

Contributed by Frank Gerhardt

151
Reg. No. 160

R. S. No.

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE
San Francisco, California.

AKA94/A12
Serial: 032

CONFIDENTIAL

From: Commanding Officer.
To: Commander in Chief, U.S. Fleet.
Subj: War Diary - submission of.
Ref: Pacific Fleet Conf. Ltr. 1CT-15

U.S.S. WINSTON (AKA-94)

19 January 1945. (Zone time plus four)

At 1200. Navy Yard, New York with Precommissioning Detail aboard at Berth 19, Pier K, the U.S.S. WINSTON (AKA-94) was placed in commission.

Chaplain A.N. WITHER, Ch.C., USNR, invoked the aid of the Almighty in the mission on which this ship is to embark.

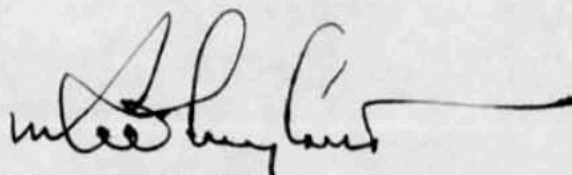
Captain H.V. MC KETTRICK, USN, Captain of the Yard, read his orders from the Secretary of the Navy and ordered the ship placed in full commission.

After reading his orders, BuPers Serial 291609 of 29 November 1944, Commander M. C. WHEYLAND, DE, USNR, assumed command and the routine of the ship was commenced.

At the time of commissioning there were 36 officers and 330 enlisted men attached to the U.S.S. WINSTON (AKA-94).

19 January 1945 - Wednesday, 31 January 1945,

Moored Berth 19, Pier K, Navy Yard, New York, undergoing fitting out and conversion.



M. C. WHEYLAND.

CC: CincPac.

115014

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California.

AKA94/A12
Serial: 033

CONFIDENTIAL

From: Commanding Officer.
To: Commander in Chief, U. S. Fleet.
Subj: War Diary - submission of.
Ref: Pacific Fleet Conf. Ltr. 101-45

1 February 1945

At 0728 underway from Navy Yard, New York, enroute to Gravesend Bay via Deperming Station, Bayonne, New Jersey, in order to receive commissioning allowance of ammunition and pyrotechnics.

2 February 1945

Anchored in Gravesend Bay; completing loading of commissioning allowance of ammunition and pyrotechnics.

3 February 1945

At 0904 underway from Gravesend Bay in order to adjust magnetic compasses after completion of fitting out and conversion and loading of ammunition; at 1310 underway from Ambrose Light enroute to Hampton Roads in accordance with ComPhibTraLant Shakedown order of 17 January 1945. Steaming singly without escort. Exercising crew at General Quarters and emergency drills.

| | | | |
|------------|------|---------------|---------------|
| Position | 0800 | 1200 | 2000 |
| Latitude: | | 40 deg. 35' N | 41 deg. 24' N |
| Longitude: | | 74 deg. 00' W | 74 deg. 52' W |

4 February 1945 (Sunday)

At 0410 sighted Buoy Xray Sugar and proceeded to enter Swept channel to Chesapeake Bay. At 1130 anchored in Hampton Roads, Virginia, awaiting arrival of ComPhibTraLant Inspection Board preparatory to commencing Shakedown Training Schedule.

| | |
|------------|---------------|
| Position | 0800 |
| Latitude: | 35 deg. 53' N |
| Longitude: | 75 deg. 33' W |

5 February 1945 (Monday)

At 1340 Shakedown Inspection Board from ComPhibTraLant came aboard and conducted their inspection.

6 February 1945 (Tuesday) - 8 February 1945 (Thursday)

At 0845 conducting scheduled operations in accordance with ComPhibTraLant Shakedown Memorandum.

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California.

CONFIDENTIAL

Subject: War Diary - submission of.

9 February 1945 (Friday)

At 0958 underway from Hampton Roads enroute to upper Chesapeake Bay Area in order to carry out Shakedown schedule.

| | | | |
|------------|------|---------------|---------------|
| Position | 0800 | 1200 | 2000 |
| Latitude: | | 76 deg. 05' W | 76 deg. 09' W |
| Longitude: | | 36 deg. 58' N | 36 deg. 09' N |

10 February 1945 (Saturday)

Carrying out Shakedown Schedule. At 1440 commenced gunnery exercises. At 1512 gunnery exercises completed having expended two (2) rounds 5"38 AA, two (2) rounds 5"38 surface, 177 rounds 40MM and 228 rounds of 20MM ammunition.

| | | | |
|------------|------|---------------|------|
| Position | | 1200 | 2000 |
| Longitude: | 0800 | 76 deg. 12' N | |
| Latitude: | | 37 deg. 43' W | |

11 February 1945 (Sunday)

At 0906 commenced gunnery exercises. At 1115 gunnery exercises completed **having** expended three hundred and thirteen (313) rounds of 40MM and two thousand one hundred and forty one (2141) rounds of 20MM ammunition. At 1115 underway enroute to Measured Mile Range off Annapolis Channel. At 1703 Steaming at various speeds to run Measured Mile. At 1905 completed Measured Mile. At 1932 Anchored for night off Annapolis Channel.

| | | |
|------------|---------------|---------------|
| Position | 0800 | 1200 |
| Longitude: | 76 deg. 07' W | 37 deg. 26' N |
| Latitude: | 76 deg. 11' W | 37 deg. 57' N |

12 February 1945 (Monday)

At 0742 underway to complete Measured Mile runs. At 1037 completed Measured mile runs. Enroute to Cape Charles City conducting full power run in accordance with Shakedown Instructions. At 1702 Steaming off Cape Charles City in order to obtain Tactical data. At 1926 having completed obtaining tactical data anchored for the night.

| | | |
|------------|------|---------------|
| Position | 0800 | 1200 |
| Longitude: | | 38 deg. 36' N |
| Latitude: | | 76 deg. 25' W |

13 February 1945 (Tuesday)

Anchored off Cape Charles City in a heavy fog. At 1300 underway enroute to Norfolk Navy Yard, Portsmouth, Virginia for post Shakedown yard availability. At 1500 due to heavy fog anchored approximately twenty miles north of Cape Henry, Virginia waiting for fog to lift sufficiently in order to proceed to Norfolk Navy Yard.

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California.

CONFIDENTIAL

Subject: War Diary - submission of.

14 February 1945 (Wednesday)

At 0750 the fog having lifted, underway to Norfolk Navy Yard. At 1028 Moored starboard side to Berth one (1) Pier one (1) at Norfolk Navy Yard. Post Shakedown Yard availability commenced.

15 February 1945 (Thursday) - 21 February 1945 (Wednesday)

Moored at Norfolk Navy Yard undergoing Post Shakedown repairs and alterations.

22 February 1945 (Thursday)

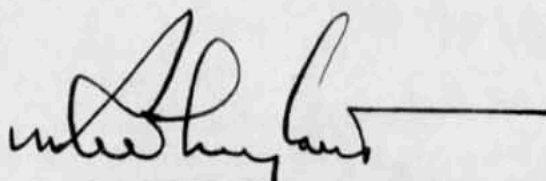
At 0913 having completed yard availability underway enroute to Naval Operating Base, Norfolk, Virginia for loading and onward routing in accordance with ComPhibTran-lant's Confidential Despatch of 17 February 1945. At 1152 Moored port side to Pier four (4), Berth forty-two (42) preparation to commencing loading.

23 February 1945 (Friday)

Loading ship with general cargo and Bureau of Supplies and Accounts supplies destined for Pearl Harbor, T.H. At 1831 underway from Berth to anchorage at Hampton Roads in order to receive secret cargo of ammunition.

24 February 1945 (Saturday) - 28 February 1945 (Wednesday)

At 0619 underway from anchorage to Berth 42, Pier 4 to continue loading of supplies. Loading of supplies continues.



M. C. WHEYLAND.

SECRET

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE
San Francisco, California.Reg. No. 160

4 730

R.S. No. _____

AKA94/A12
Serial: 034~~CONFIDENTIAL~~

From: Commanding Officer.
 To: Commander in Chief, U. S. Fleet.
 Subj: War Diary - submission of.
 Ref: Pacific Fleet Conf. Ltr. 1CL-45.

1945 APR 14 15 01

COMMANDER-IN-CHIEF
FLAG OFFICE
RECEIVED

U.S.S. WINSTON (AKA-94)

1 March 1945. (Zone time plus four)

At 0837 underway enroute to Balboa, Canal Zone to report for duty to
 CincPac, Hed Pearl, Adv Hed in accordance with ComServLant Confidential
 Dispatch of 27 February 1945. Steaming singly and without escort.

| Positions | 0800 | 1200 | 2000 |
|-----------|------|-------------|-------------|
| Latitude | | 36 d. 55' N | 36 d. 23' N |
| Longitude | | 75 d. 56' W | 73 d. 51' W |

2 March 1945 - 6 March 1945 (Zone time plus four)

Steaming singly and without escort enroute to Balboa, Canal Zone.

2 March 1945

| Positions | 0800 | 1200 | 2000 |
|-----------|-------------|-------------|-------------|
| Latitude | 33 d. 39' N | 32 d. 24' N | 30 d. 12' N |
| Longitude | 73 d. 02' W | 73 d. 33' W | 74 d. 00' W |

3 March 1945

| Positions | 0800 | 1200 | 2000 |
|-----------|-------------|-------------|-------------|
| Latitude | 26 d. 54' N | 26 d. 12' N | 24 d. 15' N |
| Longitude | 74 d. 01' W | 74 d. 26' W | 74 d. 19' W |

4 March 1945

| Positions | 0800 | 1200 | 2000 |
|-----------|-------------|-------------|-------------|
| Latitude | 21 d. 25' N | 20 d. 23' N | 18 d. 36' N |
| Longitude | 74 d. 20' W | 74 d. 10' W | 75 d. 02' W |

5 March 1945

| Positions | 0800 | 1200 | 2000 |
|-----------|-------------|-------------|-------------|
| Latitude | 15 d. 53' N | 15 d. 09' N | 13 d. 26' N |
| Longitude | 76 d. 41' W | 77 d. 25' W | 78 d. 10' W |

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SECRET

AKA94/A12
Serial: 034

U. S. S. WINSTON (AKA-94)
CARE OF FLEET POST OFFICE
San Francisco, California.

Subj: War Diary - submission of.

~~CONFIDENTIAL~~

6 March 1945 (Zone time plus four)

At 1507 entered swept channel entrance to Cristobal, Canal Zone. At 1700 Pilot came aboard and at 1731 Ship moored starboard side to Pier Nine (9) Berth B.

7 March 1945 (Zone time plus four)

At 1431 underway in transit through Panama Canal enroute to Pearl Harbor, T.H. in accordance with Port Director's Confidential Dispatch of 07 1418 of 7 March 1945. At 2150 cleared canal and at 2255 cleared swept channel.

8 March 1945 - 20 March 1945 (Zone time plus four)

* Enroute to Pearl Harbor, T.H.

| Positions | 0800 | 1200 | 2000 |
|-----------|-------------|-------------|-------------|
| Latitude | 7 d. 05' N | 7 d. 04' N | 6 d. 47' N |
| Longitude | 80 d. 29' W | 81 d. 34' W | 83 d. 40' W |

9 March 1945 (Zone time plus four)

At 0430 received message from ComPaSeaFron to rendezvous with submarine U.S.S. LIZARDFISH (SS-373) in order to remove patient suffering from acute appendicitis. At 1051 rendezvous made with U.S.S. LIZARDFISH and Ensign Albert M. Dreyfuss, U.S.N.R., was transferred to this vessel for operation. At 1245 Medical Officer performed successful operation. Since commissioning this was the WINSTON'S first special task for which she received a "Well Done" from ComPaSeaFron.

| Positions | 0800 | 1200 | 2000 |
|-----------|-------------|-------------|-------------|
| Latitude | 06 d. 44' N | 06 d. 41' N | 07 d. 43' N |
| Longitude | 86 d. 41' W | 87 d. 17' W | 88 d. 42' W |

* While enroute the crew is exercised at various emergency drills and gunnery firing practices.

10 March 1945 Zone time plus five)

Expended eighteen (18) rounds of 5" 38, one-hundred eighty-eight (188) 40 MM, and twelve hundred (1200) rounds 20 MM ammunition while exercising at firing practice.

| Positions | 0800 | 1200 | 2000 |
|-----------|-------------|-------------|-------------|
| Latitude | 09 d. 29' N | 09 d. 37' N | 10 d. 10' N |
| Longitude | 92 d. 04' W | 93 d. 18' W | 95 d. 27' W |

SECRET

AKA94/AL2
Serial: 034U. S. S. WINSTON (AKA-94)
CARE OF FLEET POST OFFICE
San Francisco, California.

Subj: War Diary - submission of.

~~CONFIDENTIAL~~

11 March 1945 (Zone time plus six)

| Positions | 0800 | 1200 | 2000 |
|-----------|-------------|--------------|--------------|
| Latitude | 11 d. 03' N | 11 d. 24' N | 12 d. 10' N |
| Longitude | 98 d. 44' W | 100 d. 07' W | 102 d. 11' W |

12 March 1945 (Zone time plus six)

| Positions | 0800 | 1200 | 2000 |
|-----------|--------------|--------------|--------------|
| Latitude | 13 d. 12' N | 13 d. 32' N | 14 d. 05' N |
| Longitude | 104 d. 52' W | 106 d. 10' W | 108 d. 11' W |

13 March 1945 (Zone time plus seven)

| Positions | 0800 | 1200 | 2000 |
|-----------|--------------|--------------|--------------|
| Latitude | 14 d. 55' N | 15 d. 07' N | 15 d. 38' N |
| Longitude | 111 d. 27' W | 112 d. 22' W | 113 d. 59' W |

14 March 1945 (Zone time plus seven)

| Positions | 0800 | 1200 | 2000 |
|-----------|--------------|--------------|--------------|
| Latitude | 16 d. 22' N | 16 d. 31' N | 16 d. 56' N |
| Longitude | 116 d. 45' W | 117 d. 52' W | 119 d. 57' W |

15 March 1945 (Zone time plus seven)

Conducted Gunnery firing practice and expended twelve (12) rounds 5" 38, two-hundred ninety-seven rounds 40 MM and thirteen hundred thirty-two rounds 20 MM ammunition.

| Positions | 0800 | 1200 | 2000 |
|-----------|--------------|--------------|--------------|
| Latitude | 17 d. 44' N | 17 d. 57' N | 18 d. 28' N |
| Longitude | 123 d. 14' W | 124 d. 21' W | 126 d. 45' W |

16 March 1945 (Zone time plus eight)

| Positions | 0800 | 1200 | 2000 |
|-----------|--------------|--------------|--------------|
| Latitude | 19 d. 03' N | 19 d. 02' N | 19 d. 26' N |
| Longitude | 130 d. 13' W | 131 d. 27' W | 133 d. 29' W |

17 March 1945 (Zone time plus eight-one-half)

| Positions | 0800 | 1200 | 2000 |
|-----------|--------------|--------------|--------------|
| Latitude | 20 d. 03' N | 20 d. 10' N | 20 d. 16' N |
| Longitude | 136 d. 55' W | 138 d. 04' W | 140 d. 22' W |

SECRET

AKA94/AL2
Serial: 034

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California.

Subj: War Diary - submission of.

18 March 1945 (Zone time plus 8½)

At 1100 Medical Officer performed his second successful appendectomy during trip.

| Positions | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 20° 42' N | 20° 55' N | 21° 03' N |
| Longitude | 143° 23' W | 144° 51' W | 146° 58' W |

19 March 1945 (Zone time plus 9)

| Positions | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 21° 13' N | 21° 16' N | 21° 21' N |
| Longitude | 150° 41' W | 152° 18' W | 154° 15' W |

20 March 1945 (Zone time 9½)

Received message from ComHawSeaFron to rendezvous with planes in center of area Able Nine in order to conduct gunnery firing practice.

At 0730 arrived at rendezvous and sounded General Quarters in order to conduct Anti-Aircraft firing practice. During firing practice expended one-thousand three hundred forty-four rounds of 40MM, six thousand eight hundred eighty rounds of 20MM ammunition.

At 1230 arrived off entrance to swept channel awaiting pilot. At 1335 Pilot came aboard and ship proceeded to Berth in Pearl Harbor. At 1424 moored starboard side to Berth K-5 Pearl Harbor, T.H. Preparing to discharge cargo.

| Positions | 0800 | 1200 | 2000 |
|-----------|------------|--------------|------|
| Latitude | 21° 23' N | 21° 13.5' N | |
| Longitude | 157° 13' W | 157° 52.5' W | |

21 March 1945 - 25 March 1945 (Zone time plus 9½)

Moored to Berth K-5, Pearl Harbor, T.H., discharging cargo and receiving supplies.

25 March 1945 (Zone time plus 9½)

At 1800 got underway to shift from dock to Bouy X4 port side to U.S.S. SHELBY (APA-105).

26 March 1945 - 28 March 1945 (Zone time plus 9½)

29 March 1945 - 31 March 1945 (Zone time plus 9½)

At 1336 in accordance with AdComPhibsPac Secret Dispatch 280648 of March 1945 got underway for San Francisco. Steaming singly and without escort.

| Position | 2000 |
|-----------|-----------|
| Latitude | 21 48' N |
| Longitude | 156 56' W |

SECRET

AKA94/A12

Serial: 034

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE
San Francisco, California.

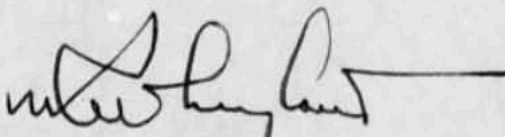
Subj: War Diary - submission of.

30 March 1945 (Zone time plus 9)

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 23 30' N | 24 34' N | 25 30' N |
| Longitude | 154 59' W | 153 34' W | 151 59' W |

31 March 1945 (Zone time plus 9)

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 27 01' N | 27 51' N | 28 43' N |
| Longitude | 149 41' W | 148 14' W | 140 20' W |



M. C. WHEYLAND.

CC: CincPac.

SECRET

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

AKA94/A12
Serial: 0040

| | |
|----------|-------|
| Reg. No. | 211 |
| R.S. No. | 5 988 |

From: The Commanding Officer.
 To: The Commander in Chief, U.S. Fleet.
 Subj: War Diary - submission of.
 Ref: Pacific Fleet Conf. Ltr. 1CL-45.

