

Contributed by Frank Gerhardt

**U. S. S. DUPLIN (AKA-87)**

3 FLEET POST OFFICE  
NEW YORK, NEW YORK

Reg. No.	74
R. S. No.	

AKA 87/A12-1/HBF/gi

SERIAL 7

CONFIDENTIAL

1 June 1945

From: The Commanding Officer.  
To : The Commander in Chief, U.S. Fleet.  
Subject: War Diary for May 1945 - Submission of.  
Reference: (a) ComInch Ltr. FF1/A12-1/A16-3.  
Enclosure: (A) War Diary for May 1945.

1. The War Diary of this vessel for May 1945 is submitted herewith.

*H. B. Fluck*  
H. B. FLUCK  
Commander, USNR

cc: ComInch  
CinClant  
File

123167

**U. S. S. DUPLIN (AKA-87)**

1/2 FLEET POST OFFICE  
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SERIAL

WAR DIARY

CONFIDENTIAL

15 May 1945

Designation:

Chief of Naval Personnel.  
Ten day commissioning period.

Operation Order:

C.N.O. confidential letter ser. 0307223 of 23 May 1944.

Reference:

C.N.O. ser. 290323 of 18 October 1943 to Commandant FIFTH  
Naval District.

ComPhibTrafAnt Confidential letter #25/A1-3/AKA of 15  
May 1945 to Commanding Officer.

Position:

(1) Norfolk Navy Yard, Portsmouth, Virginia.

Narrative:

(Time Zone Plus 4).

Moored at berth #43 Norfolk Navy Yard, Portsmouth, Va.,  
portside to. Boilers one and two secured. Receiving the  
following services from the dock: fresh and salt water, steam  
electricity and telephone. Navy Yard workmen aboard making  
necessary conversions to hull and machinery. Ships present:  
U.S.S. HONOLULU (30PA) and various units of the Atlantic Fleet  
plus Yard, Base and District craft. Draft forward eleven (11)  
feet six (6) in., draft aft fifteen (15) feet four (4) in.

1445 Rear Admiral C. H. JONES, USN, Captain G. BRANNEMAN,  
USN, and various guests of officers and crew arrived for the  
ceremonies.

1500 Ship placed in commission by Commandant FIFTH Naval  
District in accordance with C.N.O. ser. 290323 of 18 Oct. 1943.  
Herbert B. FLUCK, Commander, D-M USNR, Commanding Officer with  
thirty-two (32) officers and 200 enlisted men.

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16 May 1945

Position:

(1) Norfolk Navy Yard, Portsmouth, Virginia.

Narrative:

(Time Zone Plus 4).

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WAR DIARY CONT.

Crew engaged in loading commissioning allowance of stores and equipment. Yard workmen aboard making necessary conversions to hull and machinery.

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17 May 1945

Position:

(1) Norfolk Navy Yard, Portsmouth, Virginia.

Narrative:

(Time Zone Plus 4).

Crew engaged in loading commissioning allowance of stores and equipment. Yard workmen aboard making necessary conversions to hull and machinery.

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18 May 1945

Position:

(1) Norfolk Navy Yard, Portsmouth, Virginia.

Narrative:

(Time Zone Plus 4).

Captain DESBEE, USN, Lieutenants DESJARDINIS and LUNN, Board of Inspection and Survey, reported from Washington, D.C., to hold material inspection.

Crew engaged in loading commissioning allowance of stores and equipment. Yard workmen aboard making necessary conversions to hull and machinery.

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19 May 1945

Position:

(1) Norfolk Navy Yard, Portsmouth, Virginia.

Narrative:

(Time Zone Plus 4).

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### WAR DIARY CONT.

0833 Y.O.-141 in coming along starboard side, rammed the U.S.S. DUPLIN, (AKA-87), between frames 140 and 141 at the 30 foot draft mark. Extent of damage: vertical tear eighteen (18) inches long, horizontal tear eight (8) inches long, damaged reach rod to educator drain 3-140.

Crew engaged in loading commissioning allowance of stores and equipment. Yard workmen aboard making necessary conversions to hull and machinery.

1815 Completed fueling ship having received 332,892 gallons of fuel oil; draft forward fourteen (14) feet six (6) inches, draft aft eighteen (18) feet three (3) in.

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20 May 1945

#### Position:

- (1) 0800 Elizabeth River.
- (2) 1200 York Spit Channel.
- (3) 2000 Thimble Shoals Channel.

#### Operation Order:

Underway on post trial run on verbal orders of 19 May 1945 of Commandant Norfolk Navy Yard.

#### Narrative:

(Time Zone Plus 4).

0645 Commander J. S. LITTLEJOHN, USNR, and Lieut. S. R. HELLER, USNR, and 16 civilian employees embarked to observe post trial run.

0725 Underway Proceeding down Elizabeth River on post trial run.

1629 - 1721 Lowered and recovered port and starboard anchors, testing anchor and windlass gear.

1932 Commenced full power run.

1952 Turned ship on left full rudder at 92 RPM.

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WAR DIARY CON'T.

1953 Turned ship on right full rudder at 92 RPM.

Continuing on full power run and conducting steering engine test and testing evaporator.

2232 Returned to Norfolk Navy Yard, Portsmouth, Va., and moored at berth #43 starboard side to.

All test satisfactory.

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21 May 1945

Position:

(1) Norfolk Navy Yard, Portsmouth, Va.

Narrative:

(Time Zone Plus 4).

Crew engaged in loading commissioning allowance of stores and equipment. Yard workmen aboard making necessary conversions to hull and machinery.

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22 May 1945

Position:

(1) Norfolk Navy Yard Portsmouth, Virginia.

Narrative:

(Time Zone Plus 4).

Crew engaged in loading commissioning allowance of stores and equipment. Yard workmen aboard making necessary conversions to hull and machinery.

Hoisting LCVP's and LCM's for fitting purposes.

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23 May 1945

Position:

(1) Norfolk Navy Yard Portsmouth, Virginia.

Narrative:

(Time Zone Plus 4).

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WAR DIARY CONT.

Crew engaged in loading commissioning allowance of stores and equipment. Yard workmen aboard making necessary conversions to hull and machinery.

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24 May 1945

Position:

(1) Norfolk Navy Yard Portsmouth, Virginia.

Narrative:

(Time Zone Plus 4).

Crew engaged in loading commissioning allowance of stores and equipment. Yard workmen aboard making necessary conversions to hull and machinery.

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25 May 1945

Position:

Norfolk Navy Yard, Portsmouth, Va.

Narrative:

(Time Zone Plus 4).

Crew engaged in loading commissioning allowance of stores and equipment. Yard workmen aboard making necessary conversions to hull and machinery.

1516 Underway, proceeding down Elizabeth River to Deperming Station, Lambert Point, Va. 1635 Secured at same.

Crew engaged in preparations for deperming ship. 2230 Commenced deperming. 2330 Finished deperming, crew engaged in unrigging deperming cables.

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26 May 1945

Position:

Deperming Station, Lambert Point, Virginia.

Narrative:

(Time Zone Plus 4).

0240 Commenced calibration of degaussing system. Degaussing officials aboard adjusting degaussing cables.

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WAR DIARY CONT.

0545 Completed calibration of degaussing system.

0725 Underway, proceeding down Elizabeth River to  
NOB Norfolk, Virginia.

0824 Moored North side pier three starboard side to,  
berth #31, NOB Norfolk, Virginia.

Crew engaged in loading commissioning and firing  
allowance.

Important Dispatches:

Commander FIFTH Naval District Confidential 261546 of  
26 May 1945.

U.S.S. DUPLIN Confidential 261500 of 26 May 1945.

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27 May 1945

Position:

N.O.B. Norfolk, Virginia.

Narrative:

(Time Zone Plus 4).

Crew engaged in loading and stowing commissioning  
and firing ammunition allowance.

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28 May 1945

Position:

N.O.B. Norfolk, Virginia.

Narrative:

(Time Zone Plus 4).

0920 Inspection party from CotClant, senior member  
Captain MEYERS, USN, came aboard to conduct a material  
readiness for shakedown. 1105 Captain J. MEYER, USN and  
inspection party left the ship.

1336 Underway, proceeding to Hampton Roads, Va. 1431  
Anchored, berth 24, Hampton Roads, Va.

1630 Calibrated and adjusted SG-1 radar.

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WAR DIARY CONT.

1911 Exercised at emergency drills. 1940 Secured  
from same.

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29 May 1945

Position:

Hampton Roads, Virginia

Narrative:

(Time Zone Plus 4).

0826 Underway, proceeding down Hampton Roads to Little  
Creek, Va.

0855 Ran degaussing range.

1004 Anchored, berth L-29, Lynnhaven Roads, Va.

1020 Exercised at general quarters.

1032 Went into condition of readiness One Able,  
conduction amphibious training in lowering away and hoisting  
aboard boats. 1040 First boat water borne. 1515 All boats,  
except one, water borne. Casualty to motors on welin davits.  
One guy block on #4 hatch carried away.

1530 Commenced hoisting aboard boats. 1900 Completed  
hoisting aboard boats.

2017 Exercised at darken ship.

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30 May 1945

Position:

Lynnhaven Roads, Virginia.

Narrative:

(Time Zone Plus 4).

0715 Went into condition of readiness One Able and  
commenced amphibious exercises in lowering away and hoisting  
aboard boats.



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0745 Commenced lowering all boats to the rail.  
0802 Commenced lowering boats into the water.  
  
1017 Engaged in mooring and unmooring exercises  
with LSM.  
  
1132 Engaged in cargo handling exercise with LSM.  
  
1305 Commenced taking aboard boats.  
  
1658 Secured from condition of readiness One Able.  
  
1710 Completed taking aboard boats.  
  
1846 Exercised at general quarters. 1920 Exercised at  
fire quarters. 1932 Secured from all emergency drills. 2018  
Exercised at darken ship. 2046 Exercised at lowering away  
and hoisting aboard boats during darken ship.

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31 May 1945

Position:

Lynnhaven Roads, Virginia.

Narrative:

(Time Zone Plus 4).  
0715 Exercised at General Quarters. 0724 Secured  
from same and went into condition of readiness One Able.  
  
0731 Commenced amphibious exercises as planned and  
directed.  
  
1350 Completed amphibious exercises.  
  
1505 Secured from condition of readiness One Able.  
  
1518 Underway, proceeding up Thimble Shoal Channel  
towards Hampton Roads.  
  
1634 Anchored berth #2, Hampton Roads, Virginia.

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REG. NO 142  
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REG. SHEET NO 138

AKA 87/A12/HBF/gi

SERIAL

CONFIDENTIAL

30 June 1945

From: The Commanding Officer.  
To : The Commander in Chief of the U.S. Fleet.  
Subject: War Diary for June 1945 -  
Submission of.  
Reference: (a) CominCh ltr. FF1/A12-1/A16-3.  
Enclosure: (A) War Diary for June 1945.

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

*H. B. Fluck*  
H. B. FLUCK  
Commander, USNR  
Commanding Officer.

130149

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New York, N.Y.

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WAR DIARY

1 June 1945

Designation:

Chief of Naval Operations.  
Shakedown and availability period.

Operation Order.

C.N.O. confidential letter serial number 0307223 of  
23 May 1944.

Reference: C.N.O. serial number 290323 of 18 October  
1943 to Commandant Fifth Naval District.

ComPhibTralant confidential letter FE25/A4-3/AKA of  
15 May 1945 to the Commanding Officer.

Position.

0800 Hampton Roads, Virginia.  
1200 Chesapeake Bay.  
2000 Cape Charles City, Virginia.

Narrative.

(Time zone plus 4).  
Anchored, berth #2, Hampton Roads, Va., in 8½ fathoms of water,  
with 45 fathoms of chain to the starboard anchor, on the  
following bearings: Thimble Shoals Light 229 T, Sewal Point  
Light 178 T, Fort Wool Light 086 T. #2 boiler in use  
for auxiliary purposes. Ships present: U.S.S. NAURMAHAL  
(SOPA) and various units of the Atlantic Fleet plus yard,  
Base and District craft.

0745 Lt. R. A. KUCERA, USNR, NOB, Compass Compensating  
Adjuster and Lt. J. H. OSBORNE, USNR, NOB, Gunnery Rider,  
embarked.

0803 Underway. Proceeding to Cape Henry for calibrating  
range finder and magnetic compasses.

1137 Completed calibrations and Lt. R.A. KUCERA, USNR,  
disembarked.

Proceeded up Chesapeake Bay to run Wolf Trap  
Degaussing Range.

1410 Commenced running range. 1534 Completed running  
range.

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SERIAL

WAR DIARY

1 June 1945

1543 Lt. BAUGHMAN, USNR, Degaussing Officer of Wolf Trap Range, embarked. 1707 Lt. BAUGHMAN disembarked.

1733 Commenced deceleration test. 1740 Completed test. Proceeded to Cape Charles City.

1750 Anchored off Cape Charles City.

1856 Exercised at general quarters. 1905 Exercised fire and rescue parties. 1931 Exercised at abandon ship stations. 1943 Secured from all emergency drills.

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2 June 1945

Position. Chesapeake Bay.

Narrative. (Time zone plus 4).

0556 Underway. Proceeded up Chesapeake Bay for structural firing tests.

0811 Exercised at general quarters.

0830 Commenced firing #41 40MM, followed by #21, 23, 25, 27, 29, 31, 33 and 35 20MM, followed by #43 40MM. 0908 Completed structural firing tests of starboard battery, having expended 32 rounds 40MM and 140 rounds 20MM ammunition.

0912 Commenced firing #42 40MM, followed by #22, 24, 26, 28, 30, 32, 34 and 36 20MM, followed by #44 40MM.

0940 Completed structural firing tests of port battery, having expended 32 rounds 40MM and 140 rounds 20MM ammunition. No structural defects or casualties to guns fired. Structural firing test was not obtained on gun #51 (5" 38 cal.) due to leaky packing in counter recoil differential system, as a result of shakedown, and could not be corrected on board.

0950 Gun crews conducted tracking exercise on plane.

1040 Commenced firing port battery on towed sleeve. 1108 Commenced firing starboard battery on towed sleeve. All firing runs were made on courses 000° T and 180° T, standard speed 5 knots, 25 RPM, to the westward and southern area of firing area baker.

1156 Secured from general quarters.

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SERIAL (Continued)

WAR DIARY

2 June 1945

1340 Exercised at general quarters.

1357 Test fired #41 and #43 40MM guns. 1441 Commenced firing starboard battery at drone. 1511 Commenced firing port battery at drone. 1536 #42 40MM gun downed drone. Drone control boat, CG-6598, in recovering drone, fauled one of her propellers. Exercises cancelled for the day. Expended the following ammunition: 4,569 rounds of 20MM and 1,090 rounds of 40MM. No casualties to guns or personnel.

1603 Secured from general quarters, gunnery exercises for day completed.

1605 Proceeded on various courses and speeds down Chesapeake Bay towards anchorage.

1740 Commenced exercise for tactical data making full turn with 30° right rudder.

1746 Completed right turn at standard speed 15 knots, 78 RPM, turning circle 800 yards.

1801 Anchored, Cape Charles City. Important dispatch U.S.S. DUPLIN 022036.

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3 June 1945

Position: 0800 Cape Charles City.  
1200 Chesapeake Bay.  
2000 Tally Point, Annapolis, Md.

Narrative. (Zone time plus 4).

0707 Underway towards firing area baker.

0711 Made 360° turn using 20° right rudder at 2/3 speed. Turning circle 750 yards.

0856 Arrived firing area baker, commenced taking tactical data. Engine 1/3 ahead, right 30° rudder; turning circle 750 yards.

0915 Exercised at general quarters. Conducted tracking exercises with AA batteries.

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AKA 87/

SERIAL (Continued)

WAR DIARY

3 June 1945

- 0916 Exercised at damage control problem.
- 1005 Completed tracking exercise.
- 1014 Secured from general quarters.
- 1015 Proceeded towards Kent Island area for measured mile data.
- 1022 Exercised fire and rescue parties.
- 1057 Exercised at collision drill.
- 1107 Secured from all emergency drills.
- 1253 Stopped engine. 1325 Lt. J. H. OSBORNE, USNR, N.O.B. Gunnery Rider, disembarked.
- 1400 Commenced taking tactical data on various courses and speeds.
- 1503 Completed taking tactical data.
- 1809 Commenced Kent Island measured mile runs.
- 2007 Completed taking tactical data for the day. Proceeded towards anchorage.
- 2031 Anchored, Annapolis, Maryland. Important dispatches: SOPA Hampton Roads 030101, C.N.O. 031740, U.S.S. DUPLIN 031230.
- 

4 June 1945

Position. 0800 Annapolis, Maryland.  
1200 Chesapeake Bay.  
2000 Cape Charles City.

Narrative. (Zone time plus 4).

- 0607 Underway towards Kent Island. 0630 Commenced measured mile runs. 0824 Completed measured mile runs.
- 0825 Proceeded down Chesapeake Bay on full power run.
- 1225 Commenced observation for smoke and none observed.

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SERIAL

WAR DIARY

4 June 1945

1500 Completed full power run.

1515 Conducted steering casualty drill. 1555 Secured from same. Proceeded towards Cape Charles City.

1620 Anchored, Cape Charles City.

1852 Exercised at general quarters. 1922 Secured from same. Important despatch, CotCLant 041905.

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5 June 1945

Position. 0800 Cape Charles City.  
1200 Cape Charles City.  
2000 Hampton Roads, Virginia.

Narrative. (Zone time plus 4).  
0839 Underway. Maneuvering to stream paravanes.

1110 Streamed paravanes at 1/3, 2/3 and standard speeds. Executed 180° turn, paravane gear satisfactory. 1138 Recovered paravanes. Proceeded up Chesapeake Bay to obtain tactical data.

1200 Commenced taking tactical data. 1422 Completed same. Proceeded down Chesapeake Bay, rigged gear for fueling at sea on port and starboard sides, equipment complete.

1435 Exercised boat salvage party. 1450 Secured same. Arranged towing at sea gear, equipment complete.

1451 Stopped engine. 1503 Lowered port and starboard anchor to 30 fathoms, in 10 fathoms of water. Conducted BuShips windlass and anchor gear test. Hove in port and starboard anchors at the rate of 15 fathoms on both chains in 4½ minutes. 1532 Anchors hawsed. Proceeded down Chesapeake Bay towards Hampton Roads, Va.

1838 Anchored, anchorage #23, Hampton Roads, Va.

1936 Underway, shifting anchorages, 1946 Anchored, anchorage #3, Hampton Roads, Va. Important despatches: Auxiliary Vessel Training and Shakedown Group, Norfolk, Va., 051912, U.S.S. DUPLIN 051400.

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AKA 87/

SERIAL (Continued)

WAR DIARY

6 June 1945

Position. 0800 Hampton Roads, Va.  
1200 Hampton Roads, Va.  
2000 Norfolk Navy Yard, Portsmouth, Va.

