) and escort U.S.S. TILLS were ordered back to Nagasaki, Kyushu, Japan, and Captain CARPENTER, USN, in U.S.S. FREESTONE (APA 167) took command of the group now designated as T.U. 54.19.9. At 1600 course was reversed and we continued toward our destination, weather forecasts indicating that typhoon would pass south of our track and clear before we got there.

<u>Position</u>	0800	1200	2000
Lat.	27°13'N	28°03'N	28°23'N
Long.	125°51'E	126°25'E	127°14'E

cc:CincPac
CincPac-Poa

J. L. McLean
J. L. MC LEAN.

Al6-3/AKA80
Serial No. 053

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL

7 November 1945

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Subject: War Diary for the Month of October, 1945 - Submission of.
Reference: (a) ComInch Restricted ltr FF1/Al2-1/Al6-3, Serial 7152,
dated 29 October 1943.

1. In compliance with reference (a), the following War Diary is submitted:

1 October 1945: All times minus 9 or Item time. Underway enroute Nagasaki, Kyushu, Japan, to Manila, Luzon, Philippine Islands. At 1415 passed through the Kerama Retto.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	27°36'N	26°45'N	25°05'N
Long.	127°33'E	127°33'E	127°30'E

2 October 1945: Steaming as before.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	23°23'N	22°55'N	21°49'N
Long.	125°54'E	125°21'E	124°17'E

3 October 1945: Steaming as before.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	20°11'N	19°59'N	18°38'N
Long.	121°54'E	121°07'E	120°04'E

4 October 1945: Steaming as before. 1614 - In order to drop off four (4) LCM(6)'s, we entered Subic Bay, Luzon, Philippine Islands, and anchored. The boats were transferred and at 2000 we got underway for Lingayen Gulf, Luzon, Philippine Islands, to pick up Army LCM's for transportation prior to proceeding to Manila, Philippine Islands.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	15°59'N	14°58'N	Subic Bay,
Long.	119°20'E	119°33'E	Luzon, P. I.

5 October 1945: Steaming as before. At 0906 entered Lingayen Gulf, Luzon, Philippine Islands, reported to Port Director, San Fernando, Luzon, Philippine Islands, by flashing light and proceeded to anchorage off San Fabian, Lingayen Gulf, Luzon, Philippine Islands, where we anchored at 1313. At 2137, having hoisted aboard five (5) Army LCM's of the 534th Amphibious Engineers, we got underway for Manila, Philippine Islands.

<u>Position</u>	<u>0800</u>
Lat.	16°25'N
Long.	119°51'E

150897

CONFIDENTIAL

7 November 1945

Subject: War Diary for the Month of October, 1945 - Submission of.

6 October 1945: Steaming as before. 1340 - Corregidor Island light abeam passing through North Channel entering Manila Bay, Luzon, Philippine Islands. At 1704 anchored in Manila Bay.

<u>Position</u>	<u>0800</u>	<u>1200</u>
Lat.	15°08'N	14°29'N
Long.	119°37'E	120°11'E

7 October 1945: Anchored as before. 1522 - Got underway to go alongside U.S.S. WINOOSKI to fuel. 1624 - Moored to U.S.S. WINOOSKI and commenced fueling. 1920 - Underway to return to anchorage. 1945 - Anchored in former berth.

8 October 1945: Anchored as before.

9-10 October : Anchored as before.
1945

11 October 1945: Anchored as before. 0715 - Transferred two (2) LCM's to U.S.S. ANDROMEDA (AKA 15) and received two (2) Army LCM's of the 534th Amphibious Engineers, making a total of seven (7) Army LCM's now on board. 1749 - Got underway for Lingayen Gulf, Luzon, Philippine Islands, to load. Proceeding independently.

12 October 1945: Steaming as before. At 0807 reported to Port Director, San Fernando, Lingayen Gulf, Luzon, Philippine Islands, and were instructed to anchor off San Fabian. 1128 - Anchored off San Fabian. 1758 - Got underway to shift berth to anchorage off Aringay, Lingayen Gulf, Luzon, Philippine Islands, for loading. 1917 - Anchored off Aringay.

13 October 1945: Anchored as before.

14 October 1945: Anchored as before. 0840 - Commenced loading cargo from ship's landing craft and Army LCM's. Cargo consisting mainly of vehicles and personnel of 136th Company of Sixth Army Rear Echelon. Loading continued around the clock as cargo became available.

15 October 1945: Anchored as before. Continued loading.

16 October 1945: Anchored as before. Continued loading. At 2200 loading was completed.

17 October 1945: Anchored as before. At 1230 got underway to shift berth to anchorage off San Fernando, Luzon, Philippine Islands. At 1358 anchored off San Fernando.

Al6-3/AKA80
Serial No. 053

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

REG. NO 668
REG. SHEET NO 86

CONFIDENTIAL

7 November 1945

Subject: War Diary for the Month of October, 1945 - Submission of.

-
- 18 October 1945: Anchored as before. At 1801 got underway as part of Task Unit 54.15.16 consisting of U.S.S. LIVERMORE (DD 429), escort and flagship, and transports in column: U.S.S. AUDRAIN (APA 59), U.S.S. TROLLUS (AKA 46), U.S.S. WAUKESHA (AKA 84), U.S.S. TYRRELL (AKA 80). Enroute to Wakayama, Honshu, Japan.
- | | | | |
|-----------------|----------|--|--|
| <u>Position</u> | 2000 | | |
| Lat. | 16°58'N | | |
| Long. | 120°12'E | | |
- 19 October 1945: Steaming as before. 1200 - Passed through Balintang Channel.
- | | | | |
|-----------------|----------|----------|----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| Lat. | 19°42'N | 19°56'N | 20°58'N |
| Long. | 120°52'E | 121°41'E | 123°15'E |
- 20 October 1945: Steaming as before.
- | | | | |
|-----------------|----------|----------|----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| Lat. | 22°38'N | 23°11'N | 24°10'N |
| Long. | 125°25'E | 126°08'E | 127°36'E |
- 21 October 1945: Steaming as before.
- | | | | |
|-----------------|----------|----------|----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| Lat. | 26°00'N | 26°36'N | 27°39'N |
| Long. | 128°39'E | 129°17'E | 130°45'E |
- 22 October 1945: Steaming as before.
- | | | | |
|-----------------|----------|----------|----------|
| <u>Position</u> | 0800 | 1200 | 2000 |
| Lat. | 29°20'N | 30°02'N | 31°13'N |
| Long. | 133°10'E | 133°49'E | 135°05'E |
- 23 October 1945: Steaming as before. 0811 - Entered swept channel through Kii Suido to Wakanaura Wan. 1246 - Anchored off Wakayama, Honshu, Japan.
- | | | | |
|-----------------|----------|--|--|
| <u>Position</u> | 0800 | | |
| Lat. | 33°39'N | | |
| Long. | 135°50'E | | |
- 24 October 1945: Anchored as before. 1658 - Underway to shift berth to an inner anchorage to commence unloading. Anchored at 1825.
- 25 October 1945: Anchored as before. 0845 - Commenced discharging cargo into ship's landing craft and Army LCM's. Unloading continued around the clock.
- 26 through 31 October 1945 : Anchored as before. 0500 - Completed discharging cargo and are now awaiting word on disposition of seven (7) Army LCM's lifted at Lingayen Gulf, and orders to sea.

cc:CincPac
CincPac-Poa

J. L. McLean
J. L. MC LEAN.

Al6-3/AKA80
Serial No. 054

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

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

1 December 1945

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Subject: War Diary for the Month of November 1945 - Submission of.
Reference: (a) ComInch Restricted ltr FF1/Al2-1/Al6-3, Serial 7152 dated 29 October 1945.

