


AK205/A12/(RMB:kg)
Serial 011

AK-205,
% Fleet Post Office,
New York, New York.
28 February 1945.

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

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary, Month of February 1945 - Forwarding of.
References: (a) Cominch RES ltr, Serial 7152, dated 29 October 1943.
(b) Cincpac CONF ltr, Serial 1CL-45, dated 1 January 1945.
Enclosure: (A) War Diary, Month of February 1945.

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


ROBERT M. BAUGHMAN,
Lieut. Comdr. USNR.

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137450 FEB 5 1945

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U. S. FLEET
COMMANDER IN CHIEF

137450

CONFIDENTIAL

U.S.S. POINSETT (AK-205),
% Fleet Post Office,
New York, New York.

WAR DIARY for FEBRUARY 1945

7 February 1945 (Zone - Plus Five Hours)

This vessel was placed in full commission at 1600 this date at the Tennessee Coal and Iron Docks, Houston, Texas, by Commander John Mc MASTERS, D-V(G), USNR, in accordance with instructions from the Commandant, EIGHTH Naval District.

Lieutenant Commander Robert M. BAUGHMAN, (DM), USNR, assumed command.

8 February 1945 (Zone - Plus Five Hours)

This day the crew was engaged in receiving stores and at 1600 vessel was shifted from the Tennessee Coal and Iron Dock to the Sinclair Refining Company Dock to fuel ship.

9 February 1945 (Zone - Plus Five Hours)

Fueling of vessel was completed and vessel was shifted to San Jacinto Ammunition Depot. Our allowance of ammunition was taken aboard.

At 1200 all ammunition was aboard and we departed for Galveston, Texas and was berthed in at the U. S. Navy Deperming Station at 1700.

Upon completion of degaussing this vessel was shifted to Pier 39 to complete outfitting.

13 February 1945 (Zone - Plus Five Hours)

At 0800 vessel departed from Pier 39 and proceeded outside harbor to compensate compasses and radio direction finder, returning to Pier 39 at 1500 this date and continued outfitting vessel.

15 February 1945 (Zone - Plus Five Hours)

At 1000 vessel underway and proceeded to anchor in Bolivar Roads, arriving at anchor at 1055. Conducted drills and stowing of gear this date in preparation for sea trials.

16 February 1945 (Zone - Plus Five Hours)

At 0819 underway for trials and drills off Galveston Harbor, and at 0900 fog set in. Vessel was manned in accordance with normal sea watches and proper lookouts posted. Trials were conducted and at about 1100 fog lifted and we proceeded to anchorage off Bolivar Roads, anchoring at about 1130. Crew engaged in stowing away equipment and stores.

At 1539 underway into Galveston Harbor and at 1630 berthed at Pier 20 to make preparations for shakedown cruise.

20 February 1945 (Zone - Plus Five Hours)

At 0900 Captain BOLTON and shakedown officers aboard for inspection of vessel on reporting for five day shakedown period. Captain BOLTON left vessel at 1115.

Vessel underway for anchorage off Bolivar Roads at 1515, and conducted drills and all required exercises proceeding to sea each morning and returning to anchor off Bolivar Roads each night at 1700 from this date to 25 February 1945.

25 February 1945 (Zone - Plus Five Hours)

Completed shakedown exercises at 1500 this date and proceeded to Texas Coast Shipyard, docking at Berth B at 1545.

26 February 1945 (Zone - Plus Five Hours)

Vessel granted four days availability for post shakedown repairs. Yard workmen aboard to assist.

No unusual events occurred during this period and vessel was ready for sea 2 March 1945 on completion of present availability.

U. S. S. POINSETT

REG. NO 16503

R. S. NO

REG. SHEET NO 70

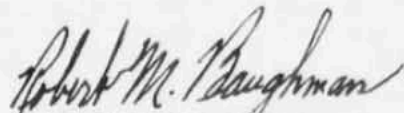
AK205/A12/(RMB:kg)
Serial 013

AK-205,
% Fleet Post Office,
New York, New York.
31 March 1945.

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

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary, Month of March 1945 - Forwarding of.
References: (a) Cominch RES ltr, Serial 7152, dated 29 October 1943.
(b) Cincpac CONF ltr, Serial 1CL-45, dated 1 January 1945.
Enclosure: (A) War Diary, Month of March 1945.

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


ROBERT M. BAUGHMAN,
Lieut. Comdr. USNR.

Copies to:
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U.S.S. POINSETT (AK-205),
% Fleet Post Office,
New York, New York.

WAR DIARY for MARCH 1945

1 March 1945 (Zone - Plus Five Hours)

Continued post shakedown availability and preparing vessel for sea.

2 March 1945

Post shakedown availability completed at midnight this date. U.S.S. POINSETT has been ordered to report to the Service Force, Atlantic Fleet for duty.

3 March 1945

Vessel was prepared and sailing orders were given by Port Director to get underway at 1200 for Theodore, Alabama to load a full load of ammunition for fleet issue. At 1100 the Commanding Officer was advised that orders had been changed and vessel was to go via New Orleans, Louisiana where 120 tons of frozen provisions would be loaded aboard.

We departed from Galveston, Texas at 1300 and proceed via routing designated to New Orleans, Louisiana. Fog was encountered during the balance of the day and all precautions were taken.

4 March 1945

Fog lifted somewhat during early morning and cleared at daylight, except for an occasional bank. No unusual events occurred during the voyage from Galveston, Texas to the mouth of the Mississippi.

The Pilot, Lieutenant Commander L. C. BURAS, USCGR, boarded vessel at 1550 and vessel proceeded up river. At Pilotown, pilots were changed and Lieutenant Commander William COX, USCGR, boarded at 1818 and we proceeded up river. Fog banks were encountered after dark.

5 March 1945

Fog banks were being encountered at frequent intervals and at 0200 thick fog set in. We anchored off Scarsdale, Louisiana and remained there until 0810 when fog cleared and then proceeded to New Orleans, Louisiana, arriving at the U. S. Naval Supply Depot at 1036.

Preparations were made to start loading and the first load of cargo to be

loaded in this vessel came aboard at 1345 this date. Loading of frozen cargo continued until completed.

6 March 1945

Loading of frozen cargo was continued and ship's provisions were also taken aboard. All operations were completed and vessel was ready to get underway at 1730.

Mr. R. E. Giaque, a representative of the Heat Transfer Products, Inc., Ensign P. G. MOSES, USN, Ensign J. E. POTTHARST, Jr., and Ensign R. TAGGERT, reported aboard as passengers to conduct trials of evaporator while enroute from New Orleans, Louisiana to Mobile, Alabama.

We departed for the Standard Oil Company dock to complete fueling prior to departure from New Orleans, Louisiana. Pilot Lieutenant Commander J. G. WILSON, USCG, shifted vessel.

7 March 1945

Fueling of vessel completed at 0500, having now aboard 232,000 gallons of fuel.

In accordance with operation orders and routing from Port Director, we got underway at 0630 piloted by Lieutenant Commander R. H. PLANT, USCGR, proceeding down river.

At 1100 this date the Engineer Officer reported that excess water was coming through the stern tube and vessel was anchored at 1117. On further investigation, it was found most all the packing had blown out and submersable pumps were required to keep water clear of sump. It was only possible to insert one ring of packing and the force of water entering was somewhat stopped.

The Industrial Manager at New Orleans, Louisiana was advised of the above situation and we were requested to proceed to Mobile, Alabama for drydocking.

At 1810, piloted by Lieutenant Commander J. W. ARMSTRONG, Sr., USCGR, we proceeded down river and at 1928 pilot left vessel and we proceeded via routing assigned to Mobile, Alabama.

8 March 1945

Arrived off Mobile Harbor at 0300, having encountered smooth and clear weather during the entire trip from New Orleans, Louisiana.

Pilot, Lieutenant Commander A. J. MARINO, USCGR, boarded vessel at 0313 and we proceeded to anchorage.

At 0704 anchor aweigh, proceeding to Mobile, Alabama.

At 0930 received orders to berth at Alabama Drydock and Shipbuilding Company, Pier E. Vessel secured in berth at 1030.

Representatives of the Industrial Manager, EIGHTH Naval District boarded vessel and on investigation and request of Commanding Officer it was decided to drydock vessel and repack stern tube gland.

The Poinsett was placed in drydock at 1500 this date and it was found the Micarta's were very badly worn. It was then decided to plug the stern tube and place the vessel again in water until material required to complete the work was available.

9 March 1945

The vessel left drydock at 1000 and berthed at Pier E, awaiting material necessary to accomplish repairs to stern tube.

Routine work was carried on by ship's force.

Material and carpenters were sent aboard vessel from Theodore, Alabama Ammunition dump to prepare cargo holds for ammunition cargo assigned to be loaded on this vessel.

10 March 1945

Routine work this day. Shore workmen continued preparing holds for ammunition cargo.

At 1000 POINSETT was again placed in drydock. The tail shaft was pulled during afternoon and it was then revealed that the liner had large cracks extending the entire length about one quarter inch wide.

No tail shafts for this type vessel are available in this vicinity and we are required to await arrival of a new shaft from Beaumont, Texas. The vessel will be taken out of drydock and await arrival of new tail shaft.

15 March 1945

Repairs to stern tube and shaft completed this date. Dock trial runs completed at 2100 and proved satisfactory.

All work in cargo holds completed.

16 March 1945

Pilot, Lieutenant Commander W. E. SMITH, USCGR, aboard vessel and at 0920

we departed from Alabama Drydock and Shipbuilding Company yard for Theodore, Alabama, arriving at the ammunition dock at 1051.

At 1330 loading of ammunition cargo commenced and routine work was carried on loading vessel which was completed 20 March 1945 at 2100.

21 March 1945

All preparations were completed at 0700 for vessel to proceed to sea. Pilot Lieutenant Commander M. T. JACKSON, USCGR, reported aboard and in accordance with operation orders and routing from Port Director, the POINSETT departed from Theodore, Alabama at 0713 and proceeded out of harbor. At 1100 pilot left vessel and at 1115 vessel was continuing on route designated, bound for the Panama Canal.

Drills were conducted and special instructions were given to all hands.

Weather was clear and moderate to strong Northerly wind and sea prevailed during this day.

POS.	0800	1200	2000
Latitude		29°45' N	28°16' N
Longitude		87°57' W	87°21' W

22 March 1945

Cruising in accordance with wartime instructions. Crew exercised in drills and further instructions to make men and officers fully acquainted with duties and responsibilities.

Excellent visibility. Wind and sea moderating, becoming light in afternoon.

No unusual events and we proceeded toward Panama Canal.

POS.	0800	1200	2000
Latitude	25°39' N	24°53' N	23°18' N
Longitude	86°27' W	86°05' W	85°35' W

23 March 1945

Continued drills and instruction. Crew now becoming familiar with various duties. Only few men have experienced seasickness.

Light variable winds and smooth seas continue.

POS.	0800	1200	2000
Latitude	20°57' N	20°38' N	19°28' N
Longitude	84°30' W	84°12' W	83°17' W

24 March 1945

No unusual events this date. Weather remains clear and light variable winds with smooth sea.

Drills were conducted and wartime instruction carried out.

POS.	0800	1200	2000
Latitude	17°44' N	17°10' N	16°07' N
Longitude	81°58' W	81°32' W	80°51' W

25 March 1945

Training and general drills continued. No unusual events occurred this date.

POS.	0800	1200	2000
Latitude	13°57' N	13°16' N	11°49' N
Longitude	80°35' W	80°29' W	80°17' W

26 March 1945

At daylight several vessels were observed and land was picked up broad on the port bow. At 0919 passed sea buoy and continued in to Cristobal Harbor. The pilot, Captain C. SPRINGTHROPE, boarded vessel inside harbor and the vessel proceeded and berthed starboard side to at Pier 9A.

