

AKA91/AL2-1/ve
Serial 005

Contributed by Frank Gerhardt

Reg. No. 98
R. S. No. 3 1702

U.S.S. WHITLEY (AKA-91)

SECRET

11 March 1945.

From: The Commanding Officer.
To : Commander in Chief, U.S. FLEET.
Subject: War Diary - Months of December 1944, January and February 1945.
Reference: (a) U.S. Navy Regulations, 1920, Article 712, 874(a).
(b) PAC Conf. Ltr. 1CL-45.
Enclosure: (A) Subject War Diaries.

1. In accordance with references (a) and (b), enclosure (A) is forwarded herewith.

Al Thompson
K. C. THOMPSON.

cc:
CinCPAC
File

1945 MAR 26 11 14
COMMANDER-IN-CHIEF
FLAG OFFICE
RECEIVED

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3 1702

WAR DIARY

SECRET

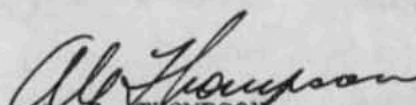
1 December 1944. Zone Description Plus 9 $\frac{1}{2}$. Moored to Pier K7, Naval Supply Depot, Pearl Harbor, Oahu Island, T.H., discharging cargo, completing same on 4 December, when shift was made to moor in Berth C-6, East Lock, Pearl Harbor.

9 December 1944. Underway with Task Unit 13.10.8 (O.T.C. in USS HIGHLANDS (APA-119)), in accordance with Comamphibpac Training Order #A1-44, for amphibious warfare training and tactical maneuvers in Maui Island area. Expended the following ammunition in anti-aircraft practice on above date: 6 rounds of 5"/38, 212 rounds of 40 mm, 312 rounds of 20 mm.

16 December 1944. Underway singly in accordance with Adcomphibpac secret despatch 160107 of December to Kauaihae Bay, Hawaii, T.H., for experimental work with Fifth Marine Division. U.S.S. DIONNE (DE261) escorting. Anchored this date in bay mentioned above, where the tests of the possibility of LCM(3) landing craft carrying and landing A4-M3 Medium Tanks of 71,000 pounds were conducted.

17 December 1944. Underway singly, in accordance with Adcomphibspac secret despatch 160107 of December 1944, for Pearl Harbor, mooring in Berth XL2, East Lock, on 18 December 1944.

27 December 1944. Underway in company with Transdiv 47 (O.T.C. in U.S.S. RUTLAND), in accordance with Comtransdiv 47 secret Operation Order 2-44 to Hilo Bay, Hawaii, T.H., for loading of combat cargo and dogs, and to embark combat troops, mooring to Pier #3 on 28 December 1944.


A. E. THOMPSON,
Commander, (DM), USNR.

3 1702

WAR DIARY

CONFIDENTIAL

1 January 1945. Zone Description Plus 9 $\frac{1}{2}$. Moored to Pier #3, Hilo Bay, Hawaii, T.H., loading combat cargo. Underway this date in company with Transdiv 47 (O.T.C. in U.S.S. RUTLAND) in accordance with Comtransdiv 47 Training Order 2-44 and Adcomphibspac secret dispatch 310015 of 31 December 1944, to Maui Island, T.H., area for amphibious warfare training and tactical maneuvers, returning to Pearl Harbor, T.H., on 3 January 1945, mooring in Berth XII, East Lock.

12 January 1945. Underway with Task Unit 51.12.2 in company with Task Force 53 (O.T.C. in U.S.S. AUBURN) in accordance with Comphibspac Training Order A30-44, to Lahina Roads and Maalea Bay, Maui, T.H., area, for amphibious warfare training and tactical maneuvers, returning to Pearl Harbor, T.H., on 18 January, mooring in Berth C-4. On 12 January the following ammunition was expended in anti-aircraft practice: 4 rounds of 5"/38, 284 rounds of 40 mm, and 414 rounds of 20 mm. On 18 January the following ammunition was expended in anti-aircraft practice: 9 rounds of 5"/38, 837 rounds of 40 mm, and 2,855 rounds of 20 mm.

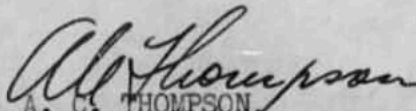
27 January 1945. Underway with Task Unit 51.12.2 in company with Task Force 53 (O.T.C. in U.S.S. CECIL) in accordance with Comphibspac Operation Order A25-44 to Eniwetok, Marshall Islands. Changed Zone Description to 10 and then 10 $\frac{1}{2}$. Position at 2000 was 20-20.5 N, 159-33W. Expended the following ammunition in anti-aircraft practice: 7 rounds of 5"/38, 772 rounds of 40 mm, and 641 rounds of 20 mm.

28 January 1945. Positions were as follows: 0800--19-49N, 161-25W; 1200--19-45.4N, 162-04W; 2000--19-39N, 163-56.5W. Expended the following ammunition in anti-aircraft practice: 222 rounds of 40 mm, and 374 rounds of 20 mm.

29 January 1945. Changed to Zone Description Plus 11. Positions were as follows: 0800--19-26.5N, 166-16.5W; 1200--19-23N, 166-58W; 2000--19-02.4N, 168-44.3W.

30 January 1945. Positions were as follows: 0800--18-40N, 171-28W; 1200--18-34.5N, 172-16W; 2000--18-07N, 174-15W.

31 January 1945. Changed to Zone Description Plus 11 $\frac{1}{2}$. Positions were as follows: 0800--17-30N, 176-47W; and 1200--17-20N, 177-41W. Crossed International Date Line at 2345 at latitude 16-44N.


A. C. THOMPSON
Commander, (DM), USNR.

WAR DIARY

CONFIDENTIAL

- 1 February 1945. Zone Description Plus $11\frac{1}{2}$. Enroute Eniwetok, Marshall Islands with Task Unit 51.12.2 in company with Task Force 53 (O.T.C. in U.S.S. CECIL) in accordance with Comphibspac Operation Order A25-44. Changed Zone Description to Minus 12. Positions were as follows: 0800--16-13N, 178-05E; 1200--15-59N, 177-14E; 2000--15-31.5N, 175-31E. Advanced calendar one day at 1800.
- 3 February 1945. Positions were as follows: 0800--14-46N, 172-52E; 1200--14-32.5N, 171-59E; 2000-14-01N, 170-08E. Expended the following ammunition in anti-aircraft practice: 170 rounds of 40 mm, and 916 rounds of 20 mm.
- 4 February 1945. Changed to Zone Description Minus $11\frac{1}{2}$. Positions were as follows: 0800--13-25N, 167-30E; 1200--13-25, 167-29E; 2000--12-28N, 164-49E.
- 5 February 1945. Changed to Zone Description Minus 11. Arrived in Eniwetok Atoll, Marshall Islands, and anchored in Berth 405, anchorage "F". Position at 0800 was 11-30N, 162-31.5E.
- 6 February 1945. Underway to receive fuel oil from U.S.S. CHIPOLA, and returned to anchorage.
- 7 February 1945. Underway to receive water from U.S.S. BEAGLE, and returned to anchorage. Underway with Task Unit 51.12.2 (O.T.C. in U.C.C. CECIL) in accordance with Comphibspac ~~Sortie~~ Order A36-44 and Comphibspac Operation Plan A25-44 to Saipan. Position at 2000 was 11-04W, 162-04E. Expended the following ammunition in anti-aircraft practice: 20 rounds of 5"/38, 380 rounds of 40 mm, and 100 rounds of 20 mm.
- 8 February 1945. Positions were as follows: 0800--11-49N, 159-35E; 1200--11-59.5N, 158-49.5E; 2000--12-20N, 157-11.5E.
- 9 February 1945. Changed to Zone Description Minus $10\frac{1}{2}$. Positions were as follows: 0800--12-50N, 154-43E; 1200-13-01N, 153-49E; 2000--13-22N, 152-15E.
- 10 February 1945. Changed to Zone Description Minus 10. Positions were as follows: 0800--13-52N, 149-44.5E; 1200--13-51.5N, 148-56E; 2000--14-11N, 147-41E.
- 11 February 1945. Arrived in Saipan Harbor for staging of coming operation and for logistics; and anchored in Berth M-23.
- 12 February 1945. Underway with Task Unit 51.12.2 in accordance with Comphibspac Training Order A33-44, in Saipan - Tinian area, taking part in staging of coming operation. Position at 2000 was 15-16N, 145-22E.

WAR DIARY

CONFIDENTIAL

13 February 1945. Returned to Saipan Harbor for logistics, anchoring in Berth M10.

16 February 1945. Underway with Task Unit 51.12.2 in accordance with Comphibspac Operation Plan A25-44 to accomplish Comphibpac Operation Plan A25-44. Position at 2000 was 15-24.5N, 145-03E.

17 and 18 February 1945. Positions were as follows:

| | 0800 | 1200 | 2000 |
|------|---------------------|--------------------|-------------------|
| 2/17 | 16-19N, 142-43E | 17-01N, 143-03.51E | 18-05N, 141-57E |
| 2/18 | 20-14.5N, 148-42.5E | 20-56N, 142-17E | 22-44.5N, 142-15E |

19 February 1945. Arrived in Transport Area, Iwo Jima, Bonin Islands, about 0640 and lowered away all boats for participating in the capture of Iwo Jima. By day lying to, maintaining position in outer transport area, keeping station on U.S.S. CECIL (Comtransron 16); disembarked all rocket troops and dogs, and commenced unloading cargo on call. Retired from transport area for the night in company with other units as ordered by Division Commander.

20 February 1945. Returned to Outer Transport Area, lying to in Transport Area as on 20th, continuing unloading of cargo on call, and reloading cargo to free boats which had returned from beach, due to poor beach conditions. Retired for the night as before.

21 February 1945. Returned to area and moved into inshore transport area, lying-to, maintaining position as before, and continued unloading cargo on call and reloading cargo returned from the beach, both by day and night, until 23 February.

23 February 1945. At 1135 anchored in Berth 21 and commenced general unloading. At 1935 on 23 February the following ammunition was expended in anti-aircraft action against two enemy planes: 406 rounds of 40 mm and 1,217 rounds of 20 mm. Continued general unloading of cargo until morning of the 25th when we shifted our anchorage to Berth 20A, and resumed general unloading of cargo until entire load discharged on 27 February. (Refer to Secret Action Report file A2-11/A12, Serial 005 of 11 March 1945 submitted by this vessel for further account of Action in the Iwo Jima area.

27 February 1945. Underway with Task Unit 51.16.7 in accordance with Comtaskfor 51 secret despatch 270435 of 27 February, to rendezvous area and to proceed to Saipan. Position at 2000 was 24-23.5N, 141-10E.

28 February 1945. Positions were as follows: 0800--22-20N, 141-35E; 1200--21-58N, 141-59E; 2000--20-38N, 142-26.5E.

A. C. Thompson
Comdr., USNR

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| R. No. | 238 |
| R. S. No. | |

FILE No.

AKA91/A12-1/ve

Serial 020

CONFIDENTIAL

U. S. S. WHITLEY (AKA-91)

JUN 22 1945

From: The Commanding Officer.
To : The Commander-in-Chief, U.S. FLEET.
Subject: War Diary - Months of March, April, May, through 12 June 1945.
Reference: (a) U.S. Navy Regulations, 1920, Article 712, 874(a).
(b) PAC Conf. Ltr. 1CL-45.
Enclosure: (A) Subject war diaries.