1. In compliance with reference (a), the following War Diary is submitted:

1 November: Minus 9 zone time. Anchored in Wakanura Wan off Wakayama, Honshu, Japan. 1544 - Underway for Nagoya, Honshu, Japan, to deliver Army LCM's and crews which were on board.

<u>Position</u>	2000
Lat.	33°27'N
Long.	135°09'E

2 November: Steaming as before. 0630 - Entered Nagoya swept channel. 1240 - Anchored in Nagoya outer anchorage. 1430 - Army LCM's and crews transferred.

3-10 November: Anchored as before. Awaiting orders.

11 November: Anchored as before. 0818 - Got underway to go alongside U.S.S. BIG HORN (IX 207), tanker to fuel. 1213 - Completed fueling, got underway and returned to original berth.

12 November: Anchored as before. 1420 - 250 Army enlisted men and 15 Army officers and 2 Navy officers came aboard for transportation to the United States of America.

13 November: Anchored as before. 0802 - Underway for Seattle, Washington, United States of America. 1218 - Completed run of swept channel - took departure for Seattle, Washington, U.S.A.

<u>Position</u>	2000
Lat.	33°36'N
Long.	138°57'E

14 November: Steaming as before.

<u>Position</u>	0800	1200	2000
Lat.	34°14'N	34°33'N	35°14'N
Long.	142°39'E	143°40'E	146°03'E

15 November: Steaming as before. 2256 - Commenced blowing gale from the southeast. Hove to ship's head to sea to prevent heavy pounding. Advanced all ship's clocks one (1) hour to minus 10 zone time.

154391

AL6-3/AKA80
Serial No. 054

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

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

1 December 1945

Subject: War Diary for the Month of November 1945 - Submission of.

15 November: Position 0800 1200 2000
(Cont.) Lat. 36°08'N 36°31'N 37°14'N
Long. 149°17'E 150°20'E 151°57'E

16 November: Steaming as before. Hove to ship's head to sea. 0400 - Sea moderating. Resumed original course. Ship rolled heavily through-out the day. 1700 - Standard speed and original course resumed.

Position 0800 1200 2000
Lat. 38°02'N 38°28'N 39°22'N
Long. 153°01'E 154°05'E 156°13'E

17 November: Steaming as before. Advanced ship's clocks to minus 11 zone time.

Position 0800 1200 2000
Lat. 40°30'N 40°45'N 41°46'N
Long. 159°27'E 160°40'E 163°14'E

18 November: Steaming as before.

Position 0800 1200 2000
Lat. 42°51'N 43°10'N 43°50'N
Long. 167°08'E 168°36'E 171°29'E

19 November: Steaming as before. Advanced all ships clocks one hour to
(East) minus 12 zone time. 2236 - Crossed International Date Line
180°Long. at 45°10'N from west to east. Changed time zone
to plus 12.

Position 0800 1200 2000
Lat. 44°31'N 44°39'N 45°01'N
Long. 175°18'E 176°33'E 179°06'E

19 November: Steaming as before. Retarded date one full day.
(West)

Position 0800 1200 2000
Lat. 45°33'N 45°47'N 45°59'N
Long. 176°42'W 175°15'W 172°24'W

20 November: Steaming as before. Advanced all ship's clocks one hour to
plus 11 zone time.

Position 0800 1200 2000
Lat. 46°16'N 46°08'N 46°27'N
Long. 168°15'W 168°45'W 163°52'W

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

1 December 1945

Subject: War Diary for the Month of November 1945 - Submission of.

21 November: Steaming as before. Ship pitching and rolling heavily. 1713 - commenced blowing gale from the South East. Hove-to ship's head to seas. Vessel rolled and pitched heavily through-out the day.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	47°02'N	27°18'N	46°59'N
Long.	159°38'W	158°08'W	156°21'W

22 November: Steaming as before. Ship hove-to head to seas. Vessel rolling, pitching and pounding heavily. Shipping heavy water, fore and aft. Ship's clocks advanced one hour to plus 10 zone time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	46°36'N	46°37'N	46°52'N
Long.	156°24'W	156°38'W	156°10'W

23 November: Steaming as before. Still hove-to with ship's head to sea. Vessel rolling and pitching heavily in heavy-seas. Taking heavy spray foredeck. By 1300 the weather had moderated sufficiently to proceed. Course was changed to 090°T and speed increased to 15 knots. Ship rolled heavily.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	47°00'N	47°11'N	47°08'N
Long.	156°30'W	156°31'W	154°08'W

24 November: Steaming as before. Winds still blowing with gale force from North West. Course altered to ease rolling. 2000 - Seas moderating, resumed proper course at reduced speed of 10 knots.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	46°19'N	45°44'N	44°53'N
Long.	150°39'W	149°36'W	148°08'W

25 November: Steaming as before. 1000 - Wind and seas moderating, resumed standard speed of 15 knots. Advanced ship's clocks one hour to plus 9 zone time.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	44°28'N	44°35'N	44°53'N
Long.	145°32'W	143°47'W	141°17'W

26 November: Steaming as before.

<u>Position</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
Lat.	45°34'N	45°42'N	46°09'N
Long.	137°12'W	135°53'W	133°22'W

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Serial No. 054

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

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

1 December 1945

Subject: War Diary for the Month of November 1945 - Submission of.

27 November: Steaming as before. 2156 - Entered Straits of Juande Fuca.

<u>Position</u>	<u>0800</u>	<u>1200</u>
Lat.	47°17'N	47°38'N
Long.	129°42'W	128°20'W

28 November: Steaming as before. 0154 - Lay-to off Port Angeles and took on pilot for Seattle, Washington. 0156 - Underway for run to Seattle, Washington, through Puget Sound. 0739 - Moored to pier 42, Seattle, Washington and discharged passengers. At 1318, shifted berth to anchorage in Elliott Bay.

29 November: Anchored as before. 0710 - Underway for Everett, Washington. 1213 - Moored in Everett-Pacific Shipyard, Everett, Washington, for availability.

30 November: Moored as before.

cc: CincPac
CincPac-Poa

J. L. McLean
J. L. MC LEAN

-4-

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ROUTE TO: 3

24 DEC 1945

File No. (30) A12-1/AKA80

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AL2/AKA80
Serial No. 193

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

DEC 3 10 55 AM

24 October 1945

FOR

From: The Commanding Officer.
To: The Secretary of the Navy.
Subject: History of the U.S.S. TYRRELL.
Reference: (a) ALPac 202-45.
Enclosure: (A) Subject history.

RECEIVED
Navy Department
Secy's Office - Records Div.

All Encls. Rec'd.
EXOS Routing Section 1.

herewith.