Port Director officers boarded vessel at dock and we were advised they had no further orders.

We lay at Pier 9A the balance of the day and liberty was granted to one section.

A guard was placed on the wharf by Commanding Officer to enforce smoking regulations and unauthorized persons from approaching the vessel.

Replenishment of ship's stores and fuel were obtained during our stay at Cristobal.

27 March 1945

At 0900 orders were received by this vessel to report to the Commander in Chief, United States Pacific Fleet, and the Commander, Service Force SEVENTH Fleet, for duty and routing was received from the Port Director to depart at 1000 for transit via Panama Canal, and proceed to Ulithi via the Marshall Islands.

At 1037 the Pilot, R. H. WYLE, reported aboard and transit of the canal was begun. No unusual events occurred during this passage.

The pilot left the vessel at Balboa, Canal Zone at 1938 and the POINSETT proceeded to sea in accordance with operation orders and routing instructions.

Considerable shipping was encountered during the remainder of the day.

28 March 1945

Several vessels were seen during the day and positions were obtained by visual contact with land.

At 1545 a departure fix was obtained from Jicarita Island, and a course set via routing instructions for the Marshall Islands.

Wartime cruising continued and no unusual events occurred during the voyage from this date to 19 April 1945. Regular wartime cruising instructions were exercised.

Training and drills were conducted each day.

Weather conditions remained constant, with a smooth to small following sea, gently Northeasterly winds, clear to partly cloudy skies, and very light occasional rain squall for the entire trip to the Marshall Islands.

U. S. S. POINSETT

REG. NO 16504
R. S. NO
REG. SHEET NO 10

AK205/A12/(RMB:kg)
Serial 014

AK-205,
3 Fleet Post Office,
San Francisco, California.
30 April 1945.

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

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary, Month of April 1945 - Forwarding of.
References: (a) Cominch RES ltr, Serial 7152, dated 29 October 1943.
(b) Cincpac CONF ltr, Serial 1CL-45, dated 1 January 1945.
Enclosure: (A) War Diary, Month of April 1945.
1. In accordance with references (a) and (b), enclosure (A) is forwarded herewith.

Robert M. Baughman
ROBERT M. BAUGHMAN,
Lieut. Comdr. USNR.

Copies to:
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12 FEB
(12 FEB 1945)

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U.S.S. POINSETT (AK-205),
% Fleet Post Office,
San Francisco, California.

WAR DIARY for APRIL 1945

19 April 1945 (Zone - Plus Eleven Hours)

From 1 April 1945 to date no unusual events have occurred.

Today we are approaching landfall and it has been very noticeable that personnel are somewhat tense for a sight of land. We have been twenty-one days and have cruised 6180 miles since any land or ships have been seen, and for the major part of the crew this is their first cruise at sea.

The weather remains excellent with small following sea.

At 1430 an unidentified plane is sighted. All hands are called to general quarters stations. This plane was identified as friendly and the crew was secured from general quarters at 1438.

At 1630 land was sighted bearing 305° true, distance 15 miles. This land was Aur Island of the Marshall Group. This Island was passed ten miles off at 1720.

POS.	LAT	LONG
0800	8°13' N	173°07' E
1200	8°04' N	172°20' E
2000	8°11' N	170°44' E

21 April 1945 (Zone - Minus Twelve Hours)

The 20 April 1945 was dropped and zone time changed from plus to minus at midnight.

Many planes and ships have been sighted today, and at 1700 Kwajalien Island light was sighted abeam to port fifteen miles.

POS.	LAT	LONG
0800	9°04' N	168°43' E
1200	9°20' N	168°15' E
2000	9°51' N	167°13' E

22 April 1945 (Zone - Minus Twelve Hours)

Several planes have been sighted today, most of which are immediately identified as friendly, however general quarters was called when proper identification was not immediately known.

The weather continued fair, however considerable cloudiness occurred during the late afternoon giving the appearance of a tropical disturbance forming.

POS.	LAT	LONG
0800	10°28' N	165°45' E
1200	10°26' N	165°16' E
2000	10°47' N	164°05' E

23 April 1945 (Zone - Minus Twelve Hours)

At 0800 passed Eniwetok Island about 6 miles to starboard.

Several ships and planes were sighted today. All were identified as friendly.

The weather is very mucky and gives the appearance of a tropical disturbance nearby.

No unusual condition or events have taken place this date.

POS.	LAT	LONG
0800	11°14' N	162°12' E
1200	11°24' N	161°21' E
2000	11°37' N	159°51' E

24 April 1945 (Zone - Minus Eleven One-Half Hours)

Entire day drizzle and rain showers. Moderate Easterly wind and sea.

Several vessels were sighted this day.

POS.	LAT	LONG
0800	12°00' N	157°31' E
1200	12°12' N	156°33' E
2000	12°30' N	155°02' E

25 April 1945 (Zone - Minus Eleven Hours)

Wind and sea increasing and hauling to southward at 0800, wind blowing force 6 from South, heavy sea and swells heavy, with rain fall. Vessel hove to and speed reduced. Wind decreasing at 1100 and course and speed resumed at 1200. Weather gradually moderating and day ended with light wind and sea, partly cloudy.

Several vessels were sighted this date.

POS.	LAT	LONG
0800	12°52' N	152°54' E
1200	12°57' N	152°23' E
2000	12°41' N	150°32' E

26 April 1945 (Zone - Minus Eleven Hours)

Several ships and planes sighted this day, and at 1308 passed convoy of nine vessels.

POS.	LAT	LONG
0800	11°48' N	148°20' E
1200	11°29' N	147°35' E
2000	11°01' N	146°15' E

27 April 1945 (Zone - Minus Ten One-Half Hours)

No unusual events this day, vessel cruising as before in accordance with wartime instructions.

POS.	LAT	LONG
0800	10°31' N	144°12' E
1200	10°24' N	143°33' E
2000	10°13' N	142°05' E

28 April 1945 (Zone - Minus ten Hours)

Sea smooth and light airs. At daylight land was sighted bearing 265° true, and we approached Ulithi Harbor in accordance with routing instructions. A large convoy was making up outside the harbor and several vessels were entering and leaving. Some battleships of the larger class were approaching the harbor which passed close to us and entered ahead of this vessel. Contact was made with the signal tower and this vessel was assigned berth 225.

After entering the harbor and when nearing the berth, an alert was given and general quarters was observed by this vessel. We anchored in Berth 225 at 1141.

The trip from Panama to Ulithi, a distance of 8600 miles, was made in 30 days 21 hours at an average speed of 11.6 knots. Aside from trouble with the ships boiler all machinery functioned perfectly during the entire trip.

This vessel is now awaiting orders to proceed to destination.

30 April 1945 (Zone - Minus Eleven Hours)

At 1800 orders were received from the Port Director to get underway at 1900 and proceed in accordance with routing assigned to Kossel Roads for further routing to Leyte, Philippine Islands.

At 1826 vessel was underway and passed the entrance buoy at 1914. Courses were set and cruising was in accordance with wartime instructions.

Smooth sea and light wind was encountered.

POS.	LAT	LONG
2000	9°50' N	139°45' E

U. S. S. POINSETT

REG. NO 16505
R. S. NO
REG. SHEET NO 10

AK205/A12/(RMB:kg)
Serial 015

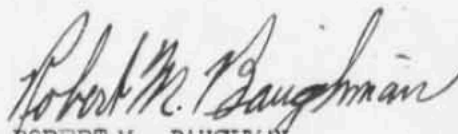
AK-205,
% Fleet Post Office,
San Francisco, California.
31 May 1945.

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

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary, Month of May 1945 - Forwarding of.
References: (a) Cominch RES ltr, Serial 7152, dated 29 October 1943.
(b) Cincpac CONF ltr, Serial 1CL-45, dated 1 January 1945.
Enclosure: (A) War Diary, Month of May 1945.

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

Copies to:
Cincpac
ComSerRonNINE


ROBERT M. BAUGHMAN,
Lieut. Comdr. USNR.

10225 5 10 50

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U.S.S. POINSETT (AK-205),
% Fleet Post Office,
San Francisco, California.

WAR DIARY for MAY 1945

U.S.S. POINSETT continues duty with the Commander, Service Force SEVENTH Fleet.

1 May 1945 (Zone - Minus Ten Hours)

An exceptionally glassy sea has been experienced today and considerable trash consisting of shining tin cans has caused a considerable number of alerts, and it would be exceptionally easy to mistake a periscope for large bits of floating refuse. During the late afternoon the flat smooth sea covered with floating cans and trash made an especially sharp lookout necessary. In view of the foregoing conditions, a most erratic zig zag plan was used.

Two liberty ships are ahead of us about 5 miles and several vessels were observed during the day. Two PEM's have been sighted, apparently on routine flights.

POS.	LAT.	LONG.
0800	8°55' N	138°13'E
1200	8°43' N	137°36'E
2000	8°15' N	136°31'E

2 May 1945 (Zone - Minus Ten Hours)

Today the weather continues as a flat calm with a smooth sea.

Several vessels are sighted during the night and at daybreak Babelthuap Island is sighted and we arrived outside of entrance buoys to Kossel Roads at 0830. A Navy tug passed anchorage charts to this vessel and we entered the harbor where orders were issued to anchor in berth 44. Vessel anchored in assigned berth at 1105.

Upon reporting to Port Director we were advised that no convoy would leave for five days.

5 May 1945 (Zone - Minus Ten Hours)

At 1000 received visual message to report at Port Director's LST for convoy conference at 1500. At conference routing was given and our departure is set for 6 May at 0700 in convoy with merchant vessels and rendezvous with main body of convoy at 1000, about 30 miles Northwest of Kossel Roads.

6 May 1945 (Zone - Minus Ten Hours)

Numerous rain squalls during morning. At 0625 underway proceeding out of harbor. At 0713 took departure outside of harbor and this vessel proceeded to her assigned position in convoy, which was station 1-4. Four LST's were in our column and three liberty ships were abreast of us to port. A total of 22 ships and three destroyers were in this group.

The convoy was formed at 0800 and proceeded on a course of 071° true.

At 0901 the main convoy was sighted and at 1000 we dispersed and proceeded to our assigned stations. The U.S.S. General A. E. Anderson (AP-111) was flag ship and by 1100 all stations were properly taken and convoy proceeding at 8.0 knots. This convoy consisted of a total of 42 ships. Three destroyers were escorting.

During the afternoon tests were made on voice circuits. This vessel not having any voice set aboard found us in several instances in an embarrassing position since all other vessels were equipped with this type of communication. This situation was especially bad at night when no visual signals were permitted.

POS.	LAT.	LONG.
0800		
1200	08°17' N	134°59' E
2000	9°09' N	134°34' E

7 May 1945 (Zone - Minus Nine Hours)

Steaming in convoy with U.S.S. General A. E. Anderson as flag ship.

No unusual events occurred this date.

POS.	LAT.	LONG.
0800	9°45' N	132°58' E
1200	9°52' N	132°22' E
2000	9°59' N	131°05' E

8 May 1945 (Zone - Minus Nine Hours)

Considerable cloudy and mucky weather prevails, sea smooth and calm.

At 1800 the escort DE patrolling ahead of the convoy made a submarine contact and the flag ship gave orders for an emergency turn to left which all ships promptly executed. It was observed that a few liberty ships apparently became confused and seemed to have temporarily lost their stations.

Several tense moments were experienced by this vessel since the turn placed us closest to where the contact was first reported.