1. April 1945 Zone Time plus 8½

In accordance with AdComPhibsPac Secret Despatch 280648 of March 1945, underway enroute from Pearl Harbor, Oahu, T.H. to San Francisco, California for loading and onward routing. Steaming singly and without escort.

| Position | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 30° 12' N | 30° 48' N | 31° 44' N |
| Longitude | 143° 10' W | 142° 13' W | 140° 42' W |

2 April 1945 Zone Time plus 8

| Position | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 33° 03' N | 33° 15' N | 34° 00' N |
| Longitude | 137° 47' W | 137° 43' W | 135° 50' W |

3 April 1945 Zone Time plus 7½

| Position | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 35° 18' N | 35° 58' N | 36° 37' N |
| Longitude | 133° 06' W | 130° 57' W | 128° 45' W |

4 April 1945 Zone Time plus 7

At 1436 pilot came aboard and ship proceeded through main ship channel to enter San Francisco Harbor. At 1649 moored to Pier 90 "Baker" San Francisco, Harbor and commenced preparations to load ship with combat equipment. Destination not yet known.

| Position | 0800 | 1200 | 2000 |
|-----------|------------|------------|------|
| Latitude | 37° 32' N | 37° 38' N | |
| Longitude | 125° 27' W | 123° 32' W | |

5 April 1945 - 9 April 1945 Zone Time plus 7

Moored to Pier 90 "Baker" San Francisco Harbor loading ship with combat equipment. At 1415 9 April 1945 Commander M. C. WHEYLAND, DE, USNR was detached as commanding officer and Lieutenant Commander E.S. DOTY, DM, USNR assumed Command.

U. S. S. WINSTON (AKA-94)

SECRET

CARE OF FLEET POST OFFICE

San Francisco, California.

Subject: War Diary - submission of.

10 April 1945 Zone Time plus 7

At 1646 having loaded aboard two thousand four hundred and ninety six (2496) tons of cargo and equipment destined for Fourth Marine Division at Kahului, Maui, T.H. and six (6) LCM(6)'s for boat pool at Pearl Harbor, tonnage of LCM(6)'s one hundred and fifty-six (156) tons, making a total of two thousand six hundred and fifty-two net tons (2652). underway for Kahului, Maui, T.H. in accordance with ComWestSea Fron Confidential Despatch of 9 April 1945.

| | | | |
|-----------|------|------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | | | 34° 41' N |
| Longitude | | | 122° 58' W |

11 April 1945 Zone Time plus 7-8½

Underway to Kahului, Maui, T.H. in accordance with ComWestSea Fron Confidential Despatch of 9 April 1945. Steaming singly and without escort.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 36° 15' N | 35° 28' N | 34° 43' N |
| Longitude | 126° 13' W | 127° 46' W | 129° 42' W |

12 April 1945 Zone Time plus 7½

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 33° 33' N | 33° 07' N | 32° 12' N |
| Longitude | 133° 22' W | 134° 26' W | 136° 41' W |

13 April 1945 Zone Time plus 8

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 30° 49' N | 30° 12' N | 29° 24' N |
| Longitude | 139° 45' W | 141° 14' W | 142° 46' W |

14 April 1945 Zone Time plus 8½

At 0640 conducted anti-aircraft firing practice. Ammunition expended: six (6) rounds 5"/38, fifty-two (52) rounds of 40mm and nine hundred sixty-six (966) rounds of 20mm. At 0930 conducted another anti-aircraft firing practice. Ammunition expended; five (5) rounds 5"/38, one hundred fifteen (115) rounds of 40mm and one thousand twenty-six (1026) rounds of 20 mm. At 1745 destination was changed from Kahului, Maui, T.H. to Pearl Harbor, Oahu, T.H. in accordance with ComHawSea Fron. Confidential Despatch of 14 April 1945.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 27° 52' N | 27° 30' N | 26° 28' N |
| Longitude | 145° 40' W | 146° 29' W | 148° 24' W |

15 April 1945 Zone Time plus 9

SECRET

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE
San Francisco, California.

Subject: War Diary - submission of.

15 April 1945 Zone Time plus 9 (Contd.)

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 24° 52' N | 24° 23' N | 23° 20' N |
| Longitude | 151° 18' W | 152° 10' W | 154° 08' W |

16 April 1945

At 1205 commenced maneuvering at various courses and speeds preparatory to receiving a pilot and entering Pearl Harbor. At 1210 pilot came aboard and ship proceeded to assigned berth in Pearl Harbor. At 1325 moored to buoy and port side to USS. GRIMES (APA-172) in Xray 8 awaiting further orders before commencing to discharge cargo.

| | | | |
|-----------|------------|------------|------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 21° 33' N | 21° 15' N | |
| Longitude | 157° 05' W | 157° 56' W | |

17 April 1945 Zone Time plus 9½

Moored to berth Xray 8 in Pearl Harbor, T.H.

18 April 1945 Zone Time plus 9½

At 1645 pilot came aboard and at 1723 got underway for Kahului, Maui, T.H. No cargo was discharged at Pearl Harbor due to fact that the six LCM(6)'s (156tons) destined for Pearl Harbor were retained on board in accordance with AdComPhibsPac orders in order to fill ships allowance of LCM's, leaving a total of 2496 tons of cargo and equipment to be discharged at Kahului, in accordance with routing instructions of Port Director ComHawSea Fron.

| | | | |
|-----------|------|------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | | | 21° 12' N |
| Longitude | | | 157° 49' W |

19 April 1945 Zone Time plus 9½

At 0900 pilot came aboard and ship proceeded to enter Kahului, Harbor, Maui, T.H. At 0931 moored to Pier 2 berth "Baker" awaiting orders to commence discharging cargo.

| | | | |
|-----------|------------|------|------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 20° 57' N | | |
| Longitude | 157° 29' W | | |

20 April 1945 - 23 April 1945 Zone Time plus 9½

At about 0730 20 April commenced discharging cargo to dock. At about 2300 23 April completed unloading 2496 tons of cargo assigned to Fourth Marine Division.

SECRET

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE
San Francisco, California.Subject: War Diary - submission of.

24 April 1945 -Zone Time plus 9½

At 0802 pilot came aboard and ship got underway in accordance with AdComPhibsPac Confidential Despatch of 24 April 1945 to rendezvous off Kahoolawe Island, T.H. with Commander Task Unit 13.10.3 in U.S.S. RIVERSIDE (APA-102) and to carry out AdComPhibsPac Training Order A90-45 Serial 00417. At 1516 joined Commander Task Unit 13.10.3 in cruising disposition 3ALL. Guide and O.T.C. in U.S.S. RIVERSIDE (APA-102). This ship sixth ship in Division "Charlie". Having received by guard mail earlier, C.T.U. 13.10.3 Training Order A-5-4 Serial 0024. This ship immediately started its training exercises.

| | | | |
|-----------|------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | | 20° 42' N | 20° 06' N |
| Longitude | | 156° 43' W | 156° 56' W |

25 April 1945 - 30 April 1945 Zone Time plus 9½

Carrying out AdComPhibsPac Training Order A90-45 Serial 00417 and Commander Task Unit 13.10.5 Training Order A-5-4 Serial 0024 in waters of Hawaiian Fleet Operating Area.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 20° 10' N | 20° 42' N | 21° 10' N |
| Longitude | 158° 06' W | 158° 01' W | 159° 18' W |

26 April 1945 Zone Time plus 9½

Ammunition expended during firing practice held during forenoon: eight (8) rounds 5"/38, four hundred fifty-eight (458) rounds 40mm and nine hundred eighty-two (982) rounds 20mm.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 20° 56' N | 20° 52' N | 19° 27' N |
| Longitude | 158° 54' W | 158° 13' W | 157° 55' W |

27 April 1945 Zone Time plus 9½

At 1800 this ship detached along with U.S.S. TREGO (AKA-78) and U.S.S. CARLISLE (APA-69) in order to join up with Commander Task Unit 13.10.5 in U.S.S. GRIMES (APA-172). Steaming in single column. Order of ships: U.S.S. CARLISLE (PA-69) (OTC), U.S.S. TREGO (AKA-78) and U.S.S. WINSTON (AKA-94).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 19° 19' N | 19° 15' N | 19° 35' N |
| Longitude | 157° 32' W | 157° 46' W | 157° 22' W |

28 April 1945 Zone Time plus 9½

At about 0900 joined up with Task Unit 13.10.5 and continued to carry out Training Orders.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 20° 41' N | 20° 43' N | 20° 27' N |
| Longitude | 156° 40' W | 156° 36' W | 156° 02' W |

U. S. S. WINSTON (AKA-94)

SECRET

CARE OF FLEET POST OFFICE
San Francisco, California.

Subject: War Diary - submission of.

29 April 1945 Zone Time plus 9½
Continuing training exercises.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 20° 40' N | 20° 42' N | 20° 40' N |
| Longitude | 156° 35' W | 156° 29' W | 156° 46' W |

30 April 1945 Zone Time plus 9½
Continuing training exercises.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 20° 42' N | 20° 42' N | 20° 31' N |
| Longitude | 156° 35' W | 156° 28' W | 156° 54' W |

E. S. Doty
E. S. DOTY.

CC: CinCPac

Reg. No. 287

R.S. No. 6 793

SECRET

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California.

AKA94/A12
Serial: 0057

From: The Commanding Officer.
 To: Commander in Chief, U.S. Fleet.
 Subj: War Diary - submission of.
 Ref: Pacific Fleet Conf. Ltr. 1CL-45

1 May 1945 Zone Time plus 9½

Underway with Commander Task Unit 13.10.5 in formation three Tare on base course 008° (T&G) 350° (PSC). This ship sixth ship in center column of Division Able. Order of ships in Division Able: U.S.S. MONTOUR (APA-101) (OTC and guide), U.S.S. BERGEN (APA-150), U.S.S. HYDE (APA-173), U.S.S. ATTAIA (APA-130), U.S.S. QUEENS (APA-130), U.S.S. WINSTON (AKA-94), U.S.S. VINTON (AKA-83). At 0005 commenced zig-zagging in accordance with plan six (6) USF 10A and at 0454 ceased zig-zagging and resumed base course. At 0510 changed course and axis by column movement to 054° (T&G) 044° (PSC) preparing to enter Maalaea Bay, T.H. in order to carry out AdComPhibsPac Training Order A90-45 and Commander Task Unit Training Order A5-45. At 0527 changed course and axis by column movement to 085° (T&G) 079° (PSC). At 0533 commenced zig-zagging in accordance with Plan Six (6) USF 10A and at 0552 ceased zig-zagging and resumed base course. At 0610 changed course and axis by column movement to 090° (T&G) 086° (PSC). At 0627 commenced forming cruising disposition Four Tare, approach disposition to enter Transport Area. Immediately commenced preparations to conduct Amphibious Landing exercises. The forenoon was occupied by Landing exercises, battle and damage control problems. At 1055 commenced maneuvering on various courses and speeds proceeding to Inner Anchorage, Maalaea Bay, T.H. in order to recover boats. At 1447 all boats having been hoisted. We remained at anchor until 1950 when we got underway for Honolulu, T.H. in accordance with orders of AdComPhibsPac despatch of 1 May 1945 having been detached from training exercises by Commander Task Unit 13.10.5. We as O.T.C. and U.S.S. TREGO (AKA-78) began maneuvering on various courses and at speeds in order to clear ships of Task Unit 13.10.5 who were continuing training exercises. At 2040 having cleared Task Unit 13.10.5 changed course to 270° (T&G) 251° (PSC). At 2101 changed course to 240° (T&G) 225° (PSC). At 2305 changed course to 270° (T & G) 251° (PSC). At 2330 changed course to 265° (T&G) 246° (PSC). At 2355 changed course to 270° (T&G) 251° (PSC).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 20° 42' N | 20° 42' N | 20° 42' N |
| Longitude | 156° 35' W | 156° 28' W | 156° 58' W |

U. S. S. WINSTON (AKA-94)

SECRET

CARE OF FLEET POST OFFICE

San Francisco, California.

Subject: War Diary - submission of.

2 May 1945 Zone Time plus 9½

Underway as before. At 0512 changed course to 000° (T&G) 341° (PSC). At 0707 changed course to 030° (T&G) 010° (PSC). At 0710 sighted Aloha Tower and commenced steering various courses and maneuvering at various speeds awaiting pilot. At 0905 commenced lowering all boats having received orders to transfer them to Amphibious Boat Pool, Pearl Harbor, T.H. At 0933 Pilot came aboard and we proceeded to enter Honolulu Harbor, T.H. At 1010 moored starboard side to Berth Two (2) Pier twenty-eight (28) awaiting further orders. At 1049 pilot left ship. At 1250 pilot returned aboard. At 1325 having received ComHawSeaFron Confidential despatch serial 0477 of 2 May 1945. Got underway for San Francisco, California. Steaming on various courses and at different speeds to leave Honolulu Harbor, T.H. At 1345 pilot left ship and we took departure on course 180° (T&G) 170° (PSC), standard speed 16 knots. Steaming singly and without escort. At 1355 changed course to 132° (T&G) 121° (PSC). At 1417 with Diamond Head bearing 050° (T&G) changed course to 077° (T&G) 067° (PSC). At 1455 with Makapuu Point abeam to port, changed course to 069° (T&G) 061° (PSC). At 1507 changed course to 000° (T&G) 346° (PSC). At 1800 changed course to 046° (T&G) 039° (PSC).

| | | | |
|-----------|------------|------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 21° 10' N | | 22° 20' N |
| Longitude | 157° 56' W | | 157° 10' W |

3 May 1945 Zone Time plus 9½

Underway as before. At 0140 changed course to 055° (T&G) 047° (PSC). At 0200 commenced zig-zagging in accordance with Plan Eight (8) Diagram of 1940. At 0730 changed course to 057° (T&G) 049° (PSC). At 1400 ceased zig-zagging and resumed base course.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 24° 29' N | 24° 55' N | 26° 06' N |
| Longitude | 154° 37' W | 153° 50' W | 151° 58' W |

4 May 1945 Zone Time plus 8½

Underway as before. At 0230 commenced zig-zagging in accordance with Plan Eight (8) Diagrams of 1940. 0730 ceased zig-zagging and resumed base course. At 1800 changed course to 062° (T&G) 051° (PSC).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 27° 37' N | 28° 16' N | 29° 28' N |
| Longitude | 149° 31' W | 148° 28' W | 146° 25' W |

U. S. S. WINSTON (AKA-94)

CART OF FLEET POST OFFICE

San Francisco, California.

Subject: War Diary - submission of.

SECRET

5 May 1945 Zone Time plus 8

Underway as before. 0200 commenced zig-zagging in accordance with Plan Eight (8) Diagrams of 1940. At 0925 expended six (6) rounds of HEIT 40mm ammunition for range visibility test. At 1405 ceased zig-zagging and resumed base course. At 1414 changed course to 040° (T&G) 030° (PSC) in order to exercise crew at anti-aircraft firing at balloons. At 1419 changed course to 040° (T&G) 024° (PSC), and commenced firing practice. At 1434 changed course to 075° (T&G) 064° (PSC). At 1444 secured from firing practice. Ammunition expended; seventy-four (74) rounds of 40mm ammunition, and four hundred twenty nine (429) rounds of 20mm ammunition. At 1530 changed course to 065° (T&G) 052° (PSC). At 1900 commenced zig-zagging in accordance with Plan Sixteen (16) Diagrams of 1940. At 2100 ceased zig-zagging and resumed base course and changed course to 090° (T&G) 081° (PSC). At 2115 changed course to 040° (T&G) 023° (PSC). At 2130 changed course to 066° (T&G) 054° (PSC).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 30° 50' N | 31° 18' N | 32° 16' N |
| Longitude | 143° 25' W | 142° 41' W | 140° 33' W |

6 May 1945 Zone Time plus 8

Underway as before. At 0400 commenced zig-zagging in accordance with Plan Sixteen (16) Diagrams of 1940 and at 0730 changed to zig-zag Plan Eight (8) Diagrams of 1940. At 0800 ceased zig-zagging and resumed base course. At 1700 Commenced zig-zagging in accordance with Plan Sixteen (16) Diagrams of 1940. At 2100 ceased zig-zagging and resumed base course and at 2115 changed course to 069° (T&G) 057° (PSC).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 33° 31' N | 34° 01' N | 34° 56' N |
| Longitude | 137° 12' W | 136° 13' W | 133° 59' W |

7 May 1945 Zone Time plus 7½

Underway as before. At 0400 commenced zig-zagging in accordance with Plan Sixteen (16) Diagrams of 1940. At 0700 ceased zig-zagging and resumed base course. At 1000 reduced speed to 15 knots and changed course to 067° (T&G) 054° (PSC). At 1630 commenced zig-zagging in accordance with Plan Sixteen (16) Diagrams of 1940. At 2031 ceased zig-zagging and resumed base course.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 36° 05' N | 36° 20' N | 37° 05' N |
| Longitude | 130° 32' W | 129° 30' W | 127° 19' W |

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California.

Subject: War Diary - submission of.

SECRET

8 May 1945 Zone Time plus 7

Underway as before. At 0430 changed course to 097° (T&G) 085° (PSC). At 0510 commenced zig-zagging in accordance with Plan Eight (8) Diagrams of 1940. At 0630 ceased zig-zagging and resumed base course. At 0955 changed course to 070° (T&G) 054° (PSC). At 1006 sighted Southeast Farallon Island bearing 065° (T&G). At 1105 with Southeast Farallon Island abeam to port, entered channel to San Francisco Bay. At 1106 Mid channel buoy Able abeam to port. At 1212 pilot came aboard and we proceeded through main ship channel enroute to Berth, North Side Pier 38, San Francisco Harbor. At 1254 Mile Rock abeam to starboard and at 1306 passed under Golden Gate Bridge. At 1314 passed between submarine nets. At 1354 passed under Oakland Bridge, proceeding to Berth and at 1415 moored port side to Inner Berth, North Side, Pier 38 awaiting further orders.

| | | | |
|-----------|------------|------------|------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 37° 44' N | 37° 45' N | |
| Longitude | 123° 50' W | 122° 44' W | |

9 May 1945 - 13 May 1945 Zone Time plus 7

Moored port side to North Side, Pier 38 having holds prepared for cargo ammunition before proceeding to Naval Ammunition Depot, Port Chicago, California.

