

FILE: AKA-86/

U. S. S. WOODFORD (AKA-86)

SERIAL: 032

C/O FLEET POST OFFICE  
San Francisco, Cal.

19 May 1945.

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

From: Commanding Officer  
To : Commander-in-Chief, United States Fleet.  
Subject: War Diary - 1 April 1945 to 3 May 1945 (inclusive)

1. April - 27 April 1945(Incl) All times Plus 04 - 00

At Norfolk Navy Yard, Portsmouth, Va., and Naval Operating Base, Norfolk, Va., having repairs made, following shakedown cruise; undergoing post-repair trial; taking on cargo.

28 April 1945

At 1000 took departure Norfolk, Va., enroute Panama, Canal Zone, in accordance with ComServLant Confidential Despatch 271745 of 27 April 1945.

In company with U.S.S.RUNELS (APD 85), escort, screening 000° R., CTU. in WOODFORD. Set course 085° T. Speed 16.5 knots. 1520 Commenced zigzagging. 2240 Changed course to 190° T.

	<u>1200</u>		<u>2000</u>	
In swept channel		35 - 58		N
to Chesapeake Bay.		73 - 05		W

29 April 1945

Steaming on course 190° T. Speed 16.5 knots.

	<u>0800</u>		<u>1200</u>		<u>2000</u>	
33 - 04	N	32 - 04	N	30 - 02 - 30	N	
73 - 15	W	73 - 25	W	73 - 40 - 00	W	

30 April 1945

At 0800 changed course to 185° T. At 1413 commenced gunnery exercises. At 1519 changed course to 161° T. Speed 16.5 knots. At 1542 secured from gunnery exercises, the following ammunition having been expended: 40 rounds 5"/38 cal. AA common; 1156 rounds 40 mm. H.E.I.T; 2013 rounds of 20 mm. At 1920 changed course to 198° T. At 2254 changed course to 203° T. At 2304 changed course to 233° T. At 2322 changed course to 243° T. Radar contact bearing 198° T., distance 16 miles. 2325 Lost radar contact. At 2350 changed course to 198° T.

	<u>0800</u>		<u>1200</u>		<u>2000</u>	
26 - 55 - 30	N	25 - 51 - 00	N	23 - 50	N	
74 - 20 - 30	W	74 - 26 - 00	W	74 - 06 - 30	W	

123504

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

Subject: War Diary - (cont'd)

1 May 1945.

At 0031 Went to General Quarters, the RUNELS, (APD85) (escort) having picked up sound contact off port side. Immediately commenced evasive action, steaming on various courses, Captain at conn. The RUNELS dropped five (5) depth charges and then lost contact, but continued search. At 0238 secured from General Quarters and at 0302 the RUNELS regained her screening station. Commenced zigzagging in accordance with Plan #23 of USF 10(A), on base course 198° T., speed 16.5 knots. This action is more fully reported in Action Report, A9/A4-3/clc. Confidential Serial 030 of 3 May 1945. At 0402 changed base course to 154° T. Sighted Cape Maysi Light at 1006, bearing 186° T., distance 12 miles. At 1941, Navassa Light was abeam to port, distance 6 miles.

<u>0800</u>			<u>1200</u>			<u>2000</u>	
21 - 04	N		20 - 10	N		18 - 22	N
74 - 20	W		74 - 01	W		75 - 08	W

2 May 1945

At 0000 changed course to 212° T. At 0800 changed to base course 211° T., and at 2158 changed course to 209° T., speed 16.5 knots.

<u>0800</u>			<u>1200</u>			<u>2000</u>	
15 - 43	N		14 - 40	N		13 - 00	N
76 - 55	W		77 - 36	W		78 - 41	W

3 May 1945

At 1048 sighted land, Panama, bearing 185° T., and at 1103 sighted Cristobal Breakwater light, bearing 176° T. At 1139 passed through anti-submarine nets at Cristobal Breakwater and entered Limon Bay. At 1144 Pilot came aboard and assumed conn for passage through Panama Canal. At 1300 all clocks were set to plus five time (R). At 1203 entered Gatun Locks and left Gatun Locks at 1258. At 1546 entered Pedro Miguel Locks, and left these locks at 1609. Entered Miraflores Locks at 1638 and left at 1659. At 1805 moored port side to Pier 18 C, Balboa, Canal Zone.

<u>0800</u>			<u>1200</u>	
10 - 17	N		In Limon Bay.	
79 - 54	W			

*Winston Folk*  
WINSTON FOLK

FILE: AKA-86/ A9/AT:jrr  
SERIAL: 038

U. S. S. WOODFORD (AKA-86)

217  
278  
Reg. No. \_\_\_\_\_  
R. S. No. \_\_\_\_\_  
C/O FLEET POST OFFICE

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

San Francisco, Cal.

4 June 1945.

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

Subject: War Diary - 4 May to 31 May 1945 (incl.) - submission of.

4 May 1945 - Zone Plus 05-00.

Moored alongside Pier 18-C, Balboa, C.Z. At 1100 a conference was held by the Commanding Officers of U.S.S. WOODFORD (AKA-86), U.S.S. RUNNER (SS-476), U.S.S. CARP (SS-338) and U.S.S. MORAY (SS-300), to formulate plans for various exercises and WoPac attacks during the time that the submarines were to be in company with the WOODFORD. To facilitate and to expedite operations and communications, an informal Task Unit was created and designated Task Unit William Fox #2-45, with CTU in WOODFORD and ComSubGroup in RUNNER.

5 May 1945 - Zone Plus 05-00.

At 1000 took departure Balboa, C.Z., enroute Pearl Harbor, T.H., in accordance with ComPanSeaFron Secret Despatch 041517 of May 1945, in company with U.S.S. RUNNER, U.S.S. CARP and U.S.S. MORAY. Set base course 180° T., speed 14 knots. The subs submerged and surfaced at their own discretion. At 1624 changed course to 227° T., and at 2120 changed course to 267° T. WOODFORD zig-zagging according to various zig-zag plans, during daylight and moonlight hours.

2000  
07° 00' 30" N  
79° 59' 30" W

6 May 1945 - Zone Plus 05-00.

At 1312 changed course to 280° T.

0800	1200	2000
06° 16' 00" N	06° 12' 00" N	06° 21' 00" N
82° 66' 00" W	82° 43' 00" W	84° 56' 00" W

7 May 1945 - Zone Plus 05-00.

At 1614 stopped and lowered 2 LCVP's, to exchange officers among all ships of the unit. At 1646 hoisted the boats aboard and the Executive Officers of the RUNNER, CARP and MORAY came aboard for conference and observation. At 2000 changed course to 288° T. At 2300 set clocks to Plus 5½ Zone time.

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

4 June 1945.

Subject: War Diary (cont'd)

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<u>0800</u>	<u>1200</u>	<u>2000</u>
06° 50' 30" N	06° 58' 00" N	07° 17' 00" N
87° 33' 30" W	88° 22' 00" W	90° 02' 00" W

8 May 1945 - Zone Plus 05-30.

At 1115 stopped to lower boat to exchange officers again. Underway at 1148. At 1311 changed course to 286° T.

<u>0800</u>	<u>1200</u>	<u>2000</u>
08° 19' 00" N	08° 38' 00" N	09° 13' 00" N
92° 55' 00" W	93° 25' 00" W	95° 22' 00" W

9 May 1945 - Zone Plus 05-30.

Held gunnery exercise at 0700. Secured at 0707, having expended 5 rounds 5"/38 cal. AAC., and 52 rounds 40 mm. HEIT. Held gunnery exercises at 0835 and 1218. Secured from exercises at 1221. Ammunition expended: 282 rounds 40 mm. HEIT and 28 rounds 5"/38 cal AAC. At 1500 changed course to 287° T. At 2300 retarded ships clocks to Zone Plus 06-00.

<u>0800</u>	<u>1200</u>	<u>2000</u>
09° 58' 00" N	10° 16' 00" N	10° 40' 00" N
98° 08' 00" W	98° 55' 00" W	99° 28' 00" W

10 May 1945 - Zone Plus 06-00.

At 1900 commenced WoPac exercises with the submarines. Engaged in evasive action on various courses and speeds, and used smoke screens. Secured from WoPac exercises at 2018, and resumed base course 287° T.

<u>0800</u>	<u>1200</u>	<u>2000</u>
11° 34' 00" N	11° 48' 00" N	12° 17' 00" N
103° 20' 00" W	104° 01' 00" W	105° 46' 00" W

11 May 1945 - Zone Plus 06-00.

At 0400 submarines left formation to pull ahead to get in position for WoPac exercises. At 1600 changed course to 283° T. At 1750 commenced evasive maneuvers on radical changes in course during WoPac attack exercises. Used smoke screens. Secured from exercises at 2240. At 2300 retarded ship's clocks to Zone Plus 06-30.

<u>0800</u>	<u>1200</u>	<u>2000</u>
13° 05' 00" N	13° 12' 00" N	13° 38' 00" N
108° 04' 00" W	108° 33' 00" W	110° 04' 00" W

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

4 June 1945

Subject: War Diary (cont'd)

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12 May 1945 - Zone Plus 06-30.

At 2202 changed course to 290° T. During the day we had conducted various attack exercises with accompanying submarines.

<u>0800</u>	<u>1200</u>	<u>2000</u>
14° 20' 00" N	14° 26' 00" N	14° 33' 30" N
112° 54' 00" W	113° 47' 00" W	115° 33' 30" W

13 May 1945 - Zone Plus 06-30.

At 1336 Stopped and put boat in water to pick up man from RUNNER for medical treatment. 1356 hoisted boat aboard and got underway. At 2200 changed course to 278° T. At 2300 retarded ship's clocks to Zone Plus 07-00.

<u>0800</u>	<u>1200</u>	<u>2000</u>
15° 24' 00" N	15° 41' 00" N	16° 12' 00" N
118° 08' 00" W	118° 59' 00" N	120° 40' 00" W

14 May 1945 - Zone Plus 07-00.

At 1940 changed course to 283° T. and at 2200 changed course to 288° T. At 2300 retarded ship's clocks to Zone Plus 07-30.

<u>0800</u>	<u>1200</u>	<u>2000</u>
16° 45' 00" N	16° 42' 00" N	16° 50' 00" N
123° 38' 00" W	124° 19' 00" W	125° 23' 00" W

15 May 1945 - Zone Plus 07-30.

At 1400 RUNNER, CARP and MORAY left the unit in accordance with detachment orders of CTU William Fox #2-45, to comply with previous orders and routing instructions. At 2300 retarded ship's clocks to Zone Plus 08-00.

<u>0800</u>	<u>1200</u>	<u>2000</u>
17° 48' 00" N	18° 42' 00" N	18° 42' 00" N
128° 34' 00" W	129° 34' 00" W	131° 34' 00" W

16 May 1945 - Zone Plus 08-00.

During the day, held small arms firing practice on the fantail. At 1126 changed course to 276° T. 1738 commenced surprise gunnery exercise and secured at 1739, having expended 80 rounds of 40 mm. HEIT ammunition. At 2300 retarded ship's clocks to Zone Plus 08-30.

<u>0800</u>	<u>1200</u>	<u>2000</u>
19° 36' 00" N	19° 48' 00" N	20° 00' 00" N
134° 33' 00" W	135° 31' 00" W	137° 27' 00" W

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

4 June 1945

Subject: War Diary (cont'd)

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17 May 1945 - Zone Plus 08-30.

Held small arms firing and gunnery exercises during the day, and expended 1,510 rounds of 30 cal., 600 rounds of 50 cal., 60 rounds of 20 mm. HEIT., and 116 rounds of 40 mm. HEIT. ammunition. At 2300 retarded ship's clocks to Zone Plus 09-00.

	<u>0800</u>		<u>1200</u>		<u>2000</u>
20°	15' 00" N	20°	20' 00" N	20°	38' 00" N
140°	36' 00" W	141°	30' 00" W	143°	23' 00" W

18 May 1945 - Zone Plus 09-00.

At 0546 held surprise gunnery exercises and secured at 0553, having expended 1 round 5"/38 cal. AAC, 102 rounds 40 mm. HEIT., and 660 rounds 20 mm. ammunition. Changed course to 272° T. at 1327. At 2200 changed course to 271° T. At 2300 retarded ships clocks to Zone Plus 09-30.