In compliance with reference (a), enclosure (A) is forwarded

J. L. McLean
J. L. MC LEAN.

cc: CincPac (Pearl)

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PUBLIC RELATIONS
30 1945
ROUTE TO
20-4

158668

HISTORY OF U.S.S. TYRRELL (AKA 80)

The keel of the U.S.S. TYRRELL (AKA 80) was laid at the North Carolina Shipbuilding Company, Wilmington, North Carolina, on May 6, 1944. She was launched on July 10, 1944, and conversion for use by the Navy was started at the Key Highway Plant of the Bethlehem Steel Company, Baltimore, Maryland, on August 8, 1944. The ship was commissioned on December 4, 1944, at Baltimore, under the command of Lieut. Comdr. J. L. MC LEAN, USNR.

From commissioning until December 18, the ship was first at Baltimore and later at Norfolk, Virginia, engaged in taking on her allotted supplies, stores, fuel, boats, boat crews and ammunition. During the period she was also de-permed and inspected by the Amphibious Training Command.

On the morning of December 18, the Tyrrell got underway for the Upper Chesapeake Bay area and her shakedown cruise, telescoping it into five (5) work-packed days. On Christmas Eve, 1944, we sailed into the Norfolk Navy Yard for our week's availability before joining the Fleet. We were released on December 30, fueled, and then moored at the Army Base, Norfolk, to load cargo.

On January 5, 1945, the Tyrrell sailed for Christobal, C. Z. We had 4,153 tons of miscellaneous cargo crowded into our holds and were designated as Task Unit 29.6.4. The U.S.S. WILLIAMSON (DE 370) screened us from possible submarine attack.

Christobal was reached on January 10. We traversed the Panama Canal the next day and on reaching Balboa were ordered to proceed independently to Pearl Harbor, T. H.

The ship arrived at Pearl Harbor on January 24 and commenced unloading immediately. On January 31 we received aboard a small cargo of medical supplies, 700 sacks of second and third class mail and 33 Naval passengers. The next day we sailed independently for Eniwetok, Marshall Islands, under orders of ComHawSeaFron.

Eniwetok was reached on February 9. We anchored long enough to get routing instructions and then got underway, this time for Ulithi, Caroline Islands, as part of Task Unit 96.6.8.

Ulithi was reached on February 13, passengers and cargo discharged and fuel taken on board. On February 15 we got underway with Task Unit 94.18.12 bound for Leyte, Philippine Islands, with a stop scheduled at Kossol Reef, Palau Islands, for onward routing.

On February 21 we arrived at Leyte and on the next day the Tyrrell reported to PhibGroup 12, TransRon 13, TransDiv 37 for duty.

On March 1, in accordance with orders of the Squadron Commander, we began loading assault cargo from the shore. The ship's landing craft, LSM's and LCT's were used in the maneuver, with personnel of the 200th Port Company of the 7th Infantry Division, 10th Army, attached to the ship, acting as stevedores.

The loading continued night and day in extremely bad weather whenever cargo was available from the beach. It required 14 days to complete the operation and on March 15 we began 10 days of strenuous landing exercises in the waters around Leyte and Samar with Task Unit 51.13.11.

Following our training program, we topped off with fuel and provisions and on March 27 our Task Unit, consisting of reinforced TransRon 13, DesDiv 47, and Carrier Group 5, got underway for Okinawa Shima, Nansei Shoto, Japan. On board were 3,128 short tons of assault cargo and six (6) officers and 188 enlisted men of the U. S. Army -- the majority from the aforementioned 200th Port Company.

At dawn on April 1, 1945, our Southern Attack Force arrived off Okinawa and deployed into position off Hagashi. We commenced hoisting out landing craft at 0550 and at 0644 the last boat was water-bourne and on its way to assigned duties.

We remained in the Transport Area off Okinawa nine days, unloading our cargo into our own landing craft and what few LSM's and LCT's we could get ordered alongside. Throughout our entire period of discharge general unloading was hampered by either the lack of lighterage or high seas.

On April 4, the U.S.S. MINNEAPOLIS came alongside and received from us 600 rounds of 3 inch projectiles and 1,200 tanks of 3 inch powder. We, in turn, took aboard her 8 inch and 5 inch empties.

General Quarters was a frequent occurrence throughout our stay at Okinawa and shortly after dawn on the 2nd, a twin-engined suicide plane attempted to ram and strafe the ship. No machine gun hits were made, but in his attempt to ram our bridge, the Jap sheared off radio antennae, hit the mainmast, the lower starboard yard arm support, and the starboard five ton boom at #5 hatch. He fell into the sea off our starboard quarter, parts of the wing and tail liberally sprinkling our after deck. The crew, in memory of the occasion, painted a miniature Jap flag on our five ton boom!

On the afternoon of April 6, the Transport Area came under a heavy-air attack and our forward 40/MM guns obtained hits on a Jap fighter crossing our bow.

Having completed unloading on April 9, we got underway the next day for Guam, Marianas Islands, in accordance with C.T.F. 51 dispatch 091340, for onward routing to Pearl Harbor. Guam was reached on April 14 and we stood by in formation off Apra awaiting orders. It took approximately three hours to dissolve our task unit and to obtain orders to join convoy "Guam-Pearl 5".

On the morning of April 25 we reached Pearl Harbor and moored in East Loch. Two days later, with the assistance of the Pearl Harbor Navy Yard, we commenced painting the ship and effecting minor engineering repairs.

On May 5, in obedience to orders of CincPoa, the Tyrrell got underway for San Francisco, California. We proceeded independently and arrived on May 11. On May 14 we shifted from our anchorage in San Francisco Bay to Pier 48-B, Naval Overseas Freight Terminal. There we loaded general cargo and sailed on May 24 for Pearl Harbor. Again we travelled independently, arriving at our destination on May 30. Cargo was unloaded immediately and on June 5, completely unloaded, we shifted moorings to East Loch to await orders.

June 11 found us once again underway for San Francisco, this time as part of Task Unit 13.11.33. We arrived on June 18 and on June 22 went alongside Pier 50-B, Naval Overseas Freight Terminal, to load a cargo of anti-torpedo nets, buoys, anchors, accessories and U. S. mail.

On June 30, as we were getting underway from alongside the dock, fire broke out in the 2,850 sacks of mail stowed in #4 hold. The blaze was quickly extinguished, but our sailing was delayed 16 hours in order to unload the mail for examination. We sailed independently on July 1, under orders of ComWestSeaFron, and arrived in Pearl Harbor on July 7.

Unloading proceeded rapidly and on July 10 we got underway again for San Francisco, arriving on July 16. On July 19 we shifted berth from San Francisco Bay to Encinal Terminal, Alameda, California, and commenced loading general cargo. On July 26 we again shifted berth, this time to anchorage 13, San Francisco Bay, and took on a small quantity of explosives that completed our cargo. On July 27 we sailed for Majuro, Marshall Islands, in obedience to orders of ComWestSeaFron.

On August 4 we received diversion orders from the Port Director, Eniwetok, M. I., changing our destination to Roi, Marshall Islands, and we arrived at our new destination on August 9. We commenced unloading cargo into self-propelled barges and LCT's on arrival.

On August 13 we got underway for Majuro Atoll and arrived the next day. Cargo was discharged on a pontoon dock, but work was slow due to the excitement caused by the ending of the war on August 15. We completed discharging on August 21, however, and sailed immediately for Kwajalein, M. I., arriving the next day.