Narrative. (Zone time plus 4).  
0800 Military Inspection Board, senior member Commander  
J. L. JERMAN, USNR, embarked.

0905 Military inspection of crew.

1005 Exercised at general quarters, battle problem and  
abandon ship drills.

1115 Secured from all emergency drills.

1120 Military Inspection Board disembarked.

1327 Underway, towards N.N.Y., Portsmouth, Va.

1504 Moored, berth #1A, Norfolk Navy Yard.

2312 Shifted berth to berth #2.

2322 Moored, berth #2, Norfolk Navy Yard.

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7 June 1945

Position. N.N.Y., Portsmouth, Va.

Narrative. (Zone time plus 4).

Yard workmen aboard making necessary repairs to hull  
and machinery.

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8 June 1945

Position. N.N.Y., Portsmouth, Va.

Narrative. (Zone time plus 4).

Yard workmen aboard making necessary repairs to hull  
and machinery.



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SERIAL (Continued)

WAR DIARY

9 June 1945

Position. N.N.Y., Portsmouth, Va.

Narrative. (Zone time plus 4).

Yard workmen aboard making necessary repairs to hull and machinery. Crew engaged in loading provisions.

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10 June 1945

Position. N.N.Y., Portsmouth, Va.

Narrative. (Zone time plus 4).

Yard workmen aboard making necessary repairs to hull and machinery.

1510 Completed loading provisions. Important dispatch, U.S.S. DUPLIN 101750.

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11 June 1945

Position. 0800 N.N.Y., Portsmouth, Va.  
1200 NOB, Norfolk, Va.

Narrative. (Zone time plus 4).

Yard workmen aboard making necessary repairs to hull and machinery.

Floating crane alongside testing ship's booms. 0225 Completed same.

0928 Underway, proceeded towards NOB, Norfolk, Va.

0952 All electrical power failed. Lost steering control with right 3° rudder, engine back full. Danger signal sounded on whistle, breakdown flag broken, sounded siren, dropped starboard anchor, shifted to after steering. 0954 Requested tugs by TBS and flag hoist. 0955 Regained bridge steering control. 0958 Signal not under command hoisted. YTB-223 and tug ROANOKE assisting. Anchor hove in. 1038 Pilot disembarked and tugs cast off. Breakdown flag and not under command signal executed.

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WAR DIARY

11 June 1945

1138 Moored berth #75, NOB, Norfolk, Virginia.

1409 Commenced fueling ship. Draft forward 15'-00",  
aft 19'-03". 1640 Completed fueling ship having received  
on board 138,265 gals. of Navy Special Oil and 4,505 gals.  
Navy Diesel Oil. Draft of ship forward 14'-06", aft 21'-03".  
Important Despatch, U.S.S. DUPLIN 112098.

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12 June 1945

Position. 0800 NOB, Norfolk, Va.  
1200 L36° -52'.5N L75° -42' W  
2000 L37° -17' N L73° -11'.2 W

Narrative. (Zone time plus 4).  
0902 Underway for Marseilles, France, in accordance  
with C.N.O. despatch 031740.

1530 Lighted bouy XS abeam to port. Close aboard, took  
departure and set course 076° T, and Gyro, 080° P.S.C., 080°  
P.Stg.C.

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13 June 1945

Position. 0800 L37° -52' N L69° -46' W  
1200 L38° -16' N L68° -28' W  
2000 L38° -36' N L65° -54' W

Narrative. (Zone time plus 4).  
Underway for Marseilles, France.

1456 Exercised 5"-38 cal. gun crew and Mk.52 director  
crew, for test firing purposes. 1525 Secured from test firing,  
having expended 4 rounds of target ammunition. No casualties  
or structural defects. Important dispatches, C.N.O. 131355.

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14 June 1945

Position. 0800 L39 -56' N L62 -09.5' W  
1200 L38 -50' N L60 -55.5' W  
2000 L39 -07.5' N L58 -23' W

Narrative. (Zone time plus 4, plus 3 2/3, plus 3 1/3).

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AKA 87/

SERIAL (Continued)

WAR DIARY

14 June 1945

Underway for Marseilles, France.

1302 Exercised at general quarters. 1308 Exercised at  
fire quarters. 1310 First stream at scene of fire. 1323  
secured from all emergency drills

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15 June 1945

Position. 0800 39° -12' N      155° -06' W  
1200 39° -15' N      153° -40' W  
2000 39° -25' N      151° -07' W

Narrative. (Zone time plus 3).  
Underway for Marseilles, France.

1030 Captain inspected holds and lower decks. 1540  
Secured from inspection.

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16 June 1945

Position. 0800 139° -36' N      147° -49' W  
1200 139° -30' N      146° -35' W  
2000 139° -40' N      144° -06' W

Narrative. (Zone time plus 3).  
Underway for Marseilles, France.

1030 Captain inspected all living spaces. 1130 Completed  
inspection.

1907 Engine stopped due to lost suction when changing  
strainers on lubricating oil pumps. 1912 Engine ahead  
standard.

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AKA 87/

SERIAL (Continued)

WAR DIARY

17 June 1945

Position. 0800 L39° -54' N L40° -55' W  
1200 L39° -55.4' N L39° -45.5' W  
2000 L39° -58' N L37° -40' W

Narrative. (Zone time plus 3, plus 2 2/3, plus 2 1/3).  
Underway for Marseilles, France.

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18 June 1945

Position. 0800 L39° -58' N L34° -17' W  
1200 L39° -48.5' N L33° -24' W  
2000 L39° -49' N L31° -01' W

Narrative. (Zone time plus 2 1/3, plus 2).  
Underway for Marseilles, France.

1300 Exercised at general quarters, 1306 exercised at  
fire quarters. 1308 First stream at scene of fire. 1316  
Secured from all emergency drills.

U. S. S. DUPLIN (AKA-87)

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AKA 87/

SERIAL (Continued)

WAR DIARY

18 June 1945

1720 Sighted Corvo Island, Azores Island, bearing  
092° T, distant about 32 miles.

1726 Sighted Flores Island, Azores Island, bearing  
123° T, distant about 31 miles.

1940 Corvo Island abeam to stbd. distant 6 miles.

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19 June 1945

Position. 0800 139° -33.5' N      127° -24' W  
1200 139° -24' N      126° -10' W  
2000 139° -16' N      123° -51.5' W

Narrative. (Zone time plus 2).  
Underway for Marseilles, France.

0445 Sighted Graciosa Island, Azores Island bearing 154° T,  
distant about 35 miles.

0801 Sighted Terceira Island Azores Island bearing  
172° T, distant about 47 miles.

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20 June 1945

Position. 0800 139° -47' W      120° -14.5' W  
1200 138° -35' W      118° -53.5' W  
2000 138° -11.5' W      116° -50' W

Narrative. (Zone time plus 2, plus 1 2/3, plus 1 1/3).  
Underway for Marseilles, France.

1415 Exercised 5"-38 cal. and 40MM guns at target  
practice. 1445 Secured from same, having expended 10 rounds  
of 5"-38 cal. and 96 rounds of 40MM ammunition. No  
casualties.

---

21 June 1945

Position. 0800 137° -32.5' N      113° -26' W  
1200 137° -24' N      112° -15' W  
2000 136° -51' N      109° -54' W

U. S. S. DUPLIN (AKA-87)

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AKA 87/

SERIAL (Continued)

WAR DIARY

21 June 1945

Narrative. (Zone time plus 1 1/3, plus 1).  
Underway for Marseilles, France.

0912 Shifted from telemeter to hand electric steering,  
to free lines of air. 0950 Resumed telemeter control,  
working satisfactorily.

1300 Exercised at general quarters. 1306 Exercised fire  
and rescue parties. 1318 Secured from all emergency drills.

2240 Cape St. Vincent light abeam to port, distant  
about 25 miles.

-----  
22 June 1945

Position. 0800 L35° -56' N      L06° -29' W  
1200 L35° -57' N      L05° -27.5' W  
2000 L36° -14' N      L02° -58.5' W

Narrative. (Zone time plus 1).  
Underway for Marseilles, France.

0005 Sighted ship bearing 036° T, burning bright  
navigational lights, distant 5,400 yards.

0815 Sighted land dead ahead, distant about 25 miles.

1010 Entered Strait of Gibraltar. 1012 Cape Spartel  
light abeam to stbd., distant 6 miles. 1054 Pte Malabata light  
abeam to stbd., distant 5 miles. 1134 Isla de Tarifa light  
abeam to port, distant 6 miles. 1224 Gibraltar abeam to port,  
distant 4 miles. 1231 Punta Almina light abeam to stbd.,  
distant 6 miles.

1330 The Captain inspected holds and lower decks.  
1515 Completed inspection.

Important dispatch, U.S.S. DUPLIN 221310.

-----  
23 June 1945

Position. 0800 L37° -43' N      L00° -05' W  
1200 L38° -29.5' N      L00° -26.5' E  
2000 L40° -02' N      L01° -48' E

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AKA 87/

SERIAL (Continued)

WAR DIARY

23 June 1945

Narrative. (Zone time plus 1, plus 2/3).  
Underway for Marseilles, France.

0125 Cabo Del Gata light abeam to port, distant about 22 miles. 0205 Mesa Del Roldan light abeam to port, distant about 20 miles. 0606 Cabo De Palos light abeam to port, distant about 13 miles. 1250 Cabo De San Antonio light abeam to port, distant about 16 miles.

-----  
24 June 1945

Position. 0800 L41° -57' N      L04° -11' E  
1200 L42° -36' N      L05° -00' E  
2000 Marseilles, France

Narrative. (Zone time plus 1/3, 0, -2).  
Underway for Marseilles, France.

1154 Sighted Ile de Riou bearing 356° T, distant about 36 miles. 1458 Ele de Planier light abeam to port, distant 2 miles. 1504 Tibouleu de Main Ile abeam to stbd., distant 2 miles. 1515 Cape Careaux light abeam to stbd., distant 1 mile. Proceeded into harbor to berth assigned. 1616 Anchored Rade de Marseilles, Marseilles, France.

Ship is awaiting berth assignment.

-----  
25 June 1945

Position. Marseilles, France.

Narrative. (Zone time -2).  
Ship awaiting berth assignment.

-----  
26 June 1945

Position. Marseilles, France.

Narrative. (Zone time -2).  
Ship is awaiting berth assignment.

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AKA 87/

SERIAL (Continued)

WAR DIARY

27 June 1945

Position. Marseilles, France.

Narrative. (Zone time -2).

Ship is awaiting berth assignment.

0841 Underway, to berth assigned. 1015 Moored, berth #26, Pier "D", Marseilles Harbor, Marseilles, France.

Crew engaged in preparations for receiving cargo.

-----

28 June 1945

Position. Marseilles, France.

Narrative. (Zone time -2).

0900 Commenced loading army trucks into #1 hold.

1500 The Commanding Officer, U.S.S. SKAGIT, returned the official call of the Captain.

1915 Commenced loading army cargo into #2 hold. 1945 Commenced loading army cargo into #4 hold.

-----

29 June 1945

Position. Marseilles, France.

Narrative. (Zone time -2).

Continued loading army cargo.

0859 Commenced loading army cargo into #3 hold.

-----

30 June 1945

Position. Marseilles, France.

Narrative. (Zone time -2).

Continued loading cargo.

-----



*Confidential*  
REG. NO 172894  
R. S. NO  
REG. SHEET NO 52

U. S. S. DUPLIN (AKA-87)

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AKA 87/A12/HEF/gi

SERIAL

CONFIDENTIAL

31 July 1945

From: The Commanding Officer.  
To : The Commander in Chief, U.S. Fleet.  
Subject: War Diary for July 1945 - Submission of.  
Reference: (a) CominCh letter FF1/A12-1/A16-3.  
Enclosure: (A) War Diary for July 1945.

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

*H. B. Fluck*  
H. B. FLUCK  
Commander, USNR  
Commanding Officer.

138848

U. S. S. DUPLIN (AKA-87)

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AKA 87/

SERIAL

WAR DIARY

1 July 1945

Designation. Chief of Naval Operations.

Operation Order. C.N.O. Confidential letter serial #0307223 of 23 May 1944.

Reference: (a) C.N.O. serial #290323 of 18 October 1943 to the Commandant FIFTH Naval District.  
(b) ComPhibTrafant confidential letter FE25/A4-3/ AKA of 15 May 1945 to the Commanding Officer.

Position. Marseille, France.

Narrative. (Zone time -2).  
Moored, berth #26, pier "D", Marseille Harbor, France, starboard side to. Boiler #1 in use for auxiliary purposes. Crew engaged in loading Army cargo assisted by Army personnel and Prisoners of War.

-----  
2 July 1945

Position. Marseille, France.

Narrative. (Zone time -2).  
Crew engaged in loading Army cargo, assisted by Army personnel and Prisoners of War.

2139 Underway, shifting berths, to enable coal collier to discharge. 2111 Moored, berth #35, pier "F", Marseille Harbor, France, starboard side to.

2355 Cargo lighter with Army cargo moored alongside to port.

-----  
3 July 1945

Position. Marseille, France.

Narrative. (Zone time -2).  
Crew engaged in loading Army cargo. Assisted by Army personnel and prisoners of war.

2150 Cargo lighter was unmoored.

-----  
4 July 1945

Position. Marseille, France.

Narrative. (Zone time -2).

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AKA 87/

SERIAL (Continued)  
WAR DIARY

4 July 1945

Crew engaged in loading Army cargo, assisted by Army personnel and Prisoners of War.

0800 Dressed ship in observance of Independence Day.

1119 Underway, shifting berths. 1132 Moored, berth #26, pier "D", Marseille Harbor, France, starboard side to. Continued loading Army cargo.

1645 French fuel barge MOORY MOZANT #2 was moored alongside to port. 1740 Commenced fueling ship. Draft of ship forward 15'-04½", aft 18'-10½". 2120 Completed fueling ship, having received 130,003 gals. of Navy Special Fuel Oil. Draft forward 15'-06", aft 20'-00". 2155 French Fuel barge MOORY MOZANT #2 was unmoored from ship's side.

-----  
5 July 1945

Position. Marseille, France.

Narrative. (Zone time -2).

Crew engaged in loading Army cargo, assisted by Army personnel and Prisoners of War.

-----  
6 July 1945

Position. Marseille, France.

Narrative. (Zone time -2).

Crew engaged in loading Army cargo. Assisted by Army personnel and Prisoners of War.

-----  
7 July 1945

Position. Marseille, France.

Narrative. (Zone time -2).

Crew engaged in loading Army cargo, assisted by Army personnel and prisoners of war.

0600 Cargo lighter with Army cargo was moored alongside to port.

0800 Completed loading cargo in #4 hold.

U. S. S. DUPLIN (AKA-87)

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New York, N.Y.

AKA 87/

SERIAL (Continued)

WAR DIARY

8 July 1945

Position. Marseille, France.

Narrative. (Zone time -2).

Crew engaged in loading Army cargo, assisted by Army personnel and Prisoners of War.

1800 Completed loading cargo in #1 hold.

2340 Completed loading cargo in #7 hold.

-----

9 July 1945

Position. Marseille, France.

Narrative. (Zone time -2, 0).

Crew engaged in loading Army cargo, assisted by Army personnel and Prisoners of War.

0420 Completed loading cargo in #2 and #3 holds.

0600 Cargo lighter was unmoored from ship's side.

1120 Completed loading cargo in #6 hold.

1202 Completed loading cargo in #5 hold. Approximate Army cargo 809 tons.

1312 Underway, shifting berths, awaiting reter shaft for auxiliary main feed pump. 1346 Anchored, Rade De Marseille, France.

1420 Commenced hoisting boats aboard and securing for sea. Searched ship for stoways and contraband, result negative.

1816 Retarded ship's clocks 2 hours to zone 0 time.

1810 Energized degaussing coils.

1811 Underway for Cristobal, Pannama, in obedience to ComNavAdBase, Marseille, France, movement order 6-45 of 7 July 1945. Captain at the Conn, Executive Officer and Navigator on the bridge. Standard speed 15 knots, 83 RPM. Standing out of Marseille Harbor on various courses conforming to swept channel.

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AKA 87/

SERIAL (Continued)  
WAR DIARY

9 July 1945

1813 Engine ahead standard. 1846 Cape Careau abeam to port, distant 1.8 miles. 1856 Planier Island Light abeam to stbd., distant 5.1 miles, took departure, set course 187° T, 189° Gyro, 199° P.Stg. Compass, 193° P.S.C.

1934 Course 220° T, 222° Gyro, 227° P.S.C., 229° P.Stg.C.

-----

10 July 1945

Position. 0800 140° -33' N 102° -29' E  
1200 139° -44' N 101° -33' E  
2000 138° -09.5' N 100° -33' E

Narrative.

(Zone time 0).

Underway for Cristobal, Panama. Degaussing coils energized.

1212 Course 216° T, 218° Gyro, 222° P.S.C., 225° P.Stg.C.

1457 Sighted Iviza Island bearing 122° T, distant 18 miles.

1609 Exercised at general quarters. 1614 Exercised at fire quarters. 1616 First stream at scene of fire. 1624 Exercised at Abandon Ship Stations. 1631 Secured from all emergency drills.

1719 Sighted land off stbd. bow. 1720 Cabo De San Antonio abeam to stbd., distant 11 miles.

1727 Course 213° T, 214° Gyro, 221° P.S.C., 223° P.Stg.C.

2244 Cabo De Palos Light abeam to stbd., distant 8.5 miles.

2258 Course 234° T, 235° Gyro, 241° P.S.C., 243° P.Stg.C.

Important Dispatch. ComNavAdBase 101100 B.

# U. S. S. DUPLIN (AKA-87)

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AKA 87/

SERIAL (Continued)

## WAR DIARY

11 July 1945

Position. 0800 L36° 35' N L03° 01.8' W  
1200 L36° 33.5' N L04° 18.4' W  
2000 L35° 53' N L06° 25' W

Narrative. (Zone time 0).  
Underway for Cristobal, C.Z. Degaussing coils energized.  
0225 Sighted Mesa De Roldan Light bearing 268° T,  
distant 20 miles.  
0448 Course 270° T, 271° Gyro, 279.5° P.Stg.C., 282° P.S.C.  
0523 Cabo De Gata Light abeam to stbd., distant 9 miles.  
0659 Pta Del Sabinal Light abeam to stbd., distant 6.2  
miles. 0758 Adra Light abeam to stbd., distant 11 miles.  
0921 Pta Del Llano De Carelema Light abeam to stbd., distant  
7 miles.  
1158 Course 240° T, 241° Gyro, 249° P.S.C., 248° P.Stg.C.  
1500 Course 236° T, 237° Gyro, 244° P.S.C., 243.5° P.Stg.C.  
1545 Entered Strait of Gibraltar. 1554 Great Uropa Light  
abeam to stbd., distant 3 miles.  
1645 Course 268° T, 269° Gyro, 281° P.S.C., 276° P.Stg.C.  
1707 Tarifa Light abeam to stbd., distant 3.5 miles, took  
departure, set course 268° T, 269° Gyro, 281° P.S.C., 276°  
P.Stg.C.