1. In accordance with references (a) and (b), enclosure (A) is forwarded herewith.


A. C. THOMPSON

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WAR DIARY

CONFIDENTIAL

- 1 March 1945. Zone Description Minus 10. Enroute to Saipan with Task Unit 51.16.7 in accordance with ComTaskFor 51 secret despatch 270435 of 27 February. OTC in U.S.S. RUTLAND (APA 192). Positions were as follows: 0800 - 18°22'N, 143°20'E; 1200 - 18°07'N, 143°30'E; 2000 - 16°39'N, 144°12'E.
- 2 March 1945. Arrived in Saipan Harbor and anchored in Berth L57, shifting anchorage to Berth L41 on 4 March. Position at 0800 on 2 March was 15°18'N, 145°18'E.
- 5 March 1945. Underway in accordance with ComTransRon 16 secret speedletter CTS16/A4-3, serial 0021 of 4 March 1945 and rendezvoused with other ships of TransRon 16 (OTC in U.S.S. CECIL (APA 96)) to proceed in company to Tulagi Island. Position at 2000 was 14°37'N, 145°05'E.
- 6 and 7 March 1945. Positions were as follows:
- | | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|-----|-------------------|---------------------|-------------------|
| 3/6 | 10°42'N, 143°40'E | 09°53'N, 143°39.5'E | 08°06'N, 143°42'E |
| 3/7 | 05°40'N, 143°48'E | 04°46'N, 143°49'E | 03°29'N, 144°36'E |
- 8 March 1945. Changed to Zone Description Minus 10½. Positions for 8 and 9 March were as follows:
- | | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|-----|---------------------|-------------------|-------------------|
| 3/8 | 02°05'N, 146°41'E | 01°35'N, 147°31'E | 00°42'N, 149°35'E |
| 3/9 | 00°20'S, 150°56.5'E | | 00°19'S, 152°31'E |
- 10 March 1945. Changed to Zone Description Minus 11. Positions for 10 and 11 March were as follows:
- | | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|------|-------------------|-------------------|-------------------|
| 3/10 | 01°02'S, 154°36'E | 01°21'S, 155°17'E | 02°05'S, 156°45'E |
| 3/11 | 03°12'S, 158°56'E | 04°05'S, 159°39'E | 05°42'S, 160°05'E |
- 12 March 1945. Arrived in Tulagi Harbor and anchored in Berth 7.
- 13 March 1945. Underway in accordance with ComTransRon 16 secret speedletter CTS16/A4-3/CPK, serial 0023 of 12 March 1945, in company with TransRon 16 (OTC in U.S.S. CECIL (APA 96)) to Espiritu Santo. Positions for 13 and 14 March were as follows:
- | | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|------|---------------------|---------------------|-------------------|
| 3/13 | 09°19'S, 160°09.5'E | 09°42'S, 160°54.3'E | |
| 3/14 | 12°57'S, 163°40'E | 13°42'S, 164°24'E | 14°40'S, 165°33'E |
- 15 March 1945. Arrived in Pallikulo Bay, Espiritu Santo and anchored in Berth 17. Position at 0800 was 15°50'S, 166°58'E. Shifted from Berth 17 and entered Drydock ABSD-1 for renewal of ship's propeller and repair of tail shaft.
- 19 March 1945. Shifted from Drydock ABSD-1 to anchorage in Berth 17.
- 26 March 1945. Shifted from anchorage in Berth 17 and reentered Drydock ABSD-1.
- 29 March 1945. Shifted from Drydock ABSD-1 to go alongside YO 183 in anchorage Berth 23 for taking on fuel oil. Later shifted to anchorage in Berth #21. Then underway singly in New Hebrides area for trial runs during night of 29-30 March.
- 30 March 1945. Moved to Pier #4, Second Channel, Espiritu Santo, to load cargo.

A. C. Thompson

A. C. THOMPSON,
Commander, (DM), USNR,
Commanding U.S.S. WHITLEY (AKA91).

WAR DIARY

CONFIDENTIAL

- 1 April 1945. Zone Description Minus 11. Moored to Pier #4, Second Channel, Espiritu Santo, loading cargo and embarking passengers. Underway singly for Guadalcanal in accordance with CinCPac secret dispatch 202335 of March. Position at 2000 was 140°30'S, 166°46'E.
- 2 April 1945. Positions were as follows: 0800 - 12°44'S, 164°53'E; 2000 - 10°50'S, 160°04'E.
- 3 April 1945. Arrived at Guadalcanal and anchored in Berth 1 West. Positions were as follows: 0800 - 09°40'S, 161°18'E; 1200 - 09°22'S, 160°36'E.
- 4 April 1945. Shifted from anchorage and moored to Point Cruz Dock for loading cargo and embarking passengers.
- 6 April 1945. Underway singly in accordance with CinCPAC secret despatch 202335 of March 1945, and orders of Port Director, Guadalcanal, for Tulagi and arrived there this date. Underway singly in accordance with CinCPAC secret dispatch 202335 of March 1945 for Pearl Harbor. Position at 2000 was 08°35'S, 160°10.5'E.
- 7 and 8 April 1945. Positions were as follows:
- | | 0800 | 1200 | 2000 |
|-----|-------------------|---------------------|-------------------|
| 4/7 | 06°34'S, 161°34'E | 06°03'S, 162°10.5'E | 04°57'S, 163°24'E |
| 4/8 | 03°16'S, 165°16'E | 02°44'S, 165°52'E | 02°20'S, 166°36'E |
- 9 April 1945. Changed to Zone Description Minus 11½. Positions were as follows: 1200 - 01°32'N, 169°11'E; 2000 - 02°45'N, 170°30'E.
- 10 April 1945. Changed to Zone Description Minus 12. Positions were as follows: 0800 - 04°09'N, 172°49'E; 1200 - 04°37'N, 173°31'E; 2000 - 05°32'N, 174°56.5'E.
- 11 April 1945. Changed to Zone Description Plus 11½. Positions were as follows: 0800 - 06°39'N, 177°00'E; 1200 - 06°54'N, 177°39.5'E; 2000 - 07°29'N, 178°58'E.
- 11 April 1945. Retarded calendar one day, having crossed the International Date Line. Changed to Zone Description Plus 11. Positions were as follows: 0800 - 08°30'N, 178°57'W; 1200 - 09°02'N, 178°13'W; 2000 - 09°49.5'N, 176°54'W.
- 12 April 1945. Changed to Zone Description Plus 10¾. Positions were as follows: 0800 - 10°43'N, 174°46'W; 1200 - 11°03'N, 174°01'W; 2000 - 11°40'N, 172°36'W.
- 13 April 1945. Changed to Zone Description Plus 10½. Positions were as follows: 0800 - 12°40'N, 170°25'W; 1200 - 13°00'N, 169°41'W; 2000 - 13°40'N, 168°17'W.
- 14 April 1945. Changed to Zone Description Plus 10. Positions were as follows: 0800 - 14°39'N, 165°56'W; 1200 - 15°00'N, 165°10'W.
- 15 April 1945. Changed to Zone Description Plus 9½. Positions were as follows: 0800 - 17°30'N, 161°28'W; 1200 - 17°55'N, 160°55'W; 2000 - 18°57'N, 159°45'W.
- 16 April 1945. Position at 0800 was 20°38'N, 158°01'W. Arrived Pearl Harbor and moored to Berth K-1. Disembarked passengers and commenced unloading cargo.
- 17 April 1945. Shifted to moor in Berth S-15, East Lock, Pearl Harbor.
- 20 April 1945. Shifted to moor to Berth K-1, Pearl Harbor and resumed unloading cargo.
- 25 April 1945. Shifted to moor in Berth X-7, Pearl Harbor, having completed unloading of cargo.
- 27 April 1945. Shifted and entered Drydock #4, Navy Yard, Pearl Harbor.


A. C. Thompson

A. C. THOMPSON,
Commander, (DM), USNR,
Commanding U.S.S. WHITLEY (AKA 91).

WAR DIARY

CONFIDENTIAL

- 1 May 1945. Zone Description Plus 9 $\frac{1}{2}$. Drydocked in Drydock #4, Navy Yard, Pearl Harbor.
- 3 May 1945. Undocked from Drydock #4 and moored to SS Evans Creek at Coal Docks, Pearl Harbor.
- 6 May 1945. Underway for trial runs in neutral area, returned and moored in Berth X-10 this date.
- 7 May 1945. Underway singly as Task Unit 13.10.10 in accordance with secret Experimental Orders of AdComPhibPAC No. A2-45, serial 00420 to conduct anchoring experiment in the Maui area; returned to Pearl Harbor on 10 May and moored to USS HARRY LEE (APA 10) in Berth X-2, shifting later to moor to USS PROCYON (AKA 2) in Berth X-2.
- 11 May 1945. Underway in accordance with AdComPhibsPAC Movement Order #60-45 as part of Task Unit 13.10.14 in company with six other ships for San Francisco, California, SOP and OTC Captain O'Leary (ComTransDiv 63) in U.S.S. CHARLES CARROL (APA 28).
- 12 May 1945. Changed to Zone Description Plus 9. Positions 12 to 16 May, inclusive, were as follows:
- | | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|------|-------------------|---------------------|-------------------|
| 5/12 | 23°27'N, 155°46'W | 23°53'N, 155°13'W | 24°56'N, 153°42'W |
| 5/13 | 26°24'N, 151°16'W | 26°54'N, 150°25'W | 27°49'N, 148°44'W |
| 5/14 | 29°24'N, 146°13'W | 29°56'N, 145°21'W | |
| 5/15 | 31°58'N, 140°39'W | 32°28.5'N, 139°40'W | 33°15'N, 137°48'W |
| 5/16 | 34°24'N, 134°58'W | 34°44'N, 133°58'W | 35°30'N, 132°00'W |
- 13 to 16 May 1945 the following ammunition was expended in anti-aircraft practice:
- 5/13 152 rds of 40MM and 240 rds of 20MM.
- 5/14 8 rds of 5"/38, 287 rds of 40MM, and 1042 rds of 20MM.
- 5/15 14 rds of 5"/38, 432 rds of 40MM, and 870 rds of 20MM.
- 5/16 15 rds of 5"/38, and 264 rds of 40MM.
- 17 May 1945. Changed to Zone Description Plus 8. Positions were as follows:
0800 - 36°27'N, 129°03'W; 1200 - 36°48'N, 127°56'W; 2000 - 37°25'N, 125°53'W.
Expended following ammunition in anti-aircraft practice this date:
10 rds 5"/38, 108 rds 40MM, 1320 rds 20MM.
- 18 May 1945. Changed to Zone Description Plus 7. Anchored in Berth 4, Anchorage 12, San Francisco Harbor, California.
- 20 May 1945. Underway singly in accordance with ComWesSeaFron Secret Movement Order 144-45 of 19 May 1945 for Grays Harbor, Washington.
- 21 May 1945. Positions were as follows: 0800 - 41°48'N, 124°50'W, 1200 - 42°44'N, 124°53.5'W; 2000 - 44°34.5'N, 124°37'W.
- 22 May 1945. Arrived Grays Harbor, Washington and moored to pier for loading cargo.


A. C. THOMPSON,
Commander, (DM), USNR,
Commanding USS WHITLEY (AKA 91).

WAR DIARY

CONFIDENTIAL

- 1 June 1945. Zone Description Plus 7. Moored to pier, Grays Harbor, Washington loading cargo.
- 5 June 1945. Completed loading cargo. Underway singly for Pearl Harbor in accordance with ComWesSeaFron Movement Order 162255 and ComWesSeaFron letter dated 4 June 1945.
- 6 June 1945. Positions were as follows: 0800 - 46°19'N, 128°35'W; 1200 - 46°06'N, 129°48'W; 2000 - 44°56'N, 132°07'W.
- 7 June 1945. Changed Zone Description to Plus 7½. Positions for 7 and 8 June were as follows:
- | | 0800 | 1200 | 2000 |
|-----|-------------------|-------------------|--------------------|
| 6/7 | 43°01'N, 135°25'W | 42°22'N, 136°27'W | 40°50'N, 138°39'W |
| 6/8 | 38°42'N, 141°36'W | 37°41'N, 142°35'W | 36°12'N, 144°34'W. |
- 9 June 1945. Changed to Zone Description Plus 8½. Positions were as follows: 0800 - 33°51'N, 147°17'W; 1200 - 33°04'N, 148°08'W; 2000 - 31°31'N, 149°49'W. Expended 11 rds of 5"/38 in firing on unidentified object.
- 10 June 1945. Changed to Zone Description Plus 9. Positions were as follows: 0800 - 29°13'N, 151°55'W; 1200 - 28°33'N, 152°31'W; 2000 - 27°00.5'N, 154°00'W. Expended following ammunition in anti-aircraft practice this date: 10 rds 5"/38, 76 rds 40MM.
- 11 June 1945. Changed to Zone Description Plus 9½. Positions were as follows: 0800 - 23°16'N, 155°47'W; 1200 - 24°25'N, 156°22'W; 2000 - 23°01'N, 157°39'W.
- 12 June 1945. Arrived Pearl Harbor and moored to dock, Berth W-3, West Loch, for unloading cargo.