At Kwajalein we completed unloading the ship and on August 26 got underway for Saipan, M. I., arriving August 30. September 9 we shifted from our anchorage into Tanapag Harbor and moored alongside a pontoon dock to embark personnel and cargo of the Second Marine Division. The operation was completed on September 14, and on September 18 got underway as part of Task Unit 54.19.2, carrying troops and equipment to occupy Nagasaki, Japan.

Our formation anchored off Nagasaki Harbor on the morning of September 23 and that afternoon the TYRRELL moved alongside Dejima Wharf to commence unloading her 1,904 tons of general cargo. The first draft was on the dock at 1530 (I) and unloading continued around the clock.

On the morning of September 27 we completed cargo operations and disembarked all troops. The next day we sailed for Manila, P. I., with other units of TransRon 12 (temporary).

AL6-3/AKA80
Serial No. 001

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

S-E-C-R-E-T

22 April 1945

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Via: (1) The Commander, Transport Division THIRTY-SEVEN.
(2) The Commander, Transport Squadron THIRTEEN.
(3) The Commander, Amphibious Group TWELVE.
(4) The Commander, Amphibious Forces, U. S. Pacific Fleet.
(5) The Commander, FIFTH Fleet.
(6) The Commander-in-Chief, U. S. Pacific Fleet and Pacific Ocean Area.

Subject: Action Report covering rehearsal for Operation "Iceberg" and Operation "Iceberg", 14 March 1945 to 10 April 1945.

Reference: (a) PacFltConfLtr 1CL-45.

Enclosure: (A) Report of touching ground. -p. 12

1. In accordance with reference (a) the following Action Report is hereby submitted:

Part III. This report begins at 1200(I), 14 March 1945. Zone time in use throughout this report is Minus 9, or I time.

Having completed our assault loading and being in all respects ready for sea, the ship got underway at 1400, 14 March, and shifted berth from Bito Anchorage, Leyte, Philippine Islands, to Maglolo Bay, Samar, Philippine Islands, for a rehearsal period prior to the forthcoming operation. We are part of TransDiv 37, TransRon 13. Our orders for this rehearsal are ComTransRon 13 Order A5-45, and ComPhibGroup 12 Order 1202-45.

On 15 March, weather mild, frequent rain squalls, wind from NE and E. TransDiv 37 and TransDiv 38 got underway at 0547 for a daylight approach to Transport Area "Dog" off TayTay Point, Leyte, Philippine Islands. The two divisions proceeded to this point, deployed, and hold station in the area by use of engine and rudder. There were no boats put over. At 1307 TransDiv 37 got underway from the Transport Area and proceeded to Tolosa, Philippine Islands, to fuel. This ship fueled from the U.S.S. MONONGHEHELA (AO 42). At 1920 got underway having completed fueling from tanker and dropped astern to hoist landing craft being carried at the rail. At this time a heavy rain squall set in and during very poor visibility the ship gently touched against the bank of a shoal bearing 014⁰T, 1200 yards from the tanker's berth. (See Enclosure (A) for report of touching ground.) After maneuvering clear we pro-

(1)

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5 824

S-E-C-R-E-T

22 April 1945

Subject: Action Report covering rehearsal for Operation "Iceberg" and Operation "Iceberg", 14 March 1945 to 10 April 1945.

Part III
(Cont'd)

ceeded to our assigned anchorage in Maglolo Bay, Samar, Philippine Islands.

On March 16, weather mild, wind NE, frequent rain squalls. At 0609 TransDivs 37, 38, 39 and 13, of TransRon 13 got underway for another daylight approach to Transport Area "Dog". At 0948 ships commenced deployment in Transport Area "Dog" and held station with engine and rudder. No boats lowered. At 1119 we anchored in Transport Area "Dog". At 1417 we got underway to return to Maglolo Bay, Samar, Philippine Islands, and while proceeding to that point we were notified of a man in the water on our port side by the ship ahead. Being last in the column we sheared out and lowered a boat at 1655. At 1718 the boat came back with an unidentified white, male body, possibly a Filipino who had been dead for some time. We continued on our way to Maglolo Bay, Samar, Philippine Islands, after hoisting the boat, and anchored at 1840. At 2000 (I), the Chaplain from the U.S.S. HARRIS (APA 2) came aboard and held burial at sea services for the body recovered earlier this day.

On 17 March, weather mild, winds light from N and NW with frequent heavy rain squalls. At 0103 we got underway as part of TransRon 13 again to make an approach on Transport Area "Dog", this time in darkness. At 0522 the deployment was begun and at 0609 the first boat was in the water and at 0742 (I), all boats had been hoisted out and dispatched to their proper locations all arriving on schedule. The ship continued to hold station in Area "Dog" by use of engine and rudder. At 0849 we anchored and at 1357 got underway and moved to Inner Transport Area off Tarraguna, Leyte, Philippine Islands, anchoring in Berth 817.

On 18 March, weather mild, light wind from N and NE, clear sky. At 0554 (I) TransRon 13 got underway for anti-aircraft firing practice in Area "Easy" in Leyte Gulf. The sleeves were towed by two TBF's. (For details see Part IV this report). Upon completion of this exercise we proceeded to Maglolo Bay, Samar, Philippine Islands, and anchored.

On 19 March, weather mild, light wind from N and NE, clear to partial cloud cover. At 0121 we got underway for another darkness approach on Transport Area "Dog" and for a practice landing. At 0610, deployment was begun. At 0620 the first

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Subject: Action Report covering rehearsal for Operation "Iceberg" and Operation "Iceberg", 14 March 1945 to 10 April 1945.

Part III
(Cont'd)

boat was hoisted out and at 0704(I) all landing craft were dispatched, arriving at their destinations on time. We maintained station in Area "Dog" until 1601 when we proceeded to inner Transport Area off Tarraguna, Leyte, Philippine Islands, and anchored in Berth 817 at 1726.

We remained at anchor in this berth until 23 March, when we shifted to Tacloban to fuel and provision, returning to the same berth in the fore-noon of 24 March.

We remained in this berth until getting underway for the objective at 1040 on 27 March. Weather mild, winds light, increasing to 20 knots, from NW moving to NE, skys clear to full cloud cover at sundown. Tropical disturbances forecast as coming our way. Made all preparations for heavy weather. After getting underway, anti-aircraft practice was held with 2 TBF's towing sleeves. (Full details Part IV this report). After clearing Leyte Gulf the squadron shifted to four (4) columns - our steaming formation for the trip.

28 - 31 March, weather mild, wind 15 to 35 knots, N to NE, partial to full cloud cover and frequent rain squalls. Tropical disturbances previously forecast passed about 200 miles. During the days and night of 28 - 31 March we continued on our way toward Okinawa, Nansei Shoto, Japan with full screen protection and zig-zagging at all times. At 1330, 28 March we exercised at streaming paravanes. Our equipment functioned satisfactorily. During the night of 31 March the weather moderated and at dawn of 1 April we had negligible sea, no wind and clear skys for our landing, the first for this ship under combat conditions.