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12 July 1945

Position. 0800 L35° 43.5' N L10° 15' W  
1200 L35° 37' N L11° 32' W  
2000 L35° 33' N L13° 52.5' W

Narrative. (Zone time 0, plus 1).  
Underway for Cristobal, C.Z.  
Degaussing coils energized.  
1000 Secured degaussing coils.  
1328 Engine stopped due to loss of water in boilers.  
1433 Resumed course at 1/3 speed. 1508 2/3 speed. 1541  
standard speed.

U. S. S. DUPLIN (AKA-87)

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AKA 87/

SERIAL (Continued)

WAR DIARY

12 July 1945

1630 Retarded clocks 30 minutes to zone plus 1/2 time.  
1830 Retarded clocks 30 minutes to zone plus 1 time.

1917 Course 265° T, 267° Gyro, 283° P.S.C., 277° P.Stg.C.

---

13 July 1945

Position.	0800	L35° 14.5' N	L17° 40' W
	1200	L35° 03' N	L18° 51' W
	2000	L34° 54' N	L21° 17' W

Narrative. (Zone time plus 1).  
Underway for Cristobal, C.Z.

1340 Captain inspected lower decks. 1545 Secured  
from lower decks inspection.

---

14 July 1945

Position.	0800	L34° 34.5' N	L25° 03' W
	1200	L34° 22' N	L26° 15.5' W
	2000	L34° 04.5' N	L29° 01' W

Narrative. (Zone time plus 1, plus 2).  
Underway for Cristobal, C.Z.

0800 Course 262° T, 264° Gyro, 285° P.S.C., 280° P.Stg.C.  
1328 Course 263° T, 265° Gyro, 286° P.S.C., 281° P.Stg.C.

1630 Retarded clocks 30 minutes to zone plus 1 1/2 time.  
1830 Retarded clocks 30 minutes to zone plus 2 time.

2008 Course 256° T, 258° Gyro, 279° P.S.C., 273° P.Stg.C.

---

15 July 1945

Position.	0800	L33° 22' N	L32° 32' W
	1200	L33° 08' N	L33° 53.5' W
	2000	L32° 51' N	L36° 19.5' W

Narrative. (Zone time plus 2).  
Underway for Cristobal, C.Z.

0805 Course 262° T, 264° Gyro, 287° P.S.C., 282° P.Stg.C.

U. S. S. DUPLIN (AKA-87)

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

AKA 87/

SERIAL (Continued)

WAR DIARY

15 July 1945

1000 Held Divine Services. 1050 Sounded retreat from  
Divine Services.

2106 Course 254° T, 256° Gyro, 279° P.S.C., 274° P.Stg.C.

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16 July 1945

Position.	0800	L32° 00.5' N	L39° 59' W
	1200	L31° 42' N	L41° 10' W
	2000	L31° 08' N	L43° 24' W

Narrative. (Time zone plus 2).  
Underway for Cristobal, C.Z.

0410 Engine ahead 1/3, due to pump failure and loss of  
fuel oil suction. 0417 Standard speed.

0801 Course 253° T, 255° Gyro, 277.5° P.S.C., 273° P.Stg.C.

1202 Standard speed 14.1 knots., 78 RPM.

1609 Exercised at General Quarters. 1613 Exercised at  
Fire Quarters. 1615 First stream at scene of fire. 1620  
Secured from all emergency drills.

2130 Course 250° T, 252° Gyro, 274° P.S.C., 271° P.Stg.C.

---

17 July 1945

Position.	0800	L30° 07' N	L46° 36' W
	1200	L29° 55' N	L47° 39' W
	2000	L29° 10' N	L49° 51' W

Narrative. (Zone time plus 2, plus 2 1/3, plus 2 2/3, plus 3).  
Underway for Cristobal, C.Z.

0801 Standard speed 13.5 knots, 75 RPM.

0930 Gyro Compass developed 90° Error. Commenced  
steering by Standard Magnetic Compass course 271° , 267° P.Stg.C.,  
250° T.

0915 Streamed Taffrail Log for calibration.

1350 Course 247° T, 268° P.S.C., 265° P.Stg.C.



U. S. S. DUPLIN (AKA-87)

c/o Fleet Post Office  
San Francisco, Calif.

AKA 87/

(Continued)

SERIAL

WAR DIARY

17 July 1945

1530 Retarded clocks 20 minutes to zone plus 2 1/3 time.

1715 Recovered Taffrail Log.

1830 Retarded clocks 20 minutes to zone plus 2 2/3 time.

1852 Commenced steering by Gyro Compass, course 247° T,  
249° Gyro, 268° P.S.C., 265° P.Stg.C.

2230 Retarded clocks 20 minutes to zone plus 3 time.

---

18 July 1945

Position.	0800	L28° 02' N	L52° 52.5' W
	1200	L27° 40.5' N	L53° 51' W
	2000	L26° 59.5' N	L55° 30' W

Narrative. (Time Zone plus 3).  
Underway for Cristobal, C.Z.

0845 Streamed Taffrail Log for calibration.

1208 Standard speed 13 knots, 72 RPM.

1615 Recovered Taffrail Log.

1855 Standard speed 12.8 knots, 71 RPM.

2117 Course 246° T, 248° Gyro, 277° P.S.C., 263.5°  
P.Stg.C.

---

19 July 1945

Position.	0800	L25° 51.5' N	L58° 34.5' W
	1200	L25° 32.5' N	L59° 27' W
	2000	L24° 31' N	L60° 51' W

Narrative. (Zone time plus 3).  
Underway for Cristobal, C. Z.

1335 Course 266° T, 228° Gyro, 240° P.S.C., 237° P.Stg.C.

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**U. S. S. DUPLIN (AKA-87)**c/o Fleet Post Office  
San Francisco, Calif.

AKA 87/

SERIAL (Continued)

WAR DIARY

20 July 1945

Position.	0800	L22° 41' N	L63° 06' W
	1200	L21° 58.5' N	L63° 48' W
	2000	L20° 30' N	L65° 19' W

Narrative. (Zone time plus 3, plus 3½, plus 4).  
Underway for Cristobal, C. Z.

0800 Course 224° T, 226° Gyro, 235° P.S.C., 235.5° P.Stg.C.

1330 Department Heads held lower decks inspection.  
1435 Secured from lower decks inspection.

1530 Retarded clocks 30 minutes to zone plus 3½ time.  
1830 Retarded clocks 30 minutes to zone plus 4 time.

-----

21 July 1945

Position.	0800	L18° 38.5' N	L67° 33' W
	1200	L18° 03' N	L68° 14.5' W
	2000	L17° 00' N	L69° 46' W

Narrative. (Zone time plus 4).  
Underway for Cristobal, C.Z.

0608 Course 241° T, 243° Gyro, 244° P.S.C., 244° P.Stg.C.

0634 Sighted Puerto Rico Is., bearing 170° T, distant 20 miles.

0815 Desecheo Is., abeam to port, distant 14.5 miles.

0945 Sighted Mona Is., bearing 190° T, distant 22 miles.  
1025 Mona Is. abeam to port, distant 16.8 miles.

1045 Sighted Hispaniola Is., bearing 270° T, distant 18.4 miles.

1053 Course 197° T, 199° Gyro, 196° P.S.C., 197° P.Stg.C.

1206 Course 234° T, 236° Gyro, 236° P.S.C., 237° P.Stg.C.

Important Dispatch. U.S.S. DUPLIN 211315.

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# U. S. S. DUPLIN (AKA-87)

c/o Fleet Post Office  
San Francisco, Calif.

AKA 87/

SERIAL (Continued)

## WAR DIARY

22 July 1945

Position.	0800	L15° 24' N	L72° 04' W
	1200	L14° 53' N	L72° 54' W
	2000	L13° 59' N	L74° 24.5' W

Narrative. (Zone time plus 4).  
Underway for Cristobal, C. Z.

1000 Held divine services. 1100 Sounded retreat from divine services.

1325 Crossed magnetic equator. Commenced swinging ship for magnetic compass deviations. 1427 Completed swinging ship, resumed base course.

2058 Course 231° T, 233° Gyro, 226° P.S.C., 226° P.Stg.C.

---

23 July 1945

Position.	0800	L12° 15.5' N	L76° 37.5' W
	1200	L11° 55.5' N	L77° 05' W
	2000	L11° 00' N	L78° 21.5' W

Narrative. (Zone time plus 4).  
Underway for Cristobal, C. Z.

0800 Course 230° T, 232° Gyro, 227° P.S.C., 227° P.Stg.C. Standard speed 12 knots, 67 RPM. 1022 Course 042° T, 044° Gyro, 041° P.S.C., 048° P.Stg.C. Standard speed 5 knots, 30 RPM, to reduce roll during appendectomy being performed on SCOTT, Harold Parish, SK1c 603 55 75 USNR. 1242 Course 232° T, 234° Gyro, 228° P.S.C., 227° P.Stg.C. Standard speed 14.1 knots, 78 RPM.

1610 Exercised at General Quarters. 1614 Exercised at Fire Quarters. 1616 First stream at scene of fire. 1623 Secured from all emergency drills.

---

24 July 1945

Position.	0800	Cristobal, Canal Zone.
	1200	Pannama Canal.
	2000	Balboa, C. Z.

Narrative. (Zone time plus 4, plus 5).  
Underway for Cristobal, C. Z.

**U. S. S. DUPLIN (AKA-87)**

c/o Fleet Post Office  
San Francisco, California

AKA 87/

SERIAL (Continued)

24 July 1945

WAR DIARY

0036 Course 192° T, 194° Gyro, 183° P.S.C., 185° P.Stg.C.

0110 Engine stopped due to loss of water. 0139  
Standard speed.

0148 Course 194° T, 196° Gyro, 183° P.S.C., 186° P.Stg.C.

0329 Sighted Isla Grande Light, bearing 120° T. 0342  
Isla Grande Light abeam to port, distant 18.9 miles.

0344 Standard speed 10.2 knots, 57 RPM. 0345 Course 197°  
T, 199° Gyro, 188° P.S.C., 190° P.Stg.C.

0504 Ship hove to on various courses and speeds awaiting  
daylight.

0655 Proceeding into harbor, standard speed 15 knots,  
83 RPM.

0815 Retarded clocks 1 hour to zone plus 5 time.

0741 Canal Pilot Hanson JOHNSON embarked. 0746 Underway  
for Balboa, C. Z., in obedience to CNO dispatch 211815.  
Canal Pilot at the Conn. Captain and Navigator on the bridge.  
Standard speed 15 knots, 83 RPM. Standing into entrance to  
canal on various courses conforming to the dredged channel.  
0846 Entered Gatun Locks. 0952 Left Gatun Locks. 0958  
Entered Gatun Lake. 1425 Entered Pedro Miquel Locks. 1445  
Left Pedro Miquel Lock. 1447 Entered Miraflores Lake. 1515  
Entered Miraflores Locks. 1557 Left Miraflores Locks.

1621 Canal Tug Bohio moored on port bow. 1625 Canal  
Tug Laboca moored on port quarter. 1642 Engine stopped.  
1650 Moored, pier #2, NOB, Balboa, C. Z., stbd. side to. Ships  
present: various units of the Pacific Fleet plus Base and  
District Craft. 1651 Tugs cast off. Secured boiler #2,  
boiler #1 in use for auxiliary purposes. 1653 Pilot disembarked.

1715 Pursuant to Bulmed and Surg Form "G", the following  
named men were transferred to U.S. Naval Hospital, Balboa, C.Z.:  
SCOTT, Harold Parish, SKlc, 630 55 75, V-6 USNR and HIGBY,  
Willis Russel, Flc, 822 67 41, V-6 USNR.

1730 Commenced taking dry stores aboard.

**U. S. S. DUPLIN (AKA-87)**  
c/o Fleet Post Office  
San Francisco, California

AKA 87/

SERIAL (Continued)

24 July 1945

WAR DIARY

1808 Commenced fueling ship and taking fresh water aboard. 2024 Completed fueling ship, having received 3,029.18 bbls. of Navy Special Fuel Oil. Draft of ship forwarded 16'-02", aft 22'-00". 2240 Stopped loading stores for the night.

-----

25 July 1945

Position. Balboa, C. Z.

Narrative. (Zone time plus 5).

Crew engaged in provisioning ship.

1900 Completed provisioning ship.

Important Dispatches. U.S.S. DUPLIN (AKA-87) 251512.  
Port Director, C. Z. 251516.

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26 July 1945

Position. 0800 Balboa Harbor, C. Z.  
1200 08° 20.7' N      L79° 28.2' W  
2000 06° 36' N      L80° 22' W

Narrative. (Zone time plus 5).

0550 Pursuant to BuPers dispatch 241580, Lt.(jg) John McGUIRE, 310062, USN, was detached from this vessel and ordered to duty at the Third Naval District.

0559 Energized degaussing coils. 0600 Canal Tug Arrivn moored to port quarter. 0601 Lt.(jg) MURPHY and Lt.(jg) SALSBERG, Compass Compensating Adjustors, embarked. 0602 Canal Pilot B. H. PAINE embarked. 0617 Canal Tug BOHIO moored to port bow. 0630 Engine back 1/3, underway for Manila, P.I., in obedience to ComPanSeaFron orders of 24 July 1945. Canal Pilot at the Conn, Captain, Executive Officer and Navigator on the bridge. Standard speed 15 knots, 83 RPM., standing out of Balboa Harbor on various courses and speeds conforming to dredged channel. 0635 Tugs cast off. 0730 Stopped engine. 0734 Canal Pilot disembarked. 0735 2/3 speed. 0742 Commenced swinging ship for calibration of Magnetic Compasses.

**U. S. S. DUPLIN (AKA-87)**

c/o Fleet Post Office  
San Francisco, California

AKA 87/

SERIAL (Continued)

26 July 1945

WAR DIARY

1009 Lt.(jg) MURPHY and Lt.(jg) SALSEBURG disembarked.

1025 Taboguills Is. abeam to stbd., distant 1.3 miles, took departure, set course, 180° T, and Gyro, 176° P.S.C., 174° P.Stg.C. Standard speed 15 knots, 83 RPM.

1503 Course 224° T and Gyro, 219° P.S.C., 220° P.Stg.

1840 Darkened ship.

1847 Secured degaussing coils.

2100 Course 264° T and Gyro, 258.5° P.S.C., 258.5° P.Stg.C.

-----  
27 July 1945

Position. 0800 L06° 08' N L83° 16' W  
1200 L06° 10.5' N L84° 27' W  
2000 L06° 10.5' N L86° 43.5' W

Narrative. (Zone time plus 5, plus 5½, plus 6).  
Underway for Manila, P.I.

0800 Course 270° T and Gyro, 263° P.S.C., 263° P.Stg.C.

1530 Retarded clocks 30 minutes to zone plus 5½ time.

1830 Retarded clocks 30 minutes to zone plus 6 time.

2000 Course 277° T and Gyro, 268° P.S.C., 268° P.Stg.C.

2025 Moonrise.  
-----

28 July 1945

Position. 0800 L06° 33.5' N L89° 42' W  
1200 L06° 49.5' N L90° 17' W  
2000 L07° 17' N L92° 27' W

Narrative. (Zone time plus 6).  
Underway for Manila, P.I.

1300 Ensign Hamilton, Recorder, Summary Court Martial, served copy of specifications on STRICKLAND, John Henry, EM2c, 269 74 00, U.S. Navy.

**U. S. S. DUPLIN (AKA-87)**

c/o Fleet Post Office  
San Francisco, California

AKA 87/

SERIAL (Continued)

29 July 1945

WAR DIARY

Position.      0800      L07° 09' N      L94° 52.5' W  
                 1200      L07° 14' N      L95° 45' W  
                 2000      L07° 28' N      L97° 37' W

Narrative.      (Zone time plus 6).  
                 Underway for Manila, P.I.

1000 Held Devine Services. 1100 Sounded retreat from same.

-----

30 July 1945

Position.      0800      L07° 40' N      L100° 42' N  
                 1200      L07° 48' N      L101° 39' N  
                 2000      L08° 12' N      L103° 44.5' N

Narrative.      (Zone time plus 6, plus 6 1/3, plus 6 2/3, plus 7).  
                 Underway for Manila, P.I.

0800 Course 278° T, 280° Gyro, 270.5° P.S.C., 269.5° P.Stg.C.

0903 A Summary Court Martial, Lt. F. P. McCORD, USNR, senior member, met to try the case of STRICKLAND, John H., BM2c, 269 74 00, USN, and adjourned at 1125 to await action of the convening authority.

1530 Retarded clocks 20 minutes to zone plus 6 1/3 time.

1622 Exercised at General Quarters. 1630 Exercised at Fire Quarters. 1631 First stream at scene of fire. 1634 Secured from all emergency drills.

1830 Retarded clocks 20 minutes to zone plus 6 2/3 time.

2025 Course 276° T., 278° Gyro, 267.5° P.S.C., 267.5° P.Stg.C.

2030 Retarded clocks 20 minutes to zone plus 7 time.

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**U. S. S. DUPLIN (AKA-87)**  
c/o Fleet Post Office  
San Francisco, California

AKA 87/

SERIAL (Continued)

WAR DIARY

31 July 1945

Position.	0800	108° 32' N	1106° 46.5' W
	1200	108° 37' N	1107° 48' W
	2000	108° 49.5' N	1109° 49' W

Narrative. (Zone time plus 7).

Underway for Manila, P.I.



U. S. S. DUPLIN (AKA-87)

c/o Fleet Post Office  
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AKA 87/A12/HBF/gi

NO 335  
R. S. NO  
REG. SHEET NO 93

SERIAL

CONFIDENTIAL

31 August 1945

From: The Commanding Officer.  
To : The Commander in Chief, U.S. Fleet.  
Subject: War Diary for August 1945 - Submission of.  
Reference: (a) CominCh letter FF1/A12-1/A16-3.  
Enclosure: (A) War Diary for August 1945.  
1. Enclosure (A) is forwarded herewith in compliance  
with Reference (a).

*H. B. Fluck*

H. B. FLUCK  
Commander, USNR  
Commanding Officer.

NO 25 10 04  
141034

# U. S. S. DUPLIN (AKA-87)

c/o Fleet Post Office  
San Francisco, California

AKA 87/

SERIAL

## WAR DIARY

1 August 1945

Designation. Pacific Fleet.

Operation Order. C.N.O. confidential letter serial #0307223 of 23 May 1944.

Reference. (a) C.N.O. letter serial #290323 of 18 October 1943 to the Commandant FIFTH Naval District.  
(b) ComPhibTraLant confidential letter FE25/Al-3/ AKA of 15 May 1945 to the Commanding Officer.