	<u>0800</u>		<u>1200</u>		<u>2000</u>
20°	54' 00" N	21°	03' 00" N	21°	12' 00" N
146°	19' 00" W	147°	34' 00" W	149°	36' 00" W

19 May 1945 - Zone Plus 09-30.

At 0700 changed course to 270° T. Held surprise gunnery exercises at 1517 and secured at 1539. Ammunition expended 206 rounds 40 mm HEIT. At 2102 changed course to 260° T.

	<u>0800</u>		<u>1200</u>		<u>2000</u>
21°	20' 00" N	21°	23' 00" N	21°	32' 00" N
152°	50' 00" W	153°	42' 00" W	155°	37' 00" W

20 May 1945 - Zone Plus 09-30.

At 0009 sighted Molokai Light, on Molokai Island, bearing 241° T., distance 28 miles. At 0243 sighted Mokapu Light, Oahu, bearing 266° T., distance 28 miles. At 0300 changed course to 086° T., and at 0525 changed to 270° T., and again at 0615 changed course to 277°, having reversed courses to be on station off Molokai Island for anti-aircraft practice. At 0710 commenced scheduled anti-aircraft firing at sleeves towed by two TBF's that had come out from Pearl Harbor. Secured from firing at 0847 having expended 58 rounds 5"/38 cal. AAC., 1776 rounds 40 mm. HEIT, and 2296 rounds 20 mm. HEIT. Set course for Pearl Harbor Channel, changing as necessary because of shipping traffic. At 1246 entered channel to Pearl Harbor, T.H., and at 1335 moored alongside Berth W-5, West Lock, Pearl Harbor, T.H.

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

4 June 1945

Subject: War Diary (cont'd)

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0800  
North of Molokai  
on gunnery exercise.

1200  
Off Channel  
to Pearl Harbor.

2000  
At Berth W-5, West  
Lock, Pearl Harbor.

21 - 26 May 1945 (incl.) Zone Plus 09-30.

In Pearl Harbor, T.H., at various berths and anchorages, unloading cargo.

27 May 1945 - Zone Plus 09-30.

At 1537 left Pearl Harbor, T.H., for Honolulu, T.H., and at 1726 moored alongside Pier 31, Honolulu, T.H.

28 - 31 May 1945 (incl.) Zone Plus 09-30.

Moored at Honolulu, T.H., taking on ammunition.

*Winston Folk*  
WINSTON FOLK

cc  
CincPac

FILE: AKA-86/A9/AT:jrr U. S. S. WOODFORD (AKA-86)

SERIAL: 043

C/O FLEET POST OFFICE

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

San Francisco, Cal.

4 July 1945.

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

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

1 June 1945 - Zone Plus 09 30

Moored at Pier 32, Honolulu, T.H.

2 June 1945 - Zone Plus 09 30

At 1811 took departure Honolulu, T.H., enroute Eniwetok Atoll in accordance with confidential orders, Serial 0699, of ComHawSea Frontier, dated 1 June 1945. No escort provided. Steaming independently. Set course 192° T., speed 15.6 knots. At 1834 commenced zig-zagging in accordance with Plan #23, USF 10(A). WOODFORD maintained zig-zag during entire passage, alternating various zig-zag plans of USF 10(A). At 1911 changed course to 182° T., and at 2310 changed course to 265° T.

2000  
20-48 N  
157-59 W

3 June 1945 - Zone Plus 09 30

Steaming as before. Held various emergency drills during the morning

<u>0800</u>	<u>1200</u>	<u>2000</u>
19 - 50 - 00 N	19 - 46 N	19 - 37 N
160 - 15 - 00 W	161 - 05 W	163 - 03 W

4 June 1945 - Zone Plus 09 30

At 0145 changed course to 260° T. At 1045 commenced surprise gunnery exercises and secured at 1100, having expended 180 rounds 20 mm. HETT, and 150 rounds 40 mm HEIT ammunition. At 1830 changed destination from Eniwetok Atoll to Ulithi Atoll in accordance with ComHawSeaFron confidential despatch 032254 of 3 June 1945. At 2240 changed course to 257° T. At 2300 changed to Zone Plus 10 00 time.

<u>0800</u>	<u>1200</u>	<u>2000</u>
19 - 15 N	19 - 05 N	18 - 46 N
165 - 59 W	167 - 02 W	169 - 15 W



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

4 July 1945

Subject: War Diary (cont'd)

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5 June 1945 - Zone Plus 10 00

At 0649 commenced gunnery exercise and secured at 0650, having expended 30 rounds 20 mm. and 121 rounds 40 mm. HEIT ammunition. At 1040 held surprise gunnery drill, and secured at 1045 having expended 6 rounds 20 mm. HEIT, and 12 rounds 5"/38 cal. AAC. ammunition. At 1400 changed to course 258° T., and at 1440 changed speed to 15.4 knots. At 2200 changed to course 256° T., speed 15 knots. At 2300 changed to Zone Plus 10 30.

<u>0800</u>	<u>1200</u>	<u>2000</u>
18 - 17 N	17 - 52 N	17 - 29 N
172 - 34 W	173 - 34 W	175 - 38 W

6 June 1945 - Zone Plus 10 30

At 0800 changed course to 265° T. At 1010 commenced surprise firing drill and secured from drill at 1115, having expended 106 rounds 20 mm. HET, 54 rounds 20 mm. HEIT, and 439 rounds 40 mm. HEIT ammunition. At 1332 crossed the International Date Line at 16° 28' 30" North Latitude. At 1411 commenced surprise firing drill and secured at 1420, having expended 136 rounds 40 mm. HEIT, 20 rounds 20 mm. HET and 10 rounds 20 mm. HEIT ammunition. At 2200 changed speed to 14.6 knots. At 2300 set clocks to Plus 11 00 Zone.

<u>0800</u>	<u>1200</u>	<u>2000</u>
16 - 36 N	16 - 31 N	16 - 05 N
178 - 38 W	179 - 36 W	178 - 33 E

7 June 1945 - Zone Plus 11 00

At 0300 changed to Zone Plus 11 30 and at 0415 changed to Zone Plus 12 00. At 0531 commenced gunnery exercises and secured at 0550, having expended 316 rounds of 20 mm. HEI, 359 rounds 40 mm. HEIT, and 10 rounds 5"/38 cal. AAC. ammunition. At 0800 changed from Plus 12 00 to Minus 12 00 Zone, and changed from 7 June, West Longitude Date to 8 June East Longitude Date.

8 June 1945 - Zone Minus 12 00

At 0800 changed course to 257° T. At 1011 commenced surprise gunnery drill and secured at 1016, having expended 28 rounds 40 mm HEIT, and 60 rounds 20 mm. HEIT ammunition. At 2200 changed course to 254° T.

<u>0800</u>	<u>1200</u>	<u>2000</u>
15 - 04 N	14 - 55 N	14 - 32 N
175 - 16 E	174 - 18 E	172 - 30 E

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

4 July 1945

Subject: War Diary (cont'd)  
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9 June 1945 - Zone Minus 12 00

At 0600 commenced firing drill and secured at 0601 having expended 96 rounds 40 mm HEIT ammunition. At 0714 changed course to 246° T. At 1500 changed course to 252° T. At 2108 changed speed to 15.8 knots.

<u>0800</u>	<u>1200</u>	<u>2000</u>
14 - 03 N	13 - 40 N	12 - 59 - 30 N
165 - 56 E	169 - 04 - 30 E	167 - 20 - 00 E

10 June 1945 - Zone Minus 12 00

At 0618 commenced gunnery drill, and secured at 0628, having expended 27 rounds 5"/38 cal. AAC, 16 rounds 20 mm. HET, and 154 rounds 20 mm. HEI. ammunition. At 0740 changed course to 265° T., and at 0746 changed speed to 15.3 knots. At 1705 sighted Engebi Island, Eniwetok Atoll, bearing 190° T., distance 13 miles. At 1727 changed course to 180° T. At 1740 began coming to course 251° T., and steadied on course 251° T., at 1800. At 2245 changed to course 280° T., speed 14.8 knots.

<u>0800</u>	<u>1200</u>	<u>2000</u>
12 - 04 N	11 - 57 N	11 - 37 N
164 - 35 E	163 - 34 E	161 - 43 E

11 June 1945 - Zone Minus 12 00

At 0842 changed speed to 14.3 knots. At 2100 changed speed to 16.5 knots. At 2318 changed course to 281° T. At 2300 changed to Minus 11 40 Zone Time.

<u>0800</u>	<u>1200</u>	<u>2000</u>
11 - 52 N	12 - 01 N	12 - 19 N
158 - 45 E	157 - 55 - 30 E	156 - 13 E

12 June 1945 - Zone Minus 11 40

At 0300 changed to Zone Minus 11 20 time, and at 0500 changed to Zone Minus 11 00 time. At 0845 changed course to 250° T. During the morning sighted 4 ships and changed course as necessary to keep clear. At 2100 changed course to 246° T., and changed speed to 15.5 knots. At 2300 changed to Zone Minus 10 40 time.

<u>0800</u>	<u>1200</u>	<u>2000</u>
13 - 08 N	12 - 51 N	12 - 22 N
152 - 42 E	151 - 38 - 30 E	149 - 33 E

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

4 July 1945

Subject: War Diary (cont'd)  
-----13 June 1945 - Zone Minus 10 - 40

At 0300 changed to Zone Minus 10 20 and at 0400 changed to Zone Minus 10 00. At 0928 had steering casualty, and shifted to hand steering. At 0953 steering casualty repaired and commenced steering from pilot house. At 1443 changed course to 261° T., and at 2200 changed speed to 15 knots.

<u>0800</u>	<u>1200</u>	<u>2000</u>
11 - 08 N	10 - 49 N	10 - 25 N
146 - 37 E	145 - 53 E	144 - 10 E

14 June 1945 - Zone Minus 10 00

At 0547 changed course to 267° T., and to 263° T., at 0800. At 1033 sighted Fais Island, bearing 230° T., distance 20 miles. At 1112 changed course to 275° T. At 1257 sighted Gielap Island bearing 270° T., distance 7.5 miles. At 1320 changed to course 270° T., sighted Ulithi Atoll bearing 270° T., distance 17 miles. At 1420 commenced steaming various courses and speeds to Mugai Channel, and entered channel at 1503. Anchored in berth 143 Ulithi Atoll at 1750.

<u>0800</u>	<u>1200</u>	<u>2000</u>
10 - 12 N	09 - 58 N	Ulithi
141 - 22 E	140 - 25 E	Atoll

15 June, 19 June 1945 (incl) - Zone Minus 10 00

At anchor in Ulithi Atoll Harbor.

20 June 1945 - Zone Minus 10 00

At 1230 took departure Ulithi Atoll enroute Okinawa, on course 035° T., speed 13.5 knots. In convoy UOK 27, in company with U.S. Navy and Merchant Ships. Convoy Commodore, Captain W. G. Ludlow, Jr., USN, in U.S.S. CROCKETT (APA 148), CROCKETT guide. Escorted by T.U. 94.18.12: C.T.U. Comdr. C. A. KUNZ, U.S.N.R. in U.S.S. SEDERSTROM (DE 31). WOODFORD'S station third ship in second column, designated as ship #23. At 1415 changed course to 350° T. At 1441 changed course to 325° T.

<u>0800</u>	<u>1200</u>	<u>2000</u>
Ulithi	Standing out	11 - 14 - 30 N
Atoll	Mugai Channel	139 - 16 - 00 W

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

4 July 1945

Subject: War Diary (cont'd)

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21 June 1945 - Zone Minus 10 00

At 1400 changed to Zone Minus 09 30 time.

<u>0800</u>	<u>1200</u>	<u>2000</u>
13 - 24 N	14 - 07 N	15 - 42 N
137 - 38 E	137 - 08 -30 E	136 - 03 E

22 June 1945 - Zone Minus 09 30

At 0845 changed course to 322° T. At 0944 changed speed to 14 knots. At 1400 changed to Zone Minus 09 00 time.