On 1 April at 0500 the ship set Condition 1-A and commenced preparations to hoist out all landing craft. At 0525 the order to commence deployment was given and at 0537 with deployment completed and the order to stop engines given we stood by waiting to hoist out our landing craft. At 0550 commenced hoisting out landing craft and at 0552 our first boat was waterborne. At 0644 all landing craft were clear of the ship and on their way to their assigned duties, all arriving on time by 0732. Four (4) of the ship's LCM's having been loaded with bulldozers and blades were dispatched to rendezvous area for joining the 11th wave. During the time from our arrival in the Transport Area until 0800 the shore was constantly under bombardment from gunfire support vessels and supporting aircraft. At 0815 the bombardment was intensified, "How" hour having been set and confirmed for 0830.

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Subject: Action Report covering rehearsal for Operation "Iceberg" and Operation "Iceberg", 14 March 1945 to 10 April 1945.

Part III
(Cont'd)

During this period and until 1510, station was maintained in Transport Area "Dog", off Hagashi, Okinawa, Nansei Shoto, Japan, with engine and rudder. At 1510 we moved to the inner Transport Area "Dog" off Orange Beaches and anchored at 1711. At 1810 we received orders from ComTransRon 13 that we would make a night retirement. At 1858 received orders from ComTransDiv 37 to get underway. While heaving short the Transport Area was under enemy air attack. The U.S.S. ALPINE (APA 92) was observed to be hit about at her #2 hatch which burst into flames. At this time orders were received to make smoke. This coupled with approaching darkness made departure from inner to outer Transport Area most difficult as ships were underway and anchored in all directions. Ship proceeded until 2147 in heavy smoke screen using radar to clear anchored ships and ships underway. At 2235 we arrived in area which had been designated by Acting ComTransRon 13 as assembly point for units making retirement. This procedure had been adopted because of the heavy smoke screen in Transport Area and inability of ships to identify each other. This ship took station as fourth ship in the starboard column. At about 0320 while returning from night retirement the ship was rolling and a report was received from the security watch that 8" Naval projectiles which were deck stowed were loose. Ship sheared out of column and slowed down to ease the roll while investigating projectile stowage. Ammunition stowage on port side of #2 hatch was found to be loose and was secured. At 0343 we proceeded at best speed to rejoin formation. At 0520 formation executed deployment into two (2) columns and we proceeded between the two (2) columns to our assigned station. At 0525 we went to General Quarters in response to orders from C.T.F. 51. At 0535 we entered a smoke screen drifting down from the Transport Area. At 0555 a two-engine suicide plane came in from 018°T diving on ship while on course 008°T, and strafing - aim was poor and made no hits. Right wing tip sheared off flat top antennae and hit mainmast, lower starboard yard arm support and starboard 5 ton boom at #5 hatch and crashed into the sea off the starboard quarter. Parts of the wing and pieces of the plane landed one deck. We did not open fire on the plane as it came out of the smoke too close to get any guns in action. One officer, Ensign E. G. JOHNSON, USNR, fell overboard and was picked up by the U.S.S. SIMS (APD 50) which was part of our screen. The ship continued on to her station and proceeded to her assigned anchorage at Transport Area "Dog" off Orange Beaches and anchored at 0813

22 April 1945

Subject: Action Report covering rehearsal for Operation "Iceberg" and Operation "Iceberg", 14 March 1945 to 10 April 1945.

Part III and commenced general unloading using ship's landing craft.
(Cont'd)

On 3 April we remained anchored in Area "Dog" except for a shift of berth in order to get closer to the beach at 0646(I) and berth was again shifted at 1127(I) to move up to a more advantageous location. Unloading was continued from all hatches to ship's landing craft and LSM's and LCI's and pontoons as assigned. General unloading was hampered throughout our period of discharge of cargo by lack of adequate lighterage facilities. Two times after sunset we were called to General Quarters by C.T.F. 51 and made smoke. Screen gave effective cover.

On 4 April while anchored in inner Area "Dog" as before, the U.S.S. MINNEAPOLIS (CA 36) came alongside and received from us 600 rounds of 8" projectiles and 1200 tanks of 8" powder and we took 1200 tanks (empty) 8" powder, and 500 tanks (empty) 5" powder tanks from her. We were unable to unload anything else this day due to lack of lighterage facilities. Called to General Quarters twice during night by C.T.F. 51 and made smoke giving effective cover.

On 5 April anchored as before. The weather changed and wind in excess of 15 knots from 000°T and 355°T continued throughout the day causing surf conditions that made further unloading impossible with small craft and no large units had as yet been assigned us so we did not discharge any cargo for the second day.

On 6 April wind and sea conditions had greatly improved but no unloading was done due to lack of lighterage. All ship's landing craft have now been off the beach for 2½ days waiting to be unloaded. 1326(I) we got underway and again shifted berth still within the inner Transport Area "Dog" off Hagashi, Okinawa, Nansei Shoto, Japan. At 1605(I) we sounded General Quarters in response to an air raid warning from S.O.P. and within the next two (2) hours we saw eleven planes shot down, unfortunately one (1) of them was a F6F Navy fighter. All eleven (11) planes were shot down by anti-aircraft fire from ship. Only one plane came close enough for us to open fire on it. We did get some hits along with about 100 other ships that were in the area. (See section IV this report for details. Four (4) enemy planes were shot down in the Transport Area and six (6) of the planes were shot down about five (5) miles to seaward of the Transport Area.

22 April 1945

Subject: Action Report covering rehearsal for Operation "Iceberg" and Operation "Iceberg", 14 March 1945 to 10 April 1945.

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(Cont'd)

On 7 April the weather was mild, wind 6 to 8 knots from 020°T to 045°T and we remained anchored as before. At last some lighterage became available and we resumed unloading. At 0807(I) we shifted berth again and at 0950(I) the assigned lighterage came alongside and unloading continued. Beach conditions had improved to the point that the ship's landing craft were finally unloaded and they also were put to use.

On 8 April the weather continued mild with 4 to 6 knot winds from 045°T. Unloading continued.

On 9 April with mild weather and 4 to 8 knot winds from 120°T, we continued unloading and after shifting berth twice to make way for incoming shipping we managed to complete unloading and disembarking all Army personnel. At 1640(I) Ensign E. G. JOHNSON, 372234, USNR, returned aboard. At 1800(I) all cargo was off the ship and we commenced taking landing craft aboard and making ready to depart for the rear area.

On 10 April we got underway for Guam, Marianas Islands, for onward routing to Pearl Harbor, Territory of Hawaii, in accordance with C.T.F. 51 dispatch 091340.

AL6-3/AKABO
Serial No. 001
S-E-C-R-E-T

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

22 April 1945

Subject: Action Report covering rehearsal for Operation "Iceberg" and
Operation "Iceberg", 14 March 1945 to 10 April 1945.

Part IV(A) Ammunition expended; 2 rounds 5"38 A.A.C.; 480 rounds 40MM; 660 rounds 20MM. Fire discipline was good. No guns fired without order from control. All guns ceased firing immediately upon receipt of the order to cease firing. All gunnery communication was by sound powered telephone which gave satisfactory operation. There is no radar fire control equipment on this vessel.

While firing in company with other ships in the vicinity hits by 40MM guns were observed on a suicide plane which crossed our bow at approximately 1400 yards distance.

There were no material and training deficiencies.

Part IV(B) No observation was made of performance of enemy ordnance material and equipment.