A. C. THOMPSON
Commander, (DM), USNR,
Commanding U.S.S. WHITLEY (AKA 91).

AKA91/A12-1/bs
Serial:023

U.S.S. WHITLEY (AKA 91)

REG. NO 381
R. S. NO
REC. SHEET NO 1/3

SEP 26 1945

From: The Commanding Officer.
To: The Commander-in-Chief, U.S. Fleet.
Subject: War Diary - From 13 June 1945 to 2 September 1945 inclusive.
Reference: (a) U. S. Navy Regulations, 1920, Article 712, 874(a).
(b) PAC Conf. Ltr. 1CL-45.
Enclosure: (A) Subject war diaries.

1. In accordance with references (a) and (b), enclosure (A) is forwarded herewith.


A. C. THOMPSON.

146781

U.S.S. WHITLEY (AKA 91)

WAR DIARY

CONFIDENTIAL

13 June 1945. Moored to dock, Berth W-3, West Loch, Pearl Harbor, T. H.

Unloading cargo. Zone description plus 9 1/2.

20 June 1945. Underway in accordance with Port Director, Pearl Harbor

Despatch 191922, enroute to Kaneohe Bay, Oahu, T. H. Moored to pier

Mokapu Penn., Kaneohe Bay, Oahu, T. H. Commenced discharging cargo.

23 June. Completed discharging cargo. Underway in accordance with

ComHawSeaFron orders, serial No. 0860 of 22 June 1945, enroute to

San Francisco, California. Expended the following ammunition in anti-

aircraft practice this date: 3022 rounds of 20 MM; 673 rounds of 40 MM;

56 rounds of 5"38. Positions 23 to 29 June inclusive were as follows:

| | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|------|-------------------|------------------|-------------------|
| 6/23 | | 22 19N, 157 14 W | 23 34 N, 155 53 W |
| 6/24 | 25 05 N, 153 24 W | 25 41N, 152 28 W | 26 46 N, 150 45 W |
| 6/25 | 28 20 N, 148 17 W | 29 00N, 147 20 W | 29 54 N, 145 27 W |
| 6/26 | 31 14 N, 142 40 W | 31 38N, 140 39 W | 32 34 N, 139 37 W |
| 6/27 | 33 45 N, 136 03 W | 34 14N, 135 24 W | 32 20 N, 133 19 W |
| 6/28 | 37 51 N, 131 46 W | 38 42N, 131 18 W | 40 35 N, 130 21 W |
| 6/29 | 43 30 N, 128 53 W | 44 31N, 128 20 W | 46 28 N, 127 18 W |

24 June. Changed to zone description plus 9.

25 June. Changed to zone description plus 8 1/2.

26 June. " " " " " 8.

27 June. " " " " " 7 1/2.

28 June. " " " " " 7.

30 June. Moored to pier 66, Elliott Bay, Puget Sound, Seattle, Washington.

1 July. Moored to pier 66, Elliott Bay, Puget Sound, Seattle, Washington.

zone description Plus 7.

5 July. Underway in accordance Port Director's orders, Seattle, Washington,

enroute to Bangor, Hood Canal, Washington. Commenced loading cargo.

U.S.S. WHITLEY (AKA 91)

12 July. Completed loading cargo. Underway in accordance with ComWestSeaFron movement order O-50-F of 10 July 1945, enroute to Pearl Harbor, Hawaii, T. H.

Positions 12 to 18 July were as follows:

| | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|------|-------------------|-------------------|-------------------|
| 7/12 | | | 48 24 N, 125 55 W |
| 7/13 | 46 32 N, 129 08 W | 46 01 N, 130 00 W | 44 43 N, 132 18 W |
| 7/14 | 42 50 N, 135 28 W | 42 10 N, 136 29 W | 40 11 N, 138 53 W |
| 7/15 | 38 17 N, 141 47 W | 37 39 N, 142 45 W | 36 10 N, 144 40 W |
| 7/16 | 33 58 N, 147 12 W | 33 22 N, 148 01 W | 31 47 N, 149 35 W |
| 7/17 | 29 33 N, 151 40 W | 28 36 N, 152 20 W | 27 26 N, 153 42 W |
| 7/18 | 25 08 N, 155 36 W | 24 27 N, 157 27 W | 22 59 N, 157 27 W |

14 July. Changed to zone description plus 8.

15 July. " " " " " 8 1/2.

16 July. " " " " " 9.

17 July. " " " " " 9 1/2.

19 July. Anchored in Manala Bay, Oahu, T. H.

28 July. Underway in accordance with orders from Port Director for West Loch, Pearl Harbor, Oahu, T. H. Moored Berth W-4 West Loch.

Pearl Harbor, Oahu, T. H.

29 July. Commenced unloading cargo.

30 July. Ceased unloading cargo, underway to shift to Berth W-2, Moored Berth W-2, West Loch, Pearl Harbor, Oahu, T. H. Commenced unloading cargo.

1 August. Moored pier W-2, West Loch, Pearl Harbor, Oahu, T. H. Zone description plus 9 1/2.

3 August. Completed discharging cargo.

4 August. Shifted to Berth X-Ray Eighteen (18), East Loch, Pearl Harbor, T. H.

7 August. Underway to shift berths to Honolulu Harbor. Moored to Pier 31A Honolulu Harbor, Oahu, T. H. Commenced loading cargo.

U.S.S. WHITLEY (AKA 91)

12 August. Underway in accordance with verbal orders from Port Director, Moored to Pier W-8, West Loch, Pearl Harbor, Oahu, T. H. Commenced loading cargo.

23 August. Underway in accordance with ComHawSeaFron Conf. order Serial #01309 WJC/CH of 23 August 1945. Positions 23 to 31 August were as follows:

| | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|------|-------------------|--------------------|---------------------|
| 8/23 | | | 20 06 N, 158 08.5 W |
| 8/24 | 19 51 N, 161 05 W | 19 36 N, 162 18 W | 19 41 N, 164 34.5 W |
| 8/25 | | 19 06.5N, 167 53 W | 18 33 N, 170 01 W |
| 8/26 | 17 59 N, 173 01 W | 17 47 N, 173 58 W | 17 27 N, 176 00 W |
| 8/27 | 16 46 N, 178 58 W | 16 34 N, 179 55 W | 16 06 N, 177 56 W |
| 8/29 | 15 14 N, 174 52 E | 15 09 N, 174 02 E | 14 21 N, 171 57 E |
| 8/30 | 13 41 N, 168 50 E | 13 22 N, 167 55 E | 12 39 N, 165 52 E |
| 8/31 | 11 06 N, 163 09 E | 11 01 N, 162 10 E | 10 48 N, 160 05 E |

24 August. Changed to zone description plus 10.

25 August. " " " " " 10 1/2.

26 August. " " " " " 11.

27 August. Advanced Calendar date one day, having crossed the International Date Line. Changed zone description to Plus 11 1/2.

29 August. Changed to zone description 12.

30 August. Changed to zone description minus 11 1/2.

1 September. Underway in compliance with ComHawSeaFron Conf. order serial #01309 of 23 August 1945. Zone description minus 11 1/2. Changed to zone description minus 11. Positions 1 and 2 September are as follows:

| | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|-----|-------------------|-------------------|-------------------|
| 9/1 | 10 37 N, 156 41 E | 10 35 N, 155 36 E | 10 28 N, 153 12 E |
| 9/2 | 10 22 N, 149 54 E | 10 21 N, 148 49 E | 10 17 N, 146 29 E |

A. C. Thompson
A. C. Thompson
Comdr., USNR
Commanding Officer

FILE NO.

AKA91/A12-1/bs

Serial:

024

U. S. S. WHITLEY (AKA-91)

CONFIDENTIAL

18 December 1945

From: The Commanding Officer.
To : The Commander-in-Chief, U. S. Fleet.
Subject: War Diary - From 3 September 1945 to 13 December 1945 inclusive.
Reference: (a) U. S. Navy Regulations, 1920, Article 712, 874(a).
(b) Pac Conf. ltr. 1CL-45.
Enclosure: (A) Subject war diaries.

1. In accordance with reference (a) and (b), enclosure (A) is forwarded herewith.

RECEIVED S-C FILES

Room 2055

ROUTE TO: 03

28 DEC 1945

File No. A12-1/BSA91

Doc. No.

Copy No. 1 of 5

Req. No. 428

A. C. Thompson
A. C. THOMPSON

154426

U. S. S. WHITLEY (AKA-91)

WAR DIARYCONFIDENTIAL

3 September 1945. Arrived in Ulithi Harbor, Caroline Islands and anchored in berth 125. Position at 0800 was $10^{\circ} 07' N$, $143^{\circ} 05' E$, at 1200 was $10^{\circ} 07' N$, $141^{\circ} 56' E$. Zone description minus 10.

4 September 1945. Underway singly in accordance with Port Director's orders, Ulithi, Caroline Islands secret orders A4-3/9 of September 1945. Position at 2000 was $10^{\circ} 21' N$, $138^{\circ} 52' E$. Changed to zone description minus $9 \frac{1}{2}$.

5 and 6 September positions were as follows:

| <u>0800</u> | <u>1200</u> | <u>2000</u> |
|--|--|--|
| $10^{\circ} 19' N$ $135^{\circ} 48' E$ | $10^{\circ} 31' N$ $134^{\circ} 54' E$ | $10^{\circ} 33' N$ $132^{\circ} 48' E$ |
| $10^{\circ} 36' N$ $129^{\circ} 50' E$ | $10^{\circ} 36' N$ $128^{\circ} 40.5' E$ | $10^{\circ} 37' N$ $127^{\circ} 01' E$ |

5 September. Changed to Zone description minus 9.

6 September. Changed to Zone description minus $8 \frac{1}{2}$.

7 September. Arrived Guiuan Roadstead, Samar, Philippine Islands and anchored in berth A-40.

13 September. Underway in accordance with verbal orders of Port Director, Samar, Philippine Islands to go alongside pier. Moored port side to pier, Calicoan Island, Guiuan Roadstead, Leyte Gulf, Philippine Islands, commenced unloading cargo.

20 September. Completed discharging cargo. Underway in accordance with verbal orders of Port Director, Calicoan Island, Guiuan Roadstead, Leyte Gulf, Philippine Islands. Arrived San Pedro Bay, Philippine Islands and anchored in berth 38. Shifted from anchorage in berth 38 to go alongside

U. S. S. WHITLEY (AKA-91)

20 September 1945 (Cont'd.)

Norwegian Oiler, S.S. O. B. SORENSEN AO6 in anchorage berth 9 for taking on fuel.

21 September. Underway singly in accordance with ComTransRon 20 speedletter 160416 of September and Port Director Leyte Confidential Routing order No. 1312.

23 September. Arrived Subic Bay, Luzon, Philippine Islands and anchored in berth 94. Underway singly in accordance with basic orders and routing of Port Director, Subic Bay, Luzon, Philippine Islands.

24 September. Arrived Lingayen Gulf, Luzon, Philippine Islands and anchored in berth 9. Commenced loading cargo of the 27 th Regimental Combat Team consisting of 1300 tons of ammunition, rations, special equipment and 128 vehicles.