Position. 0800 L09° 08' N L112° 49' W  
1200 L09° 13.5' N L113° 41' W  
2000 L09° 28' N L115° 55' W

Narrative. (Zone time plus 7, plus 7 1/3, plus 7 2/3, plus 8).  
Underway for Manila, P.I., steaming singly on course 276° T., 278° Gyro, 267° P.S.C., 267.5° P.Stg.C. Standard speed 15 knots, 83 RPM. Boilers #1 and #2 in use. Ship darkened.

1530 Retarded clocks 20 minutes to zone plus 7 1/3 time.  
1830 Retarded clocks 20 minutes to zone plus 7 2/3 time.  
2030 Retarded clocks 20 minutes to zone plus 8 time.

-----  
2 August 1945

Position. 0800 L10° 01.5' N L118° 58' W  
1200 L10° 01' N L120° 00' W  
2000 L10° 05.5' N L122° 01' W

Narrative. (Zone time plus 8).  
Underway for Manila, P.I.

0800 Course 272° T., 274° Gyro, 263° P.S.C., 263° P.Stg.C.

-----  
3 August 1945

Position. 0800 L10° 12' N L125° 04' W  
1200 L10° 14.5' N L126° 13' W  
2000 L10° 24' N L128° 32' W

**U. S. S. DUPLIN (AKA-87)**

c/o Fleet Post Office  
San Francisco, California

AKA 87/

SERIAL (Continued)

WAR DIARY

3 August 1945

Narrative. (Zone time plus 8, plus 8 1/3, plus 8 2/3, plus 9).  
Underway for Manila, P.I.

1330 Department Heads inspected holds and lower  
decks. 1519 Secured from lower decks inspection.

1530 Retarded clocks 20 minutes to zone plus 8 1/3  
time.

1603 Exercised at General Quarters and Battle  
Problem. 1640 Secured from General Quarters.

1830 Retarded clocks 20 minutes to zone plus 8 2/3  
time.

1941 Course 271° T., 273° Gyro, 262° P.S.C., 261°  
P.Stg.C.

2030 Retarded clocks 20 minutes to zone plus 9 time.

Important Dispatch. AdComPhiBspac 032022.

-----

4 August 1945

Position. 0800 110° 27' N 1131° 31' W  
1200 110° 34.8' N 1132° 35' W  
2000 110° 35' N 1134° 37' W

Narrative. (Zone time plus 9).  
Underway for Manila, P.I.

1354 Course 270° T., 272° Gyro, 261.5° P.S.C., 260.5°  
P.Stg.C.

-----

5 August 1945

Position. 0800 110° 37.5' N 1137° 47' W  
1200 110° 42.5' N 1138° 49' W  
2000 110° 46' N 1141° 18' W

Narrative. (Zone time plus 9, plus 9 1/3, plus 9 2/3, plus 10).  
Underway for Manila, P.I.

# U. S. S. DUPLIN (AKA-87)

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San Francisco, California

AKA 87/

SERIAL (Continued)

## WAR DIARY

5 August 1945

1000 Held Divine Services. 1100 Sounded retreat from Divine Services.

1530 Retarded clocks 20 minutes to zone plus 9 1/3 time. 1830 Retarded clocks 20 minutes to zone plus 9 2/3 time. 2030 Retarded clocks 20 minutes to zone plus 10 time.

---

6 August 1945

Position.	0800	110° 53.5' N	1144° 34' N
	1200	110° 52.5' N	1145° 34' N
	2000	110° 48' N	1147° 48' N

Narrative. (Zone time plus 10).  
Underway for Manila, P.I.

0800 Course 268° T., and Gyro, 256.5° P.S.C.,  
255.5° P.Stg.C.

1557 Exercised at General Quarters and Battle Problem.  
1623 Secured from General Quarters.

---

7 August 1945

Position.	0800	110° 41' N	1151° 04' W
	1200	110° 40' N	1151° 10' W
	2000	110° 34' N	1154° 37.5' W

Narrative. (Zone time plus 10, plus 10 1/3, plus 10 2/3, plus 11).  
Underway for Manila, P.I.

1530 Retarded clocks 20 minutes to zone plus 10 1/3 time.

1800 Commenced zig zagging in accordance with Plan #6 on base course 268° True and Gyro. Standard speed 15.6 knots, 86 RPM.

1830 Retarded clocks 20 minutes to zone plus 10 2/3 time. 2030 Retarded clocks 20 minutes to zone plus 11 time.

# U. S. S. DUPLIN (AKA-87)

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San Francisco, California

AKA 87/

SERIAL (Continued)

## WAR DIARY

8 August 1945

Position.            0800 110° 33' N 1157° 35' W  
                     1200 110° 34' N 1158° 34.5' W  
                     2000 110° 26' N 1160° 40' W

Narrative.            (Zone time plus 11).  
                         Underway for Manila, P.I., zig zagging according to  
                         Plan #6, base course 268° True.

                         0800 Base course 267° True and Gyro, 255° P.S.C.,  
                         254° P.Stg.C.

                         1200 Base course 266° True and Gyro, 254° P.S.C.,  
                         253° P.Stg.C.

                         1302 Exercised at General Quarters, fired all  
                         batteries. Expended 7 rounds 5" 38, 143 rounds of 40MM,  
                         819 rounds 20MM ammunition. No casualties to personnel.  
                         Short blow back on #3, 20MM gun. 1329 Secured from  
                         General Quarters.

-----  
9 August 1945

Position.            0800 110° 16.5' N 1163° 41.5' W  
                     1200 110° 13' N 1164° 43' W  
                     2000 110° 06' N 1166° 45' W

Narrative.            (Zone time plus 11).  
                         Underway for Manila, P.I., zig zagging according to  
                         Plan #6, base course 266° True.

                         2000 Base course 265° True and Gyro, 263° P.S.C.,  
                         262° P.Stg.C.

-----  
10 August 1945

Position.            0800 109° 48.5' N 1169° 51' W  
                     1200 109° 43' N 1170° 48' W  
                     2000 109° 32' N 1173° 10' W

Narrative.            (Zone time plus 11, plus 11 1/3, plus 11 2/3, plus 12).  
                         Underway for Manila, P.I., zig zagging according to  
                         Plan #6, base course 265° True.

# U. S. S. DUPLIN (AKA-87)

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San Francisco, California

AKA 87/

SERIAL (Continued)

## WAR DIARY

10 August 1945

1330 Commanding Officer inspected holds and lower decks. 1450 Secured from holds and lower decks inspection.

1530 Retarded clocks 20 minutes to zone plus 11 1/3 time. 1830 Retarded clocks 20 minutes to zone plus 11 2/3 time. 2030 Retarded clocks 20 minutes to zone plus 11 time.

---

11 August 1945

Position. 0800 109° 06' N 1176° 12' W  
1200 109° 05.5' N 1177° 15' W  
2000 109° 00' N 1179° 17.5' W

Narrative. (Zone time plus 12, -12.)  
Underway for Manila, P.I., zig zagging according to Plan #6, base course 265° True.

1310 Exercised at General Quarters and Battle Problem. 1336 Exercised at Abandon Ship stations. 1345 Secured from all emergency drills.

2400 Crossed 180th Meridian; advanced clocks 24 hours to zone -12 time.

---

13 August 1945

Position. 0800 108° 35' N 1177° 39' W  
1200 108° 28' N 1176° 40' E  
2000 108° 09' N 1174° 22' E

Narrative. (Zone time -12, 11 2/3, -11 1/3, -11).  
Underway for Manila, P.I., zig zagging according to Plan #6, base course 265° True.

1250 Base course 266° True and Gyro, 253° P.S.C., 251° P.Stg.C. Commenced zig zagging according to Plan #24.

1530 Retarded clocks 20 minutes to zone -11 2/3 time. 1830 Retarded clocks 20 minutes to zone -11 1/3 time. 2030 Retarded clocks 20 minutes to zone -11 time.

---

14 August 1945

Position. 0800 107° 51' N 1171° 11.5' E  
1200 108° 13.5' N 1170° 19' E  
2000 109° 05' N 1168° 19' E

# U. S. S. DUPLIN (AKA-87)

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San Francisco, California

AKA 87/

SERIAL (Continued)

## WAR DIARY

14 August 1945

Narrative.

(Zone time -11).

Underway for Manila, P.I., zig zagging according to Plan #24, base course 266° True.

0714 Base course 295° True and Gyro, 285° P.S.C., 284° P.Stg.C.

0841 Aur Island abeam to starboard, distant 11.8 miles.

0905 Generator failed, lost all electrical power, lost steering control. 0906 Generator on the line. 0914 steering by bridge telemotor control.

1800 Set condition of readiness III, Watch I.

2000 Ceased zig zagging. Course 315° True and Gyro, 308° P.S.C., 307° P.Stg.C.

2010 Unidentified aircraft, sounded General Quarters.

2015. Commenced zig zagging in accordance with Plan #24, base course 315° True. Planes friendly.

2025 Secured from General Quarters, set condition of readiness III, Watch II.

2309 Roi Island abeam to port, distant 15.5 miles.

-----

15 August 1945

Position.

0800 110° 37' N 1165° 25' E  
1200 110° 50.5' N 1164° 22' E  
2000 111° 12' N 1162° 17' E

Narrative.

(Zone time -11).

Underway for Manila, P.I., zig zagging according to Plan #24, base course 298° True. Maintaining condition of readiness III.

0115 Ceased zig zagging and returned to base course to insure safe clearance of ship on starboard bow.

# U. S. S. DUPLIN (AKA-87)

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San Francisco, California

AKA 87/

SERIAL (Continued)

## WAR DIARY

15 August 1945

0145 Resumed zig zagging, base course 298° True.

0600 Land sighted bearing 215° True, distant 15 miles. Base course 283° True and Gyro, 274° P.S.C., 272° P.Stg.C.

1848 Sighted Eniwetok Is., bearing 302° True, distant 16 miles. 1900 Ceased zig zagging. Course 260° True and Gyro, 250° P.S.C., 247° P.Stg.C. 1932 Eniwetok Is. abeam to stbd., distant 10 miles. 1948 With Eniwetok Is. bearing 003° True, distant 11.4 miles, course 280° True and Gyro, 272° P.S.C., 271° P.Stg.C.

2015 Commenced zig zagging in accordance with Plan #6 base course 280°.

-----  
16 August 1945

Position.            0800    111° 36' N    1159° 18' E  
                      1200    111° 46' N    1158° 16' E  
                      2000    112° 09.5' N 1155° 55' E

Narrative.            (Zone time -11, -10 2/3, -10 1/3, -10).  
                          Underway for Manila, P.I., zig zagging according to Plan #6, base course 280° True. Maintaining condition of readiness III.

                          Commanding Officer held inspection of Officer's Country.  
1315 Secured from inspection of Officer's Country.

                          1530 Retarded clocks 20 minutes to zone -10 2/3 time.  
1830 Retarded clocks 20 minutes to zone -10 1/3 time.  
2030 Retarded clocks 20 minutes to zone -10 time.

Important Dispatch.    CinCPac 160307.  
-----

17 August 1945

Position.            0800    1120 41.5' N    1152° 47.5' E  
                      1200    112° 46.5' N    1152° 20' E  
                      2000    112° 13' N      1150° 25.5' E

Narrative.            (Zone time -10).  
                          Underway for Manila, P.I., zig zagging according to Plan #6, base course 280° True. Maintaining condition of readiness III.



# U. S. S. DUPLIN (AKA-87)

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San Francisco, California

AKA 87/

SERIAL (Continued)

## WAR DIARY

17 August 1945

1235 Base course 252° True and Gyro, 246° P.S.C.,  
244° P.Stg.C.

1330 Division Officers inspected storerooms and  
living spaces. 1500 Secured from Division Officers  
inspection.

---

18 August 1945

Position.	0800	112° 13' N	1150° 25.5' E
	1200	111° 01' N	1146° 38' E
	2000	110° 34' N	1144° 24' E

Narrative. (Zone time -10, 9 2/3, -9 1/3, -9).  
Underway for Manila, P.I., zig zagging according to  
Plan #6, base course 252° True. Maintaining condition of  
readiness III.

1335 Base course 261° True and Gyro, 255.5° P.S.C.,  
256° P.Stg.C.

1530 Retarded clocks 20 minutes to zone -9 2/3 time.  
1830 Retarded clocks 20 minutes to zone -9 1/3 time.  
2030 Retarded clocks 20 minutes to zone -9 time.

Important Dispatch. ComFifthPhibFor 181230.

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19 August 1945

Position.	0800	109° 56.5' N	1141° 09' E
	1200	109° 57' N	1140° 11' E
	2400	110° 23.5' N	1138° 09' E

Narrative. (Zone time -9).  
Underway for Manila, P.I., zig zagging according to  
Plan #6, base course 261° True. Maintaining condition  
of readiness III.

1152 Base course 285° True and Gyro, 282° P.S.C.,  
281° P.Stg.C.

1251 Ceased zig zagging, course 310° True and Gyro,  
310° P.S.C., 310° P.Stg.C.

U. S. S. DUPLIN (AKA-87)

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San Francisco, California

AKA 87/

SERIAL (Continued)

WAR DIARY

19 August 1945

1335 Course 282° True and Gyre, 279° P.S.C., 279° P.Stg.C.  
1357 Mog Mog Island abeam to port, distant 3.9 miles.  
1430 Commenced zig zagging according to Plan #6, base  
course, 282° True.

---

20 August 1945

Position.            0800 L10° 56.5' N    L135° 01' E  
                      1200 L11° 03' N      L134° 05' E  
                      2000 L11° 28' N      L132° 12' E

Narrative.            (Zone time -9).  
                          Underway for Manila, P.I., zig zagging according  
                          to Plan #6, base course 282° True. Maintaining condition  
                          of readiness III.

                          1315 Base course 285° True and Gyre, 284° P.S.C.,  
                          283° P.Stg.C.

                          1604 Exercised at General Quarters and Battle Problem.  
                          1632 Secured from General Quarters, set condition of readi-  
                          ness III.

Important Dispatch.    CinCPac 200111.

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21 August 1945

Position.            0800 L11° 47.5' N    L129° 37' E  
                      1200 L10° 50' N      L129° 37' E  
                      2000 L10° 31' N      L127° 59' E

Narrative.            (Zone time -9).  
                          Underway for Manila, P.I., zig zagging according  
                          to Plan #6, base course 285° True. Maintaining condition  
                          of readiness III.

                          0641 Base course 180° True and Gyre, 175° P.S.C.,  
                          177° P.Stg.C.

                          1300 Standard speed 14.1 knots, 78 RPM. 1302 Base  
                          course 270° True and Gyre, 267° P.S.C., 267° P.Stg.C.

                          1855 Ceased zig zagging and resumed the base course,  
                          to ensure safe clearance of merchantman. 2000 Resumed  
                          zig zagging, base course 273° True.

Important Dispatch.    ComPhib Group 8 - 210904.

U. S. S. DUPLIN (AKA-87)

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San Francisco, California

AKA 87/

SERIAL (Continued)

WAR DIARY

22 August 1945

Position.	0800	L10° 43.5' N	L125° 41' E
	1200	L11° 03.4' N	L126° 06' E
	2000	L12° 50' N	L124° 54' E

Narrative.

(Zone time -9).

Underway for Manila, P.I., zig zagging according to Plan #6, base course 273° True. Maintaining condition of readiness III.

0310 Base course 293° True and Gyre, 292° P.S.C., 291° P.Stg.C.

0324 Lighted Suluan Island light, bearing 305° True, distant 13.6 miles.

0417 Sighted Hemenhen Island bearing 322° True, distant 10.4 miles. 0440 Ceased zig zagging. Course 280° True and Gyre, 279° P.S.C., 278° P.Stg.C.

0447 Suluan light abeam to starboard, distant 8.2 miles.

0458 Course 100° True and Gyre, 098° P.S.C., 099° P.Stg.C., waiting for daylight .

0525 Course 295° True and Gyre, 294° P.S.C., 293° P.Stg.C. 0623 Course 300° True and Gyre, 298° P.S.C., 299° P.Stg.C. Standard speed 15 knots, 83 RPM.

0627 Sighted midchannel buoy abeam to port, distant 300 yards. 0629 2/3 speed. 0658 Engine stopped, lying to, awaiting routing instructions from P.D. Hemenhen Is.

0816 1/3 speed. Standing out of Leyte Gulf on various courses and speeds pursuant to orders of P.D. Hemenhen Island dated 22 August 1945. 0827 Standard speed 15.6 knots, 86 RPM.

1030 Suluan Island abeam to port, distant 11.8 miles. Course 000° True and Gyre, 001° P.S.C., 001° P.Stg.C. 1200 Course 343° True and Gyre, 343° P.S.C., 344° P.Stg.C. Commenced zig zagging according to Plan #24, base course 343° True.

1608 Ceased zig zagging. Course 335° True and Gyre, P.S.C. and P.Stg.C. 1736 Course 298° True and Gyre, 295°

U. S. S. DUPLIN (AKA-87)

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AKA 87/

SERIAL (Continued)

WAR DIARY

22 August 1945

P.S.C., 294° P.Stg.C. 2013 Course 270° True and Gyre,  
264° P.S.C., 265° P.Stg.C.

2119 Energized degaussing coils. 2227 San Bernardine  
Island light abeam to port, distant 2.3 miles. Entered  
San Bernardine Strait. Course 204° True and Gyre, 199°  
P.S.C., 199° P.Stg.C. 225 Energized the fathometer.  
2244 Turned on running lights. 2307 Turned on masthead  
and range lights. 2308 Stationed anchor detail. 2309  
Course 200° True and Gyre, 195° P.S.C., 195° P.Stg.C.  
2323 Course 197° True and Gyre, 192° P.S.C., 192° P.Stg.C.  
2326 Course 210° True and Gyre, 206° P.S.C., 206° P.Stg.C.  
2331 Course 215° True and Gyre, 210° P.S.C., 210° P.Stg.C.  
2340 Course 270° True and Gyre, 265° P.S.C., 265° P.Stg.C.  
2345 Secured anchor detail, having passed through San  
Bernardine Strait. 2348 Calantas Rock light abeam to stbd.,  
distant 1.7 miles.

23 August 1945

Position. 0800 L13° 03.5' N L122° 05.7' E  
1200 L13° 34.1' N L121° 09.4' E  
2000 Manila, P.I.

Narrative.

(Zone time -9).

Underway for Manila, P.I. Maintaining condition  
of readiness III.