<u>0800</u>	<u>1200</u>	<u>2000</u>
17 - 46 N	18 - 23 N	19 - 55 N
134 - 42 E	134 - 07 E	132 - 53 - 30 E

23 June 1945 - Zone Minus 09 00

At 0800 changed course to 326° T., and at 1800 changed course to 325° T.

<u>0800</u>	<u>1200</u>	<u>2000</u>
21 - 59 - 30 N	20 - 36 N	24 - 09 - 30 N
131 - 07 - 00 E	130 - 40 E	129 - 36 - 00 E

24 June 1945 - Zone Minus 09 00.

At 0355 changed course to 291° T. At 0743 sighted Okinawa, bearing 005° T., distance 16 miles. At 0816 changed course to 326° T., and sighted Kerama Retto at 0826 bearing 325° T., distance 20 miles. At 0913 in accordance with CTF 31's Secret Despatch 220545 of June 1945, detached from Convoy UOK 27 by Convoy Commodore, and ordered to proceed to Kerama Retto to await orders from CTF 31. In company with U.S.S. CASTOR (AKS 1) and escorted by U.S.S. TOUCAN (AM 387), both of these vessels having been detached from Convoy UOK 27 in accordance with referenced despatch, with WOODFORD in charge. Changed course to 310° T. At 0958 passed through anti-submarine nets, entering channel to Kerama Retto Anchorage, and anchored in Berth K-37 at 1034.

<u>0800</u>	<u>1200</u>
25 - 48 - 30 N	In Berth K-37
127 - 36 - 00 E.	Kerama Retto Anchorage.

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

4 July 1945

Subject: War Diary (cont'd)

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25 June 1945 - Zone Minus 09 00

Anchored at Kerama Retto Anchorage K-37. 2252 Went to General Quarters on Flash Blue.

26 June 1945 - Zone Minus 09 00

Anchored at Kerama Retto Anchorage K-37. At General Quarters on Flash Blue. 0230 Secured from General Quarters on Flash White.

27 June 1945 - Zone Minus 09 00

Anchored at Kerama Retto Anchorage K-37. 1621 Went to General Quarters on Flash Red. 1627 Secured from General Quarters on Flash White. 2240 Went to General Quarters on Flash Blue. 2258 Secured from General Quarters on Flash White. 2345 Went to General Quarters on Flash Blue.

28 June 1945 - Zone Minus 09 00

Anchored at Kerama Retto Anchorage K-37. 0025 Secured from General Quarters on Flash White. 1000 Went to General Quarters on Flash Blue. 1005 Secured from General Quarters on Flash White.

29 June 1945 - Zone Minus 09 00

Anchored at Kerama Retto Anchorage K-37.

30 June 1945 - Zone Minus 09 00

Anchored at Kerama Retto Anchorage K-37. 0055 Went to General Quarters on Flash Red. 0125 Secured from General Quarters on Flash White. 0435 Went to General Quarters on Flash Blue. 0453 Secured from General Quarters on Flash White. 2100 Went to General Quarters on Flash Blue. 2121 Secured from General Quarters on Flash White.

*Winston Folk*

WINSTON FOLK

cc  
CinCPac

FILE: AKA-86/ A9/AT:jrr U. S. S. WOODFORD (AKA-86)

SERIAL: 048

C/O FLEET POST OFFICE

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

31 July 1945

From: Commanding Officer  
To : Commander-in-Chief, United States Fleet  
Subject: War Diary - 1 July to 31 July 1945 (incl) - submission of

1 July 1945 - Zone Minus 09 00

Anchored at Kerama Retto awaiting orders from CTF 31 to discharge cargo of ammunition. 0030 Went to General Quarters on Flash Red. 0040 Secured from General Quarters on Flash White. 0419 Went to General Quarters on Flash Red. 0429 Secured from General Quarters on Flash White.

2 July 1945 - Zone Minus 09 00

Anchored at Kerama Retto. 0338 Went to General Quarters on Flash Blue. 0444 Secured from General Quarters on Flash White.

3 July 1945 - Zone Minus 09 00

Anchored at Kerama Retto. 0340 Went to General Quarters on Flash Blue and secured at 0430 on Flash White. 1331 Went to General Quarters on Flash Red. 1349 Secured from General Quarters on Flash White.

4 July 1945 - Zone Minus 09 00

Anchored at Kerama Retto. 0444 Went to General Quarters on Flash Blue. Secured at 0454 on Flash White.

5 July - 7 July 1945 (incl) Zone Minus 09 00

Anchored at Kerama Retto.

8 July 1945 - Zone Minus 09 00

2015 Went to General Quarters on Flash Blue. 2051 Secured from General Quarters on Flash White.

9 July - 11 July 1945 (incl) Zone Minus 09 00

Anchored at Kerama Retto.

136570

Serial 048

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

31 July 1945

Subject: War Diary - (cont'd)

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12 July 1945 - Zone Minus 09 00

Anchored at Kerama Retto. 0324 Went to General Quarters on Flash Blue. Secured from General Quarters on Flash White, at 0416.

13 July 1945 - Zone Minus 09 00

Anchored at Kerama Retto. At 1401 went to General Quarters on Flash Red. At 1429 Secured from General Quarters on Flash White.

14 July 1945 - Zone Minus 09 00

Anchored at Kerama Retto. At 0410 went to General Quarters on Flash Blue and secured from General Quarters at 0451 on Flash White. At 1320 went to General Quarters on Flash Blue. At 1332 secured from General Quarters on Flash White. At 1339 underway from Kerama Retto enroute Hagushi Anchorage, Okinawa in accordance with orders of SOPA Kerama Retto. In company with S.S. Williamette Victory; escorted by PC 584. Commanding Officer, WOODFORD, Convoy Commodore. At 1405 took departure from Kerama Retto; set course 090° T; speed 12 knots. At 1415 changed course to 065° T; increased speed to 16 knots. At 1425 changed course to 058° T. At 1454 changed to course 150° T., returning to Kerama Retto in accordance with orders received from SOPA Kerama Retto. At 1515 changed course to 260° T., and at 1537 changed course to 265° T. At 1547 entered channel, on various courses and speeds, to anchorage. Anchored in Berth K-37, Kerama Retto, at 1624.

15 July 1945 - Zone Minus 09 00

At 0926 took departure Kerama Retto, enroute point "Prophet" to rendezvous with Convoy OK-S 14, and to receive further orders from Convoy Escort, in accordance with Secret Despatch 130433 of July 1945 from Port Director, Okinawa. In company with S.S. Williamette Victory; escorted by PC 584. Commanding Officer, WOODFORD, Convoy Commodore. Set course 101° T, speed 10 knots. At 1057 sighted Convoy OK-S 14 off port bow. At 1121 received guard mail, containing sailing orders from U.S.S. RALPH TALEOT (DD 390). At 1154 S.S. Williamette Victory was detached and ordered to report to Convoy Commodore OK-S 14 for orders. PC 584 was detached as escort. At 1211, on various courses and speeds assumed station in convoy. At 1315 took departure Okinawa, in Convoy OK-S 14 in accordance with Confidential Sailing Orders of Port Director, Okinawa, dated 15 July 1945 in company with U.S. Navy and Merchant Vessels. Part of Convoy enroute Saipan; WOODFORD and others enroute Guam, to break away from OK-S14 upon arrival at point "Crowbar".

Serial 048

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

31 July 1945

Subject: War Diary (cont'd)

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15 July 1945 - Zone Minus 09 00 (cont'd)

110

Convoy Commodore, Com LST Grp./in LST 1004. Commanding Officer, WOODFORD, Vice-Commodore. Escort Commander in U.S.S. RALPH TALBOT (DD390). Course 166° T., speed 8.5 knots. At 1740 changed course to 123° T., and at 1813 increased speed to 9 knots.

0800

1200

2000

25 - 14 - 30 N  
128 - 07 - 00 E

16 July 1945 - Zone Minus 09 00

At 0630 changed course to 118° T. At 1010 changed speed to 9.5 knots. At 1453 changed course to 120° T., and at 2200 changed course to 122° T.

0800

1200

2000

24 - 24 - 30 N  
129 - 37 - 00 E

24 - 12 - 00 N  
130 - 16 - 00 E

23 - 48 - 00 N  
131 - 22 - 00 E

17 July 1945 - Zone Minus 09 00

At 0609 changed course to 126° T. At 1126 YMS 130, YMS 324 and YMS 325 joined convoy as escorts. At 1250 changed course to 118° T. At 1830 changed to Zone Minus 10 00 (King) time.

0800

1200

2000

22 - 59 - 00 N  
133 - 02 - 00 E

22 - 38 - 00 N  
133 - 31 - 00 E

22 - 08 - 00 N  
134 - 29 - 00 E

18 July 1945 - Zone Minus 10 00

At 1813 U.S.S. ACHELOUS (ARL 1) dropped out of formation as Ship #43, owing to steering trouble, and WOODFORD moved up from position #44 to #43. ACHELOUS assumed position #65. At 1814 changed course to 126° T, and at 2200 changed course to 130° T.

0800

1200

2000

21 - 05 - 00 N  
136 - 24 - 00 E

20 - 45 - 00 N  
137 - 01 - 00 E

20 - 14 - 00 N  
138 - 05 - 00 E



Serial 048

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

31 July 1945

Subject: War Diary (cont'd)

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19 July 1945 - Zone Minus 10 00

At 0634 changed speed to 8.5 knots, and at 0945 changed course to 126° T. At 1616 changed course to 122° T.

<u>0800</u>	<u>1200</u>	<u>2000</u>
19 - 06 - 00 N	18 - 38 - 00 N	18 - 00 - 00 N
139 - 31 - 00 E	140 - 00 - 00 E	140 - 59 - 00 E

20 July 1945 - Zone Minus 10 00

At 0605 in accordance with Com MARIANAS Secret Despatch 190741 of July 1945, WOODFORD changed destination to SAIPAN, to await orders to GUAM for discharge of cargo. At 0638 changed course to 127° T. At 1706 convoy made an emergency turn of 45° to starboard, to course 172° T., on possible sound contact. Escort APD 91 dropped two depth charges. At 1721 changed to course 127° T. At 1900 changed course to 126° T., changed speed to 8 knots.

<u>0800</u>	<u>1200</u>	<u>2000</u>
17 - 05 - 00 N	16 - 52 - 00 N	16 - 17 - 00 N
142 - 25 - 00 E	142 - 55 - 00 E	143 - 40 - 00 E

21 July 1945 - Zone Minus 10 00

At 0620 changed course to 119° T. At 0810, on orders of Convoy Commodore, Convoy OK-S 14 divided into GUAM and SAIPAN sections. Convoy Commodore took departure in GUAM Section. Commanding Officer, WOODFORD assumed duties as Convoy Commodore, SAIPAN Section. In company with U.S. Navy and Merchant Vessels, WOODFORD Guide in position #21. Formed Convoy in three columns. Escort Commander in U.S.S. RALPH TALBOT (DD390). At 0837 changed course to 108° T and at 0845 changed speed to 9 knots. At 0918 sighted SAIPAN, bearing 100° T, distant 35 miles. At 1107 formed two columns, ships in column three forming in columns one and two. At 1131 changed course to 090° T. At 1215 reported arrival of Convoy OK-S 14 SAIPAN Section to Port Director, SAIPAN. At 1258 ordered column one to fall astern of column two, to form a single column for entry into port. At 1310 changed course to 044° T. Dissolved Convoy and ordered ships to proceed independently. At 1315 on various courses and speeds, conforming to channel, and passed between anti-submarine nets at 1340. Then on various courses and speeds to anchorage. At 1414 anchored in Berth L-36, SAIPAN anchorage.

<u>0800</u>	<u>1200</u>	<u>2000</u>
15 - 21 - 00 N	Off SAIPAN	Anchored in
145 - 00 - 00 E		SAIPAN Anchorage

Serial 048

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

31 July 1945

Subject: War Diary (cont'd)

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22 July 1945 - 27 July 1945 (incl) - Zone Minus 10 00

Anchored in Saipan Anchorage.