The escort DE which had made the contact continued to operate in close proximity to this vessel. It is again very definitely noticeable that with the lack of a voice set aboard this vessel confusion could very easily exist, if prompt attention is not paid to the few visual signals that are used.

At 1828 convoy's course was resumed and normal cruising continued. The DE continued its search however until about 1900 when it resumed its former station.

We have received instructions by visual signal to leave our convoy when ordered by the flag tomorrow morning and proceed to Leyte with other vessels of this convoy. The main body of this convoy is to continue to Manila.

POS.	LAT.	LONG.
0800	10°20' N	129°16' E
1200	10°24' N	128°47' E
2000	10°27' N	127°50' E

9 May 1945 - (Zone - Minus Nine Hours)

At 0218 signal flares were given indicating an emergency turn to the right which was promptly executed and all stations were manned and ready at 0221. At 0304 convoy resumed course and speed. No information is available for this maneuver.

We received a dispatch early this morning ordering us to proceed directly to Zamboanga, Philippine Islands. No routing has been given and on request of the flag we were unable to obtain this information; again we are in an embarrassing position by not having a voice circuit aboard.

On breaking off from main convoy we requested that our escort contact the Port Director at Leyte and advise us of routing to Zamboanga, Philippine Islands. At 1325 we received visual instructions from our escort to leave and rejoin the convoy we had just left. At 1800 we caught up with convoy and was assigned station. No information for routing to Zamboanga has yet been received by the U.S.S. General A. E. Anderson or ourselves.

At 2010 signal flares were given to execute an emergency turn to starboard and course and speed was again resumed at 2217. No information is available for emergency change of course.

Very little wind and smooth sea was experienced today, and considerable lightening and cloudiness appeared after dark. Other ships of the convoy were extremely hard to distinguish especially due to blinding effects caused by sharp flashes of lightening.

POS.	LAT.	LONG.
0800	10°32' N	126°08' E
1200	10°38' N	125°43' E
2000	9°52' N	125°20' E

10 May 1945 (Zone - Minus ¹¹ine Hours)

Continued steaming in convoy with U.S.S. General A. E. Anderson as flag. We received orders and routing this morning which will take us to Zamboanga, Philippine Islands, and we are to leave present convoy at about 1700 and rendezvous with U.S.S. PC 794 which will escort us to destination.

Cruising in convoy this date and all course and speed changes have been visual by flag hoists.

During afternoon we received a visual dispatch ordering us to leave present convoy and proceed with escort, U.S.S. PC 794, to our destination, at 1630, however, the U.S.S. PC 794 was not sighted at this time and the U.S.S. DE 703 was assigned to leave the convoy and escort us until the U.S.S. PC 794 could be contacted. At 1700 the U.S.S. PC 794 was sighted and relieved U.S.S. DE 703 at about 1745. We then continued our voyage to Zamboanga, Philippine Islands.

At about 2300, the U.S.S. PC 794 developed engine trouble and we made a few circles around her and by 2315 repairs were completed and we resumed our course and speed.

POS.	LAT.	LONG.
0800	9°18' N	124°21' E
1200	9°00' N	123°44' E
2000	8°39' N	122°30' E

11 May 1945 (Zone - Minus Nine Hours)

At daylight a fix by bearings from land was obtained and we set course for channel entrance to Zamboanga. At 1124 we anchored off the oil dock at Zamboanga. Shortly after anchoring, representatives of the Port Director boarded vessel and we were informed we would lay at anchor until tomorrow and then be berthed to discharge our refrigeration cargo. No information could be obtained about what disposal was to be made of the ammunition.

12 May 1945 (Zone - Minus Nine Hours)

Orders were received by visual message to berth at Pier 2 and at 1710 we got underway and was moored at 1825.

13 May 1945 (Zone - Minus Nine Hours)

At 0830 commenced discharging frozen cargo and discontinued for the day at 1700.

14 May 1945 (Zone - Minus Nine Hours)

Continued discharging cargo.

At 1918 an air alert condition red was sounded. All stations were manned and preparations to get underway were made. At 1938 all clear was given.

16 May 1945 (Zone - Minus Nine Hours)

Completed discharging frozen cargo at 1800.

17 May 1945 (Zone - Minus Nine Hours)

At 0715 we departed from dock and proceeded to anchor in a position about five miles North of Zamboanga wharf.

From this date until 20 May 1945 we remained at anchor awaiting orders for disposition of ammunition.

20 May 1945 (Zone - Minus Nine Hours)

This date received orders to transfer to U.S.S. PYRO (AE-1) what ammunition she could take or required, and then remain on station at Zamboanga for fleet issue.

21 May 1945 (Zone - Minus Nine Hours)

At 0703 underway and anchored again in vicinity of U.S.S. PYRO (AE-1) off the Southern end of Little Santa Cruz Island.

At 1345 underway making approach to U.S.S. PYRO, and at 1430 moored starboard side to U.S.S. PYRO.

Preparations were made to start discharging to U.S.S. PYRO at 0800 tomorrow.

22 May 1945 (Zone - Minus Nine Hours)

We commenced discharging ammunition to the U.S.S. PYRO at 0800. Disposal of dunnage and pallet boards appears to be our greatest problem and arrangements

are being made to have an LCM brought alongside to take all dunnage and pallets to shore.

About twenty Filipinos have been sent to the POINSETT to assist the crew however due to their not having previous experience and slight build they prove to be of little value and it has become necessary to use all men not needed, or who can possibly be spared from all departments. Due to the small crew of this vessel discharging from three hatches and using all hands will necessitate neglecting other work. It is now the belief of the Commanding Officer that vessels which are required to discharge their own cargo, or are used as issue ships, should be allowed at least ten additional seamen.

Discharging to U.S.S. PYRO continued through to 26 May 1945, working from 0800 to 1700 each day.

27 May 1945 (Zone - Minus Nine Hours)

We departed from the U.S.S. PYRO at 0930 and returned to our anchorage about five miles North of Zamboanga wharf.

From this date to 31 May 1945 we were engaged in making several small issues every day and most of our days were devoted entirely to restowing and clearing holds of dunnage and pallets.

The problem of no voice set and being required, due to our cargo of ammunition, to anchor so far from the center of activities, some delay in receiving advanced information has been experienced. These delays have created some loss of time in expediting issues to some units.

We are also handicapped in that the only means of transportation to and from the shore is by way of our lifeboats, which are equipped with a low powered gas engine and are very slow. The strain of constant use for this purpose is placing considerable wear on these boats and it has been necessary to make such trips very limited, and only absolutely necessary trips.

U. S. S. POINSETT

AK205/AL2/(RMB:kg)
Serial 016

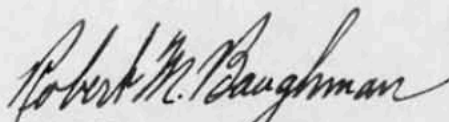
REG. NO 16544
R. S. 1
REG. 5 16

U.S.S. POINSETT (AK-205)
% Fleet Post Office,
San Francisco, California.
30 June 1945.

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

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary, Month of June 1945 - Forwarding of.
References: (a) Cominch RES ltr, Serial 7152, dated 29 October 1943.
(b) Cincpac CONF ltr, Serial 1CL-45, dated 1 January 1945.
Enclosure: (A) War Diary, Month of June 1945.

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


ROBERT M. BAUGHMAN,
Lieut. Comdr. USNR.

Copies to:
Cincpac
ComSerRonNINE

130255 7 10 30

RECEIVED
12 FEB 1945
NAVY DEPT WASH DC

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U.S.S. POINSETT (AK-205)
% Fleet Post Office,
San Francisco, California.

WAR DIARY for JUNE 1945

1 June 1945 (Zone - Minus Nine Hours)

U.S.S. POINSETT (AK-205) continues operations under the Commander, Service Force SEVENTH Fleet.

Every opportunity to train men in driving winches and instructions in handling ammunition cargo has been taken advantage of and we now have several men whom are considered as well trained in this operation. Much experience has been gained and now issues can be made with no loss of time once we have definite information of types required.

Due to small amounts issued to each vessel we are required to devote considerable time to this duty, which would otherwise be used in preservation of vessel.

From this date to 9 June 1945 little variation occurs and no unusual events occurred.

Some liberty has been given the crew however due to lack of transportation and most of the crew required to handle issues of ammunition it has been very limited.

9 June 1945 (Zone - Minus Nine Hours)

Dispatch orders from the Commander, Service Force SEVENTH Fleet have been received for this vessel to prepare to depart from Zamboanga, Philippine Islands for Tawi Tawi on 10 June 1945 and to be on station for fleet issue at Tawi Tawi.

Preparations are being made and arrangements have been made with the Port Director to have routing and escort ready, so we can get underway at 1300 tomorrow.

Securing of ammunition was continued through night and will require most of tomorrow.

10 June 1945 (Zone - Minus Nine Hours)

Lieutenant Commander Harry L. Thompson, USNR, reported aboard this day for transportation to Tawi Tawi.

At 1300 we were ready to depart, however our escort had not departed from the wharf and we were delayed until 1335 when we proceeded in accordance with routing from the Port Director and the U.S.S. PCE 874 as escort. Full compliance with wartime instructions are being carried out. No unusual events occurred this date.

11 June 1945 (Zone - Minus Nine Hours)

At 0515 and about ten miles to the South there appeared to be a plane exploding in mid-air, appeared and followed by two more similar explosions. On arrival at Tawi Tawi it was learned that at about that time three planes had collided in mid-air and exploded. It is presumed that this was what we had seen.

At daybreak land is observed and we continued as routed to Tawi Tawi, and anchored in the harbor about one mile off New Batu Batu at 1045.

All cargo gear was raised and shoring removed from cargo and preparations were made to issue on request.

No unusual events occurred and only a few small issues were made to vessels until orders were received to depart from Tawi Tawi, which were forwarded to this vessel on 26 June 1945.

On 17 July 1945 this vessel received a total of fifty tons of frozen cargo from the U.S.S. AREQUIPA (AF31) for issue to units that were due at this port in the near future.

26 June 1945 (Zone - Minus Nine Hours)

A dispatch was received today of which we are informed to the effect that the POINSETT may be assigned to operational control of the SEVENTH Amphibious Command and may soon be leaving Tawi Tawi. Action was taken immediately to shore up and secure whatever cargo possible, so no delay would be encountered if we are ordered to move on short notice.

27 June 1945 (Zone - Minus Nine Hours)

At 0900 today we received a visual message for the Commanding Officer of this vessel to report aboard the U.S.S. KEYS (DE-348) for conference. On meeting the Commanding Officer of the U.S.S. KEYS I was informed that orders had been received for the U.S.S. POINSETT to be ready to depart from Tawi Tawi at noon tomorrow, our destination to be Balik-Papan, Borneo. We also were given a dispatch which requested us to transfer to the U.S.S. LST 67, which was due to arrive at Tawi Tawi early tomorrow morning, 4000 rounds of 5 inch ammunition.

We also received a dispatch from the Commander, Service Force SEVENTH Fleet to report to C.T.G. 78.2 for temporary duty.

Several problems are now involved of which the main one is the transfer of 4000 rounds will require several hours and then on completion of this transfer our cargo will again be required to be shored up and secured for sea.

The Commanding Officer of the U.S.S. KEYS and the Commanding Officer of this vessel boarded the U.S.S. NASHVILLE and discussed our problems with the Chief of Staff, Captain Jackson, and he agreed to send a working party of 100 men to the POINSETT, and requested that we make every effort to transfer as much ammunition to the U.S.S. LST 67 as we could up to noon, and then join the convoy, since it was very important that we arrive at objective area with main body of invasion force.

The problem of no voice set aboard this vessel was also brought up and we were furnished with a used SIR-12B to receive and send on 34.8 meters. This set however will require some working over and it is doubtful enough if there is time available to place it in reliable operation.