0000 Course 309° True and Gyre, 309° P.S.C., 309°  
P.Stg.C. 0100 Secured fathometer.

0104 Sighted San Miquel Island light on port bow.  
0151 Course 270° True and Gyre, 266° P.S.C., 265° P.Stg.C.  
0205 San Miquel Island light abeam to port, distant 3.6  
miles. 0208 Course 226° True and Gyre, 221° P.S.C., 219°  
P.Stg.C. 0222 Sighted Bugui Point light on port bow.  
0253 Course 288° True and Gyre, 286° P.S.C., 285° P.Stg.C.  
0259 Secured navigational lights. 0327 Bugui Point abeam  
to port, distant 6 miles. 0908 Course 304° True and Gyre,  
303° P.S.C., 303° P.Stg.C. 0914 Balastar light abeam  
to starboard, distant 4 miles. 0950 Deemali Point light  
abeam to port, distant 11 miles. 1143 Mallebrige Point  
light abeam to stbd., distant 6.5 miles. 1214 Course 270°  
True and Gyre, 266° P.S.C., 266° P.Stg.C. 1232 Mateco Pt.  
abeam to stbd., distant 1.6 miles. 1307 Course 296° True

U. S. S. DUPLIN (AKA-87)

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AKA 87/

SERIAL (Continued)

WAR DIARY

23 August 1945

and Gyre, 295° P.S.C., 295° P.Stg.C. 1324 Sepec Point abeam to stbd., distant 3.7 miles. 1410 Cape Santiago light abeam to stbd., distant 4.4 miles. 1432 Course 000° True and Gyre, 002° P.S.C., 003° P.Stg.C. 1541 Fortune Island light abeam to port, distant 1.5 miles. Course 350° True and Gyre, 352° P.S.C., 353° P.Stg.C. 1616 Course 040° True and Gyre, 042° P.S.C., 044° P.Stg.C. 1627 Course 050° True and Gyre, 052° P.S.C., 253° P.Stg.C. 1650 Course 042° True and Gyre, 044° P.S.C., 045° P.Stg.C. 1656 Secured from condition of readiness III. 1705 Speed 15 knots, 83 RPM. 1724 Engine stopped. 1731 Received charts and orders from SC 734. 1734 Standard speed 15 knots, 83 RPM. 1737 Course 062° True and Gyre, 064° P.S.C., 065° P.Stg.C. 1805 Engine stopped. 1806 2/3 speed. 1814 1/3 speed. 1816 Engine stopped. 1825 Standard speed. 1827 1/3 speed. 1829 Engine stopped. 1852 Back 1/3 speed. 1901 Engine stopped. 1905 1/3 speed. 1907 Set special sea details. 1910 Engine stopped. 1912 1/3 speed. 1919 Engine stopped. 1920 Back 2/3 speed. 1923 Engine stopped. 1926 Anchored, berth #544, Manila Harbor, P.I., in 10 fathoms of water, with 60 fathoms of chain to the port anchor, on the following bearings: Custom House tower 069° True; Sangley Point light 047° True; Channel buoy 090° True.

Important Dispatch. MarCorps 231833.

-----

24 August 1945

Position. Manila, P.I.

Narrative. (Zone time -9).

Ship is awaiting berth assignment.

0640 Underway, engine ahead 1/3. Standard speed 15 knots, 83 RPM. Proceeding on various courses and speeds shifting berths. 0750 Engine stopped. Anchored, berth #58, Manila Harbor, P.I., in 8 fathoms of water, with 45 fathoms of chain to the port anchor, on the following bearings: Custom House tower 047° True; Sangley Point light 188° True; Midchannel buoy 286° True. 1100 Underway, engine ahead 1/3. Standard speed 15 knots, 83 RPM. Proceeding on various courses and speeds, shifting berths, by order of the P.D. Captain, Executive Officer and the Navigator on the bridge. 1125 Anchored, berth #57, Manila, P.I. in 8 fathoms of water, with 45 fathoms of chain to the

U. S. S. DUPLIN (AKA-87)

c/o Fleet Post Office  
San Francisco, California

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SERIAL (Continued)

WAR DIARY

24 August 1945

port anchor, on the following bearings: Custom House tower 050° True; Sangley Point light 187° True; Mid-channel buoy, 277° True. 1126 Secured main engine.

1535 Captain Harold G. REIFENRATH and Army passengers under his command, were transferred this date, having arrived at their destination.

Important Dispatch. ComPhibGroup 8 - 240743.

-----

25 August 1945

Position. Manila, P.I.

Narrative. (Zone time -9).

Ship is awaiting decking space to unload Army cargo.

1847 Underway, Engine ahead 1/3. Maneuvering on various courses and speeds to conform with dredged channel in shifting berths.

1950 Moored, pier #13, Manila Harbor, P.I., starboard side to.

2035 Prepared to unload Army cargo.

-----

26 August 1945

Position. Manila, P.I.

Narrative. (Zone time -9).

Crew engaged in unloading Army cargo.

0100 Commenced unloading Army cargo.

-----

27 August 1945

Position. Manila, P.I.

Narrative. (Zone time -9).

Crew engaged in unloading Army cargo.

0940 Completed unloading Army cargo, having discharged 808 tons.

1034 Underway, engine ahead 1/3. Standard speed 15 knots, 83 RPM. Proceeding to sea to pump water ballast

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on orders of P.D., Manila, P.I.

1212 San Nicolas Sheal light abeam to port, distant 2.5 miles.

1300 Commenced pumping water ballast.

Ship steaming on various courses and speeds while pumping water ballast.

2210 Corregidor light abeam to port, distant 1.5 miles.

2248 Completed pumping water ballast. Ship is proceeding to anchorage.

2350 Engine stopped. Anchored, Manila Harbor, P.I. in 13 fathoms of water, with 45 fathoms of chain to the port anchor, Bearings obscured due to rain.

-----  
28 August 1945

Position. Manila, P.I.

Narrative. (Zone time -9).

0626 Underway, shifting berths to fuel ship.

0713 Moored, U.S.S. SILVER CLOUD, IX-143, in berth #167, port side to.

0814 Commenced fueling ship. Draft before fueling: 11'-06" forward, 19'-03" aft. 1208 Completed fueling ship, having received 8927.2 barrels of Navy Special Fuel Oil. Draft of ship forward 14'-03", aft 21'-03".

1316 Underway, shifting berths. 1346 Anchored, berth #508, in 10 fathoms of water, with 45 fathoms of chain to the starboard anchor.

-----  
29 August 1945

Position. Manila, P.I.

Narrative. (Zone time -9).

Ship is engaged in completing logistics for forthcoming operation.

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AKA 87/

SERIAL (Continued)

WAR DIARY

30 August 1945

Position. Manila, P.I.

Narrative. (Zone time -9).

Ship is engaged in completing logistics for forthcoming operation.

-----

31 August 1945

Position. Manila, P.I.

Narrative. (Zone time -9).

Ship is completing logistics for forthcoming operation.



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AKA 87/A12/HBF/gi

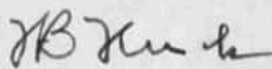
SERIAL SO-68

REG. NO 399  
R. S. NO  
REG. SHEET NO 146

CONFIDENTIAL

30 September 1945

From: The Commanding Officer.  
To : The Commander in Chief, U.S. Fleet.  
Subject: War Diary for September 1945 - Submission of.  
Reference: (a) CominCh letter FF1/A12-1/A16-3.  
Enclosure: (A) War Diary for September 1945.  
1. Enclosure (A) is forwarded herewith in compliance  
with Reference (a).

  
H. B. FLUCK  
Commander, USNR  
Commanding Officer.

147260

**U. S. S. DUPLIN (AKA-87)**

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SERIAL

CONFIDENTIAL

1 September 1945

Position. Manila, P.I.

Narrative. (Zone time -9).

Anchored, berth #508, Manila Harbor, P.I., in 10 fathoms of water, with 45 fathoms of chain to the starboard anchor, on the following bearings: Sangley Point light, 163° True, Custom House tower, 085° True, Tondo Church, 070° True. Maintaining typhoon condition II.

1550 Moored, with 12 fathoms of chain to the port anchor.

-----

Position. Manila, P.I.

2 September 1945

Narrative. (Zone time -9).

0800 Secured from typhoon condition II.

1000 Held Divine Services. 1045 Sounded retreat from Divine Services.

1250 Unmoored, anchored with 52 fathoms of chain to the starboard anchor.

-----

Position. Manila, P.I.

3 September 1945

Narrative. (Zone time -9).

1420 Hove in starboard anchor to 45 fathoms.

-----

Position. 0800 14° -25' N 120° -37' E  
1200 Subic Bay  
2000 14° -43' N 120° -00' E

4 September 1945

Narrative. (Zone time -9).

**U. S. S. DUPLIN (AKA-87)**

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AKA 87/ WAR DIARY

SERIAL (Continued)

CONFIDENTIAL

4 September 1945

0640 Underway for Subic Bay in accordance with P.D., Manila, P.I. movement order X dated 2 September 1945, U.S.S. DUPLIN, OTC, U.S.S. WASHBURN.

1026 Entered Subic Bay. 1135 Anchored, berth #111, Subic Bay, P.I. in 20 fathoms of water, with 45 fathoms of chain to the starboard anchor, on the following bearings: Kalaklan Point light , 330° True.

1200 Pursuant to orders of Commodore D.L. RYAN, ComPhibGrp 8, 8 LCM's were delivered to Subic Bay boat pool.

1743 Underway for Lingayen Gulf, P.I. in accordance with P.D. Subic Bay, Luzon, P.I., movement Subic-Lingayen #42 order dated 4 September 1945, U.S.S. DUPLIN, OTC: U.S.S. WASHBURN: U.S.S. TABORA: U.S.S. SYLVANIA.

2057 Capones Island light abeam to starboard, distant 8 miles.

-----

5 September 1945

Position.     Lingayen Gulf, P.I.

Narrative.    (Zone time -9).

Underway for Lingayen Gulf, P.I. 0630 Standing into San Fernando, Lingayen Gulf.

0658 Energized degaussing coils. 0700 Lying to, awaiting instructions from P.D.

0858 Received routing instructions from P.D. to proceed independently to Aringay, Point. 0903 U.S.S. WASHBURN, U.S.S. TABORA, U.S.S. SYLVANIA were detached and ordered to proceed independently in accordance with their routing instructions.

1014 Proceeding to Aringay Point. 1049 Anchored, Aringay Point, Lingayen Gulf, in 20 fathoms of water, with 65 fathoms of chain to the port anchor, on the following bearings: Mount Santo Tomas, 102° True, Beacon "F", 006° True, Bay Bay Point, 156° True.

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AKA 87/ WAR DIARY

SERIAL (Continued)

CONFIDENTIAL

5 September 1945

Ship engaged in preparations to receive Army Cargo.

-----

6 September 1945

Position. Aringay Point, Lingayen Gulf.

Narrative. (Zone time -9).

Ship engaged in preparations to receive Army Cargo.

0925 Underway, to close beach. 1027 Anchored, Aringay Point, Lingayen Gulf, in 10 fathoms of water with 35 fathoms of chain to the port anchor, on the following bearings: Mount Santo Tomas, 108° True; San Fernando Tower, 354° True; Bay Bay Point, 167° True.

1105 Made all preparations for receiving Army cargo.

1340 Secured degaussing coils.

1438 Commenced loading Army cargo.

-----

7 September 1945

Position. Aringay Point, Lingayen Gulf.

Narrative. (Zone time -9).

Continued loading Army cargo.

-----

8 September 1945

Position. Aringay Point, Lingayen Gulf.

Narrative. (Zone time -9).

Continued loading cargo.

-----

9 September 1945

Position. Aringay Point, Lingayen Gulf.

Narrative. (Zone time -9).

Continued loading cargo.

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SERIAL (Continued)

CONFIDENTIAL

10 September 1945

Position. Aringay Point, Lingayen Gulf.

Narrative. (Zone time -9).

Continued loading cargo.

1205 Discontinued loading cargo.

1210 Part of TransRon 14 stood in and anchored.

-----

11 September 1945

Position. Aringay Point, Lingayen Gulf.

Narrative. (Zone time -9).

0810 U.S.S. GEORGE CLYMER, flying ComTransRon 14 flag  
stood in and anchored.

1600 Resumed loading Army cargo.

-----

12 September 1945

Position. Aringay Point, Lingayen Gulf.

Narrative. (Zone time -9).

Continued loading Army cargo.

2100 Discontinued loading Army cargo.

-----

13 September 1945

Position. Aringay Point, Lingayen Gulf.

Narrative. (Zone time -9).

0900 U.S.S. WASATCH, flying ComPhibGroup 8 flag,  
stood in and anchored.

1600 Received from U.S. Postal Officer, 33rd Division,  
U.S.A., 42 bags of 1st class registered Army mail.

2130 Rendered assistance to and took aboard LCVF  
from U.S.S. GEORGE CLYMER and made necessary repairs.

**U. S. S. DUPLIN (AKA-87)**

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AKA 87/ WAR DIARY

SERIAL (Continued)

CONFIDENTIAL

14 September 1945

Position. Aringay Point, Lingayen Gulf.

Narrative. (Zone time -9).

0630 Held Divine Services. 0715 Sounded retreat from Divine Services.

0805 The U.S.S. GEORGE CLYMER LCVP, PA-27 was returned to parent vessel, having received necessary repairs.

0841 Took aboard and made necessary repairs to U.S.A. 4 Eng. S.B.B. #4-1743.

1425 Resumed loading Army cargo. 2245 Discontinued loading Army cargo.

-----

15 September 1945

Position. Aringay Point, Lingayen Gulf.

Narrative. (Zone time -9).

0820 Resumed loading Army cargo.

1030 In accordance with dispatch #140500 ComPhibPac Squadron AP-14, LCVP AKA-87 - #24, fully equipped, was delivered to U.S.S. GEORGE CLYMER, APA-27.

2330 Completed loading Army Cargo, having lifted 1800 tons.

-----

16 September 1945

Position. Aringay Point, Lingayen Gulf.

Narrative. (Zone time -9).

0852 Underway, shifting berths. 0948 Anchored, Bauang Point, Lingayen Gulf, P.I., in 9 fathoms of water, with 45 fathoms of chain to the port anchor, on the following bearings: Beacon "F", 116° True; Beacon "E", 088° True; San Fernando Tower, 005° True.

1000 Held Divine Services. 1035 Sounded retreat from Divine Services.

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SERIAL (Continued)

CONFIDENTIAL

16 September 1945

1545 Completed loading 8 LCM(6) boats and 6 Jay-Boats for 544th Engineers Boat and Shore Reg't. U.S.A.

1725 In accordance with dispatch ComTransRon 14, 160143, LCVP #AKA-87-23 and LCVP #AKA-87-10, both fully equipped, were delivered to U.S.S. GRIGGS, APA-110.

-----

17 September 1945

Position. Bauang Point, Lingayen Gulf, P.I.

Narrative. (Zone time -9).

0640 Underway, rendezvousing with TransRon 14 in accordance with ComTransRon 14 dispatch 2245 of 16 September 1945, for scheduled exercise. 0948 Anchored, Transport Area Able One, in 45 fathoms of water, with 60 fathoms of chain to the port anchor.

0949 Commenced lowering all boats into the water. 0952 First boat waterborn. 1023 All boats waterborn. Nine LCVP's and 6 LCM's left the ship in accordance with master boat employment plan. 1025 LCM from U.S.S. LANDER, APA-178, reported for duty. 1107 LCM from U.S.S. GRIGGS, APA-110, reported for duty.

1238 Underway, closing the beach to pick up boats. 1245 Anchored, Transport Area Charlie, in 37 fathoms of water with 62 fathoms of chain to the port anchor.

1400 Hoisted all boats aboard.

1434 Underway. Pursuant to ComTrans Division 40 orders, TransDiv. 40 shifting anchorage to Aringay Point. 1631 Anchored, Aringay Point, Lingayen Gulf, P.I., in 16 fathoms of water, on the following bearings: San Fernando Tangent, 001° True; Beacon "F", 005° True; Flag Pole 062° True.

-----

18 September 1945

Position. Aringay Point, Lingayen Gulf, P.I.

Narrative. (Zone time -9).

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SERIAL (Continued)

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18 September 1945

0820 Commenced lowering 9 LCVP's into water pursuant to orders from ComTransRon 14. 0840 9 LCVP's dispatched to U.S.S. LANDER, APA-178. 1032 9 LCVP's returned to parent ship, having completed operations.

-----

19 September 1945

Position. Aringay Point, Lingayen Gulf, P.I.

Narrative. (Zone time -9).

1615 Pursuant to ComTransRon 14 dispatch 122218 dated 12 September 1945, transferred to the U.S. NavSectBase, Navy #3960: LCVP AKA-87-12, LCVP AKA-87-14, LCVP AKA-87-22.

-----

20 September 1945

Position. 0800 Lingayen Gulf, P.I.  
1200 17° -28' N 120° -02' E  
2000 18° -53' N 120° -26' E

Narrative. (Zone time -9).

0630 Underway for Wakayama, Honshu, Japan, in accordance with orders of ComTransRon 14, in execution of Com PhibGrp. 8 movement order A804-45.

0730 TransRon 14 in cruising disposition "1T". Standard speed 13 knots. Fleet course and fleet axis 329° True. 0803 Fleet course and fleet axis 349° True. 0814 Column open order. 1206 Fleet course and fleet axis 015° True. 1533 Fleet course and fleet axis 030° True.

1604 Exercised at General Quarters. 1607 Exercised at Fire Quarters. 1611 First stream at scene of fire. 1614 Exercised at abandon ship stations. 1624 Secured from all emergency drills.

-----

21 September 1945

Position. 0800 20° -26' N 122° -54' E  
1200 21° -04' N 123° -32' E  
2000 22° -11' N 124° -59' E



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SERIAL (Continued)

CONFIDENTIAL

21 September 1945

Narrative. (Zone time -9).

Underway for Wakayama, Honshu, Japan.

0216 Fleet course and fleet axis 080° True. 0620  
Fleet course and fleet axis 049° True. 1300 Fleet course  
and fleet axis 055° True.

1305 Commenced scheduled tactical maneuvers. 1355  
Secured from same.

-----

22 September 1945

Position.      0800    23° -53' N    127° -10' E  
                 1200    24° -25' N    127° -55' E  
                 2000    25° -32' N    129° -19' E

Narrative. (Zone time -9).

Underway for Wakayama, Honshu, Japan.

0800 Fleet course and fleet axis 047° True.

1300 Commenced scheduled tactical maneuvers. 1417  
Secured from same.

1500 Fleet speed 11 knots.

-----

23 September 1945

Position.      0800    27° -13' N    131° -14' E  
                 1200    27° -42' N    131° -55' E  
                 2000    28° -40' N    133° -05' E

Narrative. (Zone time -9).

Underway for Wakayama, Honshu, Japan.