28 July 1945 - Zone Minus 10 00

At 1933 took departure Saipan enroute Guam, in accordance with Confidential Sailing Orders of Port Director, Saipan, dated 28 July 1945. Steaming independently; no escort provided. Set course 244° T., speed 12 knots. At 2005 on various courses and speeds because of other shipping. At 2133 came to base course 235° T., speed 12 knots; zig-zagging in accordance with Plan #19, USF 10 B. At 2140 changed course to 220° T.

2000  
Off SAIPAN Anchorage.

29 July 1945 - Zone Minus 10 00

At 0130 passed ROTA ISLAND, abeam to port, distance 26 miles. At 0350 changed course to 186° T., and at 0600 changed course to 190° T. At 0737 ceased zig-zagging, set course 156° T., and changed speed to 4 knots. At 0738 reversed course to 336° T., remaining 5 miles off GUAM, awaiting orders to enter. At 0810 changed to course 156° T., and at 0828 changed to course 180° T. 0954 reversed course to 000° T. At 1158 on various courses and speeds to anchorage in AGANA BAY, GUAM. At 1512 anchored in Agana Bay.

0800  
Off OROTE  
Peninsula

1200  
Enroute AGANA  
BAY

2000  
Anchored in  
AGANA BAY

30 July 1945 - Zone Minus 10 00

Anchored in AGANA BAY. At 2214 went to General Quarters on Flash Red, and secured at 2232 on Flash White.

31 July 1945 - Zone Minus 10 00

Anchored in AGANA BAY. At 0758 commenced discharging cargo.

*Winston Folk*  
WINSTON FOLK

cc: CinCPac

NO 517  
REG. SHEET NO 99

FILE: AKA-86/ A9/WF:jrr U. S. S. WOODFORD (AKA-86)

SERIAL: 054

C/O FLEET POST OFFICE

**CONFIDENTIAL**

San Francisco, Cal.

3 September 1945.

From: Commanding Officer  
To : Commander-in-Chief, United States Fleet.  
Subject: War Diary - 1 August to 31 August 1945 (incl) -  
submission of.

1 August to 13 August, 1945 (Incl.) - Zone Minus 10 00

Anchored in Agana Bay, Guam. Unloading cargo of ammunition into Dukws. Completed unloading cargo at 1410, 13 August, 1945.

14 August, 1945 - Zone Minus 10 00

At 0756 underway from Guam enroute Saipan, in accordance with Confidential sailing orders of Port Director, Guam, File No. P.D.G. 2019, dated 12 August 1945. Proceeding independently, no escort provided. At 0807 came to base course 350° T., speed 17 knots. At 0814 commenced zig-zagging in accordance with Plan #1 of USF-10(B). Changed course to 012° T., and at 1140 changed course to 040°. Held firing practice at various times during the afternoon. Total ammunition expended: 58 round 5"/38 cal. AAC., 902 rounds 40 mm. HEIT-SD, and 1,510 rounds 20 mm. HET and HEI. At 1457 changed course to 047° T. Passed through the anti-submarine nets, entering channel to Saipan Anchorage at 1629, and anchored in Berth L-53, Saipan Anchorage, Saipan at 1656.

0800 Agana Bay, Guam      1200 Off Rota Is.      2000 Saipan Anchorage, Saipan.

15 August to 16 August, 1945 (Incl.) - Zone Minus 10 00

Anchored in Saipan Anchorage, Saipan.

17 August, 1945 - Zone-10 00

At 0726 took departure Saipan, enroute Leyte, in accordance with Confidential sailing orders of Port Director, Saipan, dated 16 August 1945. On base course 245° T., speed 12 knots. At 0822 came to base course 250° T. Firing practice was held during the morning at various times, and the following ammunition was expended: 254 rounds, 40 mm. HEIT., 424 rounds 20 mm. HEI., and 212 rounds 20 mm. HET. At 1000 changed course to 225° T., and commenced zig-zagging in accordance with plan No. 1 USF-10(B). Firing practice was also held during the afternoon and the following ammunition was expended: 13 rounds 5"/38 cal. AAC., 78 rounds 40 mm. HETT., and 760 rounds 20 mm. HEI and HET. At 2200 changed to course 242° T., speed 16.5 knots.

145609

Serial 054

3 September 1945

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

Subject: War Diary (Cont'd)

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	<u>0800</u>	<u>1200</u>	<u>2000</u>
Off Saipan	14 - <u>42</u> - 00 N.	13 - <u>37</u> - 00 N.	
	144 - 58 - 00 E.	143 - 39 - 00 E.	

18 August, 1945 - Zone Minus 10 00

At 1124, changed speed to 17.2 knots, on course 242° T. At 1513 commenced test firing 5"/38 cal. gun, and secured at 1540, having expended 24 rounds Mark 40, Mod. 1. At 2020 came to course 269° T. At 2300 changed to zone Minus 0940 time. Zig-zagging was continued this day also and until arrival at Leyte, in accordance with various zig-zag plans of USF-10(B).

	<u>0800</u>	<u>1200</u>	<u>2000</u>
12 - <u>30</u> - 20 N.	11 - <u>40</u> - 00 N.	10 - <u>57</u> - 00 N.	
140 - 57 - 40 E.	140 - 06 - 00 E.	138 - 01 - 00 E.	

19 August, 1945 - Zone Minus 09 40

Minus

At 0300 changed to Zone/09 20, and at 0500 changed to Zone Minus 09 00. At 0800 changed course to 267° T., and at 1232 came to course 270° T. At 2025 changed course to 267° T.

	<u>0800</u>	<u>1200</u>	<u>2000</u>
11 - <u>01</u> - 00 N.	10 - <u>52</u> - 20 N.	10 - <u>55</u> - 00 N.	
134 - 25 - 00 E.	133 - 21 - 20 E.	131 - 14 - 20 E.	

20 August, 1945 - Zone Minus 09 00

At 1200 sighted Dinagat Island bearing 252° T. At 1516 passed Homonhon Island abeam to port, distant one mile; on recommended course to channel. At 1531 changed course to 302° T., and at 1726 changed course to 310° T., entering channel to San Pedro Bay, Leyte. At 1824 anchored in Berth 68, San Pedro Bay, Leyte.

	<u>0800</u>	<u>1200</u>	<u>2000</u>
10 - <u>45</u> - 00 N.	10 - <u>41</u> - 51 N.	In San Pedro Bay.	
127 - 51 - 00 E.	126 - 38 - 20 E.		

21 August, 1945 - Zone Minus 09 00

Anchored in Berth 68, San Pedro Bay.

22 August, 1945 - Zone Minus 09 00

At 0800 underway from Berth 68, San Pedro Bay, to U.S.S. Abarenda (IX 131) in Berth 91, to take on fuel. Alongside Abarenda at 0915, and underway, having completed fueling, at 1314, for new berth. Anchored in Berth 25, San Pedro Bay at 1445.

Serial 054

3 September 1945

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

Subject: War Diary (cont'd)

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23 August, 1945 - Zone Minus 09 00

At 1540 took departure Leyte, enroute Cebu, in accordance with Secret sailing orders of Port Director, Leyte, Serial 1025, dated 23 August 1945. In company with a unit of TransDiv 53, composed of U.S.S. ROCKBRIDGE (APA 228), U.S.S. NAVARRO (APA 215), U.S.S. NIAGARA (APA 87) and U.S.S. WOODFORD (AKA 86). Captain W. N. Thornton, U.S.N. ComTransDiv 53, in ROCKBRIDGE. Steaming in single column, ROCKBRIDGE guide, NAVARRO, WOODFORD, and NIAGARA. No escort provided. On base course 149° T., speed 15 knots. At 1631 changed course to 180° T., and increased speed to 16.2 knots. At 2039 changed course to 235° T., and at 2110 changed to course 254° T.

2000  
Off Southeast tip of Leyte.

24 August, 1945 - Zone Minus 09 00

At 0316 changed course to 307° T., and at 0405 changed course to 020° T. Changed course to 035° T., at 0641. At 0705 detached from formation and changed course to anchorage. Anchored in Cebu Harbor, Cebu, at 0747.

25 August, 1945 - Zone Minus 09 00

At 0558, underway from anchorage to go alongside Pier 1, Cebu City, Cebu, and moored port side to north side Pier 1, at 0653. At 1135 commenced loading combat cargo of Americal Division.

26 August, 1945 - Zone Minus 09 00

Alongside Pier 1, Cebu City, Cebu, loading cargo.

27 August, 1945 - Zone Minus 09 00

Alongside Pier 1, Cebu City, Cebu, loading cargo. At 1325 completed combat loading, having received 2,209 tons aboard. At 1420 underway from Pier to anchorage, and anchored in Berth C-11, Cebu Harbor at 1513. At 1630, in accordance with ComTransRon 13, Secret letter, Serial 0018 of 27 August, 1945; 8 LCM's and 2 LCVP's left the ship, enroute Boat Pool, Leyte, to make room for 8 Army LCM's. One officer and 31 enlisted men manned the boats, and were to return to WOODFORD upon completion of mission.

Serial 054

3 September 1945

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

Subject: War Diary (cont'd)  
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28 August, to 29 August, 1945 (Incl.) - Zone Minus 0900

Anchored in Cebu Harbor, Cebu.

30 August, 1945 - Zone Minus 09 00

Anchored in Cebu Harbor, Cebu. At 1420 embarked a total of 8 officers and 138 men of the Americal Division, for transportation.

31 August, 1945 - Zone Minus 09 00

Anchored in Cebu Harbor, Cebu.

*Winston Folk*  
Winston FOLK

cc CinCPac

CONFIDENTIAL

From: Commanding Officer.  
To : Commander-in-Chief, United States Fleet.  
Subject: War Diary - 1 September to 5 October 1945 (incl) -  
Submission of.

In - 0900 Zone During Entire Period1 September

Anchored in CEBU HARBOR, CEBU I. Combat loaded for Americal Division, with officers and men of AMERICAL Division embarked for transportation. 0945 Took departure CEBU I. enroute SAGAMI WAN, HONSHU, in accordance with Landing Attack Order A7-45 of ComTransGrp BAKER (CTG 33.3) dated 30 August 1945. In company with T.G. 33.3, composed of TransDiv 53 Temp, (T.U. 33.3.1); TransDiv 51, Temp, (T.U. 33.3.2); TransDiv 35, Temp, (T.U. 33.3.3), and 2 merchant ships. T.G. 33.3 formed in cruising disposition Charlie ONE, in 3 columns; interval 1000 yards, distance 600 yards. WOODFORD's position #16, sixth ship in column 1, attached to TransDiv 53 Temp; CTD 53 Captain W. N. THORNTON in USS ROCKBRIDGE (APA 228). C.T.G. 33.3, Commodore M. O. CARLSON, USN., in USS HARRIS (APA 2), is O.T.C. HARRIS is guide. Escorted by T.U. 33.3.5; C.T.U. 33.3.5 in USS J. F. CAMPBELL (APD 49). On course 217, speed 8 knots. At 1015 changed course to 206°T, and increased speed to 14 knots. At 1128 changed course to 195°T. During the afternoon exercised at emergency drills and tactical maneuvers. At 1247 changed course to 115°T. Making passage through BOHOL Strait. At 1451 changed course to 068°T. At 1725 changed speed to 12 knots. At 2129 changed course to 028°T, making passage through SURIGAO Strait. At 2218 changed course to 000°T.

2 September

At 0145 changed speed to 10 knots, and at 0157 changed course to 325°T, to TOLOSA Anchorage, LEYTE. At 0218 changed speed to 12 knots. At 0410 steaming on various courses and speeds approaching anchorage, and anchored in TOLOSA Anchorage at 0439. At 0728 underway, resuming passage to SAGAMI WAN, and at 0740 assumed station in formation Charlie ONE; came to base course 118°T speed 12 knots. At 1303 changed course to 028°T, having cleared SURIGAO Strait. At 1427 made rendezvous with the following ships which joined the convoy: USS POLANA (AKA 35), USS TRYON (APH 1) and USS GANDY (DE 764). T.G. 33.3 formed in cruising disposition Charlie TWO, in 4 columns, interval 1000 yards, distance 600 yards. WOODFORD in position #16, and HARRIS retains guide. T.G. 33.3 now composed of T.D. 53, Temp; T.D. 51 Temp; T.D. 37 Tactical; and T.D. 35 Temp. At 1431 stopped and lowered 2 LCVP's into water to pick up personnel and mail from other ships in Group; hoisted boats aboard at 1535; resumed steaming on course 028°T, speed 10 knots. At 1611 increased speed to 14 knots. At 1630 commenced zig-zagging in accordance with plan #12 of Zig-Zag Diagrams, 1940. This zig-zag plan was also used during subsequent periods of zig-zagging, which were put into effect during daylight hours.