14 May 1945 Zone Time plus 7

Moored as before. At 0816 pilot came aboard and at 0835 got underway in accordance with Port Director, San Francisco orders of 12 May 1945, proceeding to midstream to anchor and await pilot before proceeding to Naval Ammunition Depot, Port Chicago, California. At 0916 pilot left ship after we had anchored in anchorage eight (8) San Francisco Bay. At 1043 pilot came aboard and we got underway for Port Chicago. Steaming on various courses at standard speed of 15 knots to conform with channel. At 1240 Entered Carguinez Straits and at 1304 entered Suisin Bay and made preparations to moor. At 1418 Moored port side to Berth Six (6) Naval Ammunition Depot. At 1420 pilot left ship. At 2028 after all cargo booms had been tested, commenced loading ship with ammunition.

| | |
|-----------|------------|
| Position | 1200 |
| Latitude | 37° 59' N |
| Longitude | 122° 56' W |

15 May 1945 - 21 May 1945 Zone Time plus 7

Moored port side to Berth 6, Naval Ammunition Depot, Port Chicago, California and receiving cargo of ammunition and explosives destined for Pearl Harbor, T.H.

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California.

Subject: War Diary - submission of.

SECRET

22 May 1945 Zone Time plus 7

Moored as before. At 1231 Pilot came aboard and at 1242 in accordance with ComWestSeaFron. Confidential movement order number 339-G&R of 21 May 1945 got underway, proceeding via anchorage number 13, San Francisco Bay to receive ship's allowance of landing boats, for Pearl Harbor, T.H. to report to Port Director and AdComPhibsPac having received five thousand thirteen tons (5013) of cargo ammunition. At 1250 entered Carquinez Straits steaming on various courses and at various speeds to conform with channel. At 1358 Entered San Pablo Bay. At 1434 Entered San Francisco Bay and at 1503 with Red Rock Island abeam to port commenced maneuvering to come to anchor. At 1509 anchored in Anchorage 13 and immediately commenced hoisting landing boats. At 1531 U.S.C.G. Pilot came aboard and River Pilot left ship. At 1732 all boats being aboard got underway on various courses and at different speeds to conform to channel. At 1829 Passed between submarine nets on course 270° (T&G) 245° (PSC). At 1834 Passed under Golden Gate Bridge and took departure on course 240° (T&G) 213° (PSC). 1844 Mile Rock Light abeam to port. At 1911 Entered main ship channel on course 250° (T&G) 224° (PSC). At 1932 Pilot left ship. At 1933 Changed to standard speed of 17 knots. At 2048 having passed One hundred (100) Fathom Curve and with Southeast Farallon Light bearing 055° (T&G) Changed course to 240° (T&G) 213° (PSC) and commenced zig-zagging in accordance with Plan number eight (8) Diagrams of 1940.

| | | | |
|-----------|------|------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | | | 37° 42' N |
| Longitude | | | 122° 50' W |

23 May 1945 Zone Time plus 7

Underway as before. At 0340 Changed course to 244° (T&G) 217° (PSC) and at 0350 Changed course to 248° (T&G) 221° (PSC). At 0800 ceased zig-zagging and resumed base course. At 1700 commenced zig-zagging in accordance with Plan number eight (8).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 30° 23' N | 35° 52' N | 35° 02' N |
| Longitude | 126° 14' W | 127° 32' W | 129° 51' W |

24 May 1945 Zone Time plus 7½

Underway as before. At 1000 ceased zig-zagging and resumed base course. At 1200 changed course to 244° (T&G) 217° (PSC). At 1800 commenced zig-zagging in accordance with Plan number eight (8).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 33° 53' N | 33° 31' N | 32° 31' N |
| Longitude | 133° 20' W | 134° 23' W | 136° 47' W |

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE
San Francisco, California.

SECRET

Subject: War Diary - submission of.

25 May 1945 Zone Time plus 8

Underway as before. At 0800 ceased zig-zagging and resumed base course and changed course to 241° (T&G) 214° (PSC). At 1700 commenced zig-zagging and at 1800 ceased zig-zagging and at 2100 recommenced zig-zagging.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 31° 17' N | 30° 46' N | 29° 42' N |
| Longitude | 139° 50' W | 140° 59' W | 143° 13' W |

26 May 1945 Zone Time plus 8½

Underway as before. At 0205 ceased zig-zagging and changed course to 239° (T&G) 215° (PSC). At 0400 commenced zig-zagging and at 0620 ceased zig-zagging. At 1606 changed course to 240° (T&G) 216° (PSC). At 2059 changed course to 300° (T&G) 289° (PSC) in order to blow tubes and at 2123 changed course to 238° (T&G) 214° (PSC).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 28° 07' N | 27° 43' N | 26° 33' N |
| Longitude | 146° 24' W | 147° 05' W | 149° 18' W |

27 May 1945 Zone Time plus 9

Underway as before. At 0200 commenced zig-zagging. At 0602 ceased zig-zagging. At 1850 changed course to 250° (T&G) to steer clear of tug towing APD-10 and at 1900 changed course to 238° (T&G) 214° (PSC). At 2105 changed course to 237° (T&G) 215° (PSC) and changed speed to 15.5 knots and commenced zig-zagging.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 25° 02' N | 24° 28' N | 23° 14' N |
| Longitude | 152° 09' W | 153° 04' W | 155° 11' W |

28 May 1945 Zone Time plus 9½

Underway as before. At 0532 ceased zig-zagging. At 0611 changed course to 194° (T&G) 175° (PSC). At 0639 all hands to General Quarters to conduct Anti-Aircraft firing practice in accordance with CinCPac Despatch of 27 May 1945. At 0717 commenced firing practice at sleeve. At 0655 changed course to 190° (T&G) 170° (PSC). At 0758 changed course to 194° (T&G) 175° (PSC). At 0816 Secured from General Quarters and firing practice, having expended twenty-five (25) rounds of 5"38 Anti-Aircraft Ammunition, six hundred twenty-nine (629) rounds of 40mm HEIT Ammunition and one thousand fifty-five (1055) rounds of 20mm Ammunition. At 0916 changed course to 190° (T&G) 170° (PSC). At 0927 changed course to 194° (T&G) 175° (PSC) and at 0934 with Makaupuu Point Light abeam to starboard, changed course to 220° (T&G) 206° (PSC). At 0944 changed course to 240° (T&G) 223° (PSC). At 1008 changed course to 270° (T&G) 251° (PSC). At 1037 with Diamond Head Light abeam to starboard. At 1055 changed course to 334° (T&G) 316° (PSC), preparatory to entering Pearl Harbor, T.H. At 1151 Pilot came aboard and commenced lowering all hatch boats before going alongside dock to discharge ammunition.

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE
San Francisco, California.

SECRET

Subject: War Diary - submission of.

May 28 1945 (Continued) Zone Time plus $9\frac{1}{2}$


At 1236 got underway for West Loch, Pearl Harbor and at 1324 moored portside to Berth "W-3", West Loch and at 1500 commenced preparations for discharging cargo.

| | | | |
|-----------|------------|------------|------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 21° 43' N | 20° 17' N | |
| Longitude | 157° 26' W | 157° 57' W | |

29 May 1945 - 31 May 1945 Zone Time plus $9\frac{1}{2}$

Moored as before. Discharging ammunition to the dock.

Transmission by registered guard mail or United States Registered mail is authorized in accordance with Article 76 (15) (e) and (f), United States Navy Regulations.


E. S. DOTY,
Commanding Officer.

cc: CincPac

U. S. S. WINSTON (AKA-94)
CARE OF FLEET POST OFFICE
San Francisco, California.

AKA94/A12
Serial: 063

CONFIDENTIAL

From: The Commanding Officer.
To: Commander in Chief, U.S. Fleet.
Subj: War Diary - submission of.
Ref: Pacific Fleet Conf. Ltr. 1CL-45

1 June 1945 - 7 June 1945 (Zone Time plus 9½)

Moored port side to in Berth "W-3", West Loch, Pearl Harbor, T.H. Discharging cargo ammunition to dock. On 1 June 1945 at 1307 with aid of pilot and in accordance with Port Directors orders shifted berths to Berth "W-5". Moored starboard side to continuing to discharge cargo ammunition. During this period the ship took advantage of PacFlt. Schools and enrolled about fifty percent of deck force, signal strikers, radiomen, radarmen and various other rates in gunnery school, firefighters school, and communication school. Several officers also attended these schools. On 6 June 1945 in accordance with AdComPhibsPac orders of 5 June 1945 six LCM(6) were transferred to Waipio Amphibious Operating Base, Pearl Harbor, T.H.

8 June 1945 (Zone Time plus 9½)

At 0647 having completed discharging five thousand thirteen (5013) tons of cargo ammunition got underway for San Francisco, California in accordance with ComHawSeaFron confidential routing instructions. At 0721 having cleared entrance channel, took departure on course 153° (T&G) 147° (PSC) steaming independently with standard speed of sixteen (16) knots. At 0750 changed course to 090° (T&G) 077° (PSC). At 0847 changed course to 045° (T&G) 030° (PSC). At 0853 changed course to 055° (T&G) 042° (PSC). At 0915 with Makapuu light bearing 282° (T) changed course to 003° (T&G) 346° (PSC). At 1200 changed course to 047° (T&G) 037° (PSC). At 1830 changed course to 035° (T&G) 046° (PSC). At 2116 changed course to 058° (T&G) 048° (PSC).

| Position | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 21° 12' N | 22° 00' N | 23° 25' N |
| Longitude | 157° 51' W | 157° 33' W | 156° 11' W |

9 June 1945 (Zone Time plus 9)

Underway as before. At 0800 changed course to 055° (T) 057° (G) 044° (PSC).

| Position | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 24° 50' N | 25° 34' N | 26° 47' N |
| Longitude | 153° 38' W | 152° 43' W | 150° 51' W |

10 June 1945 (Zone Time plus 8½)

Underway as before. At 1100 commenced zig-zagging in accordance with Plan #45 diagrams of 1940. At 1159 ceased zig-zagging and resumed base course. At 1240 changed course to 062° (T) 064° (G) 049° (PSC). At 1300 commenced zig-zagging in accordance with Plan #45 diagrams of 1940. At 1600 commenced zig-zagging according to Plan #8 diagrams of 1940. At 1840 ceased zig-zagging and resumed base course. At 1910 commenced Anti-Aircraft firing practice. At 1950 completed firing practice having expended twenty-three (23) rounds of 5"38, one thousand and ten (1010) rounds 20mm ammunition and two hundred thirty four (234) rounds of 40mm. At 2135 changed course to 064° (T) 065° (G) 049° (PSC).

U. S. S. WINSTON (AKA-94)

CHIEF OF FLEET POST OFFICE
San Francisco, California.

CONFIDENTIAL

Subject: War Diary - submission of.

10 June 1945 (Zone Time plus 8½) - Continued.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 28° 28' N | 29° 07' N | 30° 08' N |
| Longitude | 148° 07' W | 147° 10' W | 145° 13' W |

11 June 1945 (Zone Time plus 8)

Underway as before. At 0535 changed course to 062°(T) 063°(G) 046°(PSC). At 1257 commenced Anti-Aircraft firing practice. Maneuvering at various courses to bring guns to bear on target balloons. At 1320 having completed firing practice returned to base course having expended seven (7) rounds of 5"38 ammunition, three hundred twenty (320) rounds of 20mm ammunition and two hundred forty-six (246) rounds of 40mm ammunition. At 1545 changed course to 064° (T) 065°(G) 048° (PSC). At 1912 commenced Anti-Aircraft firing practice and surface practice, using three (3) Mark H.A. smoke floats as targets. Prescribed a complete circle while conducting this firing so that all guns could bear on target. At 1935 returned to base course and at 1945 changed course to 084°(T) 085°(G) 070° (PSC), and secured from firing practice. At 1959 changed course to 064°(T) 065°(G) 049°(PSC). Ammunition expended during practice twelve (12) rounds 5"38, eighty seven (87) rounds of 40mm and one hundred seventy (170) rounds of 20mm ammunition.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 31° 28' N | 31° 58' N | 32° 51' N |
| Longitude | 142° 06' W | 140° 39' W | 138° 53' W |

12 June 1945 (Zone Time plus 7½)

Underway as before. At 0502 changed course to 039° (T&G) 019°(PSC). At 0510 changed course to 089° (T&G) 075° (PSC). At 0523 changed course to 068° (T) 067°(G) 050° (PSC). At 2145 Changed course to 064° (T&G) 048° (PSC).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 34° 06' N | 34° 36' N | 35° 28' N |
| Longitude | 135° 45' W | 134° 38' W | 132° 25' W |

13 June 1945 (Zone Time plus 7)

Underway as before. Weather begins changing, barometer starts falling and wind increases, steering 3 and 4° to left of true course for leeway. At 1410 changed course to 068° (T) 065° (G) 047° (PSC). At 2233 changed course to 063° (T) 060° (G) 045°(PSC).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 36° 31' N | 36° 44' N | 37° 13' N |
| Longitude | 129° 14' W | 128° 16' W | 126° 19' W |

14 June 1945 (Zone Time plus 7)

Underway as before. At 0300 changed course to 096° (T) 093° (G) 078° (PSC) At 0747 sighted S.E. Farallon Island bearing 049° (T&G) about ten (10) miles and changed course to 045° (T&G) 055° (PSC). At 0811 changed course to 045° (T&G) 027° (PSC). At 0820 passed buoy "Able" to port and entered swept channel on a base course of 070° (T&G) 055° (PSC), steering various courses to conform to channel. At 0920 Pilot came aboard and continued to steer various courses to conform with channel. At 1015 passed Point Diablo abeam to port and at 1031 passed between submarine nets proceeding to anchorage (12) At 1104 anchored in Berth (4) anchorage (12) in six (6) fathoms of water

U. S. S. WINSTON (AKA-94)

CAPE OF FLEET POST OFFICE
San Francisco, California.

CONFIDENTIAL

Subject: War Diary - submission of.

14 June 1945 (Zone Time plus 7) Continued

| | | | |
|-----------|------------|------|------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 37° 37' N | | |
| Longitude | 123° 05' W | | |

15 June 1945 (Zone Time plus 7) - 17 June 1945

Anchored in Berth four (4) anchorage twelve (12) San Francisco, California undergoing voyage repairs.

18 June 1945 (Zone Time plus 7)

Anchored as before. At 0611 having completed all voyage repairs got underway with pilot at conn for Port Chicago, California in order to load cargo ammunition. Steering various courses to conform with channel on a base course of 341° (T&G). At 0620 passed under Oakland Bay Bridge. At 0629 Alcatraz Island abeam to port. At 0652 Red Rock abeam to port. At 0701 with the Brothers light abeam to starboard changed course to 028° (T&G) 006° (PSC) entering Carquinez Strait, steering various courses to conform with channel. At 0745 Passed under Carquinez Bridge. At 0848 Moored port side to Berth six (6), Pier three (3), Naval Ammunition Depot, Port Chicago, California.

19 June 1945 (Zone Time plus 7) - 25 June 1945

Moored port side to Berth six (6), Pier three (3), Naval Ammunition Depot, Port Chicago, California loading cargo ammunition.

26 June 1945 (Zone Time plus 7)

Moored as before. At 1435 with pilot at conn and having completed loading four thousand five hundred and three (4503) tons of cargo ammunition got underway in accordance with ComWestSeaFron confidential movement order of 25 June 1945 for Pearl Harbor, Oahu, T.H. using various courses and speeds to conform with channel. At 1515 passed under Carquinez Strait Bridge. At 1650 with the Brothers light abeam to port changed course to 180° (T&G) 156° (PSC). At 1657 passed Red Rock abeam to port. At 1731 using various courses and speeds passed through submarine nets. At 1737 passed under Golden Gate Bridge and took departure on a base course of 250° (T&G) 220° (PSD). At 1826 Pilot left ship and Captain took conn proceeding through swept channel. At 1927 with S.E. Farallon Island bearing 042° (T&G) changed course to 239° (G) 237° (T) 210° (PSC).

| | | | |
|-----------|------|------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | | | 37° 37' N |
| Longitude | | | 123° 07' W |

27 June 1945 (Zone Time plus 7)

Steaming as before. At 0100 changed course to 248° (T) 250° (G) 223° (PSC). At 0555 changed course to 245° (T&G) 218° (PSC).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 36° 16' N | 35° 48' N | 35° 00' N |
| Longitude | 126° 27' W | 127° 39' W | 130° 04' W |

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California.

Subject: War Diary - submission of.

CONFIDENTIAL

28 June 1945 (Zone Time plus 7½)

Steaming as before. At 0740 changed course to 245° (T&G) 218° (PSC). At 2128 changed course to 275° (T&G) 250° (PSC). At 2151 changed course to 243° (T&G) 217° (PSC).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 33° 49' N | 33° 20' N | 32° 21' N |
| Longitude | 133° 33' W | 134° 43' W | 137° 10' W |

29 June 1945 (Zone Time plus 8)

Steaming as before. At 0555 conducted Anti-Aircraft firing practice, ammunition expended; two (2) rounds 5"38, one hundred fifty-two (152) rounds 40mm and four hundred five (405) rounds 20mm. At 0603 changed course to 241° (T&G) 215° (PSC). At 0938 sighted smoke burst to starboard. Changed course to 175° (T&G) 152° (PSC) and commenced zig-zagging in accordance with Plan #45 diagrams of 1940. At 1040 smoke burst having been determined to be a whale or blackfish, ceased zig-zagging and resumed course of 250° (T&G) 227° (PSC). At 1358 changed course to 242° (T&G) 219° (PSC). At 1830 commenced zig-zagging in accordance with plan #45 diagrams of 1940. At 2002 ceased zig-zagging and resumed base course.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 30° 57' N | 30° 26' N | 29° 23' N |
| Longitude | 140° 29' W | 141° 23' W | 143° 37' W |

30 June 1945 (Zone Time plus 8½)

Underway as before. At 0542 commenced zig-zagging in accordance with Plan #45 diagrams of 1940. At 0613 commenced Anti-Aircraft firing practice. At 0616 completed firing practice having expended three (3) rounds 5"38 ammunition, one hundred twelve (112) rounds 40mm and five hundred twenty (520) rounds 20mm. Ammunition. At 0622 ceased zig-zagging and resumed base course. At 1111 changed course to 238° (T&G) 216° (PSC). At 1626 commenced zig-zagging in accordance with Plan #45 diagrams of 1940. At 1919 ceased zig-zagging and resumed base course. At 1932 recommenced zig-zagging using same diagram and plan. At 2014 ceased zig-zagging and resumed base course.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 27° 54' N | 27° 21' N | 26° 10' N |
| Longitude | 146° 45' W | 147° 44' W | 149° 51' W |

E. S. Doty
E. S. DOTY
Commanding Officer

cc: CincPac

AKA94/A12
Serial: 069

U. S. S. WINSTON (AKA-94)
CARE OF FLEET POST OFFICE
San Francisco, California.

REG. NO. 420
R. S. NO.
REG. SHEET NO. 119

CONFIDENTIAL

From: The Commanding Officer.
To: Commander in Chief, U.S. Fleet.
Subj: War Diary - submission of.
Ref: Pacific Fleet Conf. Ltr. 1CL-45.