We were also requested to change our anchorage to within 1500 yards of the U.S.S. NASHVILLE before dark today.

On returning to the POINSETT at about 1600 preparations were made to proceed to anchorage off the U.S.S. NASHVILLE.

Several smaller vessels were alongside and when issues were completed at 1637 we departed and anchored off U.S.S. NASHVILLE at 1706.

Securing of cargo continued and work continued most of the night. Preparations to secure cargo immediately after our discharging of 5 inch to U.S.S. LST 67 are being planned.

As requested in a dispatch from the Commander, Service Force SEVENTH Fleet, the U.S.S. POINSETT this date reported for temporary duty with the Commander, Task Group 78.2.

28 June 1945 (Zone - Minus Nine Hours)

At 0700 the U.S.S. LST 67 was moored alongside our portside and preparations were made to transfer as much 5 inch to the vessel as possible before noon today.

At 0843 the U.S.S. BELL (DD-587) was moored alongside our starboard side and at 1107 had completed taking ammunition and received 1100 rounds of 5"38.

At 1145 transfer of 5 inch ammunition to U.S.S. LST 67 was discontinued and preparations to get underway were made. The U.S.S. LST 67 cleared our side at 1210 and had received 1800 rounds of 5"38 Caliber AA Common.

At 1223 anchor was aweigh and underway proceeding out of harbor on assigned mission in accordance with routing obtained from U.S.S. KEYS(DE-348).

Convoy was formed at 1400 and the U.S.S. POINSETT was guide ship in position 1-1.

Full compliance with wartime cruising is being complied with and no unusual events occurred the balance of the day.

Our voice set is not operative and visual signals must be used.

Most of the day was rainy with light variable winds.

POS.	LAT.	LONG.
2000	3°57' N	119°43' E

29 June 1945 (Zone - Minus Nine Hours)

Our convoy has not experienced any unusual events during morning. At 1300 several vessels are sighted abeam to port, which later proved to be a task unit consisting of carriers and destroyers, and passed astern of our convoy about ten miles.

At 1400 the main body of the invasion fleet was picked up by our lookouts and at 1432 the course of our convoy was changed to meet them.

At 1600 we were given orders to disperse and take our assigned positions. This vessel having been assigned duty with this task unit after plans had been made for stations in convoy did not have aboard any information or operation plan, and we were required to contact the U.S.S. SPENCER for our position in convoy. On being assigned a station we immediately took up position. We were also advised by the SPENCER that our operation plan would be furnished later.

The U.S.S. WASATCH (AGC9) is now carrying the flag and our convoy has about eighty vessels of various types of transports, landing craft, and tugs. There are several escort vessels attached also. Air coverage appears to be present at all times of the day. Our crew has now been told of our mission and every effort is being made to expedite special instructions and methods we will use to discharge ammunition with maximum efficiency. It is our understanding that the main requirements are six inch and five inch, and with this in mind we are concentrating our efforts to have all gear and men especially instructed to handle this ammunition under any condition that might arise.

No unusual events or alerts have occurred this date.

POS.	LAT.	LONG.
0800	2°20' N	119°47' E
1200	1°48' N	119°58' E
2000	1°10' N	119°54' E

30 June 1945 (Zone - Minus Nine Hours)

Steaming in convoy with flag aboard U.S.S. WASATCH (AGC9) bound for invasion of Balikpapan, Borneo.

Preparations are being continued today to meet our assigned mission with most amount of efficiency possible. Every man aboard seems most interested and are preparing to perform whatever duty may be required. There still are several points which require to be cleared up and at 1310 the U.S.S. PC 610 came alongside with a complete book of information which relieved our peace of mind on several questions. We had previously received a message which could not have been understood without this book regarding instructions for anchoring.

Many problems which at first appeared as impossible have been cleared up, and no doubt exists now that save for a direct hit in the wrong place we will come out with flying colors.

The wind and sea has increased and it is clearly apparent that our assigned anchorage will be in open sea with the direction the wind is now blowing.

The convoy has made several changes in speed and no signal of such has been received by this vessel. Changes are apparently being made by voice sets which we do not have.

All preparations have been completed at the close of the day and no unusual events have occurred.

POS.	LAT.	LONG.
0800	0°07' N	118°42' E
1200	1°30' S	118°23' E
2000	1°10' S	117°53' E

U. S. S. POINSETT

6407

AK205/AL2/(RMB:kg)
Serial 018

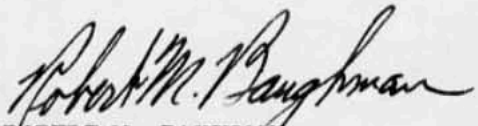
REG. SHEET NO 92

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

AK-205,
% Fleet Post Office,
San Francisco, California.
31 July 1945.

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary, Month of July 1945 - Forwarding of.
References: (a) Cominch RES ltr, Serial 7152, dated 29 October 1943.
(b) Cincpac CONF ltr, Serial 1CL-45, dated 1 January 1945.
Enclosure: (A) War Diary, Month of July 1945.

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


ROBERT M. BAUGHMAN,
Lieut. Comdr. USNR.

Copies to:
Cincpac
ComSerRonNINE

182 255 12 18 51

RECEIVED
12 JUL 1945
COMMUNICATIONS DIVISION

142219

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U.S.S. POINSETT (AK-205)
% Fleet Post Office,
San Francisco, California.

WAR DIARY for JULY 1945

1 July 1945 (Zone - Minus Nine Hours)

U.S.S. POINSETT continues temporary duty, assigned to Commander, Task Group 78.2.

Shortly after midnight the glow from fires at Balikpapan are observed and by 0300 occasional bright glows are seen.

The convoy has varied speeds on different occasions and courses have varied. We are keeping our station on the U.S.S. SPENCER. Our orders are to anchor 500 yards to westward of U.S.S. LST 67 and we are stationed in convoy abreast of U.S.S. LST 67.

As day breaks all land is found to be blacked out by great columns of smoke which is belching up from oil fires which have been caused by constant bombardment and aerial action of enemy installation. A strong Southerly wind is blowing and our position is about 15 miles Northeast of our assigned anchorage. The U.S.S. WASATCH is not in sight as day breaks and we can only see the U.S.S. SPENCER, U.S.S. LST 67 and several smaller vessels that were in our section of the convoy. The U.S.S. SPENCER sets a course direct for her assigned anchorage and all of vessels of this group have seemed to follow her actions. As day breaks an occasional glimpse of the beach can be seen. As we are cruising toward our assigned anchorage a constant bombardment of enemy installations is being carried out by cruisers and smaller vessels, slightly inshore of our track. Large fires can be seen on shore and some return fire, apparently from mortars or smaller caliber weapons, can be seen landing in the water.

Our crew has been alerted and at general quarters station since 0400.

As we near our assigned anchorage landing craft are forming around the U.S.S. WASATCH and are receiving troops from the larger transports in preparation for the first wave of which is scheduled to land at 0900.

At 0957 we anchored in our assigned station, the town of Balikpapan bearing 130° true, distance 10 miles. Preparation was made to issue ammunition as soon as requested.

Shortly after noon the U.S.S. COLUMBIA requested permission to come alongside to replenish her ammunition and at 1314 the U.S.S. COLUMBIA was moored alongside our port side. Issuing was started without delay.

A moderate Southerly wind was blowing with a moderate sea and swell. We are tossing around considerable and at times we rise and fall about six feet.

Several fenders have been placed between us and the COLUMBIA, however we still receive quite a jolt at times.

It is very surprising, with the little amount of experience our winchmen have had, how perfectly they control the loads of ammunition in spite of the pitching the two vessels are doing.

This condition has also been remarked by several officers of the COLUMBIA. We are able to discharge ammunition as fast as it can be stowed aboard the cruiser and the extra hours we spent in training our men for this duty is really paying dividends now.

At about 1530 the U.S.S. DENVER requested permission to come alongside our starboard side and at 1625 was moored and issuing started immediately. A very similar condition existed with this vessel as with the COLUMBIA. At 1736 the U.S.S. COLUMBIA had cleared our port side having completed taking her requested ammunition.

At 1935 the U.S.S. DENVER cleared this vessel on account of darkness and was only slightly short of her request.

All guns have been manned except when the men are required for issuing of ammunition and after dark we are manning our 3"50 and one 20 mm gun. Standing a Condition 2 watch.

Large flames are observed on the shore after dark and the beach can be easily distinguished since star shells are almost constantly being used shelling of the shore seems to be almost constant throughout the night.

A continuous patrol is stationed by Destroyers and Destroyer Escorts to seaward of us, and no submarine contacts have been reported. A close watch is maintained by our lookouts for floating mines or any other objects. We are maintaining a regular steaming condition and are ready to get underway immediately if required.

2 July 1945 (Zone - Minus Nine Hours)

At daybreak preparations are made to issue ammunition on request. At 0921 the U.S.S. CONYNGHAM (DD-371) was alongside and we commenced issuing ammunition at 0945 and completed at 1135.

During the afternoon several smaller vessels were replenished with ammunition. Some of these smaller vessels were very low on frozen meats which were issued to them, providing it was evident that their supply was low.

At dusk we secured our hatches for the night.

During the day much activity could be observed inshore and we were able to observe some return mortar or small caliber splashes near the landing craft close to shore. Shelling of shore installations by our forces were also observed.

As darkness comes the shore can be seen occasionally by illumination from star shells, and gun fire can be plainly heard throughout the night.

The weather has continued partly cloudy and moderate Southernly wind and sea with an occasional large swell.

3 July 1945 (Zone - Minus Nine Hours)

Large fires can still be seen on shore and shelling of enemy shore installations by cruisers and smaller craft continues to be observed.

At daybreak we prepare to issue ammunition when requested. We issued to smaller craft during the morning and the U.S.S. SAUFLEY (DD-465) was alongside at 1445 and departed at 1608.

As darkness comes we secured our hatches for the night and similar conditions as experienced from the start of the invasion still prevail throughout the night.

4 July 1945 (Zone - Minus Nine Hours)

Conditions as before still prevail and at daylight we prepared to issue ammunition as requested.

The flag for T.G. 78.2 was shifted from the U.S.S. WASATCH to the U.S.S. SPENCER.

At 1206 the U.S.S. DD-498 came alongside for replenishing of her ammunition and departed at 1325.

At 1337 the U.S.S. DD-581 came alongside to replenish ammunition and departed at 1613.

At 1625 the U.S.S. BURNS (DD-588) came alongside to replenish ammunition and departed at 1655.

The balance of the day conditions remained similar to the previous days of the invasion.

5 July 1945 (Zone - Minus Nine Hours)

At daybreak screening vessels and several other vessels commenced releasing a smoke screen. No indication was given visually of an air attack, however we manned all stations and did not remove hatches until after 0800. The smoke screen

did not seem to be very effective from our position and almost all vessels were plainly visible. A moderate Southerly wind was blowing at this time.

At 0905 the U.S.S. BELL (DD-587) was moored alongside to receive ammunition and cleared this vessel at 1205.

At 1420 the U.S.S. CONNER (DD-582) was alongside to receive ammunition and cleared this vessel at 1614.

Smaller vessels were also issued ammunition and frozen provisions.

During the entire day shelling of enemy positions ashore could be observed and after dark star shells were observed inshore most of the night.

We received a visual dispatch this evening of which we were informed of, and we were requested to receive empty powder cases. Our present stowage is so arranged that we will only be able to stow empty powder cases on deck. It will require considerable shifting of our ammunition and we started immediately doing so. The majority of our crew worked most of the night to provide some space below decks to receive empty powder cans, however we will be required to overstow if the amount of cans exceed much over 5,000, until more ammunition is discharged. Pallet boards and dunnage are also piling up on us and have created quite a problem.