26 September. Loaded troops of the 27th Regimental Combat Team of the 25th Division of the Army.

28 September. Shifted from berth 9 to temporary Typhoon berth 3, Lingayen Gulf, Luzon, Philippine Islands.

1 October. Underway in accordance with ComTransRon 20 OP order A10-45 and rendezvoused with other ships of TransRon 20 (O.T.C. in U.S.S.

MONTOUR APA 101). Positions 2 to 6 October inclusive were as follows:

| | <u>0800</u> | <u>1200</u> | <u>2000</u> |
|------|------------------------|--------------------------|--------------------------|
| 10/2 | 19° 06' N; 120° 36.5'E | : 19° 47' N; 121° 07'E | : 20° 32' N ; 123° 02' E |
| 10/3 | 22° 49' N; 125° 07.5'E | : 22° 49' N; 125° 50' E | : 23° 51' N ; 127° 32'E |
| 10/4 | 25° 28' N ; 129° 26' E | : 25° 53' N; 129° 46' E | : 25° 23' N ; 129° 18'E |
| 10/5 | 26° 42' N ; 130° 35'E | : 27° 22.5' N; 131° 26'E | : 28° 37' N ; 132° 08'E |
| 10/6 | 31° 36' N ; 133° 37'E | : 32° 08' N ; 133° 47.5E | : 32° 00' N ; 134° 22'E |

U. S. S. WHITLEY (AKA-91)

7 October. Arrived Wakayama Ko, Honshu Province, Japan and anchored in berth 19.

9 October. Shifted from berth 19 to temporary typhoon anchorage berth T22-A, Wakayama Ko, Honshu Province, Japan.

10 October. Rode out at anchor, high winds and sea at outer edge of typhoon.

11 October. Shifted berths from temporary typhoon anchorage berth T22-A back to regular berth 19, Wakayama Ko, Honshu Province, Japan.

24 October. Shifted from berth 19 Wakayama Ko, Honshu Province, Japan to go alongside tanker, U.S.S. PECOS (A065) in anchorage berth B-58 for taking on fuel. Later shifted back to berth 19, Wakayama Ko, Honshu Province, Japan.

26 October. Underway in accordance with ComTransRon 20 Secret movement order No. All-45, in company with Transron 20 to Nagoya, Honshu Province, Japan.

27 October. Arrived Ise Bay, Nagoya, Honshu Province, Japan and anchored in berth 17. Commenced unloading cargo in the stream.

28 October. Secured from unloading cargo.

29 October. Underway in accordance with provision order to go alongside dock. Moored port side to dock 7, Nagoya Harbor, Nagoya, Honshu Province, Japan. Commenced unloading the cargo of the 27th Regimental Combat Team.

30 October. Completed unloading cargo and troops of the 27th Regimental Combat Team of the 25th Division of the Army.

31 October. Underway in accordance with verbal orders from senior traffic control officer, Nagoya Harbor, Nagoya, Honshu Province, Japan, to

U. S. S. WHITLEY (AKA-91)

shift to anchorage in outer harbor. Anchored in Transport Anchorage, Berth 26, Nagoya Outer Harbor, Nagoya, Honshu Province, Japan.

1 November. Anchored in Transport Anchorage, Berth 26, Nagoya Outer Harbor, Nagoya, Honshu Province, Japan awaiting orders. Zone description Minus 9.

3 November. Underway singly in accordance with CinCPAC dispatch 010432 of November. Positions 4 to 7 November inclusive were as follows:

| | 0800 | | 1200 | | 2000 | |
|------|------------|-----------|----------|-------------|----------|-------------|
| 11/4 | 30°39' N | 138°07' E | 29°55' N | 138°15' E | 28°26' N | 138°32.5' E |
| 11/5 | 26°10.5' N | 139°00' E | 24°53' N | 139°18.2' E | 23°15' N | 139°38' E |
| 11/6 | 21°30' N | 140°15' E | 20°50' N | 140°53.3' E | | |
| 11/7 | 17°16' N | 141°54' E | 16°41' N | 142°15' E | | |

6 November. Changed to Zone Description Minus 9 1/2.

7 November. Changed to Zone Description Minus 10.

8 November. Arrived Guam, Marianas Islands and anchored in Agana Bay, Guam, Marianas Islands.

17 November. Received 23 Naval Officers and 302 Naval enlisted personnel for transportation to the United States. Underway singly in accordance with CinCPAC dispatch 140327 and ComMarianas 160013. Position at 2000 was 14°10'N, 146°03'E. Positions 18 to 26 November inclusive were as follows:

| | 0800 | | 1200 | | 2000 | |
|--------|------------|-------------|------------|-------------|------------|-------------|
| 11/18 | 14°48' N | 148°45' E | 14°59' N | 149°41' E | 15°27' N | 151°36' E |
| 11/19 | 15°58' N | 154°21' E | 16°21' N | 155°22' E | 16°40.5' N | 157°18.5' E |
| 11/20 | 17°20.5' N | 160°15.5' E | 17°31' N | 161°18' E | 17°45' N | 163°07' E |
| 11/21 | 18°06.5' N | 165°03' E | 18°13.5' N | 166°13.5' E | 18°30.5' N | 168°00' E |
| 11/22 | 18°54' N | 171°00' E | 19°00' N | 172°01' E | 19°15.5' N | 174°01' E |
| 11/23 | 19°30.5' N | 176°57' E | 19°36' N | 178°02' E | 19°45' N | 175°52' E |
| *11/23 | 19°50' N | 176°59' E | 19°56' N | 175°55' W | 20°02' N | 173°53' W |
| 11/24 | 20°06.5' N | 171°34.5' W | 20°06.6' N | 170°00' W | 20°13' N | 169°11' W |
| 11/25 | 20°18.5' N | 166°32.5' W | 20°15' N | 165°32' W | 20°14' N | 163°22' W |
| 11/26 | 20°03' N | 160°21' W | 20°01.5' N | 159°20' W | 20°00' N | 158°00' W |

*Crossed International Date Line.

19 November. Changed to Zone Description minus 10.5.

U. S. S. WHITLEY (AKA-91)

- 20 November. Changed to Zone Description minus 11.
- 21 November. Changed to Zone Description minus 11.5.
- 23 November. Changed to Zone Description minus 12. Retarded calendar date one day, having crossed the International Date Line. Changed to Zone Description ~~11~~11.5.
- 24 November. Changed to Zone Description ~~11~~11.
- 25 November. Changed to Zone Description ~~10.5~~10.5.
- 27 November. Arrived Pearl Harbor, Oahu, T.H. and moored fore and aft to buoys in Berth X13.
- 28 November. Fueled and provisioned ship. Loaded 37 additional enlisted men for transportation to United States.
- 29 November. Underway in accordance with basic orders and ComHawSeaFron movement order serial 2102, dated 28 November 1945. Position at 2000 was 21°25.5'N 156°02'W. Zone Description ~~10.5~~ 10.5.
- 30 November. Positions were as follows: 0800 21°17'N 153°06'W; 1200 21°25'N 152°08'W; 2000 21°12'N 150°02'W. Changed to Zone Description ~~10~~ 10.
- 1 December. Underway singly enroute Pearl Harbor, Oahu, T.H. to Balboa, C. Z. in accordance with CinCPAC dispatch 290150 of Nov. Changed to Zone Description ~~9.5~~ 9.5. Positions on 1 to 12 December inclusive were as follows:

| | | | | | | |
|-------|-----------|-----------|-----------|------------|-----------|------------|
| 12/1 | 21°18.5'N | 146°58'W | 21°12'N | 146°04.5'W | 21°03'N | 143°56'W |
| 12/2 | 20°50' N | 140°54'W | 20°45'N | 134°53'W | 20°34'N | 137°55'W |
| 12/3 | 20°26'N | 134°50'W | 20°14'N | 133°47'W | 19°53'N | 131°39'W |
| 12/4 | 19°27'N | 128°38'W | 19°16'N | 127°39'W | 18°56'N | 125°30'W |
| 12/5 | 18°27'N | 122°32'W | 18°16'N | 121°35'W | 17°50'N | 119°31'W |
| 12/6 | 17°16'N | 116°39'W | 16°58.5'N | 115°39'W | 16°33.5'N | 113°30.5'W |
| 12/7 | 15°46'N | 110°21'W | 15°43'N | 109°16.5'W | 15°13'N | 107°21'W |
| 12/8 | 14°21'N | 104°29'W | 14°03'N | 103°27'W | 13°25'N | 101°42'W |
| 12/9 | 12°34'N | 98°21'W | 12°08.5'N | 97°16.5'W | 11°31'N | 95°37'W |
| 12/10 | 10°41'N | 92°53'W | 10°40.7'N | 92°20.5'W | 09°57'N | 90°49'W |
| 12/11 | 08°45.5'N | 88°06.5'W | 08°32'N | 87°07.5'W | 08°05'N | 85°04'W |
| 12/12 | 07°14'N | 82°18'W | 06°53'N | 81°25'W | | |

FILE NO.

U. S. S. WHITLEY (AKA-91)

- 2 December. Changed to Zone Description plus 9.
- 4 December. Changed to Zone Description plus 8.5.
- 5 December. Changed to Zone Description plus 8.
- 7 December. Changed to Zone Description plus 7.5.
- 8 December. Changed to Zone Description plus 7.
- 9 December. Changed to Zone Description plus 6.5.
- 10 December. Changed to Zone Description plus 6.
- 11 December. Changed to Zone Description plus 5.5.
- 12 December. Changed to Zone Description plus 5.
- 13 December. Arrived Balboa, Panama Canal Zone. Reported via dispatch 130940 of December to CinCLANT and ComServLANT for duty; proceeded through the Panama Canal and moored portside to Dock #10, Cristobal, Canal Zone.

U.S.S. WHITLEY (AKA-91)

Reg. No. 93
3 1691
R. S. No. _____

AKA91/A2-11/A12/gr

Serial: 006

12 March 1945.

SECRET

From: The Commanding Officer.
To : The Commander-in-Chief, U.S. Fleet.
Via: (1) Commander Transport Division 47.
(2) Commander Transport Squadron 16.
(3) Commander Amphibious Forces, Pacific Fleet.
(4) Commander Task Force 51.
(5) Commander-in-Chief, U.S. Pacific Fleet and Pacific Ocean Areas.

Subject: Action Report.

Reference: (a) U.S. Navy Regulations 1920, Art. 712, 874 (6).
(b) PacFlt Conf. ltr. 1CL-45.

Enclosure: (A) General Action Report of the U.S.S. WHITLEY (AKA-91), with attached Anti-aircraft Action Report, Medical Action Report, and Weather Report. -p.2

1. In compliance with references (a) and (b) enclosure (A) is forwarded herewith.

A.C. Thompson
A.C. THOMPSON.

Copies to:

Cominch (Advance copy direct.)
Cincpac - Cincpoa (3 advance copies direct.)
CTF-51
Comhibspac. (Advance copy direct.)
CTS-16
CTD-47
File

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3 1691

ACTIVITY REPORT

U.S.S. WHITLEY (AKA 91)

S-E-C-R-E-T

Part I Brief Summary

- A. This vessel arrived in Transport Area, Iwo Jima, Bonin Islands, about 0640 on 19 February and commenced lowering all boats into water for participation in the capture of Iwo Jima. During day on 19th and 20th, ship lay to in transport area and maintained station on U.S.S. Cecil (ConTransRon16). On the nights of 19-20 and 20-21 we retired from the transport area, maneuvering with other units of the task force as ordered by the Division Commander. All rocket troops were disembarked on the 19th, plus the dogs. On the 21st we moved to inshore transport area, lying to and keeping position on U.S.S. Cecil, and remained in that area in lying to status until the 23rd when we shifted and anchored in Berth 21 and commenced general unloading. In addition to debarking troops and dogs on the 19th, we unloaded cargo on call by day on the 19th and 20th and by day and night on the 21st and 22nd. Also from the 19th to 22nd cargo that could not be landed on the beach, and not originally transported by this vessel, was reloaded on this ship from our boats to free boats for call cargo. On the 5th day general unloading commenced, as did intermittent debarkation of troops and ships platoon. In the morning of the 25th we shifted our anchorage to Berth 20A, where we remained until all cargo was discharged and we departed Iwo Jima.