1 July 1945 (Zone Time plus 9)

Steaming independently on course of 240°(T&G) 218°(PSC) at standard speed of 16 knots (86 RPM). Enroute from San Francisco, California to Pearl Harbor, Oahu, T.H. in accordance with ComWestSeaFron Confidential routing instructions of 25 June 1945. Loaded with four thousand five hundred and three (4503) tons of cargo ammunition and ordered to report to Port Director Pearl Harbor and AdComPhibsPac for further instructions. At 0528 commenced zig-zagging in accordance with Plan number forty-five (45) Diagrams of 1940. At 0855 ceased zig-zagging and resumed base course. At 0922 changed course to 238°(T&G) 212°(PSC) and commenced zig-zagging in accordance with Plan number forty-five (45) Diagrams of 1940. At 1900 reduced standard speed to 13 knots (70 RPM).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 24° 35' N | 24° 04' N | 23° 01' N |
| Longitude | 152° 46' W | 153° 40' W | 155° 27' W |

2 July 1945 (Zone Time plus 9½)

Steaming as before. At 0551 changed course to 200°(T&G) 181°(PSC). At 0601 changed course to 194°(T&G) 175°(PSC). Steaming at various courses and at reduced speed in order to conduct scheduled Gunnery Exercises in accordance with CinCPac despatch of 1 July 1945. At 0819 ceased anti-aircraft firing at sea. Ammunition expended during exercises; thirty-seven (37) rounds of 5"38 ammunition; five thousand one hundred and seventeen (5,117) rounds of 20MM ammunition and one thousand eight hundred and sixty-one (1,861) rounds of 40MM ammunition. At 0856 changed course to 245°(T&G) 227°(PSC) standard speed now 15 knots (79 RPM). At 0910 changed course to 257°(T&G) 239°(PSC). At 1015 changed course to 333°(T&G) 315°(PSC), entering swept channel to Pearl Harbor entrance. Steering various courses to conform to channel and maneuvering to lower all boats awaiting pilot, at 1104 pilot came aboard and we proceeded to entered Pearl Harbor. At 1216 Moored Port side to in Berth "W-2" Naval Ammunition Depot, West Loch, Pearl Harbor and commenced preparations to unload cargo ammunition. At 2015 commenced discharging of cargo.

| | | |
|-----------|------------|------------|
| Position | 0800 | 1200 |
| Latitude | 21° 31' N | 22° 30' N |
| Longitude | 157° 30' W | 158° 00' W |

3 July 1945 - 10 July 1945 (Zone Time plus 9½)

Moored as before. Discharging cargo ammunition.

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U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California.

Subject: War Diary - submission of.

CONFIDENTIAL

11 July 1945 (Zone Time plus 9½)

At 0215 completed unloading four thousand five hundred and three (4,503) tons of cargo ammunition. At 1053 pilot came aboard and we got underway in accordance with ComHawSeaFron confidential despatch of 10 July 1945. Steaming independently enroute to San Francisco, California to report to Port Director ComWestSeaFron. At 1145 having passed between entrance bouys, took departure on course 153°(T&G) 138°(PSC), with standard speed of 16 knots (84 RPM). At 1208 changed course to 090°(T&G) 080°(PSC). At 1229 changed course to 058°(T&G) 049°(PSC). At 1330 changed course to 001°(T&G) 350°(PSC). At 1615 changed course to 047°(T&G) 041°(PSC). At 2110 changed course to 056°(T&G) 050°

| | | |
|-----------|------------|------------|
| Position | 1200 | 2000 |
| Latitude | 21° 16' N | 22° 40' N |
| Longitude | 157° 56' W | 156° 48' W |

12 July 1945 (Zone Time plus 9½)

Steaming as before.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 24° 34' N | 25° 14' N | 26° 29' N |
| Longitude | 154° 06' W | 153° 13' W | 151° 19' W |

13 July 1945 (Zone Time plus 9½)

Steaming as before. At 1319 changed course to 065°(T&G) 054°(PSC). At 1845 conducted anti-aircraft gunnery exercises and at 1941 completed gunnery exercises having expended nine (9) rounds of 5"38 AAC, one hundred ninety seven (197) rounds HEIT 40MM and one thousand six hundred and seventy-one (1,671) rounds of 20MM ammunition.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 28° 07' N | 28° 47' N | 29° 45' N |
| Longitude | 148° 34' W | 147° 43' W | 145° 47' W |

14 July 1945 (Zone Time plus 9)

Steaming as before.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 31° 03' N | 31° 35' N | 32° 29' N |
| Longitude | 142° 40' W | 141° 43' W | 139° 26' W |

15 July 1945 (Zone Time plus 8½)

Steaming as before. At 1958 changed course to 068°(T&G) 053° (PSC).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 33° 13' N | 34° 13' N | 35° 06' N |
| Longitude | 136° 17' W | 135° 13' W | 132° 58' W |

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California.

Subject: War Diary - submission of.

CONFIDENTIAL

16 July 1945 (Zone Time plus 8)

Steaming as before.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 36° 12' N | 36° 25' N | 37° 04' N |
| Longitude | 129° 37' W | 128° 57' W | 126° 55' W |

17 July 1945 (Zone Time plus 7½)

Steaming as before. At 0330 changed course to 090°(T&G) 087°(PSC). At 0758 changed course to 085°(T&G) 072°(PSC). At 0812 visibility closed to one thousand (1000) yards and radar reported land bearing 052°(T) Range fifty-two thousand three hundred (52,300) yards. This land contact assumed to be Southeast Farallon Island and at 0820 changed course to 065°(T&G) 050°(PSC). At 0838 changed course to 060°(T&G) 045°(PSC), visibility one thousand (1000) yards and using radar for navigational purposes. At 0923 sighted what appeared to be Southeast Farallon Island bearing 021°(T). At 0932 visibility having increased and land what had been assumed to be Southeast Farallon Island was identified as Point Reyes, California, changed course to 153°(T&G) 144°(PSC). Steaming on various courses to enter Main Ship Channel. At 1033 passed Channel Bouy "B" abeam to port and entered channel on course 070°(T&G) 056°(PSC). At 1107 pilot came aboard and proceeded to enter San Francisco Bay on various courses and speeds to conform to channel and to anchor in Naval Anchorage. At 1246 anchored in Anchorage Twelve (12), San Francisco Bay awaiting further orders from Port Director, ComWestSeaFron.

| | | |
|-----------|------------|------------|
| Position | 0800 | 1200 |
| Latitude | 37° 36' N | 37° 49' N |
| Longitude | 123° 34' W | 122° 24' W |

18 July 1945 - 21 July 1945 (Zone Time plus 7)

Anchored in San Francisco Bay prior to proceeding to Naval Ammunition Depot, Port Chicago, California for loading cargo ammunition.

22 July 1945 (Zone Time plus 7)

Anchored as before. At 0844 got underway for Port Chicago, California to report to Naval Ammunition Depot for cargo ammunition. Pilot at Conn, proceeding on various courses at standard speed of 16 knots to conform with channel. At 1126 Moored Port side to Berth six (6), Pier three (3), Naval Ammunition Depot, Port Chicago, California preparing to commence receiving cargo ammunition.

23 July 1945 - 29 July 1945 (Zone Time plus 7)

Moored as before and loading ship with cargo ammunition.

30 July 1945 (Zone Time plus 7)

Moored as before. At 1410 having embarked sixteen (16) Naval Officers and forty-five (45) Enlisted men as passengers as authorized by ComWestSeaFron and having completed load-off ship with four thousand four hundred and six (4,406) tons of cargo ammunition, got underway with Bay Pilot at Conn. Proceeding to Pearl Harbor, Oahu, T.H. in accordance with Confidential Movement Order of ComWestSeaFron of 28 July 1945 to report to Port Director ComHawSeaFron and AdComPhibsPac for further orders. Using various courses and speeds to conform with channels. At 1722 Bar Pilot came aboard and Bay Pilot left the ship. At 1740 passed under Golden Gate Bridge and took departure. At 1836 Pilot left ship and set course of 250°(T&G) with standard speed of 16 knots.

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California.

Subject: War Diary - submission of.

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30 July 1945 (Cont'd.) (Zone Time plus 7)

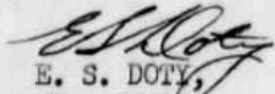
Steaming independently and on various courses to conform with channel. At 2001 changed course to 238° (T&G) 209°(PSC).

| | |
|-----------|------------|
| Position | 2000 |
| Latitude | 37° 37' N |
| Longitude | 123° 07' W |

31 July 1945 (Zone Time plus 7)

Steaming as before. At 0250 changed course to 248°(T&G) 222°(PSC). At 1900 commenced gunnery exercises. At 1921 changed course to 205°(T&G) 178°(PSC). At 1924 changed course to 248°(T&G) 222°(PSC), Having completed gunnery exercises. Ammunition expended; one hundred thirty (130) rounds 40MM and four hundred eighty (480) rounds of 20MM ammunition.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 36° 11' N | 35° 50' N | 36° 03' N |
| Longitude | 126° 30' W | 127° 39' W | 130° 07' W |


E. S. DOTY,
Commanding Officer.

cc: CincPac

Reg. No. **508**
 R. S. No. **9 517**

U. S. S. WINSTON (AKA-94)
 CARE OF FLEET POST OFFICE
 San Francisco, California.

AKA94/Al2
Serial: 0075

SECRET

From: The Commanding Officer.
To: Commander in Chief, U.S. Fleet.
Subj: War Diary - submission of.
Ref: Pacific Fleet Conf. Ltr. 101-45.

1 August (Zone Time plus 7½)

Steaming independently from San Francisco, California enroute to Pearl Harbor, Oahu, T.H. in accordance with ComWestSeaFron Confidential Movement order number 581-C&R of 28 July 1945. Steaming on course 248°(T&G) 222°(PSC) at standard speed of sixteen (16) knots. At 0548 Changed course to 244°(T&G) 218°(PSC). At 1600 retarded all ship's clocks to Zone Time plus eight (8). At 1910 Conducted Anti-Aircraft firing practice, ammunition expended: 5" 38, eight (8) rounds; 40MM: one hundred and forty-seven(147) rounds; 20MM: three hundred and sixty (360) rounds; SEI four (4) rounds.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 33° 47' N | 33° 09' N | 32° 22' N |
| Longitude | 133° 36' W | 135° 05' W | 136° 59' W |

2 August 1945 (Zone Time plus 8)

Steaming as before. At 0622 conducted Anit-Aircraft firing practice. Ammunition expended: 5" 38 two (2) rounds; 40MM one hundred and six (106) rounds; 20MM four hundred and seventy (470) rounds. At 1000 changed course to 241°(T&G) 217°(PSC). At 1600 retarded all ship's clocks to Zone Time plus 8½.

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 31° 02' N | 30° 33' N | 29° 32' N |
| Longitude | 140° 14' W | 141° 13' W | 143° 22' W |

3 August 1945 (Zone Time plus 8½)

Steaming as before. At 0557 Commenced zig-zagging in accordance with plan 45 zig-zag Diagrams of 1940. At 0612 Ceased zig-zagging and resumed base course. At 0625 Conducted Anti-Aircraft firing practice. Ammunition expended: 5" 38 three (3) rounds; 40MM Seven (7) rounds; 20MM five hundred and fifteen (515) rounds. At 1330 changed course to 238°(T&G) 216°(PSC). At 1510 Commenced firing at Kite Target. At 1535 ceased firing, having expended the following ammunition: 40MM one hundred and five (105) rounds; 20MM three hundred and twenty (320) rounds. At 1600 retarded all ship's clocks to Zone Time plus nine (9).

| | | | |
|-----------|------------|------------|-------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 28° 00' N | 27° 25' N | 26° 26' N |
| Longitude | 146° 30' W | 147° 28' W | 149° 33' W. |

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U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE
San Francisco, California.

SECRET

Subject: War Diary - submission of -----

4 August 1945 (Zone Time plus 9)

Steaming as before. At 0622 conducted Anit-Aircraft firing practice. Ammunition expended: 5" 38 three (3) rounds; 20MM five hundred and seventy-seven (577); 40MM one hundred and thirty-seven (137) rounds. At 1200 commenced zig-zagging in accordance with plan number eight (8) diagrams of 1940. At 1904 ceased zig-zagging and resumed base course. At 1600 retarded all ship's clocks to Zone Time plus nine and one-half (9½). At 2001 reduced speed to 13.3 knots and at 2300 changed course to 236°(T&G) 214°(PSC).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 24° 46' N | 24° 15' N | 23° 05' N |
| Longitude | 152° 27' W | 153° 24' W | 155° 22' W |

5 August 1945 (Zone Time plus 9½)

Steaming as before. At 0604 changed course to 194°(T&G) 174°(PSC). At 0645 sighted Makapū Point Light bearing 203°(T&G) and changed course to 190°(T&G) 171°(PSC). At 0705 commenced steaming at various speeds in order to conduct scheduled firing practice at sleeve target. At 0828 ceased firing practice and changed speed to 15.8 knots. Ammunition expended: 5" 38 forty-one (41) rounds; 40MM one thousand two hundred and twenty-eight (1228) rounds; 20MM two thousand three hundred and thirty-seven (2337) rounds. At 0920 sighted Diamond Head Light House bearing 272°(T&G). At 1012 sighted Aloha Tower bearing 312°(T&G) and changed course to 282°(T&G) 261°(PSC). At 1040 changed course to 340°(T&G) 320°(PSC) and commenced steaming at various speeds in order to remain in position to pick up pilot. At 1048 commenced discharging all boats in order to clear all hatches preparatory to mooring and commencing discharging cargo ammunition. At 1118 All boats waterborne. At 1129 Pilot came aboard. Entry to Harbor delayed. Laying to awaiting entry to harbor orders. At 1346 having received entry instructions, proceeded to enter harbor. Maneuvering at various courses and speeds to conform with channel. At 1506 with the aid of tugs, moored starboard side to in Berth "W-3", West Loch, Pearl Harbor and commenced preparations for discharging cargo ammunition. At 1548 sixteen (16) officer passengers left the ship transportation having been completed and at 1720 forty-five (45) enlisted passengers left the ship having completed transportation. At 2025 commenced discharging cargo ammunition.

| | | | |
|-----------|------------|--------------|------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 21° 31' N | 21° 16.5' N | |
| Longitude | 157° 30' W | 157° 56.6' W | |

6 August 1945 - 12 August 1945 (Zone Time plus 9½)

Moored as before. Discharging cargo ammunition to the dock.

13 August 1945 (Zone Time plus 9½)

At 0647 having completed unloading four thousand four hundred and six (4406) tons of cargo ammunition, Pilot came aboard and at 0709 got underway to shift berths. At 0735 standing out of West Loch enroute to X-Ray berths in East Loch, Pearl Harbor. At 0816 moored port side to APA-143 and to mooring bouys.

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California.

SECRET

Subject: War Diary - submission of -----

14 August 1945 - 24 August 1945 (Zone Time plus 9½)

Moored as before awaiting further orders and instructions. During this period the following orders and instructions were received. On 16 August 1945 received instructions to report to ComPhibsPac for duty in Fifth PibFor when unloaded. We reported for duty 17 August 1945. After having reported for duty, instructions were received to report in addition to ComPhib Group four (4) when ready for sea. These instructions were carried out 19 August 1945. After having reported in compliance with instructions, received. Notification was received on 21 August 1945 from ComPhib Group four (4) that temporary TransRon 18 with Temporary TransDivs 42, 45 and 48 had been formed and that we were assigned to TransDiv 42. Then on 22 August 1945 instructions were received that temporary TransDiv 57 be substituted in place of temporary TransDiv 42. We are now in TransRon 18, TransDiv 57.

25 August 1945 (Zone Time plus 9½)

Moored as before. At 1600 in accordance with AdComPhibsPac visual orders of 24 August 1945 got underway for Honolulu, Oahu, T.H. Pilot at conn standing out of Pearl Harbor. At 1645 Pilot left the ship, proceeding to enter Honolulu harbor on various courses and speeds. At 1726 Honolulu pilot came aboard and we proceeded to enter harbor. At 1811 with aid of tugs moored starboard side to at Pier 39, Berth "E", Honolulu Harbor. Immediately commenced preparing ship to receive combatant cargo.

26 August 1945 - 28 August 1945 (Zone Time plus 9½)

Moored as before. At 1345 Completed loading ship. At 1440 Pilot came aboard and at 1507 got underway for Pearl Harbor. At 1545 Pilot left the ship. Proceeding to Pilot Station off entrance to Pearl Harbor. At 1631 Pearl Harbor Pilot came aboard and we proceeded to enter Pearl Harbor. Steaming on various courses and at various speeds to conform with channel. At 1741 Moored port side to AP-172 in Berth X-Ray "15". At 1811 Pilot left the ship.

30 August 1945 - 31 August 1945 (Zone Time plus 9½)

Moored as before.

E. S. Doty
E. S. DOTY

Reg. No. 607

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R.S. No.

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE
San Francisco, California

AKA94/AL2
Serial: 0080

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

Subj: War Diary - submission of.

SECRET

Ref: Pacific Fleet Conf. Ltr. 1CL-45.

TASK GROUP 54.26

1 September 1945 - 4 September 1945 (Zone Time Plus 9½)

Moored port side to USS CAPE JOHNSON AP 172 in Berth "X-Ray 15", East Loch, Pearl Harbor, Oahu, T.H.

5 September 1945 (Zone Time plus 9½)

Moored as before. At 1611 in accordance with Port Directors visual orders got underway to shift berths to Berth "10 Able" in order to receive Army personnel. At 1650 moored starboard side to USS LOGAN APA 196 in Berth "10 Able". At 2000 three (3) U.S. Army Officers and eighty (80) U.S. Army enlisted personnel reported aboard for transportation making a total of seven (7) officers and one-hundred and ten (110) enlisted personnel aboard.

6 September 1945 (Zone Time plus 9½)

Moored as before.