Serial: 057

CONFIDENTIAL

Subject: War Diary (cont'd)

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2000

11-45-00 N  
126-47-00 E

3 September

During the morning various emergency drills were held, including fire, abandon ship and general quarters drills. In the afternoon and also at night tactical maneuvers were held. Base course 028<sup>OT</sup>, speed 14 knots were maintained throughout the day.

0800

14-26-00 N  
128-12-30 E

1200

15-10-00 N  
128-48-00 E

2000

16-37-00 N  
129-41-00 E

4 September

Steaming on base course 028<sup>OT</sup>, speed 14 knots. During the morning exercised at emergency drills, and tactical maneuvers. At 1355 streamed port and starboard paravanes, and recovered paravanes at 1545.

0800

19-01-00 N  
131-01-00 E

1200

19-56-00 N  
131-24-00 E

2000

21-21-00 N  
132-09-00 E

5 September

At 0900 changed course to 021<sup>OT</sup>, and changed speed to 11 knots at 0910. Exercised at general quarters and tactical maneuvers in the evening. At 1945 changed course to 026<sup>OT</sup>. At 2005 changed speed to 10 knots.

0800

23-55-30 N  
133-39-00 E

1200

24-40-00 N  
133-58-00 E

2000

25-54-30 N  
134-25-00 E

6 September

At 0601 changed speed to 12 knots. At 0630 made rendezvous with T.G. 32.1, consisting of USS SALAMAU (CVE 96) and 3 DEs. T.G. 32.1 joined convoy as additional escort, maintaining anti-submarine and anti-mine search. Exercised at tactical maneuvers in the morning. At 2000 changed course to 028<sup>OT</sup>.



Serial: 057

CONFIDENTIAL

Subject: War Diary (cont'd)

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0800

27-34-00 N  
135-31-20 E

1200

28-18-00 N  
135-49-00 E

2000

29-41-00 N  
136-29-30 E

7 September

At 0800 changed speed to 14 knots. Held tactical maneuvers during the morning. At 1701 changed speed to 11 knots, and at 1828 changed speed to 10 knots. At 1845 changed destination to TOKYO BAY, in accordance with CTG 33.3 speedletter 0015 of 6 September, 1945 (CTG 33.3 Order #845). At 1951 changed course to 037°T. At 2005 changed course to 017°T. At 2215 changed course to 352°T, coming to base course 317°T in five degree changes. At 2304 changed speed to 8 knots.

0800

31-42-00 N  
137-50-30 E

1200

32-28-00 N  
138-14-00 E

2000

33-38-00 N  
139-45-00 E

8 September

At 0245 steadied on base course 317°T. At 0330 changed speed to 12 knots. At 0339 formed cruising disposition Charlie FOUR in 2 columns. At 0445 changed speed to 6 knots. At 0532 changed course to 000°T. Formed cruising disposition Charlie FIVE, in single column, for passage through mine swept channel. At 0735 entered mine swept channel through URAGA SUIDO, to TOKYO BAY. Steaming on various courses and at various speeds conforming to channel. 0909 Entered TOKYO BAY, proceeding to YOKOHAMA Anchorage. At 1055 M. YAHARA, Japanese pilot came aboard; proceeding to Pier A, YOKOHAMA, at 1058. At 1231 moored starboard side to Pier "A", YOKOHAMA, HONSHU. At 1319 commenced unloading AMERICAL Division's cargo.

9 September

Moored starboard side to Pier "A", YOKOHAMA. At 2100 completed unloading.

10 September

Moored starboard side to Pier "A", YOKOHAMA. At 0655 disembarked all personnel of AMERICAL Division. At 0713 underway to Anchorage, and anchored in Berth B-30, YOKOHAMA Anchorage. At 1446 underway enroute LEYTE, I., in accordance with Sortie Plan A9-45 of CTG 33.3, dated 10 September 1945. On various courses and speeds conforming to mine swept channel leaving TOKYO BAY. In single column, in company with other units of TG 33.3; distance 1000 yards. At 2022 came to base course 210°T, speed 14 knots, on station. TG 33.3 formed in cruising disposition Charlie SIX, in 3 columns: TransDiv 53(Temp) in left column, TransDiv 37(Tactical) in center column, and TransDiv 35(Temp) in right

Serial: 057

CONFIDENTIAL

Subject: War Diary (cont'd)

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column. WOODFORD second ship in center column, attached to T.D. 53 (Temp), CTD 53 (Temp) Captain W. N. THORNTON, USN, in USS ROCKBRIDGE (APA 228), Commodore M. O. CARLSON, USN, CTG 33.3 and OTC in USS HARRIS (APA 2). HARRIS is guide. Interval 1000 yards, distance 600 yards. Escorted by USS J. E. CAMPBELL, (APD 49). At 2130 changed course to 205°T. At 2140 changed course to 235°T, and at 2200 changed course to 205°T.

2000

34-58-00 N  
139-23-00 E

11 September

At 0257 changed course to 231°T, speed 14 knots. At 0930 increased speed to 14.5 knots. At 1000 T.G. 33.3 changed destination to OKINAWA, in accordance with confidential despatch of CTF 32, dated 101302 September, 1945. At 1700 changed course to 251°T; and at 2032 changed course to 235°T.

0800

32-47-00 N  
137-31-00 E

1200

32-11-00 N  
136-43-00 E

2000

31-07-30 N  
134-59-00 E

12 September

At 0830 changed course to 230°T, speed 14.5 knots. At 2000 changed speed to 13 knots, and at 2130 changed course to 212°T. At 2140 increased speed to 14.5 knots. At 2219 changed destination to LEYTE I., in accordance with confidential orders of CTF 32 dated 120532 September 1945.

0800

29-30-00 N  
132-11-00 E

1200

28-58-00 N  
131-26-00 E

2000

27-42-00 N  
129-55-00 E

13 September

During the afternoon exercised in tactical maneuvers. At 1412 changed course to 186°T, speed 14.5 knots. During the evening exercised again in tactical maneuvers.

0800

25-22-00 N  
128-11-00 E

1200

24-33-00 N  
127-40-00 E

2000

22-47-00 N  
127-11-30 E

Serial: 057

CONFIDENTIAL

Subject: War Diary (cont'd)

14 September

At 1800 changed speed to 12 knots. At 2103 changed course to 182°T.

<u>0800</u>	<u>1200</u>	<u>2000</u>
19-31-30 N 126-52-30 E	18-40-00 N 126-44-00 E	16-41-30 N 126-25-30 E

15 September

At 1407 changed course to 186°T, speed 12 knots. At 2055 changed course to 196°T, and at 2105 changed speed to 10 knots.

<u>0800</u>	<u>1200</u>	<u>2000</u>
14-17-00 N 126-46-00 E	13-24-00 N 126-30-00 E	11-47-00 N 126-23-00 E

16 September

At 0256 changed course to 276, entering approved approach track to SAN PEDRO BAY, LEYTE. At 0615 T.G. 33.3 formed in two columns, and at 0644 formed in a single column for entry to SAN PEDRO BAY. At 0952 went alongside SS O.B. SORENSON to take on fuel. Underway at 1339, and anchored in Berth 219, SAN PEDRO BAY at 1404.

17 September

Anchored in SAN PEDRO BAY, LEYTE. Underway at 2112 enroute CEBU I., in accordance with orders of ComTransDiv 53, dated 171125, September 1945. On base course 113°T, speed 16.8 knots. At 2240 changed course to 180°T.

18 September

At 0112 changed course to 237°T, and at 0200 changed course to 254°T; making passage through BOHOL STRAIT. At 0717 changed course to 310°T. At 0805 changed course to 020°T. At 0949 came to course 030°T. At 1103 anchored in CEBU ANCHORAGE, CEBU. Underway at 1604, and at 1653 moored to Pier #1, CEBU CITY, CEBU. At 2000 commenced combat loading for 77th Division.

19-21 September, inclusive.

Moored to Pier #1, CEBU CITY, CEBU, combat loading for 77th Division.

22 September

At 0500 completed loading, having received 2112 tons of cargo aboard. Underway at 1232, and anchored in CEBU Anchorage at 1523.

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CONFIDENTIAL

Subject: War Diary (cont'd)

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23 September

Anchored in CEBU Anchorage.

24 September

Anchored in CEBU Anchorage. At 0610 embarked 15 officers and 183 men of the 77th Division and 543rd Engineers for transportation.

25 September

Anchored in CEBU Anchorage. At 1347 underway, in company with units of TransRon 13 (T.G. 34.8) to ABUYOG, LEYTE, to rendezvous with other units of TransRon 13 in accordance with CTR 13 (CTG 34.8) Cruising Plans and Instructions A13-45 dated 21 September 1945. At 1403 formed in cruising disposition Charlie ONE, in 3 columns: TransDiv 53 (Temp) in left column; TransDiv 37 (Temp) in center column; and TransDiv 35 (Temp) in right column; interval 1000 yards, distance 600 yards. WOODFORD fifth ship in left column, attached to TD 53 (Temp); CTD 53, Captain W. N. THORNTON, USN, in USS ROCKBRIDGE (APA 228); CTR 13 (CTG 33.3) Commodore M. O. CARLSON, USN, OTC, in USS HARRIS (APA 2). HARRIS is guide. Escorted by T.U. 34.8.5 on course 216°T, speed 8 knots. At 1522 changed course to 206°T, and increased speed to 12 knots. At 1550 increased speed to 13.5 knots. At 1748 changed course to 156°T, and at 1810 came to course 121°T, making passage through BOHOL Strait. At 1900 increased speed to 14 knots. At 2000 changed course to 090°T, and at 2137 changed course to 056°T.

26 September

At 0317 changed course to 000°T, making passage through SURIGAO Strait. At 0423 came to course 340°T. At 0557 on various courses, at various speeds to ABUYOG Anchorage, and anchored in formation, at 0812. At 1700 underway in company with TR 13 enroute OTARU, HOKKAIDO in accordance with CTR 13 (CTG 34.8) Cruising Plans and Instructions A13-45, dated 21 September 1945. At 1740 formed cruising disposition Charlie ONE; on course 105°T, speed 12 knots. At 1818 increased speed to 13.5 knots. At 2114 changed course to 065°T, passing through SURIGAO Strait, and at 2308 came to base course 037°T.

27 September

At 1146 changed speed to 4 knots. Made rendezvous with U.S.S. OCONTO (APA 187), USS FOURNER, USS SUFFOLK (AKA 69), USS OSAGE (LSV 3), USS BETELGEUSE (AKA 11) and USS MAYO (DD 422); these ships joined Task Group, MAYO screening ahead. At 1207 increased speed to 12 knots. At 1226 changed course to 090°T, in an effort to avoid a typhoon. At 1235 changed speed to 14 knots. During the afternoon exercised at emergency drills, and exercised at tactical maneuvers during the early evening. During the night the weather grew worse, and the seas became more violent. On several occasions rolls of 37° were experienced, but no damage was caused, inasmuch as the cargo was well secured, and the ship

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CONFIDENTIAL

Subject: War Diary (cont'd)

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battered down for rough weather.

<u>0800</u>	<u>1200</u>	<u>2000</u>
13-01-00 N 132-30-00 E	13-37-00 N 133-12-00 E	14-51-00 N 133-37-00 E

28 September

At 0600 changed course to 045°T. At 1213 changed course to 000°T, and reduced speed to 12 knots. At 1447 changed distance to 700 yards. This was done because the turbulent seas made station keeping at 600 yards hazardous. At 1710 changed course to 045°T, and at 2003 changed speed to 14 knots. The seas continued rough throughout the day and night, but no damage was caused thereby.