Part IV(C) Report of Gunnery Exercises attached.

22 April 1945

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Operation "Iceberg", 14 March 1945 to 10 April 1945.

Part VI(A) No comment.

Part VI(B) No comment.

Part VI(C) Amphibious Action.

(1) Troops as follows were lifted at Leyte, Philippine Islands,
prior to 13 March 1945:

200th Port Company, 7th Infantry Division, 10th Army;
3 officers and 102 enlisted men.

Headquarters and Service Company, 13th Engineer Division,
10th Army; 1 officer and 10 enlisted men.

284th Ordnance Company, 7th Division, 10th Army;
1 officer and 7 enlisted men.

31st Artillery Battalion, 10th Army;
9 enlisted men.

49th Field Artillery Company, 7th Division, 10th Army;
7 enlisted men.

57th Field Artillery Battalion, 10th Army;
5 enlisted men.

7th Division Military Police, 10th Army;
1 enlisted man.

711th Tank Battalion, 10th Army;
2 enlisted men.

1140th Engineer Company, 10th Army;
2 enlisted men.

191st Gasoline Supply Company;
2 enlisted men.

Transport Quartermaster Team;
1 officer and 19 enlisted men.

110th Engineer Combat Team;
20 enlisted men.

(g)

22 April 1945

Subject: Action Report covering rehearsal for Operation "Iceberg" and Operation "Iceberg", 14 March 1945 to 10 April 1945.

Part VI(C) 7th Cavalry Reconnaissance Team;
(Cont'd) 2 enlisted men.

(b) The men above were embarked between 9 March and 13 March at Leyte, Philippine Islands, and were disembarked between 1 April and 9 April at Hagashi, Okinawa, Nansai Shoto, Japan.

(c) Type and quantity of cargo:

Baggage	- 15,393 lbs.
Organization Equipment	- 31,669 lbs.
Mess Equipment	- 2,060 lbs.
Vehicles	- 1,626,100 lbs.
Naval Ammunition	- 81,600 lbs.
High Explosives	- 204,786 lbs.
Pyrotechnics and fuses	- 350 lbs.
Gasoline (drum)	- 186,000 lbs.
Diesel Fuel (drum)	- 705,864 lbs.
Rations	- 410,143 lbs.
Engineer Maintenance Equipment	- 368,000 lbs.
1088 Engineer Depot Equipment	- 166,000 lbs.
Ordnance Maintenance Auto Parts	- 22,000 lbs.
Field Range	- 56,000 lbs.
Chemical Maintenance Equipment	- 41,390 lbs.

Total amount of cargo - 2,138 short tons.

Vehicles are as follows:

7 - $\frac{1}{2}$ ton 6x6 C&R trucks.
22 - $2\frac{1}{2}$ ton 4x4 Dump.
16 - 1 ton trailers.
26 - $\frac{3}{4}$ ton 4x4 W.C.
1 - 4 ton 6x6 Dump.
2 - Trailers lube.
1 Road roller (towed).
2 Arc welders, trailer.
1 - $2\frac{1}{2}$ ton Mtzd. Air Comp.
1 - $2\frac{1}{2}$ ton shop mtzd.
4 - $2\frac{1}{2}$ ton Pole trailers.
7 - $\frac{1}{2}$ ton trailers.
5 - $1\frac{1}{2}$ ton trailers.
2 - D6 Dozers.
3 - 250 Gal. water trailers.

22 April 1945

Subject: Action Report covering rehearsal for Operation "Iceberg" and Operation "Iceberg", 14 March 1945 to 10 April 1945.

Part VI(C)
(Cont'd)

27 - LWB 2½ ton truck 4x4.
7 - Trucks shop.
1 - 10 ton hydraulic wrecker 6x6.
1 - 4 ton hydraulic wrecker 4x4.
1 C.W.S. Decontamination truck.
2 - 2½ ton SM WB.
2 - D8 Tractors with bulldozer blades.
1 - 105MM Howitzer.

(d) All cargo lifted at Leyte, Philippine Islands between 9 March and 13 March 1945, and discharged at Hagashi, Okinawa, Nansei Shoto, Japan between 1 April and 9 April 1945.

(2) Landing Craft.

(a) 8 LCM(3).
15 LCVP's.
1 LCP(L).

Above landing craft carried and used for loading and unloading.

We also used three (3) LSM's, one load each, and pontoons as assigned by C.T.U., both for loading and unloading. LCI's were also used for loading.

(b) Launching, loading and operation.

Launching of landing craft was by Welin Davit and ship's 35 ton booms. Loading was by ship's cargo handling equipment. Stevedoring by Army personnel on board as cargo team. Operation of landing craft was by "L" Division personnel of this ship. All equipment functioned satisfactorily.

(3) No comment.

(4) Landing troops and cargo.

(a) Support. Naval gunfire and air coverage by U.S. Naval Air Arm Carrier Based.

(b) Unloading at beach was slow due to reef conditions and priorities being assigned to other units, but

AL6-3/AK480
Serial No. 001
S-E-C-R-E-T

U.S.S. TYRRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

Reg. No. 314

R.S. No. 5 824

22 April 1945

Subject: Action Report covering rehearsal for Operation "Iceberg" and Operation "Iceberg", 14 March 1945 to 10 April 1945.

Part VI(C) our general unloading was hampered by lack of lighter-
(Cont'd) age of LSM and LCT type.

(5) No casualties.

Part VI(D) (1) C.I.C.
(Cont'd)

Radar was used for navigation and station keeping only. The "SC" equipment functioned well and in maneuvering in a smoke screen it was largely responsible for bringing the ship safely through to its assigned station on night on 1 April.

(3) Smoke was used extensively as part of nightly General Quarters and proved to be effective cover as no ships in our area were successfully attacked during 2 April to 9 April through smoke cover.

(4) Navigation.

No special comment. Considerable difficulty was experienced plotting anchorage when more than four (4) miles off shore due to dust raised by fire and work ashore. Loran equipment was used second morning enroute to objective when cloud cover rendered observations impossible. A good fix was obtained on Guam, Ulithi stations.

J. L. McLean
J. L. MC LEAN.

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CincPac (3)

COMMANDER-IN-CHIEF
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C-O-N-F-I-D-E-N-T-I-A-L

21 March 1945.

From: The Commanding Officer;
To: The Commander-in-Chief, U. S. Fleet.
Via: (1) The Commander, Transport Squadron 13, U. S. Pacific Fleet.
(2) The Commander Amphibious Group TWELVE, U. S. Pacific Fleet.

Subject: Touching the ground - Report of.

Reference: (a) Article 840, U. S. Navy Regulations 1920.

1. In accordance with reference (a), the Commanding Officer has to report the U.S.S. TYRRELL touching the ground. The following conditions prevailed:

At 1552, 15 March 1945, while anchored in berth 117, San Pedro Bay, Leyte, P. I., received orders from Commander, Transport Squadron 13, to go alongside the U.S.S. MONONGAHELA (AO 42) to fuel and upon completion of fueling to proceed to assigned anchorage in Maglolo Bay, Samar Island, P. I. At 1623 underway and proceeded to fueling berth, and at 1700 made fast to starboard side of U.S.S. MONONGAHELA (AO 42) anchored in berth 74.