0800 Fleet speed 10.5 knots.

0900 Commenced scheduled tactical maneuvers. 1020  
Secured from same.

1255 P.C. 1127 came alongside port quarter and delivered  
guard mail.

**U. S. S. DUPLIN (AKA-87)**

c/o Fleet Post Office

San Francisco, California

AKA 87/ WAR DIARY

SERIAL (Continued)

CONFIDENTIAL

23 September 1945

1602 Standard speed 10 knots.

-----

24 September 1945

Position.            0800    30° -14' N    134° -22' E  
                         1200    31° -09' N    134° -50' E  
                         2000    32° -41' N    134° -52' E

Narrative.            (Zone time -9).

Underway for Wakayama, Honshu, Japan.

0701 Fleet course and fleet axis 036° True. 1038  
Fleet course and fleet axis 003° True.

1318 Commenced scheduled tactical maneuvers. 1359  
Secured from same.

1709 Standard speed 11 knots. Fleet course and fleet axis  
348° True. 2150 Fleet course and fleet axis 344° True.

2345 Commenced forming cruising disposition "3T".

-----

25 September 1945

Position.            Wakayama, Honshu, Japan.

Narrative.            (Zone time -9).

Underway for Wakayama, Honshu, Japan.

0000 Energized degaussing coils. Formed cruising  
disposition "3T". 0013 Fleet speed 8 knots. 0016 Fleet  
course and fleet axis 000° True.

0048 Sighted Shikoku Island bearing 310° True, distant  
17 miles. 0255 I Shima abeam to port, distant 1.7 miles.  
Entered Kii Bay.

0405 Fleet course and fleet axis 070° True. Standard  
speed 6 knots.

0458 Deployed in accordance with ComTransRon 14  
landing operation order #A1-45.

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San Francisco, California

AKA 87/WAR DIARY

SERIAL (Continued)

CONFIDENTIAL

25 September 1945

0545 Set condition of readiness "1A". 0600 Lowered all boats to the rail. 0622 Commenced lowering all boats over the side in accordance with ComTransRon 14 order to land the landing force.

0625 All electrical power failed, lost steering control, stopped engine, broke brakedown flag. 0626 Electrical power restored, regained steering control, engine ahead 1/3, executed brakedown flag.

0642 Anchored, Transport Area Able One, Wakayama, Honshu, Japan, as set forth in ComTransRon 14 movement plan #AL-45, Annex Able, Appendix II Deployment Plan, Enclosure (a). 0651 Secured from condition of readiness "1A".

0710 Working party from U.S.S. BOLLINGER, APA-234, reported for duty. 0711 All boats waterborn. 0712 6 LCM's and 9 LCVP's left the ship in accordance with master landing boat employment plan. 1713 Commenced preparations to unload Army cargo.

0917 Underway, closing beach. 1016 Anchored, Transport Area Charlie, Wakayama, Honshu, Japan in 17 fathoms of water, with 60 fathoms of chain to the starboard anchor. 1030 Commenced unloading Army cargo.

2000 LSM #117 moored alongside port #2 hold, port side to. 2015 Commenced loading same.

2235 LSM #114 moored alongside starboard #4 hold, starboard side to. 2240 Commenced loading same.

-----

26 September 1945

Position. Wakayama, Japan.

Narrative. (Zone time -9).

Ship is unloading Army cargo for the occupational forces.

1600 ComPhibGrp 8 in U.S.S. WASATCH, AGC-9, assumed duty as SOFA administrative of the Wakayama Area.

1730 TransRon 14, less U.S.S. DUPLIN, U.S.S. WASHBURN, U.S.S. BERGIT, stood out to sea.

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SERIAL (Continued)

CONFIDENTIAL

27 September 1945

Position. Wakayama, Japan.

Narrative. (Zone time -9).

Ship is unloading Army cargo, for the occupational forces.

1532 Completed unloading all Army cargo.

1635 Nine Officers and 145 men, Captain W. J. GIBRON, Commanding, disembarked, transportation completed.

1644 Underway for Leyte Gulf, P.I. in accordance with ComPhibGrp 8 dispatch 270004, dated 27 September 1945, formed T.U.54.18.11, U.S.S. DUPLIN, OTC, U.S.S. HEMMINGER, escort, U.S.S. WASHBURN, U.S.S. BIRGIT. 1711 Course 233° True. 1827 Speed 10 knots. 1912 Course 178° True. 1947 Course 151° True. Standard speed 14.5 knots. 2044 Course 185° True. 2255 Standard speed 14 knots.

2313 Gyro inoperative steering by Magnetic Steering Compass.

-----  
28 September 1945

Position. 0800 31° -10' N 134° -50' E  
1200 30° -29' N 134° -33' E  
2000 29° -16' N 132° -50' E

Narrative. (Time Zone -9).

Underway for Leyte Gulf, P.I. 0029 Speed 13.5 knots. 0237 Speed 12 knots. 0617 Speed 9 knots. 0715 Speed 7 knots to allow cooling of main line bearing. 0834 Course 202° True. 0840 Speed 14.5 knots.

1308 Gyro Compass in operation. 1312 Course 235° True.  
-----

29 September 1945

Position. 0800 27° -27' N 130° -00' E  
1200 26° -57' N 129° -08' E  
2000 25° -32' N 127° -33' E

Narrative. (Zone time -9).

**U. S. S. DUPLIN (AKA-87)**

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AKA 87/WAR DIARY

SERIAL (Continued)

CONFIDENTIAL

29 September 1945

Underway for Leyte Gulf, P.I.

1240 Course 224° True.

1505 Okinoyerabu Island abeam to starboard, distant 11 miles.

2154 Course 110° True. Speed 7 knots. Heaving to, to Eastward of typhoon track, awaiting more information concerning storm's course.

-----

30 September 1945

Position.	0800	24° -38' N	128° -35' E
	1200	23° -59' N	128° -36' E
	2000	23° -03' N	127° -42' E

Narrative. (Time Zone -9).

Underway for Leyte Gulf, P.I. 0032 Speed 14.5 knots. Typhoon is recurving; necessary to make as much way Eastward as possible. 0105 Speed 14.1 knots. 0139 Speed 13 knots. 0638 Course 143° True. 0735 Course 158° True. 0827 Course 168° True. 1041 Course 180° True. 1107 Speed 12.5 knots. 1324 Course 215° True. 1637 Speed 11.9 knots. 2000 Speed 11.5 knots.

REG. NO 460  
R. S. NO  
REG. SHEET NO 57

U. S. S. DUPLIN (AKA-87)

c/o Fleet Post Office  
San Francisco, California

AKA 87/AL2  
HBF/gi  
SERIAL 78-45.  
CONFIDENTIAL

31 October 1945

From: The Commanding Officer.  
To : The Commander in Chief, U.S. Fleet.  
Subject: War Diary for October 1945 - Submission of.  
Reference: (a) CominCh letter FF1/AL2-1/AL6-3.  
Enclosure: (A) War Diary for October 1945.  
1. Enclosure (A) is forwarded herewith in compliance  
with reference (a).

*H. B. Fluck*  
H. B. FLUCK  
Commander, USNR  
Commanding Officer.

149044

## U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

### SERIAL

1 October 1945

Position.	0800	21° -21' N	126° -10' E
	1200	21° -16' N	125° -19' E
	2000	20° -37' N	123° -31' E

Narrative. (Zone time -9).

Underway from Wakayama, Japan to San Fernando, Luzon. Steaming as OTC, T.U.54.18.11, U.S.S. DUPLIN OTC; U.S.S. WASHBURN; U.S.S. BIRGIT; U.S.S. HEMMINGER, escort. Column open order. Course 215° True, 217° Gyro, 221° P.Stg.C. Standard speed 11.5 knots, 64 RPM. Burning navigational lights. Boilers #1 and #2 in use.

1115 Course 249° True. 1916 Standard speed 14 knots, 77 RPM. 2222 Course 220° True.

-----

2 October 1945

Position.	0800	19° -47' N	121° -05' E
	1200	19° -13' N	120° -48' E
	2000	18° -15' N	120° -16' E

Narrative. (Zone time -9).

Underway for San Fernando, Luzon.

0040 Course 245° True. 0246 Sabtang Island abeam to starboard, distant 8.5 miles. 0619 Course 220° True.

0630 Sighted Calayan Island, bearing 165° True, distant 35 miles. 0824 Course 210° True. 1025 Standard speed 13 knots, 72 RPM. 1112 Standard speed 12 knots, 67 RPM.

2000 U.S.S. BIRGIT, AKA-24, was detached and ordered to proceed independently to Subic Bay, Luzon.

-----

3 October 1945

Position.	0800	16° -38' N	120° -13' E
	1200	San Fernando, Luzon	
	2000	16° -26' N	119° -39' E

Narrative. (Zone time -9).

Underway for San Fernando, Luzon.

## U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

3 October 1945

0011 Course 185° True. 0452 Course 215° True. 0500 Captain, Executive Officer and Navigator on the bridge. Captain at the Conn. 0526 Engine stopped, lying to, off San Fernando, awaiting daylight. 0655 Engine ahead 1/3. 0720 Engine stopped, lying to, off San Fernando, Luzon, awaiting further routing instructions and 3 LCVP's.

0844 Engine ahead 2/3. Maneuvering on various courses and speeds to anchorage. 0955 Anchored, San Fernando Point, Luzon, P.I., in 33 fathoms of water, with 90 fathoms of chain to the port anchor, on the following bearings: San Fernando Point, 104° True; Old Fort, 087° True; Old Tower, 060° True.

1600 Ensign, R. W. NEWMAN and four (4) men returned, having completed temporary duty in connection with the stowage of 3 LCVP's at San Fernando, Luzon. The following LCVP's were returned from stowage at San Fernando, Luzon and hoisted aboard: AKA-87-12; AKA-87-14 and AKA-87-22.

1709 Underway, Engine ahead 1/3. Standard speed 15 knots, 83 RPM. Captain, Executive Officer and Navigator on the bridge. Captain at the Conn. Standing out of San Fernando, Luzon, pursuant to P.D. Lingayen orders Lingayen - Leyte convoy #7 dated 3 October 1945, U.S.S. DUPLIN, OTC, T.U.54.18.11; U.S.S. HEMMINGER; U.S.S. WASHBURN.

1722 Course 264° True. 1743 Standard speed. 1850 Course 240° True. 2103 Course 166° True. 2114 Standard speed 13 knots, 72 RPM.

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4 October 1945

Position.	0800	Subic Bay		
	1200	Subic Bay		
	2000	14° -25' N	120° -17' E	

Narrative. (Time Zone -9).  
Underway for Subic Bay, Luzon.

0327 Standard speed 11.5 knots, 64 RPM. 0455 Standard speed 10 knots, 56 RPM. 0459 Course 057° True. 0605 Sighted Subic Bay light bearing 045° True, distant 13 miles. 0618 Captain, Executive Officer and Navigator on the bridge. Captain at the Conn. 0629 Standard speed 15 knots, 83 RPM.



## U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

4 October 1945

0653 Proceeding on various courses and speeds conforming to channel approaching to Subic Bay Net Entrance.

0730 Passed through Subic Bay Net Entrance, proceeding on various courses and speeds to anchorage. Grande Island abeam to starboard, distant 1200 yards.

0800 Anchored, Subic Bay, Luzon, P.I., in 21 fathoms of water, with 45 fathoms of chain to the starboard anchor, on the following bearings: Agushin Point 306° True; Mayango Island, 357° True; Koloklan Point, 051° True.

1450 The following LCM's were returned from stowage at Subic Bay, Luzon and hoisted aboard: KA-87-1; KA-87-2; KA-87-4; KA-87-6; KA-87-7; KA-87-8. LCM's KA-87-3 and KA-87-5 were not returned, and in place thereof, LCM's KA-44-2 and PA-214-2 were received and hoisted aboard.

1752 Underway, Engine ahead 2/3. Standard speed, 15 knots, 83 RPM. Captain, Executive Officer and Navigator on the bridge. Captain at the Conn. Standing out of Subic Bay, Luzon, on various courses and speeds, approaching the entrance. Pursuant to P.D. Lingayen orders Lingayen - Leyte Convoy #7 dated 3 October 1945, U.S.S. DUPLIN, OTC, T.U.54.18.11; U.S.S. HEMMINGER; U.S.S. WASHBURN.

1825 With Grande Island abeam to port, distant 1200 yards, took departure and set course 180° True. 1808 Standard speed. 1918 Course 155° True. 2050 Course 176° True. 2235 Course 115° True.

-----

5 October 1945

Position.	0800	12° -51' N	122° -53' E
	1200	12° -35' N	123° -50' E
	2000	12° -19' N	125° -35' E

Narrative. (Time Zone -9).  
Underway for Leyte, P.I.

0000 Course 103° True. 0045 Excaced Point, abeam to starboard, distant 1.6 miles. 0101 Course 063° True. 0124 Course 076° True. 0131 Malabrigo Point abeam to port, distant 5.5 miles. 0136 Course 125° True. 0240 Sighted

## U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

5 October 1945

Tres Reyes Island light, bearing  $110^{\circ}$  True, distant 20.5 miles. Sighted Dumali Point bearing  $163^{\circ}$  True, distant 14 miles. 0320 Dumali Point light abeam to starboard, distant 8.5 miles. 0345 Reyes Island light abeam to port, distant 4.5 miles. 0357 Course  $108^{\circ}$  True.

0437 Dos Hermanos Island abeam to starboard, distant 3 miles. 0515 Banton Island abeam to starboard, distant 4.7 miles. 0655 Bondoc Point, Luzon, abeam to port, distant 16.6 miles.

0821 Course  $122^{\circ}$  True. 0835 U.S.S. HEMMINGER assumed guide. 0936 Course  $090^{\circ}$  True. 1020 Course  $036^{\circ}$  True. 1057 Course  $090^{\circ}$  True. 1115 Course  $130^{\circ}$  True. 1250 Course  $090^{\circ}$  True. 1315 Gyro inoperative. Course  $039^{\circ}$  True. 1320 Toloog Point light abeam to starboard distant 1 mile. 1402 Gyro compass in operation. 1416 San Bernadino Light abeam to port, distant 2 miles. 1432 Course  $090^{\circ}$  True.

1530 U.S.S. HEMMINGER dispatched by OTC to investigate native fishing craft in distress.

1545 U.S.S. HEMMINGER reports native fishing craft in sinking condition with 5 natives aboard. Directed by OTC, to land rescued personnel at Atalaya Point, Samar, P.I. 1704 Botag Island light abeam to starboard, distant 9.5 miles.

1713 Course  $129^{\circ}$  True. 1917 Course  $163^{\circ}$  True. 2044 Course  $158^{\circ}$  True.

-----

6 October 1945

Position. Leyte Gulf, P.I.

Narrative. (Time Zone -9).  
Underway for Leyte Gulf, P.I.

0130 Sighted Suluan light bearing  $163^{\circ}$  True, distant 13 miles. 0157 Course  $215^{\circ}$  True. 0240 Suluan Island light abeam to starboard distant, 9.5 miles. 0345 U.S.S. HEMMINGER returned from rescue mission and resumed station. 0409 Homonhon Island abeam to starboard distant 4.3 miles. 0539 Course  $341^{\circ}$  True. 0625 Captain at the Conn. 0630 Proceeding towards San

## U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

6 October 1945

Pedro Bay, Leyte. 0714 Engine ahead 1/3. 0715 Engine stopped. Lying to, awaiting anchorage charts from H.E.V.

0748 Engine ahead 2/3. 0750 Standard speed. Proceeding on various courses and speeds to anchorage.

0857 Anchored, berth #292, San Pedro Bay, Leyte, P.I., in 8 fathoms of water, with 30 fathoms of chain to the starboard anchor, on the following bearings: Beacon "C", 317° True; Beacon "D", 044° True; Beacon "B", 287° True. U.S.S. HEMMINGER detached from T.U.54.18.11.

1251 Underway, engine ahead 1/3, shifting berths to fuel ship. 1450 Moored, berth #79, San Pedro Bay, Leyte, P.I. in 10 fathoms of water, with 10 fathoms of chain to the port anchor, starboard side to U.S.S. WHIPPET, IX-129.

1513 Commenced fueling ship. Draft of ship forward 12' -03", aft 19' -06".

1555 YO-173 moored alongside port, starboard side to, 1650 Commenced receiving diesel oil. 1720 Completed fueling ship, having received 4,210 bbls. of Navy Special Fuel Oil. Draft of ship forward 14' -00", aft 20' -00". 1830 Completed receiving diesel oil, having received 563 bbls. 1845 YO-173, unmoored from alongside port.

---

7 October 1945

Position. San Pedro Bay, Leyte, P.I.

Narrative. (Time Zone -9).

Ship is logisticating for forth coming occupation of Matsuyama.

0707 Unmoored, engine ahead 1/3. Shifting berths to anchorage. 0821 Anchored, berth #292, San Pedro Bay, Leyte, P.I., in 8 fathoms of water, with 32 fathoms of chain to the port anchor, on the following bearings: Beacon "B", 287° True; Beacon "D", 040° True; Beacon "E", 100° True.

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8 October 1945

Position. San Pedro Bay, Leyte, P.I.

## U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

8 October 1945

Narrative. (Time Zone -9).

Underway, standard speed 15 knots, 83 RPM. Proceeding to Guiuan, Samar, in accordance with ComTransRon 14 orders dated 2 October 1945. 1435 Course 115° True. 1446 Course 105° True.

1638 Anchored, Manicani Island, Samar, P.I., in 17 fathoms of water, with 56 fathoms of chain to the port anchor, on the following bearings: Right Tangent Manicani Is., 005° True; Left Tangent Manicani Is., 349° True.

1730 Pursuant to ComTransRon 14 orders, serial #509 dated 2 October 1945, 8 LCM's were transferred to the Boat Pool, NOB, Samar, P.I.

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9 October 1945

Position. 0800 Manicani Is., Samar, P.I.  
1200 10° -45' N 125° -37' E  
2000 09° -13' N 126° -35' E

Narrative. (Time Zone -9).

1105 Pursuant to ComPhibGrp 11 Dispatch 261050 of September 1945, 3 LCVP's were transferred to and hoisted aboard the U.S.S. DUPLIN, to replace 3 LCVP's transferred to the U.S.S. CLYMER and U.S.S. GRIGGS.

1115 Underway, standard speed 15 knots, 83 RPM. Pursuant to ComTransRon 14 movement order 3-45, U.S.S. DUPLIN, OTC, T.U.54.18.11; U.S.S. WASHBURN. Standing out for Talomo, Mindanao, P.I. Course 185° True.

1200 Course 124° True. 1627 Course 169° True.

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10 October 1945

Position. 0800 Darao Bay, Mindanao  
1200 Talomo Bay, Mindanao  
2000 Talomo Bay, Mindanao

Narrative. (Time Zone -9).

Underway for Talomo, Mindanao.