7 September 1945 (Zone Time plus 9½)

Moored as before. At 1145 in accordance with ComTransRon 18 (Temporary) secret despatch of 6 September 1945 got underway for Saipan, Marianan Islands. Steaming on various courses and at various speeds to clear channel, proceeding to "Point Oboe" to form single column of divisions. Order of divisions TransDiv 52 (Temporary); TransDiv 45 (Temporary); TransDiv 57 (Temporary). This ship fifteenth ship in column. At 1530 Commenced Anti-aircraft firing practice at sleeve target. At 1648 secured from anti-aircraft practice, having expended twenty-seven (27) round of 5"/38, five hundred and twenty-six (526) rounds of 40mm, and six hundred fifty-five (655) rounds of 20mm ammunition. At 1650 upon signal, commenced forming cruising formation one (1) which is columns of divisions. Left hand column CTD 57 (Temporary). CTD and column guide in USS LATIMER APA 152, followed by USS BUCKINGHAM APA 141, USS CALLAWAY APA 35, USS WINSTON AKA 94 and USS CAPE JOHNSON AP 172. Center column CTD 52 (Temporary) O.T.C. and CTD 52 in USS BURLEIGH APA 95, Commodore Moyer, right hand column CTD 45 (Temporary). Steaming on base course of 180° T&G (PSC 172°) at standard speed of 14 knots. At 1821 Changed course and axis to 225° T&G (PSC 214°) and at 1849 changed course and axis to 270° T&G (PSC 257°).

Position
Latitude
Longitude

1200
21°19' N
157°58' W

2000
20°08' N
158°20' W

8 September 1945 (Zone Time plus 10)

Steaming as before. At 0000 retarded all clocks to zone time plus 10. At 0822 changed fleet course and axis to 266° T&G (PSC 251°). At 1400 retarded all clocks to zone time plus 11.

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U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, Calif.

SECRET

Subject: War Diary - submission of.

8 September 1945 (Cont'd.) (Zone Time plus 10)

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 20°09' N | 20°07' N | 20°00' N |
| Longitude | 161°20' W | 162°19' W | 164°28' W |

9 September 1945 (Zone Time plus 11)

Steaming as before.

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 19°53' N | 19°53' N | 19°42' N |
| Longitude | 167°22' W | 168°19' W | 170°15' W |

10 September 1945 (Zone Time plus 11)

Steaming as before. At 1400 retarded all clocks to zone time plus 12.

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 19°38' N | 19°34' N | 19°26' N |
| Longitude | 173°11' W | 174°09' W | 176°19' W |

11 September 1945 (Zone Time plus 12)

Steaming as before. At 1050 crossed the International Date Line at 19°15' N. At 1200 changed date to Wednesday, September 12, 1945.

12 September 1945 (Zone Time minus 12)

At 1257 Changed standard speed to 13 knots.

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 19°17' N | 19°16' N | 19°10' N |
| Longitude | 179°18' W | 179°42' E | 177°55' E |

13 September 1945 (Zone time minus 12)

Steaming as before. At 0634 Changed fleet course and axis to 260° T&G (PSC 241°).

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 18°57' N | 18°50' N | 18°33' N |
| Longitude | 175°05' E | 174°12' E | 172°24' E |

14 September 1945 (Zone Time minus 12).

Steaming as before. At 0705 reduced speed to 2/3 ahead and at 0732 resumed standard speed. At 0822 commenced changing stations with USS CAPE JOHNSON AP 172. 0828 Slowed to 2/3 standard speed while steering to starboard to enable Cape Johnson to pass ahead. At 0832 resumed standard speed and at 0844 took station astern of Cape Johnson and commenced preparations to fuel USS KEARNY DD 432. At 1140 convoy reduced speed to 2/3 standard in order to fuel destroyers. At 1400 retarded all clocks to zone time minus 11. At 1401 USS KEARNY coming alongside starboard beam. At 1410 fuel line over to Kearny and at 1415 commenced discharging fuel. At 1723 completed fueling Kearny having discharged 53,909 gallons of fuel and at 1736 Kearny cast loose proceeding to her position in the screen. At 1751 increased to standard speed and at 1805 commenced changing stations with Cape Johnson and at 1817 resumed original position in convoy.

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE
San Francisco, Calif.

SECRET

Subject: War Diary - submission of.

14 September 1945 (Cont'd.) (Zone Time minus 12).

At 2135 changed fleet course and axis to 251° T&G (PSC 239°).

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 18°07' N | 18°00' N | 17°42' N |
| Longitude | 169°40' E | 168°47' E | 167°14' E |

15 September 1945 (Zone Time minus 11)

Steaming as before.

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 16°52' N | 16°27' N | 16°03' N |
| Longitude | 164°26' E | 163°37' E | 161°51' E |

16 September 1945 (Zone time minus 11)

Steaming as before. At 0806 reduced standard speed to 12 knots. At 0814 changed fleet course and axis to 268° T&G (PSC 259°). At 1400 retarded all ship's clocks one hour to zone time minus 10.

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 15°11' N | 15°09' N | 15°06' N |
| Longitude | 159°13' E | 158°22' E | 156°25' E |

17 September 1945 (Zone Time minus 10).

Steaming as before. At 0735 reduced standard speed to 10 knots.

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 15°05' N | 15°05' N | 15°06' N |
| Longitude | 153°47' E | 153°06' E | 151°38' E |

18 September 1945 (Zone Time minus 10).

Steaming as before. At 1040 secured number one (1) boiler due to leak and at 1735 when convoy increased standard speed to 13 knots, shifted positions with USS CAPE JOHNSON. At 1917 formed close order in column. At 1921 reduced speed to 1/3 standard and at 1931 changed standard speed to 11.5 knots steaming at standard speed. At 1940 changed fleet course and axis to 263° T&G (PSC 255°).

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 15°05' N | 15°03' N | 15°03' N |
| Longitude | 149°28' E | 148°44' E | 147°18' E |

19 September 1945 (Zone Time minus 10).

Steaming as before. At 0115 sighted lights off Saipan Island, Marianas bearing 301° T&G and at 0209 reduced speed to 8 knots and at 0212 resumed standard speed. At 0219 changed fleet course and axis to 270° T&G (PSC 263°) and at 0348 changed fleet course and axis to 316° T&G (PSC 318°). At 0450 changed fleet course and axis to 000° T&G (PSC 006°). At 0450 sighted Tinian Light bearing 068° T&G and at 0512 changed fleet course and axis to 044° T&G (PSC 052°) with Saipan Harbor Light bearing 045° T&G. At 0523 commenced forming single column of divisions. Maneuvering on various courses and at different speeds to gain proper position.

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19 September 1945 (Cont'd) (Zone Time minus 10)

0640 Ushi Point abeam to starboard proceeding independently to anchorage assignment. Maneuvering awaiting clearance of anchorage at 0850 proceeding to anchorage and at 0950 let go port anchor. Anchored in Berth "L 50" Saipan Harbor in 15 fathoms of water with 75 fathoms of chain to the starboard anchor, on the following bearings: Susupe Beacon 039° T&G; HECF Light House 071° T&G; Garapan Point 161° T&G. At 1833 got underway to shift berths to go alongside USS CARIBOU "IX 114" in Berth "L 27" in order to fuel. At 2136 moored port side to USS CARIBOU and commenced fueling.

| | |
|-----------|-----------|
| Position | 0800 |
| Latitude | 15°12' N |
| Longitude | 145°38' E |

20 September 1945 (Zone Time minus 10).

Moored as before. At 0105 secured from fueling having received 145,478 gallons of fuel. During this fueling and due to heavy swells the following damage was sustained, when fenders carried away and camels were inadequate for safe mooring, the stern of the Winston swung against the CARIBOU causing superficial damage, bulwark between frames 129-140 was stove in and starboard quarter boom smashed. Further damage to the Carbiou was not apparent since she had received superficial damage in the past when fueling ships in open roadstead. At 0130 got underway to return to Berth "L 50". Maneuvering on various courses and at different speeds to anchor. At 0252 let go starboard anchor in 15 fathoms of water with 90 fathoms of chain out. Anchored on the following bearings: FL.W buoy 009° T; Susupe Point 142° T; Light House 071° T.

21 September 1945 (Zone Time minus 10)

Anchored as before. At 1117 Pilot came aboard and ship got underway for Tanapag Harbor to receive fresh water. Steaming on various courses and speeds to enter channel. At 1206 entered Tanapag Channel and proceeded to Pier "A", Berth 8. At 1232 with the aid of two tugs moored starboard side to Pier "A", Berth 8. At 1305 commenced taking on fresh water. At 1520 completed taking on fresh water having received 40,240 gallons. At 1555 Pilot came aboard and at 1614 got underway to return to Berth "L 50". Steaming on various courses and speeds through channel to proceed to anchorage. At 1637 Pilot left ship at 1703 let go port anchor in 15 fathoms of water with 90 fathoms of chain to anchor on the following bearings: H.E.C.P. Light House 070° T; Beacon "G" 082° T; Signal Tower 141° T.

22 September 1945 (Zone Time minus 10).

Anchored as before. At 0528 got underway in accordance with ComTransRon 18 (Temporary) Secret Sortie and movement order in company with Task Group 54.26, enroute for Wakayama, Japan. Maneuvering at various courses and speeds to clear harbor and proceed to "Point Oboe" to form convoy. At 0632 formed cruising formation one. Standard speed 13 knots. At 0641 formed column open order. At 1950 set fleet course and axis at 332° T&G (PSC 334°).

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 15°26' N | 16°00' N | 17°08' N |
| Longitude | 145°14' E | 144°30' E | 143°04' E |

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23 September 1945 (Zone Time minus 10).

Steaming as before. At 0745 changed standard speed to 12 knots. At 1400 retarded all clocks to Zone Time minus 9.

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 19°26' N | 20°06' N | 21°43' N |
| Longitude | 141°46' E | 141°23' E | 140°26' E |

24 September 1945 (Zone Time minus 9).

Steaming as before. At 0800 changed standard speed to 11 knots. At 1944 changed standard speed to 10 knots. At 1950 changed cruising formation to single column of divisions, at 2002 changed fleet course and axis to 329° T&G; (PSC 334°).

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 23°42' N | 24°24' N | 25°48' N |
| Longitude | 139°18' E | 138°52' E | 138°10' E |

25 September 1945 (Zone time minus 9).

Steaming as before. At 0831 formed cruising formation two. At 1200 changed fleet course and axis to 324° T&G (PSC 329°).

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 27°35' N | 25°11' N | 29°18' N |
| Longitude | 137°02' E | 136°39' E | 135°51' E |

26 September 1945 (Zone Time minus 9).

Steaming as before. At 0630 changed fleet course and axis to 005° T&G (PSC 015°). At 0634 changed standard speed to 11 knots. At 1030 in accordance with orders of OTC took station five hundred yards to left of column to transfer (9000) nine thousand gallons of fresh water to USS LIVERMORE DD 429. At 1106 USS LIVERMORE alongside and at 1112 commenced transferring fresh water. At 1256 completed transferring fresh water and immediately started maneuvering to take original position in formation. At 1614 changed speed to 2/3 ahead and made preparations to stream paravanes. At 1700 streamed paravanes. At 1741 increased standard speed to 11 knots. At 1744 reduced speed and maneuvered to stay clear of APA 167 and port paravane became fouled. At 1816 port paravane retrieved and at 1937 streamed port paravane, which again fouled and at 1959 retrieved port paravane and increased speed to regain position in convoy. At 2213 changed fleet course and axis to 355° T&G (PSC 353°). Reduced standard speed to 9 knots. At 2252 reduced standard speed to 8 knots. At 2314 Ichye Saki sighted light bearing 052° T&G and at 2318 changed fleet course and axis to 328° T&G (PSC 324°).

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 30°49' N | 31°32' N | 32°42' N |
| Longitude | 134°35' E | 134°37' E | 134°51' E |

27 September 1945 (Zone Time minus 9).

Steaming as before. At 0048 changed fleet course and axis to 333° T&G (PSC 333°). At 0114 changed standard speed to 10 knots. At 0203 changed fleet course and axis to 000° T&G (PSC 003°). Steaming on base course of 000° T&G to stay in swept channel.

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27 September 1945 (Cont'd) (Zone Time minus 9).

At 0212 sighted "I Shima" Island bearing 345° T&G. At 0303 passed "I Shima" Island abeam to port. At 0400 sighted OKino Shima light bearing 022° T&G. At 0415 changed course and axis to 045° T&G (PSC 059°). At 0435 commenced recovering paravanes and completed recovery at 0445. At 0518 changed fleet course and axis to 059° T&G (PSC 075°) and commenced forming cruising formation one. At 0530 set condition 1-Able preparatory to entering transport area. At 0554 commenced hoisting all boats to the rail. At 0606 in accordance with order of OTC proceeding independently to assigned anchorage in Inner Transport Area Able. At 0639 anchored in berth one, Inner Transport Area Able, Wakanoura Wan, Japan in 16 fathoms of water with 75 fathoms of chain to port anchor on the following bearings: Takura Saki Point 331° T&G; OKino Shima Beacon 180° T&G; OKino Shima left tangent 301° T&G. At 0644 commenced lowering all boats. At 0719 all boats waterborne and commenced carrying out ComTransRon 18 (Temporary) Landing Order A5-45, Annex C, Landing Order A1-45. Our boats immediately began shoving off to assigned ships and boats assigned to us began reporting. Weather conditions very favorable for amphibious operations, no swells, slight sea, marred only by light rain and poor visibility. At 0903 completed unloading all priority equipment and commenced general unloading with aid of LCT's and LSM's assigned by OTC. At 1513 completed unloading number one (1) hold. At 2030 completed unloading number three (3) hold.

28 September 1945 (Zone Time minus 9).

Anchored as before continuing to unload cargo. At 0730 completed unloading number five (5) hold. Unloading cargo now from holds numbers two (2) and four (4). Progress slow due to lack of nets and boats and the fact that APA's had the usual operational priority.

29 September 1945 (Zone Time minus 9).

Anchored as before unloading holds numbers two (2) and four (4). At 1803 completed unloading number two (2) hold. At 2235 completed unloading number four (4) hold. This completed unloading of all cargo from ship. A total of 163 vehicles and 1318 tons of cargo.

30 September 1945 (Zone Time minus 9).

Anchored as before awaiting orders before taking departure all cargo having been discharged. At 0852 transferred all Army Personnel who had been retained aboard as ship's platoon to assist in unloading ship, a total of seven (7) officers and one-hundred ten (110) enlisted personnel. This completed Winston's present assignment in occupation of Japan over beaches at Wakayama.


E. S. DOTY.

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AKA94/AL2
Serial: 083

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CARE OF FLEET POST OFFICE
San Francisco, California.

CONFIDENTIAL

1 November 1945

From: The Commanding Officer.
To: The Chief of Naval Operations.

Subj: War Diary - submission of.

Ref: Pacific Fleet Conf. Ltr. 1CL-45.

1 October 1945 (Zone Time minus 9)

Anchored in Wakanoura Wan, Wakayama, Japan awaiting orders for getting underway after having discharged troops and cargo in the occupation of Japan. At 1250 in accordance with orders of Commander Amphibious Group Eight (8) of 30 September 1945, Got underway in company with Task Unit 54.18.23 enroute to Lingayen Gulf, Philippine Islands. O.T.C. and guide in USS. ALLENDALE (APA-127). Order of ships in single column; USS. ALLENDALE (APA-127), USS. ELECTRA (AKA-4), USS. CATSKILL LSV-1, USS. WINSTON (AKA-94), USS. TROLIUS (AKA-46) and USS. LENOIR (AKA-74). Escorted by USS. KEARNY DD-432 and USS. PLUNKETT DD-431. Standard speed 15 knots, steaming at two-thirds (2/3) speed and following movements of guide to conform to swept channel. At 1325 changed standard speed to 10.5 knots. Steaming at standard speed. At 1604 I Shima abeam to starboard. At 1649 on signal from O.T.C. formed two (2) columns. Left hand column; USS. ALLENDALE (APA-127), USS. ELECTRA (AKA-4) and USS. TROLIUS (AKA-46); right hand column; USS. CATSKILL, LSV-1, USS. WINSTON (AKA-94) and USS. LENOIR (AKA-74). At 1735 on signal from O.T.C. formed column open order. At 1808 Ichiye Saki Light abeam to port. At 1820 left swept channel and at 1858 changed course and axis to 185°(T&G) 190°(BSC). At 1958 changed standard speed to 14 knots. At 2100 changed standard speed to 13 knots and at 2108 changed standard speed to 12 knots.

| | |
|-----------|------------|
| Position | 2000 |
| Latitude | 33° 09' N |
| Longitude | 134° 57' E |

2 October 1945 (Zone Time minus 9)

Steaming as before. At 0610 changed course and axis to 201°(T&G) 206°(PSC). At 1230 changed standard speed to 13 knots. At 1300 in accordance with previous instructions, the USS. ALLENDALE (APA-127) left convoy to proceed independently, escorted by USS. PLUNKETT DD-431. USS. CATSKILL assumed guide and O.T.C. of convoy. At 1338 on signal from O.T.C. changed order of ships, cruising formation three (3) Victor. Fleet guide and O.T.C. in USS. CATSKILL. USS. WINSTON (AKA-94) right hand column guide followed by USS. LENOIR. Left hand column guide USS. ELECTRA followed by USS. TROLIUS. At 1355 changed course and axis to 230°(T&G) 232°(PSC). At 1429 all engines stopped due to bad leakage of condensor. Laying to waiting for repairs to the effected. USS. KEARNY standing by. At 2228 repairs effected. Underway regaining speed slowly to rejoin convoy. Steaming on course 228°(T&G) 228°(PSC).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 31° 03' N | 38° 20' N | 29° 58' N |
| Longitude | 134° 52' E | 134° 29' E | 134° 18' E |

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3 October 1945 (Zone Time minus 9)

Steaming as before. Standard speed 15 knots. At 0820 changed course to 226°(T) 224°(G) 224°(PSC). At 1248 changed course to 216°(G) 218°(T) 216°(PSC). At 2005 changed course to 228°(T) 226°(G) 226°(PSC).

| Position | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 28° 57' N | 28° 40' N | 27° 20' N |
| Longitude | 132° 40' E | 132° 07' E | 131° 03' E |

4 October 1945 (Zone Time minus 9)

Steaming as before. At 0120 sighted convoy bearing 280°(T), distance 14 miles and at 0135 changed course to 254°(G) 256°(T) 254°(PSC) to rejoin convoy. At 0235 changed course to 235°(G) 237°(T) 234°(PSC). At 0342 changed course to 244°(G) 246°(T) 243°(PSC). At 0415 changed speed to 12 knots. At 0419 changed course to 223°(G) 224°(T) 223°(PSC) and at 0430 having rejoined convoy began to take position in cruising formation three (3) Victor. USS. CATSKILL O.T.C. and guide. Right hand column; USS. LENOIR followed by USS. WINSTON, left hand column; USS. ELECTRA, followed by USS. TROLIUS. At 0713 in proper position in convoy. At 0844 changed standard speed to 13.5 knots. At 1300 changed course to 227°(G) 229°(T) 229°(PSC). Destination now changed from Lingayen Gulf to Manila, Philippine Islands upon despatch orders of Commander Amphibious Group Fourteen (14).