Upon completion of fueling draft forward was 16'00", aft 24'00".

The following weather conditions prevailed:

Wind: 110°, 4 knots.
Sea: Slight, eastly, low swell.
Weather: Rain.

At 1920 cast off all lines to tanker and got underway - the following bells were taken from the engineroom bell book:

<u>TIME</u>	<u>BELL</u>	<u>COUNTER</u>
1920	1/3 astern	4174944
1921	2/3 astern	4174956
1922	Stop	4174994
1923	1/3 astern	4175011
1923	Stop	4175025
1924	1/3 astern	4174046
1925	Stop	4175076
Total revolutions made.....		132

At 1925 ship's bow cleared tanker's stern and engine was stopped. Two extra LCVP's which were being carried at the rail were ordered alongside preparatory to hoisting. Tanker extinguished all lights and bridge searchlights were ordered trained on her stern. At 1930 ship appeared to be dead in the water, distance about 300 yards from tanker. Orders were given to hoist LCVP's. At that time rain squall

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San Francisco, Calif.

21 March 1945

Subject: Touching the ground - Report of.

set in and tanker was but dimly visible with aid of searchlights. The port searchlight was ordered to sweep the port side in an attempt to locate a buoy marking shoal located 1200 yards bearing 014°T from tanker's assigned berth, but was not successful. The Navigator had received from the U.S.S. MONONGAHELA's log that their berth assignment was 74 and information that they were in berth and on station. Visibility conditions and other anchored ships having prevented plotting own position with the exception of one line of bearing taken on a ship anchored in Berth 118 whose position had been confirmed by own plotted position while anchored in berth 117 at 1541, 15 March 1945. At 1937 landing craft clear of water, engine 1/3 ahead, ship heading 190° and swinging to starboard with right rudder.

At 1939 shoal buoy was sighted on port bow, close aboard, and engine was stopped, rudder put amidships, ship touching ground very gently at what was estimated later, in view of the soundings, as being in the vicinity of frame 65 port side and on what was assumed to be the bank of the shoal marked by buoy. Headway was negligible at the time and ship's head continued swinging to starboard very slowly. Soundings were immediately taken and at 1949 having received reports of soundings showing nothing less than 4 fathoms with only an area from frame 60 to 90 port side unreported, engine was backed 1/3 and after making 4 revolutions astern, engine was stopped. This maneuver was made to ascertain whether ship was laying on or against the shoal. Ship commenced making sternway and continued swinging head slowly to starboard.

The area between frames 55 - 90 were not sounded before ship was worked astern; however, leadsmen approaching from forward on port side reached frame 45 and obtained not less than 6 fathoms of water and from frame 45 to 55 sounding decreased to 4 fathoms. Leadsmen approaching frame 90 from astern port side reported least depth of the water as 7 fathoms at frame 90. Thereafter, leadsmen were reporting 10 fathoms of water from their respective positions.

At 1955 engine backed 1/3, and at 2001 engine stopped. At 2002 engine ahead 1/3 with shoal buoy bearing 170°T, distance about 400 yards, ship swinging to starboard with full right rudder. At 2010 changed course to 170°T. When tanker was abeam to port at 2018 changed course to 154°T.

Upon reaching channel, maneuvered on various courses and speeds to assigned anchorage in Maglolo Bay, Samar Island, P. I.

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2. Although soundings taken showed nothing less than 24 feet of water and that at frame 55 port side, the Commanding Officer believes that ship touched on the bank of the shoal somewhere in the vicinity of frame 65 port side; however, as touching was hardly noticeable it is not believed that any damage to hull was sustained. Soundings of all voids, tanks, and double bottoms were normal immediately after and constant check over a period of 72 hours reveals no change. Water around ship during daylight for past 72 hours has been constantly watched and no signs of any oil leaks have appeared.

J. L. McLean
/s/ J. L. MC LEAN.

Copy to:
CincPac

3458

File No. A16-3
Serial 0010

OFFICE OF THE COMMANDER
TRANSPORT SQUADRON THIRTEEN
AMPHIBIOUS FORCES, U. S. PACIFIC FLEET
San Francisco, California

21 May 1945

S-E-C-R-E-T

FIRST ENDORSEMENT to
CO USS TYRRELL (AKA80)
Secret ltr. A16-3/AKA80
Serial 001 Dated
22 April 1945

From: Commander Transport Squadron THIRTEEN and
Commander Transport Division THIRTY-SEVEN
To : Commander-in-Chief, U. S. Fleet.
Via : (1) The Commander, Amphibious Group TWELVE.
(2) The Commander, Amphibious Forces, U.S. Pacific Fleet.
(3) The Commander, FIFTH Fleet.
(4) The Commander-in-Chief, U.S. Pacific Fleet and Pacific
Ocean Area.
Subject: Action Report on Okinawa Operation.
Reference: (a) CO U.S.S. TYRRELL (AKA80) Secret ltr. A16-3/AKA80
Serial 002 of 16 May 1945 - Deletion of code word.

1. Forwarded. The code word originally used has been deleted
in accordance with the instructions contained in reference (a).

2. The performance of the TYRRELL enroute to and at the objective
was highly satisfactory.

3. The touching of ground on 15 March in San Pedro Bay was made
the subject of an investigation, the proceedings of which were forwarded
to the Senior Officer Present, Pacific Fleet (ComPhibGroup 12)

M. O. Carlson
M. O. CARLSON

cc: U.S.S. TYRRELL



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AMPHIBIOUS GROUP TWELVE

PhibGrp12/A16-3

246

Serial: 0241

7 JUL 1945

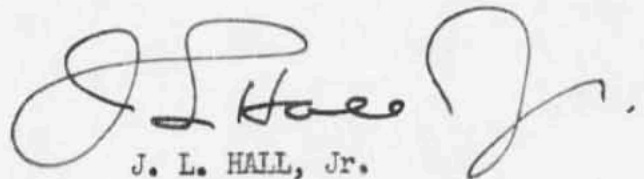
CONFIDENTIAL
C-O-N-F-I-D-E-N-T-I-A-L

SECOND ENDORSEMENT to:
CO, USS TYRRELL (AKA80)
Secret Ltr. A16-3/AKA80
Serial 001, dated
22 April 1945.

From: Commander Amphibious Group TWELVE.
To : Commander in Chief, United States Fleet.
Via : (1) Commander Amphibious Forces, U. S. Pacific Fleet.
(2) Commander in Chief, U. S. Pacific Fleet.
Subject: Action Report on Okinawa Operation.

1. Forwarded.

2. This correspondence is hereby downgraded to confidential in accordance with Pacific Fleet Confidential Letter LCL-45 and Article 76, United States Navy Regulations.


J. L. HALL, Jr.

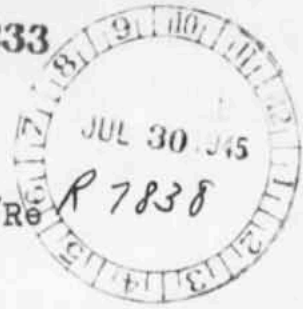
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CO, USS TYRRELL
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16

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OFFICE OF THE COMMANDER
AMPHIBIOUS FORCES, U. S. PACIFIC FLEET
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Serial:

CONFIDENTIAL

THIRD ENDORSEMENT to
CO, USS TYRRELL (AKA80)
Secret ltr. A16-3/AKA80
Serial 001, dated 22
April 1945.