<u>0800</u>	<u>1200</u>	<u>2000</u>
13-01-00 N 132-30-00 E	13-37-00 N 133-12-00 E	14-51-00 N 133-37-00 E

29 September

At 0914 changed speed to 12 knots, and at 0930 changed to base course 017°T, resuming course to OTARU. The seas had abated during the morning, and although occasional rolls of 35° were experienced, a resumption of base course was feasible.

<u>0800</u>	<u>1200</u>	<u>2000</u>
16-50-00 N 135-45-00 E	17-30-00 N 136-20-00 E	19-15-00 N 136-55-00 E

30 September

At 0755 formation closed to 600 yards. Steaming on base course 017°T, speed 14 knots.

<u>0800</u>	<u>1200</u>	<u>2000</u>
22-08-00 N 137-49-00 E	23-07-00 N 138-07-00 E	25-01-00 N 138-43-00 E

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Subject: War Diary (cont'd)

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1 October

At 0807 changed course to 035°T. At 0945 reduced speed to 8 knots, to stream paravanes. Increased speed to 14 knots at 1030, then reduced speed to 8 knots at 1055, to recover paravanes. Steaming at 14 knots again at 1146. At 1447 changed course to 011°T. At 1742 sighted SOTU GAN, bearing 330°T, distant 23 miles.

<u>0800</u>	<u>1200</u>	<u>2000</u>
27-45-00 N 139-31-00 E	28-18-00 N 139-55-00 E	29-57-00 N 140-45-00 E

2 October

Steaming on course 011°T, speed 14 knots. At 0805 USS GRUNDY (APA 111) and USS OSAGE (LSV 3), escorted by USS BANCROFT (DD 598) left Task Group, proceeding to TOKYO BAY.

<u>0800</u>	<u>1200</u>	<u>2000</u>
32-50-00 N 141-14-00 E	33-47-00 N 141-27-00 E	35-43-00 N 142-08-00 E

3 October

At 0355 changed course to 342°T. At 0857 changed speed to 12 knots. At 1247 we began circling to the left, slowly, in 45° changes in course. At 1544 we completed this maneuver and resumed base course 342°T. This circling was ordered by Commodore Carlson as he awaited further word on storm warnings relating to a severe storm that was predicted would cross our track. It was thought that perhaps the Task Group would be ordered to change course to a southerly direction to avoid the storm, but after having completed the circle, we continued our passage to Otaru.

At 2215 our Task Group was joined by T.U. 34.7.2, consisting of 6 DD's, who took anti-mine screen ahead for passage through TSUGARU STRAIT.

<u>0800</u>	<u>1200</u>	<u>2000</u>
38-30-00 N 142-50-00 E	39-20-00 N 143-02-00 E	40-17-00 N 142-43-00 E

4 October

At 0122 formed single column, interval 1000 yards, distance 600 yards, for passage through TSUGARU STRAIT. CTD 53 assumed command of TD 53. At 0450 entered TSUGARU STRAIT, and commenced steaming on various, conforming to mine-swept channel, at various speeds. At 1622 passed through mine-swept channel, came to course 000°T, and T.U. 34.7.2 left Task Group. At 1705 changed course

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CONFIDENTIAL

Subject: War Diary (cont'd)

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to 024<sup>OT</sup>. At 2115 sighted KAMOI MISAKI Light bearing 068<sup>OT</sup>, distance 20 miles.

0800

41-38-30 N  
140-46-30 E

1200

41-30-30 N  
139-51-45 E

2000

43-07-00 N  
139-53-00 E

5 October

At 0046 changed course to 090<sup>OT</sup>, speed 14 knots. At 0230 changed course to 124<sup>OT</sup>, on prescribed approach track to OTARU Harbor. At 0425 changed course to 180<sup>OT</sup>, and at 0505 changed course to 238<sup>OT</sup>. At 0513 formed disposition for anchoring, and commenced steaming on various courses and speeds to Anchorage. Anchored in Berth 45, OTARU HARBOR, at 0619. Underway at 0824, and at 0922 moored starboard side to Pier C-1, OTARU, HOKKAIDO. At 0940 commenced unloading.

*Winston Folk*  
Winston FOLK.

cc: CinCPac

FILE: AKA-86/ A9/WF:phg U. S. S. WOODFORD (AKA-86)

SERIAL: 058

C/O FLEET POST OFFICE  
San Francisco, Calif.

CONFIDENTIAL

From: Commanding Officer.  
To : Commander-in-Chief, United States Fleet.  
Subject: War Diary - 6 October to 4 November 1945 (incl) - Submission of.

(All Times are Zone -0900)

6 October

Moored to Pier C-1, OTARU, HOKKAIDO unloading cargo of 77th Division. Disembarked all Army personnel during the day.

7 October

Moored to Pier C-1, OTARU, HOKKAIDO, unloading cargo of 77th Division. At 0457 completed unloading cargo. At 1257 moved out to berth #45, OTARU HARBOR. At 2215 underway enroute SAMAR I. in accordance with Movement Plan All-45 of ComTransRon 13, dated 7 October 1945. In company with other units of Transport Unit 34.8.9; CTU, Commodore M. O. CARLSON, USN, in U.S.S. HARRIS (APA 2) is OTC. At 2315 set course 000°T, and at 2342 changed course to 304°T, speed 12 knots.

8 October

At 0021 assumed station in formation Charlie ONE, T.U. 34.8.9 formed in three columns: TransDiv 53(Temp), (T.U. 34.8.94) in left column; TransDiv 37 (Temp), (T.U. 34.8.93), in center column; and TransDiv X-Ray (Temp), (T.U. 34.8.95) in right column. Interval 1000 yards, distance 600 yards. WOODFORD is fifth ship in left column, attached to TD 53. CTD 53 Captain W. N. THORNTON, USN, in U.S.S. ROCKBRIDGE (APA 228). HARRIS is guide. At 0100 changed course to 270°T; at 0232 changed course to 234°T; at 0300 changed course to 205°T. At 0647 changed course to 180°T and at 0943 changed course to 141°T. At 1300 formed in single column, for passage through mine swept channel through TSUGARU Strait. Steaming on various courses, at various speeds conforming to channel. At 1524 stopped and lowered 8 Army LCMs into water; these LCMs took off for AOMORI, HONSHU. Underway again at 1607. At 2155 reformed in cruising disposition Charlie ONE, having completed passage through TSUGARU Strait. Came to course 171°T, speed 14 knots.

0800

42-20-00 N  
139-23-00 E

1200

41-36-30 N  
139-43-00 E

2000

41-49-00 N  
141-36-30 E



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CONFIDENTIAL

Subject: War Diary (cont'd).

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9 October

At 0705 changed course to 192°T. At 1226 changed destination to TOKYO BAY, in accordance with despatch orders of CTF 32, date 090224 October 1945. At 2205 changed course to 205°T.

0800

39-18-00 N  
142-21-00 E

1200

38-34-00 N  
142-11-00 E

2000

36-44-00 N  
141-41-00 E

10 October

At 0118 commenced steaming on various courses and at various speeds approaching mine swept channel. At 0755 formed in single column for passage through mine swept channel to TOKYO BAY, and at 1351 anchored in "D" Anchorage, TOKYO BAY.

0800

34-49-00 N  
139-32-00 E

11 October

Anchored in "D" Anchorage, TOKYO BAY.

12 October

Underway at 0528 in accordance with orders of CTU 34.8.9, dated 111057 October 1945, resuming passage to SAMAR I. in accordance with Movement Plan A14-45 of ComTransRon 13, dated 7 October 1945. In company with other units of Transport Unit 34.8.9, as modified by CTU's 111057, October. Steaming in single column on various courses and at various speeds, conforming to mine swept channel. At 1018 formed cruising disposition Charlie ONE; set course 210°T speed 14 knots. At 1255 changed course to 215°T and at 1400 changed course to 220°T. At 1702 changed course to 211°T, and at 2331 changed course to 200°T.

1200

31-44-20 N  
139-15-30 E

2000

23-27-00 N  
136-16-00 E

13 October

At 1302 changed course to 205°T. At 2034 changed course to 180°T.

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Subject: War Diary (cont'd)

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<u>0800</u>	<u>1200</u>	<u>2000</u>
30-55-00 N 137-11-00 E	29-58-00 N 137-00-00 E	28-12-00 N 136-08-00 E

14 October

At 1804 changed course to 217°T, and at 2016 increased speed to 14.5 knots.

<u>0800</u>	<u>1200</u>	<u>2000</u>
25-23-00 N 136-01-00 E	24-23-00 N 135-58-00 E	22-26-00 N 135-31-00 E

15 October

Steaming on course 217°T, speed 14.5 knots.

<u>0800</u>	<u>1200</u>	<u>2000</u>
20-06-00 N 133-33-00 E	19-09-00 N 133-10-00 E	17-42-00 N 131-59-00 E

16 October

At 0906 changed course to 221°T.

<u>0800</u>	<u>1200</u>	<u>2000</u>
15-18-00 N 130-13-00 E	14-28-00 N 129-34-00 E	12-57-00 N 128-13-00 E

17 October

At 0819 commenced steaming on various courses at various speeds on approved approach to SAN PEDRO BAY. At 1120 formed cruising disposition Charlie TWO, in 2 columns, and at 1248 formed in single column for passage through channel. At 1334 commenced steaming independently, conforming to channel, proceeding to tanker. Moored starboard side to port side of USS TRINITY (AO 13) in berth 69, SAN PEDRO BAY, LEYTE, to take on fuel.

<u>0800</u>
10-43-00 N 126-10-00 E

Serial: 058

CONFIDENTIAL

Subject: War Diary (cont'd).

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18 October

Moored alongside USS TRINITY (AO 13) in Berth 69, SAN PEDRO BAY, LEYTE. Underway at 0633, and anchored in Berth 251, SAN PEDRO BAY at 0715.

19 October

Anchored in Berth 251, SAN PEDRO BAY. Underway enroute GUIUAN, SAMAR I. at 0627, in accordance with orders of CTD 53, dated 190840, October 1945; on various courses and at various speeds conforming to channel. At 0730 passed through point "X" and formed unit in single column, in following order: WOODFORD, guide, USS ROLETTE (AKA 99), USS BEPELGEUSE (AKA 11) and USS POLANA (AKA 35). O.T.C., Captain Winston FOLK in WOODFORD. On course 110°T, speed 11 knots. At 0801 set base course 108°T, leaving channel. At 0934 changed course to 105°T, and at 1007 changed course to 046°T. At 1031 OTC ordered all ships to proceed independently. At 1043 took Pilot aboard, and commenced steaming on various courses and at various speeds, conforming to channel, to CALICOAN I. docks. At 1238 moored starboard side to dock #3, CALICOAN I., GUIUAN AREA, SAMAR. At 1607 commenced loading cargo of 30th and 32nd Construction Battalions.

20 October - 24 October, inclusive

Moored to Dock #3, CALICOAN I., GUIUAN AREA, SAMAR, loading cargo.

25 October

Moored to Dock #3, CALICOAN I., GUIUAN AREA, SAMAR. At 1830 embarked 4 officers and 30 men of the 30th and 32nd Construction Battalions. At 2345 completed loading cargo, having received 4456 tons aboard.

26 October

Moored to Dock #3, CALICOAN I., GUIUAN AREA, SAMAR. Underway at 0827, on various courses and at various speeds, conforming to channel. Anchored in berth A-54, GUIUAN HARBOR at 1004.

27 October

Anchored in Berth A-54, GUIUAN HARBOR. Underway at 0717, enroute OKINAWA, for further routing to TAKU, CHINA, in accordance with ComTransRon 13 (Temp) OpOrd AL8-45, dated 23 October 1945. In company with other units of TransDiv 37 (Temp); on various courses and at various speeds forming cruising disposition Charlie TWO; formed up at 0856; in two columns, interval 1000 yards, distance 600 yards. WOODFORD second ship in left column. CTD 37 (Temp)(Acting), and OTC, Captain R.A. KNAPP, USN, in USS GOSHEN (APA 108); GOSHEN is guide. On course 145°T, speed 14 knots. At 0927 changed course to 100°T. At 1026 changed course to 055°T. At 1249, USS NAVARRO (APA 215) first ship in left column, dropped out of formation because of boiler trouble. WOODFORD remained on station assigned. At 2137 changed course to 007°T.