ACTION REPORT

U.S.S. WHITLEY (AKA 91)

S-E-C-R-E-T

Part II. Preliminaries.

- A. The Whitley operated with Task Unit 52.12.1, composed of TransDivs 27, 46, 47, and 48. Next higher echelon in operational command was ComTransDiv47, (Capt. A. S. Wotherspoon, U.S.N.).
- B. From 9 to 17 December 1944 we participated with other units in amphibious warfare training, tactical maneuvers and anti-aircraft practice in Maui, T.H., area; and on the 16th and 17th we proceeded to Kawaihae Bay, Hawaii, T.H. Here we carried out experimental work with our boats with 5th Marine Division, and after completing the experiment which consisted of testing of possibility of LCM(3) landing craft carrying and landing A4-M3 Medium Tanks of 71,000 pounds, we returned to Pearl Harbor. On 27 December we proceeded, in company, to Milo Bay, Hawaii, T.H. for loading of combat cargo and dogs and to embark troops and ship's platoon. Arrived there the 28th of December completing loading and embarkation on 1 January 1945, when we again proceeded independently with escort to Maui, T.H., area for amphibious warfare training and tactical maneuvers. Returned to Pearl Harbor on 3 January 1945. Again on 12 January we proceeded, in company, to Lahina Roads and Maalea Bay, Maui, T.H., area, for amphibious training, tactical maneuvering and anti-aircraft practice, returning to Pearl Harbor on 16 January. On 27 January we proceeded, in company, to Eniwetok Atoll, arriving there on 5 February, having had anti-aircraft practice on 27 and 28th January and 2 February. Departed Eniwetok 7 February, in company, for Saipan, arriving there on 11 February. Here, in the Saipan-Tinian area we participated on 12 and 13 February in final rehearsal and staging the Iwo Jima operation. On 16 February we departed Saipan for Iwo Jima, with Task Unit 51.12.2, arriving in Transport Area, Iwo Jima about 0640, 19 February (D-day), when we immediately commenced lowering all boats to participate in the capture of Iwo Jima.
- C. Our mission was to land troops, cargo, and dogs on Red Beaches 1 and 2 in accordance with transport doctrine and ComPhibPac Operation Plan A25-44, in company with other ships of Task Unit 52.12.1.

ACTION REPORT

U.S.S. WHITLEY (AKA 91)

S-E-C-R-E-T

Part III. Chronological Account of the Action, Including Action by own Aircraft.

- A. February 19, 1945. At about 0639 we arrived in assigned position in Transport Area and commenced lowering all boats into water. Maneuvering with minor adjustments of course and speed while lying-to in Transport Area, Iwo Jima, Bonin Islands. 0702 - Completed lowering all boats, commenced stripping all hatches. 0718 - Completed stripping all hatches. 0753 - Commenced debarking troops. 0828 - Completed debarkation of dogs and dog personnel and rocket detachment, including trucks, and personnel. 0846 - Commenced moving in closer to beach in Transport Area. 0857 - Maintaining position on U.S.S. CECIL (APA 96) as Transport Group "A" Guide, with adjustments of course and speed. 1137 - LCT 631 came alongside to port. 1145 - Commenced unloading cargo into LCT 631 and into boats. 1420 - Completed loading LCT 631. LCT 631 cast off from port side and got underway. 1613 - Hoisted LCM on #2 hatch. 1618 - Commenced covering hatches. 1658 - Hoisted LCV(P) #21 on #2 hatch. 1700 - Commenced hoisting boats that returned to ship. 1718 - LSM #70 came alongside to starboard to unload cargo. 1748 - Orders to LSM #70 were annulled and LSM #70 cast off and got underway. 1800 - Underway at 1/3 speed on various courses proceeding to sea. Form column, this ship last in column. U.S.S. RUTLANDS (APA 192), OTC and Fleet Guide. Standard speed 12 knots, base course 130°T, 131° pgc. 1855 - Secured from Condition 1A, set Condition of Readiness II. 1905 - Flash Blue, "Control Green" received from OTC. 1913 - Commenced making chemical smoke. 1913 - Ship at General Quarters. 1943 - Increased speed to 65 RPM, 12 knots. 2023 - Secured from General Quarters, set Condition of Readiness II. 2033 - Ceased making chemical smoke. 2051 - Changed speed to ahead 1/3. 2053 - Changed speed to ahead 2/3. 2205 - Changed base course to 180°T, 181.5° pgc and psc. 2245 - Changed course to 218°T, 216.5° pgc.

ACTION REPORT

U.S.S. WHITLEY (AKA 91)

S-E-C-R-E-T

February 20, 1945. At 0011 changed course to 248°T, 249° pgc, 240° psc, 242° pstgc. 0104 - Changed course to 270°T, 271° pgc, 257° psc, 264° pstgc. 0108 - Changed course to 315°T, 316° pgc. 0131 - Changed course to 270°T, 271° pgc, 257° psc, 264° pstgc. 0210 - Changed course to 315°T, 316° pgc, 310° psc, 317° pstgc. 0334 - Increased speed to 69 RPM, 13 knots. 0344 - Changed course to 000°T, 001° pgc. 0355 - Changed speed to 47 RPM, 9 knots. 0500 - Changed speed to 64 RPM, 12 knots. Changed course to 015°T, 013.5° pgc, 024° psc, 023° pstgc. 0530 - Exercised crew at General Quarters. 0600 - Reduced speed to 5 knots. 0611 - Stopped engines. 0615 - Ahead 1/3. 0616 - Stopped engines. Secured from General Quarters, set Condition 1A. 0620 - Ahead 1/3. 0630 - Commenced lowering boats into water. 0640 - Changed course to 035°T, 033.5° pgc, 045° psc, 045° pstgc. 0645 - Changed speed to 2/3 ahead. Changed course to 055°T, 053.5° pgc, 065° psc, 065° pstgc. 0701 - Changed course to 015°T, 013.5° pgc, 024° psc, 023° pstgc. 0716 - Stopped engines. 0719 - Back 2/3. 0727 - Stopped engines. Maneuvering with minor adjustments of course and speed while lying to in Transport Area, Iwo Jima, Bonin Islands. 0748 - Commenced uncovering hatches. 0759 - Completed uncovering hatches. 0945 - LCT-1154 came alongside starboard side #4 hatch to receive cargo. 1021 - Strafing along #2 and 3 hatches from unidentified source, resulted in the following casualties: ROGERS, John L., 223 53 01, BM2c received minor shrapnel wound left shoulder, ALLAN, K. V., 888 11 51 S2c received minor shrapnel wound left leg when projectile exploded off ship boom. Treated and dressed and returned to duty. 1545 - Ship at General Quarters. 1627 - Secured from General Quarters, set Condition 1A. 1734 - Underway from Transport Area, proceeding on various courses at various speeds in company with Transport Division 27, 32, 46, 47 and 48. This ship last in starboard column. OTC and Guide in U.S.S. RUTLAND (APA 192). 1827 - Secured from Condition 1A, set Condition of Readiness II. 1907 - Ship at General Quarters. 1911 - Commenced making smoke. 1915 - Ceased making smoke. Secured from General Quarters, set Condition of Readiness II. 1200 - Steaming on course 133°T, at 53 RPM, 10 knots. 2123 - Changed course to 178°T, 176.5° pgc, 177° psc, 178° pstgc. 2148 - Changed course to 220°T, 218.5° pgc, 219° psc, 222° pstgc. 2342 - Changed course to 265°T, 263.5° pgc, 253° psc, 259° pstgc.

3 1691

ACTION REPORT

U.S.S. WHITLEY (AKA 91)

S-E-C-R-E-T

February 21, 1945. At 0025 - Changed base course to 310°T, 308.5° pgc, 309° psc. 0055 - Sighted starshells bearing 000°T, approximately 10 miles. 0235 - Changed course to 355°T, 353.5° pgc, 001° psc, 006.5° pstgc. 0320 - Changed course to 023°T, 021.5° pgc, 033° psc, 034° pstgc. 0325 - Reduced speed to 42 RPM, 9 knots. 0500 - Changed course to 043°T, 041° pgc. Changed speed to 10 knots. 0528 - Changed speed to 12 knots. Set Condition 1. 0547 - Changed course to 023°T, 021° pgc, 033° psc, 034° pstgc. Changed speed to ahead 2/3. 0548 - Changed speed to standard ahead. Secured from Condition 1, set Condition 1A. 0616 - Commenced stripping hatches. 0617 - Changed speed ahead 2/3. 0618 - Stopped engines. 0620 - Turned on side lights in response to signal from OTC. 0623 - Turned off side lights. 0630 - Changed course to 000°T, 358° pgc, 002° psc, 003° pstgc. Maneuvering on various courses and speeds to attain and maintain position in Transport Area, Iwo Jima, Bonin Islands. 1200 - Lying to in Transport Area, making minor changes in speed and courses to maintain position while unloading cargo. 1124 - LCT 1031 came alongside to starboard #3 hatch to receive cargo. 1135 - Damaged LCM, from APA 190, drifted into ship's propeller when salvage boat from APA 190 cast her off. 1605 - Covered all hatches. 1620 - Hoisted aboard all boats present. 1655 - Underway maneuvering on various courses and speeds to Form 18 on the U.S.S. GECIL (APA 96), at distance of 700 yards in Inshore Transport Area. 1730 - Cast off LCT 1031. Ship at General Quarters in response to Flash "Red." 1916 - Enemy aircraft overhead. Commenced making chemical smoke. 1933 - Secured from General Quarters, set Condition 1A. 1942 - Ceased making smoke. 1945 - Condition Flash "White" Control Green from OTC. 1947 - Condition Flash "Red," Control Yellow. Commenced making smoke. 1953 - Condition Flash "White," Control Green. Ceased making smoke. 1958 - Condition Flash "Red," Control Yellow. Commenced making smoke. 2003 - Received the following marine casualties aboard: Engstrom, R. E., Cpl, 815958; VOLLIRT, H. D., Pfc, 514893; LAVEZZI, V., Cpl, 342032; CALDWELL, L. L., Halc, 641 90 82; HOLDER, H. P., Pfc, 287194; SAARI, E., Sgt, 267928; HAMILTON, P. H., FMlc, 328481; LYON, E. C., Cpl, 426488; TURNER, C. E., Cpl, 282108; KNAPP, G. M., Pfc, 941719; HANTZER, W. S., Plt. Sgt, 305359; STIKS, T. V., Cpl, 809954; DOTY, J. M., Pfc, 864485; VANSTAN, G. R., Cpl, 550889; WOOD, R. F., PhM2c, 621 37 80; KURTZ, J. M., Sgt, 421398; CANADAY, R. H., Pfc, 814310; CARTER, D. E., Pvt, 932477; CARR, R. G., Pvt, 992418; HINKOFF, W. F., Pfc, 811291. 2040 - Condition Flash "White," Control Green. Ceased making smoke. 2212 - Displayed identification lights for 2 minutes on orders from OTC.

ACTION REPORT

U.S.S. WHITLEY (AKA 91)

S-E-C-R-E-T

22 February 1945. 0312 - Ceased displaying identification lights. 0320 - Condition Flash "Red," Control Yellow. Commenced making smoke. 0350 - Condition Flash "White," Control Green. Ceased making smoke. Resumed use of identification lights. 0959 - LSM 141 came alongside #2 hatch to receive cargo. 1215 - Cast off LSM 141. 1225 - LCT 1029 came alongside starboard side of #3 hatch to receive cargo. 1238 - Cast off LCT 1029 - 1331 - LSM 46 came alongside #3 hatch to receive cargo. 1505 - Condition Flash "Red," Control yellow. Ship at General Quarters. 1549 - Condition Flash "White," Control green. Secured from General Quarters, set Condition 1A. 1702 - LCT 1031 came alongside #3 hatch to receive cargo. 1735 - Cast off LSM 46. 1845 - Cast off LCT 1031. 1900 - Commenced using identification lights for a period of two minutes each half hour. 1935 - LSM 266 came alongside #2 hatch to receive cargo. 2256 - LCT 1031 came alongside #4 hatch to receive cargo.