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

Subject: Action Report covering rehearsal for Operation
"Okinawa Shima" and Operation "Okinawa Shima",
14 March 1945 to 10 April 1945.

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

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

Copy to:
CO, USS TYRRELL (AKA-80).

1 AUG 1945

4TH Endorsements

From: CinCPac
To: CominCh

1. Forwarded.

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

O. L. Moore
O. L. MOORE,
By direction

AL6-3/AKASO
Serial No. 004

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

S-E-C-R-E-T

27 September 1945

From: The Commanding Officer.
To: The Commander-in-Chief, U. S. Fleet.
Via: (1) The Commander, Transport Division SIXTY (Temporary).
(2) The Commander, Transport Squadron TWELVE (Temporary).
(3) The Commander, Amphibious Forces, U. S. Pacific Fleet.
(4) The Commander, FIFTH Fleet.
(5) The Commander-in-Chief, U. S. Pacific Fleet and Pacific Ocean Area.

Subject: Action Report; Operations connected with the occupation of Nagasaki, Japan.

Reference: (a) PacFltConfLtr 1CL-45.

1. In accordance with reference (a) the following Action Report is hereby submitted:

Part III 18 September - This ship sailed from Saipan, Marianas Islands, for Nagasaki, Kyushu, Japan, as part of Task Unit 54.19.1 under the command of Commodore H. B. KNOWLES, USN, in U.S.S. CAMBRIA (APA 36). The force was composed of TransRon 12 (temporary) as follows: TransDiv 13 (temporary), U.S.S. CRAYDON (APA 54), U.S.S. MENIPPE (APA 202), U.S.S. GAGE (APA 168), U.S.S. AUDRAIN (APA 59), U.S.S. MC INTIRE (APA 129), U.S.S. AQUARIUS (AKA 16), U.S.S. OTTOMA (AKA 101), which was column one in the steaming formation. TransDiv 34 (temporary), U.S.S. CAMBRIA (APA 36), F.F., U.S.S. FINESTONE (APA 167), U.S.S. MC NARD (APA 201), U.S.S. LYCOMING (APA 155), U.S.S. ANILING (APA 58), U.S.S. ANDROMEDA (AKA 15), U.S.S. CARNICORNUS (AKA 57), which was column two in the steaming formation. TransDiv 60 (temporary), U.S.S. GIMES (APA 172), U.S.S. BRAXTON (APA 138), U.S.S. LANIER (APA 125), U.S.S. HERRINGHEATHER (APA 203), U.S.S. MELLETTE (APA 156), U.S.S. WAUKESHA (AKA 84), and U.S.S. TYRRELL (AKA 80), which was column 3 of the steaming formation. The unit got underway at 1700 minus 10 time with light overcast, winds up to 10 knots from 070°T and slight seas. This formation was held until arrival at the objective. At 1800 minus 10 zone time clocks were retarded one (1) hour to minus 9 zone time which is used throughout the balance of this report.

No rehearsals were conducted prior to departure.

143174

(1)

Al6-3/AKAGO
Serial No. 004

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

S-E-C-R-E-T

27 September 1945

Subject: Action Report; Operations connected with the occupation of
Nagasaki, Japan.

Part III
(Cont'd)

19 September - Weather: Light overcast, winds up to 16
knots from 070°T and moderate seas. Steaming as before.

20 September - Weather: Light overcast, winds up to 18
knots from 070°T and moderate seas. Steaming as before.

21 September - Weather: Light overcast, winds up to 12
knots from 060°T and slight seas. Steaming as before.

22 September - Weather: Heavy overcast, with rain squalls
and winds up to 10 knots from 170°T and slight seas.
Steaming as before.

23 September - Weather: Light overcast, scattered showers,
winds up to 10 knots from 300°T, seas calm. 0643 - Entered
swept channel approaching Nagasaki, Japan. 0820 - Entered
Nagasaki Harbor, Japan, and anchored off Okino Shima at
0926. 1229(I) got underway to move to inner harbor, Naga-
saki. Japanese pilot assisted in this move and at 1412(I)
we moored to the Dejima Wharf and commenced general unload-
ing. At 1530(I) the first draft of cargo was on the wharf.
Unloading was done by Second Marine Division personnel and
ship's company acting as hatch captains and winchmen. Un-
loading continued around the clock.

24 September - Weather: Light overcast, 5 knot winds from
070°T. Continued unloading as before.

25 September - Weather: Light overcast, 5 knot winds from
070°T. Continuing general unloading but being hampered
by poor condition of dock and shortage of trucks and
hauling equipment.

26 September - Weather: Heavy to moderate overcast, winds
up to 8 knots from 070°T. Continued unloading. At the
time this report is submitted to ComTransDiv 60 we are
89% unloaded and continuing unloading around the clock.

27 September - Weather: Moderate to heavy overcast, with
scattered showers, winds up to 5 knots from 070°T. 1057 -
completed unloading and disembarked all troops. Made all
preparations for getting underway.

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Serial No. 004

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

S-E-C-R-E-T

27 September 1945

Subject: Action Report; Operations connected with the occupation
of Nagasaki, Japan.

-
- Part IV No ordnance equipment used.
- Part V No damage.
- Part VI(A) No comment.
- Part VI(B) No comment.
- Part VI(C) (1) Troops and cargo.
- (a) 96 enlisted men, 4 officers of Second Marine Division, and 3 civilians of counter Intelligence Corps.
 - (b) Troops embarked at Saipan, Marianas Islands, between September 10 and September 14 and disembarked at Nagasaki, Japan, between 23 September and 27 September.
 - (c) Cargo was 1,435.2 tons of organization equipment, personal gear, ammunition, housing equipment, rations and general military impedimenta. 116 vehicles weighing 469.1 tons, trucks, bulldozers, power shovels, cranes, ditch diggers, road building equipment, artillery and prime movers. Total of 1904.4 tons of cargo.
 - (d) Cargo loaded at Saipan, Marianas Islands, between September 10 and September 14 and unloaded between September 23 and September 27 at Nagasaki, Japan.
- Part VI(C) (2) Landing Craft.
- (a) 14 LCVF's, 4 LCM(6)'s, 4 LCM(3)'s.
 - (b) Launched by ship's cargo handling equipment and Welin triple bank Davits. Used entirely to assist other ships in unloading.
 - (c) Control of landing craft was by radio and visual signal.
- Part VI(C) (3) Not applicable.
- Part VI(C) (4) Not applicable.
- Part VI(C) (5) Not applicable.

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AL6-3/AKABO
Serial No. 004

U.S.S. TYRRELL (AKA 80)
c/o Fleet Post Office
San Francisco, Calif.

S-E-C-R-E-T

27 September 1945

Subject: Action Report; Operations connected with the occupation
of Nagasaki, Japan.

-
- Part VI(D) (1) Combat Information Center.
 - (f) Radar used for station keeping during darkness and
periods of low visibility. No search employment needed.
 - Part VI(E) Not applicable.
 - Part VI(F) Not applicable.
 - Part VII No report.
 - Part VIII No comment.

J. L. McLean
J. L. MC LEAN.

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