| Position | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 25° 38' N | 25° 01' N | 23° 50' N |
| Longitude | 128° 43' E | 126° 00' E | 126° 33' E |

5 October 1945 (Zone Time minus 9)

Steaming as before. At 1039 USS. CATSKILL dropped out of formation and USS. LENOIR designated as fleet guide and O.T.C. At 1208 USS. CATSKILL resumed position and assumed tactical command. At 1305 changed course and axis to 224°(T) 222°(G) 219°(PSC). At 1620 began forming single column in order as follows: USS. CATSKILL, LENOIR, WINSTON, ELECTRA and TROLIUS. At 1735 Batan Island sighted bearing 240°(T). At 1941 changed course to 217°(T) 215°(G) 212°(PSC). Proceeding through Balintang Channel. At 2040 changed course to 252°(T) 250°(G) 247°(PSC).

| Position | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 22° 03' N | 21° 37' N | 20° 19' N |
| Longitude | 124° 21' E | 123° 35' E | 122° 10' E |

6 October 1945 (Zone Time minus 9)

Steaming as before. At 0221 changed course and axis to 211°(T) 209°(G) 206°(PSC). At 0721 changed course and axis to 187°(T) 185°(G) 185°(PSC). At 1919 changed course to 165°(T) 164°(G) 164°(PSC).

| Position | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 18° 47' N | 17° 58' N | 16° 10' N |
| Longitude | 119° 57' E | 119° 42' E | 119° 33' E |

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7b October 1945 (Zone Time minus 9)

Steaming as before. At 0304 changed course to 128°(T) 127°(G) 126°(PSC). At 0312 changed course to 148°(T) 147°(G) 148°(PSC). At 0330 sighted Subic Bay Light bearing 040°(T). At 0334 changed course to 120°(T) 119°(G) 120°(PSC). At 0450 sighted Corregidor Light bearing 090°(T). At 0505 changed standard speed to 12 knots. At 0515 changed standard speed to 8 knots. At 0528 changed standard speed to 10 knots. At 0602 changed course to 070°(T) 069°(G) 075°(PSC). At 0610 changed standard speed to 12 knots. At 0650 passed Corregidor Light abeam to port, entering Manila Bay. At 0701 changed course to 042°(T) 041°(G) 045°(PSC). At 0744 San Nicolas Shoal Light abeam to starboard. Ordered to proceed independently, maneuvering on various courses and at different speeds to proceed to assigned anchorage. At 0931 anchored in Berth 591 Manila Bay in sixty feet of water with forty-five (45) fathoms of chain to the port anchor. At 1410 Made all preparations for shifting berths to receive fuel. At 1438 got underway, maneuvering at various courses and speeds to go starboard side to USS WINOOSKI (AO-38) in Berth 529. At 1515 moored alongside USS WINOOSKI. At 1615 commenced taking on fuel. At 1820 YW-123 came alongside port side. At 1830 completed taking on fuel. At 1855 got underway to shift berths. YW-123 secured along port side. Using various speeds and courses to proceed to anchorage. At 1900 stopped all engines, lines to YW-123 parted, YW-123 proceeding under own power. At 2026 anchored again in Berth 591, Manila Bay. At 2055 YW-123 came alongside port side. 2100 commenced taking on fresh water. At 2230 completed taking on water. Position 0800, Latitude 14°29' N, Longitude 120°44'E.

8 October 1945 (Zone Time minus 9)

Anchored as before.

9 October 1945 (Zone Time minus 9)

Anchored as before. At 1006 got underway in accordance with order of Port Director, Manila. Proceeding to Subic Bay to obtain ships allowance of boats. Steaming on base course of 240°(T&G) 237°(PSC) to leave Manila Bay enroute to Subic Bay. At 1136 Corregidor Light abeam to port. At 1202 changed course to 285°(T&G) 278°(PSC). At 1232 changed course to 335°(T&G) 330°(PSC). At 1345 changed course to 030°(T&G) 034°(PSC). At 1401 Subic Bay Light abeam to port. At 1403 changed course to 010°(T&G) 010°(PSC). At 1405 changed course to 005°(T&G) 003°(PSC). At 1430 Grande Island abeam to starboard. At 1450 anchored in Berth 150, Subic Bay, Philippine Islands in 138 feet of water with 75 fathoms of chain to Starboard Anchor. At 1740 commenced receiving allowance of boats and completed hoisting boats aboard at 1902.

Position

1200

Latitude

14° 22' N

Longitude

120° 27' E

10 October 1945 (Zone Time minus 9)

Anchored as before. At 0601 got underway in accordance with routing instructions from Port Director Subic Bay enroute to Lingayen Gulf, Philippine Islands. At 0620 leaving anchorage on base course of 190°(T&G) 195°(PSC). At 0632 changed course to 195°(T&G) 199°(PSC). At 0630 Grande Island abeam to port. At 0640 changed course to 220°(T&G) 220°(PSC). At 0646 changed course to 260°(T&G) 262°(PSC). At 0715 changed course to 258°(T&G) 254°(PSC). At 0808 changed course to 350°(T&G) 344°(PSC). At 0900 passed Capones Island abeam to starboard. At 1225 Hermana Menor Islands abeam to starboard. At 1233 changed course

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10 October 1945 (Zone Time minus 9) Continued

to 005°(T&G) 003°(PSC). At 1315 Culebra Island abeam to starboard. At 1427 Reno Point Light abeam to starboard. At 1507 with Piedro Light abeam to starboard changed course to 049°(T&G) 053°(PSC). At 1658 changed course to 090°(T&G) 098°(PSC). At 1711 changed course to 095°(T&G) 103°(PSC). At 1747 changed course to 090°(T&G) 098°(PSC). At 1755 changed course to 085°(T&G) 092°(PSC). At 1804 stopped all engines. At 1853 upon orders maneuvering to anchor for the night. At 1701 anchored off San Fernando Point, Lingayen Gulf, Philippine Islands in 114 feet of water with 75 fathoms of chain to the Starboard Anchor.

| | | |
|-----------|------------|------------|
| Position | 0800 | 1200 |
| Latitude | 14° 40' N | 15° 36' N |
| Longitude | 119° 52' E | 119° 39' E |

11 October 1945 (Zone Time minus 9)

Anchored as before. At 0655 in accordance with orders of Port Director, San Fernando got underway for Aringay Point, Lingayen Gulf, Philippine Islands. Steaming on base course of 180°(T&G) 184°(PSC). At 0808 anchored off Aringay Point in 90 feet of water with 90 fathoms of chain to the Port Anchor. Awaiting orders to commence loading cargo and equipment.

12 October 1945 to 16 October 1945 (Zone Time minus 9)

Anchored as before loading army cargo and equipment. Commenced loading at 1430, 12 October 1945 and completed loading at 0900, 15 October 1945, having taken aboard eleven hundred and fifty-six (1156) tons of cargo and one hundred and eleven (111) enlisted men and seven (7) officers.

17 October 1945 (Zone Time minus 9)

Anchored as before. At 0603 got underway with Task Unit 54.15.5 in accordance with ComTransDiv 62 confidential operation order number 2-45. Enroute to Hiro Wan, Japan. Leaving Aringay Point in cruising formation Able, two columns. Section Two left hand column; USS TELFAIR (APA-210), USS ELECTRA (AKA-4), USS WINSTON (AKA-94), Section One USS BARNWELL (APA-132), USS CEPHEUS (AKA-18) and USS LENOIR (AKA*74) escorted by USS LUDLOW DD-438. Guide and O.T.C. in USS BARNWELL, Captain H.E. PADDOCK, USN, Commander Task Unit 54.15.5. At 0732 set course at 000°(T&G) 002°(PSC), Standard speed 13.5 knots. At 1520 changed course and axis to 029°(T&G) 035°(PSC). At 1623 Cape Bojedor Light abeam to starboard. At 2200 changed course and axis to 073°(T&G) 079°(PSC).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 16° 45' N | 17° 38' N | 19° 22' N |
| Longitude | 120° 12' E | 120° 16' E | 120° 48' E |

18 October 1945 (Zone Time minus 9)

Steaming as before. At 0422 changed course to 049°(T&G) 053°(PSC). At 0745 USS SIBLEY joined formation astern of USS BARNWELL. At 0932 changed course to 051°(T&G) 056°(PSC). At 1922 changed course to 055°(T&G) 060°(PSC).

| | | | |
|-----------|------------|------------|------------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 20° 44' N | 21° 21' N | 22° 26' N |
| Longitude | 122° 48' E | 123° 24' E | 124° 52' E |

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19 October 1945 (Zone Time minus 9)

Steaming as before. At 0742 changed course to 050°(T&G) 056°(PSC). At 1020 changed course to 035°(T&G) 041°(PSC). At 2200 changed speed to 15 knots.

| Position | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 23° 55' N | 24° 29' N | 25° 53' N |
| Longitude | 127° 08' E | 127° 36' E | 128° 41' E |

20 October 1945 (Zone Time minus 9)

Steaming as before. At 0610 sighted Kikai Jima Island bearing 330°(T&G). At 0815 changed speed to 14.5 knots. At 1312 changed course to 016°(T&G) 021°(PSC). At 1323 changed speed to 13.5 knots. At 1700 commenced forming cruising formation Baker and changed course to 043°(T&G) 051°(PSC), to take proper position in formation. At 1750 in proper position in formation, on course 016°(T&G) 021°(PSC). At 1837 formed column open order.

| Position | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 28° 25' N | 29° 12' N | 30° 44' N |
| Longitude | 130° 27' E | 131° 05' E | 131° 40' E |

21 October 1945 (Zone Time minus 9) Okino

Steaming as before. At 0530 sighted/light bearing 026°(T). At 545 sighted three (3) small islands bearing 020°(T) and at 0646 changed course to 000°(T&G). At 0650 Okino Island light abeam to starboard. Entering Japanese Inland Sea. Following movements of guide to maintain proper position and to conform with swept channel. At 0729 changed course to 332°(T&G) 337°(PSC). At 0831 changed course to 298°(T&G) 298°(PSC). At 0850 Mizunoko Light abeam to port. At 0933 changed course to 332°(T&G) 337°(PSC). At 1008 Siki Saki Light abeam to port and with Sadi Misaki abeam to starboard changed course to 045°(T&G) 058°(PSC). At 1052 changed course to 040°(T&G) 053°(PSC) and at 1128 stopped all engines waiting for convoy ahead to proceed. At 1135 all engines ahead, proceeding to Hiro Wan, Japan. Standard speed 12 knots. At 1405 changed course to 045°(T&G) 057°(PSC). At 1653 ordered by O.T.C. to proceed independently and anchor off Tsuru Shima Island. At 1736 anchored due to darkness in 108 feet of water with 90 fathoms of chain to the Starboard Anchor.

| Position | 0800 | 1200 |
|-----------|------------|------------|
| Latitude | 32° 58' N | 33° 25' N |
| Longitude | 132° 21' E | 132° 04' E |

22 October 1945 (Zone Time minus 9)

Anchored as before. At 0625 upon orders of O.T.C. got underway to proceed to Hiro Wan, Japan. In cruising formation Baker, Standard speed 12 knots. Following movements of O.T.C. and guide to proceed through swept channel and Kudako Suido. At 0816 ordered to proceed independently. Maneuvering to anchor in assigned berth. At 0858 anchored in Berth 16, Hiro Wan, Japan in 120 feet of water with ninety (90) fathoms of chain to Port Anchor. At 1202 set Condition I-A and commenced hoisting out all boats. At 1300 commenced discharging cargo.

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23 October 1945 to 29 October 1945 (Zone time minus 9)

Anchored as before, unloading cargo and awaiting further orders. At 0350, 24 October 1945 completed unloading ship having unloaded 1156 tons of cargo. At 0610 got underway in accordance with orders of SOPA to shift berths. At 0709 anchored in Berth 33 Hiro Wan, Japan in 132 feet of water with 75 fathoms of chain to Port Anchor. At 1027 disembarked all troops, a total of one hundred eleven (111) enlisted men and seven (7) officers. On 28 October 1945, received orders to load to capacity enlisted men and officers for transportation to East Coast United States, via Pearl Harbor and Canal Zone, reporting at Canal Zone to Chief of Naval Operations for onward routing to East Coast Port and post war permanent duty with Amphibious Forces, U. S. Atlantic Fleet.

30 October 1945 (Zone Time minus 9)

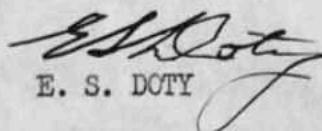
Anchored as before. At 0559 having received aboard 209 enlisted passengers and eleven (11) officer passengers, got underway enroute to Pearl Harbor in accordance with orders of the Port Director of Kure, Japan. Maneuvering at various courses to leave anchorage and proceed through swept channel. Using various courses to proceed in channel. At 0643 proceeding through Kudako Suido channel. At 0713 Kudako Shima light abeam to starboard. At 0740 Kera Hura Light abeam to port. At 1155 Sada Musaki Light abeam to starboard. At 1355 Mizunoko Shima Light abeam to starboard. 1521 leaving swept channel on course of 187°(T&G) 192°(PSC), standard speed 15 knots. At 1607 changed course to 194°(T&G) 199°(PSC). At 1713 changed course to 098°(T&G) 108°(PSC). At 0035 changed course to 086°(T&G) 090°(PSC). At 2050 changed speed to 13 knots.

| Position | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 33° 51' N | 33° 18' N | 32° 25' N |
| Longitude | 132° 33' E | 131° 59' E | 132° 55' E |

31 October 1945 (Zone Time minus 9)

Steaming as before. At 0145 due to heavy weather changed speed to 9.2 knots. At 1600 changed course to 080°(T&G) 090°(PSC). At 1937 changed course to 070°(T&G) 080°(PSC).

| Position | 0800 | 1200 | 2000 |
|-----------|------------|------------|------------|
| Latitude | 32° 51' N | 32° 31' N | 32° 33' N |
| Longitude | 134° 48' E | 135° 08' E | 136° 28' E |


E. S. DOTY

cc: CincPac

11 DEC 1945

File No. 50A12-1/AXA

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

New York, New York

AKA94/AL2
Serial: 084**CONFIDENTIAL**

1 December 1945 No. _____

7 No. _____ of _____

No. 741

From: The Commanding Officer.
 To: The Chief of Naval Operations.
 Subj: War Diary - submission of.
 Ref: Pacific Fleet Conf. Ltr. 1 CL-45.

1 November 1945 (Zone Time minus 9)

Steaming independently on course 070° T&G (PSC 081°), at standard speed, 10 knots, 55 R.P.M. Enroute from Hiro Wan, Japan to Pearl Harbor, Oahu, T.H. in accordance with routing instructions from Port Director, Kure, Japan. With 209 enlisted men and 11 officers as passengers, ordered to report to Port Director, Pearl Harbor and AdComPhibsPac for further instructions. At 0600 changed speed to 10.4 knots, 57 R.P.M. At 0614 changed course to 057° T&G 060° T (PSC 067°). At 0615 changed speed to 12 knots, 66 R.P.M. At 0620 changed speed to 15 knots, 84 R.P.M. At 0635 changed course to 060° G, 063° T, (PSC 070°). At 1139 land sighted, Hachijo Jima, bearing 124° G, distance 20 miles. At 1140 changed course to 052° G, 055° T, (PSC 061°). At 1345 changed course to 060° G, 063° T (PSC 069°). At 1346 changed course to 070° G, 073° T, (PSC 080°). At 1348 changed course to 080° G, 083° T, (PSC 093°). At 1600 advanced all ship's clocks one hour to zone time minus ten. At 2000 changed course to 085° G, 087° T, (PSC 098°).

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 33°04' N | 33°23' N | 33°54' N |
| Longitude | 138°21' E | 139°30' E | 141°27' E |

2 November 1945 (Zone time minus ten 10)

Steaming as before. At 0710 changed course to 089° G, 091° T, (PSC 103°). At 1325 changed course to 091° G, 093° T, (PSC 105°).

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 34°04' N | 34°10' N | 34°04' N |
| Longitude | 145°17' E | 146°26' E | 148°35' E |

3 November 1945 (Zone Time minus 10)

Steaming as before. At 0805 sighted mine on port beam. At 0807 changed course to 270° G. At 0845 changed course to 091° G, 093° T. (PSC 103°). At 0855 changed course to 089° G. At 0914 changed course to 091° G, 093° T, (PSC 103°). At 0918 changed speed to 2/3 ahead. At 0932 steady on course 320° G. At 0933 stopped all engines. At 0935 commenced firing on mine off starboard bow. Engines 2/3 ahead. Changed course to 310° G. At 0936 stopped all engines. Sank mine off starboard beam. Latitude 33° 55' N, Longitude 152°15.5' E. At 0937 changed speed to ahead standard. Resumed base course. At 0943 changed course to 093° T, 095° G, (PSC 105°). At 0945 ammunition expended to sink mine: 40mm 24 rounds, 20mm 168 rounds. At 1827 changed course to 095° G, 096° T, (PSC 105°).

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U. S. S. WINSTON (AKA-94)

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Subject: War Diary - submission of.

3 November 1945 (Zone time minus 10)

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 33°56' N | 33°58' N | 33°49' N |
| Longitude | 152°18' E | 152°55' E | 155°16' E |

4 November 1945 (Zone time minus 10)

Steaming as before. At 0100 Advanced all ship's clocks one hour to zone time minus eleven (--11). At 1424 USS ARNEB sighted a mine. At 1425 Changed course to 105° G, 106° T, (PSC 113°). At 1426 the USS ARNEB exploded the mine. Changed course to 095° G, 096° T, (PSC 113°). At 2124 Changed course to 085° G, 086° T. At 2125 changed course to 095° G, 096° T, (PSC 103°).

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 33°32' N | 33°28' N | 33°16' N |
| Longitude | 158°37' E | 159°33' E | 161°51' E |

5 November 1945 (Zone time minus 11)

Steaming as before. At 0520 changed course to 101° G, 102° T, (PSC 108°). At 2040 changed course to 102° G, 103° T, (PSC 109°).

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 32°58' N | 32°47' N | 32°22' N |
| Longitude | 165°07' E | 166°12' E | 168°25' E |

6 November 1945 (Zone time minus 11).

Steaming as before. At 0100 advanced all ship's clocks one hour to zone time minus twelve (--12). At 1300 changed course to 106° T, 107° G, (PSC 111°). At 1430 left rudder to avoid floating object. At 1431 resumed base course 106° 107° G, (PSC 111°). At 1925 changed course to 109° T, 110° G, (PSC 114°).

| Position | 0800 | 1200 | 2000 |
|-----------|------------|-----------|-----------|
| Latitude | 31°48' N | 31°57' N | 31°26' N |
| Longitude | 171° 31' E | 172°58' E | 175°11' E |

7 November 1945 (Zone time minus 12)

Steaming as before. At 0645 changed course to 150° G. At 0647 changed course to 109° G, 110° G, (PSC 112°). At 2000 changed course to 107° G, 108° T, (PSC 108°).