ACTION REPORT

U.S.S. WHITLEY (AKA 91)

S-E-C-R-E-T

February 23, 1945. 0106 - Cast off LCT 1031. 0128 - Cast off LSM 266. 0738 - LSM 266 came alongside #3 hatch to receive cargo. 0820 - Maneuvering on various courses and speeds while underway for anchorage. 0920 - Cast off LSM 266. 1135 - Let go starboard anchor in 35 fathoms of water with 70 fathoms of chain. 1140 - Underway to shift anchorage, steering various courses and at various speeds. 1235 - Anchored in Berth 21, Iwo Jima, Bonin Islands in 45 fathoms of water with 90 fathoms of chain to the starboard anchor, on the following bearings: Right Tangent 043°T, Shoal 064°T, Rock 343°T. 1250 - Underway to shift anchorage, on various courses and speeds. 1320 - Anchored in Berth 21, Iwo Jima, Bonin Islands, in 57 fathoms of water with 105 fathoms of chain to starboard anchor. 1355 - LSM 266 came alongside #3 hatch to receive cargo. LCT 1031 came alongside #4 hatch to receive cargo. 1459 - Condition Flash "Red," Control Green, ship at General Quarters. 1502 - Condition Flash "White," Control Green. Secured from General Quarters, set Condition 1A. 1640 - Underway to anchorage after dragging anchor. 1649 - Anchored in Berth 21, Iwo Jima, Bonin Islands, in 48 fathoms of water, with 75 fathoms of chain to port anchor on the following bearings: Right Tangent 045°T, Shoal Rocks 064°T, Flashing Light 307°T. 1915 - Condition Flash "Red," Control Yellow, ship at General Quarters. Commenced making smoke. 1935 - Opened fire on enemy aircraft. 1937 - Ceased firing, having expended the following ammunition: 406 rounds 40MM; 1027 rounds 20MM. Gun #18 had the following casualty: Magazine loaded on gun without proper tension, causing round to jam, breaking the face piece and base spring of breech bolt. 2026 - Ceased making smoke. 2040 - Commenced making smoke. 2058 - Ceased making smoke. 2103 - Condition Flash "White," Control Green. Secured from General Quarters, set Condition 1A.

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U.S.S. WHITLEY (AKA 91)

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February 24, 1945. 0610 - Cast off LSM 266. 0725 - LCT 1154 came alongside #3 hatch to receive cargo. 0821 - LCT 1031 came alongside to port to receive cargo. 0932 - Cast off LCT 1154. 1016 - LSM 141 came alongside to starboard to receive cargo. 1206 - LCT 1154 came alongside to port to receive cargo. 1349 - Cast off LCT 1154. 1434 - Cast off LCT 1031. 1715 - LCT 1154 came alongside to port to receive cargo. 1958 - LCT 1154 cast off. 2034 - Condition "Flash Red", Control Yellow. Ship at General Quarters. 2035 - Commenced making chemical smoke. 2148 - Ceased making chemical smoke. 2153 - Commenced making chemical smoke. 2225 - Condition Flash "White," Control Green. Ceased making chemical smoke. Secured from General Quarters, set Condition 1A. 2325 - LSM 47 came alongside to port to receive cargo.

February 25, 1945. 0242 - LSM 141 cast off. 0740 - Underway to shift anchorage. Steaming on various courses and at various speeds. 0754 - Anchored in Berth 20A, Iwo Jima, Bonin Islands, in 65 fathoms of water with 135 fathoms of chain to the starboard anchor on the following bearings: Hump 000°, Right Cliff 274°, Left Cliff 262°. 0834 - Underway to shift anchorage. Steaming on various courses and at various speeds. 0849 - Anchored in Berth 20A, Iwo Jima, Bonin Islands, in 88 fathoms of water, with 145 fathoms of chain to the starboard anchor on the following bearings: Hump 001°, Left Cliff 268°, Rocks 303°, Right Tangent 042°. 1125 - Pontoon barge came alongside to port to receive cargo. 1150 - LCT 9154 came alongside to starboard to receive cargo. 1356 - Cast off LCT 1154. 1401 - LCT 1154 came alongside to port to receive cargo. 1408 - LSM 241 came alongside to starboard to receive cargo. 1510 - Cast off LCT 1154. 1643 - LCT 1154 came alongside to port to receive cargo. 1705 - LCT 1339 came alongside to port to receive cargo. Cast off LSM 241. 1708 - Cast off LCT 1339. 1725 - LCT 1339 came alongside to starboard to receive cargo. 1825 - Cast off LCT 1154. 1825 - Cast off pontoon barge. Due to leaks, towed away for repair. 2057 - Cast off LCT 1393. 2325 - LSM 43 came alongside to port to receive cargo.

ACTION REPORT

U.S.S. WHITNEY (AKA 91)

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February 26, 1945. 0155 - LCT 1393 came alongside to starboard to receive cargo. 0215 - LSM 47 cast off. 0250 - LSM 242 came alongside to port to receive cargo. 0340 - Kicked engines over to swing ship to starboard. 0740 - Cast off LSM 242. 0747 - LSM 242 came alongside to starboard to receive cargo. 1025 - Cast off LCT 1393. 1030 - Transferred the following marine casualties to U.S.S. RUTLAND (APA 192): CALDWELL, Lucas Lloyd, HALc, USNR; CANADAY, Russ Harlon, PFC USMC, CARR, Ray Gilliam, Pvt. USMC; ENGSTROM, Rudolph Emil, Cpl. USMC; HAMILTON, Paul Melvin, File USMC; HOLDER, Harold Paul, PFC USMC; KNAPP, Gerald Malcolm, PFC USMC; LYON, Edwin Clair, Cpl. USMC; MENTZER, William Scott, PltSgt USMC; PURCELL, Clarence Rufus, EM3c USNR; SITKO, Stanley Valentine, Cpl. USMC; STURM, Charles (n) Jr., Slc USNR; TURNER, Charles Edward, Cpl. USMC. 1205 - Veered anchor chain to 135 fathoms. 1858 - Cast off LSM 242. 1915 - LCT 1300 came alongside to starboard. LSM 47 came alongside to starboard. 2003 - LST 784 came alongside to port to receive cargo.

27 February 1945. 0753 - Cast off LST 784. 0801 - Kicked engines ahead to clear ship astern. 0804 - Stopped engines. 0915 - Completed unloading hatch #4. 1130 - LCT 1300 cast off. 1159 - LSM 47 moved forward to starboard side #2 and 3 hatches. 1319 - Completed unloading hatch #3. 1425 - Debarked Marine Corps, Army and Construction Battalion troops in LSM 47. LSM 47 cast off and got underway. 1530 - Completed unloading hatch #2. All hatches unloaded. 1702 - Underway for Area "R" in accordance with orders from SOPA in U.S.S. ELDORADO (AGC 10).

ACTION REPORT

U.S.S. WHITLEY (AKA 91)

S-E-C-R-E-T

Part IV. Ordnance.

A. Performance of own ordnance and equipment.

1. Detailed information on ship's gunnery.

a. Ammunition expended:

406 rounds 40MM HET.
663 rounds 20MM HEI.
336 rounds 20MM HET.
18 rounds 20MM BL & P.

b. Fire discipline was fair, gunnery communications good.

c. Anti-aircraft gunnery was ineffective. The ship did not have a direct attack.

d. There were no material deficiencies. The gun crews performed well and no deficiencies were evident. However there is need for more anti-aircraft firing practice.

3 1691

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ACTION REPORT

U.S.S. WHITLEY (AKA 91)

S-E-C-R-E-T

Part VI. Special Comments and Information.

C. Amphibious Action.

1. Troops and Cargo.

| a. <u>Company</u> | <u>Officers</u> | <u>Enlisted</u> | <u>Total</u> |
|-------------------------------------|-----------------|-----------------|--------------|
| Co. Hdq. B Co. 5th Eng. Bn. | 1 | 10 | 11 |
| Hdq. & Service Co. 5th Tank Bn. | 0 | 3 | 3 |
| Regimental Wpns. - Combat team 27 | 0 | 2 | 2 |
| Co. D. 5th Medical Bn. | 1 | 15 | 16 |
| 2nd Rocket Detachment | 1 | 18 | 19 |
| 5th Signal Co. | 0 | 3 | 3 |
| 1st Bn. 13th Marines | 1 | 42 | 43 |
| Joint Assault Signal Co. (JASCO) | 1 | 8 | 9 |
| 2nd Bn. 13th Marines | 0 | 24 | 24 |
| Hdq. & Service Co. 27th Marines | 1 | 2 | 3 |
| War Dog Platoon | 0 | 19 | 19 |
| Hdqs. Co., Hdqs. Bn. 5th Marine Div | 0 | 1 | 1 |
| 592nd Port Co. (Ship's Platoon) | 2 | 65 | 67 |
| Co. D 5th Medical Bn. | 2 | 0 | 2 |
| 31st Bn. USNCB (Ship's Platoon) | 1 | 55 | 56 |
| Co. Hdq. B Co. 5th Eng. Bn. | 0 | 51 | 51 |
| Total personell embarked | 11 | 318 | 329 |

b. All of the above listed troops, with the exception of the last 3 groups, were embarked at Hilo, Hawaii on 31 December 1944. These troops, embarked aboard the U.S.S. WHITLEY, made up a part of the 27th Marine Regiment and its attached units. Co. D., 5th Medical Bn., of which two officers were taken aboard, was embarked at Pearl Harbor on 9 January 1945. 1 Officer and 55 enlisted men of 31st Bn. USNCB (Ship's Platoon) and 51 enlisted men of Co. Hdq. B Co., 5th Eng. Bn. were embarked at Saipan on 15 February 1945.

(1) The above troops were all disembarked during the invasion of Iwo Jima. Debarkation commenced 19 February 1945 and was completed 27 February 1945.

c. The U.S.S. WHITLEY carried 1,973.599 short tons of primarily assault cargo; 167 vehicles (482 tons), approximately 550 tons of ammunition, 326 tons of gasoline and other petroleum products, 245 tons of water, 170 tons of rations, 68 tons of organizational, mess, and camp equipment, 60 tons of C.B. heavy lifts, 90 tons of general cargo.

ACTION REPORT

U.S.S. WHITLEY (AKA 91)

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- (1) Ship was combat loaded but because of the size of the load emphasis was not placed on priority of vehicles. Only 9 vehicles of the 2nd Rocket Detachment were regarded as high priority. Ship was loaded by ship's company winchmen, with ship's platoon handling cargo.
- d. The ship was loaded alongside a dock at Hilo, Hawaii. Loading began 28 December 1944 and continued through 31 December 1944.

Beginning 19 February 1945, cargo was discharged at first on call and then later (when the beach was declared secure) general unloading commenced. The cargo was discharged into boats off Iwo Jima in the Volcanoe Islands. Unloading was completed 27 February 1945.

ACTION REPORT

U.S.S. WHITLEY

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Part VI. Special Comments And Information.

C. Amphibious Action.

2. Landing Craft.

(a) Type and number carried and used:

8 LCM(3)
15 LCV(P)
1 LCP(L)

(b) Launching, loading and operation:

All landing craft were quickly and safely launched on arrival in the transport area. The sea was rough, but no damage was done to the boats putting them over. One boat at each hatch was at the rail before arrival at the transport area. All boats except two LCV(P) smoke boats participated in the assault phase of the operation, and no boats or personnel were lost. Five LCV(P) boats were lost in the cargo phase of the operation. It is submitted that the use of LCV(P) boats on a steep beach in a heavy sea for the hauling of cargo is inadvisable. The loss of boats and cargo is great, and the beach is blocked or rendered hazardous to other amphibious craft. One LCP(L) salvage boat was lost salvaging an LVT and DUKW in a heavy sea.