6 July 1945 (Zone - Minus Nine Hours)

Shortly after daybreak we prepared to issue ammunition on request and at 0744 the U.S.S. PHILIP came alongside to replenish her ammunition and cleared the side at 1306.

Operations inshore have continued as before and oil fires seemed to flare up and die out at intervals. It appears fires are now becoming more under control. We have not heard any information as to progress ashore other than it has been very successful.

We continue a constant state of readiness to get underway and a condition 2 watch is maintained.

7 July 1945 (Zone - Minus Nine Hours)

At daybreak we received a visual message advising us to transfer all our 5 inch 38 ammunition to U.S.S. LST 67 and that we are to leave area soon.

The U.S.S. LST 67 was requested to come alongside when not issuing and we would make this transfer.

We continued to issue ammunition on request and at 0955 the U.S.S. SAUFLEY (DD-465) was alongside to replenish her ammunition, and also to receive frozen provisions. At 1220 the U.S.S. SAUFLEY (DD-465) cleared our side.

At 1251 the U.S.S. LST 67 attempted to come alongside, however due to heavy rolling of the U.S.S. LST 67 she was unable to stay alongside and departed shortly. T.G. 78.2 was advised and arrangements are being made to make the transfer by LCM's.

It appears that fires ashore are clearing up and shelling of enemy positions ashore by cruisers and smaller vessels continues as before. Night firing is also observed.

At 1606 the U.S.S. CHARRETTE (DD-581) came alongside to replenish her ammunition and cleared our side at 1925.

8 July 1945 (Zone - Minus Nine Hours)

The shore line and mountains are fairly clear at daybreak today. A small oil fire seems to still be burning just over the top of the hill at Balik-Papan.

Only one issue is made today and that is the transferring of ammunition to an LCM, which is taking the remaining 5 inch 38 caliber AA Common to the U.S.S. LST 67.

We are shoring up as much cargo as possible to prepare for departure when orders are received.

We continue to man guns continuously and maintain vigilant lookout for floating mines.

9 July 1945 (Zone - Minus Nine Hours)

Little change in conditions have occurred today.

At 1314 the U.S.S. PHILLIP (DD-498) alongside to receive ammunition and cleared our side at 1458.

This afternoon we received a message which had been sent from T.G. 78.2 to the U.S.S. LST 67 by voice and relayed to us by visual, informing us we would depart with a convoy at 1600 tomorrow for Morotai.

We continued until late today securing ammunition cargo for sea.

10 July 1945 (Zone - Minus Nine Hours)

At daybreak today the mountains and shore line were very clear and only a light Southerly wind prevailed with smooth sea.

Several smaller craft were alongside today to receive frozen cargo.

The U.S.S. COFER (APD-62) came alongside at 0904 for frozen cargo and cleared our side at 1045.

From 1 July 1945 to time of departure the following amounts of ammunition were issued:

Six Inch	-	800 rounds
Five Inch	-	8842 rounds
Three Inch Fifty	-	920 rounds
Forty Millimeter	-	5040 rounds
Twenty Millimeter	-	31680 rounds
Fifty Caliber	-	9505 rounds

A total of thirteen one-half tons of frozen meats were also issued.

At 1540, in accordance with orders from T.G. 78.2 we got underway to join convoy.

At about 1600 we received a visual message from the U.S.S. PC 1134 informing us to proceed independently with U.S.S. PC 1134 as escort.

The U.S.S. PC 1134 came alongside and informed us we were to proceed at our best operating speed.

We left convoy and proceeded as directed on assigned route.

We continued the balance of the day cruising in full compliance with wartime instructions.

POS.	LAT.	LONG.
2000	1°20' S	117°34' E

11 July 1945 (Zone - Minus Nine Hours)

Heavy rain squalls occurred during early morning, clearing at daybreak.

No unusual events occurred this date. U.S.S. PC 1134 continues as escort.

POS.	LAT.	LONG.
0800	0°06' N	119°02' E
1200	0°33' N	119°32' E
2000	1°29' N	120°35' E

12 July 1945 (Zone - Minus Nine Hours)

Heavy overcast and continuous rains today, moderate Westerly winds and seas.

No unusual events occurred this date. U.S.S. PC 1134 continues as escort.

Received a dispatch today requesting this vessel upon arrival at Morotai to report by dispatch to the Commander, Service Force SEVENTH Fleet for further orders.

POS.	LAT.	LONG.
0800	1°55' N	122°55' E
1200	2°02' N	123°44' E
2000	2°16' N	125°19' E

13 July 1945 (Zone - Minus Nine Hours)

At daylight islands of the Halmahera Group were visible and we continued in accordance with routing instructions to Morotai and anchored at 1255 off the wharves.

On arrival Morotai we reported by dispatch to the Commander, Service Force SEVENTH Fleet for duty.

Temporary duty with T.G. 78.2 now completed.

Vessel now at anchor awaiting orders.

17 July 1945 (Zone - Minus Nine Hours)

We received dispatch orders this morning from the Commander, Service Force SEVENTH Fleet to transfer the remnants of our cargo to U.S.S. GADSEN (AK-182) and upon completion to proceed to Manus.

The Port Director has made arrangements to make this transfer with LCT's and no stevedores are at present available, however at 1545 one LCT was alongside our #1 hatch and discharging started by our crew.

At 1730 we received a visual message from the Port Director advising us to discontinue discharging our cargo, that our orders were changed. We then loaded back aboard all the ammunition we had discharged to the LCT.

On inquiring ashore as to the change of orders, we were informed that the U.S.S. GADSEN was not able to take all our cargo and a dispatch had been sent to the Service Force, SEVENTH Fleet requesting both vessels be sent to Leyte for complete discharge there.

18 July 1945 (Zone - Minus Nine Hours)

At 0315 an air alert was flashed from shore and at 0345 the all clear was given.

We were informed this morning that at 0900 tomorrow Captain E. R. JOHNSON and Staff, of Service Squadron NINE, will be aboard for a military inspection.

The balance of the day preparations were being made for inspection.

19 July 1945 (Zone - Minus Nine Hours)

At 0855 Captain S. R. JOHNSON, Commander Service Squadron NINE, and Staff, came aboard for inspection of vessel and personnel. Side honors were rendered.

At 1029 Captain E. R. JOHNSON left vessel. Side honors were rendered.

No further information has been available today as to the discharge of the remnants of the ammunition aboard.

At 2113 an air alert was sounded from shore and all clear at 2116.

20 July 1945 (Zone - Minus Nine Hours)

Several smaller vessels came alongside today and we issued frozen meats to them.

At 1300 we received orders to go alongside the U.S.S. GADSEN (AK-182) and commence discharging the remnants of our cargo to her. We are at present engaged in issuing frozen meats and requested that she come alongside this vessel. Our reply was affirmative and we are keeping our starboard side clear for her, and continuing to issue to smaller vessels.

It became apparent that for some reason the Gadsen had not, up to 1430 left her anchorage and preparations were made to get underway. On inquiring the reason for delay the Commanding Officer of the U.S.S. GADSEN informed me that he was unable to get his anchor up. At 1728 we proceeded to go alongside GADSEN and was moored alongside that vessel at 1813.

Preparations were made to start discharging immediately. At 0630 about forty men were sent from the base to assist us in making this transfer of ammunition.

At 1130 we received a visual message from the Port Director advising us to discontinue transfer of ammunition to the GADSEN, that our orders were changed and we were to proceed to Leyte for complete discharge.

21 July 1945 (Zone - Minus Nine Hours)

We lay alongside the U.S.S. GADSEN until 1310 when we got underway and anchored off the Navy Base at Morotai at 1345.

We received aboard 2 officers and 11 enlisted men for passage to Leyte, Philippine Island.

We received our orders and routing instructions from the Port Director and at 1600 got underway for Leyte, Philippine Islands.

We cleared the outside harbor buoys at 1625 and proceeded in accordance to routing instructions and wartime cruising instructions.

POS.	LAT.	LONG.
2000	1°44' N	128°47' E

22 July 1945 (Zone - Minus Nine Hours)

We are continuing as routed to Leyte and no unusual events occurred this date.

POS.	LAT.	LONG.
0800	3°50' N	129°02' E
1200	4°35' N	128°46' E
2000	5°50' N	128°20' E

23 July 1945 (Zone - Minus Nine Hours)

Continuous drizzle all day, moderate Southerly wind and sea.

No observations were obtained today and visibility was very low.

No unusual events occurred.

POS.	LAT.	LONG.
0800	7°48' N	127°35' E
1200	8°30' N	127°20' E
2000	9°27' N	127°02' E

24 July 1945 (Zone - Minus Nine Hours)

Drizzle and rain continued until about 0600 and commenced to clear at daybreak. Fixes were obtained from land and we proceeded into Leyte Gulf arriving at the entrance to San Pedro Bay at 1053. We received orders to anchor in Berth 208, and at 1356 we anchored in assigned berth.

Shortly after anchoring, heavy rains began and continued the balance of the day.

No information is at present available as to when discharging will begin.

25 July 1945 (Zone - Minus Nine Hours)

An LCM came alongside at 0800 and our passengers left this vessel for their destination.

A conference was held ashore and it was agreed that the shore facilities would furnish barges and discharging of ammunition will commence tomorrow.

26 July 1945 (Zone - Minus Nine Hours)

Discharging of ammunition was started at 1345 today by one gang of stevedores. About twenty additional men were later furnished by the N.O.B. and assisted by our crew discharging continued through the balance of the month.

No unusual events occurred the balance of this month.

U. S. S. POINSETT

FILE NO 7367
R. S. NO
REG. SHEET NO 138

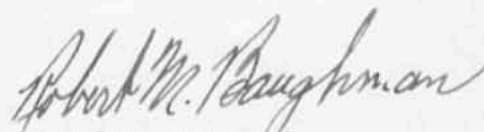
AK205/A12/(RMB:kg)
Serial 019

AK-205,
% Fleet Post Office,
San Francisco, California.
31 August 1945.

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

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary, Month of August 1945 - Forwarding of.
References: (a) Cominch RES ltr, Serial 7152, dated 29 October 1943.
(b) Cincpac CONF ltr, Serial 1CL-45, dated 1 January 1945.
Enclosure: (A) War Diary, Month of August 1945.

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


ROBERT M. BAUGHMAN,
Lieut. Comdr. USNR.

Copies to:
Cincpac
ComSEVENTHFlt
ComSerDivSEVENTY-THREE

13 SEP 30 0 43

143550

CONFIDENTIAL

U.S.S. POINSETT (AK-205),
% Fleet Post Office,
San Francisco, California.

WAR DIARY for AUGUST 1945

1 August 1945 (Zone - Minus Nine Hours)

U.S.S. POINSETT continues duty, assigned to the Commander, Service Force SEVENTH Fleet.

We continued discharging the remnants of our ammunition to Fleet Ammunition Supply Unit No. 1 at San Pedro Bay, Philippine Islands. One gang of stevedores and a gang made up of casuals assisted by ship's force worked around the clock.

Discharging became very slow due to shifting of barges and awaiting barges to come alongside.

No unusual events occurred to 6 August 1945 and discharging continued.

6 August 1945 (Zone - Minus Nine Hours)

Discharging of remnants of ammunition continues. At about 1700 the U.S.S. GADSDEN notified us by visual message she had orders to come alongside and receive the balance of our ammunition.

At 1930 the U.S.S. GADSDEN was moored alongside our starboard side and preparations were made to transfer the remaining ammunition.