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 30°28' N | 30°03' N | 29°19' N |
| Longitude | 178°35' E | 179°44' E | 177°57' W |

7 November 1945-International Date (Zone time minus 12)

Steaming as before. At 0000 International Date, retarded ship's time twenty-four (24) hours to zone time plus twelve (12). At 0100 Advanced all ship's clocks one hour to zone time plus eleven (11). At 0855 changed course to 109° G, 110° T, (PSC 108°). At 2000 changed course to 110° G, 111° T, (PSC 110°).

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Subject: War Diary - submission of.

7 November 1945-International Date (Zone time minus 12)

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 28°30' N | 28°06' N | 27°24' N |
| Longitude | 175°00' W | 173°51' W | 171°40' W |

8 November 1945 (Zone time plus 11).

Steaming as before. At 1821 changed course to 111° G, 112° T, (PSC 110°).

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 26°30' N | 26°06' N | 25°19' N |
| Longitude | 168°55' W | 168°00' W | 168°15' W |

9 November 1945 (Zone time plus 11)

Steaming as before. 1600 Gyro error 2° E, 111° G, 113° T. At 1927 changed course to 109° G, 111° T, (PSC 108°). At 2214 changed course to 104° G, 106° T, (PSC 101°).

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 24°21' N | 24°01' N | 23°15' N |
| Longitude | 163°41' W | 162°45' W | 161°03' W |

10 November 1945 (Zone time plus 10 1/2)

Steaming as before. At 0223 changed course to 109° G, 111° T, (PSC 108°). At 0440 Kilauea Point light abeam to starboard. At 0500 changed course to 143° G, 145° T, (PSC 144°). At 0541 Kilauea Point light abeam to starboard, distance 42,500 yards. At 0938 sighted the island of Oahu. At 0945 changed course to 140° G, 141.5° T, (PSC 140°). At 0948 changed course to 130° G, 131.5° T, (PSC 131°). At 1012 changed course to 126° G, 127.5° T, (PSC 125°). At 1027 Kaena Point light abeam to port, distance 12 miles. At 1042 changed course to 146° G, 147.5° T, (PSC 145°). At 1118 changed speed to 90 R.P.M., 16.1 knots. At 1128 Barber's Point light abeam to port, distance 5 1/4 miles. At 1132 changed course to 142° G, 143.5° T, (PSC 143°). At 1135 Diamond Head bearing 086° G. At 1158 changed course to 140° G, 141.5° T, (PSC 143°). At 1232 changed course to 010° G, 011.5° T, (PSC 350°). Steaming on base course of 010° G to enter Pearl Harbor. At 1215 changed speed to 2/3 ahead. At 1317 changed speed to 1/3 ahead. At 1321 stopped all engines. At 1325 pilot came aboard and we proceeded to enter Pearl Harbor, Oahu, T.H. At 1422 moored port side to APA 8 in berth "X-Ray 6" in East Loch, Pearl Harbor. At 1437 pilot left the ship.

| Position | 0800 | 1200 |
|-----------|-----------|-----------|
| Latitude | 22°00' N | 21°08' N |
| Longitude | 158°43' W | 158°07' W |

11 November - 12 November 1945 (Zone time plus 10 1/2)

Moored as before. Transferring separatee passengers destined for West Coast of U.S. and receiving separatee passengers destined for East Coast of U.S. Thirty-one (31) passengers transferred, nineteen (19) passengers received. Total passengers now two-hundred and eight (208).

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Subject: War Diary - submission of.

13 November 1945 (Zone time plus 10 1/2)

Moored as before. At 1450 pilot came aboard. 1530 Under way pilot at the conn, in accordance with routing instructions of ComHawSeaFron of November 12, 1945, serial number 1952. Enroute to Balboa, Canal Zone from Pearl Harbor, Oahu, T.H. Standard speed 15 knots, 84 R.P.M. At 1613 Pilot left the ship. At 1617 took departure in accordance with routing instructions. Steady on course 150° T&G (PSC 150°). At 1619 changed speed to stop. Lowered davit boat into the water, davit fouled. At 1626 changed speed to 1/3 ahead. At 1630 davit boat aboard. At 1632 changed speed to ahead standard, proceeding on course 150° T&G (PSC 150°). At 1635 changed course to 182° T&G (PSC 179°). At 1708 changed course to 200° T&G (PSC 194°). At 1711 changed course to 182° T&G (PSC 179°). At 2200 changed course to 143° T&G (PSC 146°).

| | |
|-----------|-----------|
| Position | 2000 |
| Latitude | 20°27' N |
| Longitude | 157°58' W |

14 November 1945 (Zone time plus 10 1/2)

Steaming as before. At 2026 changed course to 164° T&G (PSC 164°) to avoid a ship bearing 164° T. At 2035 changed course to 141° T&G (PSC 139°).

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 17°59' N | 17°20' N | 15°54' N |
| Longitude | 156°20' W | 155°44' W | 154°48' W |

15 November 1945 (Zone time plus 10 1/2)

Steaming as before. At 0100 advanced all ship's clocks thirty (30) minutes to zone time plus ten (10).

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 13°46' N | 13°00' N | 11°35' N |
| Longitude | 153°11' W | 152°35' W | 151°14' W |

16 November 1945 (Zone time plus 10)

Steaming as before. At 0451 changed course to 090° T&G (PSC 085°). At 0909 changed course to 086° T&G (PSC 082°).

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 9°48' N | 9°48' N | 9°57' N |
| Longitude | 149°37' W | 148°37' W | 146°45' W |

17 November 1945 (Zone time plus 10)

Steaming as before. At 0100 advanced all ship's clocks one (1) hour to zone time plus nine (9). At 1137 all engines stopped due to casualty to the air compressor. At 1200 dead in the water on emergency diesel generator. At 1205 changed speed to 1/3 ahead. At 1227 changed speed to 2/3 ahead. Resumed course 086° T&G (PSC 082°). At 1238 changed speed to standard ahead, 15 knots, 84 R.P.M. At 1600 changed course to 088° T&G (PSC 082°).

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Subject: War Diary - submission of.

17 November 1945 (Zone time plus 10)

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 10°07' N | 10°08' N | 10°14' N |
| Longitude | 144°00' W | 143°07' W | 141°28' W |

18 November 1945 (Zone time plus 9)

Steaming as before.

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 10°14' N | 10°15' N | 10°18' N |
| Longitude | 138°29' W | 137°31' W | 135°30' W |

19 November 1945 (Zone time plus 9).

Steaming as before. At 0800 changed course to 090° T&G (PSC 086°).

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 10°27' N | 10°30' N | 10°30' N |
| Longitude | 132°42' W | 131°44' W | 129°50' W |

20 November 1945 (Zone time plus 8).

Steaming as before. At 0100 advanced ship's clocks one (1) hour to zone time plus eight (8). At 2001 changed course to 092° T&G (PSC 089°).

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 10°32' N | 10°33' N | 10°30' N |
| Longitude | 127°13' W | 125°56' W | 124°03' W |

21 November 1945 (Zone time plus 8)

Steaming as before. At 1951 changed speed to 14 knots, 79 R.P.M.

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 10°19' N | 10°17' N | 10°11' N |
| Longitude | 120°00' W | 119°58' W | 117°56' W |

22 November 1945 (Zone time plus 8)

Steaming as before. At 0800 changed course to 090° T&G (PSC 085°).

| Position | 0800 | 1200 | 2000 |
|-----------|-----------|-----------|-----------|
| Latitude | 10°08' N | 10°04' N | 10°04' N |
| Longitude | 114°58' W | 114°02' W | 112°11' W |

23 November 1945 (Zone time plus 8)

Steaming as before. At 0100 advanced all ship's clocks one (1) hour to zone time plus 7. At 0927 Clipperton Island abeam to port. Distance 9.5 miles. Changed course to 094° T&G (PSC 093°)

U. S. S. WINSTON (AKA-94)

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23 November 1945 (Zone time plus 8)

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 10°04' N | 10°06' N | 09°58' N |
| Longitude | 109°35' W | 108°36' W | 106°42' W |

24 November 1945 (Zone time plus 7)

Steaming as before. At 0655 changed course to 096° T&G (PSC 093°). At 1911 changed course to 097° T&G (PSC 092°).

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 09°48' N | 09°45' N | 09°33' N |
| Longitude | 103°45' W | 102°49' W | 101°14' W |

25 November 1945 (Zone time plus 7)

Steaming as before.

| | | | |
|-----------|----------|----------|----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 09°24' N | 09°16' N | 09°00' N |
| Longitude | 98°25' W | 97°31' W | 95°31' W |

26 November 1945 (Zone time plus 7)

Steaming as before. At 0100 advanced all ship's clocks one (1) hour to zone time plus six (6). At 0807 changed course to 099° T&G (PSC 098°).

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 08° 40' N | 08° 34' N | 08° 17' N |
| Longitude | 93° 01' W | 92° 07' W | 90° 19' W |

27 November 1945 (Zone time plus 6)

Steaming as before. At 1828 stopped all engines to repair R.P.M counter. At 1844 ahead 1/3. At 1845 ahead 2/3. At 1847 increased speed to standard 14 knots, 79 R.P.M. At 2000 changed course 101° T&G (PSC 102°).

| | | | |
|-----------|-----------|-----------|-----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 07° 45' N | 07° 42' N | 07° 24' N |
| Longitude | 87° 05' W | 86° 22' W | 84° 25' W |

28 November 1945 (Zone time plus 6)

Steaming as before. At 0100 advanced all ship's clocks one (1) hour to zone time plus five (5). At 0452 Montuosa Island abeam to port, distance 23.5 miles. At 0646 changed course to 110° T&G (PSC 114°). Changed standard speed to 12 knots, 68 R.P.M. At 0940 sighted point Mainato Island bearing 045° T, distance 32 miles. At 1100 changed course to 068° T&G (PSC 063°). At 1430 Mono Pucos light abeam to port bearing 338° T. At 1535 changed course to 040° T&G (PSC 031°). At 1630 Frailies de Sur light abeam to port. At 1733 Cape Mala light abeam to port. At 1751 changed course to 016° T. 1809 Island Iguana bearing 313° T. 2209 changed course to 018° T&G (PSC 001°). 2330 changed course to 010° T&G (PSC 000°).

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

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28 November 1945 (Zone time plus 6)

| | | | |
|-----------|----------|----------|----------|
| Position | 0800 | 1200 | 2000 |
| Latitude | 06°56' N | 06°47' N | 06°47' N |
| Longitude | 81°36' W | 80°52' W | 80°43' W |

29 November 1945 (Zone time plus 5)

Steaming as before. Maneuvering on various courses and speeds to anchor. At 0158 anchored in Panama Bay in 67 feet of water with 60 fathoms of chain out to the port anchor. Anchored on the following bearings: Flamenco Island light 332° T, Entrance range lights 321° T. At 0727 got under way to pick up pilot. At 0830 under way to transit the canal. At 0830 the pilot came aboard, proceeding to enter the channel. At 1024 entered Miraflores Locks. At 1115 Entered Pedro Miguel Locks. At 1430 anchored in Gatun anchorage. At 1648 under way for Gatun Locks. 1710 Entered Gatun Locks. At 1824 left Gatun locks under way to Coco Solo. At 1924 moored port side to in berth "B" pier 1, Coco Solo, Panama.

30 November 1945 (Zone time plus 5).

Moored as before.


E. S. DOTY.

cc: CinCLant



AKA94/A12
Serial: 0810

S. S. WINSTON (AKA-94)
CARE OF FLEET POST OFFICE
San Francisco, Calif.

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Doc. No. _____
Copy No. 1 of 2
Reg. No. 608

From: The Commanding Officer.
To: The Secretary of the Navy.
Subj: History of the USS WINSTON (AKA-94) - submission
Ref: (a) ALPAC 202-45.

1. In accordance with reference (a) the history of the USS WINSTON (AKA-94) is submitted herewith.

2. The USS WINSTON (AKA-94) was built by the Federal Shipbuilding and Drydock Corporation at Kearny, New Jersey. The keel was laid July 7, 1944 and christened by Mrs. Benjamin Fairless of Ligonier, Pennsylvania, wife of the President of the the United States Steel Corporation at its launching on November 30, 1944. The name Winston is derived from Winston County, Mississippi.

3. At 1200 noon on 19 January 1945, with appropriate ceremonies in the New York, Navy Yard Brooklyn, New York, Captain H.V. McKITTRICK, USNR, representative of the commandant of the New York Navy Yard, read orders from the Secretary of the Navy directing the Winston be placed in commission. At this time Captain McKITTRICK directed the prospective Commanding Officer, Commander Morgan C. Wheyland, (DE), USNR, to commission the ship, the Ensign and Commission pennant were hoisted and the ship was commissioned. Commander Wheyland then read his orders, BuPers 191609 of November ordering him as Commanding Officer of the Winston and assumed command. The watch was set with Lt. J. W. TODD, Jr., having the first watch as OOD. On commissioning there were thirty-six officers and three hundred and thirty enlisted men attached to the ship; including the boat complement.

4. During the period of 19 January 1945 through 31 January 1945, the Winston remained at the New York Navy Yard undergoing fitting out and conversion. Two days were spent at Gravesend Bay receiving the ship's allowance of ammunition, adjusting compasses, deperming and making other necessary preparations for going to sea.

5. For her maiden voyage on 3 February 1945 the Winston got underway for Hampton Roads, Virginia in order to conduct shakedown in Chesapeake Bay Area. Arrived at Hampton Roads on 4 February 1945.

6. The period of 4 February 1945 through 13 February 1945 was spent in Chesapeake Bay area carrying out shakedown training schedule. Upon completion of shakedown period the ship proceeded to Norfolk Navy Yard, Portsmouth, Virginia for post shakedown yard availability. On 22 February 1945 when post shakedown availability ended, proceeded to the Naval Operation Base, Norfolk, Virginia for loading and onward routing. The first assignment was a load of general cargo and supplies, a total of 3,627 tons including 39,000 cases of beer, destined for N.S.D. Pearl Harbor, Oahu, T.H. On 1 March 1945 got underway enroute to Balboa, Canal Zone to report for duty to CINCPac, Hed Pearl & Adv. Hed. Steaming singly without escort. On 6 March 1945 arrived at Cristobal, Canal Zone and remained on the Atlantic side overnight, taking aboard fuel, water, and provisions. Arrangements were made for all hands to have liberty as this was the first foreign port visited by a majority of the crew.

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, Calif.

Subject: History of the USS WINSTON (KA-94) - submission of.

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7. On the afternoon of 7 March 1945 got underway intransit through the Panama Canal and after passage through the canal was completed, proceeded on enroute to Pearl Harbor. The Winston's first special task since her commissioning was performed on 9 March 1945. In response to a message from the Commander Panamanian Sea Frontier she made a rendezvous with the submarine Lizardfish in order to remove patient suffering with acute appendicitis. This rendezvous was made without mishap and on schedule. The patient was transferred via LCVP to the Winston and Lt. C. F. SARNI medical officer performed a successful operation on Ensign Albert M. Dreyfuss, USNR. Enroute the crew was exercised at various emergency drills and gunnery exercises in order that they become more proficient in the future assignments destined to come.
8. On 20 March 1945, arrived at Pearl Harbor, Oahu, T.H. and immediately commenced discharging cargo. The next six days were spent in discharging cargo and on 29 March 1945 got underway for San Francisco, California arriving on 4 April 1945. On that date commenced loading two thousand four hundred and ninety-six (2496) tons of cargo and equipment destined for the Fourth Marine Division at Kahului, Maui, T.H. On 9 April 1945 Lieutenant Commander Edmund S. Doty, (DM), USNR relieved Commander Morgan C. Wheyland, (DE), USNR and assumed command.
9. On 10 April 1945 got underway for Kahului, Maui, T.H. and arrived there on April 19, 1945 after being routed via Pearl Harbor, T.H. due to the fact that all available docking space in Kahului was being utilized.
10. On 27 April 1945 after having discharged all of her cargo, orders were received to report to Commander Task Unit 13.10.3 in order to carry out Amphibious Training Operations. This was her first connection with Amphibious Operations. This training operation was conducted off Kahoolawe Island and Maalaea Bay, T.H. and lasted through 1 May 1945 until detached by O.T.C. and ordered to Honolulu. Arrived at Honolulu, Oahu, T.H. on May 2, 1945 and remained there only an hour and a half to transfer boats, receive orders and onward routing to San Francisco, California by Port Director, Honolulu.
11. Arrived at San Francisco, California on May 9, 1945 and moored alongside a dock for six days having her holds prepared to carry cargo ammunition.
12. On May 14, 1945 left San Francisco, California Harbor and proceeded to Port Chicago, California to load 5,013 tons of cargo ammunition destined for N.A.D. West Loch, Pearl Harbor, Oahu, T.H. This was the first of three trips to Port Chicago, California. The remaining two were on the dates indicated: June 18, 1945 for 4,503 tons and July 22, 1945 for 4,406 tons of cargo ammunition. So for three months instead of being used in Amphibious Operations for which she was built and converted, the Winston was used to transport ammunition from Port Chicago, California to West Loch, Pearl Harbor, T.H.
13. After the end of the third trip to West Loch, she was assigned to the Fifth Amphibious Forces, Commander Amphibious Group Four.

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE
San Francisco, Calif.

CONFIDENTIAL

History of the USS WINSTON (AKA-94) - submission of.

14. Then came the wars end and the USS WINSTON had still to take part in an Amphibious Operation. However on August 20, 1945 she was assigned to Amphibious Group 8, Temporary Transport Squadron 18, Temporary Transport Division 57 and on August 25, 1945 proceeded to Honolulu, Oahu, T.H. to receive modified combat load of Ninety-Eighth Infantry Division equipment destined for Japan.

15. On August 28, 1945 having completed loading equipment, returned to Pearl Harbor, Oahu, T.H. to await sailing orders and on September 7, 1945 got underway in company with Commander Task Group 54.26 enroute for Japan via Saipan, Marianas Islands. On September 19, 1945 arrived at Saipan Harbor and commenced taking on fuel and provisions before proceeding to final destination. On 22 September 1945 departed from Saipan enroute for Wakayama, Japan.