No LCM(3) boats were lost, although they made many trips to the beach with personnel and cargo. On orders of ComTrans Ron 16, four operative LCM(3) boats were transferred to U.S.S. STOKES (AKA-68) on 27 February 1945.

(c) Control of Landing Craft.

Landing craft were generally well controlled, but were not always well or profitably employed. Some boats carried the same cargo for several days and nights. Such boats could have been used for carrying cargo which the Beachmasters or landing force desired, if they had been unloaded either at the beach or at a transport, and promptly loaded with desired cargo. Boats sent to the beach at direction of the Beachmaster were in many cases, during the first three days, not unloaded or given any aid at the beach when they landed.

D. Special comment.

3. Use of smoke.

This ship employed two LCV(P) boats as smoke boats, equipped with smoke generators and smoke posts. Screens were laid during all air alerts or raids. The screen laid by these boats was not always complete, but combined with smoke from ships the screens laid were considered to be at least 75% effective at concealing the transports. The wind conditions

were never very favorable for effective smoke screens during any of the times used. The smoke plans as used are considered effective.

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U.S.S. WHITLEY (AKA-91)

Part VI. Special Comments and Information.

C. Amphibious Action

5. Casualties.

a. Preparation for handling.

It was decided that in so far as possible that all casualties should be rail loaded into or from LCVPs. This was done. In some instances wherein the sea was too rough, casualties in stretchers were hoisted aboard singly using hand davits. These methods proved very satisfactory in handling all types of casualties.

b. Transportation.

All casualties were transported in LCVPs successfully.

D. Special Comment.

7. Medical - See Medical Action Report Appended.

Part VII. Personnel Performance and Casualties.

1. See Medical Action Report appended.

ACTION REPORT

U.S.S. WHITLEY (AKA 91)

SECRET

Part VI. Special Comments and Information.

D.2. Communications, own and enemy, general.

Communications in general were fair in spite of local difficulties over which the individual ship had little control.

- a. Radio. All radio circuits were efficiently guarded, even though there were several nights when reception was poor and radio operators complained of enemy "jamming" and "blocking." The CW circuit of 441 KCS was never used for tactical maneuvers, but it was crowded with air raid warning information and general administrative traffic.
- b. Visual. Signaling was satisfactory.
- c. Intercepts. No enemy intercepts were picked up by this vessel during the operation.
- d. TBS. Traffic, as far as this vessel was concerned, was satisfactory. The great load of traffic carried by the SCR's served to make the TBS a much more efficient and available medium. Multiple assignment of circuits on SCR worked efficiently and although at times the load on individual circuits was very heavy, it is not believed that operations were held up due to overcrowding circuits. It is believed that considerable increase of the efficiency of the SCR circuits would result if better discipline were maintained on these circuits.

ACTION REPORT

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U.S.S. WHITLEY (AKA-91)

Part VI. Special Comment and Information.

D. Special Comment.

4. Navigation.

Considerable difficulty was experienced in anchoring in berth 21, due to nature and texture of bottom, depth of water, and a steep ledge falling away sharply to seaward. Although full scope of chain was used (150 fathom) the ship dragged anchor a number of times and had to shift back into berth. The anchor finally held in 27 fathoms of water in extreme S.W. edge of assigned berth, but this brought the ship so close to other ships in adjoining berths that chain had to be hove in each time the ship swung to avoid collision. Fair holding ground was found in berth 20A in 65 fathoms of water.

ACTION REPORT

U.S.S. WHITLEY (AKA 91)

S-E-C-R-E-T

Part VI. SPECIAL COMMENTS AND INFORMATION.

D. Special comment.

5. Engineering.

At 1135, 21 February 1945, while underway at 1/3 speed (4 Knots), the ship's single propeller was damaged by an LCM under tow drifting under the ship's counter. The tip of one blade was partly cut through and rolled back; the other blades were slightly damaged. During the remainder of the period of action, the ship was not operated at a speed of more than 13.5 knots, in order to prevent possible damage to the main propelling unit from propeller vibration. (Neither the LCM nor the towing boat were attached to this ship). With exception of above casualty the operation of the engineering plant was satisfactory throughout the operation.

ACTION REPORT

U.S.S. 'HITLEY (AKA 91)

S-E-C-R-E-T

Part VI. SPECIAL COMMENTS AND INFORMATION.

D. Special comment.

6. Supply.

The Red Cross survivor kits on board were very useful when casualties were taken aboard and supply of the kits should be carried by all ships receiving casualties.

All LCVP's and LCM's should carry thermos jugs, so that on coming alongside any ship they can pass them up to have them filled with hot coffee. Although blankets were carried for issue when called for, not enough were on hand. At least 100-150 blankets should be carried in GSK stock for immediate issue to the beach, and for those ships with a large number of casualties on board.

Line, fenders, and mooring wire were consumed at a rapid rate, and a higher allowance than 50% spares of these and related items is recommended.

ACTION REPORT

U.S.S. WHITLEY (AKA-91)

S-E-C-R-E-T

Part VIII Lessons learned, conclusions, and recommendations.

This operation was the first combat Amphibious Operation for this ship and for at least 95% of the officers and crew. Although far from a complete list of lessons learned the following are considered noteworthy.

- (a) LCV(P)'s are not considered satisfactory for cargo handling except for self-propelled vehicles after the assault phase where there are steep soft sand beaches and moderate seas and swells. All LCV(P)'s which were lost from this ship were lost in the cargo phase. Boats would hit the beach but before load could be removed the boats would broach or fill with water and be lost.
- (b) Organization of all AKA's should provide for a two watch system during condition IA, with watches run six and six (hours). Watch and watch on a four hour basis for extended periods is not satisfactory. It was found that six hour watches with meals at 0000, 0600, 1200, and 1800 with oncoming watch having a meal before relieving kept all hands in fairly efficient condition and can be carried on for long periods of time.

With the size of present crew it was found impossible to provide enough men to efficiently work cargo and still man the guns. Gun crews had to be reduced to lookouts and talkers plus sentries and patrols. By assigning men to cargo stations as near as possible to General Quarters stations, it was found that change from IA to condition I could be made quite rapidly. This is considered workable where advance warning of air raids is possible but is no defense against surprise attack.

- (c) It is believed that a permanently assigned ship's platoon of CB's instead of ship's platoon ^{from} the troops being carried, would bring about a great reduction in overall time of cargo discharging. More cargo could be moved in a given time with fewer men if the men were familiar with the ship, its gear, and under direct control of the ship. The lessons learned on each operation could then be used and the process of teaching the ship's platoon how to handle cargo anew on each operation could be eliminated. During this operation the rate of discharge steadily increased as the ship's platoon learned more about the cargo and gear - then when all cargo was discharged they were landed on the beach. One hundred CB's permanently assigned to the ship could discharge a cargo faster than the two hundred men (approximately) used in the ship's platoon.

- (d) Some permanent arrangement of fenders should be installed on AKA's if cargoes are to be discharged into LSM and LCT's while being towed alongside underway with any sea running. The ship used up all her fenders - ten pieces of 12 by 12 - and at the end was reduced to using bundles of dunnage hung over the side to protect the ships sides. Despite this a great many dents were received and numerous small leaks started at seams and rivets in the hull plating. Two continuous horizontal 12 X 12 timbers, permanently installed on the ship's side from forward of number one hatch to aft of number five hatch, one just above the load waterline, one about six feet above it on both sides and vertical pieces every eight or ten feet between, similar to those installed on some harbor tugs and concrete fuel barges, might be of use. Heavy camels would answer but the time used in getting them in place or hoisting them back aboard would be excessive.
- (e) It is recommended that AKA's be supplied with at least two self-propelled fork trucks for handling palletized cargo. One for use in the hold, to bring pallets to square of the hatch, and one to use in LCT or LSM would cut the time in discharging palletized cargo by at least 50%. It is also believed that six ordinary two-wheeled hand trucks of a heavy duty type would be useful in handling loose boxed rations and ammunition. The conveyor rollers provided were found very useful and some new uses were discovered. By turning them over - roller side down - it was found that one ton pallets could be landed on them, then rolled into position for stowage in LCT's or LSM's. This was found to be the most effective way to move pallets once they were landed and much quicker than dragging the pallets with tackles and bars. It is believed that the time spent in drilling and indoctrination of the hatch teams in the use of steadying lines was well spent. Only two cases, both superficial, of damage to vehicles and heavy lifts were noted.
- (f) More anti aircraft practice on sleeves and drones would be very beneficial. The firing done on this ship at enemy planes showed the need of much more practice and drills. Fire discipline was fair but from watching the tracer it indicated that many gunners, although ordered not to open fire unless they saw the target, were firing in the general direction of the target and were not on. Steps are being taken to correct this. The two planes fired on by this ship were seen by moonlight and were passing in and out of light cloud cover. Little expectations of hits were entertained when the order to open fire was given but the general uplift in morale felt by all hands at hitting back was believed to be worth the ammunition expended.

A. C. Thompson
A. C. THOMPSON
Comdr. (DM), USNR
Commanding

COMINCH F-01 AA-1
Feb. 1944

CONFIDENTIAL

REVISED FORM FOR REPORTING A. A. ACTION BY SURFACE SHIPS

Location of ship (area) Two Hms U.S.S. WHITLEY (AKA-91)
Zone Time - 10 Date 23 February

NOTES

- (a) REPEL ATTACK FIRST - then collect data for this report.
- (b) Do not "Gun Deck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officer. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

1. Surprise attack (yes or no) No. Day or night Night
2. Method picking plane up (Radar, binoculars, naked eye) Radar
3. Range plane was picked up (50, 30, 10, less than 5 miles) 50 miles.
4. Total number of planes observed 2 Type Bombers - 4 engines.
5. Number of planes attacking own ship 0 Type -
6. Number of planes taken under fire by own ship Two
 - (a) Of those attacking own ship 0 Type -
 - (b) Others Two Type Bombers
7. Speed and altitude of approach in knots and feet 200 MPH 10,000 ft. (estimate).
8. Number of guns firing 14 by caliber 2 Twin 40 mm, 12 - 20 mm.
9. Ammunition expended by caliber and type 406 Rounds 40 mm, 1217 Rounds 20 mm
10. Percent service allowance expended 02%
11. Method of control Local Method of spotting Barrage
Method of ranging Estimated Method of firing Local
12. Approximate time-tracking to first shot 10 seconds
13. Approximate time of first hits -
14. Approximate time first shot to last shot Interrupted firing - total time 6 minutes.
15. Approximate position angle open fire 065°

MEDICAL ACTION REPORT

S-E-C-R-E-T

U.S.S. WHITLEY (AKA-91)

A. Experience and Opinion of The Reception of Casualties from The Beach.

1. At 1950 on 21 February 1945 as the ship was getting underway and under imminent air attack, eighteen marine casualties were taken aboard. These men constituted about one third the number of casualties who were clamoring to come aboard from about fifteen LCVP's, which had been going from ship to ship for three hours of futile attempts to unload their wounded. Some of the LCVP's had gone to the LST hospital ship from the beach, others had not. Most coxswains had received specific orders from the LST hospital ship to one of the APA's in the vicinity, but either could not find the designated ship or the designated ship refused to take the casualties aboard. None of the coxswains had received orders to bring their load to this particular ship.
2. At 1920 on 23 February 1945, again during an air raid an LCM came alongside carrying five casualties. Two marines and two sailors were taken aboard. The fifth man, a Japanese casualty, was refused. Again the coxswain had not received orders to take his load to this ship.
3. Somewhere along the evacuation line the plan for allocating casualties to specific ships failed. Not one of the casualties received aboard was sent specifically to this ship. Furthermore three eye injuries and one Japanese casualty were among the general casualties when specific ships were designated in the operation plan for their care. Finally most of the casualties received aboard had been riding in LCVP's for three or more hours before they were taken aboard any ship for treatment. That meant that in many instances over six hours had elapsed from the time of injury until definitive treatment could be started.