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CONFIDENTIAL

Subject: War Diary (cont'd).

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0800

10-55-00 N  
125-39-00 E

1200

10-45-00 N  
126-13-00 E

2000

12-35-00 N  
126-28-00 E

28 October

At 2015 the NAVARRO rejoined the division and resumed station.

0800

15-22-00 N  
126-41-00 E

1200

16-18-00 N  
126-59-00 E

2000

18-11-00 N  
127-06-30 E

29 October

At 0936 commenced firing drill, and secured at 1024, having expended the following ammunition: 2230 rounds 20 mm HEIT, 976 rounds 40 mm HEIT, and 21 rounds 5"/38 AAC. At 2006 changed speed to 13 knots. Changed course to 350°T, proceeding to HAGUSHI, OKINAWA, in accordance with despatch orders of Port Director, OKINAWA, dated 280758, October 1945.

0800

21-00-00 N  
127-26-00 E

1200

21-57-00 N  
127-30-15 E

2000

23-48-00 N  
127-58-00 E

30 October

At 0525 changed course to 000°T. At 0532 changed speed to 14 knots. At 0702 changed course to 004°T. At 0801 formed in single column; steaming on various courses and at various speeds to anchorage, and anchored in Berth H-305, HAGUSHI BAY, OKINAWA.

31 October

Anchored in Berth H-305, HAGUSHI BAY, OKINAWA. Underway at 1546 enroute TAKU, CHINA, in accordance with orders of CTG 78.14, dated 302256, October 1945. In company with other units of TransDiv 37 (Temp), formed in T.U. 78.14.9; CTU and OTC, Captain R.A. KNAPP, USN, in USS GOSHEN (APA 108). At 1630 formed cruising disposition Charlie TWO. At 1835 came to base course 273°T, speed 12 knots. At 2042 changed speed to 13.5 knots and at 2050 changed course to 275°T.

2000

26-44-00 N  
127-03-00 E

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CONFIDENTIAL

Subject: War Diary (cont'd).

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1 November

At 0003 changed course to 299°T and at 0041 changed course to 322°T. At 1630 Unit formed in single column for passage through mine swept area; GOSHEN guide, WOODFORD sixth ship in column; distance 600 yards. At 2109 changed course to 029°T. At 2129 changed course to 016°T.

0800

27-53-00 N  
124-51-00 E

1200

28-26-00 N  
124-44-00 E

2000

30-24-00 N  
125-27-00 E

2 November

At 0214 changed course to 341°T. Changed course to 336°T at 0843. At 1305 changed speed to 13 knots and changed course to 339°T.

0800

32-49-00 N  
125-31-30 E

1200

33-42-00 N  
125-06-00 E

2000

35-19-00 N  
124-21-00 E

3 November

At 0620 changed course to 304°T, and at 0630 reduced speed to 11 knots. At 0656 sighted SHANTUNG PENINSULA, CHINA, bearing 260°T distance 24 miles. At 1122 changed course to 297°T. At 1735 changed course to 278°T, and reduced speed to 10 knots at 1743.

0800

37-36-00 N  
123-06-00 E

1200

38-00-00 N  
122-23-00 E

2000

38-32-20 N  
120-48-15 E

4 November

At 0639 changed course to 270°T. At 0811 changed course to 289°T, and at 0820 increased speed to 14 knots. At 0905 commenced steaming on various courses and at various speeds to anchorage, and anchored at 1054, in TAKU Anchorage, POHAI BAY, CHINA.

0800

38-52-00 N  
118-16-00 E

*Winston Folk*

Winston FOLK.

cc: CinCPac.

FILE: AKA-86/A9/WF:phg

U. S. S. WOODFORD (AKA-86)

SERIAL: 059

C/O FLEET POST OFFICE  
San Francisco, Calif.

CONFIDENTIAL

From: Commanding Officer.  
To : Commander-in-Chief, United States Fleet.  
Subject: War Diary - 4 November to 30 November 1945 (incl) - Submission of.

4 November (Zone -0900).

At 1054 anchored in TAKU Anchorage, POHAI BAY, CHINA. At 1300 changed to Zone -0800.

5 November - 9 November, inclusive (Zone -0800).

Anchored in TAKU Anchorage.

10 November (Zone -0800).

Anchored in TAKU Anchorage. At 1917 commenced unloading cargo of 32nd C.B.s.

11 November - 16 November, inclusive (Zone -0800).

Anchored in TAKU Anchorage, unloading cargo.

17 November (Zone -0800)

Anchored in TAKU Anchorage. At 1630 completed unloading cargo, having discharged 3600 tons. Underway at 2302 enroute GUAM, in accordance with orders of CTG 78.19, dated 170815, November 1945. In company with USS ROCKBRIDGE (APA 2), USS CLINTON (APA 144) and screened by USS NEWMAN (APD 59). Formed in T.U. 78.13.16; CTU and OTC, Captain W. N. THORNTON, USN, in ROCKBRIDGE. Formed in single column in following order: ROCKBRIDGE, guide; WOODFORD; CLINTON; NEWMAN screening ahead. Set course 117°T, speed 14 knots, at 2323.

18 November (Zone -0800)

At 0021 changed course to 098°T. CLINTON dropped out of formation because of breakdown at 0052, and received permission from C.T.U. to return to TAKU, CHINA. At 0720 changed course to 090°T. At 0902 changed course to 124°T. At 1757 came to course 150°T, and at 1905 changed course to 159°T.

<u>0800</u>	<u>1200</u>	<u>2000</u>
38-34-00 N	38-10-00 N	36-56-00 N
120-43-00 E	121-47-00 E	123-36-00 E

Serial: 059

CONFIDENTIAL

Subject: War Diary - (cont'd)

19 November (Zone -0800)

At 1237 changed course to 161°T. Came to course 199°T at 1831.

<u>0800</u>	<u>1200</u>	<u>2000</u>
34-01-00 N 124-53-00 E	33-10-00 N 125-14-00 E	31-13-00 N 125-50-00 E

20 November (Zone -0800)

At 0900 changed course to 142°T. At 1521 T.U. 78.13.16 was dissolved by CTU; NEWMAN changed course, enroute HAGUSHI, OKINAWA; ROCKBRIDGE changed course, enroute MANILA, LUZON; WOODFORD continued on base course 142°T, steaming singly, enroute GUAM. At 1554 increased speed to 17 knots. At 1700 changed to zone -0900 time. Changed speed to 14 knots at 1810.

<u>0800</u>	<u>1200</u>	<u>2000</u>
28-22-00 N 124-41-00 E	27-35-00 N 125-05-00 E	26-16-00 N 126-21-00 E

21 November (Zone -0900)

At 0530 changed course to 129°T. Changed to course 125°T at 1200.

<u>0800</u>	<u>1200</u>	<u>2000</u>
24-03-00 N 128-23-00 E	23-25-00 N 129-13-00 E	22-16-00 N 130-59-00 E

22 November (Zone -0900)

At 1208 changed speed to 14.6 knots. At 1843 changed speed to 15 knots. At 2000 changed course to 124°T, and reduced speed to 14 knots.

<u>0800</u>	<u>1200</u>	<u>2000</u>
20-28-00 N 133-20-00 E	19-54-00 N 134-11-00 E	18-57-30 N 136-11-00 E

23 November (Zone -0900)

At 0812 changed speed to 15 knots. Changed course to 122°T at 0826. At 1700 changed to zone -1000 time.

<u>0800</u>	<u>1200</u>	<u>2000</u>
17-20-30 N 138-25-00 E	16-47-30 N 139-18-00 E	15-50-30 N 140-40-00 E

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CONFIDENTIAL

Subject: War Diary - (cont'd)

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24 November (Zone -1000)

At 0800 changed speed to 14 knots. At 1115 sight GUAM, dead ahead, distance 32 miles. At 1238 changed course to 110°T, and at 1255 changed course to 105°T. At 1256 increased speed to 17 knots. At 1430 entered channel to APRA Harbor, GUAM, and moored, fore and aft, to mooring buoys, Berth 17, APRA Harbor, GUAM, at 1502.

0800

14-10-00 N  
143-30-00 E

1200

14-39-00 N  
144-14-00 E

2000

In APRA Harbor.

25 November - 30 November, inclusive (Zone -1000).

In APRA Harbor, GUAM.

*Winston Folk*  
Winston FOLK.

cc: CinCPac



## History of the U.S.S. WOODFORD (AKA 86)

On the fifth day of October, 1944, a ship slid down the ways of the North Carolina Shipbuilding Corporation, Wilmington, North Carolina. Sponsored by Mrs. Ruth E. McInnis, wife of J. Frank McInnis, who, at the time, was in charge of all Maritime Commission Ships on the East Coast, the vessel was christened WOODFORD, a name given for the first time to a Navy ship and derived from two counties of that name, one of which is located in Kentucky and the other in Illinois.

WOODFORD is an assault ship of the type "KA" - Cargo Assault. These ships are the Navy's answer to the problem of invasion supply in the vast areas of the Pacific. For war over Pacific distances, longer range, harder hitting attack troop and supply ships were needed - in effect, super landing ships. The result has been the formation of the Navy's newest combat team: Attack Cargo Ships (KAs) and Attack Troop Transports (ATs).

It is in design, equipment and function that WOODFORD differs from ordinary types of cargo ships. She is fast and well armed; 460 feet in length and of about 13,000 tons when combat loaded. She is designed to steam into war zones with large quantities of supplemental supplies, ammunition, food, medical equipment, light tanks, etc., and to discharge her cargo by means of small boats carried aboard, for transport to the beach-heads - a self-contained unit of invasion.

With her commissioning on the third of March, 1945, WOODFORD became a unit of the United States Fleet. The ceremony took place at Pier "J", Todd Shipyard Corporation, Hoboken, New Jersey. Captain H.V. McKittrick, USN, Captain of the Yard, New York Navy Yard, acting for the Commandant of the Navy Yard, headed the commissioning party which included the officers and men who were to form the crew, their families and guests.

After the prospective Commanding Officer reported readiness to proceed with the commissioning to the Captain of the Yard, the Chaplain invoked the aid of the Almighty for the great mission on which the ship was to embark. The Captain of the Yard then read his orders from the Secretary of the Navy and, in accordance with the instructions of the Chief of Naval Operations, directed Captain Winston FOLK, USN, to place USS WOODFORD into commission. Captain Folk directed that The Colors, The Jack and the Commission Pennant be hoisted.

To the strains of The Star Spangled Banner, this order was carried out. The colors were hoisted at the gaff, the jack at the jackstaff, and the commission pennant at the truck. WOODFORD was in commission!

After reading his orders and accepting command, Captain Folk ordered the Executive Officer, Clifton W. Morey, Lieutenant, USNR, to "Set the Watch". The boatswain's mate piped and passed the word, and the Navigator, Thomas E. Boland, Lieutenant, USNR, assumed the first watch as Officer of the Deck, and reported to the Executive Officer when the watch had been set.

At the time of the commissioning the crew consisted of thirty-six officers and 323 enlisted men, with the following officers assuming duties as heads of departments: R. F. Allett, Lieut., USN, First Lieutenant; T. E. Boland, Lieut., USNR, Navigator; A. L. Harrington, Lieut., USNR, Engineering Officer; S. E. Waggoner, Lieut., USNR, Gunnery Officer; E. D. Davis, Lieut.(jg), USNR, Communication Officer; A. D. Fotou, Lieut. (SC), USNR, Supply Officer; G. A. Tallant, Lieut. (MC), USNR, Medical Officer; J. E. Loterman, Lieut.(jg), USNR, Boat Group Commander.

WOODFORD's first trip on the fourth of March was a short one - from Hoboken to 35th Street Pier, Brooklyn, New York, where she took on stores, fuel, small boats and further commissioning allowances. Three days later WOODFORD reported for deperming at Bayonne, New Jersey, and on the eighth of March took on ammunition in Gravesend Bay, Brooklyn, New York. From the ninth through the eleventh of March WOODFORD conducted test trials in Long Island Sound, anchoring each evening not far from the home and last resting place of one who did so much for the Navy, so much, in fact, that when selecting a date for Navy Day, his birthday was chosen - Theodore Roosevelt.