0154 Course 203° True. 0623 Course 256° True. 0733 Cape San Augustin abeam to starboard, distant 5.9 miles.

## U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

10 October 1945

0749 Course 322° True.

0804 Exercised at General Quarters. 0811 Exercised at Fire Quarters. 0813 First stream at scene of fire. 0816 Secured from all emergency drills. 1026 Course 343° True. 1134 Course 308° True. 1145 Maneuvering to anchorage. 1223 Anchored, Talomo Bay, Mindanao, P.I., in 80 fathoms of water with 128 fathoms of chain to the starboard anchor, on the following bearings: Durgolan Point, 118° True, Pier light, 327° True.

1238 Commenced lowering all boats into the water and opened all hatches, in preparation to receive Army cargo.

1649 Underway, to close the beach. 1715 Anchored, Talomo Bay, Mindanao, P.I., in 30 fathoms of water, with 90 fathoms of chain to the starboard anchor, on the following bearings: Signal Tower, 336° True; Domalog Point, 124° True.

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11 October 1945

Position. Talomo Bay, Mindanao, P.I.

Narrative. (Time Zone -9).

Ship engaged in lifting Army cargo for the occupation of Matsuyama.

0837 Commenced loading Army cargo into hold #7. 0910 Commenced loading Army cargo into hold #6. 0920 Commenced loading Army cargo into hold #2 and hold #3.

1615 Commenced loading Army cargo into hold #1.  
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12 October 1945

Position. Talomo Bay, Mindanao, P.I.

Narrative. (Time Zone -9).

Ship engaged in lifting Army cargo for the occupation of Matsuyama.

1615 Commenced loading hold #5.  
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13 October 1945

Position. Talomo Bay, Mindanao, P.I.

## U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

13 October 1945

Narrative. (Time Zone -9).

Ship engaged in lifting Army cargo for the occupation of Matsuyama.

0900 Commenced loading Army cargo into hold #4.

1510 Pursuant to ComMatsuyamaGroup order dated 13 October 1945, 9 officers and 106 men of the 24th Q.M.Co., Captain, C. E. SCHOLTZ, Commanding, embarked.

1700 Completed loading all Army cargo, having lifted 2,065 tons.

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14 October 1945

Position. Talomo Bay, Mindanao, P.I.

Narrative. (Time Zone -9).

2000 Commenced loading ammunition into hold #6.

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15 October 1945

Position. 0800 Talomo Bay, Mindanao, P.I.  
1200 06° -44' N 125° -42' E  
2000 06° -56' N 126° -33' E

Narrative. (Time Zone -9).

0215 Completed loading 275 tons of Army ammunition.

1000 Underway, engine ahead 1/3, standard speed 11.7 knots, 65 RPM. Captain, Executive Officer and Navigator on the bridge. Captain at the Conn. Standing out of Talomo Bay, Mindanao, P.I. pursuant to ComTransRon 14 Landing Operation Order #A2-45, dated 13 October 1945. 1015 Fleet Course and fleet axis 157° True. Formed cruising disposition "1T". 1040 Standard speed 13.5 knots, 75 RPM. 1112 Formed column open order.

1204 Fleet course and fleet axis 139° True. 1456 Fleet course and fleet axis 115° True. 1507 Fleet course and fleet axis 090° True. 1525 Fleet course and fleet axis 057° True. 1554 Fleet course and fleet axis 023° True. 2005 Fleet course and fleet axis 035° True. 2218 Fleet course and fleet axis 001° True.

## U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

16 October 1945

Position.	0800	09° -14' N	126° -50' E
	1200	09° -59' N	126° -48' E
	2000	11° -28' N	127° -00' E

Narrative. (Time Zone -9).  
Underway for Matsuyama, Japan.

1605 TransRon opened distance and interval, preparation for lying to, to receive mail from the U.S.S. GRIGGS, APA-110. 1644 Engine stopped.

1735 Fleet course and fleet axis 024° True. Standard speed 14 knots, 78 RPM. Formed cruising disposition "1T". Formed column open order. U.S.S. GRIGGS, APA-110, and U.S.S. ALLENDALE, APA-127, joined TransRon 14 and took assigned stations.

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17 October 1945

Position.	0800	13° -59' N	127° -55' E
	1200	14° -48' N	128° -14' E
	2000	16° -26.5' N	129° -02' E

Narrative. (Time Zone -9).  
Underway for Matsuyama, Japan.

1600 Exercised at General Quarters. 1607 Exercised at Fire Quarters. 1610 First stream at scene of fire. 1613 Exercised at Abandon Ship Stations. 1620 Secured from all emergency drills.

2006 Fleet course and fleet axis 019° True.

## U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

18 October 1945

Position. 0800 19° -01' N 129° -47' E  
1200 19° -46' N 130° -04' E  
2000 21° -21' N 130° -24' E

Narrative. (Time Zone -9).  
Underway for Matsuyama, Japan.

0755 Fleet course and fleet axis 022° True. 1300 Fleet course  
and fleet axis 006° True. 1956 Fleet course and fleet axis 004° True.

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19 October 1945

Position. 0800 24° -06' N 130° -26' E  
1200 24° -54' N 130° -28' E  
2000 26° -27' N 130° -40' E

Narrative. (Time Zone -9).  
Underway for Matsuyama, Japan.

0758 Fleet course and fleet axis 006° True. 1952 Fleet  
course and fleet axis 012° True.

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20 October 1945

Position. 0800 28° -52' N 131° -16' E  
1200 29° -35' N 131° -38' E  
2000 31° -02' N 132° -02' E

Narrative. (Time Zone -9).  
Underway for Matsuyama, Japan.

0413 Fleet course and fleet axis 021° True. 0900 Fleet  
Course and fleet axis 015° True. 1300 Fleet course and  
fleet axis 013° True. 2017 Engine ahead 2/3.

-----

21 October 1945

Position. 0800 33° -06.2' E 132° -15' E  
1200 IYO SEA  
2000 Mitsugahama Roads, Japan.



## U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

21 October 1945

Narrative. (Time Zone -9).  
Underway for Matsuyama, Japan.

0012 Fleet course and fleet axis 008° True. 0201  
Standard speed. 0245 Fleet course and fleet axis 355° True.  
0429 Fleet course and fleet axis 014° True.

0436 Formed cruising disposition "2T". 0530 Sighted  
Okino Island, bearing 040° True, distant 7.5 miles. 0605  
Fleet course and fleet axis 000° True. 0644 Fleet course  
and fleet axis 332° True. 0716 Fleet course and fleet axis  
327° True. 0747 Fleet course and fleet axis 303° True.

0810 Fleet course and fleet axis 299° True. 0830 Fleet  
course and fleet axis 327° True. 0841 Fleet course and fleet axis  
328° True. 0854 Fleet course and fleet axis 335° True. 0930  
Fleet course and fleet axis 000° True. 0945 Fleet course and  
fleet axis 045° True. 1014 Fleet course and fleet axis 043° True.  
1017 Engines ahead 2/3. 1100 Fleet course and fleet axis 044°  
True. 1135 U.S.S. PC #1127 came alongside and delivered anchorage  
charts. 1445 Ordered by ComTransRon 14 to proceed independently  
to assigned anchorage. 1644 Anchored, berth #80, Mitsugahama Roads,  
Shikoku, Japan, in 13 fathoms of water with 60 fathoms of chain to  
the port anchor, on the following bearings: Yori Is., 281° True;  
Tsuru Is., 348° True; Ao Is., 237° True. Ships present;  
U.S.S. APPALACHIAN (SOPA), TransRon 14, and various units of  
the Pacific Fleet.

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22 October 1945

Position. Mitsugahama Roads, Japan.

Narrative. (Time Zone -9).  
Ship is awaiting unloading orders from ComTransRon 14.

1245 Commenced discharging Army cargo from holds #1, 5,  
and 7. 1323 Underway, shifting berths.

1420 Anchored, berth #62, Mitsugahama Roads, Shikoku, Japan,  
in 14 fathoms of water, with 65 fathoms of chain to the port  
anchor, on the following bearings: left tangent Tsuru Is., 316°  
True; right tangent Gogo Is., 008° True; Breakwater 073° True.

1440 Commenced discharging Army cargo from hold #4.

## U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

22 October 1945

1625 Underway, shifting berths 250. 1630 Anchored, berth #62, in 14 fathoms of water, with 45 fathoms of chain to the port anchor, on the following bearings: left tangent Tsuro Island, 315° True; Yoso Island, 018° True; Yuri Island, 272° True.

2300 Completed unloading hold #4.

-----

23 October 1945

Position. Mitsugahama Roads, Japan.

Narrative. (Time Zone -9).

Ship is engaged in unloading Army cargo for occupation of Matsuyama, Japan.

0140 Discontinued unloading Army cargo.

0900 Resumed unloading Army cargo. 1330 Discontinued unloading Army cargo.

-----

24 October 1945

Position. Mitsugahama Roads, Shikoku, Japan.

Narrative. (Time Zone -9).

Ship is engaged in unloading Army cargo for occupation of Matsuyama, Japan.

0635 Resumed unloading Army cargo.

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25 October 1945

Position. Mitsugahama Roads, Shikoku, Japan.

Narrative. (Time Zone -9).

Ship is engaged in unloading Army cargo for the occupation of Matsuyama, Japan.

2100 Completed unloading all Army cargo, having discharged 2,340 tons.

-----

26 October 1945

Position. 0800 Mitsugahama Roads, Shikoku, Japan

U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

26 October 1945

2000 Kure, Honshu, Japan.

Narrative. (Time Zone -9).

Ship is awaiting further orders from CinCPac.

1130 Pursuant to ComMatsuyama Group orders dated 13 October 1945, 9 officers and 106 men of the 24th Q.M. Co., Captain, C.E. SCHOLTZ, Commanding disembarked, transportation completed and 8 LCM(6)'s were transferred with them.

1408 Underway for Kure, Honshu, Japan, in accordance with ComTransRon 14 orders of 26 October 1945.

1625 Anchored, Kiro Bay, Honshu, Japan, in 13 fathoms of water, with 45 fathoms of chain to the starboard anchor, on the following bearings: left tangent Shimo Kamagar Island, 045° True; right tangent Shimo Kuro Island, 126° True; right tangent Nasake Island, 270° True. Several units of the Imperial Japanese Navy present.

-----

27 October 1945

Position. Mitsugahama Roads, Shikoku, Japan.

Narrative. (Time Zone -9).

Ship is awaiting further orders from CinCPac.

0626 Underway for Mitsugahama Roads, Shikoku, Japan; in accordance with ComTransRon 14 orders of 26 October 1945.

0847 Anchored, berth #35 Mitsugahama Roads, Shikoku, Japan, in 10 fathoms of water, with 45 fathoms of chain to the starboard anchor, on the following bearings: Yoso Island, 049° True; left tangent Tsure Island, 322° True; Yuri Island, 269° True.

-----

28 October 1945

Position. Mitsugahama Roads, Shikoku, Japan.

Narrative. (Time Zone -9).

Ship is awaiting further orders from CinCPac.

1000 Held Divine Services. 1045 Sounded retreat from Divine Services.

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U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

CONFIDENTIAL

29 October 1945

Position. Mitsugahama Roads, Shikoku, Japan.

Narrative. (Time Zone -9).

Ship is awaiting further orders from CinCPac.

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30 October 1945

Position. Mitsugahama Roads, Shikoku, Japan.

Narrative. (Time Zone -9).

Ship is awaiting further orders from CinCPac.

Important Dispatch. U.S.S. DUPLIN 302308.

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31 October 1945

Position. Mitsugahama Roads, Shikoku, Japan.

Narrative. (Time Zone -9).

Ship is awaiting further orders from CinCPac.

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U. S. S. DUPLIN (AKA-87)

c/o Fleet Post Office  
San Francisco, California

AKA 87/ A12  
HBF/gi  
SERIAL 85-45.

CONFIDENTIAL

30 November 1945

From: The Commanding Officer.  
To : The Commander in Chief, U.S. Fleet.  
Subject: War Diary for November 1945 - Submission of.  
Reference: (a) CominCh letter FF1/A12-1/A16-3.  
Enclosure: (A) War Diary for November 1945.  
1. Enclosure (A) is forwarded herewith in compliance  
with reference (a).

*H. B. Fluck*

H. B. FLUCK  
Commander, USNR  
Commanding Officer.

149786

RECEIVED S-L FILE  
03 ROOM 2055  
DEC 10 1945  
FF1/A12-1/AKA87  
195

U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL

CONFIDENTIAL

1 November 1945

Position. Mitsugahama Roads, Shikoku, Japan.

Narrative. (Time Zone -9).

Ship is awaiting further orders from CominChPac.

0800 Exercised at General Quarters. 0808 Exercised at Fire Quarters. 0811 First stream at scene of fire. 0815 Secured from all emergency drills.

Important Dispatch: ComWestSeaFron 011845.

-----

2 November 1945

Position. Mitsugahama Roads, Shikoku, Japan.

Narrative. (Zone time -9).

Ship is awaiting passengers for transportation to the United States.

0755 Underway, shifting berths. 0820 Anchored, berth #94.

1330 Captain held lower decks inspection. 1410 Secured from lower decks inspection.

1423 Underway, shifting berths. 1456 Anchored, berth #35.

-----

3 November 1945

Position. Matsugahama Roads, Shikoku, Japan.

Narrative. (Time Zone -9).

Ship is awaiting passengers for transportation to the United States.

1023 Underway for fueling berth. 1137 Moored, U.S.S. BRAZOS, AO-4, portside to, on the following bearings:

## U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

3 November 1945

CONFIDENTIAL

Yuri Island, 285° True; Tsuru Island, 351° True; Ao Island, 237° True.

1150 Commenced fueling ship. Draft of ship forward 12' - 16", aft 21' - 00". 1350 Completed fueling ship, having received 8,011 gals. diesel oil and 128,222 gals. of Navy Special Fuel Oil at 67° F. Draft of ship forward 13' - 03", aft 21' - 01".

1414 Underway, shifting berths. 1435 Anchored, berth #35.

1921 Twenty-four passengers reported for transportation to the United States. 2310 Fourteen passengers reported for transportation to the United States.

-----

4 November 1945

Position. Mitsugahama Roads, Shikoku, Japan.

Narrative. (Time Zone -9).

Ship is awaiting passengers for transportation to the United States.

1000 Held Divine Services. 1045 Sounded retreat from Divine Services.

1050 One passenger reported for transportation to the United States.

1350 Transferred 1 LCVP, hull #C144012 to U.S.S. LST-1067 in accordance with P.D.'s orders of 4 November 1945.

1945 Six passengers reported for transportation to the United States.

Important Dispatch: P.D. Kure 040003.

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5 November 1945

Position. 0800 Mitsugahama Roads, Shikoku, Japan.

1200 33° -41.5' N      132° -22' E  
2000 32° -26' N      132° -54' E

Narrative. (Time Zone -9).

**U. S. S. DUPLIN (AKA-87)**

c/o Fleet Post Office  
San Francisco, California

AKA 87/ WAR DIARY

SERIAL (Continued)

CONFIDENTIAL

5 November 1945

Ship is preparing to get underway for Wakayama, Honshu, Japan to receive passengers to the United States.

0925 Underway in accordance with P.D.'s orders of 5 November 1945 for Wakayama, Honshu, Japan.

0936 Lost bridge hydraulic steering control. Engine stopped. 0943 Steering by hand electric bridge control. 1035 Engine ahead 2/3. Proceeding on various courses and speeds to conform with swept channel.

1734 Took departure and set course 194° True. Standard speed. 1839 Course 098° True. 2029 Course 077° True.

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6 November 1945

Position. Wakayama, Honshu, Japan.

Narrative. (Time Zone -9).

Underway for Wakayama, Honshu, Japan.

0002 Course 048° True. 0312 Course 333° True. 0334 Course 323° True.

0457 Engine ahead 2/3. Proceeding on various courses and speeds to conform with swept channel. 0711 Standard speed. 0812 Engine stopped. 0818 Anchored, berth B-30, Wakanaura Bay, Honshu, Japan, in 17 fathoms of water, with 45 fathoms of chain to the port anchor, on the following bearings: Tanoura Point, 060° True; Aoisli Point, 177° True; Kanae Point, 099° True.

1353 Sixteen passengers reported for transportation to the United States.

1440 Fourteen passengers reported for transportation to the United States.

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7 November 1945

Position. Wakayama, Honshu, Japan.

2000 33° -21.5' N 135° -23' E



U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

7 November 1945

CONFIDENTIAL

Narrative. (Time Zone -9).

Ship is awaiting passengers for transportation to the United States.

0805 Received 184 sacks and 30 outsides, a total of 214 pieces of U.S. Mail Parcel Post.

0855 Sixty-Eight passengers reported for transportation to the United States.

1402 Underway for Nagoya, Honshu, Japan. 1409 Engine stopped. 1410 Thirteen passengers reported for transportation to the United States.

1430 Standard speed. Proceeding on various courses and speeds to conform with swept channel.

1715 With Mid-channel buoy "A" abeam to starboard, distant 200 yards, took departure and set course 153° True.

1837 Course 110° True. 2153 Course 053° True.

-----

8 November 1945

Position. 0800 34° -39' N 136° -50' E  
1200 Nagoya, Honshu, Japan.

Narrative. (Time Zone -9).

Underway for Nagoya, Honshu, Japan.

0405 Course 010° True. 0535 Course 005° True. 0545 Proceeding on various courses and speeds to conform with swept channel.

1110 Engine stopped. Anchored, berth A-109, Ise Bay, Honshu, Japan, in 6 fathoms of water, with 45 fathoms of chain to the port anchor, on the following bearings: Nagoya Ko light, 037° True; Yokkaichi Ko light, 256° True; Oniga Point, 162° True.

-----

9 November 1945

Position. Nagoya, Honshu, Japan.

# U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

9 November 1945

CONFIDENTIAL

1200 34° -45' N 136° -45' E  
2000 33° -31' N 138° -18' E

Narrative. (Time Zone -9).

Ship is awaiting passengers for transportation to the United States.

1005 Thirty passengers reported for transportation to the United States.

1045 Underway for San Francisco, California, in obedience to P.D.'s orders of 9 November 1945. Proceeding on various courses and speeds to conform with swept channel.

1513 With Mid-channel buoy #1 abeam to port, distant 200 yards, took departure and set course 125° True.

2005 Course 115° True, to pass ship ahead on starboard side. 2017 Course 125° True. 2040 Course 090° True.

-----

10 November 1945

Position. 0800 34° -09' N 142° -02' E  
1200 34° -39' N 143° -30' E  
2000 35° -23' N 145° -45' E

Narrative. (Time Zone -9, -10).

Underway for San Francisco, California.

0110 Course 068° True.

0200 Advanced clocks 1 hour to zone -10 time.

1647 Floating mine abeam to starboard, distant 50 yards. 1656 Course 244° True to search for and destroy same. 1712 Course 271° True. 1719 Course 063° True. Abandoned search due to approaching darkness. Floating mine reported by dispatch.