7 August 1945 (Zone - Minus Nine Hours)

Discharging of remnants of ammunition continued and at 1745 all ammunition has been discharged.

Our sailing orders and routing were received today from the Port Director and we will depart for Manus at daylight tomorrow morning. One Officer and two enlisted men have reported aboard for transportation to Manus.

At 1755 the U.S.S. GADSDEN cleared the side. Preparation to depart at dawn are completed.

8 August 1945 (Zone - Minus Nine Hours)

At 0625 Lieutenant T. B. Pitman, USNR, reported aboard to compensate the magnetic compasses.

We got underway at 0629 and proceeded to the west end of San Pedro Bay and

commended swinging ship to adjust compasses. We completed adjustments at 1010 and proceeded out of harbor. Lieutenant Pitman left this vessel at the entrance of San Pedro Bay at 1115 and we proceeded to sea in accordance with routing instruction, and in full compliance with wartime cruising instructions.

POS.	LAT.	LONG.
0800	11°08' N	125°03' E
1200	10°56' N	125°18' E
2000	10°13' N	126°40' E

9 August 1945 (Zone - Minus Nine Hours)

Continued cruising in compliance with wartime cruising instructions and routing instructions enroute for Manus.

At 1320 the crew was called to general quarters and an oil drum was dropped over the side. At 1322 the order to commence fire was given and twelve rounds were fired from our 3"50 caliber and three direct hits were made and nine close hits. At 1330 AA practice was commenced and results were excellent. All guns ceased fire at 1353.

Today we had a very smooth sea, clear skies and light airs.

POS.	LAT.	LONG.
0800	9°30' N	128°53' E
1200	8°41' N	129°16' E
2000	8°20' N	130°22' E

10 August 1945 (Zone - Minus Nine Hours)

Continued cruising as before and no unusual events occurred this date.

Several vessels were observed today on an opposite course to ours.

The weather continued smooth and light southerly breeze, partly cloudy skies.

POS.	LAT.	LONG.
0800	7°20' N	132°25' E
1200	6°59' N	133°04' E
2000	6°09' N	134°13' E

11 August 1945 (Zone - Minus Nine Hours)

The weather continued as before and today we met two liberty vessels on

opposite courses to ours. No other unusual events occurred this date.

POS.	LAT.	LONG.
0800	5°10' N	136°09' E
1200	5°02' N	136°39' E
2000	4°25' N	137°59' E

12 August 1945 (Zone - Minus Nine Hours)

Today we have an exceptionally smooth sea and light airs.

At 1630 an object was observed close on the port bow which at first appeared to be a small boat and on approaching nearer it was identified as a makeshift raft and had a small structure bearing a solid red circle. General quarters was called and we opened fire at about 1000 yards, making about three direct hits. The object was apparently a target that had been set adrift and not recovered. At 1657 we secured from general quarters and continued on our course.

POS.	LAT.	LONG.
0800	03°01' N	140°04' E
1200	02°38' N	140°43' E
2000	02°00' N	142°03' E

13 August 1945 (Zone - Minus Nine Hours)

Smooth sea and light variable airs continue.

Wartime cruising instructions complied with and no unusual events occurred this date.

POS.	LAT.	LONG.
0800	0°55' N	143°59' E
1200	0°28' N	144°37' E
2000	0°20' S	145°39' E

14 August 1945 (Zone - Minus Nine Hours)

At daybreak Manus Island was picked up and we arrived outside of the net guarding the entrance to Seeadler Harbor at 0800. We picked up a Navy Pilot here and proceeded in Seeadler Harbor and anchored in Berth 208 at 0902.

Shortly after anchoring the Commanding Officer reported to the Port Director for instructions for us loading and was informed no berth would be available for

at least two days. Arrangements were then made to take fuel tomorrow.

The passengers were sent ashore at 1300 in accordance with a visual message received from the Naval Operating Base.

No other unusual events occurred this date.

15 August 1945 (Zone - Minus Nine Hours)

Pilot H. C. Champagne, CHM, USNR, came aboard at 0617 and at 0700 we got underway to go alongside the U.S.S. TRINITY for fuel. We moored alongside the U.S.S. TRINITY at 0815 and commenced taking diesel oil at 0950.

At 0905 we received word that Japan had agreed to surrender unconditionally.

We completed fueling at 1310 and departed from the U.S.S. TRINITY at 1409 and returned to berth 209.

The entire crew seemed overjoyed at the news of the conclusion of the war and holiday routine was observed. The ship was dressed.

After dark most all ships in the harbor were firing rockets, and it made quite a sight. It appeared that by 2200 most celebrating had ceased.

The U.S.S. POINSETT received a message today that the Commander, Service Force SEVENTH Fleet and the Commander, Service Squadron NINE, had been changed to the Commander, Service Squadron SEVEN and the Commander, Service Division SEVENTY-THREE, respectively.

The U.S.S. POINSETT therefore is operating under the Commander, Service Squadron SEVEN.

16 August 1945 (Zone - Minus Nine Hours)

Anchored in Seeadler Harbor awaiting orders to load.

No unusual events this date.

17 August 1945 (Zone - Minus Nine Hours)

Today we received AINAV 196-45 and the following named officers and men are now eligible for discharge from active duty in the United States Naval Reserve:

Lieutenant Commander R. M. BAUGHMAN, (DM), USNR.
BRAMLETT, Howard John, MoMMlc, USNR, 626 12 47.
TINLEY, James Ward, CSK(T), USNR, 550 57 98.

We continue at anchor awaiting berthing instructions and no orders are received until 21 August when we received a visual dispatch to berth at 0800 the 22 August 1945 and start loading fleet issue stock for Manila.

22 August 1945 (Zone - Minus Nine Hours)

At 0730 Pilot C. HASS boarded this vessel and at 0802 we got underway for the dock at Manus and berthed at 0836.

Stevedores came aboard shortly after we berthed and started discharging empty brass powder cases and dunnage, and then the vessel was prepared to receive fleet issue cargo.

23 August 1945 (Zone - Minus Nine Hours)

At 0700 today stevedores began loading cargo and it has been decided to expedite loading to comply with a dispatch from the Commander, Service Force Pacific Fleet, to complete loading by 26 August 1945 due to operational needs of this vessels assigned cargo.

Loading continued around the clock and was completed at 1500 on the 26th of August 1945.

No unusual events occurred during loading operations.

26 August 1945 (Zone - Minus Nine Hours)

Seven enlisted personnel reported on board today for transportation to Manila.

The stevedores completed loading cargo at 1600 and preparations are made to get underway at 1700 today.

We departed from NABU dock at Manus at 1728 and proceeded to sea, passing gate vessel at 1800 and proceeding to Manila, Philippine Islands in accordance with routing given by the Port Director. Full compliance with wartime cruising instructions are observed.

POS.	LAT.	LONG.
2000	1°42' S	147°04' E

27 August 1945 (Zone - Minus Nine Hours)

The weather today is partly cloudy and small easterly sea and light breeze.

No unusual events occurred today and we continued to cruise in compliance with wartime instructions.

POS.	LAT.	LONG.
0800	0°16' S	145°03' E
1200	0°03' S	144°22' E
2000	0°49' N	143°06' E

28 August 1945 (Zone - Minus Nine Hours)

No change in weather and we continued to cruise as before.

No unusual conditions occurred today.

POS.	LAT.	LONG.
0800	1°56' N	141°05' E
1200	2°17' N	140°31' E
2000	3°02' N	139°22' E

29 August 1945 (Zone - Minus Nine Hours)

Weather continues smooth and partly cloudy.

No unusual conditions occurred this date.

POS.	LAT.	LONG.
0800	1°56' N	141°05' E
1200	2°17' N	140°31' E
2000	3°02' N	139°22' E

30 August 1945 (Zone - Minus Nine Hours)

No unusual events this day. The weather continued smooth and partly cloudy.

POS.	LAT.	LONG.
0800	6°00' N	133°53' E
1200	6°20' N	133°08' E
2000	7°04' N	131°50' E

31 August 1945 (Zone - Minus Nine Hours)

Weather continued smooth and partly cloudy.

Today we met three liberty ships and two LCT's on opposite courses to ours.

No unusual events occurred.

POS.	LAT.	LONG.
0800	8°15' N	129°54' E
1200	8°36' N	129°14' E
2000	9°17' N	127°59' E

U. S. S. POINSETT

REG. NO 9123
U. S. NO
REG. SHEET NO 132

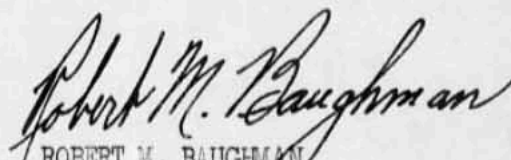
AK205/AL2/(RMB:kg)
Serial 020

AK-205,
% Fleet Post Office,
San Francisco, California.
30 September 1945.

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

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary, Month of September 1945 - Forwarding of.
References: (a) Cominch RES ltr, Serial 7152, dated 29 October 1943.
(b) Cincpac CONF ltr, Serial 1CL-45, dated 1 January 1945.
Enclosure: (A) War Diary, Month of September 1945.

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


ROBERT M. BAUGHMAN

Copies to:
Cincpac
ComSEVENTHFlt
ComSerDivSEVENTY-THREE

146577

CONFIDENTIAL

U.S.S. POINSETT (AK-205),
% Fleet Post Office,
San Francisco, California.

WAR DIARY for SEPTEMBER 1945

1 September 1945 (Zone - Minus Nine Hours)

Day breaks completely overcast, moderate Southwesterly wind.

Shortly after day break land was picked up and our position was obtained by a fix from land marks. We continued our course, entering Leyte Gulf in accordance with routing instructions and passed entrance buoys to Leyte Gulf at 1039.

We identified ourselves to the entrance control station and received a reply to proceed.

Today we met several vessels and ran with running lights during the night.

After dark heavy rain, showers and much lightning was experienced.

At about 2100 we met a large convoy steaming towards Leyte with running lights at full brilliancy.

POS.	LAT.	LONG.
0800	10°29' N	126°08' E
1200	10°41' N	125°31' E
2000	9°39' N	124°53' E

2 September 1945 (Zone - Minus Nine Hours)

Heavy rain squalls and lightning continued until daylight and then overcast and an occasional heavy squall. Moderate Southwesterly winds existed most of the day with a moderate sea and swell.

Land was in sight all day except during heavy rain and positions were obtained when possible by fixes from land bearings. During the morning an APA passed us at 1000 and three liberty vessels were observed on opposite courses to ours.

At 2312 we passed Sombrero Light four miles to port.

POS.	LAT.	LONG.
0800	8°59' N	122°58' E
1200	9°25' N	122°30' E
2000	10°32' N	121°44' E

3 September 1945 (Zone - Minus Nine Hours)

Continued cruising in full accordance to wartime instructions.

At 0555 we passed Ambulong Island Light 2 miles to starboard.

Several vessels were met today and at 1715 we reduced our speed to five knots to avoid arrival at Manila before daylight.

At 2245 we passed Fortune Island Light 10 miles to starboard.

Today was cloudy and an occasional heavy rain shower. There was a moderately large swell from the west.

POS.	LAT.	LONG.
0800	12°32' N	120°49' E
1200	13°07' N	120°27' E
2000	14°04' N	120°10' E

4 September 1945 (Zone - Minus Nine Hours)

We lay to off Corrigidor Island until daylight then proceeded into Manila Bay, arriving at the outer buoy at 0940. We requested an anchorage assignment from the signal tower and was assigned berth 135. At 1105 we were anchored.

We received a visual dispatch to report aboard the U.S.S. GOLD STAR for instructions for issuing our cargo. Preparations were being made to issue as directed.

The weather was cloudy and late in the afternoon we had a rather heavy rain shower.