16. On 27 September 1945 at daybreak our task group came to anchor off Wakayama, Japan. The unloading was carried out without incident except for the broaching and subsequent loss of LCV 16. This was our first boat lost and also our first amphibious operation. We unloaded 2107 tons in 63 hours using landing craft and landing ships, this is time over all. From the time the first tank was unloaded until the last net of rations was out, the actual working time was about 35 hours. Delays being caused by lack of landing craft to unload into as APA's got their usual priority leaving the AKA's to take what was left. The 30th was spent supplying boats to other ships and awaiting orders.


E. S. DOTY.

CC: CinCPac, Pearl Harbor

AKA94/AL2
Serial:088

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE
New York, New York

6 January 1946

From: The Commanding Officer.
To: The Commander-in-Chief, U.S. Atlantic Fleet.
Subj: Annex to the history of the USS WINSTON (AKA-94)-submission of.
Ref: Allant 70-45.

17. On 1 October, 1945 in company with task unit 54.18.23 got underway for Lingayen Gulf, Philippine Islands. Enroute orders were changed and the Winston proceeded to Manila, Philippine Islands arriving in Manila on 7 October 1945.

18. On 9 October 1945 proceeded to Subic Bay to acquire landing craft as replacements for those turned over to the army at Wakayama.

19. On 10 October 1945 the Winston proceeded to San Fernando, in Lingayen Gulf then to Aringay; loaded there and joined task unit 54.15.5. On 17 October got underway for Hiro Wan, Japan. Arriving at Hiro Wan on 22 October, unloaded and remained there until 30 October, 1945.

20. 30 October 1945 got underway for Pearl Harbor. On 3 November 1945 sighted a mine and sank it. Arrived in Pearl Harbor on the 10th of November.

21. Left Pearl Harbor on 13 November 1945 for Balboa, C.Z. Arriving at Canal Zone the 29th of November and transited the canal the same day. Moored at Coco Solo for two days to give the crew liberty and recreation.

22. December 1st to 7th in transit from Coco Solo to Norfolk, Va.

23. On December 31st Lt. Comdr. J.W. TODD, Jr., relieved Commander E.S. DOTY as commanding officer of the USS Winston.

24. List of wartime Commanding Officers

Comdr. Morgan C. Wheyland
Northern States Power Co.
Minneapolis, Minnesota

Comdr. Edmund S. DOTY
550 Laguna Street,
Chula Vista, California

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Room 2055

ROUTE TO:

9 JAN 1946

File No. (SC)

Doc. No.

Copy No. of

Reg. No.

J. W. Todd, Jr.
J. W. TODD, Jr.,
Lt. Comdr., USNR.

REG. NO 591
R. E. NO 10 01305
REG. NO 108

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California

ACTION REPORT

CONFIDENTIAL

7 September 1945 - 30 September 1945

PART I & II - By ComTransDiv 57.

PART III - CHRONOLOGICAL ACCOUNT OF THE ACTION.

- A. At 1115 on 7 September 1945, got underway from Pearl Harbor, Oahu, T.H. with T.G. 54.7, carrying parts of the 98th Infantry Division for the occupation of Japan. Conducted satisfactory AA Firing practice on plane-towed sleeve. Steaming at twelve (12) knots for Wakayama, Japan, with a stop-over at Saipan for logistics.

On 26 September 1945, at 1700, in cruising disposition CHARLIE Form 2, streamed paravanes. Continued approach to Japan and at 0639, 27 September 1945, anchored in Berth #1 to carry out ComTransDiv 12 (Temp.) Landing Order A5-45. For this operation the WINSTON carried six (6) Tons for the assault wave and all other cargo was unloaded in cargo phase of shuttle unloading.

B. WEATHER.

The weather from 7 September 1945 to 26 September 1945 was exceptionally good. There were moderate seas with no swells throughout the voyage. Wind Southeast, Force two (2). During Amphibious part of this period, which really commenced when we anchored, Zone Time minus Nine (9) was used.

We arrived at Transport Area and anchored at 0639, Wind direction 080° True, Force two (2). At 0750, light rain began to fall and continued into the night. Visibility decreased to five (5) miles. The sea was calm, with no swells, making unloading conditions good despite the rain. At about 0900, wind direction began changing to Northeast, Force two (2). At 2000, wind direction 020° True, Force increasing, Force five (5). Sea began to roughen, but still no swells. These conditions prevailed throughout the day and evening.

Sunrise 0551, Sunset 1750.

At about 0100, 28 September 1945, Force of wind began to abate and rain stopped. The rain did not slow unloading appreciably. Wind direction still from Northeast, 050° True, Force three (3). Sea began moderating. At 1100, wind direction began to shift to Northwest, direction 340° True, Force two (2). These conditions prevailed until about 2300, when wind direction became 000° True, Force three (3) and continued to shift to Northeast.

Sunrise 0552, Sunset 1749.

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U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California

CONFIDENTIAL

B. WEATHER (Continued).

On 29 September, Wind direction 060° True, Force two (2). About 1300, wind began shifting to Northwest, Direction 330° True, Force two (2).

Sunrise 0553, Sunset 1748.

Weather conditions throughout the operation were very good for boat operations.

Early in the morning of the 30th, swells began to rise and by noon the surf was quite high. It was at this time that one of our boats breached. When it approached the beach, it was caught in the surf.

PART IV - ORDNANCE.

Our guns were only used in AA firing practice, at which time their performance was satisfactory.

PART V - DAMAGE.

The only damage was sustained while alongside the U.S.S. CANTON (IX-114) for fuel in Saipan. This was only superficial, as two (2) scupper covers and hull plates were dented. One paravane took some water, causing it to run foul.

PART VI - SPECIAL COMMENTS AND INFORMATION.

C. AMPHIBIOUS ACTION.

1. Troops and Cargo.

- A. Drivers from HCT 389 of U.S. Army, 98th Division.
- B. Embarked troops on 6 September 1945, Pearl Harbor, Oahu, T.H.
Disembarked troops on 27 September 1945, at Wakayama, Japan.
- C. Cargo-U.S. Army Regimental and Divisional Equipment and Supplies - 2,107 tons, Modified Combat Load. Cargo was loaded by Ship's gear and stowed by Army stevedores, who needed constant supervision by Ship's Officers.
- D. Loaded Cargo. 24th to 27th of August 1945, loaded cargo at Honolulu, Oahu, T.H. Unloaded cargo 27 September to 29 September, Wakayama, Japan, over beaches Blue I and II with LCVTs and LCMs, also LSMs and LCTs. During unloading, work was halted once when LSMs were ordered away with only a partial load. LCTs were requested but we had to wait, even though we were third on the priority list for dock space and lighterage assistance. Unloading completed at 2230, 29 September 1945, a total of 63 hours. There were no major casualties to Cargo Handling Gear.

2. Landing Craft.

A. Types and number carried and used.

| Type | No. |
|--------|-----|
| LCM(3) | 2 |
| LCM(6) | 6 |
| LCVP | 13 |
| LCP(1) | 1 |

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U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California

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2. Landing Craft (Continued).

B. & C. Launching, loading, operation and control of Landing Craft.

All boats were unloaded in 33 minutes. This was slightly longer than usual due to added precautions taken in handling the boats. In the initial assault phase of the operation, these boats were employed in the following manner: Two (2) LCVPs were dispatched to the USS LATIMER (APA-152) for one trip and then to the USS BUCKINGHAM (APA-95) for one trip. Ten (10) LCVPs were dispatched to the USS LATIMER (APA-152) for one trip to the beach. One (1) LCM to the USS CALLOWAY (APA-35) with M-7 Tank. One (1) LCM to the USS BUCKINGHAM (APA-141) with M-7 Tank. Two (2) LCMs to the USS BUCKINGHAM (APA-141) for one trip. One (1) LCVP remained at the ship for use as smoke and picket boat. One (1) LCP(1) was used to mark the Left Rendezvous Area, later relieving the traffic control boat at the Left Flank of the Blue Beach II. After the assault phase, all boats returned to carry out cargo phase.

A Boat Officer was stationed on the Bridge throughout the operation, assisting the First Lieutenant and TCM in dispatching all boats. He logged the departure, arrival, destination and type of cargo carried. With the First Lieutenant and TCM, he controlled movement of all the Ship's boats.

During the cargo phase, boats were shuttled between the ship and shore. At the line of departure, they were dispatched by the Control Boat stationed there.

Partiality was shown by the Control Officer in the dispatching of boats, many having to wait for six (6) or seven (7) hours before they were allowed to beach, while other boats went in with the same cargo.

There was no organization on the beach with reference to cargo nets. Some trucks would bring nets to the beached boats while others would have them strewn in the mud on the beach. A critical shortage of nets resulted, delaying the unloading of cargo from this ship. No attempt was made to return as many nets as were removed from the boats. This necessitated the organization of special parties to gather nets on the beach.

There was no shortage of cranes on the beach to unload the boats, but crane operators refused to move their cranes to the boats, which in many cases were only a few yards out of reach. Boats were forced to retract with full loads to shift positions. The presence of many sand bars made this shifting difficult and a large number of boats beached in attempting to change position.

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California

CONFIDENTIAL

2. Landing Craft (Continued).

On 29 September 1945, five (5) LCVPs and five (5) LCMs were dispatched from the WINSTON to the CAPE JOHNSON to help carry troops ashore. Upon arrival, three (3) LCMs were returned as not being needed. The CAPE JOHNSON had idle boats on their hatches at the time.

Because of the many sand bars formed on the beach by the larger craft, many smaller craft sustained damage to their rudders and screws in crossing these bars and a shortage of spare parts resulted.

3. Minesweeping, Underwater Demolition.

Paravanes were launched at 1700 on 26 September 1945. The port paravane fouled at 1745 due to its taking water. A second port paravane was launched but fouled in launching. With both port paravanes carried fouled, only the starboard paravane remained out until it was retrieved at 0445 on 27 September 1945. This performance of one paravane riding all night without casualty is to be noted because we attained speeds as high as 14 knots in regaining position, after dropping out to retrieve the port paravanes.

4. Landing of Troops and Cargo.

See Number two (2) above.

5. Casualties.

There were no casualties returned to this ship from the Landing Force. Our only casualty was a lacerated chin by a coconut, who did not brace himself when his boat hit the beach. The Medical Department was prepared at all time to receive casualties.

D. SPECIAL COMMENT.

1. Combat Information Center.

A. This ship did not have a radar guard of any type during entire operation.

2. Employment of Radar.

A. "Skunks" were plotted from reports received from radar guard ships.

B. SC used for station keeping.

3. Special Operational Techniques - none.

4. IFF not used.

5. Maintenance of radar was normal.

6. CIC Communications were normal.

7. A. No recommended enclosures.

B. Fighter direction - none.

C. Radar countermeasures - none.

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2. Communications.

A. Radio and visual communications in accordance with operation orders.

3. Ship was prepared to make smoke and an armed picket boat was equipped with smoke generator. This picket boat was stationed from sunset till sunrise each night, 27th through 30th September 1945, while in Transport Area. 4

U. S. S. WINSTON (AKA-94)

CARE OF FLEET POST OFFICE

San Francisco, California

CONFIDENTIAL

B. SPECIAL COMMENT(Continued).

4. Navigation.

Navigation was normal. Visibility was good enough for visual fix when coming to anchor in the Transport Area.

5. Engineering.

On 18 September 1945, due to a bad steam leak, permission was obtained from CTC to secure one (1) boiler. Convoy speed was eleven (11) knots at the time and we were able to keep-up on one (1) boiler for twenty-four (24) hours, until we anchored in Saipan, where repairs were effected.

6. Supply.

During the operation, the Supply Department contributed the following:
Talkers.

Hot food at midnight.

Emergency issues of rain gear.

Issues of food, clothing, ship's store stock to auxiliary craft, LCTs, etc. Provision planning done at Pearl Harbor, Oahu, T.H., developed to be rather accurate.

It is my opinion that, from a logistics standpoint, the operation, as far as this ship is concerned, was a success.

PART VII - PERSONNEL PERFORMANCE.

This was the first amphibious operation for the entire boat group and 90% of the Ship's company, including officers. Their jobs were well done. Deserving of special credit are TCM 2nd Lieutenant BILL I. BURCH, USMC and his assistant PFC F. W. CAMPBELL, USMC.

PART VIII - LESSONS LEARNED.

No new problems of amphibious warfare were encountered in this operation.

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AKA94/A12/A2-11
Serial: 082

U.S.S. WINSTON (AKA-94)
c/o Fleet Post Office
San Francisco, California.

CONFIDENTIAL

28 October 1945

From: The Commanding Officer.
To: The Chief of Naval Operations.
Via: (1) Commander, Transport Division 62.
(2) Commander, Transport Squadron 14.
(3) Commander, Amphibious Group 14.
(4) Commander, Amphibious Forces, U.S. Pacific Fleet.
(5) Commander In Chief, U.S. Pacific Fleet.

Subject: Action Report, Landing Operations at Hiro Wan, Japan
12 October 1945 to 24 October 1945; submission of.

Reference: (a) CinCPac CL 1-45.

Enclosure: (A) Action Report of USS. WINSTON (AKA-94), Occupation of
Hiro Wan and Kure.

1. In accordance with reference (a), enclosure (A) is
forwarded as constituting the report of action participated in by this
vessel during the period 12 October 1945 to 24 October 1945.

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8 NOV 1945

File No. (SC) 190328

Doc. No.

E. S. DOTY.

cc: CNO (3) Advance Copy No. 2 of 2
CinCPac (3) Advance
AdComPhibsPac Reg. No.
Com5th.PhibsPac
USS. SIBLEY (APA-206)
USS. ELECTRA (AKA-14)
USS. LENOIR (AKA-74)
USS. CEPHEUS (AKA-18)
USS. TELFAIR (APA-218)
USS. BARNELL (APA-132)

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U.S.S. WINSTON (AKA-94)
c/o Fleet Post Office
San Francisco, California

ACTION REPORT

CONFIDENTIAL

12 October 1945 - 24 October 1945

ENCLOSURE (A)

PART I - BRIEF SUMMARY

- A. This report covers the loading, transporting and unloading of elements of the Tenta Corps. The ship was loaded at Aringay, Lingayen Gulf, Luzon, P.I. and unloaded at Hiro Wan, Honshu, Japan on beaches and docks at Hiro Wan and Kure. Loading commenced on 12 October 1945 and the operation was completed at 1000 on 24 October 1945, when all troops and cargo had been placed ashore. All times used are Zone Time minus nine (9).

PART II - PRELIMINARIES

- A. During the operation, this ship operated with Task Unit 53.15.5, with CTU and CTD 62 Captain H.E. PADDOCK on U.S.S. BARNWELL (APA-132). ComTransRon 14 next superior in command.
- B. This ship held general drills, exercised troops at abandon ship and participated in flaghoist drill with other ships of Task Unit. On completion of loading, 15 October 1945, all life rafts were given a successful flotation test.
- C. The mission at hand was to load, transport and unload assigned Army units. The ship was in convoy entire trip and led by O.T.C. through swept channel to Inland Sea area.
- D. Task Unit was in two columns with escort ahead and in center. The WINSTON was third ship in left-hand column.
- E. No enemy were encountered.

PART III - CHRONOLOGICAL ACCOUNT OF THE ACTION

A., B., and C.:

17 October 1945

0603 - Underway from Lingayen with Task Unit enroute to Hiro Wan, Japan.

18 October 1945

0745 - U.S.S. SIBLEY (APA-206) joined the formation.

19 - 20 October 1945.

Steaming as before.

21 October 1945

0400 - Task Unit contacted TransRon 14 and commenced passage through swept channel in Bungo Suido.

PART III - CHRONOLOGICAL ACCOUNT OF THE ACTION (Continued):

21 October 1945 (Continued)

1735 - On orders from TransRon 14, our Task Unit anchored off Tsura Island, in Iyo Sound, because of poor visibility.

22 October 1945

0625 - Underway with Task Unit to Hiro Wan, Japan.

0850 - Anchored in Berth 16, Hiro Wan.

1100 - Received orders for TQM and Army C.O. of troops to report to ComTrans-Div 62 for unloading instructions, which were to start as soon as practicable.

1202 - Set Condition I-A to unload the ship. Bulk cargo was sent to docks at Kure, a run of approximately fifty-five (55) minutes each way. Vehicles and drum gasoline were unloaded at seaplane ramp in Hiro.

23 October 1945

Continued unloading via ships boats. At 1601, after several requests, LCT-591 was ordered alongside to carry large vans ashore. He took only three (3) of the seven (7), the other four (4) being sent by LCM, a precarious operation.

24 October 1945

0400 - Completed unloading when last of oversized vans were sent ashore. These vans were to have been taken off by lighters, but only one was available and that for one (1) trip only.

0610 - Shifted to Berth 33 to await orders.

1027 - Troop Ship's Platoon disembarked.

No TBS or communication logs are considered of sufficient importance to be included.

PART IV - ORDNANCE

No ordnance material or equipment, own or enemy, employed.

PART V - DAMAGE

None.

CONFIDENTIAL

PART VI - SPECIAL COMMENTS AND INFORMATION

C. Amphibious Action.

1. Troops and Cargo.

- a. 183rd Port Company of 111 men and 7 officers.
- b. Embarked 15 October 1945, Aringay, Lingayen Gulf, Luzon, P.I.
Disembarked 24 October 1945 at Hiro Wan, for Kure, Japan.
- c. 149 Vehicles, 311 drums of gasoline and 224 tons of organizational and signal equipment, total 1,156 tons.
- d. Cargo loaded by Ship's boats and LCTs at Aringay, discharged at Hiro and Kure, Honshu, Japan.

2. Landing Craft:

| | |
|----------|----------|
| 13 LCVP | 6 LCM(3) |
| 1 LCP(L) | 2 LCM(6) |

- a. All boats water borne without incident. One (1) LCM(3) was not used because of a dead motor. The boat replacements obtained at Subic Boat Pool were in very bad condition. They operated mainly because of the untiring efforts of our Boat Repair Gang.
- c. All boats were controlled by Boat Group Commander and his assistants. Boats, in groups of three (3), to Kure were accompanied by Boat Officers.

3. Minesweeping.

Carried out prior to our arrival.

4. Landing of Troops and Cargo.

The unloading was not nearly as difficult as the loading. During the loading operation the army did not have the organization and interest expected of them and necessary in an operation of this type. The Ship's TQM had to act as Beachmaster after he made out the majority of the loading plan. An Army Shore Party was non-existent on loading beaches.

5. Casualty.

Guy on Number 4 Hatch carried away because of inexperienced personnel, but did not delay unloading.

D., E., and F.

CIC - used for station-keeping and plotting of convoys only.

PART VII - PERSONNEL PERFORMANCE

1. There were no casualties.
2. All hands are to be commended for their fullest cooperation.

PART VIII - LESSONS LEARNED

1. No comment.