B. Care of Patients Aboard.

1. All patients were sent to the distribution center when they first came aboard. The minor casualties were sent to the forward battle dressing station where shock was combatted, pain relieved, wounds cleaned and dressed, and patients made comfortable in bunks. The more seriously injured were kept in the sick bay where shock was combatted, pain relieved, and definitive surgery performed when needed. Both the forward battle dressing station and the sick bay were manned by corpsmen day and night. The medical officer spent most of his time in the sick bay, but supervised all activities.
2. Out of the twenty-two casualties two were gunshot wounds and three combat fatigues. The remainder were shrapnel wounds from mortar shells. Only one case, a gunshot wound of the neck, was in serious condition upon arrival aboard ship. Treatment of shock and tracheotomy plus artificial respiration, when breathing ceased once for several minutes, brought the patient out of danger.

MEDICAL ACTION REPORT (Continued)

S-E-C-R-E-T

U.S.S. WHITLEY (AKA-91)

B. 3. Tetanus toxoid was given to all injured patients. Sulfadiazine was given routinely to all minor injuries (2 grams stat and 1 gram every four hours until temperature remained normal for twenty-four hours). Penicillin (20,000 units every three hours intramuscularly) was given to the more seriously wounded until temperature returned to normal. Fluid balance was maintained by the use of 5% dextrose in normal saline. Only one complication was encountered namely the recurrence of Tertian Malaria in one patient one day prior to transfer. This patient was given quinine.

4. Combat fatigue patients were treated by sedation and high caloric, high vitamin diet. These men were encouraged early to relate their battle experiences. Their improvement was marked although two retained a slight tremor and startle reaction on transfer.

C. Embarkation of patients to Evacuation Ships and Evacuation Hospital.

1. Thirteen of the less seriously injured were transferred to the USS RUTLAND prior to this ship's departure from area of Iwo Jima. These men would be ready for duty in a week to ten days. These had been aboard four or five days.

2. At Saipan the remaining nine patients were transferred to the RUTLAND for further transfer to an evacuation hospital.

W. J. Trautman Jr.

W. J. TRAUTMAN
Lieut.(jg), (MC), USNR
Medical Officer.

WEATHER REPORT

U.S.S. WHITLEY (AKA 91)

19 February 1945

Weather conditions at opening of operation:
Lying to at 0639

Wind from 020° (T), force 1 (Beaufort's).
Visibility five miles. Sky four tenths covered by cumulus clouds.
ceiling 9000 feet. Sea from the north, low swells, one to six feet.

Starting at 0700 the wind shifted eastward until 2300 when it had shifted to 160° (T). Force remained at 1 (Beaufort's) until 1900 when it increased to 2.

The Barometer rose slowly until 1100 when it reached 30:13. It then commenced to drop steadily reaching a low at 1700 or 30:01 then commenced rising slightly until 2100 when it reached 30:02.

The temperature rose steadily to a high of 74° (F) at 1500 and dropped to 66° (F) at 2400.

The sun rose at 0707. The sky was seven tenths covered by Cumulus clouds until 0500 when they dissipated to about four tenths. Visibility good at thirty miles throughout the day, ceiling 10000 until 2300 when it was reduced to 4000 by low cumulus clouds. The sun set at 1831. Underway for night retirement at 1800.

The weather this day presented no problem to operations.

20 February 1945, time 0000: Underway during night retirement.

Wind from 180° (T), force 1 (Beaufort's).
Barometer 30:02, temperature 68° (F).
Visibility five miles. Sky six tenths covered by alto-stratus clouds, ceiling 5000 feet.
Sea from 200° (T), low swells from one to six feet.

The wind remained steady until 1600 at which time it shifted to the north. The force increased to 2 (Beaufort's) at 1100 and reached a maximum at 2200 of force 4. The Barometer dropped steadily until 1400 when it reached a low of 29:39 and then rose to 30:01 at 2200.

The temperature rose to a high at 1300 of 74° (F) and then dropped and leveled off at 66° at 2200.

The sun rose at 0707. The sky was completely to eight tenths covered by Nimbo-Stratus clouds throughout the day, ceiling constant at 5000 feet. Visibility remained between five and ten miles. Sun set at 1832. Underway for night retirement at 1734.

Weather conditions slightly hampered operations this day.

21 February 1945, time 0000:

Underway during night retirement.

Wind from 350° (T), force 4 (Beaufort's).

Barometer 30:02, temperature 67° (F).

Visibility five miles. Sky completely covered by Nimbo-Stratus clouds, ceiling 4000 feet, threatening rain.

Sea from North East, moderate swells six to twelve feet.

At 0300 the wind shifted around to NorthNorthEast and remained between 040° and 020° (T) until 2200 at which time it shifted to the East. At 0600 the force dropped to 3 (Beaufort's) where it remained throughout the day.

The barometer reached a high of 30:11 at 1800 then dropped to a low of 30:05 at 1500, rose and steadied at 30:12 from 2000 until 2300 and commenced dropping at 2400.

The temperature varied between 64, 65, and 66 degrees (F) throughout the day.

The sun rose at 0706. The sky was completely covered with Nimbo-Stratus clouds throughout the day, ceiling remained at 4000 feet. At 2300 it commenced to drizzle. Visibility was between three and five miles until 1000 when it became and remained at ten miles until 1800 when with darkness it was reduced to one mile. Sun set at 1832.

Experienced difficulty in maintaining station on guide with LCT's and LSM's alongside due to weather conditions which hampered operations.

22 February 1945, time 0000:

Wind from 090° (T), force 3 (Beaufort's).

Barometer 30:08, temperature 64° (F).

Visibility five miles. Sky covered by Nimbo-Stratus clouds, ceiling 4000 feet, slow drizzle.

The wind remained from the east until 0400 when it shifted to 110° and increased in strength to force 4. At 1000 the force dropped to 3 and the direction shifted to 130°. At 1500 the force dropped to 1 and it shifted back to the north. At 1800 the velocity increased and continued to do so until 2400 when it had reached a strength of force 4 and the direction shifted around to the north.

The Barometer dropped rather rapidly to a low of 29:99 at 0600 rose slightly then dropped to a new low of 29:87 at 1700 after which it began to rise steadily to a high of 29:95 at 2400.

The temperature rose gradually to 69° at 1100 then remained between 67, 68 and 69° throughout the day.

The Sun rose at 0705. The sky was completely covered by Nimbo-Stratus clouds throughout the day, visibility between two and five miles. There was a light drizzle from 0000 until 1300 when it commenced to rain hard. It continued raining steadily until 2000

when the steady rain broke into scattered showers. Ceiling was low throughout the day, mainly between three and five thousand feet, dropping to 1000 during heavy showers. The sun set at 1837.

Experienced difficulty maintaining station on guide with LCT's and LSM's alongside, due to weather conditions which hampered operations.

23 February 1945, time 0000.

Wind from 320° (T), force 5 (Beaufort's).
Visibility two miles. Sky eight tenths covered by Cumulo-Nimbus clouds, ceiling 5000 feet. Temperature 68° (F), threatening rain or squalls.

The wind remained from North North East force 4 until 0800 when it shifted to the north, the force remaining the same, sometimes increasing to force 5. At 1400 it again commenced shifting around to the west until it reached 345° the force dropping to 3. At 2000 it again shifted around to the north, the force remaining at 3.

The barometer rose steadily to a high of 30:09 at 1200 when it began to fall slightly until 1400 when it reached 30:07 then began to rise to a high of 30:21 at 2300.

The temperature dropped constantly from 68 to a low of 63 at 1400 where it remained constant throughout the day.

The sun rose at 0704. The sky was from eight tenths to completely covered with Cumulo-Nimbus and Strato-Cumulus clouds throughout the day, the ceiling ranging from 4000 to 5000 feet. Visibility good at between five and ten miles. The sun set at 1833.

Extremely rough seas and strong winds made unloading operations difficult.

24 February 1945, time 0000.

Wind from 005° (T), force 3 (Beaufort's).
Visibility five miles. Sky completely covered by Strato-Cumulus clouds, ceiling 5000 feet.

The wind remained constant at force 3 but shifted to 045° at 0400. At 1000 the force dropped to 2 and remained constant throughout the day, the direction remaining about the same, varying slightly from 045 to 050°.

The barometer dropped slightly at 0400 to 30:17 then rose steadily to 30:25 at 1000. It then dropped unsteadily until it reached a low of 30:14 at 1500 then rose to a high of 30:24 at 2200.

The temperature remained constant between 64 and 65 degrees throughout the day.

The sun rose at 0703. The sky was covered with from six to eight tenths cumulus clouds, ceiling 5500 feet. The visibility increased with daylight to 30 miles being very good all day. Sun set at 1834.

Weather conditions this day did not affect operations.

25 February 1945, time 0000.

Wind from 070, force 4 (Beaufort's).
Visibility ten miles. Sky covered by two tenths cumulus clouds.
Ceiling 3000 feet.

The wind force dropped to force 3 at 0200 and shifted to 110° (T) and dropped in force to 2 at 0400 increasing again at 0500 to force 3 and shifting to 125°. At 1100 it again shifted around to 070° then slowly throughout the day shifted around to 170°, the force remaining between force 2 and 3.

The Barometer dropped steadily to a low of 30:12 at 0500, rose to a high of 30:18 at 0900, then dropped steadily to a low of 30:02 at 1700 where it remained until 2100 where it began to rise slowly.

The temperature rose steadily during the morning from 64 to a high of 73 at 1400 where it remained until 2200 when it again began to drop slowly.

The sun rose at 0702. The sky was covered from five to eight tenths with Alto-Cumulus clouds throughout the day, visibility being good twenty to thirty miles. The sun set at 1834.

High winds slowed unloading operations slightly during parts of the day.

26 February 1945, time 0000:

Wind from 160° (T), force 3 (Beaufort's).
Visibility 10 miles, sky covered two tenths by cumulus clouds,
ceiling 750° feet.

At 0300 the wind shifted to 230° and dropped to force 2. At 0700 it shifted to 210° the force remaining the same. At 1500 it began shifting around to the north until 2400 when it had completely shifted thru north to 100° the force remaining constant.

The barometer dropped slowly to a low of 30:00 at 0400 where it remained until 0600 when it began to rise to a high of 30:06. It remained steady until 1500 when it dropped one hundredth then began to rise steadily to a high of 30:20 at 2400.

The temperature rose slowly throughout the morning to a high of 76° at 1200 when it dropped suddenly to 68° continuing to drop slowly until it steadied at 2000 at 66°.

The sun rose at 0701. The sky was half covered with high Cirrus clouds until 1100 when Nimbo-Stratus clouds appeared and threatened rain and completely covering the sky. The sky remained completely covered until 1600 with several showers around 1300 and 1400. The ceiling was good with the exception of during the squalls when it was reduced to 1000 feet. Visibility was good between five and ten miles except during squalls when it was reduced to two miles. The sun set at 1835.

Except for a few hours early in the day, weather conditions were good for unloading operations this day.

27 February 1945, time 0000.

Wind from 100° (T), force 2 (Beaufort's).
Visibility ten miles, sky six tenths covered with Cumulus clouds, ceiling 4000 feet.

The wind varied slightly finally shifting around to 060 at 1000, the force remaining constant at 2 throughout the day. At 1700 it again began shifting until it reached at 1900 then steadied on 090° at 2000 and remained constant.

The barometer fell unsteadily to a low of 30:18 at 0500 then began to rise to a high of 30:28 at 1100. It then again began to fall to a low of 30:22 at 1500, rose slightly to 30:25 at 1900 then again began to fall to a low of 30:20 at 2400.

The temperature remained constant at 65° until 1100 when it rose to 66° where it remained until 2000 when it began to rise reaching a high of 69 at 2400.

The sun rose at 0701. The sky was seven to eight tenths covered by cumulus clouds throughout the day, ceiling remaining constant between 6000 and 7000 feet. The visibility was good at twenty five to thirty miles. The sun set at 1836.

Weather conditions did not affect unloading operations this day.