No cargo was issued this date.

5 September 1945 (Zone - Minus Nine Hours)

At 0815 we commenced issuing to various small units.

Considerable rain was encountered during the afternoon. Moderate Westerly winds.

6 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

7 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

8 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

9 September 1945 (Zone - Minus Nine Hours)

No unusual events this day.

10 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

11 September 1945 (Zone - Minus Nine Hours)

At 0748 got underway to shift berths in accordance with visual dispatch of the Port Director.

At 0904 we anchored in berth 168.

Continued issuing to various units.

No unusual events this day.

12 September 1945 (Zone - Minus Nine Hours)

At 0935 got underway to shift berths in accordance with orders of the Commander, Service Division 73.

At 1009 we anchored in berth 181.

Continued issuing to various units.

No unusual events this day.

13 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

14 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

15 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

16 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

17 September 1945 (Zone - Minus Nine Hours)

No unusual events this day.

18 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

19 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

20 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

21 September 1945 (Zone - Minus Nine Hours)

No unusual events this day.

22 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

23 September 1945 (Zone - Minus Nine Hours)

No unusual events this day.

24 September 1945 (Zone - Minus Nine Hours)

No unusual events this day.

25 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

26 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

27 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

28 September 1945 (Zone - Minus Nine Hours)

Continued issuing to various units.

No unusual events this day.

29 September 1945 (Zone - Minus Nine Hours)

No unusual events this day.

30 September 1945 (Zone - Minus Nine Hours)

No unusual events this day.

U. S. S. POINSETT

AK205/A12/(RMB:kg)
Serial 022

CONFIDENTIAL

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

AK-205,
% Fleet Post Office,
San Francisco, California.
31 October 1945.

From: The Commanding Officer.
To: The Chief of Naval Operations, Navy Department, Washington, D.C.
Subject: War Diary, Month of October 1945 - Forwarding of.
References: (a) Cominch RES ltr, Serial 7152, dated 29 October 1943.
(b) Cincpac CONF ltr, Serial 101-45, dated 1 January 1945.
Enclosure: (A) War Diary, Month of October 1945.

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

Robert M. Baughman
ROBERT M. BAUGHMAN

Copies to:
Cincpac
ComSEVENTHFlt
ComSerDivSEVENTY-THREE

03 RECEIVED S-C FILES
Room 2055

DATE 27 OCT 1945
FILE NO (60) 212-1/AK 205
NO. 1
BY 8332

152807

CONFIDENTIAL

U.S.S. POINSETT (AK-205,
% Fleet Post Office,
San Francisco, California.

WAR DIARY for OCTOBER 1945

1 October 1945 (Zone - Minus Nine Hours)

The U.S.S. POINSETT (AK-205) continues to operate under the control of the Commander, Service Squadron SEVEN, U. S. Pacific Fleet.

We continued issuing Clothing & Small Store and Ship's Service supplies to various units from this date through 31 October 1945, at Manila, Philippine Islands.

No unusual events occurred during this time.

U. S. S. POINSETT

AK205/AL2/(RMB:kg)
Serial 023

AK-205,
% Fleet Post Office,
San Francisco, California.
30 November 1945.

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

From: The Commanding Officer.
To: The Chief of Naval Operations, Navy Department, Washington, D.C.
Subject: War Diary, Month of November 1945 - Forwarding of.
References: (a) Cominch RES ltr, Serial 7152, dated 29 October 1943.
(b) Cincpac CONF ltr, Serial 1CL-45, dated 1 January 1945.
Enclosure: (A) War Diary, Month of November 1945.

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

Robert M. Baughman
(ROBERT M. BAUGHMAN)

Copies to:
Cincpac
ComSEVENTHFlt
ComSerDivSEVENTY-THREE

RECEIVED 3-6 FILED
O 3000 2055
DATE 12 8 J. 112-1/AK-205
By File No. (alt)
Jen. No.
Copy No.
To No.

154208

CONFIDENTIAL

U.S.S. POINSETT (AK-205),
% Fleet Post Office,
San Francisco, California.

WAR DIARY for NOVEMBER 1945

1 November 1945 (Zone - Minus Nine Hours)

The U.S.S. POINSETT (AK-205) continues to operate under the control of the Commander, Service Squadron SEVEN, U.S. Pacific Fleet.

Anchored in Manila Bay, Philippine Islands in 8 fathoms of water, issuing cargo to shore and afloat Naval units. The weather remained cloudy throughout the day.

2 November 1945 (Zone - Minus Nine Hours)

No unusual events this day. The weather remained cloudy throughout the day.

3 November 1945 (Zone - Minus Nine Hours)

Underway at 1031 in accordance with orders of the Port Director, Manila, Serial No. 372460, dated 2 November 1945, for Guiuan, Samar, Philippine Islands, to unload remnants of cargo. At 1105 passed a fleet of Japanese destroyers entering Manila harbor. Took departure from San Nicolas light which is a distance of two (2) miles at 1155 on course 222° true with a speed of 11 knots. The weather remained cloudy and overcast throughout the day, with a slight drizzle of rain during the afternoon.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
1200	14°27' N	120°44' E
2000	13°31' N	120°08' E

4 November 1945 (Zone - Minus Nine Hours)

Enroute to Guiuan, Samar, Philippine Islands. No unusual events this day. The weather remained cloudy and overcast throughout the day, rain appearing in the early morning.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
0800	11°40' N	121°06' E
1200	11°01' N	121°22' E
2000	9°44' N	122°02' E

5 November 1945 (Zone - Minus Nine Hours)

Enroute to Guiuan, Samar, Philippine Islands. Exercised crew at drills. No unusual events this day. The weather remained cloudy and overcast throughout the day with lightning and squally weather in the early morning, and rain at midday.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
0800	8°57' N	123°35' E
1200	9°10' N	124°10' E
2000	9°48' N	125°17' E

6 November 1945 (Zone - Minus Nine Hours)

At 0642 we arrived outside the harbor at Guiuan, Samar. We immediately requested a pilot but it wasn't until 0951 that he arrived. At 1010 we passed the station vessel and at 1038 we were anchored in Guiuan Roadstead, Philippine Islands, berth A-25 in six fathoms of water. The weather remained cloudy with slight drizzles in the morning, rain appearing in the afternoon.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
0800	10°56' N	125°36' E

7 November 1945 (Zone - Minus Nine Hours)

No unusual events this day. The weather remained cloudy and overcast throughout the day, rain appearing in the early morning.

8 November 1945 (Zone - Minus Nine Hours)

No unusual events this day. The weather remained cloudy throughout the day.

9 November 1945 (Zone - Minus Nine Hours)

No unusual events this day. The weather remained cloudy and overcast throughout the day, slight drizzles of rain appearing in the early morning and rain appearing in the late evening.

10 November 1945 (Zone - Minus Nine Hours)

No unusual events this day. The weather remained cloudy and overcast throughout the day, squally weather appearing at midday and slight drizzles in the early afternoon.

11 November 1945 (Zone - Minus Nine Hours)

At 0800 pilot came aboard and at 0818 we were underway for Calicoan Island. It was at 0928 that the first mooring line was secured at the Naval Supply Depot dock, berth 1, at Calicoan Island, Philippine Islands. The weather remained cloudy and overcast throughout the day, with slight drizzles of rain in the early evening.

12 November 1945 (Zone - Minus Nine Hours)

At 0810 the stevedores started unloading our remnant cargo to trucks. This proceeded into the night. The weather remained cloudy and overcast throughout the day, with squally weather and rain in the late morning and slight drizzles during the afternoon and evening.

13 November 1945 (Zone - Minus Nine Hours)

Unloading cargo to the Naval Supply Depot, Calicoan Island, Philippine Islands. The weather remained cloudy and overcast throughout the day, with drizzles and rain appearing in the mid-morning, and drizzles in the late evening.

14 November 1945 (Zone - Minus Nine Hours)

Unloading cargo to the Naval Supply Depot, Calicoan Island, Philippine Islands. Exercised crew at fire drill at 1125. The weather remained ugly and threatening throughout the day, with drizzles and rain in the morning and afternoon.

15 November 1945 (Zone - Minus Nine Hours)

Unloading cargo to the Naval Supply Depot, Calicoan Island, Philippine Islands. The U.S.S. YW-124 came alongside at 1210 and gave us 9,000 gallons of fresh water. In coming alongside their after line tangled into their screw. We assisted them in removing same by using our shallow-water diving equipment. So at 1358 the U.S.S. YW-124 got underway from our starboard side. The weather remained cloudy and overcast throughout the day, with a slight drizzle of rain at midday.

16 November 1945 (Zone - Minus Nine Hours)

The pilot came aboard at 0723 and the ship was underway from the Naval Supply Depot dock, Calicoan Island, Philippine Islands at 0731. At 0815 we anchored at berth B-4 in Guiuan Roadstead, Samar, Philippine Islands. The weather remained cloudy and overcast throughout the day, with drizzles of

rain in the early morning and mid-evening.

17 November 1945 (Zone - Minus Nine Hours)

No unusual events this day. The weather remained cloudy throughout the day, with drizzles and rain in the late afternoon and early evening.

18 November 1945 (Zone - Minus Nine Hours)

No unusual events this day. The weather remained ugly and threatening throughout the day, with a slight drizzle of rain in the mid-evening.

19 November 1945 (Zone - Minus Nine Hours)

In accordance with despatch orders 181203 of the Commander, Service Squadron SEVEN, U. S. Pacific Fleet, we got underway at 1359 enroute to New Orleans, Louisiana via the Panama Canal. At 1410 we took our departure with the Guianan station vessel 500 yards abeam to starboard. At 2300 the ship's clocks were advanced to minus ten time zone. The weather remained cloudy and overcast throughout the day, with ugly, threatening weather and drizzles of rain in the morning and afternoon.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
2000	10°27' N	126°08' E

20 November 1945 (Zone - Minus Ten Hours)

At 1300 exercised crew at general quarters. At 1309 exercised crew at fire drill. At 1318 exercised crew at man overboard drill. At 1324 exercised crew at collision drill. At 1336 exercised crew at abandon ship drill. The weather remained cloudy and overcast throughout the day.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
0800	9°35' N	128°00' E
1200	9°17' N	128°22' E
2000	8°45' N	129°37' E

21 November 1945 (Zone - Minus Ten Hours)

No unusual events this day. The weather remained cloudy throughout the day, with drizzles of rain appearing in the late evening.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
0800	7°55' N	131°40' E
1200	7°44' N	132°18' E
2000	7°06' N	133°32' E

22 November 1945 (Zone - Minus Ten Hours)

No unusual events this day. The weather remained ugly and threatening throughout the day, with drizzles of rain during the early morning and afternoon.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
0800	6°22' N	135°33' E
1200	6°16' N	136°11' E
2000	6°04' N	137°43' E

23 November 1945 (Zone - Minus Ten Hours)

No unusual events this day. The weather remained cloudy, ugly, and threatening throughout the day, with drizzles of rain in the early morning and rain in the evening.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
0800	5°53' N	140°01' E
1200	5°45' N	140°45' E
2000	5°50' N	142°12' E

24 November 1945 (Zone - Minus Ten Hours)

No unusual events this day. The weather remained cloudy throughout the day, with a slight drizzle of rain in mid-evening.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
0800	5°11' N	144°17' E
1200	5°11' N	145°03' E
2000	5°11' N	146°32' E

25 November 1945 (Zone - Minus Ten Hours)

At 2300 advanced ship's clocks one hour to minus eleven time zone. The weather remained cloudy throughout the day, with drizzles of rain in the late afternoon and early evening.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
0800	5°12' N	148°38' E
1200	5°15' N	149°22' E
2000	5°13' N	151°02' E

26 November 1945 (Zone - Minus Eleven Hours)

No unusual events this day. The weather remained cloudy and overcast throughout the day, with rain at midday and mid-evening.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
0800	5°26' N	153°03' E
1200	5°13' N	153°48' E
2000	5°05' N	155°16' E

27 November 1945 (Zone - Minus Eleven Hours)

At 1531 exercised crew at fire drill, and at 1539 exercised crew at man overboard drill. The weather remained cloudy and overcast throughout the day, with drizzles of rain in the early morning and late afternoon.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
0800	5°04' N	157°37' E
1200	5°04' N	158°24' E
2000	5°07' N	159°55' E

28 November 1945 (Zone - Minus Eleven Hours)

No unusual events this day. The weather remained cloudy throughout the day, with rain appearing in the afternoon.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
0800	5°03' N	162°03' E
1200	5°11' N	162°45' E
2000	5°11' N	164°11' E

29 November 1945 (Zone - Minus Eleven Hours)

At 2300 advanced ship's clocks one hour to minus twelve time zone. The weather remained cloudy throughout the day.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
0800	5°21' N	166°14' E
1200	5°27' N	166°58' E
2000	5°28' N	168°28' E

30 November 1945 (Zone - Minus Twelve Hours)

No unusual events this day. The weather remained cloudy throughout the day.