-----

11 November 1945

Position. 0800 36° -23' N 149° -40' E

# U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

11 November 1945

CONFIDENTIAL

1200	36° -45' N	150° -55' E
2000	37° -31' N	153° -36' E

Narrative. (Zone Time -10).

Underway for San Francisco, California.

1000 Held Divine Services. 1100 Sounded retreat from Divine Services.

1645 Course 065° True.

---

12 November 1945

Position.	0800	38° -53' N	157° -32' E
	1200	39° -36' N	158° -33' E
	2000	40° -20' N	161° -15' E

Narrative. (Zone Time -10).

Underway for San Francisco, California.

0807 Course 055° True to avoid unidentified object.  
0809 Course 065° True. 1201 Course 072° True.

1638 Course 074° True.

---

13 November 1945

Position.	0800	41 -23' N	165 -05' E
	1200	41 -48' N	166 -24' E
	2000	42 -33' N	169 -07' E

Narrative. (Zone Time -10, -11).

0200 Advanced clocks 1 hour to zone -11 time.

0829 Course 069° True.

1730 Course 074° True.

---

14 November 1945

Position.	0800	43° -30' N	173° -15' E
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## U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

14 November 1945

CONFIDENTIAL

1200	43°	-46'	N	174°	-43'	E
2000	44°	-16'	N	177°	-24'	E

Narrative. (Zone Time -11, -12, Plus 12).

Underway for San Francisco, California.

0913 Course 077° True. 1700 Course 081° True.

2300 Advanced clocks 1 hour to Zone -12 time.

2400 Retarded clocks 24 hours to zone Plus 12 time.

---

14 November 1945

Position.	0800	45°	-10'	N	178°	-14'	W
	1200	45°	-11'	N	176°	-38'	W
	2000	45°	-11.5'	N	173°	-39'	W

Narrative. (Zone Time Plus 12).

Underway for San Francisco, California.

0832 Course 091° True. 1600 Course 085° True. 1917  
Course 083° True.

---

15 November 1945

Position.	0800	45°	-37'	N	169°	-04.5'	W
	1200	45°	-46'	N	167°	-24.5'	W
	2000	45°	-55'	N	164°	-11'	W

Narrative. (Zone Time Plus 12).

Underway for San Francisco, California.

0627 Course 086° True. 1116 Course 091° True.

1300 Exercised at General Quarters. 1303 Exercised at  
Fire Quarters. 1305 First stream at scene of fire. 1309 Fired  
all batteries. Expended: 10 rounds 5"38 cal. A.A. ammunition,  
480 rounds 40 MM HEI and HEIT, 3,840 rounds 20 MM HEI and HETT.  
No casualties to personnel. No casualties to guns. 1325 Secured  
from all emergency drills.

# U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

15 November 1945

CONFIDENTIAL

1800 Course 071° True, destination being changed to Seattle, Washington.

Important Dispatch: ComWestSeaFron 152124.

-----

16 November 1945

Position.    0800    46° -57' N    159° -49' W  
              1200    47° -18' N    158° -21' W  
              2000    47° -51' N    155° -05' W

Narrative.    (Zone Time Plus 12, Plus 11).

Underway for San Francisco, California.

0822 Course 074° True. 1229 Course 076° True. 2000 Course 078° True.

Important Dispatch.    U.S.S. DUPLIN 160700.

-----

17 November 1945

Position.    0800    48° -24' N    150° -32' W  
              1200    48° -20' N    149° -03' W  
              2000    48° -43' N    145° -28' W

Narrative.    (Zone time Plus 11, Plus 10).

Underway for Seattle, Washington.

0200 Advanced clocks 1 hour to zone Plus 10 time.

-----

18 November 1945

Position.    0800    49° -21' N    140° -45' W  
              1200    49° -25.5' N    139° -00' W  
              2000    49° -12' N    135° -22' W

Narrative.    (Zone time Plus 10).

Underway for Seattle, Washington.

U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

18 November 1945

0933 Course 093° True.

1000 Held Divine Services. 1100 Sounded retreat from  
Divine Services.

1356 Course 095° True.

---

19 November 1945

Position. 0800 48° -57' N  
1200 49° -06.3' N  
2000 48° -40' N

Narrative. (Zone time Plus 10, Plus 9).

Underway for Seattle, Washington.

0200 Advanced clocks 1 hour to zone Plus 9 time.

1227 Course 104° True.

1614 Standard speed 11 knots.

2145 Sighted Pochena Point light Vancouver Island, bearing  
067° True, distant 24 miles.

2247 Course 115° True.

2343 Pochena Point light abeam to port, distant 12 miles.

2343 Sighted Cape Flattery light bearing 120° True,  
distant 18 miles.

---

20 November 1945

Position. 0800 Puget Sound.  
1200 Seattle, Washington.

Narrative. (Zone time Plus 9, Plus 8).

Underway for Seattle, Washington.

0046 Course 090° True.

0127 Cape Flattery light abeam to starboard, distant 6 miles.

U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (Continued)

20 November 1945

Entered Strait of Juan De Fuca.

0130 Course 112° True.

0200 Advanced clocks 1 hour to zone Plus 8 time.

0520 Standard speed 9 knots. 0649 Standard speed 16 knots.

0710 Engine stopped, lying to off Port Angeles, awaiting pilot.

0712 Lieutenant Commander, Erick ARNTSEN, USCG, Pilot, embarked.

0713 Standard speed. Pilot at the Conn.

0715 Course 072° True. Proceeding on various courses to conform to channel.

1245 Engine stopped. 1303 Moored, berth #3, Pier #90, Seattle, Washington.

1341 Unloaded 214 sacks of U.S. Mail.

1400 One hundred and eighty-five officers and men disembarked, transportation having been completed.

-----

21 November 1945

Position. Seattle, Washington.

Narrative. (Zone time Plus 8).

0935 Pursuant to Com13 Naval District Headquarters memorandum 11/20 1040, 1945, transferred 9 LCVP's to the Officer-in-Charge, Small Boat Pool, Pier #90, Seattle, Washington.

1017 Underway, shifting berths.

1125 Moored, Pier #46, Seattle, Washington.

-----

22 November 1945

Position. Seattle, Washington.

U. S. S. DUPLIN (AKA-87)

AKA 87/ WAR DIARY

SERIAL (CONTINUED)

22 November 1945

Narrative. (Zone time Plus 8).

Ship is awaiting repairs.

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23 November 1945

Position. Seattle, Washington.

Narrative. (Zone time Plus 8).

Ship is awaiting repairs.

---

24 November 1945

Position. Seattle, Washington.

Narrative. (Zone time Plus 8).

Ship is awaiting repairs.

---

25 November 1945

Position. Seattle, Washington.

Narrative. (Zone time Plus 8).

Ship is awaiting repairs.

---

26 November 1945

Position. Seattle, Washington.

Narrative. (Zone time Plus 8).

Ship is awaiting repairs.

0830 Commenced making necessary repairs to hull and machinery.

---

27 November 1945

Position. Seattle, Washington.



**U. S. S. DUPLIN (AKA-87)**

c/o Fleet Post Office  
San Francisco, California

AKA 87/ WAR DIARY

SERIAL (Continued)

CONFIDENTIAL

27 November 1945

Narrative. (Zone time Plus 8).

Ship is undergoing necessary repairs to hull and machinery.

-----

28 November 1945

Position. Seattle, Washington.

Narrative. (Zone time Plus 8).

Ship is undergoing necessary repairs to hull and machinery.

-----

29 November 1945

Position. Seattle, Washington.

Narrative. (Zone time Plus 8).

Ship is undergoing necessary repairs to hull and machinery.

-----

30 November 1945

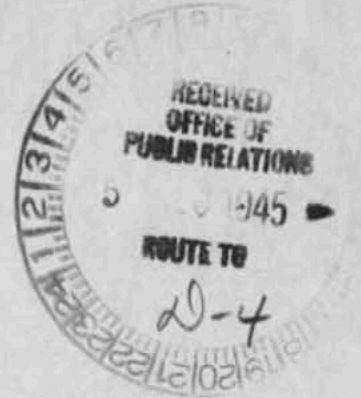
Position. Seattle, Washington.

Narrative. (Zone time Plus 8).

Ship is undergoing necessary repairs to hull and machinery.

U. S. S. DUPLIN (AKA-87)  
c/o Fleet Post Office  
San Francisco, Calif.

AKA 87/A12  
HBF/ts  
SERIAL 88-45



26 November 1945

From: The Commanding Officer.  
To : The Secretary of the Navy.  
Subject: History of the U. S. S. DUPLIN (AKA-87),  
Submission of.  
Reference: (a) ALPAC No. 202 dated 16 September 1945.  
Enclosure: (A) Brief History of the U. S. S. DUPLIN (AKA-87).  
1. In accordance with reference (a), enclosure  
(A), is submitted herewith.

*H. B. Fluck*  
H. B. FLUCK,  
Commander, USNR,  
Commanding.

cc: CinChPac.

156805

U. S. S. DUPLIN (AKA-87)  
c/o Fleet Post Office  
San Francisco, California

AKA 87/

SERIAL

BRIEF HISTORY OF THE U. S. S. DUPLIN (AKA-87)

The U. S. S. DUPLIN (AKA-87) was commissioned at Norfolk Navy Yard, Portsmouth, Va., May 15, 1945 and has since served in both the Atlantic and Pacific Fleets transporting personnel and cargo. In six months after undertaking her initial assignment, she has safely steamed over 40,000 miles while commanded by COMMANDER H. B. FLUCK, USNR, without casualty to the ship or crew.

At the commissioning ceremony, the ship's 35 officers and 327 men heard REAR ADMIRAL C.H. JONES, USN, COMMANDANT FIFTH Naval District accompanied by CAPTAIN G. BRANNERMAN, USN, accept the vessel for naval service and assignment to the Atlantic Fleet. After feverish preparation she was ready for shakedown in the Chesapeake Bay. These trials and exercises were completed without untoward incident, June 6, 1945.

On her initial assignment the U.S.S. DUPLIN was underway from June 12, to June 24, 1945 for Marsielle, France. There she took on army cargo and personnel, labor being performed by German prisoners of war. On July 9, 1945 she departed singly from that port, destination Manila, refueling at Balboa, C.Z. and taking departure the following day. July 26, 1945 having been assigned to Pacific Fleet. Upon arriving at Manila, P. I. August 23, 1945, all army cargo and personnel were discharged within twenty four (24) hours.

For the first of two Japanese operations, the U. S. S. DUPLIN was assigned to the Fourteenth Transport Squadron, Fortieth Transport Division. From Manila she proceeded to Aringay, Lingayn Gulf, P. I. loading materiel and personnel of the 33rd Division beginning September 5, 1945. She departed for Wakayama, Honshu, Japan, with TransRon 14 September 20, 1945. The convoy arrived off Wakayama, September 27, 1945, and in accordance with planned amphibious landing discharged cargo and personnel of the 33rd Division for occupation of the Japanese mainland.

As OTC of Task Unit 53.18.11 with U. S. S. HEMMINGER, U. S. S. WASHBURN and U. S. S. BIRGIT, the AKA-87 departed from the Wakayama, Japan, area for Tolomo, Mindanao, P. I. September 27, 1945 arriving at destination October 10, 1945 after negotiating heavy seas.

## U. S. S. DUPLIN (AKA-87)

AKA 87/

SERIAL

Without delay, the second Japanese operation was undertaken. Loading of 24th Division occupational forces and equipment was commenced October 15, 1945, and within six days TransRon 14 was underway for Matsuyama, Shikoku, Japan. Stevedoring was performed industriously by Japanese prisoners who were amazed by the efficient cargo handling of the American Blue Jackets.

Off Matsuyama, cargo and personnel were discharged October 22, to October 25, 1945 completing the ship's second amphibious landing of army occupational troops.

When this operation was finished, an officer in need of shore based medical care was taken to a hospital at Hiro Bay, Japan, October 26, 1945. The following day, the U. S. S. DUPLIN returned to Mitsugahama Roads, Japan, awaiting further assignment.

She was assigned to ComWesSeaFron and ordered to return military personnel to the United States in furtherance of the demobilization program. After taking on officers and men in Matsuyama area she proceeded to Nagoya, Japan, November 6, 1945, arriving there the next day. The ship took a 25% overload of men and on November 9, 1945 took departure for San Francisco, California. While enroute destination was changed to Seattle, Washington, at which port the U. S. S. DUPLIN arrived November 20, 1945. On this trip of eleven days, she averaged 16 knots, safely and expeditiously delivering happy personnel to the welcome shore of their beloved United States of America.

U. S. S. DUPLIN (AKA-87)

c/o Fleet Post Office  
San Francisco, California

AKA 87/AL2  
HBF/g1  
SERIAL 80-45.

CONFIDENTIAL

CONFIDENTIAL

28 October 1945

From: The Commanding Officer.  
To : The Chief of Naval Operations.  
Via : The Commander Transport Squadron Fourteen.

Subject: Action Report - Submission of.

Reference: (a) PacFltLet 1CL-45.

Enclosure: (A) Action Report from 15 October 1945 to 26 October 1945.

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

*H. B. Fluck*  
H. B. FLUCK  
Commander, USNR  
Commanding Officer.

cc: ComPhibFrp 11  
ComFifthPhib  
ComPhibPac  
CinCPac  
File.

03 RECEIVED 30 OCT 1945  
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JUL 14 NOV 345  
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U. S. S. DUPLIN (AKA-87)

AKA 87/ ACTION REPORT

SERIAL  
CONFIDENTIAL

PART I

- A. 21 October 1945 to 26 October 1945. All times item.  
Arrived target area and anchored at 1644 on 21 October 1945. Lowered all boats into the water and opened all hatches at 1200 on 22 October 1945. Commenced unloading operations at 1245 on 22 October 1945. Used ship's LCM's and LCVP's plus LCT's for lighterage. Completed unloading all Army cargo at 2100, 25 October 1945. At 1130, 26 October 1945, 9 officers and 106 men of the 24th Q.M. Co., disembarked and 8 LCM(6)'s were transferred with them.

PART II

- A. T.U. 54.13 Matsuyama Group Commodore RYAN.  
T.U. 54.13.2 Matsuyama Transport Unit, Commodore RYAN, Transport Squadron 14 (temp.), (less TransDiv 38 (temp.) and HIRGIT, AKA-24, plus WASHBURN, AKA-106.  
T.U. 54.13.21 Transport Division 40 (temp.) Commodore RYAN.
- B. Departed Talomo, Mindanao, P.I., at 1000 on 15 October 1945. Formed cruising disposition "1T" and proceeded to Leyte, P.I. At 1605 on 16 October 1945, TransRon 14 received mail from the GRIGGS, APA-110. At 1735 TransRon 14 proceeded to target area with GRIGGS, APA-110 and ALLENDALE, APA-127. On 17 October 1945 conducted General Quarters, Fire and Abandon Ship Drills. Conducted flag hoist drills on 18 October 1945 and daily thereafter. Conducted Nancy drills on 18 and 19 October 1945.  
At 1621 on 20 October 1945 radar contacted Kyushu Island, distant 62 miles.  
At 0530 on 21 October 1945 sighted Hime Island, distant 8 miles.  
During forenoon and afternoon proceeded through swept channel to target area. Anchored at 1644, berth #80, Mitsugahama Roads, Japan.

0424

## U. S. S. DUPLIN (AKA-87)

AKA 87/ ACTION REPORT

SERIAL(Continued)

CONFIDENTIAL

### PART II

- C. DUPLIN to land embarked troops, equipment and supplies of 24th Division Headquarters on call and when directed.

Current Transport Doctrine for Pacific Fleet effective.

Matsuyama Group to arrive at target area on 21 October 1945 and to land troops in combat readiness, supplies and equipment of the 24th Infantry Division (less 21 RCT) on designated beaches. If organized resistance is offered, Matsuyama Group will retire.

No organized opposition is expected and only isolated attempts may be made to oppose the landing. Present forces should be adequate.

Matsuyama Group to pass through swept channel in daylight and danger from mines greatly reduced.

- D. Matsuyama Group proceeded to Mitsugahama Roads in early afternoon of 21 October 1945 and anchored by 1700, 21 October 1945. TransDivs. 40, 33 and 56 less BIRGIT, APA-24, plus WASHBURN, AKA-108. EDISON, DD-439 and NIBLACK, DD-424, escorts.

- E. None.

### PART III

- A. 1644, 21 October 1945, anchored berth #80, Mitsugahama Roads, Shikoku, Japan.

1200, 22 October 1945, lowered all boats into the water and opened all hatches.

1235, 22 October 1945, commenced unloading operations. Used ship's LCM's and LCVP's plus LCT's for lighterage.

1323, 22 October 1945, Shifted berths to close the beach. 1420 Anchored, berth #62.

U. S. S. DUPLIN (AKA-87)

AKA 87/ ACTION REPORT

SERIAL (Continued)  
CONFIDENTIAL

PART III

0140, 23 October 1945, discontinued unloading cargo.

0900, 23 October 1945, resumed unloading cargo.

1330, 23 October 1945, discontinued unloading cargo.

0835, 24 October 1945, resumed unloading cargo.

2100, 25 October 1945, completed unloading all Army cargo.

1130, 26 October 1945, 9 officers and 106 men of the 24th Q.M. Co., disembarked and 8 LCM(6)'s were transferred with them.

- B. Wind 030° True, force 3, sea 2, amount 3, visibility 5. During final approach to anchorage rain and poor visibility. When anchoring, no land visible, used radar for navigation.

PART IV

None.

PART V

None.

PART VI

A. None.

B. None.

C. Nine officers and 106 men of the 24th Q.M. Co.

Embarked at Talomo, Mindanao on 13 October 1945. Disembarked at Matsuyama, Shikoku, Japan on 26 October 1945.



U. S. S. DUPLIN (AKA-87)

AKA 87/ ACTION REPORT

SERIAL (Continued)

CONFIDENTIAL

PART VI

275 Tons Ammunition  
500 Tons Gasoline  
240 Tons Vehicles  
1,325 Tons rations and miscellaneous  
Total 2,340 Tons.

Bulk stowage of all except vehicles which were combat loaded and shored in holds according to priority.

Loaded cargo at Talomo, Mindanao on 11 October 1945. Unloaded cargo at Matsuyama, Shikoku, Japan on 25 October 1945.

Eight U.S. Army LCM(6)'s 15 LCVP's.

D. SGI radar used for navigation proved very effective and checked with visual fixes.

C.I.C. communications: satisfactory.

Radio, visual and TBS communications: satisfactory.

Loran 4H4 gave very good line of position. 4H2 gave poor crossing angle. Rulsant fix not very reliable.

PART VII

No casualties. Performance of personnel was very satisfactory.

PART VIII

Crew showed marked improvement in speed and efficiency in launching landing craft and in handling and unloading the cargo. In view of the fact that the landing was unopposed, operations went according to schedule and evidenced more thorough planning than the previous Wakayama landing.

0424