After successful completion of trials and tests, WOODFORD returned to 35th St. Pier, Brooklyn, for the completion of her outfitting in the New York area.

On 14 March WOODFORD got underway for Norfolk, Virginia, where she anchored, in Hampton Roads, on the fifteenth. Until the twenty-third of March, when she entered the Norfolk Navy Yard, Portsmouth, Virginia, the ship underwent shakedown exercises in Chesapeake Bay. At the completion of her availability period at the Navy Yard on the twenty-eighth of March, the ship continued with her shakedown trials. She was assigned a further availability period at the Norfolk Navy Yard on the first of April, and, with the exception of short trial runs, she remained there until she reported for her first cargo at the Naval Operating Base, Norfolk, Virginia, the nineteenth of April.

On the twentieth of April A. Turak, Lieut.(jg), USNR, assumed the duties of navigator upon the detachment of T. E. Boland, Lieut., USNR.

Saturday, the fourteenth of April, all hands observed five minutes of silent prayer in memory of the late President, Franklin Delano Roosevelt, who died on the twelfth of April, 1945, and, on the next day, as directed by the Secretary of the Navy, WOODFORD commenced a thirty day period of mourning, during which time the Colors were flown at half-mast.

On the morning of the twenty-eighth of April, WOODFORD got underway for Pearl Harbor, via Panama, in company with the USS RUMBLE (AFD 85). Commanding Officer WOODFORD was commander of the task unit. The passage to the Panama Canal was without incident except during the early morning hours of May first when the escort made a sound contact. The crew was called to General Quarters and WOODFORD commenced evasive action. The escort sought to develop the contact, but lost it and was unable to regain it.

On 3 May WOODFORD arrived Colon, C.Z., and transited the canal without stopping. Two days were spent at Balboa.

With three submarines, RUNNER, MCRAY, and CARP, WOODFORD on the fifth of May continued toward Pearl Harbor. Commander of the task unit was CO WOODFORD, and commander of the submarine group was Commander R. H. Bass, USN, in RUNNER. Daily exercises were held with the submarines until they broke off from the convoy on the fifteenth of May. To observe the exercises, officers were exchanged between the ship and submarines at various intervals. Twice the submarines made "Wolf Pack" attacks, with WOODFORD employing all the evasive tricks in her bag. The exercises with the submarines were mutually of great benefit.

It was a grateful crew which received the news that President Truman had proclaimed the day of May 8, 1945, as V-E Day, marking the victorious conclusion of the war against Germany. While the stirring news was received aboard WOODFORD with joy, the joy was tinged with the thought that, after all, a terrific job still lay ahead.

WOODFORD reached Pearl Harbor on 20 May, where the cargo was discharged. During this period Lt. Morey was detached on 26 May and relieved by Lt. Comdr. Warren R. Langston, USNR, as Executive Officer. 27 May, the ship moved to Honolulu, where she took on her first full war load, ammunition, destined for the Tenth Army at Okinawa, and classed as "High Priority Cargo." Steaming singly, WOODFORD set out on 2 June for Eniwetok. Two days later, however, her destination was changed to Ulithi. The International Dateline was crossed on 7 June, and one day was lost for the privilege of entering the realm of the Golden Dragon.

Ulithi Atoll was reached on the fourteenth of June, and the ship remained at anchor there until it received orders to join convoy UOK 27, composed of Navy and merchant ships, going to Okinawa. Convoy commodore was W. G. Ludlow, Jr., Captain, USN, in CROCKETT (APA 148). WOODFORD was diverted again just before the convoy reached Okinawa, and was ordered to proceed to Kerama Retto to await orders for discharge of cargo. No orders were forthcoming. WOODFORD's cargo, that had been in such a high priority status on leaving Hawaii, had since become a drug on the market.

Thus, with her ammunition cargo intact, WOODFORD lay at anchor in Kerama Retto for three weeks, from 24 June until 15 July, during which period the ship went to General Quarters twenty-one times because of actual or threatened enemy attacks. Finally, however, a decision was made to retire WOODFORD to the Marianas for ultimate unloading at Guam. So, on 15 July, WOODFORD departed Kerama Retto without regret, and, off the southern tip of Okinawa, joined Convoy OKS-14.

Saipan was reached on 21 July with WOODFORD still standing by for orders for the discharge of cargo.

One week later the orders came and WOODFORD steamed singly to Guam, where she anchored in Agana Bay on 29 July. Unloading of the ammunition was begun immediately by dulavs, and, when operations were completed on 14 August, WOODFORD returned to Saipan, again to await orders.

It was there, at 0900 on the fifteenth of August, that WOODFORD heard the President's announcement that the Japanese Government had agreed to surrender unconditionally. The complete triumph had finally been achieved. Tandemonium reigned. Whistles and sirens sounded in blasts of raucous joy, drowning but the glad shouts that went up from thousands of throats from ships present. A profound joy, tempered with thanksgiving filled WOODFORD's Heart as the deeper, real meaning of the occasion blotted out the initial excitement of the memorable day. That unspoken, heartfelt joy, interspersed with deep gratitude, was especially evident later in the day when the Captain led the ship's company in a prayer of thanksgiving and spoke to them on the meaning of the new peace.

Two days after the Japanese capitulation, WOODFORD received orders to proceed to Leyte, and on 17 August WOODFORD's first trip after cessation of hostilities started. There was no relaxation of the guard, however. All hands had the thought: It still may be a trick. We have come this far safely; it would be doubly tragic to have anything happen due to laxity anywhere. Leyte was reached on 20 August after an uneventful passage.

Coincident with orders sending WOODFORD to Leyte, orders were received detaching WOODFORD from duty with CinCPac, under whom WOODFORD had been operating since 27 May, and directing that WOODFORD report to ComPhilFor for duty. This was complied with and, subsequently, orders were successively received and complied with to report as follows: ComThirdFltFor, Com12thFltGroup, CTR 13, CTD 53.

The last two, Commodore M. O. Carlson, CTSR, and Captain W. N. Thornton, CTD 53, were present at Leyte. Thus, at long last, and with a feeling of happy relief, WOODFORD became a unit of a transport division, and prepared to fulfill the purpose for which she was designed.

WOODFORD's first combat load was taken aboard at Cebu, whither TransDiv 13 had proceeded from Leyte. The Squadron was slated to lift the Americal Division and its equipment and take it to Japan where the Americal Division was to form part of the Tokyo Occupation Force.

It was a great privilege to be able to participate in the Tokyo Occupation, and the thrill experienced by all hands when, at 0909, 8 September 1945, WOODFORD entered Tokyo Bay, was one that could never adequately be described. There was a feeling of "This, indeed, is it - This is reaching the goal with a capital 'G' ". And if it happened that WOODFORD's entry into Tokyo Bay was done the easy way, it is nonetheless true that WOODFORD was slated to go in the hard way had it been necessary and stood fully ready to do so.

In the matter of combat loading WOODFORD takes great pride in the fact that, despite the fact that it was her first experience at combat loading, WOODFORD received a "Well Done" from her Commodore at Cebu for the loading and at Yokohama for the unloading.

On 10 September, WOODFORD was again with Transport Division 53 enroute to Leyte. For the first time the ship's company enjoyed the lifting of darkened ship regulations, the abolition of zigzag courses and modification of other restrictions which war had necessitated. Like many London children who had never seen a city alight until the war's end, some of WOODFORD's officers had never seen ships lighted up at sea. It was, indeed, a tearjerking sight for even the older officers to see for the first time in so many years the red, green and white lights, and the blinking signal lights with the amber filters. When the word was passed, "Now there will be movies tonight TOPSIDE on number 4 hatch", a mighty yell from all hands answered the loud speaker. With the division, the ship anchored in San Pedro Bay, Leyte, P.I., on the sixteenth, and detached her first group of men eligible for discharge under the Navy's point system. The next day she sailed alone to Cebu, P.I., there to commence loading her next combat load before the arrival of the remainder of the division.

Fully combat loaded with men and equipment of the 77th Division, WOODFORD sailed with Transport Division 53 on the twenty-fifth of September, with Otaru, Hokkaido, Japan, her destination, to be reached on the fifth of October. Thus, she was carrying her second illustrious group of fighting men to occupy Japan, for the 77th Division has won its share of fame the hard way - battling through five major invasions in a period of thirteen months.

After another excellent job of unloading, WOODFORD, on the seventh of October began passage back to San Pedro Bay, where she completed her logistics on 19 October. She then moved over to the NSD docks at Calicoan, the little island off the southern tip of Samar, and there loaded certain rear elements of the Third Amphibious Corps - the 30th Construction Battalion and the 32nd Special Construction Battalion -- for a lift to Tientsin, China.

WOODFORD sailed with TransDiv 37 for China on the 27th of October and reported to CTG 78.14 at Okinawa on the 30th. She lay at anchor off Hagushi, twenty miles east of well-remembered Kerama Retto, until the 31st, when she steamed off into the China Sea as part of TU 78.14.9. Her screw churned the muddy waters of the Yellow Sea and the Gulf of Pohai and on the 4th of November she anchored in 9½ fathoms off Taku Bar, thirteen miles from the mud-hut

villages of Taku and Tangku, which flank the winding, muddy Hai Ho. Farther up the river, however, lay the cosmopolitan city of Tientsin, where, after a tiring but worthwhile LCI ride, WOODFORD's men sampled the strange commingling of the Oriental and the European typical of China's "international" cities, and found the taste of civilized living, after the briny waste and barren sands of the Pacific, very much to their liking.

After discharging cargo of the 32nd Special C.B., WOODFORD got underway for Guam, departing Taku as a part of Task Unit 78.13.16, consisting of WOODFORD, ROCKBRIDGE (APA 228), CLINTON (APA 144), with NEWMAN (APD 59) as escort. CTU was Captain W. N. Thornton, CTD 53 under whom WOODFORD had been operating for three months. Prior to leaving Taku, Commodore Thornton addressed the following remarks to the ship:

"WOODFORD has been outstanding in this division in efficiency; in loading and unloading; cleanliness of ship; station keeping and tactical exercises."

Shortly after departing Taku, CLINTON developed engine trouble and was forced to return to Taku. The other ships of the unit proceeded on their way until 20 November when the unit was dissolved at sea, each of the three ships going its separate way. WOODFORD then proceeded singly to Guam.

WOODFORD ate a magnificent turkey dinner on Thanksgiving Day, while making way on the Philippine Sea. While the thoughts of many of her men turned to the crisp, brown autumn weather; the snug joy of family reunion, and other such associations of the season, a tropical sun shone brightly on the indigo sea, and the little silver flying fish sparkling in its rays completed the anomaly. The ship plowed on -- and on the 24th of November WOODFORD moored fore and aft to buoys in Apra Harbor, Guam, M.I.

On the first of December, WOODFORD went alongside a dock in the inner harbor and, on the third, completed discharge of cargo. The next morning, on the fourth of December, WOODFORD cast off her lines and began passage to Sasebo, Kyushu, Japan, for a Fifth Marine Division lift.

WOODFORD steamed into Sasebo Ko on the eighth of December and after lying at anchor until the tenth, she went alongside a pier and began loading cargo and personnel of the Fifth Marine Division for the long voyage home; her next port-of-call was to be San Diego.

WOODFORD's last night at Sasebo was in the best Hollywood thriller tradition. Intelligence officers had uncovered Japanese sabotage plans which had WOODFORD tabbed for destruction shortly after midnight ---- the anniversary of the Ronin. The watch was doubled, guns were manned, the searchlights went on, the carbines and tommy-guns were broken out. The cost of the all-night vigil was happily no more, however, than a loss of sleep for all hands; not a shot was fired nor a saboteur discovered.

At 1100 the next morning, the fourteenth of December, WOODFORD, with a "Homeward Bound" pennant at the gaff and all her divisions, in blues, lined up in military formation on the port side, stood out to sea to begin the 6047-mile passage to San Diego, California.