<u>POS.</u>	<u>LAT.</u>	<u>LONG.</u>
0800	5°16' N	170°30' E
1200	5°18' N	171°17' E
2000	5°22' N	172°42' E



HISTORY OF THE U.S.S. POINSETT (AK-205)

6 January 1946
RECEIVED
NAVY DEPARTMENT
EXOS - ROUTING

The keel of the U.S.S. POINSETT (AK-205) was laid in December 1943 at Leatham D. Smith Shipbuilding Yards, Sturgeon Bay, Wisconsin. The POINSETT was launched on 22 May 1944 and conducted trial runs in September 1944 on the Great Lakes, and was accepted by the U. S. Maritime Commission on 1 October 1944.

The POINSETT under her own power and operated by a Navy ferry crew, departed Sturgeon Bay, Wisconsin for Chicago, Illinois on 4 October 1944, arriving at Chicago on 5 October 1944, and was prepared for the trip to New Orleans via the Mississippi River. This preparation required until 19 October 1944, during which time all masts and superstructure above the superstructure deck were removed and secured on the main deck. Pontoons were secured to the stern to raise the vessel to a maximum draft of nine feet.

On 20 October 1944 the POINSETT under assistance of tugs proceeded from Chicago to New Orleans via the Mississippi River and arrived at New Orleans on 4 November 1944.

After taking aboard necessary stores at New Orleans the POINSETT departed under tow on 5 November 1944 for Houston, Texas to be reassembled.

The POINSETT was commissioned on 7 February 1945 at Houston, Texas, and Lieutenant Commander Robert M. BAUGHMAN assumed command. The following Officers and crew reported aboard for duty on 7 February 1945:

Lt(jg). Clifton O. ALLINGHAM, USNR (Supply Officer); Lt. Comdr. Robert M. BAUGHMAN, USNR (Commanding Officer); Lt. David (n) BRYAN, Jr., USNR (Engineer Officer); Lt(jg). James S. MILLS, USNR (Gunnery Officer); Lt(jg). Leo V. POWER, USN (Executive Officer); Lt(jg). William C. SHIRLEY, USNR (First Lieutenant and Cargo Officer); Ens. Charles S. TINSLEY, USNR (Communication Officer).

ADAMS, Leonard O., RMlc, USN; BABCOCK, George H., Jr., CM2c, USN; BENNETT, Edgar W., SKlc, USN; BORGMAN, Stanley R., Flc(EM), USNR; BRAMLETT, Howard J., MoMMlc, USNR; CARLSON, Erick B., MoMM2c, USNR; CARTER, Irby A., EMLc, USN; CHAVEZ, Henry M., Slc, USNR; CHAVIS, Joseph (n), S2c, USNR; COOK, Samuel D., Jr., S2c, USNR; COOPER, Bryan B., S2c, USNR; COOPMAN, Kenneth J., S2c, USNR; CORDONE, Leonard (n), Flc(MoMM), USNR; CORRAO, Vincenzo (n), BM2c, USNR; DUNSTER, Donald L., QM2c, USNR; EHMAN, George C., Slc(QM), USNR; FOX, Sherwood (n), CMoMM, USN; GENTRY, McQuide (n), S2c, USNR; HAINES, Oren C., Jr., S2c, USNR; HARVEY, Thomas N., Jr., CEM, USNR; ISRAEL, Everette M., Sr., Flc(MoMM), USNR; JEWELL, John "T", Sr., Flc(MoMM), USNR; JONES, Grover C., PhMlc, USNR; KEHLER, Wendell D., S2c, USNR; KING, William J., Ylc, USNR; KONOPACKI, Aloys F., SF2c, USNR; KORIPSKY, Joseph P., RM3c, USNR; LACEY, Wilbur K., CMlc, USN; LANE, Robert C., Cox, USNR; McDUFFEE, Jack E., Slc(QM), USNR; MEREDITH, Joseph S., F2c(MoMM), USNR; MILLER, Charles E., S2c, USN-I; MILLS, Robert W., Ck3c, USNR; MINIER, David (n), MoMM3c, USNR; MURPHY, Woodrow (n), F2c, USNR; NAQUIN, Albert J., SK3c, USNR; ODOM, Millard (n), StM2c, USNR; QUARNBERG, Kenneth V., S2c(RM), USNR; RESSEGER, Charles W., SM2c, USN; RICHARD, George A., S2c, USNR; SAGAN, Walter M., MoMM2c, USNR; SEFCHECK, Stanley J., SK3c, USNR; SILVOLA, Jerome R., MoMM2c, USN; SIMKO, Francis T., EMLc, USN; SIMPSON, Richard A., S2c(SC), USNR; TINKER, Robert E., StM2c, USNR; TINKOFF, Charles (n), Slc, USNR; TINLEY, James W., SKlc, USNR; TOTEN, Theodore B., S2c, USNR; TRUMP, Allen C., F2c, USNR; TYO, Wallace E., S2c, USNR; VACCARELLO, Richard S., S2c, USNR; VALCOURT, Paul E., S2c, USNR; VAN PELT, William E., Jr., Slc, USNR; WALLIS, John D., EM2c, USNR; WARNER, William E., Slc, USN-I.

On 8 February 1945 the POINSETT departed Houston, Texas for Galveston, Texas and was outfitted and necessary supplies were taken aboard.

Shakedown and various trial runs were conducted off Galveston, from 21 February 1945 to 25 February 1945, and on completion a post shakedown availability of five days was granted at Texas Coast Shipyards, Galveston, Texas.

On 3 March 1945 the POINSETT departed from Galveston and proceed to New Orleans, Louisiana to commence loading, arriving at New Orleans on 5 March 1945.

At New Orleans 120 tons of frozen cargo were loaded. On completion of loading the POINSETT departed from New Orleans on 7 March 1945 for Mobile, Alabama.

While enroute down the Mississippi River the stern tube packing developed an unusually large leak which required continuous pumping.

At Mobile, Alabama the U.S.S. POINSETT was placed in drydock and the stern tube replaced, and tail shaft removed. We received a full load of various types of ammunition later at Theodore, Alabama, and on 21 March 1945 the POINSETT departed for Panama, Canal Zone, arriving at Cristobal on 26 March 1945.

On 27 March 1945 orders were received to proceed through the Canal and thence to Ulithi in the Western Carolines, departing at 2200 on 27 March 1945 from Balboa, Canal Zone and proceeding in accordance with routing and wartime instructions to Ulithi. The voyage from Balboa to Ulithi was without incident and excellent weather was encountered on the entire voyage.

The POINSETT arrived at Ulithi on 28 April 1945 and on 30 April 1945 received orders to proceed to Kossol Roads and there to join in convoy and proceed to Leyte for further instructions.

The POINSETT arrived at Kossol Roads on 2 May 1945 and departed on 6 May 1945 in convoy for Leyte. Enroute to Leyte, Philippine Islands on 8 May 1945 a submarine contact was made by escorting vessels and evasive courses were steered. No details were received as to the definiteness of the contact.

On 9 May 1945 despatch orders were received to continue to Zamboanga, Philippine Islands and on 10 May 1945 we left our convoy and the USS PC 492 then escorted us to Zamboanga, arriving there on 11 May 1945. The POINSETT remained at Zamboanga, Philippine Islands issuing ammunition until 10 June 1945, when orders were received to proceed to Tawi Tawi in the Sulu Archipelago and issue ammunition to the supporting naval forces in the invasion of Borneo. The USS PCE 874 escorted the POINSETT to Tawi Tawi.

Arriving at Tawi Tawi on 11 June 1945 the POINSETT remained on station issuing ammunition to various naval vessels until 28 June 1945 when orders were received to depart in convoy and join the main invasion forces which were to invade Balikpapan, Borneo on 1 July 1945.

The POINSETT joined up with the main forces on 29 June 1945 in the Celebes Sea and continued through the Straits of Maccassar to Balikpapan, arriving there on "D" Day, 1 July 1945 at 0700. In accordance with previous instructions the POINSETT was anchored about 5 miles off the Town of Balikpapan, Borneo and immediately began issuing ammunition to cruisers, destroyers, and smaller supporting units of the Navy, until 10 July 1945 when the major part of ammunition was exhausted. Orders were then received to depart Balikpapan and proceed to Morotai for further orders.

The POINSETT arrived at Morotai on 13 July 1945 having been escorted by the USS PC 1134 from Balikpapan.

The POINSETT remained at Morotai until 21 July 1945 awaiting orders for disposition of remnants of ammunition cargo and on 21 July 1945 received orders to proceed to Leyte and discharge remaining ammunition to Floating Ammunition Stowage Unit #1. On arrival at Leyte the POINSETT was anchored in San Pedro Bay and discharging continued until 6 August 1945 and on completion received orders to proceed to Manus, Admiralty Islands to load fleet issue clothing and small stores.

Arriving at Manus on 14 August 1945 no berth was available and on 15 August 1945, while laying alongside the U.S.S. TRINITY, official word was received at 0900 that the Japanese had accepted the terms of the Potsdam Conference in full.

On 22 August 1945 the POINSETT was berthed at Manus and loading was commenced, continuing until 26 August 1945. On completion, orders were received to proceed to Manila, Philippine Islands for further orders.

On arrival at Manila orders were received to report to the Commander, Service Division Seventy-Three and issue our cargo in accordance with their directives. Issuing continued until 4 November 1945 when orders were received to proceed to Guiuan, Samar, and discharge remnants and report for further orders on completion.

Discharging was completed at Guiuan, Samar on 16 November 1945 and the POINSETT was anchored off Guiuan awaiting orders. On 19 November 1945 orders were received to proceed to Balboa, Canal Zone and then to New Orleans, Louisiana to be decommissioned. At 1400 on 19 November 1945 the POINSETT departed Guiuan, Samar for Balboa, Canal Zone.

The POINSETT arrived at Balboa, Canal Zone on 27 December 1945 at 1800, and was berthed at Pier 2, Naval Operating Base.

At Balboa orders were received to proceed to Norfolk, Virginia and report to the Commandant, FIFTH Naval District for decommissioning. Repairs on the main engine necessitated a delay until 2 January 1946, when the POINSETT transited the Canal and departed from Colon at 1400 enroute to Norfolk, Virginia via Yucatan Channel and the Straits of Florida.

ROBERT M. BAUGHMAN,
Commander, USNR,
Commanding Officer.